



NATO '69

SPITHEAD FLEET REVIEW

SOUVENIR

PRICE 1/-
MAY 1969



Men behind this Souvenir

Grog
for a
queen!

Material for this souvenir
was provided by
Bernard King
Evening News Naval Correspondent
(on the left) and
John Stretton
Deputy Naval Correspondent



... and straight from a mess basin

Imagine the scene. It is the last day of February, 1842. The three-decker, H.M.S. Queen, sways at anchor in the swell of a grey Spithead in a line of fighting ships. In the man-o'-war's crowded messdeck, the Captain is on one knee — before his Sovereign.

In his hands is a seaman's mess basin, filled with grog.

And the slim, young Queen Victoria, toast of the fleet, takes a sip of the vitriolic mixture — Nelson's blood to Jack, raw rum laced with a splash of water.

"It is very good," says the Queen, and takes a second sip, to the delight of the tough seamen around her.

Just as they had beamed a few minutes earlier when she paused by the table next to the mainmast, and said that she wanted to taste the grog.

The Captain ordered a glass to be brought. But the Queen intervened.

"No! I wish to taste it as the men have it," she demanded, and that was when he fetched the mess basin and filled it from the grog can.

The Queen was to sample the genuine hard stuff, seamen's sustenance in weathers fair and foul since the days of Admiral Vernon. She also tasted the soup, using a long iron spoon, and

commenting "At all events, it is very hot."

As the Queen left the messdeck, the ship's company rose, and, according to a contemporary report, "cheered her vociferously."

She was visibly moved with emotion. There were tears in her eyes as she said "I feel today that I am indeed Old Ocean's youthful Queen. I am indeed surrounded by those who will uphold that title in the battle and the breeze."

RELEVANT

An anecdote from the past, but one with relevance to the gathering of navies at Spithead for NATO's 20th birthday celebrations.

Queen Victoria was reviewing her warships, shield of the Empire, just as Queen Elizabeth II is, this year, reviewing the warships of many nations, together forming the shield for the West.

The 1842 story is, too, an indication of past spectacles at Spithead, anchorage without parallel in the world and the unanimous choice of the NATO partners as the setting for the first NATO naval review.

Many have been the naval reviews there since the year 897 when Alfred the Great inspected his ships off Portsmouth before crushing the Danes in battle in the Solent.

In June, 1814, there were great festivities when the Prince Regent (later George IV) entertained the Emperor of Russia, the King of Prussia, the Duke of Clarence (later William IV), the Duke of Wellington, and Marshal Blücher at the review held to honour the Allied Sovereigns.

SALUTES

Fourteen ships-of-the-line and 31 frigates and sloops were gathered for the last review fleet formed solely by sailing vessels. The Royal party boarded the 98-gun Impregnable, after being rowed to Spithead by 16 lusty seamen dressed in white shirts and red breeches.

Salutes were fired, yards manned; and the Duke of Clarence conferred several knighthoods and gave £3,000 to sailors and Dockyardmen.

Commented the Hampshire Telegraph: "It was a most gratifying sight to behold the friendly Sovereigns of foreign Kingdoms mixing with our Regent in reviewing our proud national bulwark, the past dread and envy of the world."

In the review of August, 1853, a fleet of steam-driven ships attacked seven sailing men-o'-war, and the spectacle

FLAGS

Front-page flags are those of the NATO countries. From the top, they are the flags of the United Kingdom, the United States, Turkey, Portugal, Norway, the Netherlands, Luxembourg, Italy, Iceland, Greece, West Germany, Denmark, Canada, and Belgium.

inspired Prince Albert to write...

"It surpassed all that could have been anticipated — gigantic ships of war, among them Duke of Wellington with 131 guns, a greater number than ever assembled in one vessel, went without sails and was propelled only by screw, 11 miles an hour, and this against wind and tide."

"This is the greatest revolution in the conduct of naval warfare."

Reviews did not always go smoothly. Witness that of March, 1854, when the Queen bade farewell to the Baltic Fleet.

First, 300 V.I.P.s, including members of both Houses of Parliament, were sent to Southampton and not Portsmouth, and then the Admiralty yacht Black Eagle belched black smoke across the anchorage.

This, despite an Admiralty order that only anthracite was to be burned by the review ships — an order ignored only by the Admiralty's own vessel.

By far the biggest Spithead review on record was that of April, 1856, with a gathering of 254 ships manned by 50,000 men and carrying 1,132 guns.

Reviews were not always a time for patriotic fervour. That of June, 1873, in honour of the Shah of Persia, had the opposite effect, inspiring a stern letter to The Times by Admiral Sir Spencer Robinson, warning about the decline in Britain's naval might.

POWER

"Boasting is not power," thundered his epistle. "The splendid pageantry of Spithead is nothing so remarkable as in the absence of what ought to have been there."

Power there was for the Queen's Golden Jubilee review of July, 1887, when 136 warships formed, in the Hampshire Telegraph's view, the "greatest display of naval power that has ever been made in the history of the world."

There were serious repercussions from the review held in August, 1889. It was in honour of the Kaiser, who brought a German naval squadron to Spithead.

He saw 81 British fighting ships, manned by 20,000 men and carrying 596 guns. He acknowledged that it was the finest fleet in the world — and he went home to Germany, determined to build as fine an array of sea power.

At that review, George V was in command of torpedo boat No. 79.

Twelve foreign navies sent ships to Spithead for the June, 1897, review, marking Queen Victoria's Diamond Jubilee — a review of 165 ships the aged monarch was unable to attend.

The Prince of Wales (later Edward VII) received the visitors on behalf of the Queen. He returned to Spithead in August, 1902, to review the fleet in his own right as the newly crowned Sovereign.

He was at Spithead again in August, 1909, reviewing French and British squadrons, and helping cement the bonds between the two countries.

THE BONDS

George V's Coronation Review in June, 1911, marked the dawn of a new era in naval architecture, the coming of the Dreadnoughts, the mighty war

wagons conceived by the mercurial Jackie Fisher, Commander-in-Chief, Portsmouth, and subsequent First Sea Lord.

The 1911 Spithead fleet numbered 170 ships. Thirty-two were battleships, eight of them Dreadnoughts. There were also 25 armoured cruisers, 72 destroyers, and, a pointer to the navies of today, eight submarines.

There were further glimpses of the future when the fleet met at Spithead again, a year later. Aircraft and hydroplanes were featured for the first time. Submarines made mock attacks on Dreadnoughts.

The fleet of 223 ships, among them 44 battleships and 30 cruisers, was an awesome sight as it slipped silently to sea at the end of the review, watched by many members of the Government, a reminder for them of where the real strength of Britain's military machine lay.

'PROUD'

War was on the horizon when the fleet was summoned to Portsmouth in July, 1914, to test the speed of mobilization of the Reserve. Twenty-four Dreadnoughts, 35 battleships, more than 50 cruisers, and more than 100 destroyers formed 40 miles of ships in 12 lines from Spithead to Cowes before steaming past the Royal Yacht off the Nab.

George V signalled: "I am proud of my Navy."

Many of the sailors in the 1914 fleet never saw their homes again. The Admiralty, under Winston Churchill, kept the fleet together, ready for the conflict they knew was coming rapidly.

The majority of the ships were missing, too, from the next Spithead review in July, 1924; the Navy's war wounds were displayed for all to see — the fleet included only ten battleships, only nine cruisers. The others were at the seabed or in breakers' yards.

CHANGE

Signs of the Navy's recovery and the switch in emphasis from big-gun ships towards air power

were evident in 1935 when 160 ships anchored at Spithead for George V's Silver Jubilee review.

Two aircraft carriers, Courageous and Furious, were in the Home Fleet, alongside the battleships Nelson, Rodney, Barham, and Valiant. And a Fleet Air Arm fly-past was a feature of the events.

In the 1937 Coronation

review, the number of aircraft carriers had risen to five, a portent of the part they were to play in World War II.

So to the most recent Spithead review — that of June, 1953, marking the Queen's Coronation. Sixteen nations sent warships, among them Russia, Spain, the United States, Italy, Turkey, Brazil, Greece, and Portugal.

It was an international gathering to note down in Portsmouth's history — as is the NATO fleet review of 1969, bringing together the peoples of 12 nations.

FIRST TO TURN HUNTER

Minesweeper turned mine-hunter — that's H.M.S. Shoulton (360 tons), smallest Royal Navy warship in the review.

There is a difference in the descriptions. Royal Navy minehunters are fitted with unique equipment, a development of the British sonar, enabling them to locate any small, mine-like objects on the seabed with remarkable accuracy and at a range previously impossible.

Shoulton was the first of the Ton class minesweepers to turn hunter. She was also the first to be powered by a new type of machinery, codenamed Pumpjet.

Designed by aircraft experts, it was fitted by Portsmouth Dockyard and aimed at giving the ship greater manoeuvrability.

Shoulton is built to a design by John I. Thornycroft, of Woolston, now part of the Vosper-Thornycroft shipbuilding group. She has a double mahogany hull, and other materials in the structure were chosen because of their low attraction to magnetic mines.

Also in the review is one of Shoulton's sister-ships, H.M.S. Letterston, equipped to clear the sea of all types of mines, including magnetic and acoustic.

'Hand-bibles'

Holy stones, used for keeping wooden decks spotless, were so called because sailors knelt down to use them. They were sometimes called "hand-bibles" or "prayer books."

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NATO is the basis of security

That unique institution, the North Atlantic Treaty Organization, is 20 years old. I say unique because never before have so many nations freely joined a defensive alliance in times of peace — and, what is more, committed themselves to common action in times of crisis, reflecting this in arrangements, which are tested regularly in joint exercises, for the collective command, control, and deployment of their forces.

NATO has, from the outset, been a defensive alliance. It threatens nobody.

Consistent with the principles of the United Nations charter, the members banded together to ensure their collective security. Within this essential framework, their peoples have been able to prosper.

Peace has been kept in Europe, the westward march of Soviet communism has been stopped, and the world has been spared the horror of nuclear war.

Basic aim

NATO's basic aim is to prevent war in the Treaty area. This means deterring all forms of aggression, nuclear or conventional, major or minor, by making it clear to the Warsaw Pact that war is not worthwhile.

The Alliance's deterrent strategy rests ultimately on the possession of nuclear weapons.

But NATO also has, and must maintain, strong conventional forces to contain aggression short of an all-out attack, and, in the event of a full-scale attack, to provide a breathing space in which to take the awesome decision to use nuclear weapons.

evidence of the strength and solidarity of NATO countries to resist aggression.

At sea, the principle is demonstrated by the Standing Naval Force, Atlantic, which is taking part in the NATO Naval Review. This force of some six ships now exists

By the
RT. HON. DENIS HEALEY
Secretary of State for Defence

This combination of nuclear and conventional forces has been effective for 20 years. I believe it will be effective for another 20.

The collective nature of the Alliance is indispensable. In the central region, the principle that an attack against one is an attack against all is demonstrated by the presence of the forces of several member countries in Germany.

The Allied Command Europe Mobile Force, which can be quickly deployed to either flank, provides further visible

as a permanent international squadron, working and training together. And a second allied naval force is to be set up in the Mediterranean.

Because the Alliance is both politically and militarily strong, it provides the essential foundation for detente.

We must pursue the search for understanding between East and West so that the issues that divide Europe can be resolved.

Before the Russian invasion of Czechoslovakia, we all felt that the cold war had receded, and the North Atlantic Council, last June, had proposed discussions with the Warsaw Pact on the possibility of mutual and balanced reductions of forces on the two sides.

The Soviet response was the invasion of Czechoslovakia.

This set back the prospects of detente. But the Alliance will continue to prepare for discussions when the climate is more favourable.

Balance

The balance of military effort within the Alliance is bound to shift over the next decade. The European members must expect to bear a larger share of the common burden.

I believe that they can do so by increasing co-operation among themselves, both in planning their contribution to the Alliance and by collaborating in the procurement of equipment.

The Royal Air Force compares in size and quality with any air force in Western Europe.

The North Atlantic Alliance is of indefinite duration. Its crowning achievement would be to render itself no longer necessary, by negotiating a solution to the problems that divide Europe, and establishing a lasting peace.

Meanwhile, it is the foundation of our own security and that of our Allies.



Denis Healey has been Secretary of State for Defence since Labour returned to power in October, 1964 — a remarkably long tenure in one department for modern Ministers.

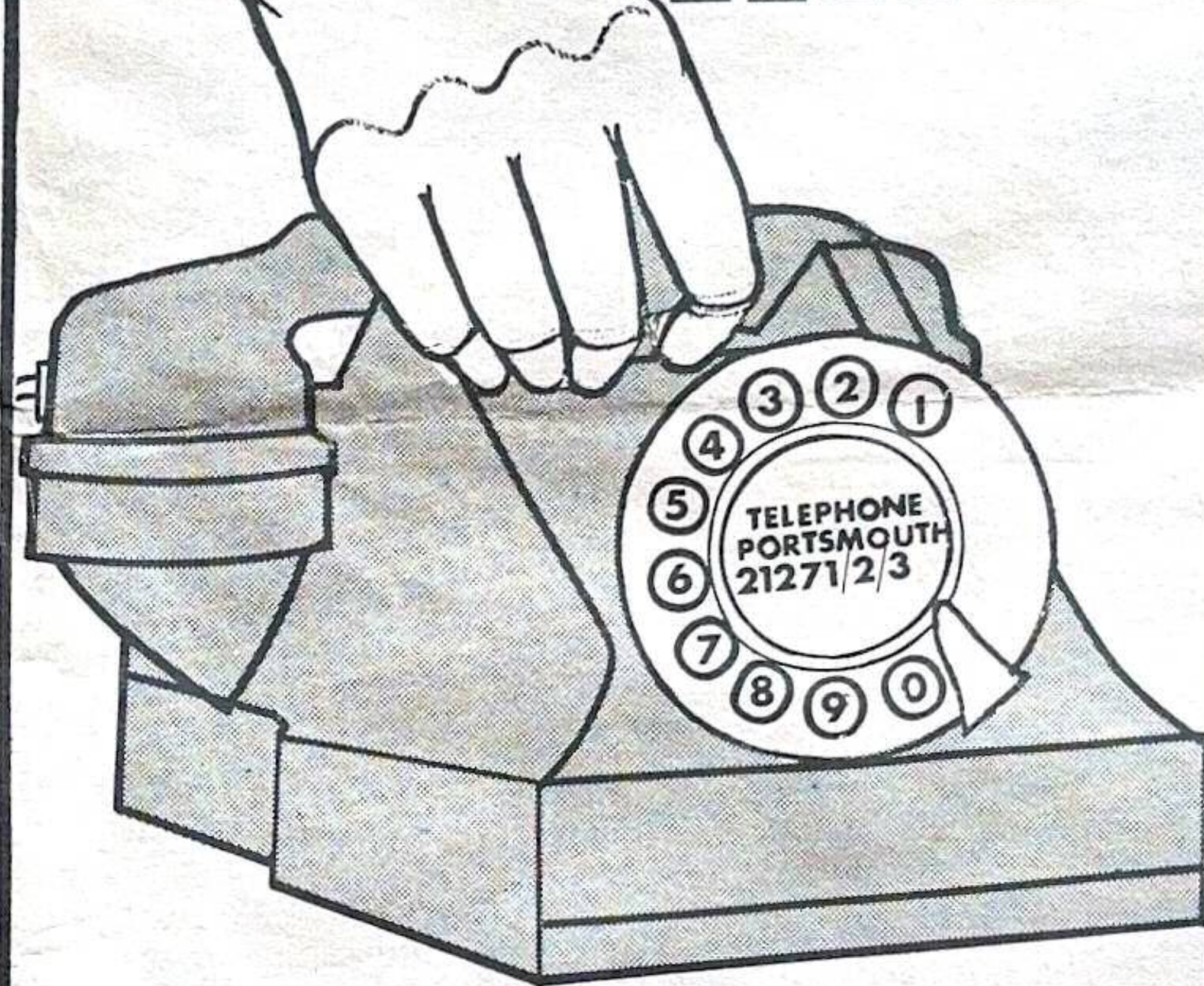
With the Prime Minister and the Lord Chancellor, he is one of only three members of the Government to hold their original posts.

There is no doubting his mastery of the Defence Ministry, or his powerful influence on Government foreign and defence policies.

He is a key figure in the sharp shift of emphasis towards Europe and away from East of Suez in British policies. NATO has no stronger supporter.

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A GUIDE TO THE WARSHIPS

Sixty warships and 17,000 sailors from 12 nations embracing 11 languages and linking two continents are gathering this week at the great naval anchorage at Spithead under one flag — the blue and white star of NATO, the North Atlantic Alliance.

The first NATO naval fleet review is a mighty salute to the 20th anniversary of the Alliance, forged in the tense days after the 1948 Berlin crisis and with an unblemished record for peace-keeping in the West.

Portsmouth and Spithead were the unanimous choice of the NATO powers as the setting for the assembly, a tribute to Britain's contribution to the Alliance and a pointer of NATO's new awareness that sea power may be the key to any future conflict between East and West.

The NATO fleet will be reviewed on Friday by the Queen from the Royal Yacht Britannia.

The Queen's arrival at Spithead will be greeted with a 21-gun salute from every warship.

The ships will be:—

BELGIUM

ROCHEFORT, M 930 (commanded by Lieut. H. Robins): Coastal minesweeper, 390 tons, complement, 39. Senior officer 124 Squadron (Commander P. Marin) embarked.

HEIST, M 929 (Lieut. G. Bocher): Coastal minesweeper, 390 tons, complement, 39.

KNOCKE, M 931 (Lieut. J. Severs): Coastal minesweeper, 390 tons, complement, 39.

CHARLEROI, M 917 (Lieut. J. Petit): Coastal minesweeper, 390 tons, complement, 39.

BREYDEL, M 906 (Lt. Commander P. Mawet): Ocean minesweeper, 780 tons, complement, 72. Senior Officer 191 Squadron (Commander A. Stroobant) embarked.

TRUFFAUT, M 908 (Lt. Commander H. Jacquemin): Ocean minesweeper, 780 tons, complement, 72.

MALMEDY, M 922 (Lieut. R. Leenaert): Coastal minesweeper, 390 tons, complement, 39.

TURNHOUT, M 474 (Lieut. J. de Pape): Inshore minesweeper, 190 tons, complement, 17.

TONGEREN, M 475 (Lieut. D. Deruyter): Inshore minesweeper, 190 tons, complement, 17.

WISE, M 482 (Lieut. G. Maes): Inshore minesweeper, 190 tons, complement, 17.

DINANT, M 484 (Sub-Lieut. E. Duhamel): Inshore minesweeper, 190 tons, complement, 17.

CANADA

St LAURENT, 205 (Commander M. Barrow): Escort destroyer, 2,800 tons, complement, 250. Prototype for all destroyers in Canadian Navy. Rounded hull to combat ice formation. Senior

Canadian Naval Officer Afloat (Commodore H. A. Porter) embarked.

FRASER, 233 (Commander F. W. Crickard): Destroyer of St Laurent class, 2,800 tons, complement, 250. Commander, 5th Canadian Escort Squadron (Captain C. G. Pratt) embarked.

GATINEAU, 236 (Commander W. A. Hughes): Escort destroyer of Restigouche class, 2,900 tons, complement, 246.

PROVIDER, 508 (Captain W. J. H. Stuart): Fleet tanker, largest ship built in Canada for Canadian armed forces, 22,700 tons, complement, 142.

DENMARK

MOEEN, N 82 (Commander A. A. Jans): Minelayer, 1,900 tons, complement, 120. Built for operations in Baltic, commissioned 1964.

WEST GERMANY

BAYERN, D 183 (Commander H. Harre): Destroyer, 4,300 tons, complement, 282. Powerful anti-submarine ship, with speed of 35 knots. Commissioned 1965. Flagship of Commander, German Naval Forces, North Sea (Rear-Admiral A. Zimmermann).

AUGSBURG, F222 (Commander H. Hermann Vohs): Fast frigate, 2,550 tons, complement, 210. Engines include gas turbines. Speed 30 knots.

GREECE

ASPIS, 06 (Commander M. Lazarimos): Destroyer, 3,050 tons, complement, 300.

ITALY

ANDREA DORIA, 553 (Captain G. de Giovannia): Guided missile cruiser, 6,500 tons, complement, 480. Armed with American Terrier missiles and

carries four helicopters. Flagship of Commander, 1st Italian Naval Division (Rear-Admiral F. M. Barattelli).

De ALPINO, F 580 (Commander C. Pellini): Frigate, 2,700 tons, complement, 250. Powered by diesel and gas engines, speed 28 knots. Carries two helicopters.

NETHERLANDS

De RUYTER, C 801 (Captain H. Van Mastrigt): Cruiser, 11,850 tons, commissioned 1954, complement, 943. Named after greatest admiral in Dutch naval history. Commander, 5th Netherlands Task Force (Commodore O. Cramwinckel).

ZEELAND, 809 (Commander N. M. Bollen): Destroyer, 2,765 tons, complement, 247. Speed, 32 knots. Commander, Netherlands 3rd Destroyer Division (Captain P. J. F. van der Meer Mohr) embarked.

HOLLAND, D 808 (Commander J. H. van der Zee): Destroyer, first of Holland class completed, weapons include anti-submarine rockets; 2,765 tons, complement, 247.

ROTTERDAM, D 818 (Commander P. S. Niemeijer): Destroyer of Friesland class, completed in 1957, 3,000 tons, speed of 36 knots, complement, 284.

NOORD BRABAND, D 810 (Commander J. G. C. van der Linde): Destroyer 2,765 tons, complement, 247.

NORWAY

OSLO, F 300 (Senior Commander P. Wilhelmsen): Frigate, 1,745 tons, complement, 150. Completed, 1966.

BERGEN, F 301 (Commander J. Jensen): Frigate completed in 1967 as first of new building programme. Armed with Terne anti-submarine missiles; 1,745 tons, complement, 150.



Andrea Doria, the 6,500 tons Italian guided missile cruiser, which has a complement of 480 and is the flagship of the Commander, 1st Italian Naval Division.

PORTUGAL

COMMANDANTE HERMENEGILDO CAPELO, F 481 (Commander E. Aguiar): Fast frigate, 2,180 tons, commissioned March, 1968, complement 214.

TURKEY

Gaziantep, D 344 (Commander Izzet Tepekoy): destroyer, 2,580 tons, former U.S. Navy ship built in World War II. Embarked is Flotilla Commander, Captain Fuat Basol.

UNITED KINGDOM

GLAMORGAN, D 19 (Captain S. L. McArdle): Guided missile destroyer, 6,200 tons, complement, 488. Flagship for the review. Flag of Admiral Sir John Bush, Allied Commander-in-Chief, Channel.

BLAKE, C 99 (Captain R. F. Plugg): Helicopter cruiser, 9,550 tons, complement, 750. Carries four helicopters. Flagship of Rear-Admiral Michael Fell, Flag Officer Carriers and Amphibious Ships.

PHOEBE, F 42 (Captain C. R. P. C. branson): Leander class frigate, 2,300 tons, complement, 263. Leads Western Fleet anti-submarine squadron.

EASTBOURNE, F 73 (Captain I. S. S. Mackay): Frigate, 2,560 tons, complement, 220. Leads Dartmouth Training Squadron.

PUMA, F 34 (Commander J. F. de Winton): Frigate, 2,500 tons, complement, 205.

TENBY, F 65 (Commander R. I. T. Hogg): Frigate, 2,560 tons, complement, 220. Member of Dartmouth Training Squadron.

TORQUAY, F 43 (Commander P. J. Symons): Frigate, 2,560 tons, complement, 220. Member

of Dartmouth Training Squadron.

TIPTOE (Lt. Commander J. J. S. Daniel): Submarine, 1,500 tons, complement, 65. Just celebrated 25th birthday, and is Royal Navy's oldest submarine. Name chosen by Sir Winston Churchill in 1942.

OLYMPUS (Lt. Commander J. P. A. Purdy): Submarine of modern Oberon class, 2,030 tons, complement, 70.

ALCIDE (Lt. Commander J. N. Stevenson): Submarine, 1,385 tons, complement, 66, built towards end of World War II.

SHOULTON, M 1182 (Lt. Commander B. E. Nicholls): Minehunter, 360 tons, complement, 36.

LETTERSTON, M 1160 (Lt. Commander P. McLaren): Coastal minesweeper, 360 tons, complement, 36, permanently used for fishery protection duties.

OLMEDA, A 124 (Captain S. C. Dunlop, R.F.A.): Fleet tanker, 33,000 tons, complement, 100-140. One of the largest ships in Navy's life-line at sea.

UNITED STATES

WASP, CVS 18 (Captain S. M. Cooley): Aircraft carrier, 40,600 tons, complement, 2,400. Headquarters for anti-submarine warfare group. Acted as recovery ship in space launches. Flagship of Rear-Admiral F. B. Stone, Commander, 14th Carrier Division, U.S. Navy.

BARNEY, 6 (Commander A. D. Branch): Guided missile destroyer, 4,500 tons, complement, 336. Armed with Tartar missiles.

LAFFEY, 724 (Commander T. R. Cotten): Destroyer, 3,320 tons, complement, 210. Hit by eight Japanese suicide planes in 1945 and awarded Presidential citation.

ALLEN M. SUMNER, 692 (Commander J. A. Meacham): Destroyer, 3,320 tons, complement, 290.

CLAUDE V. RICKETTS, 5 (Commander J. Rapkin): Guided missile destroyer, 4,500 tons, complement, 337. Commander U.S. 16th Destroyer Squadron (Captain R. di Cori) embarked.

VOGE, 1047 (Commander F. B. Shemanski): Escort, 3,400 tons, complement, 219.

KOELSCH, 1049 (Commander

W. T. Crawford): Escort, 3,400 tons, complement, 224.

DEWEY, 14 (Commander V. C. Snyder): Guided missile frigate, 5,800 tons, complement, 371. Commander U.S. Destroyer Division 262 (Captain W. A. Myers) embarked.

McCLOY, 1038 (Lt. Commander D. T. Rogers): destroyer escort, 2,650 tons, complement, 206. Used for evaluation of new weapons, including un-manned helicopter against submarines.

SEA POACHER, 406 (Lt. Commander H. L. Huggins): Submarine, 2,440 tons, complement, 80.

CHUKAWAN, 100 (Captain J. D. Stufflebeem): Fleet oiler, 25,000 tons, complement, 285. Named after Alaskan river.

Standing Naval Force Atlantic:

VAN NES, F 805 (Netherlands): Frigate, 2,850 tons, complement, 254, commissioned 1967. Commanded by Captain J. L. Langenberg. Embarked is Commodore B. Veldkamp, who commands the NATO naval force.

DIDO, F 104 (Royal Navy): Leander frigate, 2,300 tons, complement, 263. Commanded by Captain A. R. Rawbone.

BRAUNSCHWEIG, F 225 (West Germany): Frigate, 2,550 tons, complement, 210. Commanded by Senior Commander J. Joas.

ALMIRANTE PEREIRA DA SILVA, F 472 (Portugal): Fast frigate, 1,950 tons, complement, 166. Commanded by Commander M. E. Brinca.

EVERTSEN, F 815 (Netherlands): Frigate, 2,850 tons, complement, 254. Commanded by Commander G. W. Van Bruggen.

VESOLE, 878 (United States): Destroyer, 3,480 tons, complement, 274. Commanded by Commander P. H. Orvis.

Two other warships, the Royal Navy frigate Wakeful and the Belgian Navy support ship Zinnia, will be present at the review, though not part of it. They will be used for communications duties and escorting the Royal Yacht.

Twelve countries established the Alliance

the Alliance's European headquarters were moved from Paris to Brussels.

NATO is a defensive military pact — the members consider an armed attack against one as an attack against all.

The treaty also aims at developing political, economic, social, and cultural links between the member countries.

Ships open to the public

Twenty-eight ships of the NATO Spithead fleet will berth in Portsmouth Harbour after the review — and 21 ships will be open to the public on Saturday (May 17) and Sunday (May 18).

Open for visiting between 1 p.m. and 6 p.m. on those days will be — Laffey, Claude V. Ricketts (United States), Augsburg, Bayern (West Germany), Andrea Doria, De Alpino (Italy), Fraser, St Laurent (Canada), Noord Brabant, de Ruyter (Netherlands), Highburton, Puma (Royal Navy), Knokke, Charleroi, Zinnia (Belgium), the Turkish destroyer, Moen (Denmark), Oslo, Bergen (Norway), commandante Roberto Ivens (Portugal), Aspiss (Greece).

All but Highburton, a coastal minesweeper, are taking part in the review.

Time-table for ships entering harbour after the review:—

MAY 16

Royal Yacht Britannia, 5.30 p.m.; Zinnia, 5.35 p.m.; Wakeful, 5.40 p.m.; Claude V. Ricketts, 5.50 p.m.; Oslo, 6.5 p.m.; Bayern, 6.20 p.m.; Laffey, 7 p.m.; de Ruyter 7.30 p.m.; St Laurent, 7.50 p.m.; Galatea (Royal Navy frigate not in review), 8.30 p.m.

MAY 17

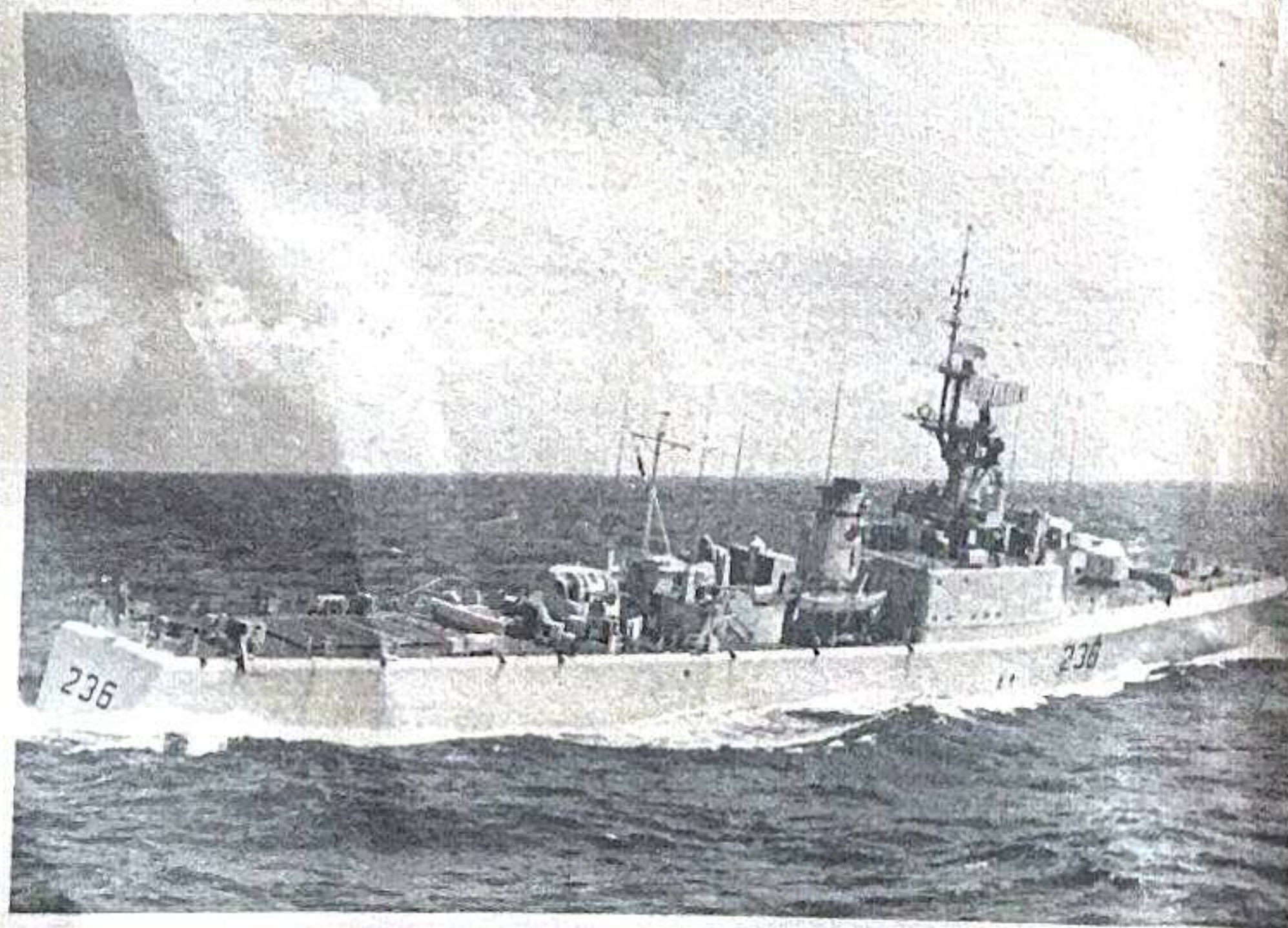
Glamorgan, 7 a.m.; Sea Poacher, 7.5 a.m.; Andrea Doria, 7.30 a.m.; Olympus, 7.35 a.m.; Aspiss, 7.55 a.m.; Augsburg, 8.5 a.m.; Alcide, 8.10 a.m.; Fraser, 8.20 a.m.; Tiptoe, 8.25 a.m.; Commandante Hermenegildo Capelo, 8.49 a.m.; Turkish destroyer, 8.50 a.m.; De Alpino, 9 a.m.; Bergen, 9.10 a.m.; Puma, 9.20 a.m.; Noord Brabant, 9.30 a.m.; Moen, 9.45 a.m.; Charleroi and Knokke, 9.50 a.m.; Rochefort, Heist, Highburton 10.30 a.m.; Shoulton, Glasserton (R.N. minesweeper not in review) 10.30 a.m.

Wasp, Dewey, Allen M. Sumner, Barney, Chukawan,

Eastbourne, Tenby, Torquay, Letterston, Rotterdam, Holland, Zeeland, Provider, Gatineau, Voge, Koelsch, and McCloy will be sailing from Spithead for next ports of call between 6 p.m. and 8 p.m. on May 16.

The remainder of the NATO fleet not entering harbour will sail from Spithead between 7 a.m. and 9 a.m. on May 17.

Sailing times from Portsmouth on Monday, May 19, are — De Alpino, Moen, 9.30 a.m.; Noord Brabant, 9.45 a.m.; Andrea Doria, 9.50 a.m.; Zinnia, 9.55 a.m.; Highburton, 10.5 a.m.; Knokke, Rochefort, 10.10 a.m.; Charleroi, Heist, Bergen, 10.15 a.m.; Glasserton (R.N. minesweeper not in review), 10.20 a.m.; Oslo, 10.25 a.m.; Turkish destroyer, 10.40 a.m.; Augsburg, 10.40 a.m.; Bayern, 11 a.m.; Commandante Roberto Ivens, 11.15 a.m.; Aspiss, 11.30 a.m.; Fraser, 12.5 p.m.; St Laurent, 12.15 p.m.; Puma, 12.15 p.m.; de Ruyter, 2.45 p.m.



H.M.C.S. Gatineau, a Canadian escort destroyer, which has a complement of 246 and a displacement of 2,900 tons.

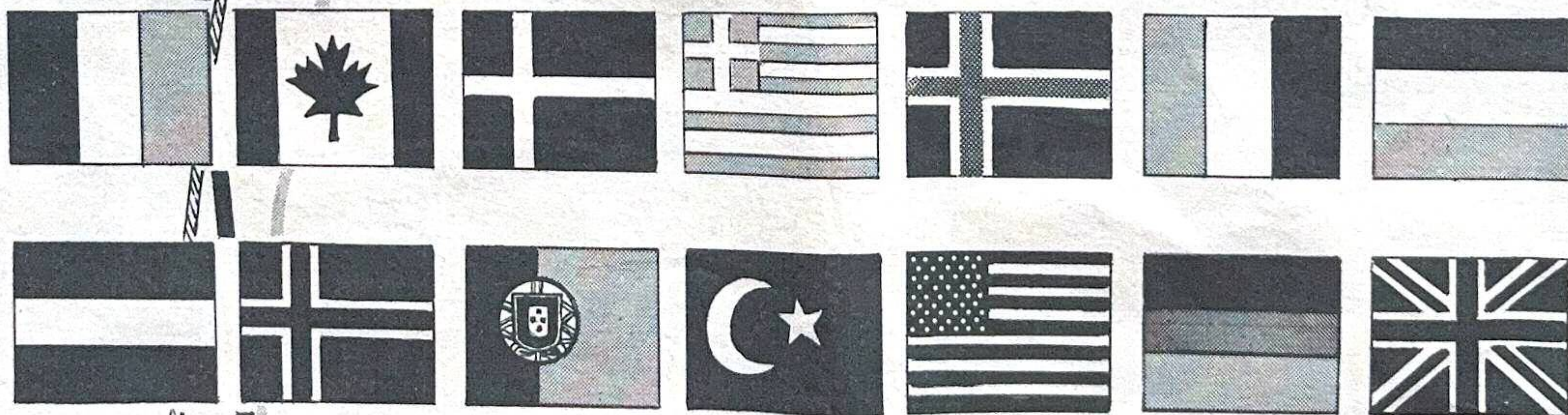


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THE WINDSOR TRADITION

Royal links with the sea

The lure of the sea has magic qualities for the House of Windsor and no member of the Royal Family fell more completely under its spell than George V, The Sailor King.

He was a professional naval officer with a decade's experience in ships at sea, and he held several commands. In 1911, when he succeeded to the throne, he lost his naval career, but he never gave up his interest in the sea or his fleet.

George V was a frequent visitor to the fleet at Spithead and, in 1914, with war imminent, he hoisted his Standard in Victoria and

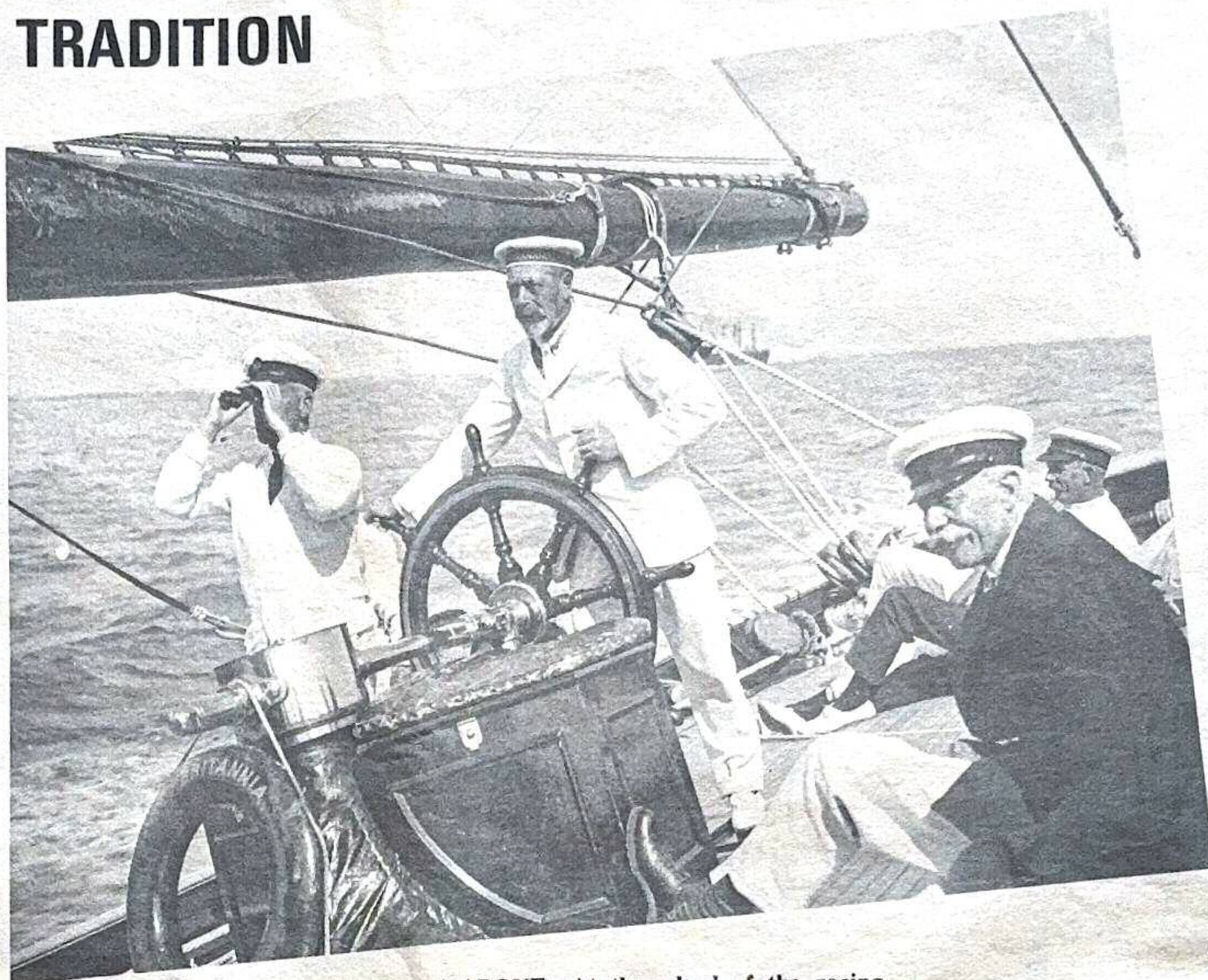
Albert at Portsmouth, reviewed his fleet, then watched it steam to sea from the Nab Tower.

His words were signalled to the fleet: "I am proud of my Navy."

Attractions of the sea for George V and other members of the Royal Family are the subject of a centre page article by John Stretton.

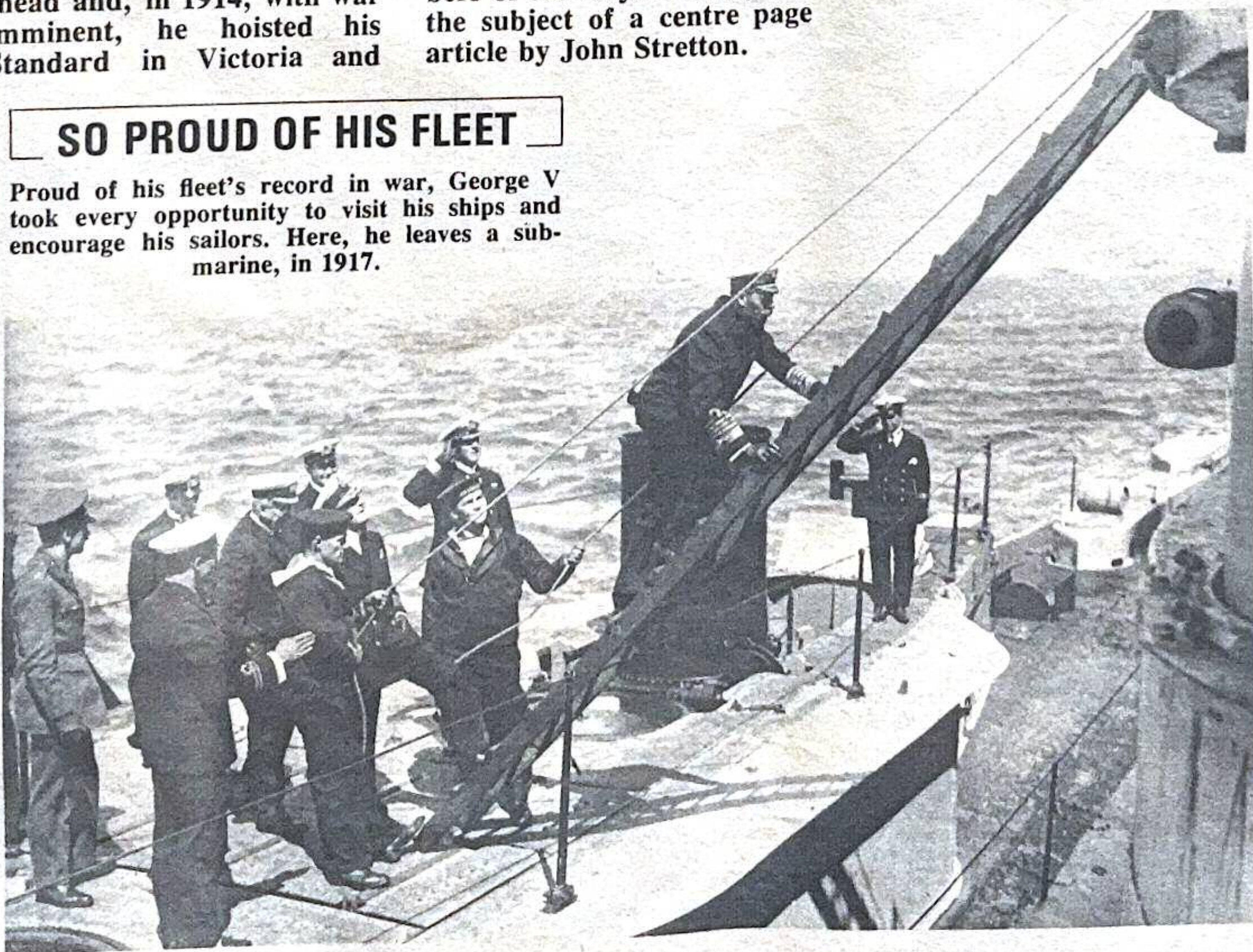
SO PROUD OF HIS FLEET

Proud of his fleet's record in war, George V took every opportunity to visit his ships and encourage his sailors. Here, he leaves a submarine, in 1917.



★ ABOVE: At the wheel of the racing yacht Britannia in 1924 is the Sailor King, George V, a frequent and formidable competitor at Cowes Week.

★ RIGHT: A sailor king in the making — Prince Albert, subsequently George VI, in naval uniform, aboard Victoria and Albert, in 1912.





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SENIOR OFFICER IN REVIEW

Admiral Sir John Bush, senior officer in the Fleet Review, is Commander-in-Chief of the Royal Navy's Western Fleet, and Allied Commander-in-Chief, Channel and Eastern Atlantic in NATO.

He is flying his flag in the guided missile destroyer H.M.S. Glamorgan — a fitting choice, for he is a destroyer-man.

He won the D.S.C. and two Bars, and earned a mention in dispatches, when serving in and commanding destroyers in World War II.

Key positions occupied in recent years included the post of Vice-Chief of Naval Staff on the Admiralty Board from 1965-67.

Admiral Bush (54), who is married and has three sons and two daughters, lives at The Avenue, Fareham.

Why NATO must be strong at sea

Some of you may be asking yourselves what is the meaning of this review.

I believe that the 20th anniversary review of the NATO ships should be a vivid reminder to those who watch it that we and our allies still need to be strong at sea.

The first reason behind NATO sea power is that even in a time of rapidly changing technology, it is as important for us to deter a potential aggressor at sea as it is on land or in the air.

Secondly, the need for sea power stems from our heavy and continuing dependence on the sea for the trade and livelihood of those living in the advanced economies of Western Europe and North America.

Let us look at the policy of deterrence. The sea offers a potential enemy numerous opportunities to advance his interests at a time of tension in the world.

OPEN ARENA

While powerful armies face each other across Europe, backed by strategic and tactical nuclear weapons, an advance by one side across a fixed frontier is certain to be met with a similar response by the other. The sea is an open arena which allows full freedom of movement.

One country can move its ships close to another country without infringing any rights outside territorial waters and engage in surveillance activities, which may provide valuable information at very little cost.

Or a navy may be used to lack up an expansionist foreign policy through visiting foreign ports and impressing the residents in uncommitted countries.

The Soviet Navy today is active in many parts of the world, which had hardly seen a Russian ship only 20 years ago, while the size of the Soviet Fleet has grown until it is the second largest in the world, with many modern nuclear-powered submarines and powerful missile-armed surface ships.

The best way for the Western Alliance to deter any risk of aggression at sea is for our navies to be strong, equally modern and similarly seen to exercise our rights of free movement in all the oceans of the world.

This is why the Standing Naval Force Atlantic

is so important as a permanent NATO presence at sea available to move at short notice.

SYMBOL OF UNITY

Consisting at present of up to eight destroyers and frigates at any one time, the force can readily be moved to an area of rising tension, where it would provide a symbol of NATO unity and resolve to face up to any potential aggressor.

The force is a highly efficient group of ships, which are constantly exercising together the latest anti-submarine techniques.

At the same time they carry out an extensive programme of NATO flag-showing visits which convey the meaning of the Alliance to many different ports.

Last year, for example, the force visited 30

By Admiral Sir John Bush,

Allied Commander-in-Chief,

Channel

cities and towns and entertained thousands of visitors, who thereby gained a better understanding of the NATO Alliance.

Soon NATO hopes to have a force of warships in the Mediterranean that can come together on call for similar purposes.

TRADITIONAL ANCHORAGE

The assembly of 61 ships from 12 navies for the NATO 20th Anniversary Review at Spithead will provide, I hope, as colourful and enjoyable a ceremony as any that has taken place in this traditional naval anchorage over the past hundreds of years.

The men who are manning the ships will be honoured by the presence of the Queen, with the NATO political and military representatives who, under the Secretary-General (Sgr. Manlio Brosio), bear the heavy responsibility for carrying out the policies of the Western Alliance.

The public can share in this Review by watch-

ing the ships from shore, or from local craft. I hope too that many readers of this special issue will avail themselves of the opportunity to visit the NATO ships in Portsmouth Dockyard during the afternoons of Saturday, May 17, and Sunday, May 18.

SMALL FRACTION

To sum up — these 61 ships at Spithead represent only a small fraction of the total naval forces belonging to all the NATO nations.

But they have come together to commemorate 20 years of an Alliance which has an overwhelming interest in preserving the freedom to move around the seas.

The navies of NATO are accustomed to working together and their main aim is to deter. We look forward to a continuous development of our skills and strength at sea during the next 20 years, so that peace may be maintained.

CREST LINK WITH 1870

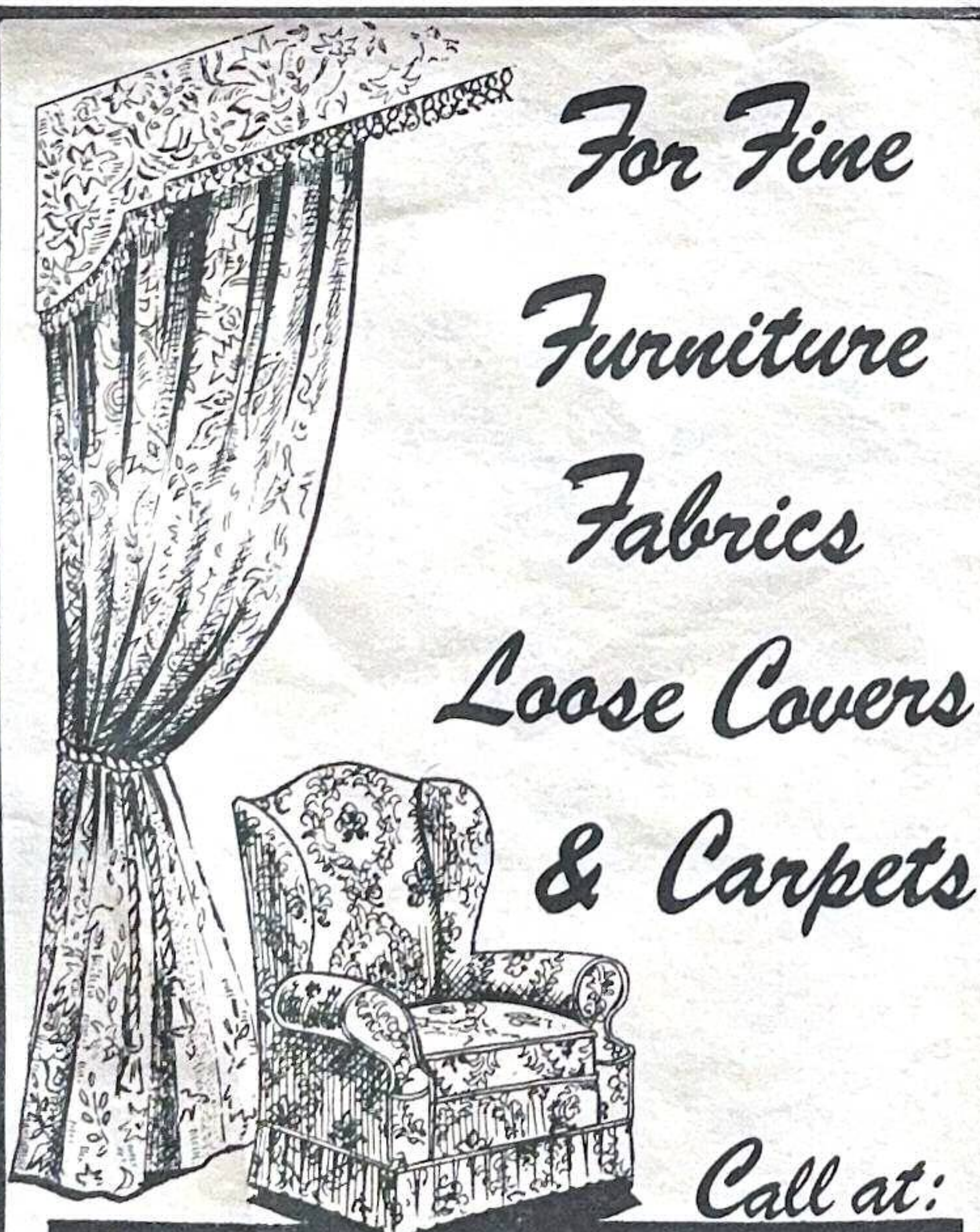
The crest of the submarine H.M.S. Alcide links the boat with the first Royal Navy vessel to bear the name and captured in 1780 by Admiral Boscawen.

The admiral's coat of arms now appears on the submarine's crest.

Alcide, 22-year-old "A" class submarine belonging to the 1st Submarine Squadron at H.M.S. Dolphin, Gosport, sailed 7,800 miles in NATO exercises last year. She displaces 1,400 tons, is 283ft. overall, and has a crew of 67.

DUTY FIRST

Duty is the great business of a Sea Officer. All private considerations must give way to it, however painful it is. — Nelson, writing to his wife-to-be, Fanny Nisbet, in 1786.



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More than mere good looks

Italian ship designers have produced some of the most handsome warships to take to the high seas in the past decade, as a look at Andrea Doria and de Alpino will confirm.

Andrea Doria, 6,500-ton guided missile cruiser / helicopter carrier, has fine, raking lines, and vies with the Royal Navy's County Class ships in appearance.

Certainly, she makes H.M.S. Blake, Britain's first helicopter carrier, look unwieldy and ugly.

Andrea Doria is not all good looks. Her array of weapons include Terrier guided missiles, eight 3in. guns, and anti-submarine torpedoes.

FOUR HELICOPTERS

From a flight deck on the stern, she operates four helicopters, valuable aid in the search for submarines.

Italy has two ships of this class, both built in Italian yards and commissioned in 1964.

Andrea Doria's escort to Spithead, de Alpino, is another example of the Italian ship designer's art. A 2,700-ton frigate, she was completed early last year as the first of a new class.

Gas turbines give her a top speed of 28 knots, and deisels a range of more than 4,000 miles at 18 knots.

From a platform over the



The graceful de Alpino.

stern, she can operate two anti-submarine helicopters.

RECOVER

Ships such as these have helped the Italian Navy to recover from its World War II loss of face.

In the 1960s, three guided missile cruisers, two guided missile destroyers, six frigates, four corvettes, four fast gunboats, and a submarine have come from Italian yards, and another three submarines are nearing completion.

This front-line fleet is backed by a versatile group of older ships, many of them ex-United States Navy vessels.

It means that the Italian Navy, among the most modern in outlook in the world, can play an important role in NATO in helping to combat Soviet naval influence in the Mediterranean.

Wearing coat-of-arms of island of Moen

One of four modern minelayers in service with the Danish Navy, the Moen (pictured below) was built in Denmark between 1962-64.

These minelayers are intended for operation in Danish home waters mainly in the Baltic and the Straits.

The name Moen has been carried by six ships of the Royal

Danish Navy since 1726. The crest carried by Moen on the front bridge is derived from the coat-of-arms of the island of Moen, which were established in 1326 and revised in 1518.

The first Moen was a 32-gun galley launched in 1726. The sixth was a gunboat launched in 1875 and kept in service until 1901.



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Dutch are displaying their new navy

In keeping with its great history as a maritime power, the Royal Netherlands Navy plays a full part in NATO sea operations. It has two ships in the NATO Atlantic Squadron, and provides the squadron commander.

Headed by the cruiser de Ruyter, there are seven Dutch ships at the review.

The destroyers and frigates — Holland, Rotterdam, Zeeland, Noord Brabant, Evertsen, and

Van Nes — are fine examples of the new navy built by the Dutch since World War II.

The Dutch Navy took such a heavy battering in the war and suffered such vast losses that a

costly new construction programme was essential.

The shape of the modern Dutch fleet is a tribute to the way in which the programme was implemented and to the skill

of Dutch shipbuilders.

Holland, Zeeland, and Noord Brabant belong to the four-strong Holland class anti-submarine destroyers, built in Dutch shipyards in the first half of the 1950s, and armed with depth charge mortars and 4.7in. guns.

They are powered by turbines built before World War II for the Gerard Callenburgh destroyers. The engines fell into German hands in 1940, but were recovered in 1945, still unused. They give the ships a speed of 32 knots.

Rotterdam belongs to the Friesland class of eight destroyers, and commissioned in 1957. She has some side armour as well as deck protection, like a light cruiser. Weapons include radar controlled 4.7in. guns, which fire at 50 rounds per minute. Speed is 36 knots.

The frigates Van Nes and Evertsen, completed less than two years ago, are operating with the NATO Standing Naval Force, Atlantic.

Link with pre-war

A link with the pre-war Dutch Navy is provided by the 11,850-ton cruiser de Ruyter, laid down in 1939 and launched by the Germans in 1944 as de Zeven Provinciën. She was completed by the Dutch in 1953.

De Ruyter carries eight 6in. guns, eight 57 mm. and eight 40 mm., and has a speed of 32 knots.

A plan to arm her with Terrier guided missiles was dropped. Her sister ship, de Zeven Provinciën, was converted to a missile ship in 1962-64.

The cruiser was named after Admiral de Ruyter, greatest admiral in Dutch history, and after Rear-Admiral Karel Doorman's flagship, sunk during the Battle of the Java Sea in 1942. She is the eleventh ship of the name.

There was once a de Ruyter in the Royal Navy. She was a 68-gun ship-of-the-line built in Amsterdam in 1788 as the second Admiral de Ruyter.

Portugal's newer look

Among the newest ships at the review is the Portuguese Navy representative, the 2,180-ton fast frigate Commandante Hermenegildo Capelo, one of the four-strong Commandante class built in French shipyards in the past three years.

Capelo, which commissioned in March last year, is of prefabricated construction, and is designed as a fast, versatile anti-submarine vessel, similar to the French Navy's Commandant Rivière type.

Main armament are three 3.9in. guns, submarine mortars, and torpedoes. Top speed is 26 knots, and the ship has a cruising range of 4,500 miles at 15 knots.

TYPICAL

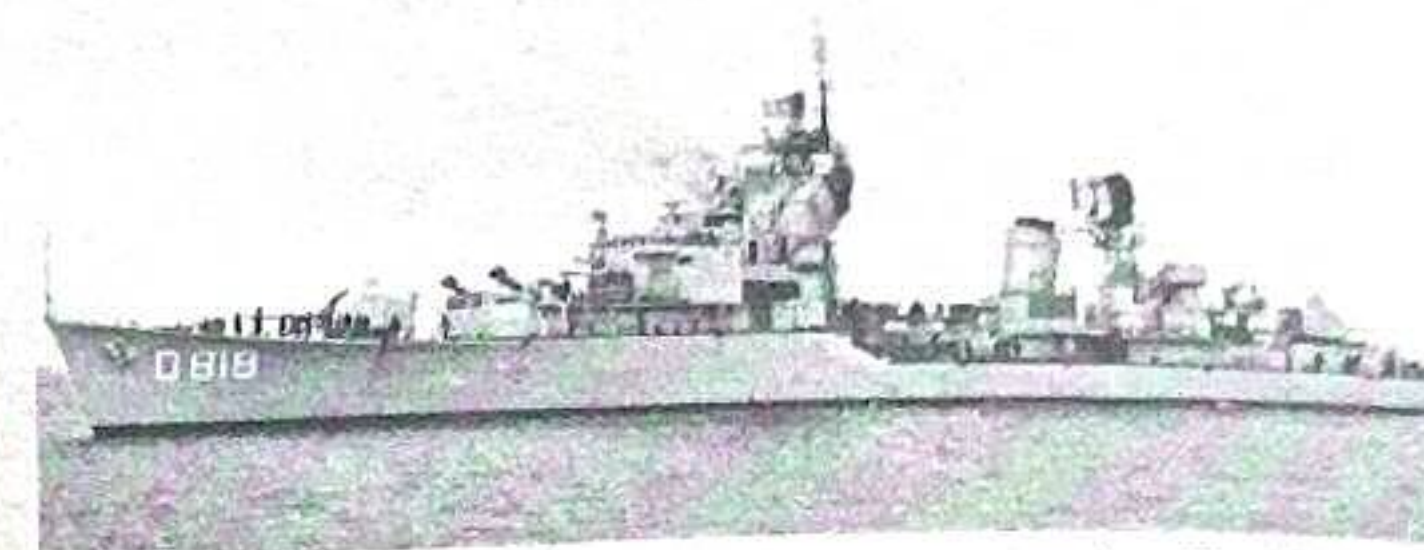
Capelo is typical of the new-look Portuguese Navy. Once a power in the world, it has declined in recent generations and began to wear a distinctly World War II look, with venerable ex-British and ex-American ships its mainstay.

But new building in the 'sixties is giving the Portuguese Navy a shot in the arm. In addition to the Commandante class, it has four new submarines of the French Daphne class and three frigates of the Almirante class built in Portuguese yards.

Present strength is 1,500 officers and 15,000 men.



The 11,850 ton cruiser de Ruyter.



Rotterdam, a 3,000 ton destroyer completed in 1957.



Noord Brabant (2,765 tons), a destroyer with a complement of 247.



The destroyer Zeeland (2,765 tons), which has a speed of 32 knots.



Name ship of her class, the Holland is a 2,765 ton destroyer and her weapons include anti-submarine rockets.

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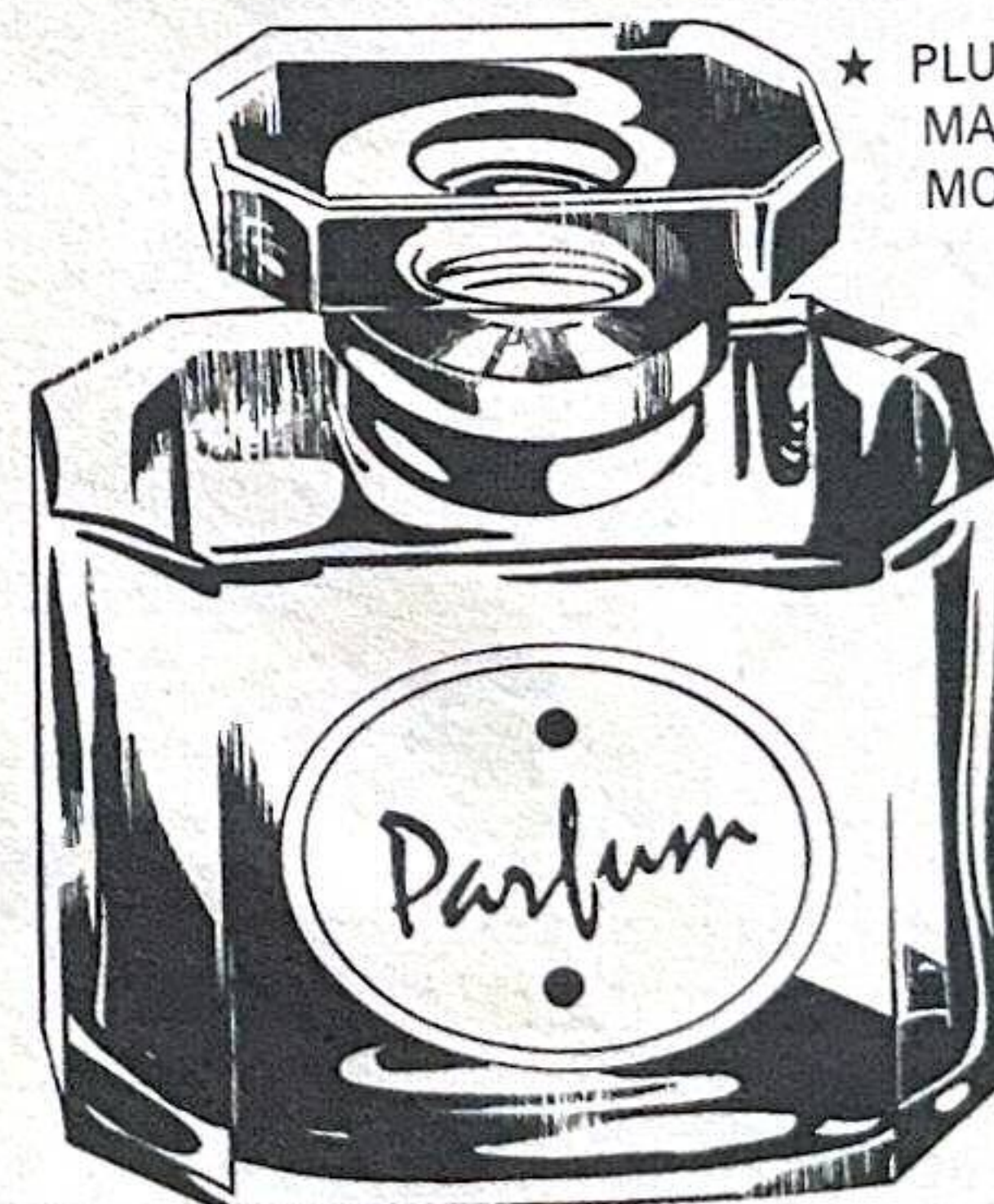
★ WORTH — JE REVIEN

★ CARVEN — MA GRIFFE

★ FABERGE — APHRODISIA

★ REVLO — INTIMATE

★ PLUS
MANY
MORE

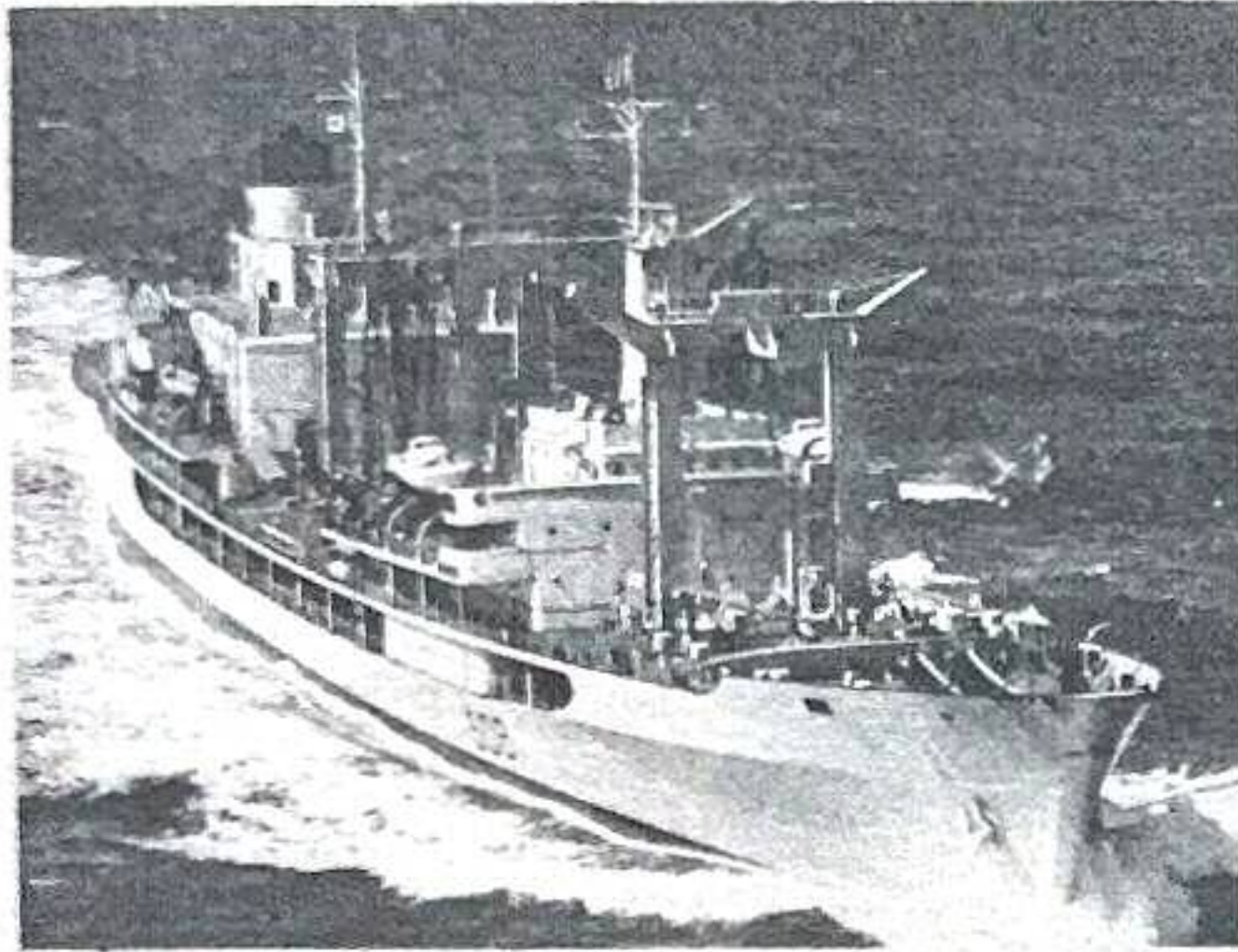


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From Canada--that well-known trio...



Provider, a 22,700-ton helicopter carrier and supply ship — the biggest ship built in Canada for the country's armed forces.

When a navy was sunk by a pen

The Royal Canadian Navy is no more! And that may surprise those who count four Canadian warships in the NATO fleet.

Canada's navy was sunk on February 1, 1968 — by the stroke of a pen.

That was the signing of the Canadian Forces Reorganization Act, which united the Navy, Army, and Air Force under the name, Canadian Armed Forces.

The title, Royal Canadian Navy, was dropped, along with the separate Naval Board...

but the Canadian Navy lives on as part of a new Maritime Command.

The Royal Canadian Navy was formed in 1910 and reached a strength of 9,000 men in World War I, most of them serving with the Royal Navy.

In World War II, it grew from 11 ships to almost 400, from a handful of officers and men to 95,000.

Canada's warships escorted more than 25,000 merchant ships carrying 181,643,000 tons of cargo across the Atlantic to Britain. A great record.

Canada is represented at the review by the Barber Pole Group...

That's the nickname of the 5th Canadian Escort Squadron, formed by the escort destroyers St Laurent, Fraser, and Gatineau.

It dates from World War II when warships had bleak grey camouflage, and sailors spent spare moments finding ways of giving their vessels individuality.

RENDEZVOUS

A favourite rendezvous for Canada's Atlantic seamen was the Crow's Nest at St John's, Newfoundland.

Over a drink there, the first lieutenants of the destroyers Saguenay and Skeena decided that a band of red and white

stripes around the funnels of their ships would provide imaginative distinguishing marks.

And the ships of the 5th Escort Group became known as the Barber Pole Group, a name revived in 1958 when the 5th Escort Squadron was commissioned with Restigouche class destroyer escorts.

The Barber Pole Group

The Barber Pole tradition continues with the present ships of the group, commanded by Captain Christopher Pratt, R.C.N., who saw action in the war when a midshipman in the Royal Navy.

NAME SHIP

St Laurent is name ship of a seven-strong class of destroyer

escorts, which includes Fraser. These vessels, built in Canadian shipyards between 1950-56, were the first major warships designed and built in Canada.

Since completion, they have been equipped to operate a helicopter, adding to their versatility in action against submarines.

Gatineau belongs to the Restigouche class of destroyer escorts, which were developed from the St Laurent design.

The other Canadian ship at the review is the 22,700-ton helicopter carrier and supply ship Provider, the biggest ship built in Canada for the country's armed forces.

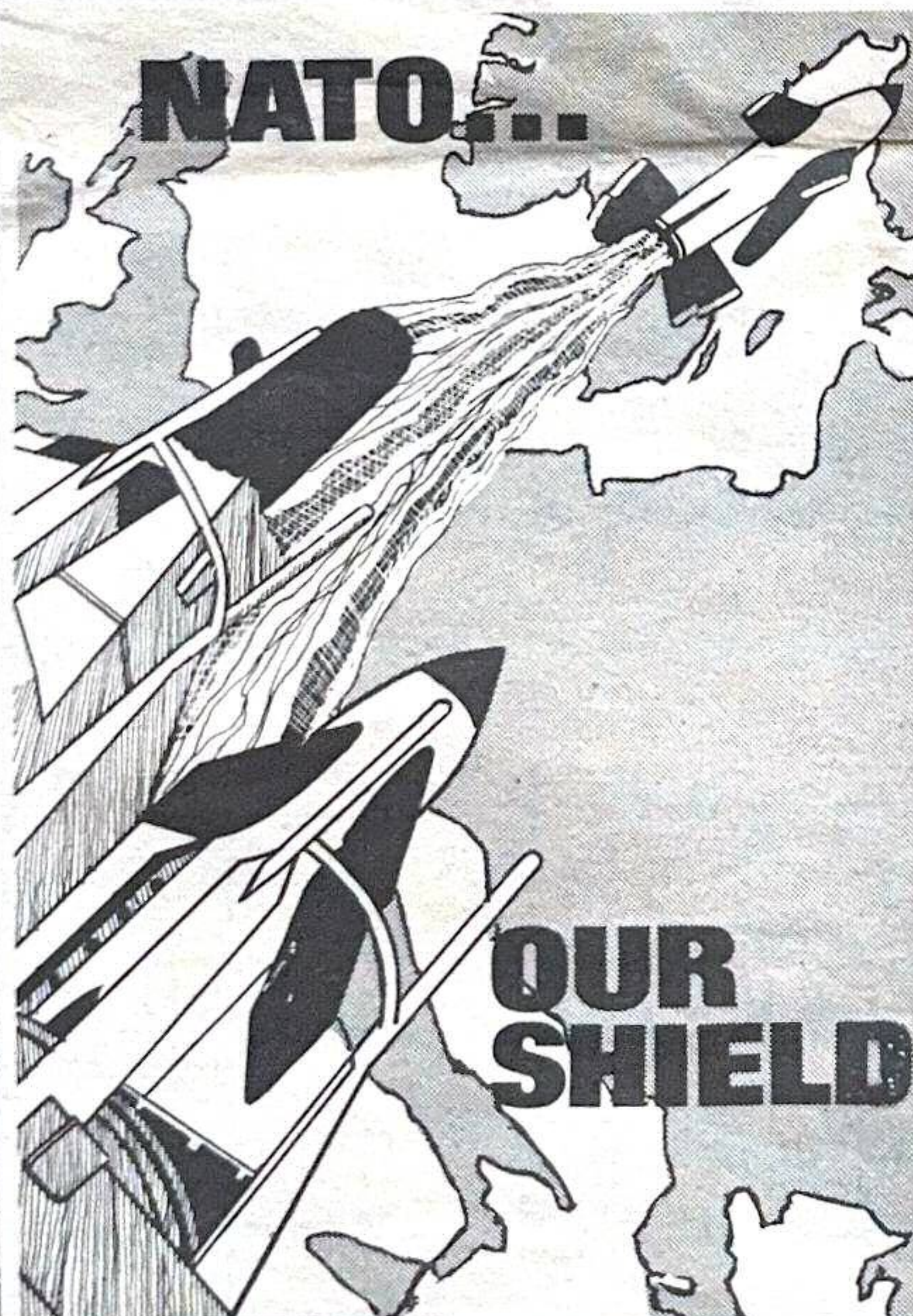
Her task is to support the Canadian anti-submarine forces operating in the Atlantic, and she can operate three of the large Sikorsky helicopters.



H.M.C.S. St Laurent



H.M.C.S. Fraser



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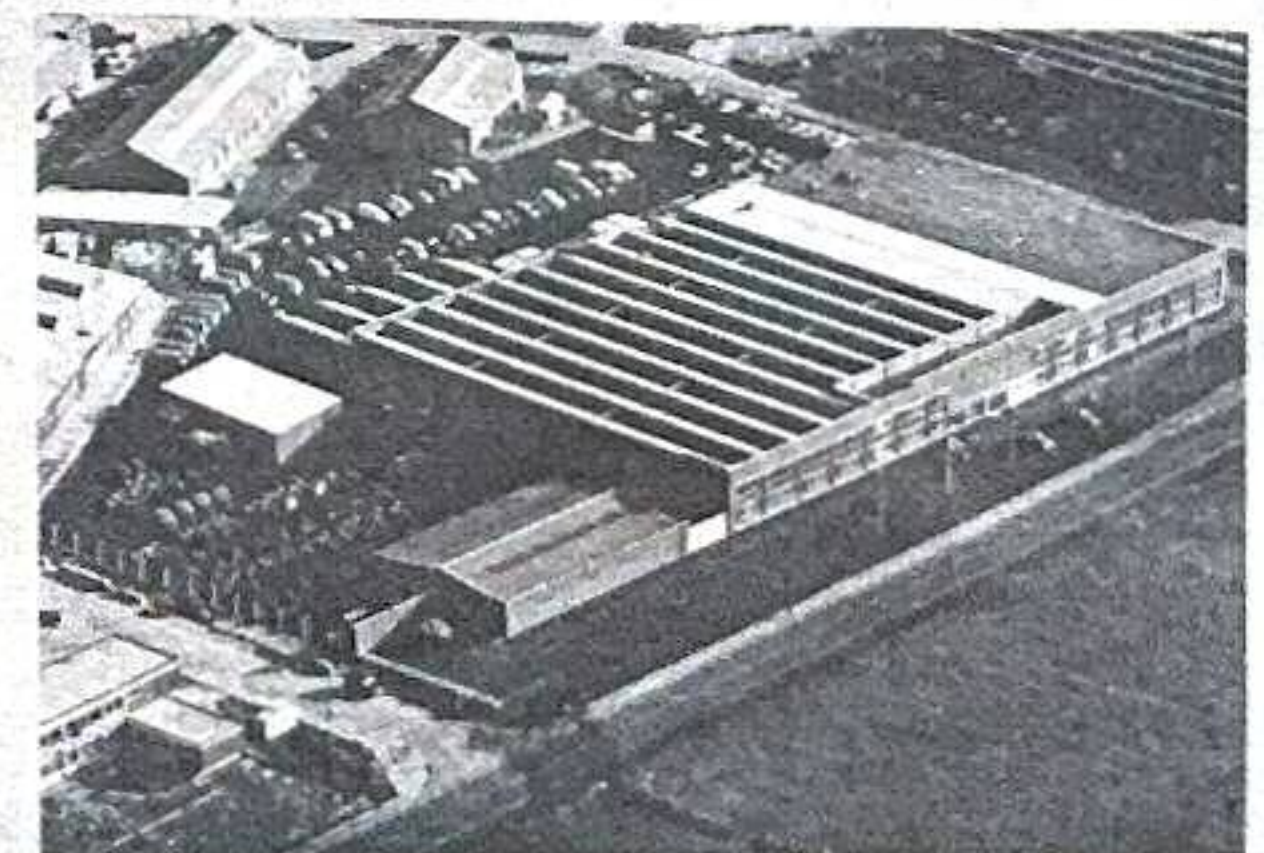
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Queen will accept Keys of Fortress

The Queen, accompanied by the Duke of Edinburgh, faces a tightly-packed, six-hour programme when she visits Portsmouth on Friday to review the NATO navies at Spithead.

Her first task will have no relation to the review — but it will have historic significance for Portsmouth.

At Portsmouth and Southsea Railway Station, she will be offered the ancient Keys of the Fortress of Portsmouth by the Lord Mayor (Coun. F. A. J. Emery-Wallis). With a touch of her hand, she will accept. Afterwards, they will return to safe keeping (and public display) at the Guildhall.

The timetable

11.22 a.m. — Arrival at Town Railway Station, welcomed by Lord Lieutenant of Hampshire (Lord Ashburton) and the Lord Mayor.

11.35 a.m. — Royal couple leave station by car and drive to Dockyard via Park Road and The Hard.

11.40 a.m. — Welcomed at South Railway Jetty by Commander-in-Chief, Portsmouth (Admiral Sir John Frewen), who presents Allied Commander-in-Chief, Channel (Admiral Sir John Bush) and Admiral Superintendent of the Dockyard (Rear-Admiral A. M. Power).

11.45 a.m. — After inspecting NATO Royal guard, the Queen and Duke embark in the Royal Yacht Britannia.

Noon. — Britannia sails for Spithead berth.

12.30 p.m. — Reception aboard Britannia for officers of NATO navies, followed by lunch given by the Queen for Secretary-General of NATO and other Alliance V.I.P.s, including Supreme Allied Commander, Atlantic (Admiral Ephraim P. Holmes) and Supreme Allied Commander, Europe (General Lyman Lemnitzer).

3 p.m. — Britannia weighs anchor and steams between rows of warships — The Queen reviews the NATO fleet.

5 p.m. — Britannia completes review and returns to harbour. Duke of Edinburgh leaves ship immediately on return.

The Duke will drive to H.M.S. Vernon, where he will leave by helicopter for H.M.S. Daedalus, Lee-on-Solent, to board a naval aircraft taking him to another appointment.

The Queen will leave the Royal Yacht at 6.5 p.m., and drive to the Harbour Station for the 6.16 p.m. train to London.



Sailor

British kings have often swapped cap, their elaborate court clothes for measure their characters and abilities of their subjects, they have villeges, left their palaces and gone

There they have found adventure, danger and comradeship on a man-to-man basis.

ADVENTURE — a chance to see the world without being surrounded by the trappings of a royal excursion.

DANGER — they shared high seas dramas with fellow officers, fought alongside them in war.

COMRADESHIP — they manned ships as members of a team, and relaxed off-duty with ordinary men who became their friends.

First of the "sailor" kings were James II and William IV, but their service afloat was limited.

First of the professionals was George V, who had 15 years' unbroken service with the Fleet.

In 1898, five years after his active naval career ended with the death of his brother, the Duke of Clarence, he went to sea again for three months in command of the cruiser Crescent.

Worked harder

He took this step to refresh his knowledge of seamanship and naval tactics, and, on leaving the ship, expressed to the officers and men his regret that the commission should have been so brief.

He was 12 years old when the future king and his brother went to the training ship Britannia at Dartmouth. They worked harder than their classmates did — their tutor made them study in the evenings when the rest of the team was off-duty.

In summer, 1879, they were appointed to the corvette Bacchante, in which they spent nearly three years, and cruised the world. They messed in the gunroom, slept under the poop.

Prince George recorded the frightening experience of being caught in a Cape Horn storm.

Rudder jammed

"In the middle of the night the foretopmast staysail burst, all her canvas was stripped from her by the force of the wind — the rudder jammed and the rudder head was carried away — we never wish to be in similar circumstances or see the like again."

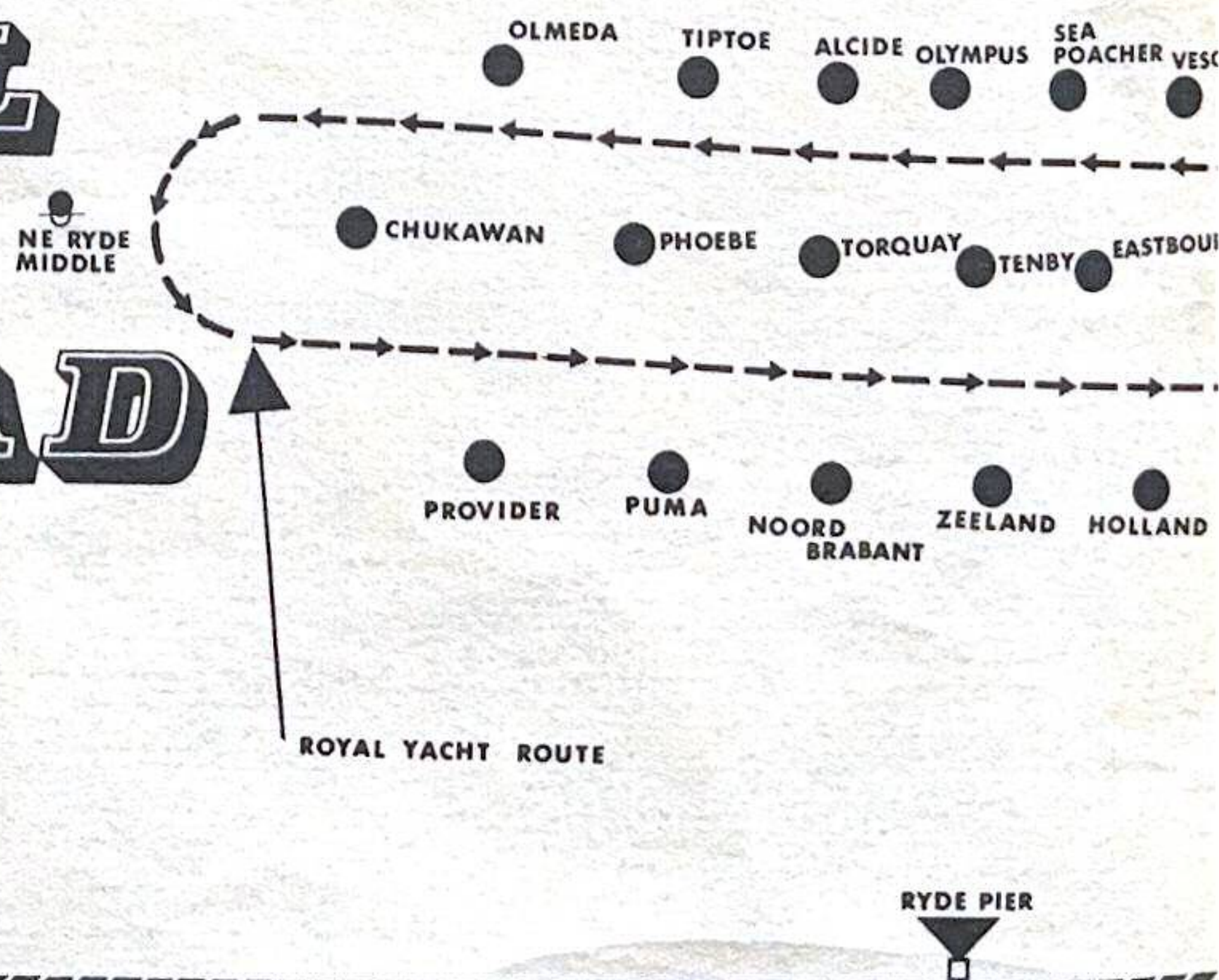
Britannia, the Royal Yacht, forms every year, and now graces the platform for the Queen and the Duke of Edinburgh.

QUICK GUIDE TO SHIPS

Guide-at-a-glance to the NATO Spithead fleet — a chart of the 61 warships as they lie in review formation. See Page 4 for a full guide to details of the ships

NATO NAVAL REVIEW AT SPITHEAD

BERTHING PLAN & ROUTE



kings shared the danger

ed their crown for a sailor's peaked for blue serge. In a bid, perhaps, toities against the professional capabili-quit sovereigns' comforts and pri-to sea.

After he "shipped his second stripe" and became a lieutenant in 1884, he served in Thunderer, a low freeboard turret ship, the old Dreadnought, and Alexandra, all ships of the Mediter-ranean Fleet.

He spent three hardworking years as a junior officer before qualifying for his first command, a tiny torpedo boat, No. 79. Prince George's cabin was little more than a cupboard.

Then he was given command of the gunboat Thrush (805 tons) — he spent a

The last occasion on which he led the Fleet to sea and com-manded it during tactical exer-cises were in 1932, off Wey-mouth, and in 1935 when he led 156 warships on exercise off the Isle of Wight during the Jubilee Year Naval Review.

The Duke of York trod the conventional path to a naval career of the time when he began his training at Osborne, Isle of Wight, then a preparatory school for Dartmouth.

After two years at the country home beloved by his great-

grandmother, Queen Victoria, he went to Dartmouth.

During his holidays, he worked and relaxed in the naval atmosphere aboard the Royal Yacht Victoria and Albert.

After Dartmouth, the future George VI completed his training in H.M.S. Cumberland, a cruiser, West Indians and Can-adians, and folk of other coun-tries visited by the ship vied with one another to do honour to the King's son.

The Prince's first appointment after being rated midshipman

was to the battleship Colling-wood in August, 1913 — and he was still serving in the ship when war broke out.

To his dismay, he had to have an appendicitis operation, and it was five months before he was able to rejoin his ship, returning when the Grand Fleet, under Lord Jellicoe, met and engaged the German High Seas Fleet at Jutland.

A sub-lieutenant in a 12-in. gun turret in a battleship in the fighting line sees little of the spectacle but, like others, the

Prince did his bit with his fleet-mates and stood the same risks. Fortunately, Collingwood was one of the ships which escaped the devastating wrath of the German capital ships.

Three months after the battle, Prince Albert was promoted lieutenant, but it quickly became evident that his health would not stand the strain of life afloat, and he was transferred to the staff of the Commander-in-Chief, Portsmouth.

A year later he again went to sea, in H.M.S. Malaya, but ill-

health again forced him to come ashore.

But Royal links with the sea were not completely severed, for as, later, the Prince succeeded his brother, the Prince of Wales, to the throne, a succes-sor was being "schooled" in the shadows to take on the mantle of Britain's Royal Sailor.

See Page 20

For a pictorial glimpse of George V, the Sailor King, see Page 6.

By John Stretton

year on the North America and West Indies station, returning to England in 1891 to receive his third stripe.

In 1892, he took command of the new cruiser Melampus, as acting captain, for manoeuvres.

A fellow officer wrote, "H.R.H. certainly doesn't spare himself. He practi-cally lives on the bridge and snatches sleep in his sea cabin. While a fine disciplinarian, he has a most delightful way of making us all feel at ease."

End of chapter

Apart from the Crescent interlude, six years later, this cruise in Melampus was the end of the chapter, so far as the future king's naval career was concerned.

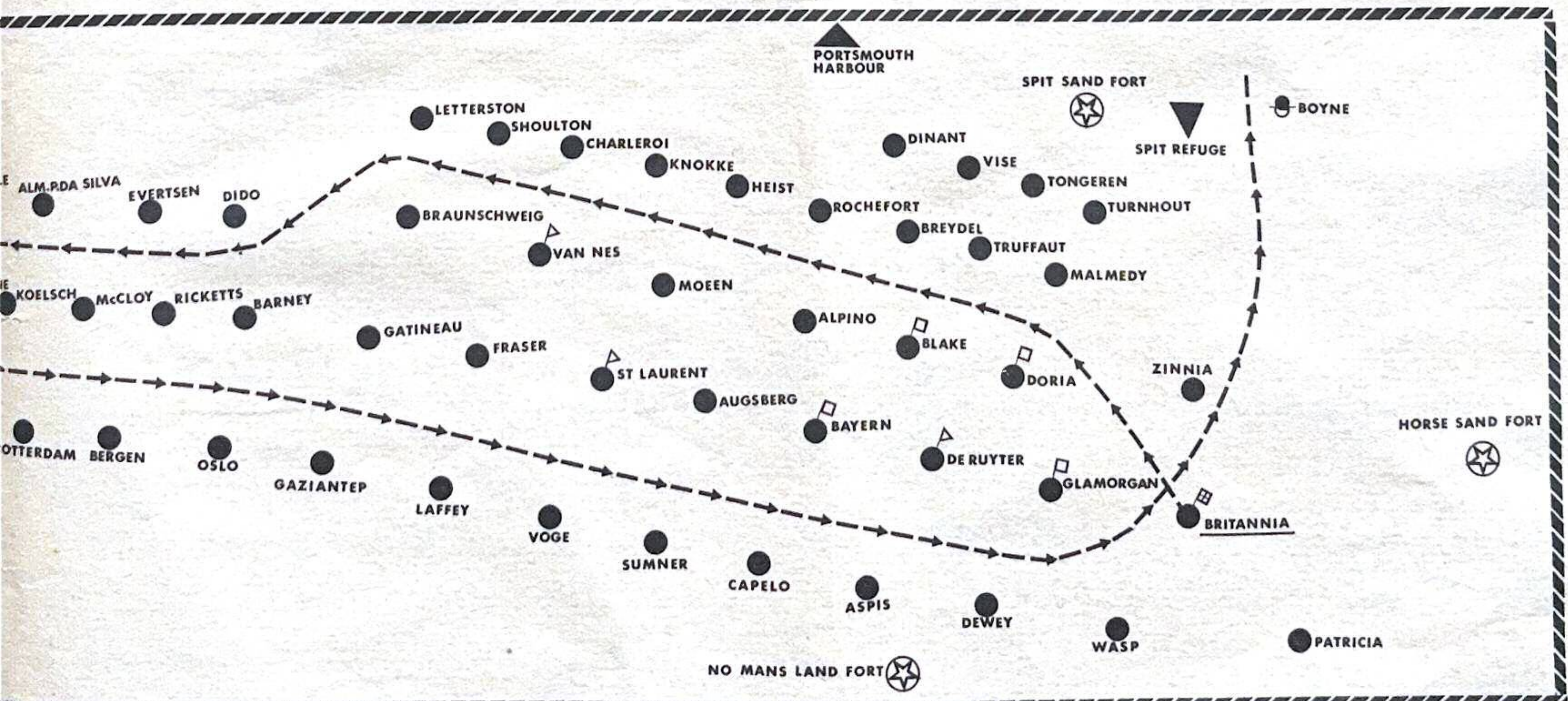
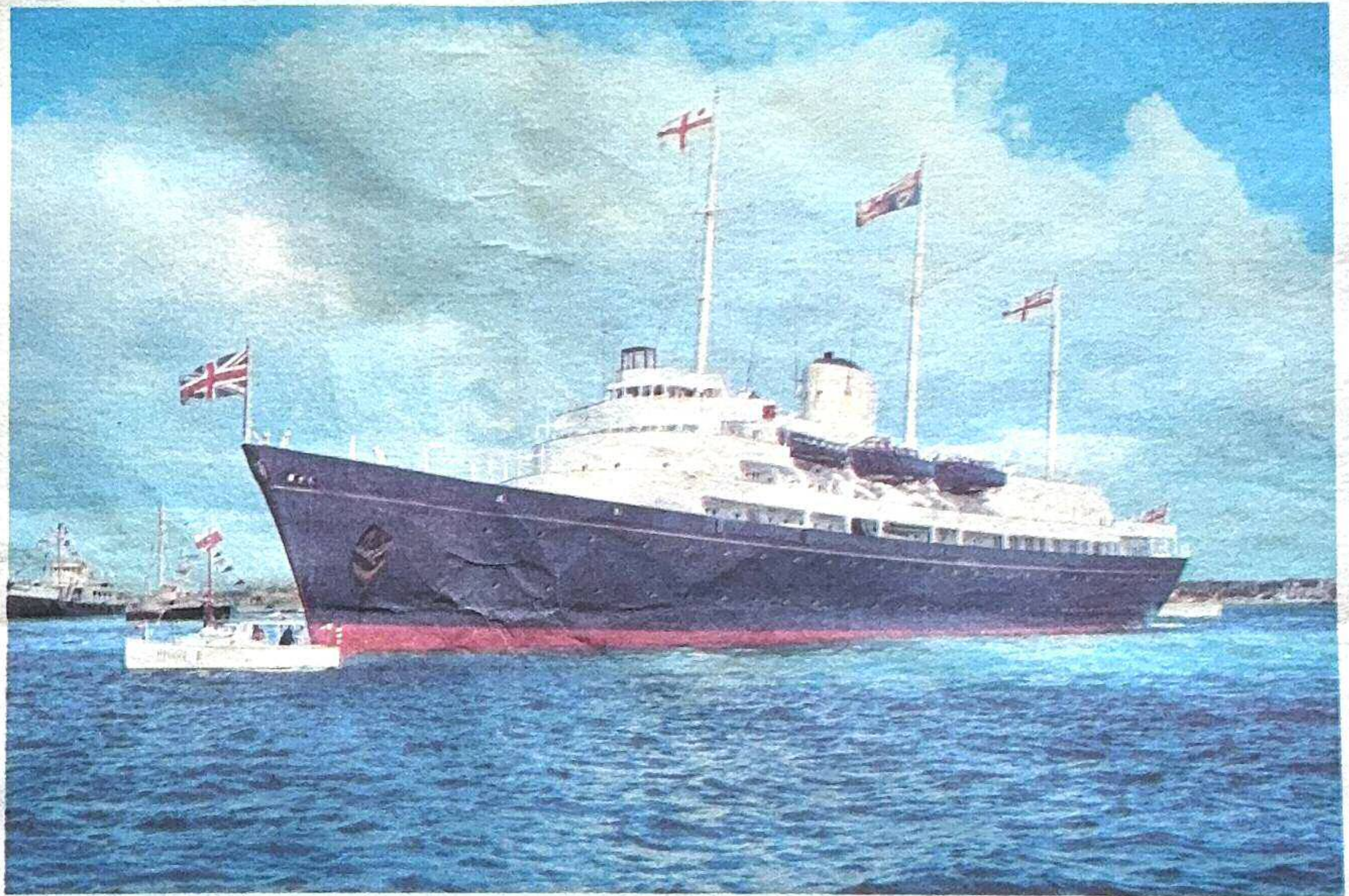
The untimely death of his brother meant accession, and severance from the Service he loved.

He attached so much value to naval education that three of his sons, the Prince of Wales, the Duke of York, and the Duke of Kent, were sent to Dartmouth.

It was a great disappointment to George V when ill-health compelled the retirement of the Duke of York.

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one of the splendours of Cowes Week NATO Spithead review as reviewing duke of Edinburgh. Without doubt the light in the world.



Queen will accept Keys of Fortress

The Queen, accompanied by the Duke of Edinburgh, faces a tightly-packed, six-hour programme when she visits Portsmouth on Friday to review the NATO navies at Spithead.

Her first task will have no relation to the review — but it will have historic significance for Portsmouth.

At Portsmouth and Southsea Railway Station, she will be offered the ancient Keys of the Fortress of Portsmouth by the Lord Mayor (Cous. F. A. J. Emery-Wallin). With a touch of her hand, she will accept. Afterwards, they will return to safe keeping (and public display) at the Guildhall.

The timetable

11.22 a.m. — Arrival at Town Railway Station, welcomed by Lord Lieutenant of Hampshire (Lord Ashburton) and the Lord Mayor.

11.35 a.m. — Royal couple leave station by car and drive to Dockyard via Park Road and The Hard.

11.40 a.m. — Welcomed at South Railway Jetty by Commander-in-Chief, Portsmouth (Admiral Sir John Frewen), who presents Allied Commander-in-Chief, Channel (Admiral Sir John Bux), and Admiral Superintendent of the Dockyard (Rear-Admiral A. M. Power).

11.45 a.m. — After inspecting NATO Royal guard, the Queen and Duke embark in the Royal Yacht Britannia.

Noon. — Britannia sails for Spithead berth.

12.30 p.m. — Reception aboard Britannia for officers of NATO navies, followed by lunch given by the Queen for Secretary-General of NATO and other Alliance V.I.P.s, including Supreme Allied Commander, Atlantic (Admiral Ephraim P. Holmes) and Supreme Allied Commander, Europe (General Lyman Lemnitzer).

3 p.m. — Britannia weighs anchor and steams between rows of warships — The Queen reviews the NATO fleet.

5 p.m. — Britannia completes review and returns to harbour. Duke of Edinburgh leaves ship immediately on return.

The Duke will drive to H.M.S. Vernon, where he will leave by helicopter for H.M.S. Daedalus, Lee-on-Solent, to board a naval aircraft taking him to another appointment.

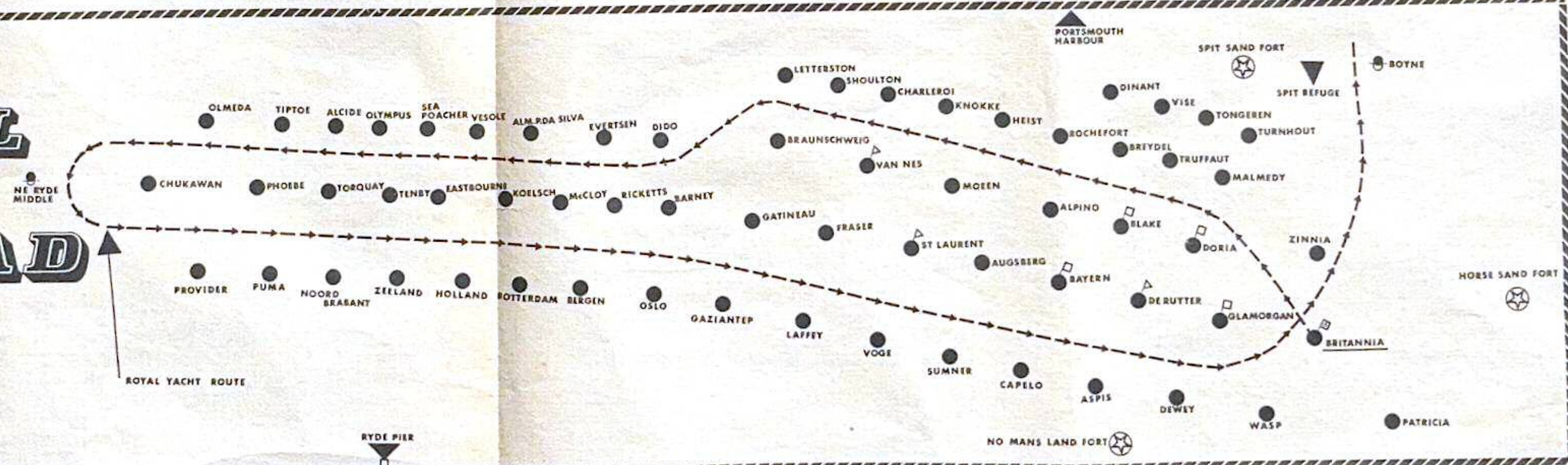
The Queen will leave the Royal Yacht at 6.5 p.m., and drive to the Harbour Station for the 6.16 p.m. train to London.

QUICK GUIDE TO SHIPS

Guide-at-a-glance to the NATO Spithead fleet — a chart of the 61 warships as they lie in review formation. See Page 4 for a full guide to details of the ships.

NATO NAVAL REVIEW AT SPITHEAD

BERTHING PLAN & ROUTE



Sailor kings shared the danger

British kings have often swapped their crown for a sailor's peaked cap, their elaborate court clothes for blue serge. In a bid, perhaps, to measure their characters and abilities against the professional capabilities of their subjects, they have quit sovereigns' comforts and privileges, left their palaces and gone to sea.

There they have found adventure, danger and comradeship on a man-to-man basis.

ADVENTURE — a chance to see the world without being surrounded by the trappings of a royal excursion.

DANGER — they shared high seas dramas with fellow officers, fought alongside them in war.

COMRADESHIP — they manned ships as members of a team, and relaxed off duty with ordinary men who became their friends.

First of the "sailor" kings were James II and William IV; but their service aboard was limited.

First of the professionals was George V, who had 15 years' unbroken service with the Fleet.

In 1898, five years after his active naval career ended with the death of his brother, the Duke of Clarence, he went to sea again for three months in command of the cruiser Crescent.

Worked harder

He took this step to refresh his knowledge of seamanship and naval tactics, and, on leaving the ship, expressed to the officers and men his regret that the commission should have been so brief.

He was 12 years old when the future king and his brother went to the training ship Britannia at Dartmouth. They worked harder than their classmates did — their tutor made them study in the evenings when the rest of the team was off-duty.

In summer, 1879, they were appointed to the corvette Bacchante, in which they spent nearly three years, and cruised the world. They messed in the gunroom, slept under the poop.

Prince George recorded the frightening experience of being caught in a Cape Horn storm.

Rudder jammed

In the middle of the night the foretopmast stayail burst, all her canvas was stripped from her by the force of the wind — the rudder jammed and the rudder head was carried away — we never wish to be in similar circumstances or see the like again.

Britannia, the Royal Yacht, forms one of the splendours of Cowes Week every year, and now graces the NATO Spithead review as reviewing platform for the Queen and the Duke of Edinburgh. Without doubt the finest luxury yacht in the world.

By John Stretton

year on the North America and West Indies station, returning to England in 1891 to receive his third stripe.

In 1892, he took command of the new cruiser Melampus, as acting captain, for manoeuvres.

A fellow officer wrote, "H.R.H. certainly doesn't spare himself. He practically lives on the bridge and snatches sleep in his sea cabin. While a fine disciplinarian, he has a most delightful way of making us all feel at ease."

End of chapter

Apart from the Crescent interlude, six years later, this cruise in Melampus was the end of the chapter, so far as the future king's naval career was concerned.

The untimely death of his brother meant accession, and severance from the Service he loved.

He attached so much value to naval education that three of his sons, the Prince of Wales, the Duke of York, and the Duke of Kent, were sent to Dartmouth.

It was a great disappointment to George V when ill-health compelled the retirement of the Duke of York.

During World War I George V paid frequent visits to the Grand Fleet, once crossing to Scapa in a destroyer when the treacherous Pentland Firth was lashed by gales. It was not unusual for him to visit the Admiralty and examine secret war charts and confer with staff.

The last occasion on which he led the Fleet to sea and commanded it during tactical exercises were in 1932, off Weymouth, and in 1935 when he led 156 warships on exercise off the Isle of Wight during the Jubilee Year Naval Review.

The Duke of York trod the conventional path to a naval career of the time when he began his training at Osborne, Isle of Wight, then a preparatory school for Dartmouth.

After two years at the country home beloved by his great-

grandmother, Queen Victoria, he went to Dartmouth.

During his holidays, he worked and relaxed in the naval atmosphere aboard the Royal Yacht Victoria and Albert.

After Dartmouth, the future George VI completed his training in H.M.S. Cumberland, a cruiser. West Indians and Canadians, and folk of other countries visited by the ship vied with one another to do honour to the King's son.

The Prince's first appointment after being rated midshipman

was to the battleship Collingwood in August, 1913 — and he was still serving in the ship when war broke out.

To his dismay, he had to have an appendicectomy operation, and it was five months before he was able to rejoin his ship, returning when the Grand Fleet, under Lord Jellicoe, met and engaged the German High Seas Fleet at Jutland.

A sub-lieutenant in a 12-in. gun turret in a battleship in the fighting line sees little of the spectacle but, like others, the

Prince did his bit with his fleet-mates and stood the same risks. Fortunately, Collingwood was one of the ships which escaped the devastating wrath of the German capital ships.

Three months after the battle, Prince Albert was promoted lieutenant, but it quickly became evident that his health would not stand the strain of life afloat, and he was transferred to the staff of the Commander-in-Chief, Portsmouth.

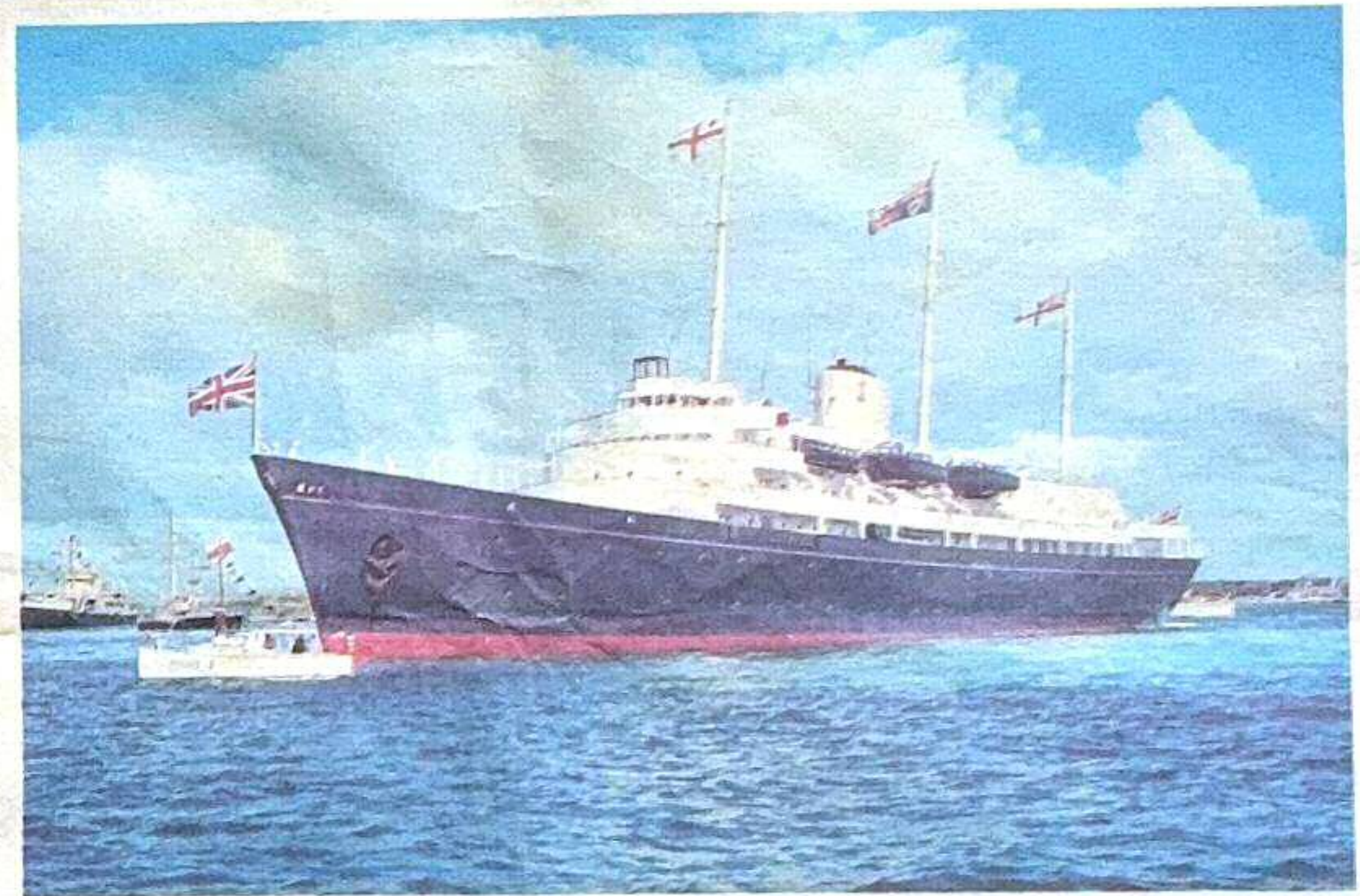
A year later he again went to sea, in H.M.S. Malaya, but ill-

health again forced him to come ashore.

But Royal links with the sea were not completely severed, for as, later, the Prince succeeded his brother, the Prince of Wales, to the throne, a successor was being "schooled" in the shadows to take on the mantle of Britain's Royal Sailor.

See Page 20

For a pictorial glimpse of George V, the Sailor King, see Page 6.



Policemen of the Atlantic

Answer to Russian activity

Six warships from five nations are NATO's policemen on the Atlantic beat.

They are the current members of the Standing Naval Force Atlantic — the first permanent NATO force formed in peace time.

The squadron came into being at Portland, Dorset, in January last year as NATO's reply to the spread of Soviet naval activity in the North Atlantic.

The ships come under the overall command of Admiral Sir John Bush, Commander-in-Chief, Eastern Atlantic and Channel, in NATO.

He sees them as a "visible symbol of the unity, singleness of purpose, and determination" to resist aggression and deter the troublemaker.

Commanding NATO's Standing Force Atlantic is Commodore Berend Veldkamp, of the Royal Netherlands Navy (right).

He relieved Captain Geoffrey C. Mitchell, R.N., the first Commodore of the NATO Force.

Commissioned in 1945, he joined the destroyer Evertsen. He became executive officer of the frigate Banda in 1948 and in 1953 joined the Evertsen again, as executive officer.

Commodore Veldkamp has served in Washington as staff officer of the Netherlands representative in NATO's Military Committee and Assistant Netherlands Liaison Officer to the Supreme Allied Commander Atlantic.

All NATO navies are committed to providing ships for the force at periods throughout the year, and it is now formed by vessels from the Royal Navy, The United States, Portugal, the Netherlands, and West Germany, although composition is flexible.

Canada, Belgium, and Norway have also provided ships and officers.

In command of the force is a Dutch Commodore — he took over at the start of the year from Captain Geoffrey Mitchell, R.N., of Upper Curridge, near Botley, who commanded the force in its first year's operations, including several full exer-

cises and calls to ports on both sides of the Atlantic.

The force forms a key part of the NATO Fleet Review, and the ships are:—

Van Nes and Evertsen (Netherlands): Both belong to the Dutch Navy's new Van Speijk class, built on lines similar to the Royal Navy's Leander class frigates. They were built in Dutch yards between 1963-67, and are armed with British Sea Cat missiles, and carry a helicopter. Each ship is 2,200 tons, with a speed of 28 knots.

Dido (Royal Navy): A 2,300-ton Leander class frigate, built by Yarrow's at Scotstoun, Glasgow, in 1959-63 as second of the class. Armed with 4.5in. guns, carries a Wasp helicopter, and

has a speed of 30 knots.

Vesole (United States): One of the U.S. Navy's 73 Gearing destroyers, built during World War II and since armed with anti-submarine mortars and equipped to carry two small anti-submarine helicopters. She displaces 2,425 tons, and has a speed of 34 knots.

Braunschweig (West Germany): Belongs to new class of fast frigates, and has a speed of 30 knots. Displaces 2,100 tons and has a crew of 210. Armed with torpedoes, mortars, and 3.9in. guns.

Almirante Pereira da Silva (Portugal): Among newest ships at review, she left her Lisbon builders in December, 1966, as one of three new fast frigates.



F.G.S. Braunschweig



H.N.L.M.S. Van Nes



H.M.S. Dido



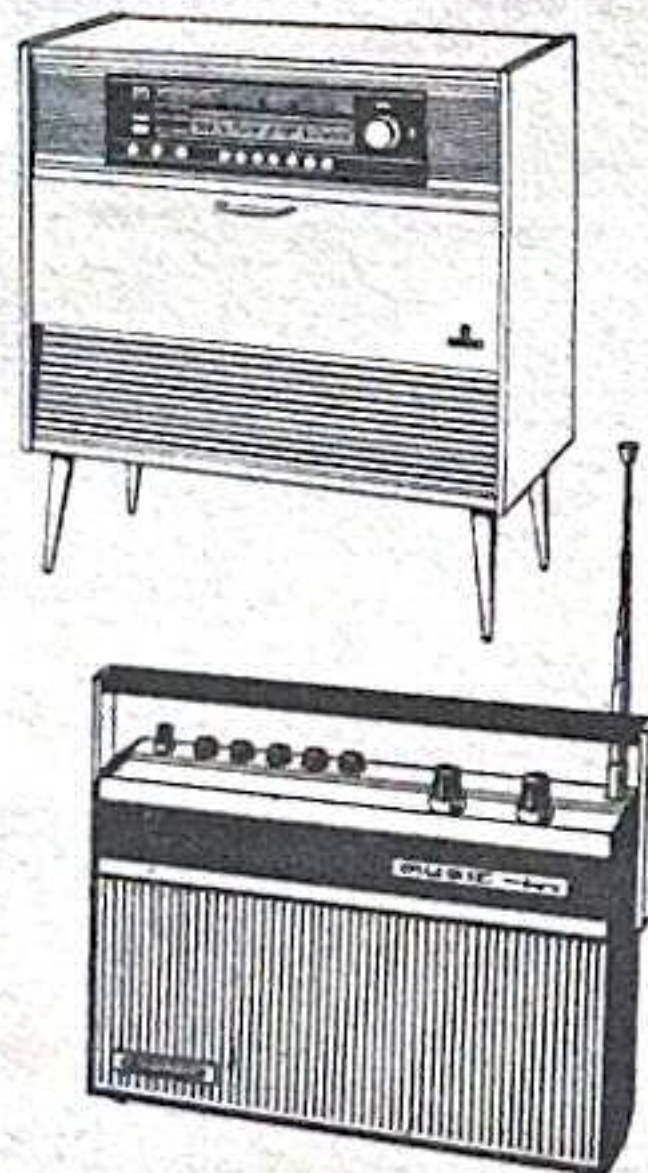
U.S.S. Vesole



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Language of the seas

The seamen at Spithead are from 12 nations embracing 11 tongues and multifarious traditions, but they have a common bond — the language of the seas.

It links them, too, with the spectators ashore, for nautical terms have their derivation on the land, in particular on the farms and in the rural communities. The first sailors were landmen venturing to sea; and they took landmen's phrases with them. Hence, in a ship we find:

Apron, bitts, bonnet, braces, bridle, cap, cat's paw, collar, cot, cradle, crib, crow's foot, crow's nest, crown, crupper, gooseneck, goosewing, horse, hose, lacing, martingale, pins, rabbits, saddle, shoe, stays, stirrup, tiller, truck, watch, and whip!

As Lt.-Commander R. G. Lowry, R.N., expert on nautical terms, points out, many of these words, used to describe a sailing ship's rigging, came from items on a horse's harness. To the early sailor, rigging a ship was like harnessing a horse.

The human body provided other terms. Sailors thought of a ship as a woman. They talked of her waist, eyes, bows, quarter, stern, hawse pipe. They spoke of dressing ship, and breaking a ship's back.

MIXED

Bow was the Anglo-Saxon word for shoulder; hawse was old English for throat.

British sailors Anglicized foreign words as vocabularies of

the seas became mixed, with the terms showing Greek, Italian, Egyptian, Spanish, French, Dutch, and Scandinavian influences.

According to Commander A. B. Campbell, author on naval terms, the oldest sea phrases could be divided into two categories: those from the Mediterranean, and from Scandinavia.

Norsemen, he says, brought a great number of terms to British shores, the Far East contributed little, but Persians and Arabs, great seafarers, added their colour to the languages of the seas.

Admiral, for example, derived from the Arabic Amir-al-Bahr — Commander of the Seas. The "d" was inserted by the Romans, and the word brought to Britain by returning Crusaders.

Ahoy, records Commander Campbell, R.N., in "Customs and Traditions of the Royal Navy," was the war-cry of marauding Vikings; avast came from the Italian "basta," meaning

enough; captain from "caput," the Saxon title for chief.

HINDI, TOO

Chit came from the Hindi "chitti," meaning voucher or receipt; davit from the French "davier," to lift; gale from the Norse "galem," meaning furious.

The Chinese word "t'ai-fun," meaning great wind, became typhoon, and "weigh," as in weigh anchor, came from the Anglo-Saxon "woeg," meaning to lift.

Many of these words are in common usage with no particular reference to the sea, just as countless salty phrases add a spicy relish and tang to the English tongue.

They are terms with their origin in the hey-day of British men-o'-war, and there are many fascinating tales about the way they were coined.

"Son of a gun" and "show a leg" come from Nelson's era

The purser, as seen by Thomas Rowlandson at Spithead about 1799 (National Maritime Museum, Greenwich). He was a notorious figure, quick to exploit the crews. Until 1852, he was badly paid and made his living as best he could. With certain provisions, he was allowed to keep an eighth for himself — hence the term "Pusser's eights" or "Pusser's pound," 14oz. instead of 16oz.



when women were allowed aboard fighting ships at sea.

A son of a gun was a child born aboard a warship, probably under the breechings of a midships gun, shielded from the sailors by a canvas screen.

Military historian John Laffin, in "Jack Tar," tells of the entry in the captain's log in a brig cruising off the Spanish coast in 1835:

BROADSIDE

"This day the Surgeon informed me that a woman on board had been labouring in child for 12 hours, and asked whether I could fire a broadside to leeward. I did so and she was delivered of a fine male child."

If paternity of a child born in a ship was in doubt, the birth was logged as "the son of a gun."

Lt.-Commander Lowry refers to an old description of a seaman: "The true seaman was something of a prodigy. He was

begotten in the galley and born under a gun."

"Nelson's blood" was rum. According to Mr. Laffin, it derived from the tale of sailors in H.M.S. Victory tapping the cask bearing Nelson's body and drinking the spirits. The cask, however, contained brandy, not rum.

"Fanny Adams" was sailors' slang for tinned boiled mutton — and there is a dispute as to its origin. Mr. Laffin says that the

Miss Adams in question was murdered about 1912 by a solicitor's clerk named Baker, who cut up the body and threw it into the river at Alton. As a grim joke, seamen used the name for the meat supplied as rations.

Lt.-Commander Lowry differs. He notes that about 1870, a Frances Adams was murdered and her remains found in Deptford Victualling Yard — about the time that the fleet was issued with "preserved mutton."



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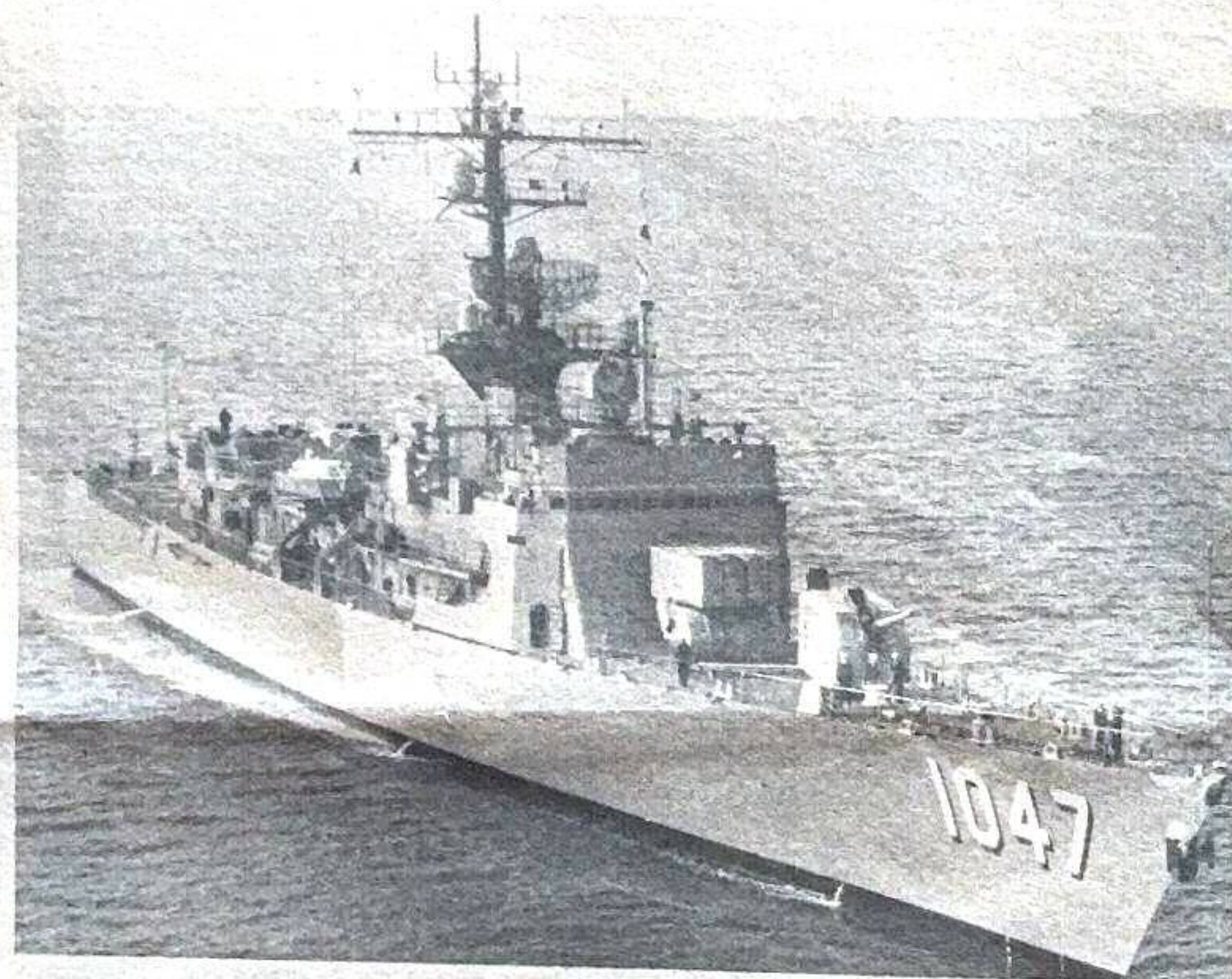
Mightiest fleet in maritime history dominates the seas



U.S.S. Claude Ricketts



U.S.S. McCloy



U.S.S. Voge

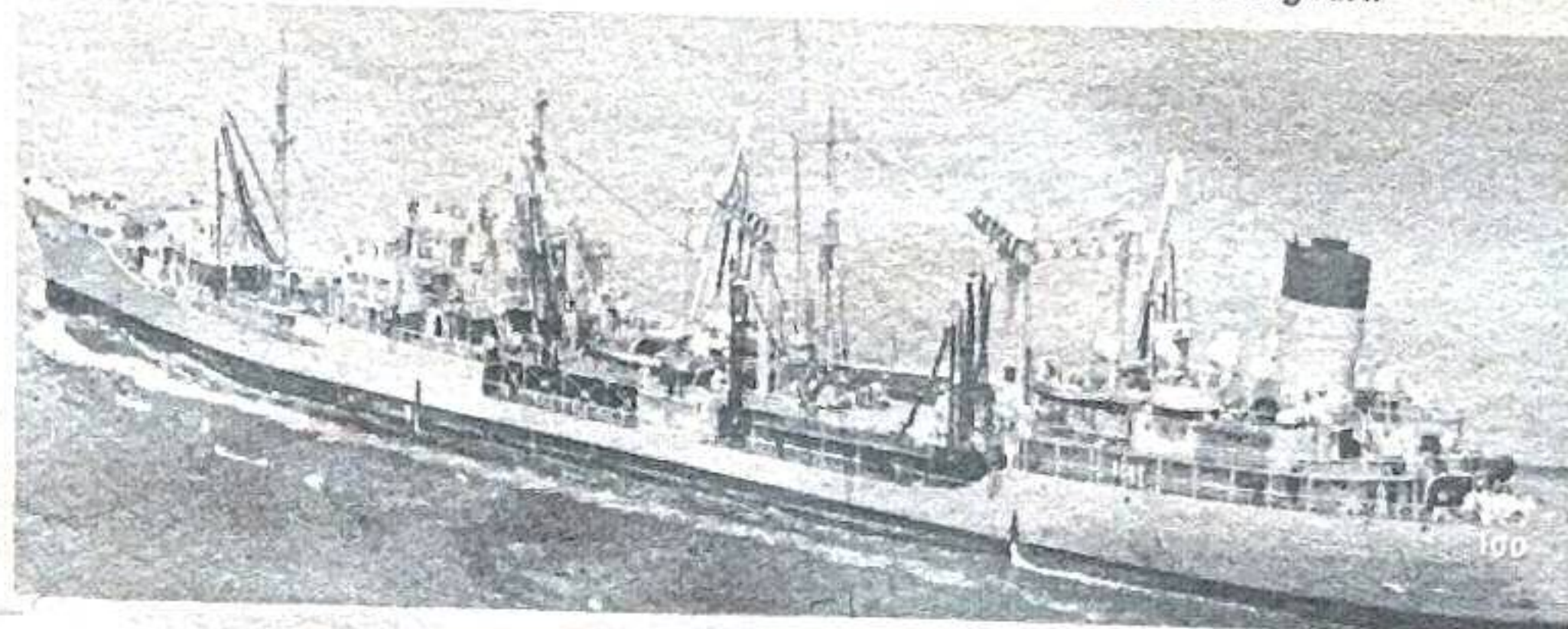
carrier fleet has been enormous. The nuclear powered carrier Enterprise cost 393 million dollars, each ship of Kitty Hawk class was more than 200 million dollars, and the bill for the Nimitz, now building, will top 540 million dollars. Carriers and their squadrons of strike planes are at the heart of the American fleets in the

Atlantic, Pacific, and Mediterranean.

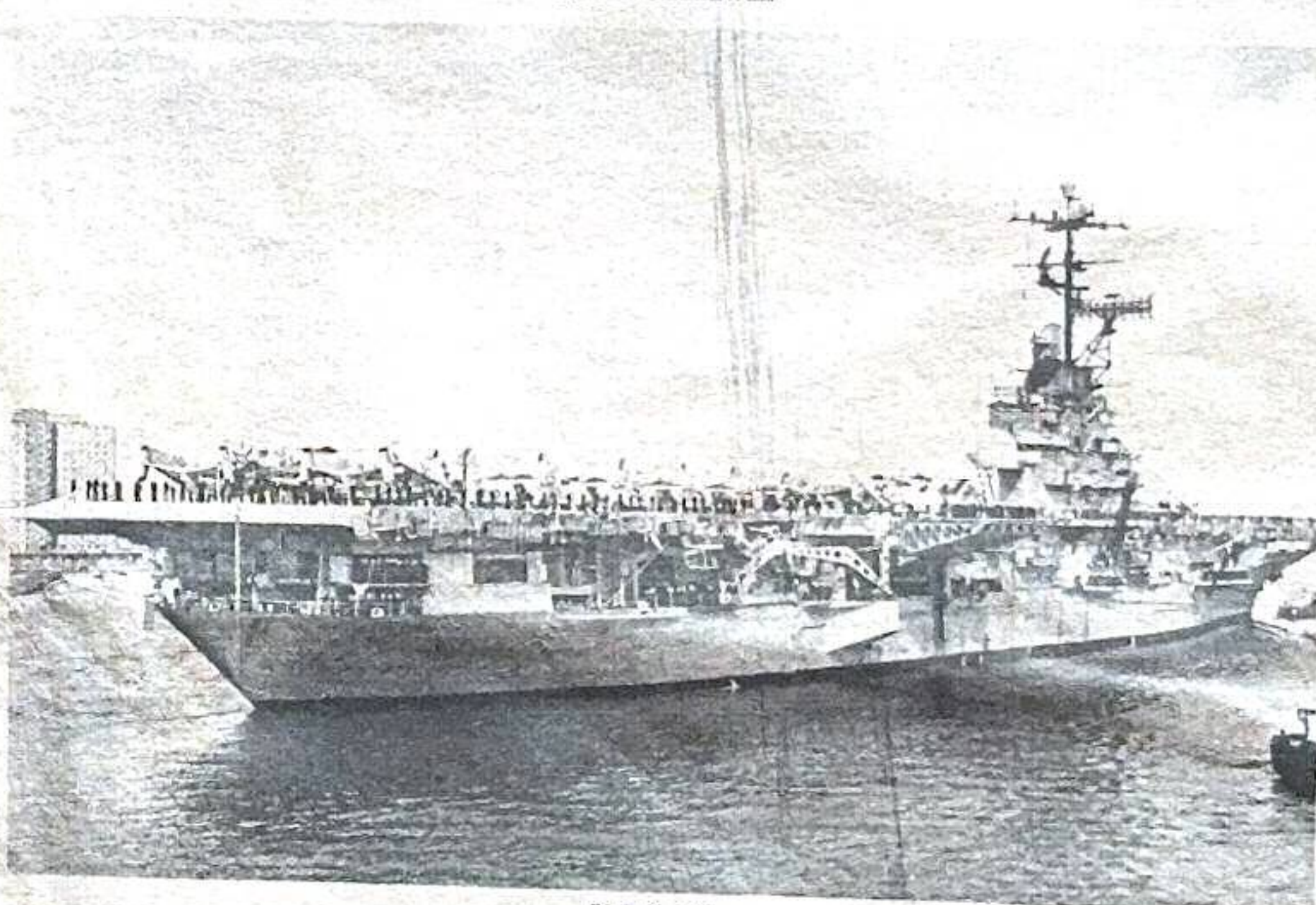
To protect them, the Americans have lavished dollars on the destroyer-frigate programme. The U.S. Navy has ten cruisers, 33 frigates (destroyer-leaders), 227 destroyers, and 72 fleet escorts in service. Another 50 escorts are under construction.

It is beneath the sea, however, that the deadly destructive power of the U.S. Navy is found.

Latest count is: 41 Polaris submarines, armed with ballistic missiles, 38 nuclear attack submarines, and 70 conventional attack submarines. And they are still building fast.



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Old and new from States

Biggest warship riding at anchor at Spithead for the Queen's appraisal is the United States Navy aircraft carrier Wasp, leading a group of 11 American ships.

Wasp's escorts include Dewey, the world's first guided missile frigate; Claude V. Ricketts, the destroyer used for the NATO mixed-manning experiment; Koelsch and Voge, destroyers reckoned by the Americans to be the very latest in submarine chasers.

The other American visitors are the destroyers Barney, Laffey, Allen M. Sumner, and McCloy, the submarine Sea Poacher, and the fleet oiler Chukawan.

They come under the command of Rear-Admiral F. B. Stone, Commander U.S. Navy's 14th Carrier Division, whose flag is in Wasp.

The 40,000-ton carrier, frequent caller at Portsmouth, was built in 18 months in World War II, commissioning towards the end of 1943 in time to earn one of the finest records of the "fast carriers" in the United States Navy's Pacific campaign.

In March, 1945, she was hit by an enemy bomb and more than 100 crewmen died.

HEADQUARTERS

No longer capable of operating the latest strike aircraft, she is headquarters of an anti-submarine group and carries more than 40 aircraft, including helicopters.

Wasp is probably best known for her exploits in connection with the American Gemini space launches.

In June, 1965, she picked up the astronauts James McDivitt and Ed White. Later that year, cameras aboard the carrier put out the first "live" television pictures of a space recovery, when Frank Borman, James Lovell, Walter Schirra, and Tom

Stafford were picked up from the sea.

Most interesting of American visitors is the 5,800-ton Dewey, embodiment of a 51 million dollar investment by the U.S. Navy.

TERRIER MISSILES

Built at Maine, she commissioned in December, 1959, as first of the Farragut class of guided missile frigates, though she falls into the British category of destroyers and is only slightly smaller than the Royal Navy's County Class ships.

She is armed with Terrier missiles for defence against low-flying aircraft, and with ASROC anti-submarine missiles.

The frigate is the second ship named after Admiral of the navy George Dewey, who achieved fame at Manila on May 1, 1898, when, without the loss of an American warship, he masterminded the destruction of Spanish power in the Philippines during the Spanish-American war.

Other fast and powerful destroyers are the 4,500-ton Barney and Claude V. Ricketts, both of the Charles F. Adams class of missile ships, built between 1958-64.

Each is 437ft. overall and has a speed of 35 knots. Armament includes Tartar and ASROC missiles, and twin 5in. guns.

TO VIETNAM

In 1967, Barney became the first American missile ship to be switched from the Atlantic to Vietnam, where she spent seven months as a destroyer division flagship.

Her tasks included shelling shore-targets in North Vietnam, attacking enemy supply lines, providing gunfire support for American ground forces in south Vietnam, and acting as rescue ship for an aircraft carrier group.

She came under enemy attack six times, but was never hit by gunfire. Only one crewman was

wounded — he was hit by shrapnel.

Claude V. Ricketts started life as U.S.S. Biddle, but was renamed in 1964 in memory of Admiral Ricketts, former Vice-Chief of U.S. Navy Operations and champion of the mixed-manning cause.

VIABLE

The destroyer steamed 50,000 miles in 18 months with a crew of sailors from Britain, West Germany, the Netherlands, Italy, Greece, Turkey, and the United States in a bid to prove that mixed-manning was a viable way of bringing NATO partners closer together.

But mixed-manning faced stern opponents, and the idea has never been pursued.

Newest of the American visitors are the 3,400-ton fleet escorts Voge and Koelsch, commissioned in 1966 and 1967 respectively.

The Americans claim that they are the most advanced anti-submarine vessels afloat, with their anti-submarine missiles linked to a computer system.

Koelsch bears the name of a helicopter pilot who won the U.S. Medal of Honour in the Korean War.

ESCORTS

The 2,650-ton escort McCloy was one of the first of the "second generation" American escorts built after World War II, and aspects of her design were used in the building of the large and costly Garcia, Knox, and Brooke classes.

McCloy, which commissioned in 1963, carries two unmanned helicopters for operations against submarines. She has a speed of 26 knots.

Completing the American destroyer line-up are the 3,320-ton Allen M. Sumner and Laffey, both built during World War II and modernized in recent years. Both carry unmanned helicopters.

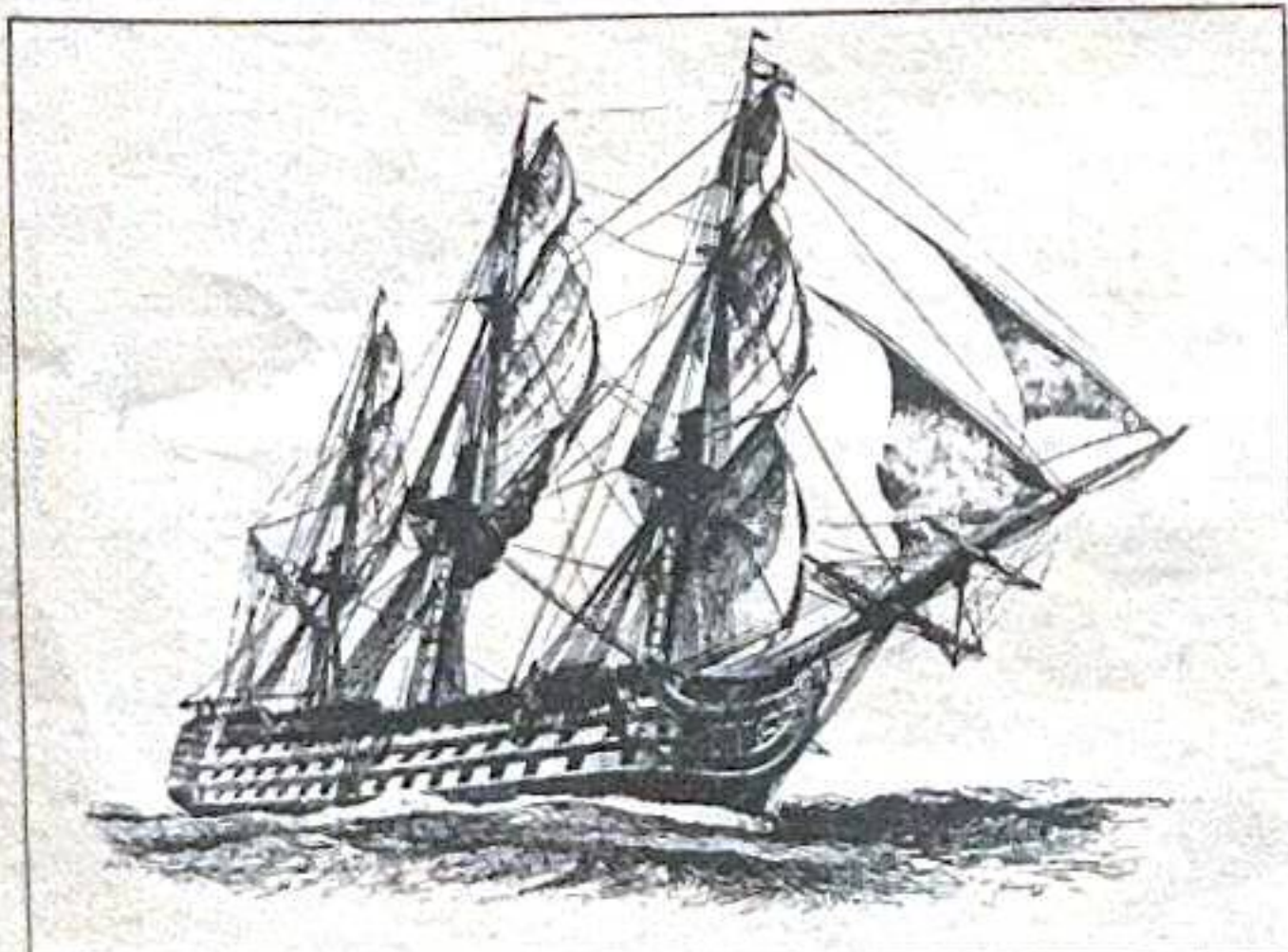
The U.S. Navy's vast strength overseas — it has 85 nuclear powered submarines — is represented by a lone submarine of World War II vintage, the Sea Poacher, built at Portsmouth, New Hampshire in time to make four war patrols against the Japanese.

Providing support at sea for the visiting Americans is the 24-year-old oiler Chukawan (25,000 tons), whose blue "E" stands for supply efficiency. She gained it for topping the class Atlantic fleet oilers last year.

In 1958, she supplied the U.S. Sixth Fleet during the Lebanon crisis. She is now attached to the U.S. Atlantic Fleet.



U.S.S. Barney



HMS VICTORY. Reproduction of a 17th Century painting by J.M.W. Turner. The ship is shown at sea, with the Union Jack flying from the mainmast.

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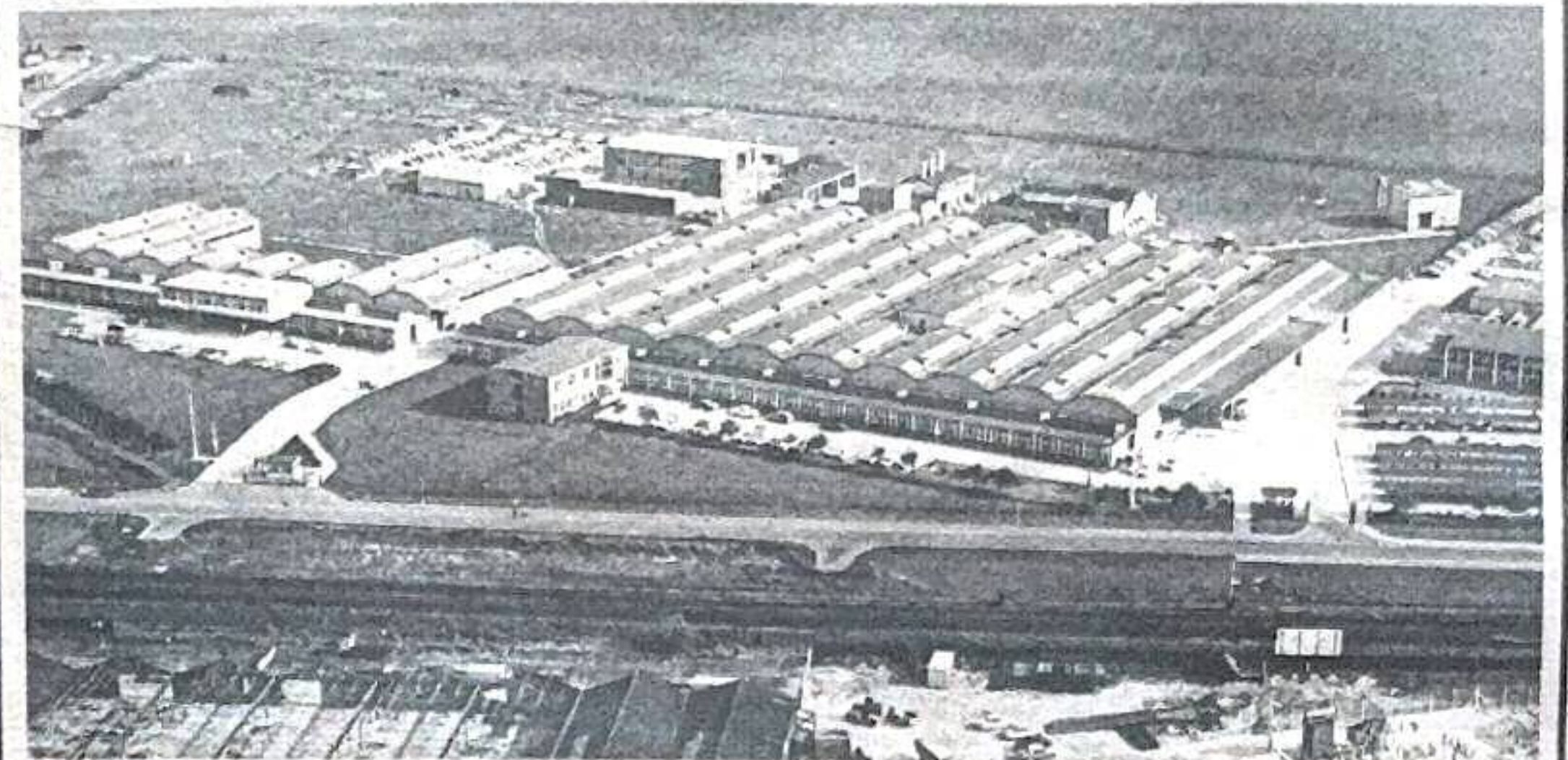
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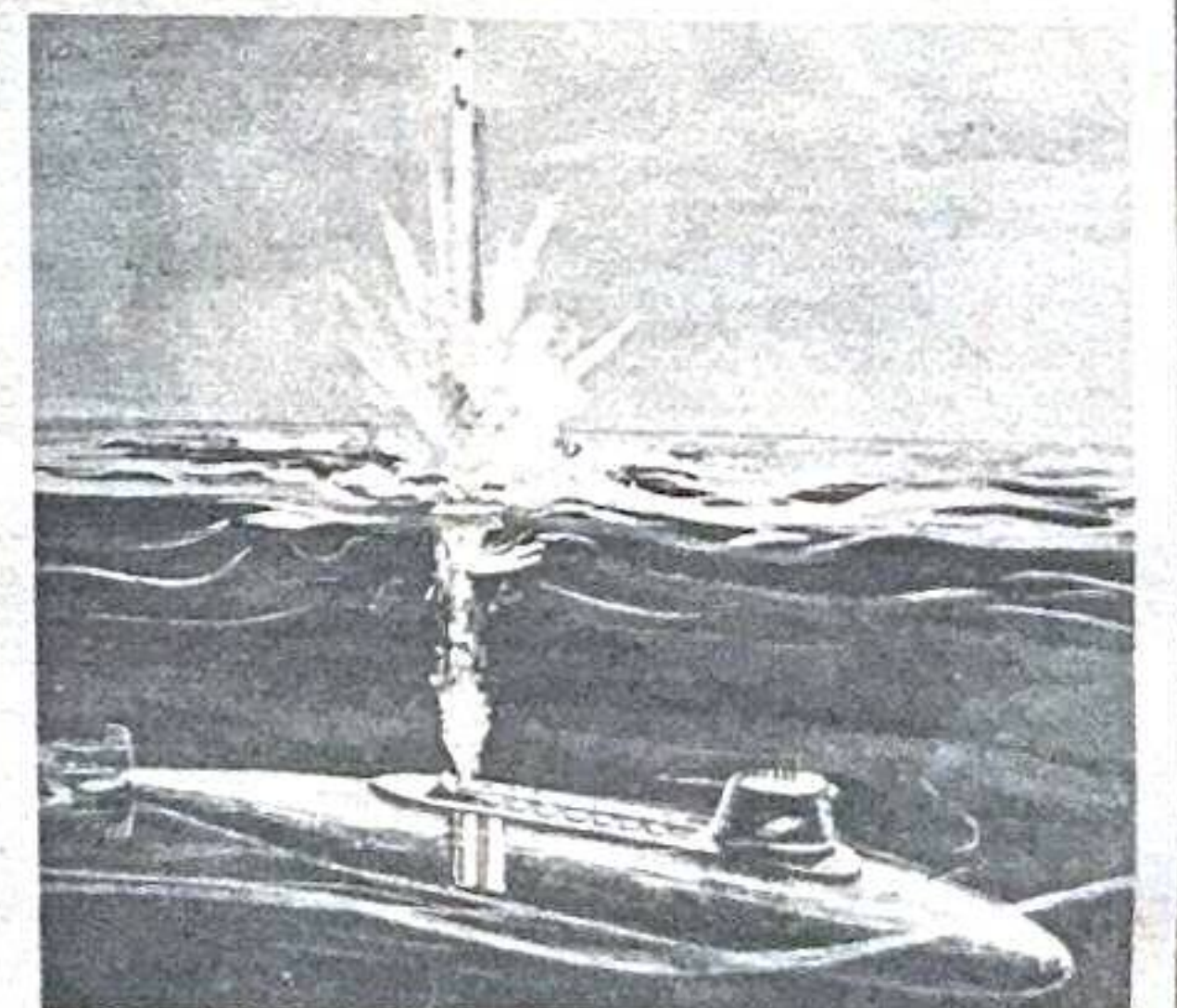


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Host for review



Admiral Sir John Frewen, Commander-in-Chief, Portsmouth, has been largely responsible for the organization of the Fleet Review.

He was delighted when Portsmouth and Spithead were chosen by the NATO nations as the setting, for he is a strong supporter of the Alliance.

Before moving to Portsmouth, he commanded the Navy's Western Fleet and held important NATO commands, giving him an influential voice in the planning of NATO's maritime strategy.

All the NATO V.I.P.s and the captains of the ships will be calling on the Commander-in-Chief on board H.M.S. Victory during the review.

Admiral Frewen (58), former captain of the aircraft carrier H.M.S. Eagle, served as Flag Officer Second-in-Command, Far East Fleet (1961-63) and on the Admiralty Board in the exacting post of Vice-Chief of Naval Staff (1963-65).



Glamorgan lives up to her motto

On the ship's crest is the fiery Red Dragon of Wales, and the ship's motto reads "I Fyny Bo'r Nod."

There is no mistaking that you are aboard H.M.S. Glamorgan (pictured left) the first British warship named after the Welsh county, and the ship chosen as flagship for the review.

She occupies a firm place in the interests of thousands of Welsh people, and has established strong links with Cardiff and Wales. Every mess has a television set — gifts from well-wishers in the Principality.

ENGLISH VERSION

"Aim high" is the English version of the Welsh proverb forming the ship's motto, and Glamorgan is equipped to do just that.

The 6,200-ton and £15m. destroyer is armed with Sea Slug guided missiles, designed to give the fleet protection against attack from high-flying aircraft.

Sea Cat missiles, with a smaller range, and rapid-firing 4.5in. guns, provide backing for the bigger missiles. Those guns would also provide support for Sea Slug in bringing down enemy missiles, perhaps the major threat to the fleet in any future action.

Glamorgan belongs to the Navy's County Class, ships which would have been designated cruisers in the days up to World War II.

There are five other County Class destroyers in service, and another pair will join the fleet later this year.

"Big cat" frigate has a High Sheriff in command

Puma (pictured right) represents the Navy's "big cat" frigates — the four-strong Leopard class.

One of her claims to fame is her strong links with an American county. The association happened in Monterey, not so long ago.

Perhaps during the review U.S. sailors from Monterey may renew the friendship with Puma, their county's adopted ship.

Puma has been on the prow for 11 years. She may have sharp claws — in the shape of two 4.5in. guns and a twin 40mm. mounting — but she has shown a streak of compassion, too.

Several years ago, she aided islanders from Tristan da Cunha. When they returned to the island after two years' absence enforced by volcanic eruption, Puma's crewmen cleared the island of the vermin which bred while it was deserted.

Puma (2,400 tons) made a place for herself in the affections of thousands of youngsters in 1965 when she gave 33 ports round Britain the chance to see a British warship. During her "Meet the Navy" cruise, 5,000 schoolchildren visited her.

When it comes to acquiring mascots, Puma has a record second to none. She boasts two pumas on her trophy list — both

presented to the ship by the people of Monterey, California.

The pumas Dora and Flora were given to the ship after author John Steinbeck met the officers in 1960 and found the frigate was without a mascot.

Monterey authorities righted the omission when Steinbeck told them. Dora went to the taxidermists and is now kept on board. Flora is kept at Paignton Zoo — for obvious reasons.

Through the ship's friendship with Steinbeck, it was arranged that Puma's commanding officers be entitled to "wear" an extra hat — as Honorary High Sheriff for Monterey County.



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S. Par. Pier: 10 a.m. 12.30 p.m. 2.30 p.m. 7.30 p.m. Half

Thursday Depart: To view the Fleet Fare
Gosport: 10 a.m. 12.30 p.m. 2.30 p.m. & 7 p.m. 8/6
15th May Clar. Pier 10 a.m. 12.30 p.m. 2.30 p.m. 7.15 p.m. Child
S. Par. Pier 10 a.m. 12.30 a.m. 2.30 p.m. 7.30 p.m. Half

Depart: To view the Fleet Fare
Gosport: 10.30 a.m. and 7 p.m. 8/6
Friday Clarence Pier: 11 a.m. and 7.15 p.m. Child
16th May South Parade Pier: 11 a.m. and 7.30 p.m. Half

Depart for Review: Fare
Gosport: 1.45 p.m. Back about £1
Clarence Pier: 1.45 p.m. 6 p.m. Child
South Parade Pier: 1.45 p.m. Half

Saturday Depart to view NATO Ships in Portsmouth Harbour Fare
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& Sunday S. Par. Pier 10.40 a.m. 2 p.m. 3.05 p.m. 4.10 p.m. Child
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First experience of life at sea for young Royal Navy officers is gained on the decks of the frigates *Torquay*, *Tenby* (pictured right) and *Eastbourne*.

They form the Dartmouth Training Squadron, which operates in conjunction with the Royal Naval College, Dartmouth, and provides sea training for cadets and midshipmen, the admirals, captains, and commanders of tomorrow.

All three are units of the *Whitby* class, anti-submarine vessels built in the 1950s and renowned for their fine sea-keeping qualities in rough seas.

Each has accommodation and teaching facilities for 50 cadets, and gives instruction in seamanship and navigation.

Torquay was built by Harland and Wolff at Belfast in 1953-56, *Tenby* by Cammell Laird at Birkenhead (1953-57), and *Eastbourne* by Vickers-Armstrong on Tyne-side (1954-58).

Dimensions of a *Whitby*: Displacement, 2,560 tons; length overall, 370ft.; speed, 29 knots.



Blake begins a new career after 26 years

H.M.S. *Blake* (above) is blazing new trails in the Royal Navy, 26 years after she was laid down on Clydeside.

She has just emerged from Portsmouth Dockyard as the Navy's first cruiser/helicopter carrier after a conversion costing £5m. and lasting five years.

The work has equipped *Blake* to operate up to five large Sea King helicopters from a flight deck built in the stern where once there were twin 6in. guns, and fitted her to act as a task force headquarters ship in actions at sea.

Twin 6in. and three pairs of 3in. guns still give the 9,550-ton vessel ample firepower, adding to her versatility. The 6in. guns fire at 20 rounds a minute, the 3in. at 120 a minute, about twice

the speed of fire of previous cruisers.

It means that several tons of shell leaves *Blake* every minute during a bombardment.

Her sister ship, H.M.S. *Tiger*, is being similarly converted at Plymouth, and the pair will fill the gap until the next generation of cruisers start leaving the shipyards in the 1970s.

Blake's career has been chequered. Work on her was suspended soon after the launching in 1945, and did not restart until 1954. It was 1961 when she first joined the fleet, and she spent only 19 months as an operational unit before being earmarked for her current role.

Cost of the conversion has brought the bill for her to £20m.

Blake bears the name of a great naval strategist who never went to sea until he was 50 — Robert *Blake*, Cromwell's choice as Admiral and General of the Fleet in 1649 when the Navy's morale was at a low ebb.

He became a hero. He thrashed the Dutch fleet at Portland, North Foreland, and the Kentish Knock, vanquished the French, gave the Portuguese a hiding, scattered the Moorish pirates, and shattered the Spanish fleet.

Four warships have been named after him. The first was a 74-gun man-o'-war launched in 1808 and destined to become a prison ship at Portsmouth. The third was a 9,000-ton cruiser in the Grand Fleet in World War I.

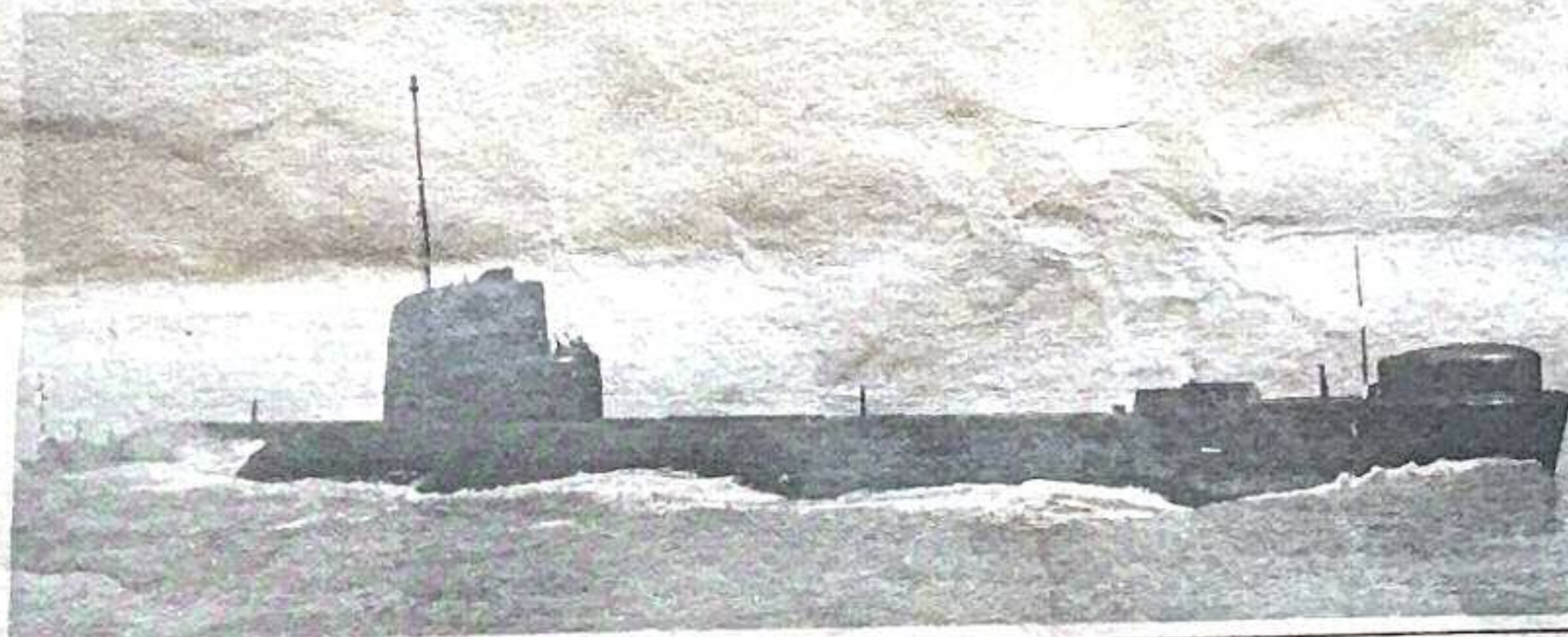
Oldest submarine boasts claims to fame

Tiptoe (right) oldest submarine operating with the fleet, has several claims to fame.

With H.M.S. *Trump*, only other T-boat still running, *Tiptoe* carried out the last torpedo attack by submarines in World War II; and *Tiptoe* claims to have fired the last torpedoes used in action in the war.

Trump and *Tiptoe* moved through shallow water in the Java Seas to sink two Japanese merchant vessels.

Records show that *Trump* fired her last torpedo at 4.45 p.m. on August 2, 1945, and *Tiptoe* fired hers nearly two hours later.



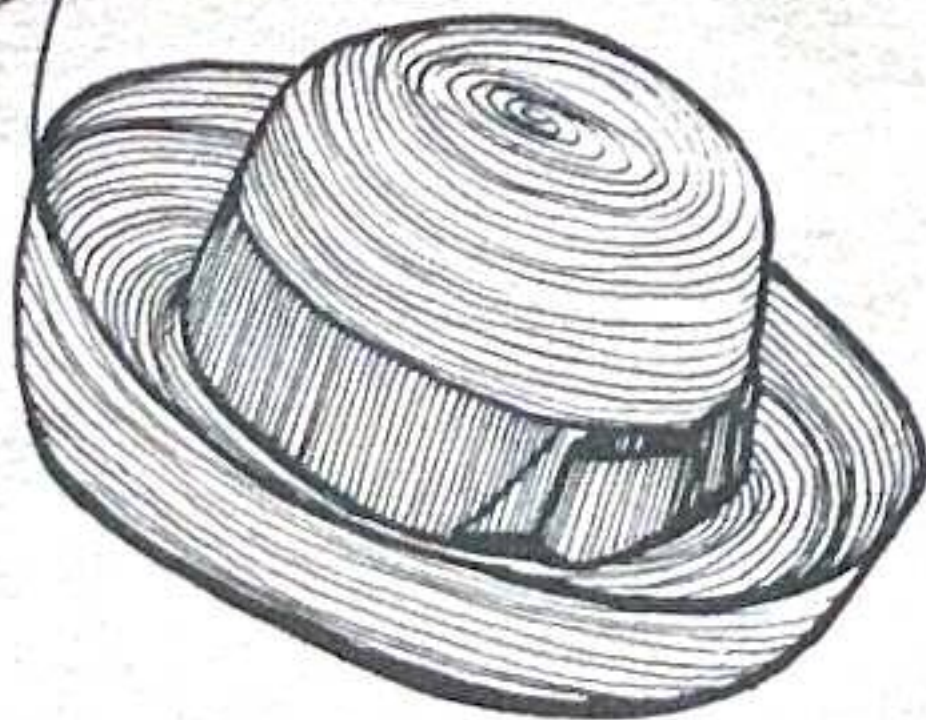
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A gift from the Queen Mother

When Queen Elizabeth the Queen Mother visited H.M.S. Collingwood, Fareham, last year she gave away one of her wedding presents.

It was a 12ft. by 6ft. battle ensign worn by the 19,000-ton battleship H.M.S. Collingwood when she steamed into action at the Battle of Jutland in 1916.

Helping to man the battleship's forward gun turrets was George VI, then Prince Albert, Duke of York.

After the Queen Mother presented the ensign to Captain P. Watson, R.N., Captain of Collingwood, he talked of Jutland.

"At Jutland, the King saw action for the first time. He spent the long hours of the battle at his station in Collingwood's forward turret, having seen the start of the action from the roof of the gun house.

"I remember him telling me how proud he was to have served in that great ship and to have taken part in what was probably the last major naval action with capital ships fighting it out in close conflict."

The Queen described the ensign as a symbol of the "loyalty and courage of those who served in that great battleship."

After the battle, two of Collingwood's four battle ensigns were obtained by Lieut. (later Admiral) Campbell Tait, R.N., who was in charge of the gun turret.

He presented one of them to King George VI and Queen Elizabeth at their wedding.

Admiral Sir Nigel Henderson (Chairman of the NATO Military Committee) has had 43 varied and interesting years in the Royal Navy.

During World War II, he was fleet gunnery officer to Admiral Sir Andrew Cunningham.

In 1962, he was appointed Commander-in-Chief, Plymouth, and in 1965, head of the British Defence Staffs in Washington and U.K. representative to the Standing Group and Military Committee of NATO. He became Chairman of the Military Committee in October.

tail tales!



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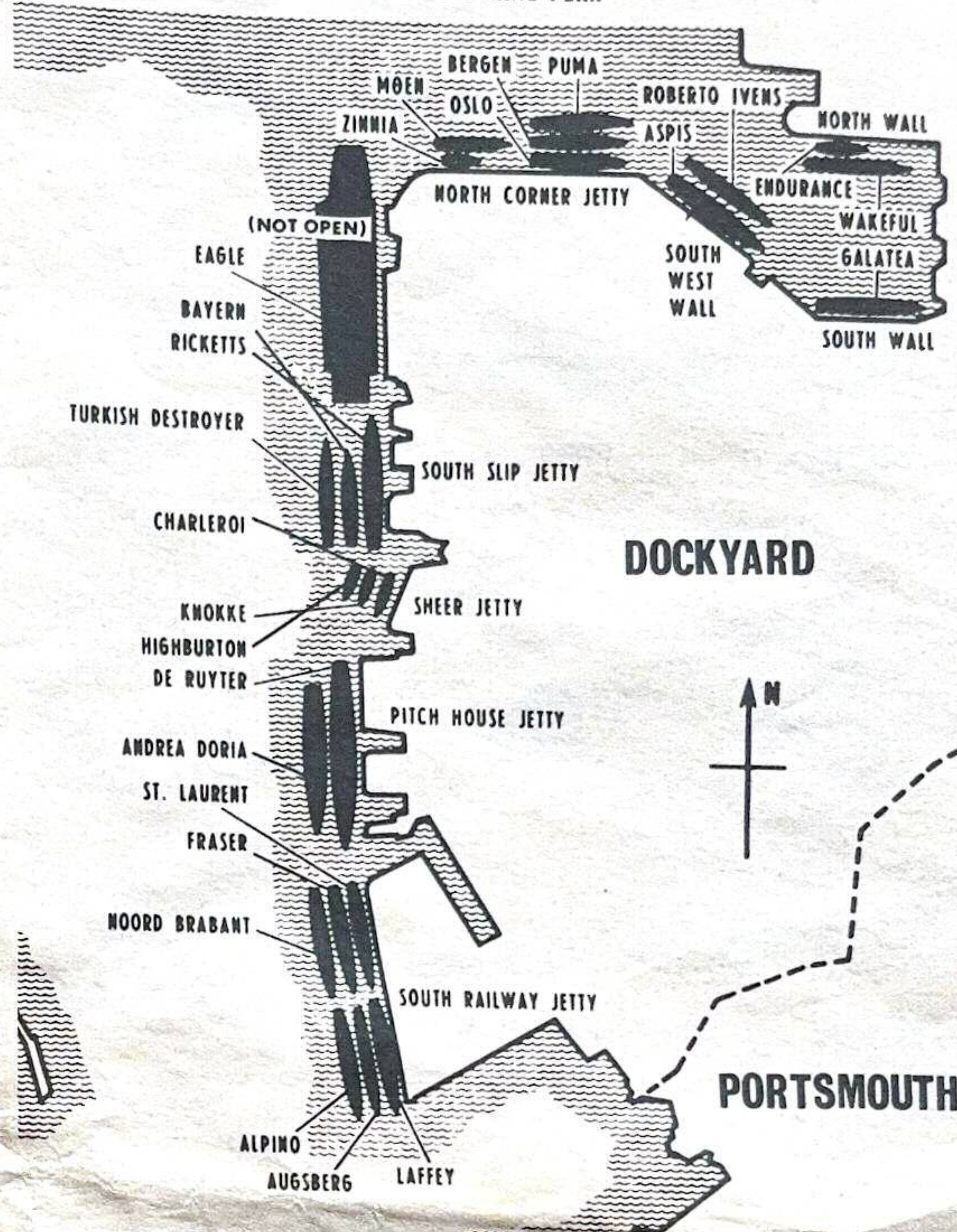
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Where and when

NATO NAVAL REVIEW
PORTSMOUTH BERTHING PLAN



SAILOR KINGS

From Page 13

I refer, of course, to Prince Philip, without doubt the most swashbuckling and popular of blue-blooded naval men.

Philip entered as a cadet in 1939, and at Dartmouth was awarded the King's Dirk as the finest all-round cadet of his term.

In January, 1940, he went to sea as a midshipman in the battleship Ramillies. In the same year, he served in the Indian Ocean in the cruiser Kent and in the Mediterranean in the battleship Valiant.

During Matapan, he was in charge of the searchlight control, and for his work was mentioned in Admiral Sir Andrew Cunningham's despatches.

At 21, he was one of the youngest officers to have risen to become second-in-command of a large destroyer.

After taking part in the Sicily landings, he was appointed first lieutenant of the destroyer Whelp, in February, 1944.

He served in the war against Japan and was present at the Japanese surrender in Tokyo Bay. On return home, in 1946, he joined the staff of the naval training establishment, H.M.S. Glendower, Pwllheli, North Wales.

Soon after his marriage to Princess Elizabeth in 1947 he continued with his naval career, and commanded the frigate Magpie in the Mediterranean from 1950-51, and served on the staff of the R.N. Barracks, Portsmouth. He was promoted commander in June, 1952.

But after the Coronation in 1953 he had to abandon his career in favour of Royal duties.

In January, 1953, he was created Admiral of the Fleet—a title which ensures a lifelong link with the sea and the Navy.

Ex-U.S.

Flying the Turkish flag is the 2,580-ton destroyer Gaziantep, one of many former U.S. Navy ships at the heart of the Turkish Navy.

Where to see the ships: in Portsmouth Dockyard, where they will be berthed as indicated in the chart. When to see them: on Saturday and Sunday between 1 p.m. and 6 p.m.

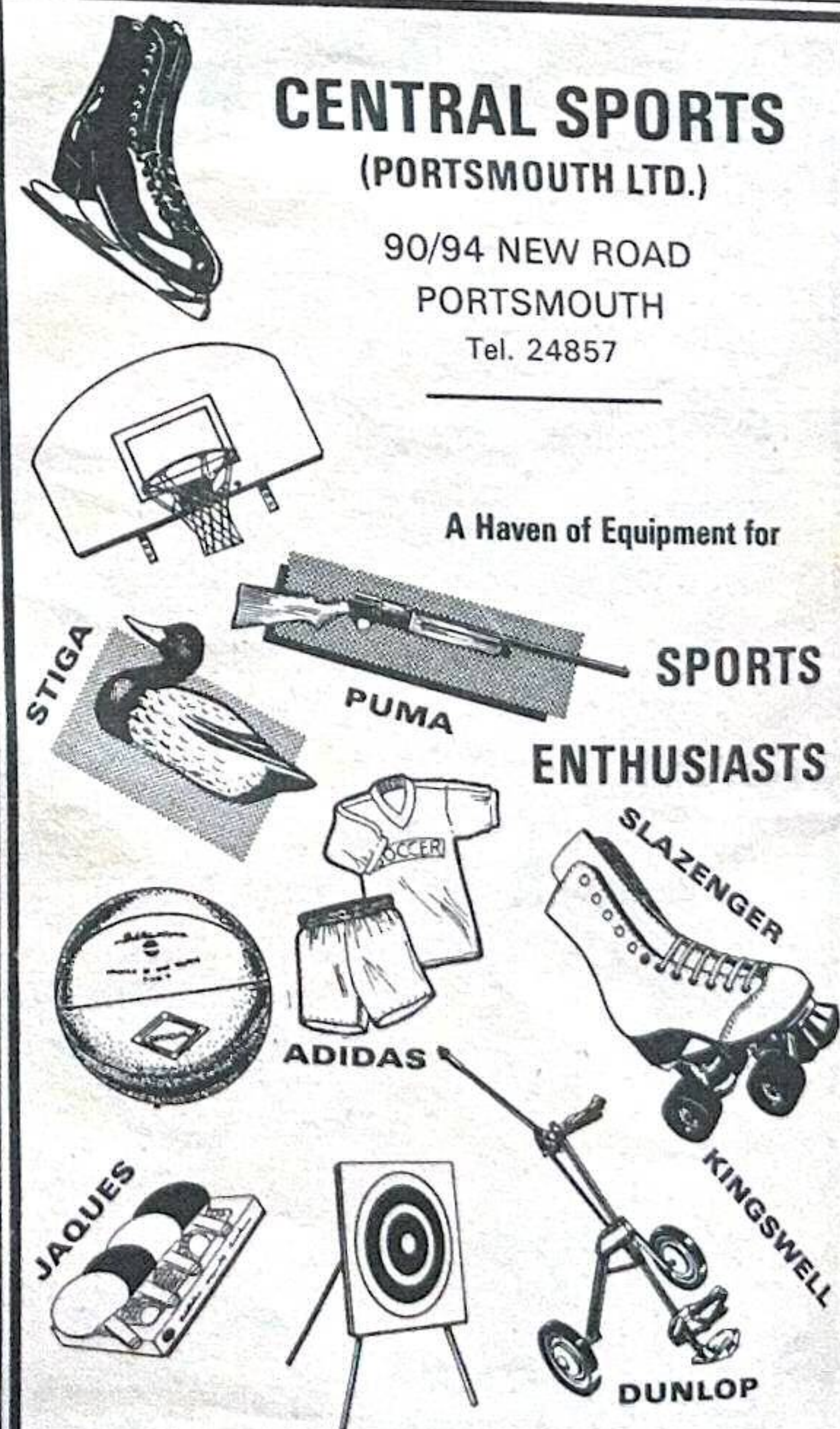
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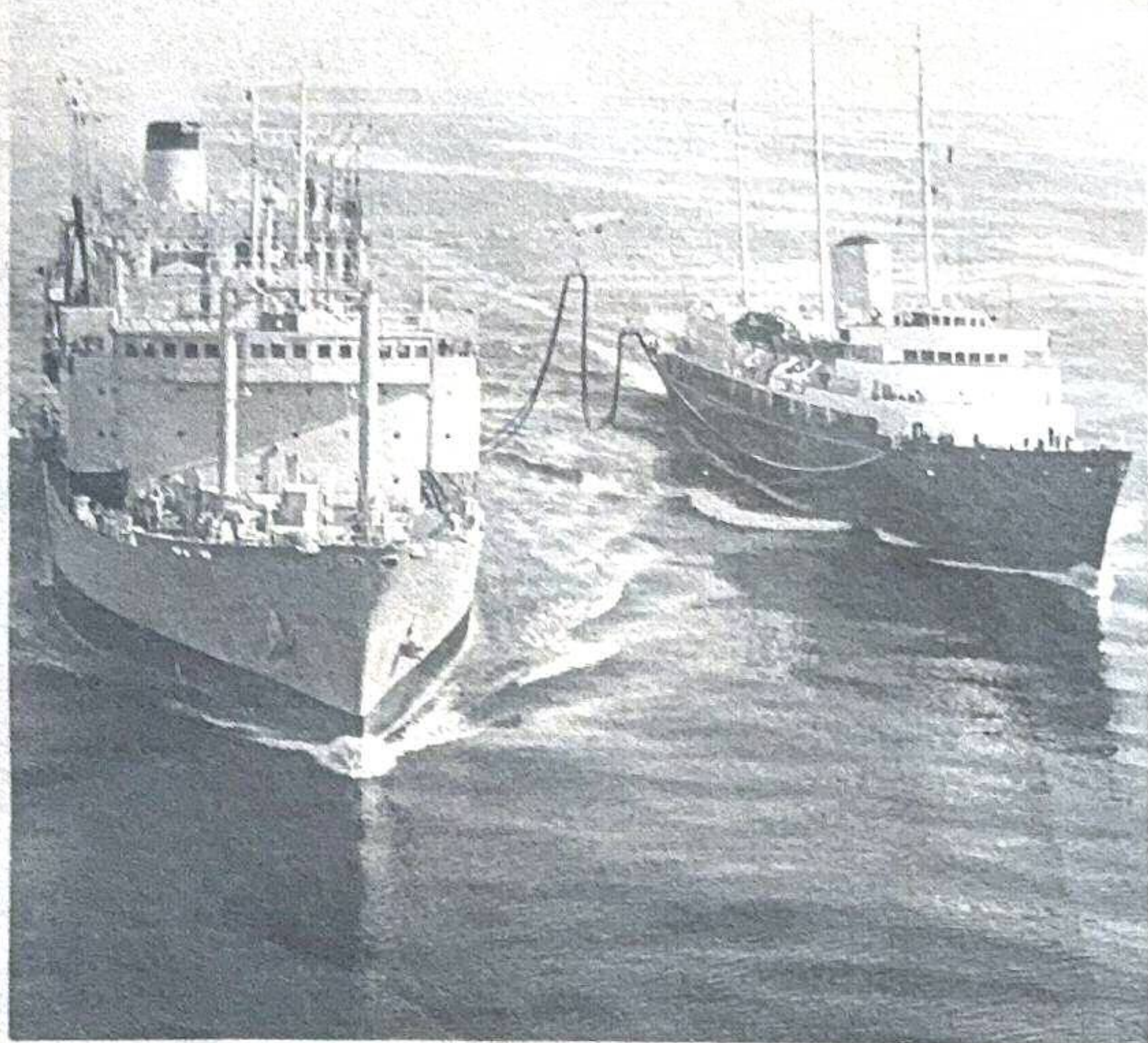
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ENTHUSIASTS



Refuelling the Royal Yacht



The Royal Yacht Britannia refuelling from R.F.A. Olmeda during exercises with Royal Navy ships.

Boat with a habit of making news

During her six years in service, the 1,610-ton "O" class submarine Olympus has made a habit of hitting the headlines.

One of the Royal Navy's 13 Oberon-class — rated by the Senior Service as the best conventional submarines in the world — she has a speed of 12 knots on the surface and 17 while submerged. She has a crew of 68.

She was built at the Barrow-in-Furness yard of Vickers and launched in 1961.

Two years ago she penetrated farther under the Arctic ice than any other British submarine had done.

At one point during the expedition she encountered such a mass of fast-moving ice floes weighing hundreds of tons that she was forced to dive precipitately to prevent her superstructure being crushed.

Olympus was on a joint exercise with the French submarine Narval, the French depot ship Rhone, and four Atlantique aircraft of the French Air Force.

Conditions and visibility were so bad at one point that one of the Atlantiques crashed into a mountain on the island of Spitzbergen, its crew of 11 being killed.

Olympus was in the news twice last year. While crossing the Atlantic from H.M.S. Dolphin, Gosport, to Halifax, Nova Scotia, one of her engines broke down and she had to complete

the crossing on one engine and have repairs on arrival.

During the review she will not have embarked a "crewman" who caused further newspaper attention to be focused on the boat last year.

Able Seaman S74425NU67 joined the submarine as she

passed Start Point, on the way home to Dolphin from Canada.

A fantail racing pigeon, nicknamed Phred by the crew, it was found exhausted on top of the sub's fin, rescued, and given bread, water and vegetable stew. Submariners nursed Phred until it was fit to fly again.



H.M.S. Olympus

REMINDER

"Paying-off" is a naval term denoting the end of a commission. It is a reminder of the time when sailors were not paid until a ship was laid up. It was a literal "paying off" of the crew.



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At heart of Alliance—near Red peril

At the centre of NATO is the Federal German Republic — the country closest to the Communist threat in the early days of the Alliance.

West Germany, with its borders butting on to the Eastern bloc, is more keenly aware of the Alliance's value than any of its NATO partners.

And it is also aware of the potential danger to NATO at sea, a fact reflected in the rapid emergence of the West German navy over the past decade.

The stress has been on coastal forces, capable of meeting the Soviet threat in the Baltic —

fast, heavily armed gun and torpedo boats, with the emphasis now shifting towards missile carrying fast patrol boats and corvettes designed as submarine chasers.

But West Germany has not neglected the building of a major front-line fleet. It is spending 43 million dollars in the United States in three missile destroyers, has its own project for guided missile frigates, and is

building 18 U-boats to add to the 11 already in service.

The Germans have also completed new destroyer and fast frigate classes — and have sent one from each to Spithead for the Review.

Rear-Admiral's flagship

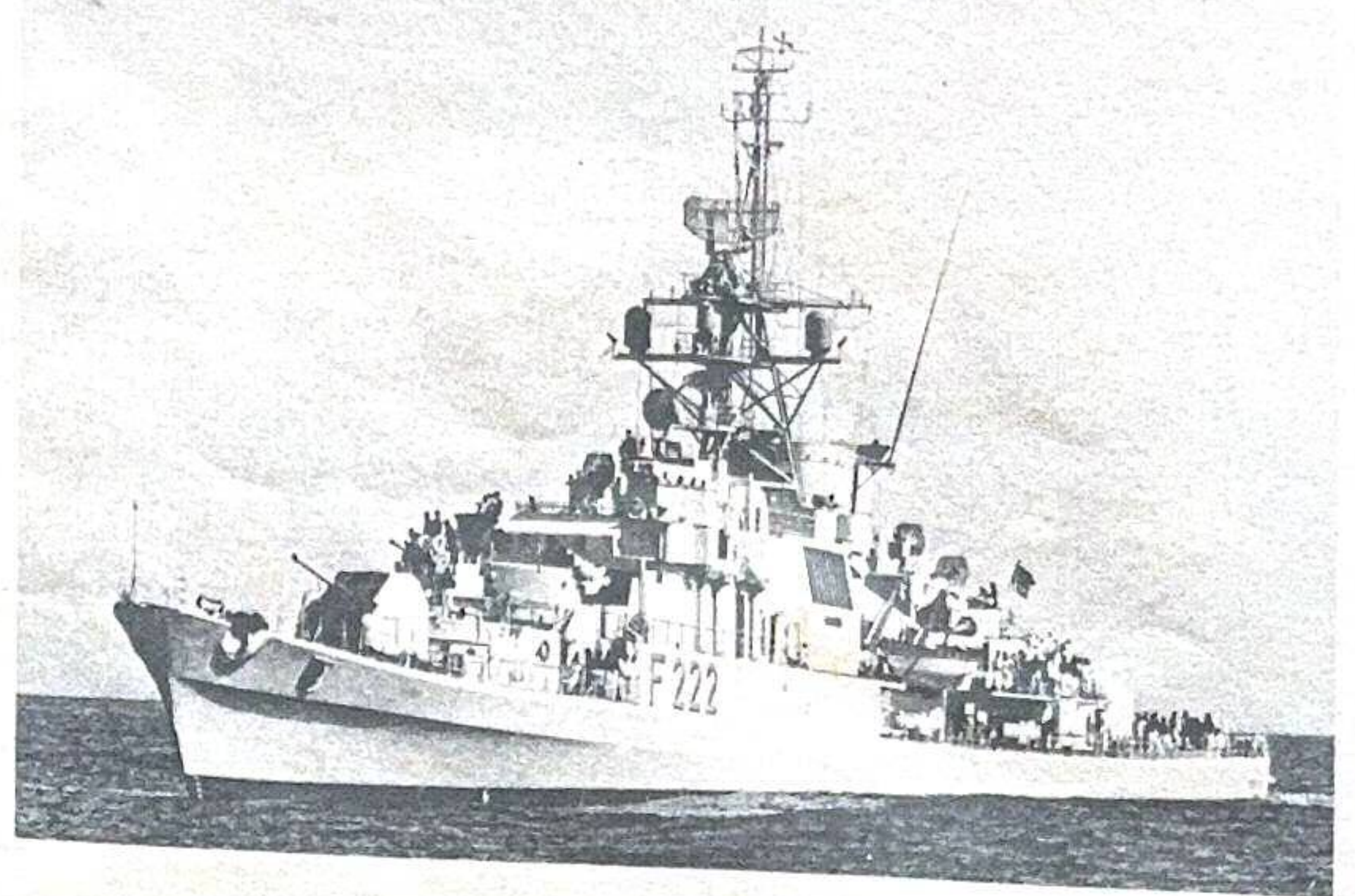
Bayern, flagship of Rear-Admiral Armin Zimmermann, Commander, German Naval Forces, North Sea, is one of four 35 knot destroyers built at Hamburg, commissioning in 1965.

She displaces 4,300 tons and is 440ft. overall. Weapons include four 3.9in. guns, four 40 m.m. guns, anti-submarine rockets and depth charges, and torpedoes for use against surface ships as well as submarines.

The ship's task, says the German Navy, is the protection of convoys against submarine, surface, and air attack — a task met with "speed, endurance, and firepower."

Link with the Kaiser's fleet

Bayern is a link with the Kaiser's great fleet of World



F.G.S. Augsburg

designed for operations in the Baltic and North Sea.

Augsburg is powered by a combination of gas turbines and diesel engines, giving a top speed of 30 knots and an economic sea speed of 23 knots, her weapons include anti-submarine rockets and mortars.

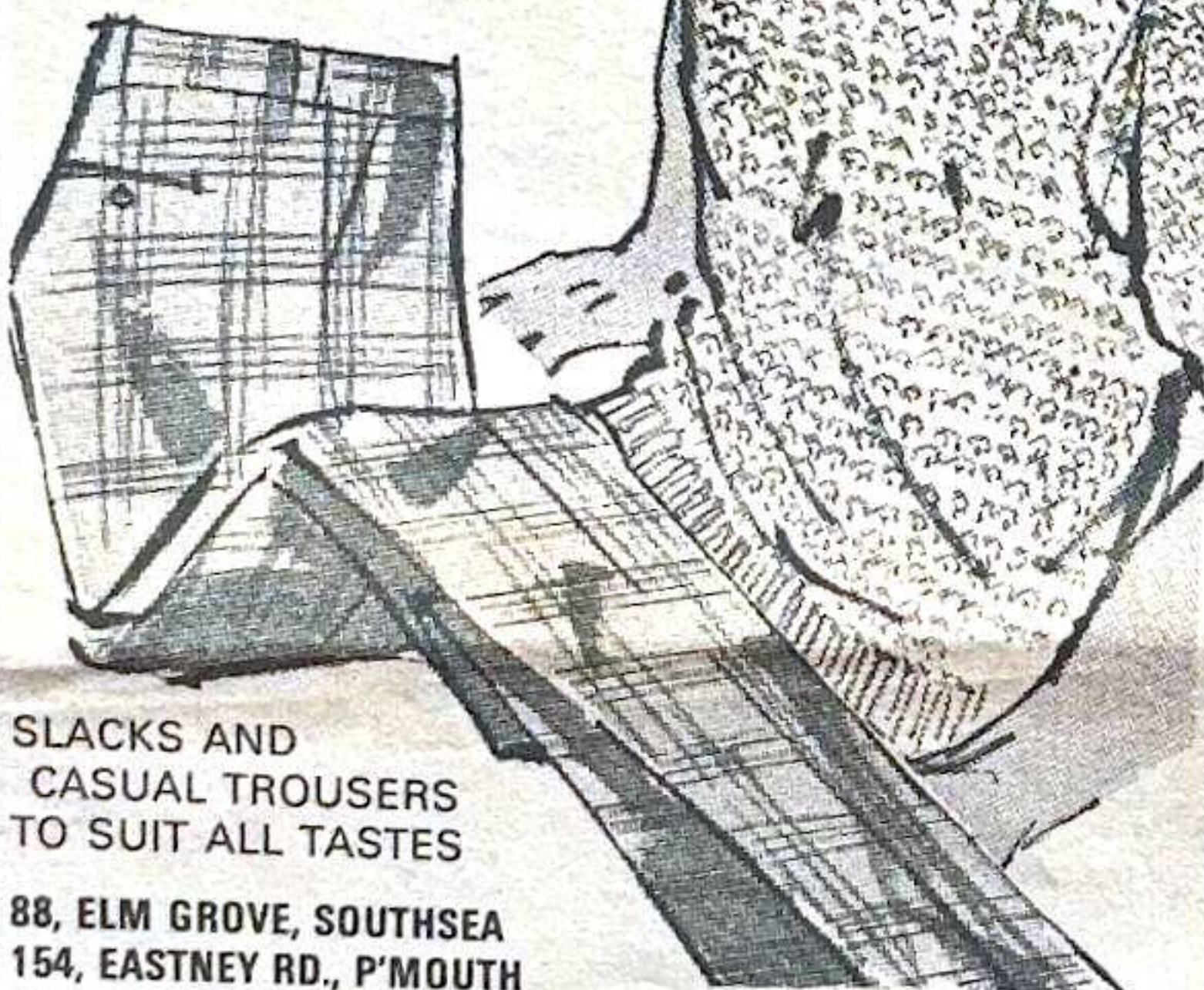
Queen Victoria forbade the growing of moustaches in the Royal Navy out of respect for the Prince Consort when he died.

Britannia's background

The Royal Yacht Britannia (4,961 tons) was designed as a naval hospital ship and was built by John Brown and Co., Ltd., on Clydebank. Ordered in February, 1952, she was launched in April, 1953, and completed in January, 1954. She is equipped for long ocean voyages and has a top speed above 22 knots. Last year the yacht was used in naval exercises. Britannia cost £2m.

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EX-U.S. DESTROYER NOW GREEK

Aspis, lone representative of the Royal Hellenic Navy, is a former United States navy destroyer of the war time Fletcher class.

As part of a defence aid programme, the destroyer was handed to Greece in 1959.

The 3,000-ton ship, built at the Boston Navy yard in 1942-43,

carried four 5in. guns and is armed with torpedoes for anti-submarine operations.

She is among 15 ex-American ships in Greece's main operational fleet — a fleet with a distinct World War II look about it.



A recent addition to Norway's fleet, the frigate Oslo.

Norwegians replace the aged

Five new frigates have come out of the Norwegian Naval Dockyard at Horten in the past three years — and two of them are at Spithead.

They are Oslo and Bergen, each belonging to the Oslo class anti-submarine vessels built partly with American money under a Defence aid programme.

Similar in design to the United States Navy's Dealey destroyer escorts, each of the frigates displaces 1,745 tons, is 317ft. overall, and has a speed of 25 knots.

Main armaments are anti-submarine mortars, but they also carry four 3in. guns in twin mountings.

The Oslo class provides the Royal Norwegian Navy's main front-line ships — it has been busy scrapping the ex-Royal Navy destroyers of the Hunt, Cr, and S classes, and the ex-Canadian Navy destroyers of the River classes, the major units of the Norwegian fleet in the post-war years.

Main strength of the Norwegian Navy lies in its coastal forces, designed for operations along its fjord-indented coastline.

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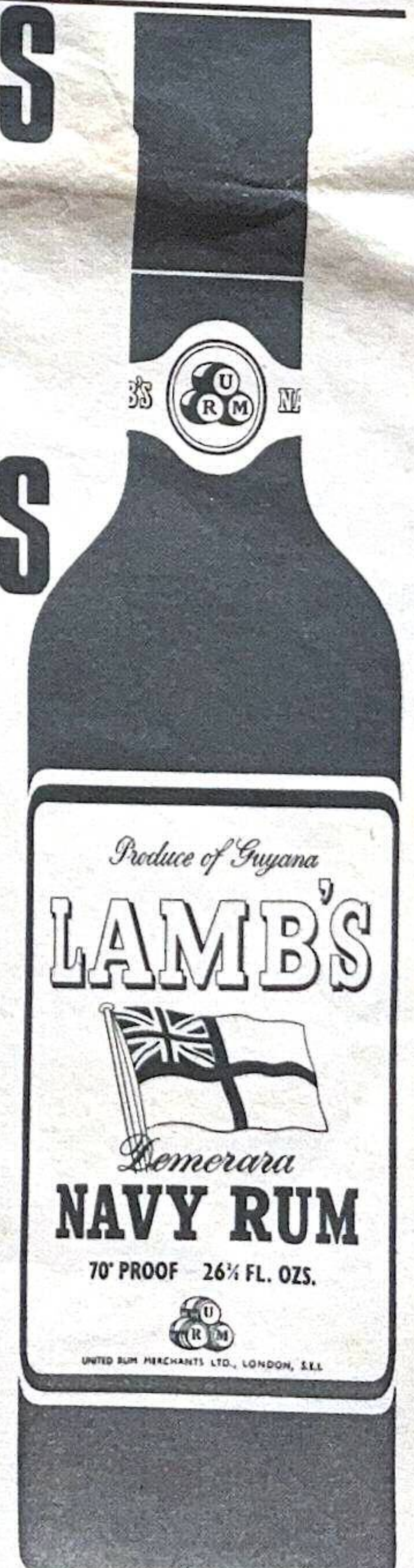
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LAMB'S NAVY RUM-CHEERS



Small country with a big heart

Largest contingent of ships from overseas at Spithead comes from the Royal Belgian navy, which has sent 12 minesweepers of varying sizes.

The Belgians have also sent their newest vessel, the 2,435-ton support ship Zinnia, which is being used for escort duties and as a sea grandstand for NATO V.I.P.s. She is not taking part in the Review.

Zinnia will, however, be open to the public at the week-end. Two of the Belgians' Spithead

sweeping fleet are ocean going minesweepers, Breydel and Truffaut, each of 780 tons. Former U.S. Navy vessels built in the early 1950s, they were transferred to Belgium in 1956.

Built mainly of wood, they are capable of sweeping all types of mines. They have a range of

2,400 miles at a cruising speed of 12 knots.

Also former U.S. Navy vessels are the coastal minesweepers Rochefort, Heist, Knokke, Malmedy, Charleroi, and Mechelen, each of 390 tons.

The inshore minesweepers Turnhout, Tongeren, Vise, and

Dinant were built in Belgian shipyards, as part of the 16 strong Herstal group, partly paid for by the United States. Each is of 190 tons.

Zinnia was designed to support the minesweeping fleet while underway, and is equipped to carry a helicopter.



Representatives of the Belgian fleet — Charleroi (top left), Breydel (above) and Zinnia (left).



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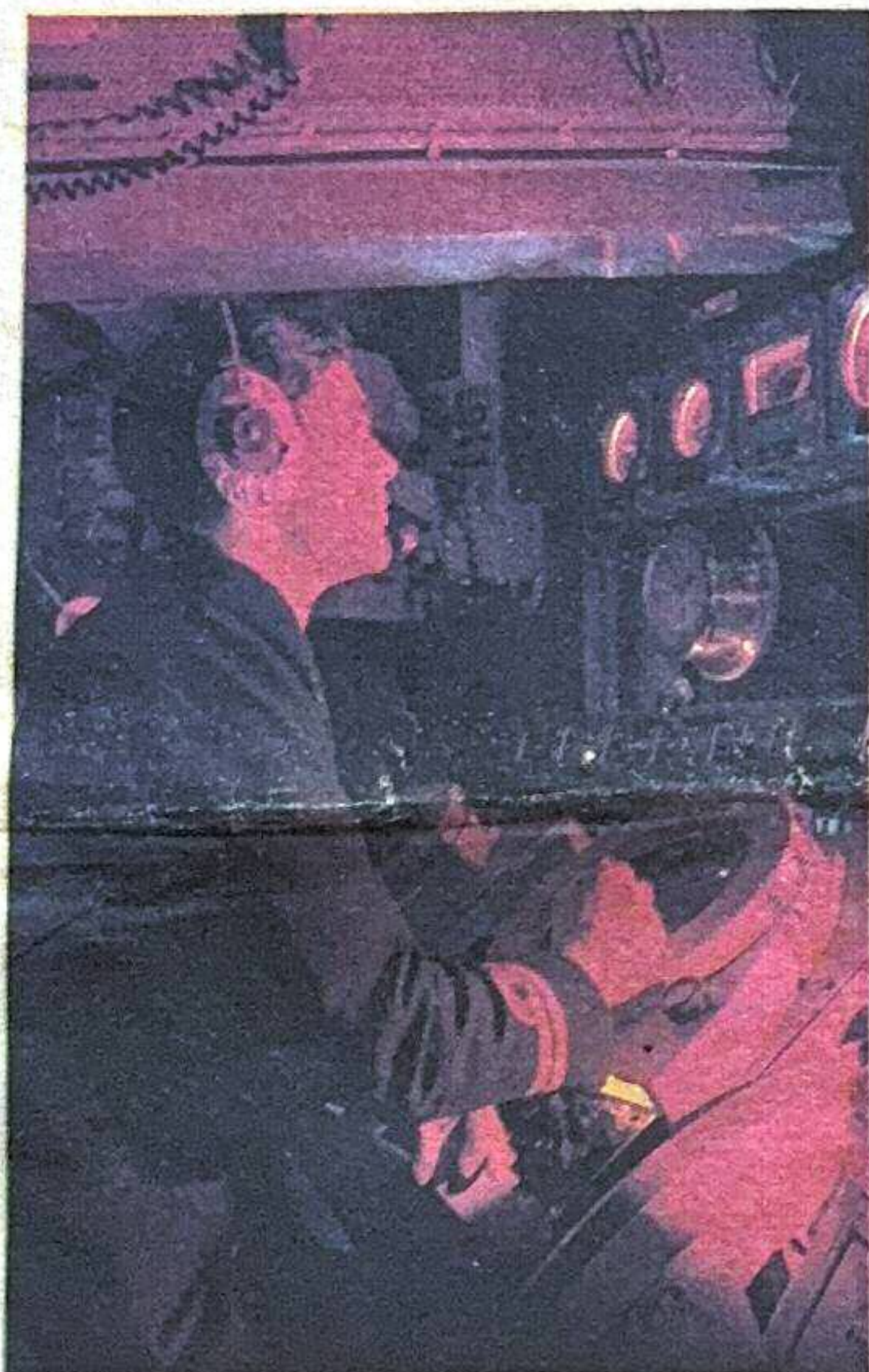
CALL

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AND BE SURE

BETTER THINGS ARE ELECTRIC

ABOVE AND BELOW THE WAVES



Navy's future is power-packed

The helicopter, the submarine, the ops. room — three aspects of naval life linking together into a pointer towards the future shape of the Royal Navy:
Power in the air, below the waves, and on the sea.

Helicopters, such as the aircraft (upper left) aboard a commando carrier in a Far East sunset, will provide strength in the air as the Fleet Air Arm loses its fixed-wing planes. Versatile, fast, flexible, the helicopter will give the Navy protection against submarine and fast patrol boat attack, carry commandos into assault landings, meet reconnaissance duties, form links between warships at sea.

Growing strength below sea is reflected in the Navy's multi-million Polaris and nuclear submarine plans. The submarine strength will fall in three categories: Polaris ships armed with ballistic missiles carrying nuclear warheads; nuclear powered fleet submarines with the task of hunting and destroying enemy submarines and warships; and patrol boats, such as H.M.S. Rorqual (above), for escorting fleets and attacking surface ships.

The operations officer working in red light (left) is serving in a county Class guided missile destroyer, such as H.M.S. Glamorgan, flagship of the NATO review fleet. Missile armed ships complete the picture of the future — ships with terrific offensive and defensive punch.

Allies share the cost of liberty

By Manlio Brosio, Secretary General of NATO.

For an alliance of maritime powers, which history has bound to the seas and oceans, there could be no more becoming form of commemoration than this review of NATO ships.

Independence of our countries, which each member is pledged individually and collectively to defend, relies on the maintenance of their free maritime communications.

The gift of liberty is inseparable from the security of the seas. Safety can no longer be assured by the resources of one nation.

The contribution of each is the fee to remedy the vulnerability of some, and augment the power of others.

This is why, for two decades,

the navies of the NATO countries have trained and exercised together — not to prepare a war (although to win it, should others force it upon us), but by constant readiness in peacetime to preserve tranquillity.

Today, seapower is vital for survival. It is therefore encouraging to be able to acknowledge that in no branch of NATO defence has integration and inter-Allied co-operation been developed more consistently and successfully than at sea.

The Atlantic Alliance threatens no country. It pursues ardently international co-operation; under conditions of security, it exists to help forward acceptable solutions to grave outstanding political issues.

There is a humourless moonface on the crest of the frigate H.M.S. Phoebe — a link with Greek mythology. It is the face of the moon goddess Phoebe, one of the female Titans — a goddess of enormous size and strength, a representative of the power of force.

The modern Phoebe, too, wields considerable force — in the cause of peace. She is a fine example of the Royal Navy's large class of Leander frigates, versatile and fast warships designed to cover the fleet against submarine and air attacks.

