

Navy News

APRIL 1982 10p

REDUNDANCY: 500 ARE SELECTED

ALL 280 ratings selected for redundancy under Phase 1 of the Navy scheme were volunteers, as were nearly all the 230 officers. Those involved were informed at the end of March. Details of the second phase, involving about 2,000 (500 officers and 1,500 ratings) will be announced by the end of the year, and the third phase about a year later.

Drafting changes, transfers and cuts herald . . .

**All the
moving
facts of
closure**

THE CHOPPY WAY AHEAD

SEVERAL famous training establishments are to close, some with a run-down over several years. But many of their schools and facilities will transfer to other establishments.

Named for closure by the end of the year shown are:

Portsmouth: HMS Excellent, HMS Vernon and Fraser Gunnery Range (all 1986) and Phoenix (1984).

Plymouth area: HMS Flagard (1983).

Scotland: HMS Caledonia (1985 — although the site is to be retained as a Fleet accommodation annex to supplement HMS Cochrane).

Chatham: HMS Pembroke (1983).

Reductions

As a result, civilian posts in naval establishments are planned to reduce by about 500 in addition to the 12,000 reduction already announced in dockyards and other areas of Fleet Support by 1984.

General plans have been made for transfer of many of the tasks of these establishments with other transfers still under consideration. Current plans — although there could be changes — include:

Pembroke: RN Supply School to Raleigh (1983), although the catering element is still under consideration in a tri-Service study.

Flagard: New entry artificer training to Raleigh (December 1983), with some extra load on Caledonia / Sultan, HMS Collingwood and HMS Daedalus. Flagard is being considered for use in another, unspecified role as a defence base.

Caledonia: Part 3 ME Apprentice Training to HMS Sultan (1985).

Excellent: Naval Weapons Trials to Portsmouth Naval Base; Technical Training Group to Collingwood (1984); LR Leadership School to HMS Royal Arthur (1984); Reg. and Div. School to HMS Drake (1985); Weapons Systems Group to Daedalus (1984); IS School to HMS Cambridge (1985); Fleet Phot Unit to Tipner (1984); Joint School of Phot to RAF Cosford (1985).

To be decided: Command Sailing Centre, Rame Head, Field Gun Team, RN Display Team and Ceremonial Training.

Mine school

Fraser Gunnery Range to Cambridge / HMS Dryad (1986).

Vernon: MCMV Craft Group and Captain Weapons Trials to Portsmouth Naval Base; Mine Warfare, Diving and Seamanship Training to Portsmouth Naval Base (1985); MT Facility and UW Facility to SMOPS Dryad (1986); Diving Maint. Training to Sultan (1984); Portsmouth Graphics Pool to HMS Nelson (1986); Phot. Section to Tipner (1984); RNXS to Portsmouth Naval Base (1985); Fleet CD Teams and Portsmouth CD Teams to Horsea Island (1985); AMTE/S. of Diving / DSDTT to AMTE Alverstoke (1988 — after closure of rest of Vernon); Aircrew Escape Training as required FONAC (1985); Heliport to Portsmouth Naval Base (1986).

A whole range of training courses are to be reduced in length, including some courses at BRNC Dartmouth and RN College Greenwich, and Ops. Branch, Engineer and Supply and Secretariat ratings courses.

Several courses are abolished or transferred to sea, and others are still under consideration.

AFTER MONTHS of exhaustive study, the way ahead for the slimmer Royal Navy is now laid out. The broad plan, much of it brought about by the June 1981 Defence Review, means:

● Establishment closures and transfer of their tasks elsewhere. Reduced overall training by 20-30 per cent, including shorter courses. Increasing emphasis on sea training, with the present 40/60 man-

power sea / shore ratio changing to at least 50/50.

● A range of drafting and manning changes, including further moves towards "type" drafting. Introduction of "batch" drafting (with half of ABs and below joining a ship together).

Three-year drafts to ships (with some 40 per cent of a commission spent in or around home ports).

● Special manning arrangements during refits of Portsmouth ships in Devonport or Rosyth, with Type 42s to have "garage" streamed refits like those recently given to smaller ships in Gibraltar.

● Shedding of 10,000 billets by 1986-87, although aiming to keep redundancies to about 4,000 — as far as possible on a voluntary basis. No further redundancies stemming from the defence review, it is hoped, during possible

jobs reduction in subsequent years.

● Retention of the assault ships Fearless and Intrepid at least until the end of the decade.

More details — back page.

JUMBO SUBS PLAN

AS A RESULT of the Government's decision last month to buy the more advanced Trident 2 nuclear missile system from the United States, four giant submarines will be built for the Royal Navy.

They will be quieter, more efficient, and have a much longer refit interval than those envisaged for Trident 1.

Full story — Page 8.

**'Still a bloody
fine Navy' — Page 9**



Sign of success

MONITORED from a respectable distance on the Pacific Test Range, two Sub Harpoon missiles from the submerged HMS Courageous sky-write an unmistakable V-for-Victory sign during the highly successful series of firings of the Royal Navy's latest submarine weapon. Full story and more dramatic pictures in centre pages.

WHAT A RARE OLD TIME FOR TWO OF THE ISLAND BREED

Rock—but no roll for Anglesey

FISHERY protection vessel HMS Anglesey entered the unfamiliar waters of the Mediterranean at the end of February for an eight-day visit to Gibraltar.

Five of those days were taken up by a much-needed paint-up which made good some of the tarnish acquired during her hectic duties off Scotland.

She was the first Island-class ship to visit the Rock in 16 months and had steamed 1,900 miles from her Shetland patrol area where she had encountered a Force 10 gale.

It was business as usual as she steamed through the English Channel, where she

took the opportunity to board fishing vessels for net and catch inspection — just a few of the 160 boardings she had carried out during the preceding 12 months.

By way of a change, the Anglesey joined up with Gulf-bound ships HMS Cardiff, HMS Amazon and RFA Olmeda for one-and-a-half days of minor exercises off Portugal.

St David's Day

While in Gibraltar the Anglesey, under the command of Welshman Lieut.-Cdr. David Jenkins, was able to celebrate St David's Day with the Cardiff and the other ships before they left for the next stage of their journey to the Gulf of Oman.

The patrol vessel's five officers and 40



A rare visitor to the Rock, HMS Anglesey, enters Gibraltar Harbour.

Picture: LA(Phot) Danny du Feu

ratings took full advantage of the sports and social facilities ashore — with one reservation. Half the ship's company took part in a Fleet Top of the Rock Race, and were the sixth ship to finish. LMEM O'Neill, race winner, was heard to say:

"Never again! Give us a trawler to board in a Force 10 any day."

HMS Anglesey spent the rest of March in the South-West Approaches and the North Sea. She was taking Easter leave in Rosyth at the beginning of April.

Alderney gets tanked-up

THIS PICTURE is an historic one for the fishery protection ship HMS Alderney... it records the first refuelling at sea undertaken by the Island-class craft in her two-and-a-half years of service.

The RAS rendezvous was made when the Alderney was on patrol between Falmouth and Portsmouth. She was temporarily without her coxswain, so the whole evolution involving RFA Gold Rover was conducted with navigator's yeoman AB Buster Brown at the wheel.

DECK PARTY

In charge of proceedings on deck was the ship's first lieutenant, Lieut. Mike Wright, assisted by the buffer, LS(S) Scouse Mahar. Down below CMEMN(P) Ray Carrington and his team dealt with the problems of fuelling for the first time while underway.

The picture was taken from a helicopter of 829 Naval Air Squadron.



BUPA given Navy go-ahead

A 40 PER CENT discount rate on normal subscriptions has been negotiated in a health insurance scheme aimed mainly to cover the dependants of naval personnel.

MOD has given its blessing to a special BUPACARE group for the Royal Navy.

This group will be aimed primarily at the dependants of members of the RN, RM, QARNNS and WRNS since Service personnel already have their own medical service.

LEAFLET

The 40 per cent discount means, for example, that a 25-year-old could provide private specialist treatment and hospitalisation for his or her spouse for as little as £4.81 a month. Similarly, a

38-year-old could provide cover for spouse and two children for £10.70 a month.

Details are given in a leaflet to be distributed through supply officers this month. Alternatively, those interested can write to BUPACARE Group for the Royal Navy, Heron House, 8-10 Christchurch Road, Bournemouth BH1 3NP.

A leader in health insurance in the UK, the British United Provident Association at present covers about three million people.

SWOP DRAFTS

STD Bestable, Wardroom, HMS Pembroke. Will swap for any Portsmouth shore base.

MEM(W)1 M. Inedale (AMC), HQ1 Mess, HMS Drake, drafted HMS Defiance. Will swap for any Portsmouth shore base.

SA Goodwin, 3EA Mess, HMS Euryalus, drafted HMS Neptune, June. Will swap for Yeovilton, Warrior or Portsmouth shore base.

MEM(W)1 S. Triggs (AMC), HMS Sandpiper, day running from Britannia Royal Naval College. Will swap for HMS Illustrious or HMS Ark Royal.

POWEM(R) Brome, PO's Mess, HMS Collingwood, drafted HMS Dryad, June. Will swap for Plymouth or Portland shore base or ship in refit.

POSA A. R. Miles, HMS Nelson (FMG), drafted Director Naval Recruiting out ports RAF Wroughton 5 and 5 trailer, June, over six months. Will swap for any ship or establishment, preferably Portsmouth.

AB(M) Anderson, 8 Mess, HMS Lowestoft, Portsmouth, not deploying. Will swap for Rosyth ship or any ship deploying.

RO1(G) T. A. Simpson, 3P Alt Mess, HMS Londonderry, drafted HMS Cambridge, May. Will swap for any alternative.

LRO(G) Grimason, HMS Ajax, home waters. Will swap for Devonport ship.

LCA Handcock, 3 Mess, HMS Arrow, drafted HMS Juno, Rosyth, mid-Sept. Will swap for any ship or shore base, except Scotland.

MEM(W)1 Thorne, c/o Gate Staff, HMS Sultan, drafted HMS Rotherham, Rosyth, Aug. Will swap for Portsmouth ship or shore base.

MEM(L)1 Vass, HMS Intrepid, drafted HMS Galatea, June. Will swap for Portsmouth ship. Telephone Stubbington 4868.

A/LRO(G) O'Hara, 3E1 Mess, HMS Intrepid, drafted Flag Officer Gibraltar, Aug. Will swap for any Plymouth or Chatham ship.

WEM(R)1 T. Hartstean, 3P Mess, HMS Newcastle, refitting Portsmouth until Dec. Will swap for Portsmouth seagoing ship, preferably deploying.

AB(R) Foulston, 5D Mess, HMS Invincible, deploying. Will swap for any Portsmouth ship not deploying or shore base.

AB(S) Comfort, 3MS Mess, HMS Naiaid, deploying. Will swap for any Chatham ship or shore base.

LMEM(L) Stapleton, 3M 5td. Mess, HMS Penelope. Will swap for Plymouth or Chatham ship in refit or not deploying.

LWRO1 S. M. Edmunds, Commoner, Flag Officer Gibraltar, HM Dockyard, Gib. Drafted HMS Warrior, June. Will swap for any Plymouth shore base.

MEM(L)1 A. M. Robertson, HMS Fearless. Will swap for any Portsmouth shore base or ship not deploying, or refit ship.

A/LMEM(M) Turner, 111 Mess, HMS Cochrane, drafted HMS Invincible Aug. Will swap for Portsmouth Type 42, preferably not deploying. Telephone Rosyth FMG ext. 3378.

LWEM(R) Headon, 3E2 Mess, HMS Euryalus. Will swap for any Portsmouth shore base or ship in refit.

A/CA Scott, c/o Catering Office, HMS Neptune. Will swap for Portsmouth or Plymouth Ingle. All offers considered.

LCA G. Hancock, Catering Office, HMS Collingwood, ext. 518, drafted HMS Rotherham, Rosyth, Aug. Will swap for Portsmouth ship or shore base.

AEM (W) R. Sharples, 2G FWD Mess, HMS Invincible, drafted RN air station Cuddestone. Will swap for any other draft.

MEM(L)1 Docherty, 33 Mess, HMS Cochrane, Juno refit crew, drafted HMS Walkerton, July, Rosyth. Will swap for

Plymouth or Portsmouth seagoing ship.

MEM(W)1 Hugman (AMC) Jfr Mess, HMS Fawn, drafted HMS Hermes, Oct. deploying. Will swap for any Devonport diesel or gas turbine ship.

AB(R) Moon, B/G Room, HMS Drake, drafted HMS Galatea, June. Will swap for any shore establishment.

LSA P. Lane, HMS Charybdis, ext. 4249, based Plymouth, refitting until June. Will swap for Portsmouth or Chatham ship.

RS Robins, HMS Andromeda, drafted HMS Hermes, Sept. one year. Will swap for Devonport ship but anything considered.

PO1(M) I. G. Hoed, Fraser Gunner Range, Portsmouth, drafted HMS Battiscombe, May. Will swap for Portsmouth ship or shore base.

POCK E. M. Humphreys, HMS Aurora, due to deploy. Will swap for any Plymouth shore base.

WEM(O)1 Redstone, FMG Portsmouth. Will swap for any ship deploying.

STD D. Simmonds, 22 Catherine Close, Byfleet, Surrey telephone Byfleet 47133, drafted HMS Drake, May. Will swap for any Portsmouth area shore base.

AB(R) K. Carroll, manual trained, 1 Mess, HMS Hecia (D). Will swap for any ship not deploying or shore base.

WEM(R)2 Hutchison (drafted WEM(R)1), HMS Cochrane, FMG (EMR ext. 4204), drafted HMS Coventry, Aug. deploying. Will swap for any Rosyth ship.

WEM(R)1 C. Nixon, 3EA Mess, HMS Ajax, drafted Commander-in-Chief Fleet, Northwood, June. Will swap for Portsmouth shore base or ship in refit.

LSA C. Watts, HMS Cochrane, multi-purpose store, ext 3272. Will swap for any draft south of Wallons.

Artistic touch for Olwen

FIRST Royal Fleet Auxiliary vessel to be refitted at Gibraltar, RFA Olwen, will emerge later this year with a touch of artistry...

The fleet tanker, which entered refit in January, has offered two Gibraltar comprehensive schools an opportunity to submit designs for a mural in one of the accommodation spaces.

A prize of £250 will be awarded if a design is accepted, and the successful designers will be invited to execute the work in the ship.

The Olwen's stay at Gib. also provides an opportunity to cement links between the RN Supply and Transport Services and the men of the RFA.

SAILORS NABBED 'GUNMAN'

FOR HIS action after an intruder in combat clothing had been spotted at Tipner rifle range in the early hours of the morning LS(M) P. J. Spamer, of HMS Excellent, has been commended by the Flag Officer Portsmouth.

While duty leading seaman last November, he learnt that a man had been seen acting suspiciously outside the range. The duty watch made a search and someone was seen inside the boundary fence dressed in a dark beret, combat clothing and webbing belt and holster.

PISTOL

His face was blackened, and he was holding what looked like an automatic pistol.

After being challenged by LS Spamer, the intruder was overpowered by the duty watch. The man, found on search to have an imitation firearm, was detained until arrival of the MOD Police.

The commendation says LS Spamer showed considerable courage in confronting the intruder and leadership qualities in the control of his men.

Brief encounter with Gallipoli

LADY Spencer-Churchill said of Sir Winston that nothing had given him more anxiety and unhappiness in his life than the Gallipoli campaign.

As First Lord of the Admiralty he had instigated the operation soon after the start of the First World War. The aim: to turn the enemy's southern flank and gain a quick victory.

Had it succeeded it could well have shortened the war by three years, curtailing the misery and carnage of the Western Front. As it was it failed, and failed sorely in the face of fanatical defenders and their able generals.

Among the tens of thousands of allied troops who stayed for good on that Turkish peninsula were more than 7,500 Australians and over 2,400 New Zealanders. It was the Anzacs' first taste of modern warfare — and it was a bloody baptism.

They left their mark on the map of the

area, where their assault beach is known today as Anzac Cove, and on the history of their nation where a lifetime later Anzac Day is still observed as a tribute to Antipodean courage and sacrifice.

In Australia the campaign is still a talking point and it was inevitable that sooner or later the country's ascendant cinema would turn its talents in that direction.

Humour

"Gallipoli" is directed by Peter Weir, whose contribution to the dawn of Australia's new film industry came with "Picnic at Hanging Rock." His excursion into war follows, with humour and humanity, the fate on a group of volunteers on the road from their home to Gallipoli, via a transit camp in Egypt.

The actual campaign occupies only the final 30 minutes of the 110-minute film. In that half-hour Weir seeks to convey

the heroism and the bungling, typified in one scene where almost 80 per cent of a light horse regiment become casualties after the premature end of a bombardment preceding the attack. And all because watches were not synchronised correctly.

FILMS FOR THE FLEET

But amid such evocative scenes, the heavy naval contribution and the underlying reasons for the campaign's initiation and failure are hardly touched upon in this brief encounter with a slogging match that lasted the best part of a year. Neither does it convey the near-success which seemed to deepen the tragedy of the operation, the first seaborne assault of any size in modern warfare.

Writing of Gallipoli soon after the fighting had ceased, poet John Masefield described it as the scene "of some of the noblest heroism which ever went far to atone for the infamy of war."

Through sins of omission and virtues of imagery, it is with Masefield's sentiment that Weir's work seems more in accord, rather than with the attitude of searching appraisal one might have expected.

"Gallipoli" is one of the titles released to the Fleet this month by the Royal Naval Film Corporation. The full list is:

Heaven's Gate (X) — Kris Kristofferson, John Hurt. British actor John Hurt, whose last success came with "The Elephant Man," turns up in this western about immigrants whose arrival sparks off the Johnston County cattle wars of 1890. A lavish production with a violent climax. United Artists. No. 846.

Gallipoli (A) — Mark Lee, Mel Gibson. CIC. No. 847.

The Fox and the Hound (U) — Latest

Disney cartoon, and vaunted as the best since "Jungle Book." As usual it's funny, sentimental, strikingly designed and with a plethora of cute caterpillars, scary bears, etc. Columbia-EMI-Warner. Walt Disney. No. 848.

Torrid

Body Heat (X) — William Hurt, Kathleen Turner. As torrid as the title suggests, bearing not a little resemblance in style to "The Postman Always Rings Twice." The murderous triangle in this case is composed of Hurt and Turner, with Richard Crenna as the husband — and fodder for a perfect crime. Columbia-EMI-Warner. No. 849.

The Salamander (A) — Anthony Quinn, Franco Nero. The mighty Quinn returns to the screen as a shady industrialist who joins forces with a colonel in the Italian intelligence service to foil a fascist bid to overthrow the government. ITC. No. 850.



Onslaught in the North . . .

IF THERE'S no shortage of rain in Manchester, there's no shortage of warmth for the Royal Navy either, as was discovered by the crews of HM submarines Onslaught and Olympus.

They berthed in the city's docks following a 35-mile, all-night journey through the Ship Canal. But the arduous evolution was well worth the trouble . . .

Included in our scenes of the six-day visit are (above) the Onslaught entering the final lock en route to the city and (below) she and the Olympus berthed in Manchester.

'ZOO' DANCERS

Night club dancers Priska Dempsey and Paula were on hand (right) to greet the Onslaught's officer of the day, Lieut. Bob Mansergh, when the boat arrived. Their talents are more usually on display at the "Zoo" club.

Our fourth picture shows members of the Onslaught crew sampling the ale of Britain's most famous pub — The Rover's Return. They visited the Coronation Street set at Granada Television's studios, and were treated to a "jar" at the Rover's in company with Street stars Geoffrey Hughes (left) and Johnny Briggs — better known to viewers as Eddie Yates and Mike Baldwin.

Pictures: CPO(Phot) John Drew



DRAFTY'S CORNER



Those ripples are rocking the boat

THE RIPPLES from last summer's Defence Review are now rocking Drafty's boat, and the Fleet Air Arm Drafting Section, your contributor this month, has begun to implement the changes and reductions that have so far been approved.

The period in which we find ourselves gives every indication of being the calm before the storm — and if the gloomy forecasts prove correct there is rough weather and drafting turbulence over the horizon for many of us.

As the composition and size of our front line squadrons change, so must our pipeline plans be adjusted for their staged reliefs. Often insufficient notice can be given and ratings have to be brought forward or delayed, usually the latter. Please understand the difficulties and be patient: we for our part will endeavour to keep you in the picture.

Fast-moving plot

It is a fast-moving plot and regrettably the time lag between the writing of this article and its appearance in print dissuades one from too much speculation in the areas which still remain "grey." This unfortunately does not include the Redundancy Scheme which is very much a fact of life and continues its ongoing progress.

The administrative arrangements for ratings were promulgated in DCI(RN) 638/81 and those selected should have been informed by now.

In comparison to some of the General Service branches, the Fleet Air Arm's contribution, which is in the order of five CPOACMN, ten POACMN and ten PO(AH), may seem small and that we are getting off lightly. However, it must be remembered that other redundancy phases are contemplated.

The FAA may well find that adjustments to the requirement following the Defence Review could push some of our categories previously in shortage into surplus, and thus liable for redundancy. So we may not be as lucky in the future.

Since the last contribution to Drafty's Corner from the Fleet Air Arm, CPO Arthur has left us for pastures new in Civvy Street. For

those who don't already know, your new Ships' Flight Co-ordinator is FCAEM Wilde.

Several new Lynx Flights will be formed this year, and as all small ships' flights will soon be based at Portland there will be minor change to pipeline draft orders. These will be issued to ratings warned out for sea service in a flight as "Required for FLS — probable employment Lynx/Wasp." This means you could go to either so don't forget to let Drafty know which you want (C240 or C231)!

The Wessex Mk 3 and Mk 5 Flights are running down and will disband in due course.

There has been a "greater than normal" flow of requests for Emergency Reliefs for flights through bad

and it's farewell to Charlie Wines . . .

LIEUT.-CDR. Charles Wines RN (retd) leaves the Fleet Air Arm Drafting Section on April 28 after a staggering 22 years in the job. During that time he has signed over 100,000 Draft Orders and become one of the best known characters in the Fleet Air Arm. He has served under no fewer than ten Drafting Commanders and at the end of the day still manages to look younger than most of them.

He joined the Service way back in 1936 as a Jack Dusty but transferred to the Fleet Air Arm in 1938 in which he served during the war as a Swordfish and Barracuda pilot. While in 830 Squadron he was shot down during an attack on an Italian merchant ship (which he sank) and then spent two years in Tunisian and Algerian prisoner of war camps.

His successor is Lieut.-Cdr. Roger Grove, who although looking forward to taking over is not expecting to stay until 2004!



weather, sickness, etc., but the system is coping. Don't forget you SMRs that Reqlifs are signalled to FOF 3, copy to Centurion, and that we appreciate an early telephone warning.

Some Flight ratings have had their ERDs extended. This is a regrettable but unavoidable situation which has been caused by a shortfall in the Emergency Flight Pool and the formation of new flights. More ratings are now being trained to overcome this problem.

Squadron moves

Several squadron moves and reorganisations are planned for later this year. Obviously these are going to cause a lot of drafting turbulence for those involved and therefore

Drafty must work to some well defined guidelines to ensure fair play for all.

It may be necessary to draft the complete squadron if there is a requirement for the unit to remain fully operational.

This radical step will almost certainly change many drafts to non-preference. Then over a period of time Drafty will endeavour by negotiation with the units and air stations involved to draft as many ratings to their first preference as possible.

But care must be taken that an imbalance of numbers (i.e. too many at one air station and too few at another) does not occur or further action will be needed to redress the balance. If this becomes necessary

then ratings will be selected from a list of those who have been at their first preference air station the longest.

Every effort will be made to avoid drafting any rating to a non-preference area before he has served a minimum of 18 months in a first preference draft. Please note that these are only guidelines and there will always be exceptions, but it should be clear to all that it pays to keep your Preference Card up-to-date, particularly during this time of squadron moves.

We came across a 10-year-old DPC only last week which was obviously wrong as the rating was asking to go to RAF Cottesmore. It would have been a very lonely draft for him as our naval presence finished there many years ago . . .

WHY'S EVERYBODY WEARING..

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New system has CRUSH on Fleet

GREATER efficiency in self-maintenance of warships is expected to result from the introduction of a new computerised system for the control of spares on board. Known as CRUSH (Computerised Recorded Usage of Stores Holding), the system was set into motion at Portsmouth Naval Base by Rear-Admiral Philip Edwards, Director General Fleet Support (Policy and Services).

To keep equipment in a constant state of readiness, modern warships need to carry a wide range of spares. CRUSH will be told which spares and how many have been issued

to each vessel, and will have a regular feedback stating which spares have been used.

The system will produce comparisons of stock consumption with the size of the ships stores so that those items which have been over-stocked or under-stocked can be identified easily.

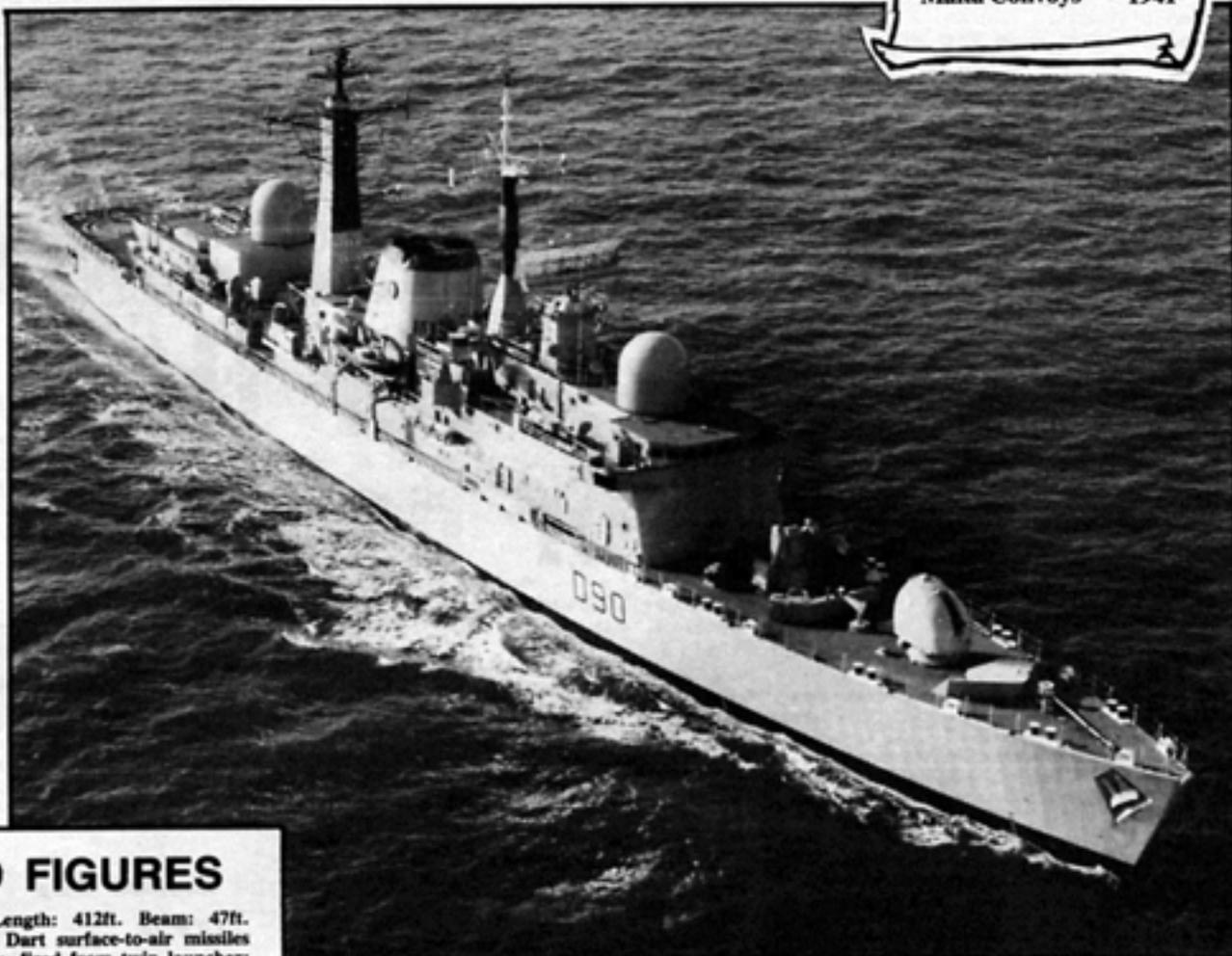
Already several ships have received the documents required to service the system and it is planned that all surface vessels will be feeding information to CRUSH by the summer.

SHIPS OF THE ROYAL NAVY No. 316

BATTLE HONOURS

"Emeraude"	1757
Belle Ile	1761
First of June	1794
St Vincent	1797
Heligoland Bight	1914
Dogger Bank	1915
Jutland	1916
Norway	1940
Spartivento	1940
Malta Convoys	1941

SOUTHAMPTON'S SUNNY DEBUT



SUMMER sees the return of a famous ship name to the operational strength of the British Fleet — after an absence of more than 40 years.

HMS Southampton, eighth of the Royal Navy's Type 42 destroyers to be commissioned, is due to undergo full work-up at Portland in June-July. That will be followed by the first firings of her Sea Dart surface-to-air missiles before she is finally made available to the Fleet.

Distinction

The Southampton, laid down on Trafalgar Day 1976, has the added distinction of being built in the shipyards of the city whose name she carries. Her launch, which took place just before midnight on January 29, 1979, was conducted in secret to circumvent the effects of an industrial dispute. Her builders, Vosper Thornycroft, handed her over to the Navy last July. Under her commanding officer, Capt. Garth de Courcy-Ireland, she has already forged close links with her home city, with Southampton Football Club and with BBC Radio Solent. Her first foreign visit

was to Southampton's twin town of Le Havre and, at the end of February, she made a week-end call at Leith where she strengthened her affiliation with the RAF's 111 Squadron based at Leuchars.

She was also visited by the Countess of Haddington, who launched the previous Southampton at John Brown's Clydebank shipyard in 1936. A painting of that ship had been presented to the PO's Mess, and was shown to Lady Haddington.

FACTS AND FIGURES

Displacement: 4,100 tons. Length: 412ft. Beam: 47ft. Draught: 19ft. Armament: Sea Dart surface-to-air missiles with surface-to-surface capability, fired from twin launcher; six anti-submarine torpedo tubes; one 4.5in. Mk. 8 gun; two 20mm Oerlikon guns. Aircraft: Lynx Mk. 2 helicopter capable of launching anti-submarine torpedoes. Propulsion: Two gas turbines for power producing 56,000 shp; two Rolls-Royce Tyne gas turbines for cruising producing 8,500 shp; two shafts. Speed: 30 knots; 18 knots cruising. Range: 4,000 miles at 18 knots. Complement: 280.

HMS Southampton — her operational career begins this year.

Times obituary for a cruiser

FEW SHIPS in their passing have merited an obituary in The Times. The fourth HMS Southampton was one of them. She grew in fame during the First World War as the first British ship to sight the German High Seas Fleet at Jutland, and to have fought with valour in that battle as well as two other important naval engagements — Heligoland Bight and Dogger Bank.

A light cruiser of 5,400 tons, the Southampton was launched in 1912 and joined the Grand Fleet at the outbreak of war. The Heligoland action on August 28, 1914, was followed in December by her participation in the pursuit of German ships which had bombarded the East Coast.

Heavy fire

On January 24 she was the last ship to lose contact with the enemy at Dogger Bank, and the following month she became flagship of the Second Light Cruiser Squadron of the Battle Cruiser Fleet under Admiral Beatty.

It was in this capacity that she took part in the Battle of Jutland, remaining under heavy fire for an hour to report enemy movements following her initial sighting of the German battleships.

Later, in the night, she fought four German light cruisers at a range of 800 yards, 75 per cent of her upper-deck personnel becoming casualties during the brief but fierce action.



Hard-hit and on fire, she nonetheless managed to fire a torpedo which sank the leading enemy ship, the Frauenlob. The Southampton returned to Rosyth 36 hours later — the last ship in and with 35 dead and 41 wounded on board.

The Times obituary for her appeared when she was sold for scrap in 1926, the rather flowery

prose concluding thus:

England will cast her aside without a thought. But long after her slim, strong hull is scattered to the winds the memory of her exploits will endure, and men at sea lingering over their port and reflecting upon the great days, the sad days, the hard days, the days of glory when two hundred pennants moved swiftly at the bidding of one man, will say with pride: "Yes, I served in the Southampton."

First frigate

More recent memories are of the Second World War cruiser which saw action against the Italians off Cape Spartivento. Her brief career in the Mediterranean ended off Malta on January 6, 1941, when enemy aircraft left her in such a bad state that she had to be sunk by British forces.

Other ships of the name — there have been six — included the first true frigate. Launched in 1757, she had a fiery career which spanned more than 50 years before being wrecked in the Bahamas.

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Postcards in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) including postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £3.50.

PUBLISH a ship photograph with the wrong name, and you'll hear about it. Print a "mystery" picture (as we did last month) and readers are swift to respond. Trouble is, they don't all tell the same tale!

While there was a degree of consensus over our "Where and when?" picture, there certainly wasn't unanimity.

Ex-CCEMN(SM) John Wilson, of Bracknell (Berks.), says the picture shows Fleet manoeuvres off Malta on October 8, 1954, when Emperor Haile Selassie of Ethiopia took the salute from (he thinks) HMS Gambia. And the ships were Daring class (then part of a Cruiser Squadron), wearing the Ethiopian flag.

"At the time they were

THE DS HAVE IT...

taking part in a high-speed Gridiron manoeuvre, a favourite with the C-in-C, Lord Mountbatten, who was flying his flag in HMS Glasgow."

"What a marvellous quiz picture," writes Cdr. Brian Wainwright, from Chalfont St Peter. His "guess" is Group A Darings — the Daring, Decoy and Diana about 1952. "It couldn't have been much later because when they were classified as destroyers after all, they had to paint on pennant numbers. The foreign flags at all mastheads could, I think,

only fit those of Spain, Yugoslavia or Netherlands."

Ex-AB P. Langley, of Nailsworth (Glos.), who served in the Daring, believes the occasion was when this ship met with the Delight and Diamond, which were on their way to the Far East.

'PROOF POSITIVE'

Mr. B. Crow, of Shoeburyness, Essex, has "proof positive" that the four destroyers were Daring class in formation for the Haile Selassie Fleet exercises, and Mr. J. A. Turner, of Reading,

agrees. Mr. Russ Turley, of Gravesend, identifies them as the Dainty, Decoy and Diana.

But Lieut-Cdr. V. C. Sheather (ret'd.), of Hitchin, Herts, who was serving in HMS Duchess in 1956, goes for the Duchess, Diamond, Decoy and Chaplet.

"The reason for the Chaplet being in company was because the Diana, the fourth member of the then-designated 1st Cruiser Squadron, was on detached duty in the Red Sea south of the blocked Suez Canal."

He goes on, "The photo-

graph shows all the ships wearing the big black flag during the rehearsal off Malta for the Suez intervention."

"Darings," says FCPO Len Westwood, writing from the Careers Office in Stoke-on-Trent. But he suggests the picture was taken in 1957 on the occasion of a review of the Home Fleet at Invergordon by the Queen. The ships, he says, are the Duchess, Diamond and Decoy.

We also had some phone calls. Ex-LS Peter Roberts, of Brighton, opted for the Daring, Delight and Defender

(flying battle ensigns at Suez, he says). A caller from HMS Sultan thought one of the ships was HMS Cheviot, and the occasion a visit by the Queen off Malta in 1951.

Two other readers have very different views. Mr. Roy Head, of Gillingham (Kent), and ex-LSM G. Dobson, of Harrow, both think the ships are the Weapon-class destroyers Battleaxe, Broadsword and Crossbow, and the date the early 1950s.

Some readers also speculate about the ships in the background — but we reckon that's enough to be going on with. Sincere thanks to all who wrote. But wonder which ships they really were . . .

LETTERS TO THE EDITOR

Just what the doctor ordered

AS CHARGE NURSE of the industrial rehabilitation unit at the local psychiatric hospital, I have discovered that several of the patients under my care have naval connections, some dating back to the First World War.

I am also the admin. officer of Canterbury Sea Cadet unit (TS Courageous) and I often take copies of Navy News to work with me. I hand these over to the patients, who are highly delighted and look forward to the arrival of the paper.

Reports from doctors concerning the patients' mental state is favourable, as they appear to be more stable since the appearance of the papers. — A. C. Wickenden, PO(SCC), Canterbury.

Gift for Brocklesby

FRIENDS of the original HMS Brocklesby are planning to make a commissioning presentation to the new Brocklesby, which was launched in January. This presentation will take the form of an oil painting of either the first ship or the Brocklesby hunt.

I appeal to all ex-

Brocklesbys, or those who may have been associated with her, to get in touch with me. All contributions, however small, will be gratefully received. — A. G. Skinner, 1 Advie Place, Mount Florida, Glasgow G42 9XE.

St Brides Bay crest

RECENTLY I ordered a crest of HMS St Brides Bay from one of your advertisers, but the crest bears no resemblance to the one I remember in the ship. The supplier assures me that the one he sent is the official ship's crest.

As I remember it, even the gun tampons (I slept beneath them often enough) bore a bride's veil surmounted by a halo floating over the waves (1952-54).

Can anyone enlighten me as to the origin of this crest. Is it the real one, or one designed on board? — A. L. Chapman, (Area CPO, Sea Cadet Corps), Liverpool.



HMS Diana in 1954

Burma Star memorial

PORTSMOUTH and District Branch of the Burma Star Association have embarked on a project to provide a permanent memorial to those who died or served in South-East Asia 1941-45. It will take the form of a stained-glass window in Portsmouth Cathedral.

The service of dedication, to be held on August 29, 1982 (the third anniversary of the tragic death of Earl Mountbatten of

Burma) will be attended by members of the Burma Star Association from a very wide area.

To finance this project a special fund has been instituted, to which donations are invited. Cheques payable to "Burma Star Association" may be sent to me. — Louis Flagg, 104 Landguard Road, Portsmouth PO4 9DT. Chairman of the Memorial Committee.

WHERE IS THE NELSON TOUCH?

WHAT has happened to the Nelson Touch? Having worked as a dockyard matey for 37 years, and now during my seven years' retirement reading your excellent paper, I shudder to think what has happened to our Navy.

When the Argyll and Sutherland Highlanders were threatened with disbandment a few years ago, there was so much uproar by the Press and public that one of their officers left the Army, became a Member of Parliament, and saved the Argylls.

We now stand to lose many ships, and thousands of men — plus such ships as the Endurance and the Invincible, as well as many skills in the dockyards facing closure.

What was good enough for the Argylls could be done with greater uproar to save the Navy. — W. L. Bennett, Rochester (Kent).

Several more letters have been received — some in quite forceful terms — deploring the "ban" on Navy News at a Gloucestershire school. We thank readers for their concern — they will be interested to know that, so it is reported, the "ban" has now been lifted.

I see no

shipmates!

I REFER to George F. Draper (January issue) and J. Grummett (February issue) regarding length of service. Am unable to recall either. — H. Nelson (ret'd), Cheltenham.

He must have been looking out of the wrong eye. — Editor.

Mystery lady

IN THE December issue there was a photograph of a figurehead with an accompanying letter headed, "Do you know this lady?"

While in Scotland last year I took an almost identical picture to that shown, at HMS Camperdown, and later, on a visit to the RN Museum Portsmouth, I took a picture of a figurehead from HMS Minerva.

On comparing the two pictures I find that there is a distinct similarity. Could it be that the figurehead in your picture is that of a ship of the same name, but a different period? I must say that I cannot see a connection between Minerva and Condor, unless it is hidden in the depths of Greek mythology. — T. C. L. Stirling, (Cdr. RNR, ret'd.), Locks Heath, Southampton.

SEA-ING HIM OFF

WHEN I was in the Royal Naval Barracks, Portsmouth, in 1940 I saw over the Drafting Commander's desk a framed hand-written letter from the Commander-in-Chief Portsmouth to the Commodore RNB and dated about 1919.

It seemed that the C-in-C had carried out an inspection of RNB, and found a rating who had been there for 19 years. He promptly ordered him to sea.

The Commodore had written to ask that the order be cancelled as the rating was "indispensable."

The C-in-C's reply (as framed) was: "When God calls, no man is indispensable. This rating is to go to sea forthwith." — D. B. Stark (ex-POWTR), Plumpton Green, East Sussex.

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A survivor's thanks—40 years later

FOR A LONG time I have felt the need to write and ask if you could publish a big "thank you" to some ageing ex-matelots who may think that their war-time efforts have been forgotten.

Reading of the Naiad and Penelope (February issue) reminded me that on the night of March 11, 1942, when I was 18, the cruiser HMS Naiad was torpedoed and sunk. I was one of the fortunate to be saved and am now 58 and enjoying life.

May I say "thank you" to the ship's company of the destroyer HMS Jervis for the 40 years of extended life they gave me and others they saved. Greetings to them and to all other survivors. — Bill Willis, Duxford (Cams).

Commissioning verse

READING through the various commission books I have in my possession from HMS Bulwark and HMS Centaur, plus the newspapers printed by both these ships during various commissions, it becomes clear that life at sea under the White Ensign tends to bring out poetic tendencies.

It set me wondering if any book has been compiled of the poems reproduced in the various commission books. If so I would like to know the title and author.

If such a book does not exist, and having at the moment nearly 50 such poems at hand, I will endeavour to get a small book printed. If other readers

have poems (of a printable type) I would be grateful if they would pass them on to me. — N. E. D. Parkinson, Secretary, H.M.S. Bulwark Association, 15, Ridgeway Close, Paulsgrove, Portsmouth. PO6 4LT.

Trident, not Tally Ho

I READ with interest that the 29ft. glass fibre sloop exhibited on the Royal Navy stand at the London Boat Show had been accorded the honour of being named after my old boat, HM submarine Tally Ho.

However, I do not think she was featured in the film, "Morning Departure." If my memory serves me correctly it was in fact HM submarine Trident. — H. C. Peters (ex-AB S/T), Peckham, London.

Hospitable Ariadne

WITH some American friends, we were given an excellent tour of the ship when HMS Ariadne was berthed at Alexandria, Virginia, USA, and smiling faces showed that our friends enjoyed themselves.

The girls from the office were royally entertained as well. Our best wishes and thanks to our hosts. — Margaret Foster, HMS Saker, BFPO2.

Blow-up rubber sailors!

WHEN I mention that the Navy supplied inflatable rubber sailors, complete with foot pump, during the siege of Malta, my old comrades immediately put their hats on upside down, which means that I am telling a tall story.

It may seem incredible, but it is true, and searching through my ditty-box I found the evidence (enclosed photo).

I appeal to any of your readers who will bear me out, and perhaps tell the other half of my yarn which is even more mind boggling... Sheesh!

I must have been in another Navy. Everything impossible happened to me. — Bob Lennon, Liverpool.

● Sure enough, there in the old faded snap is the rubber sailor. One wonders why he was given a cap with either a PO or CPO badge. Unfortunately the photo is not suitable for reproduction. — Editor.

Legion help on pensions

From Air Vice-Marshal C. G. Maughan

YOUR MARCH edition was quite right to emphasise that widows of those who have died on service should not be discouraged from applying for a war or service disability pension, whatever the circumstances.

Too few in the Services appear to be aware that The Royal British Legion's Pension Department is well versed in making representations for war pensions on behalf of applicants.

For example, last year alone we handled 10,500 cases and obtained £400,000 worth of annual pensions and around £850,000 in arrears and lump sums for various claimants.

This advice is provided free of charge to all ex-Servicemen and women, irrespective of whether they are members of the Legion.

Anyone in the ex-Service community who would like help with their war pension or Service disability pension problem need only drop me a line. — C. G. Maughan, General Secretary, The Royal British Legion, 48 Pall Mall, London SW1Y 5JY.

The name game

IF present-day Wrens are addressed by Christian names, it must be very nice. As a wartime Wren I seem to remember that only the favoured few received Christian names (if they were popular with the PO Wren).

It was surnames for everyone else. — (Mrs.) I. Lancaster, Keighley (Yorks).

Stocking up happiness

IN ANSWER to Unequal PO Wren (February), who complains of all her KUA being spent on pairs of tights, the answer to that problem is to wear stockings.

Not only would it make more financial sense, but she would be doing a great service to the Fleet. At the same time as saving money, she would be brightening the lives of many a matelot.

We, the founder members of FLASH (Fighting Legislation Against Suspenders and Hosiery), hope the lady appreciates what we are trying to do, and possibly offer her support. — D Crew, Fire Station, RN air station Yeovilton.

That wavy stripe

MAY I try to solve the query by ex-CPOMA J. G. Hinton (February issue) about the middle (or half) stripe of an RNVR lieutenant-commander.

An Admiralty order of Aug-

ASSISTANCE TO AUTHORS

D. Jones, 4 Albert Street, Stevenage, Herts, is compiling a collection of stories of sea "characters", and also jokes, songs and poems reflecting life in a blue suit, for possible publication.

Tom Ashton, Ashton House, St George's Road, Bolton BL1 2BL, would like to contact readers who served in any of the Didos and who could assist his research on their history for a book.

Third Officer K. L. Cogan would like to hear from former members of the ship's company of HM submarine Dreadnought in connection with a decommissioning book planned to commemorate the Navy's first "nuke." Any interesting stories, pictures or cuttings should be sent to her at HMS Dreadnought, Chatham, and can be returned in due course.

● Over to You — Page 28

way and quarter deck; also a Ganges cap ribbon. — L.V. Leather, DSM, Ex-CPO Coxn., 24 Swaledale Crescent, Billingham, Cleveland, TS23 1NP.

WITH reference to the letters, L. V. Leather (December issue) and B. S. Jarman (February issue) about Tony's Bar, Silema, when a "Blues" record was set up in 1947 by J. Goldsmith (cox'n) and J. Gilbody (PO tel.), the name of the ship in which they were serving has not been mentioned.

Readers may be interested to know that it was HMS Brissenden, a Hunt class destroyer.

I was officer of the day and present on the gangway when they went ashore and when they returned on board. I had no indication when they returned that a record had been broken. — L. W. Dudley (lieut.-cdr., RNR, ret'd., formerly commissioned gunner), Brixham (South Devon).

ESCAPADE IN TONY'S BAR

IN "Over to You" (December) you published my letter stating that I possessed a photograph taken in Tony's Bar, Silema, of PO(Coxn) J. Goldsmith and PO(Tel.) J. Gilbody, and asking if anyone interested would contact me.

I have now received a letter from Mrs. M. Gilbody and have been able to send her a couple of the photographs. She told me she had heard of the picture hanging in Tony's Bar, but had never been to Malta, having married the PO(Tel) after that commission.

I would like to thank you for printing the item as it turned out that her husband had passed away nearly eight years ago and she was extremely pleased to receive the photographs. Most of her family were with her over Christmas and were able to see them.

On a different subject, I am trying to make up a journal of my service from 1931-1961 and am trying to obtain pictures of HMS Ganges taken pre-war, particularly of the mast, covered

BLOCK, H.M.S. NELSON, PORTSMOUTH PO1 3HH.

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Longer sea life for Trident submarines

FOUR GIANT submarines second only in tonnage to the Invincible-class carriers will be built as the result of the Government's decision last month to buy the more advanced Trident 2 nuclear missile system from the United States.

The new boats will be quieter, more efficient, and have a refit interval of seven years instead of 4½ for Polaris. All four are expected to be built by Vickers Ltd. at Barrow and the first seems likely to be laid down in 1986 and to enter service by 1993.

Each boat will have a 14,680-ton displacement compared with 8,400 for Polaris and 10,000 for the originally-planned Trident 1 boats.

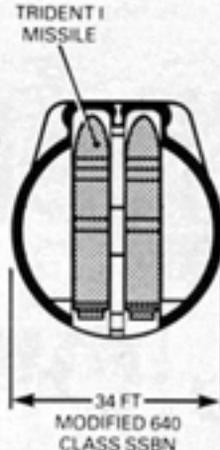
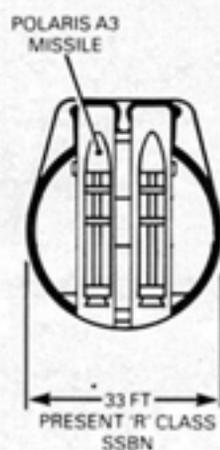
The new submarines will have the latest British propulsion system — the pressurised water reactor 2 — and improved sonar systems.

Efficiency

"These changes will greatly improve the efficiency and quietness of the submarines," Defence Secretary Mr. John Nott told the Commons.

"As a result we are planning to run our submarines for around seven years between refits so that the availability of the submarines for patrol can be greatly increased.

"This will allow us to maintain three boats in the operating cycle for a high proportion of the time. The Trident 2 (D5) missile should also have an in-tube life within the submarine of at least seven years, a much longer period than for Polaris, thus greatly reducing maintenance, which will be largely carried out on board."



Comparative sizes of Western nuclear missile submarines are shown by this Ministry of Defence diagram. The 14,680-ton British Trident 2 submarine, with 16 missile tubes, will be 4,000 tons smaller than the American Ohio class, represented right, which has 24.

Trident 2 submarines will have a range of 6,000 miles, compared with 4,500 for Trident 1 and 2,500 for Polaris, thus giving the new boats greatly increased "sea room."

Hull diameter of the new boats will be 40ft.,

against 30ft. for both Polaris and Trident 1. Each vessel will be able to carry 16 missiles, each with up to 14 warheads, compared with eight warheads in Trident 1 and three in Polaris.

"The number of warheads that the Trident 2

D5 missile will carry, and therefore Trident's striking power, remains wholly a matter of choice for the British Government," said Mr. Nott.

"Our intention is that the move to D5 will not involve any significant change in the planned total number of warheads than we originally planned for our Trident 1 (C4) force."

Mr. Nott said that at 1981 prices the total cost over the procurement period would be £7,500m. as against an estimated total defence budget over the same period of approaching £250,000m. — "that is just over three per cent. of the total defence budget."

At a Press Conference following his Commons statement, Mr. Nott repeated his assertion that the changes made by the Government to the Royal Navy programme would have taken place regardless of Trident.

Less vulnerable

"Taken together, our decisions mean that our replacement strategic deterrent force will spend more time at sea and less in the dockyard, be less vulnerable to detection by our enemies, and be significantly easier to maintain."

Four Trafalgar-class nuclear Fleet submarines are in various stages of building or fitting-out by Vickers at Barrow, the yard is tendering for a fifth, and the Ministry of Defence plans two more. In all, there are plans for the Navy to have 17 nuclear-powered fleet submarines (SSNs) by the end of the decade.

It is expected, however, that any further nuclear Fleet submarine building programme will be held up when the Trident building programme is at its height, although this should not cause numbers to fall below 17.

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Royals honour Duke

THE MASSED BANDS of the Royal Marines will Beat Retreat on Horse Guards Parade, London, in June in honour of the birthday of their Captain General, the Duke of Edinburgh.

There will be three performances, on June 8, 9 and 10, each starting at 1830.

On June 8, when up to 3,500 schoolchildren are being invited

by the Director of Naval Recruiting, the salute will be taken by the Second Sea Lord (Admiral Sir Desmond Cassidi). On June 9 up to 1,500 guests of the Admiralty Board will be invited, with the salute taken by the Commandant General Royal Marines (Lieut-Gen. Sir Stuart Pringle, Bart.)

A similar number of Admiralty Board guests are being invited for the third performance.

The booking office will be open

for postal applications for tickets from April 19, with tickets available for each performance. Applications should be sent to the Royal Marines Beat Retreat Office, Dept. of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1.

The tickets are at £3.50 and £3, with 50p for standing. Remittance (cheques etc payable to RM Beat Retreat) and a self-addressed, stamped envelope should accompany applications.

CONCERT RECORD

This year's Mountbatten Concert by the RM Massed Bands was recorded live at the Royal Albert Hall and an LP record and limited number of cassettes are being produced (Record No. RMA 1004).

Prices are: Record £4.25, plus 75p post and packing UK (extra for overseas); cassette £4.75, plus 25p post and packing UK (extra overseas). Orders should be sent to: RMA (Records), General Secretary, RMA Central Office, RM Eastney, Southsea, Hants.

Cheques and postal orders should be made payable to the Royal Marines Association. Proceeds will go to the association.

APPOINTMENTS

CAPT. P. J. Symons is to be Commander British Navy Staff and Naval Attache, Washington, and UK National Liaison Representative to Supreme Allied Commander Atlantic (SACLANT) in June in the rank of rear-admiral.

Capt. Symons joined the Royal Navy in 1947 and his appoint-

ments have included command of HM ships Torquay and Birmingham. In 1978 he became Director of the RN Maritime Tactical School and in February 1980 took command of HMS Bulwark.

Capt. A. A. Lockyer is to be Chief Staff Officer (Engineering) to Commander-in-Chief Fleet in August in the rank of rear-admiral.

OVERSEER

He joined the Royal Navy in 1947 and his appointments have included senior engineer of HMS Bulwark and engineer officer of HMS Britannia. As a captain he has been Naval Ship Production Overseer for Scotland and Northern Ireland, and Deputy Director of Fleet Maintenance. He took command of HMS Sultan in August 1980.

Other appointments recently announced include:

Capt. C. J. Caughey, Glamorgan in command July 27.

Capt. A. P. Woodhead, Avenger in command and as Capt. Supt.

Capt. R. V. Holley, Thunderer in command July 30.

Capt. J. R. Bussell, Cochrane for Vulcan NHPTE August 24 and as Capt. Supt.

Cdr. D. C. B. Webb, Hydra in command June 1.

Lieut-Cdr. D. G. Frost, RAF Learning in contr. and for RNEFTS in command June 16.

OBITUARY

G. Blake, AB(R), HMS Echo.
G. T. Stocks, ASTD, HMS Neptune, February 27.

C. M. King, PO(R), HMS Cochrane, March 3.

R. J. Marsh, A/Sub-Lieut. March 10.

P. J. Butchers, MNE, 45 CDO, March 18.

A. J. Halstrip, MNE, 45 CDO, March 18.

G. Miller, MNE, Comacchio Coy, March 18.

Vice-Admiral Sir Peter Cazalet, Aged 82, Anti-submarine specialist, Flag Officer Commanding Reserve Fleet 1955-6.

Alan Villiers, Cdr. RNVR (retd.), Aged 78, Commanded landing craft, Normandy beaches. Sailor and author, past president Society for Nautical Research.

Charlie Ridley, Ex-CPO Coxn, Founder member North-East branch Submarine Old Comrades.

F. J. Townsend, Lieut. RN (retd.), ex-CPO Tal, President and founder member, North-East branch of Submarine Old Comrades.

Robert R. Ryan, Ex-L/Sig, Died aged 48 in Ontario.

Bob Baldwin, Aged 57, Ex-miner, Active member Sea Cadets, Birmingham.

G. Conant, Aged 82, Sidmouth Old Comrades, Newton Abbot RNA.

DIARY

Chatham Navy Days — May 30, 31.

HMS Gannet Open Day, Frestwick Airport — June 5.

RNAY Fleetlands Open Day, Gosport — June 12.

Royal Tournament, Earls Court — July 14 to 21.

HMS Deedalus Air Day, Lee-on-Solent — July 17.

Portland Naval Base Open Days — July 17, 18.

Llangennech Open Day, RN Store Depot, Llangennech, Dyfed — July 24.

HMS Dolphin Open Day — July 24.

RNAS Culdrose Air Day, Helston, Cornwall — July 28 (not July 26 as published in March issue).

RNAS Yeovilton International Air Day, Yeovilton, Somerset — July 31.

Portsmouth and Plymouth Navy Days — August 28, 29, 30.

• Dates of major naval events throughout the year will be considered for inclusion in this diary if sent in writing to the Editor.

We shall be leaner, says First Sea Lord, but . . .

'WE SHALL STILL BE A BLOODY FINE NAVY'

IN an interview with Navy News when the "Way Ahead" plan was announced, the First Sea Lord (Admiral Sir Henry Leach) expressed sympathy with those anxious over the redundancy programme; acknowledged the difficult period of readjustment through which the Service was passing; and expressed his confidence in a still-strong Navy able to meet tasks which remained essentially unchanged.

Asked about the general slimming down, he said, "It would be misleading to suppose that all of what is going on is for the benefit of the Navy and that we shall be better as a result. "We shall be smaller. We shall be leaner. But, as I have said before, we shall still be the third largest Navy in the world and the maritime leaders of Europe. And we shall still be a bloody fine Navy."

Outlines

He hoped that when the Navy had read about the outcome of the Way Ahead studies they would be clear "where we are going and, to a large extent, how we are going to get there."

Broad outlines had now been established and, while some studies were still going on, and there would be some refinements, no further major changes were anticipated.

He hoped the latest announcement would remove most uncertainty but remained acutely aware of some people's anxiety over redundancies. "I regret that we can now do nothing more to remove it than has been done," he said.

Manpower

Talking about manpower reduction, Admiral Leach said that while a switch to a 60/40 sea/shore ratio had been the original aim, it was now accepted that this was going too far.

"However, we hope to achieve 50/50 by about 1986," he said. "And overall manpower ceilings thereafter will still reflect the 60/40 philosophy, but we are feeling our way on

the precise application of this." The transfer of training from shore to ship was superimposed on a reduction of the training load overall.

He believed the Fleet could cope with this transfer, but said it would take time to implement fully. The fitting in ships of more training aids would be needed. "We have made financial provision for this and given it high priority, but the fitting will take some time to complete."

On conditions of service, Admiral Leach said it was important to get these right so that the experienced men required were retained when conditions "outside" improved.

While manpower strength



Admiral Leach: Acutely aware of anxiety over redundancies. 'I regret that we can now do nothing more to remove it than has been done.'



TOGETHER — the assault ships HMS Fearless and HMS Intrepid which are now to run on at least until the end of the decade instead of being phased out under the defence review.

The picture was taken in Portsmouth, where the Fearless (right) assumed the role of Dartmouth Training Ship from her sister, and prepared for deployment to the West Indies with 150 young officers under training and 80 apprentices.

On her way she joined up with STANAVFORLANT and proceeded in company until detached, with HMS Andromeda, to Bermuda.

During the transit many young officers and apprentices had their first taste of rough weather, with hurricane force 12 conditions. But sunnier compensations were promised, with visits to San Juan, Port of Spain, Curacao, Aruba and St Vincent.

Picture: LA(Phot) Rick Toyer

Twins stay on

would continue to be reduced after 1986-87, they expected to be able to cope with this without additional redundancies.

Asked about the effect of the changes on promotion prospects, Admiral Leach thought that, with reduced recruiting and the redundancies over the next few years, there would probably be no significant change in average age.

Although numbers of promotions would inevitably be lower as numbers all round would be down, he did not think promotions would be much changed in percentage terms.

"There could be some small shift upwards in age and length of qualifying service towards the next step for some senior rates," he said.

Recruiting

Although recruiting was severely cut back at present, the restrictions would not be quite so tight in future years. "And what we must do is make sure that the Navy offers attractive careers to people when times generally are easier than they are now," he said.

On ships' operating patterns, he said the aim was to ensure that separation problems were no worse than at present — and, if possible, better.

On drafting, he said, "There will undoubtedly be an interim period during when there will be increased turbulence. There

will be more than one would wish and more than in a stable situation."

He stressed the advantages of "type" drafting, saying the aim was that many ratings and some officers become especially expert in a particular ship or aspect of it, including propulsion system, weapons and communications.

"In this way you get higher professional experience for lower training cost," he said. "However, we recognise there are limitations. We know that

some senior ratings prefer the challenge and stimulus of different kinds of ships and equipment.

"We are not going to apply it totally and will retain some flexibility, but we intend to derive the benefits from it where we can."

Referring to "batch" drafting, where 50 per cent of ABs and below would join the ship at intervals of about 18 months, he said there had been widespread criticism of trickle drafting. That might be easier

administratively, but the problem was that once the ship was trained to efficiency you lost people.

The plan was that new ratings training together in six-week initial training periods would help bring the ship to efficiency, and then they would remain together.

It was not to be extended to officers or senior rates, although they hoped to be getting closer to appointing for senior rates rather than drafting.

Effective

He acknowledged there was reversion in some measure to former drafting methods, adding, "It is a hard, serious attempt to break trickle drafting. It will provide greater continuity, more effective training and efficiency — and it can be made to work."

On the number of dockyards, he considered two yards could cope with refitting work in the new situation which had arisen. But he pointed to one problem. "When it comes to correcting obsolescence — the updating of weapons systems by alterations and additions, for instance — the facilities available will be limited."

Invincible

He would not speculate on how this problem would be overcome, except to say it was being carefully considered.

On the controversial subject of disposal of HMS Invincible, Admiral Leach said, "I very much regret her departure." While welcoming the retention of "those very useful ships Fearless and Intrepid," he pointed out that there had never been any question of an option between keeping them or the Invincible.

Two County class destroyers would have taken over the Fearless-Intrepid training role had the assault ships left. Now the future role of these destroyers was being considered.

HOW THE FLEET WILL LOOK . . .

PRINCIPAL elements of the Fleet over the next few years will include:

Four Polaris submarines; two carriers; a build-up of nuclear Fleet submarines to a force of 17; a force level of 50 destroyers and frigates, of which up to eight will be in the Standby Squadron (and with the Type 23 frigate to be introduced as early as possible in the second half of the decade); a new class of conventional submarines also to be introduced

as early as possible in the second half of the decade; two assault ships to remain in service.

Hunt class MCMVs will continue to join the Fleet, followed by new single-role minehunters. An order for a new class of fleet minesweepers (for the RNR) is expected this autumn.

There will be a new torpedo for submarines and (jointly with the RAF) the Sea Eagle anti-ship missile. Sub Harpoon, Sting Ray and Sea Skua are due to enter service this year, and Sea Wolf is to be enhanced.

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The Navy's Survey Recorders celebrate 75 years of making



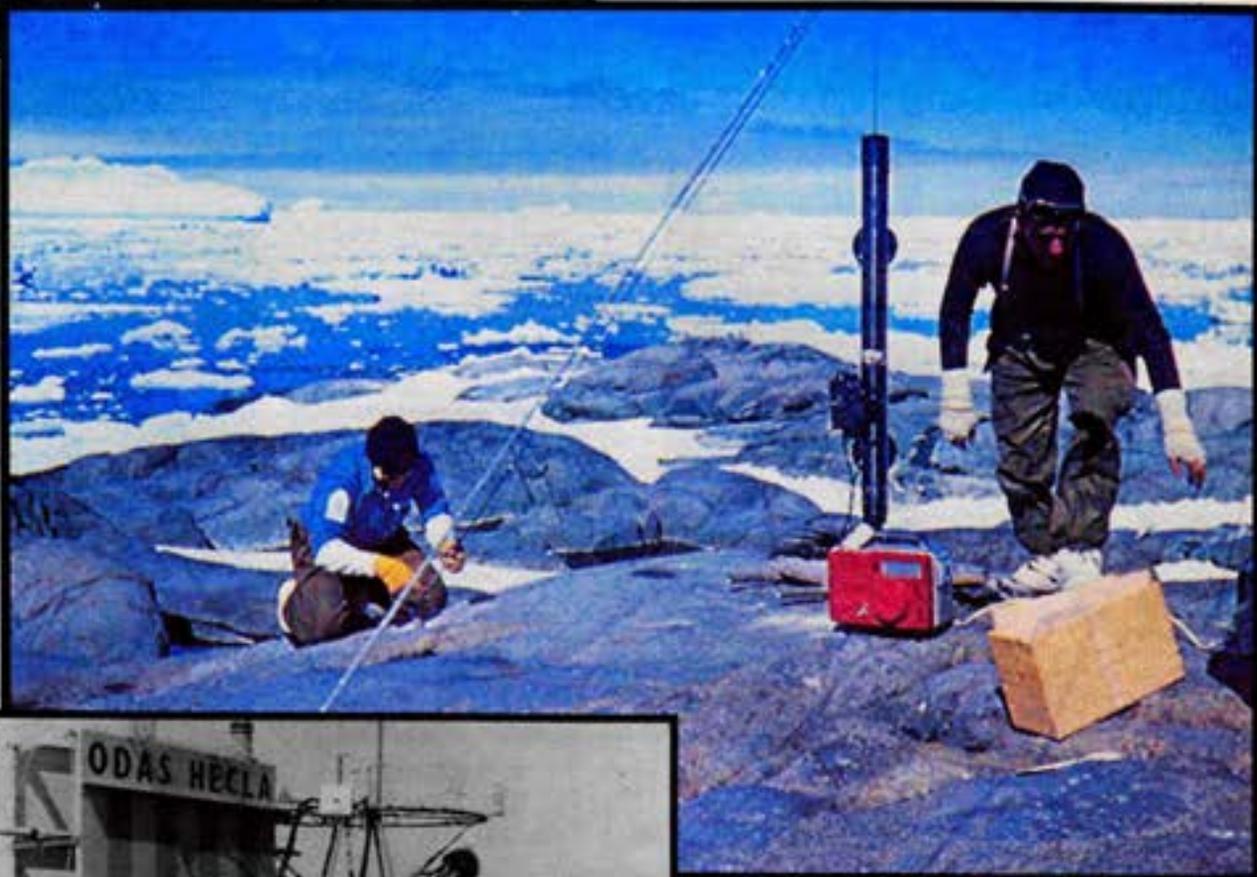
A Royal Navy shore party conduct theodolite observations in the Middle East.



A six-metre survey boat working from HMS Echo. The Survey Recorders are fixing its position by horizontal sextant angles.



SRs at work in a nine-metre boat. They are annotating the echo-sounder trace, recording the fix and plotting the boat's position using station pointers.



ABOVE: Erection of an unmanned radio navigational station by survey men from the ice patrol ship HMS Endurance.

LEFT: Cdr. D. C. B. Webb, with an engineer, setting up instruments to collect oceanic data during a deployment by HMS Hecla.

RIGHT: PO(SR)s Parker and Briffa prepare to lower a STDSV probe (salinity, temperature, density and sound velocity) from HMS Hecla.



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FOR 75 YEARS one of the smallest sub-specialist branches in the Royal Navy has been getting the measure of the world.

With 140 ratings, the Survey Recorders Branch is at record strength, having increased its complement six-fold since formation in January, 1907.

For its size, it is one of the most widely-spread branches in the Fleet, working continually in such far-flung places as the Middle East, Antarctica and the West Indies.

Eleven ships

The SR's work is carried out from 11 survey vessels at home and abroad — plus a number of shore billets. And since 1968 they have been represented among the ship's company of the ice patrol ship HMS Endurance during her annual deployments to the frozen South.

Role of the survey recorder is to assist hydrographic survey officers in the collection and recording of data. All SRs and survey officers are trained at the Hydrographic School, first established at Chatham in 1948 and moved to St Budeaux, Devon, 11 years later. Since 1966 it has been accommodated at HMS Drake.

Depending on the type of ship in which he is serving, the SR undertakes tasks connected with either

hydrographic or oceanographic surveys.

Hydrographic work is more usually carried out in inshore survey ships Egeria, Echo and Enterprise, and in the coastal vessels Beagle, Bulldog, Fawn and Fox.

SRs on board these ships erect shore marks and radio navigational stations, site tide poles and gauges in harbours or inlets to record changes in sea level, carry out observations with the many survey instruments in use, and form detached parties ashore to undertake work from nine-metre boats while their ship continues with her main task.

Painstaking

Oceanographic work is carried out by the larger ships Hecla, Hecate, Hydra and Herald, which often remain at sea out of sight of land for long periods. Here, the SRs assist with the collection of data from a variety of probes and instruments fitted in or streamed from the ship.

In both types of work SR participates in the annotation and reproduction of records and information. With painstaking thoroughness they are helping to make the world a safer place for the marine traveller.



Picture: Wren(Phot) Trish Curson

Repulse in a Stirling ceremony

STIRLING CASTLE in Scotland was the setting for a naval parade when members of the port crew of the Polaris submarine HMS Repulse paid tribute to the dead of the battle-cruiser Repulse, sunk by Japanese aircraft in December, 1941.

The parade also celebrated the association between the nuclear submarine and the Argyll and Sutherland Highlanders, many of whose members died at the hands of the Japanese in Malaya.

Four flags

Stirling Castle is the home of the regiment, and during the ceremony the Union Flag flew alongside the White Ensign, the Argylls' flag, and the standard of the Earl of Mar and Kellie,

Keeper of the Castle.

Divisions were inspected by the Lord Lieutenant of Stirlingshire, Major F. C. C. Graham, a former colonel of the regiment. Music was provided by the Royal Marines Band of the Flag Officer Scotland and Northern Ireland.

Also present were Vice-Admiral Sir John Hayes, a Repulse survivor; Mr James Anderson, convenor of the Central Regional Council; and Mr I. T. Oliver, Chief Constable of the county.

ME OLD CHINA!

ADMIRAL Sir John Fieldhouse, Commander-in-Chief Fleet, met two people well known to old China hands when he visited Hong Kong. He is pictured at the China Fleet Club with Mr. Yee Chi-Chiu, who has been tending to the needs of the Navy in Hong Kong since 1928 when he joined his brother at the old RN Canteen as number two barman.

Known to China hands as Yee Suk — "Number Two Uncle" — Mr Yee's title is now supervisor.

The C-in-C. also met Jennie of Sideparty fame for the first time since 1966, when he visited Hong Kong in HMS Hermes. Jennie and her all-female team have been painting RN and Commonwealth ships since 1929. She was awarded the BEM in 1980 and wore it with the Long Service Medal presented to her by HMS Dorsetshire in 1938.



Amazons barge in on John

VIKING Warrior, the canal barge based at HMS Warrior, could have been more aptly named Amazon Warrior for a recent adventurous training cruise. Our picture shows CPOPT John May being jettisoned before the barge's first all-female crew set off up the Grand Union Canal.

Pictured (left to right) are skipper POWren Helen Bristow; Wrens Nicki Barlow and Sara Holden who are woman-handling CPO May; Wren Lyn Carter; Wren Lesley Foster and LWren Jan Estall, the first lieutenant.

All six are from Warrior's Project Analysis Team.

The girls enjoyed the trip despite very cold nights aggravated by a fault in the central heating system.



Sporty Amazons

HMS AMAZON is pictured at Gibraltar en route to the Indian Ocean and a spell on Gulf Patrol. The ship's company made maximum use of the Gibraltar sunshine to pack in a crowded sports programme, and fielded 100 runners against 200 from five other units in a Top of the Rock race.

As a result of the large turnout, the Amazon claims to be the holder of the Type 21 Top of the Rock Race Trophy, for which four ships of the Fourth Frigate Squadron have already competed.

After the race some of the runners took on the Navy wives' team at hockey. A close-fought encounter between two teams of "Fighting Ladies" ended with the Amazons winning 3-1.

ACTIVE ON THE REUNION FRONT



GULF PATROL ship HMS Active has become the first Royal Navy vessel in three years to pay a goodwill visit to Indonesia.

The frigate spent five days at Djakarta, where local civil and naval dignitaries toured the ship and a "pirate" party was held on board for 25 children from a nearby orphanage.

Members of the ship's company took a coach trip to the interior to visit small towns and sample the exotic fruits of the tropics. Sports matches were played ranging from darts to rugby, and as a token of goodwill a troupe of Indonesian dancers performed traditional dances on the flight deck.

NAVAL BAND

When the Active left for a two-day fuelling stop in Singapore, the Indonesian Naval Band sent her on her way to the strains of "Auld Lang Syne."

Earlier in the deployment she completed a three-week rest, recreation and maintenance period in Mombasa before sailing for five days of exercises in the Indian Ocean.

She paid a four-day courtesy

GULF PATROL NEWS

call on the French island of Reunion, 120 miles south-west of Mauritius — the first British warship to do so since 1980. The ship's company enjoyed the hospitality of the French Navy and that of the local population, the visitors taking full advantage of the island's beaches and spectacular volcanic scenery.

Tropical storm Gabrielle struck the island while the Active was there, but the 12 hours of torrential rain and 65-knot winds were not as fierce as expected and caused little damage ashore.

The Active then accompanied HMS Sheffield and RFA Blue Rover to Diego Garcia for a fuelling stop before detaching to rendezvous with RFA Fort Austin 400 miles north-west of Chagos Archipelago. After taking on stores the frigate began the trip to Djakarta.

Sheffields beat about the bush

TYPE 42 destroyer HMS Sheffield was returning to the UK on April 6 after completing her five-month deployment on Gulf Patrol duties.

During that time she visited Muscat, Mauritius, Diego Garcia, Abu Dhabi, Athens and Gibraltar — and an 18-man team from the ship went on a week-long safari in Africa, nine of them climbing the 17,000ft. Mount Kenya.

While the Sheffield was undergoing a three-week maintenance period in Mombasa, the explorers — led by Lieut. Nigel Vaughan and CPO Jim Kearns — camped by night in the bush and on their travels saw many kinds of wildlife.

The climbers scaled the mountain without guides or porters, finding it a very tough experience in conditions ranging from equatorial to glacial.

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BRAIN GAME

A NEW inter-establishment competition has spread rapidly through the Portsmouth area and is set to encompass other commands.

Mercury Club initiated quiz contests last year, culminating in the first inter-establishment club contest in November. Then, 13 teams, each of six members, took part, winners Mercury A receiving a shield donated by Phonomatics.

MERCURY COMPETITION

Another contest, this time involving 18 teams, was held at HMS Mercury on March 24. Now it is hoped to interest establishment clubs from outside the area.

Meanwhile, at HMS Collingwood, the Brain of Collingwood title for 1982 was won by a team from the Systems Training School. Since the contest started in October the 64 entrants in the 16 teams had been asked a total of 1,700 questions. The trophy was presented by Mrs Elizabeth Bowen, wife of the Captain of Collingwood.



WITH NEW rules applying, presentations of the LS and GCM to many ex-rating officers who now qualify for the medal have been taking place in ships and establishments.

As reported last month, award of the clasp to officers under the new rule is much rarer, but one "mass" presentation has just taken place at Derby.

Eight Careers Information Officers — seven RN and one RM — from East Region received awards representing 30 years service at a presentation by Capt. Michael Vallis, Director of Naval Recruiting.

The eight, who have almost 300 years service between them, received clasps to the medals they were awarded well over 15 years ago. All have now completed more than 30 years service.

Pictured from the left, back row, are Lieut. J.

Fleet chief selections dwindling

FEWER people are being selected for fleet chief this year and some of them are likely to have to wait longer for their rate than has been past practice.

This is one outcome of the revision of promotions at all levels resulting from last year's defence review, the present overbearing of FCPOs, and the unusually low outflow of FCPOs — particularly from the Fleet Air Arm — during the 1981-82 promotion year.

It means that forecast vacancies for the March 1982 board were 80 FCPO/FCWren, compared with 120 last year.

SENIORITY DATE

In the past, those selected at a March board had a common seniority date for promotion to FCPO from the following September 30. Those found FCPO billets between April 1 and September 30 took them up as paid acting FCPOs. If not found billets by September 30, they continued to occupy their CPO billets as fleet chiefs.

While this system assured all of FCPO pay and status by September 30, it resulted in paying FCPOs to fill CPO billets. In an era of strict cash limits — and this year's very low recruiting is evidence of this — the Navy can no longer allow this to occur.

PAY DATE

The promotion year will still run from April 1 to March 31 but all selected will now be promoted into vacancies as they occur over the year. They will be paid as acting FCPOs from that date.

All, including those not filling FCPO billets, will be promoted to the substantive rank on March 31 in the year after their selection (instead of September 30 in their selection year).

In a clasp of their own...

W. Worthington (Regional Headquarters Derby), Lieut. G. A. Butler (Hull), Lieut. J. Dolman (Nottingham), Lieut. D. Rogerson (Northampton), Lieut. B. L. Grindley (Lincoln), Lieut. J. H. Borrington, R.M. (Sheffield), and Lieut. D. L. Alderson (Derby). Centre left is Lieut. A. E. Bird (Leicester), while on the right is Cdr. G. D. Croft (Regional Careers Staff Officer, East Region), who also attended the ceremony.

Picture: PO(Phot) J. Fletcher.

Last act for Lynx and Londonderry

TWO veteran frigates, HM ships Lynx and Londonderry, have come to the end of their Royal Navy careers, having put in 47 years' service between them.

HMS Lynx sailed for the East on March 19 as the latest recruit to the Bangladesh Navy. The frigate — the last of the Leopard class — was handed over to the Bangladeshis on March 12, two days before the 25th anniversary of her first commissioning in the Royal Navy.

The Lynx, which is to be re-named the Abu Bakr, was the last ship in service with the Fleet to have a gun turret astern of the funnel. She joined the Stand-by Squadron at Chatham in 1977.

SCRAP LIST

HMS Londonderry was entering Portsmouth for the last time on March 31 after an eight-week deployment as Belize guardship.

The Londonderry, a Rothesay-class frigate which was first commissioned in 1960, will be reduced to the disposal list for scrap.

During her career she served in the West Indies, the Far East and the Mediterranean, and has steamed more than half a million miles. She emerged from long refit in September 1980 as a radio and radar trials ship.



Picture: Wren(Phot) F. K. Southway.

Debut for radar trophies

THE importance of electronic warfare equipment in the Royal Navy is reflected in the presentation of two handsome new trophies to the Royal Navy.

HMS Newcastle is the first winner of the impressive MEL trophy for the best use of her UAA1 radar detection device, while HMS Argonaut is the first ship to win the Thorn-EMI trophy for the best use of her SARIE — Semi-Automatic Radar Identification Equipment — system.

The MEL trophy is an 11-in. high representation of the EW Branch badge mounted on a UAA1 aerial model and is finished in polished steel.

Pupils tour Hubberston

CHILDREN from Hubberston village in West Wales made a special visit to HMS Hubberston during the mine ship's first visit to Milford Haven for ten years.

Twenty-seven pupils of Hakin County Primary School, with their teacher Mr. John Gale, toured the vessel when she berthed at the RN Armament Depot.

Later her commanding officer (Lieut. Keith Riches) and five members of the ship's company were impressed by the children's RN project when they visited the school.

Two degrees under for Endurance

TWO DEGREES of improvement have brought a warm glow to the ice patrol ship HMS Endurance, nearing the end of her lonely beat in the Antarctic.

The degrees were not delivered by the elements, but by the Open University, 7,000 miles away in Milton Keynes. Recipients were two officers in the ship who were awarded their certificates at the British Antarctic base of Rothera in March.

After a combined total of 14 years' study, Lieut.-Cdr. James Craig of the Joint Services Expedition to South Georgia received a B.Sc. Honours degree, and Lieut.-Cdr. Andrew Lockett

of HMS Endurance received a BA in sociology, psychology and politics.

Earlier they were told of their success by the vice-chancellor, Dr. John Horlock, in what is regarded as a record radio link-up from the University's headquarters.

● BBC 2 is showing film of the work of HMS Endurance on the evenings of April 26-29 inclusive, shortly before she returns from what is expected to be her last deployment with the Royal Navy. The series was first shown last year on the daytime programme "Pebble Mill at One."

HOME THOUGHTS FROM ABROAD

HMS DIOMEDE was welcomed with open arms when she visited her affiliated borough of Langbaugh, Cleveland, in early March.

Legion widens sights

MEMBERS of HM Forces are now eligible to join the Royal British Legion as ordinary members.

Says the Legion's annual report, published in March: "This decision will enable serving men and women to play a full and active part in the Legion's affairs."

HMS Sceptre's affiliation with the Royal British Legion Club at Polperro was cemented when the nuclear submarine's commanding officer, Cdr. Douglas Littlejohns, and members of his crew, visited Polperro to present a brass model of their submarine and an affiliation cake to the club.

In return, the club will be presenting the Sceptre with an oil painting of Polperro.

During the six-day stay, the ship handed over a video recorder and a cheque for £300 to Cherry Tree Children's Home, Grangetown — the result of hard fund-raising started during the frigate's five-month Gulf deployment last year.

The gifts were presented to Housemother Sue Connor by the first lieutenant, Lieut.-Cdr. Ted Walsh. Chief fund-raisers were PSTD Spider Kellie and POCK Arthur Stevenson.

BROADCAST

Later the officers under training organised a pirates party for 20 local children, highlight of the event coming as the inaptly named LS Steve Coward walked the plank into the River Tees.

BBC Radio Cleveland broadcast their early morning programme from the ship the day after her arrival, and among subsequent events were a civic lunch, a visit to Theakston's Brewery, two coach tours and a country and western evening and farewell function both laid on by Redcar branch of the Royal Naval Association.

The local police provided the opposition in a soccer match and the fire brigade played the sailors in a rugby fixture.

Higher results from Manadon

TWENTY-FOUR officers have completed the first SD post-promotion course at the Royal Naval Engineering College, Manadon, to include a Technical Education Council Higher Certificate.

The ME and hull officers included 12 Royal Navy men, nine from Australia, two from Canada and one from Pakistan. Nineteen were awarded Higher Certificates in Marine Engineering, including all the RN officers.

Top ME officer was Sub-Lieut. Brian Stapley, RAN, and top hull officer was Actg Sub-Lieut. Mike Hartley, RN.

Other sub-specialisation, post-promotion courses will soon include the Higher Certificate programme.

Painted ship

A PAINTING of HMS Aurora by marine artist Peter Leath was presented by the artist to the ship's commanding officer (Cdr. A. H. F. Wilks) during a visit by the frigate to the Pool of London.

Ship of the century . . .

HMS GLAMORGAN has been going places . . . fast. One hundred members of the ship's company have lopped off 30 min. 49 sec. from HMS Norfolk's record for the 100 x 1 mile relay Baton Trophy, instituted last year.

The Glamorgan men, each of whom ran a mile in an aggregate of 10 hr. 27.35 min., produced a best time of 5 min. 1 sec. (LS Martin) and a slowest of 7 min. 20 sec. (Captain's Secretary, Lieut. Dave Tinker).

SPRINGTRAIN

That effort in Portsmouth preceded her participation during March in Exercise Springtrain, the Glamorgan being chosen as flagship for the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse.

Early in the month the destroyer spent a few days at

Antwerp — her first visit to the Belgian port for six years. Trips were made to the site of the Battle of Waterloo, the Menin Gate at Ypres and to Paris.

Antwerp itself proved a friendly run ashore, tourist sites included the diamond museum and an impressive zoo housing 6,000 animals, which was thrown open free of charge to the Glamorgan men.

The Glamorgan was not quite as successful in her efforts to win the Maxi Ships Cup. She lost in the hockey semi-final to HMS Hermes 3-1, and in the rugby semi-final to HMS Intrepid 15-7.

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GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Yardmen weighed-up against civilians

THE UPPER YARDMEN scheme, by which a great many ratings have achieved officer status, is to be amended, with the result that candidates will be considered by the Admiralty Interview Board alongside their civilian contemporaries.

Such arrangements currently exist in respect of Upper Yardmen who already possess the requisite educational qualifications for officer entry.

The result of this change, says the official statement is that there will now be common standards for application, boarding and selection of in-Service and civilian candidates.

"The aim is to acquire the best individual additions to the officer strength by balancing naval knowledge and experience and also (in the case of Upper Yardmen candidates) proven commitment to and suitability to the Service, against the often higher academic achievements of the untried new entry."

A necessary corollary of the revised arrangements is that all candidates for commissions must hold the educational qualifications for officer entry prior to interview.

EXCEPTIONS

There are, however, exceptions. Candidates for medium career commissions in the Engineering specialisation, and full career commissions in all specialisations, can appear before the Interview Board in anticipation of gaining the necessary GCE A-level qualifications within the next 12 months.

The Upper Yardmen Education Unit at HMS Collingwood, which currently provides GCE O

and A-level courses for officer candidates nominated by the Admiralty Interview Board will be run down and finally closed in the summer of 1983.

ENCOURAGE

Since base education centres offer no A-level courses, the official advice is that commanding officers should encourage candidates who aspire to Full Career commissions in the Seaman and Supply Specialisations, and who lack the necessary educational qualifications, to consider the merits of a Short Career commission, emphasizing when appropriate that regular opportunities exist for suitable officers to transfer from Short Career to Full Career commissions.

The new regulations came into force on February 1, 1982, and the official announcement explains the transitional arrangements for Upper Yardmen already "in the pipeline."

New regulations for Royal Marines and WRNS candidates will be promulgated separately. DCI (RN) 86

REPORTING FAILURE



"For incompetence, you idiot ... not incontinence!"

REGULATIONS require that the names of ratings who for reasons of misconduct, incompetence or want of diligence, cannot be advanced within a reasonable period at certain levels, be reported to the Commander-in-Chief in order that their further retention in the Service may be considered.

However, reports are being forward with no specific recommendation as to discharge, merely mentioning unsuitability for the higher rate, or failure to obtain the requisite qualifications (e.g. a unit watchkeeping certificate).

The official statement points out that the purpose of such a report is to enable a rating's further retention to be considered. The report should therefore include a recommendation as to whether the rating should be discharged SHORE.

Attention is also drawn to the requirement that a rating who is under consideration as to discharge must be given at least three months warning. DCI (RN) 113

Centurion sets up casualty info. unit

WHILE THE Service hopes that major ship disasters will never happen, it has to be prepared with a casualty reporting procedure to swing into immediate action.

The current arrangements being cumbersome and liable to inaccuracy, are being replaced by a simplified system to enable a list of souls-on-board and next-of-kin to be produced from shore sources.

The aim is for welfare authorities to be able quickly and accurately to assess the scale of the accident, to provide anxious relatives with a central point of contact in the immediate aftermath of the disaster, and to organize resources to notify next-of-kin.

WELFARE ACTION

As information on known casualties becomes available, the regional welfare authorities will assume normal responsibility for contacting next-of-kin and for follow-up welfare action.

A casualty and next-of-kin information centre has been established at HMS Centurion, Grange Road, Gosport, to maintain a central alphabetical index of next-of-kin cards of all serving personnel.

In future, thorough checks of NOK information are to be carried out during annual Service certificates scrutiny, on joining and periodically by divisional officers. DCI (RN) 84

☆ Lay Readers

THE Royal Naval Lay Readers' Society has approved a new scheme for training naval officers and ratings as Anglican Readers.

Their course of study, when completed, will be assessed by the Archbishop of Canterbury's episcopal representative for the armed forces and by the Central Readers' Board.

The successful candidate will be licensed as a Royal Naval Reader and will have been trained to a level acceptable to the diocesan bishops. He will thus have every prospect of being able to minister in civilian parishes as well as within the Royal Navy.

A new category of membership of the Royal Naval Lay Readers' Society has also been introduced for those who, while not training to become Readers, wish to take their Christian education beyond its present level. (Announcement date February 19, 1982).

☆ Revised

HM FORCES National Insurance contributions have been revised. New earnings limits and rates come into force on April 6. DCI (RN) J 138



"Hold it — he's recalled for service!"

☆ Dad's Navy

ALTHOUGH all Royal Naval pensioners have a liability for recall in the event of an emergency, many are unaware of this fact.

An official announcement says that in order to clarify the situation, certain forms are to be amended, setting out for a pensioner the clear requirement "that I will have a liability for recall to active service in the event of an emergency if so required." DCI (RN) 85

☆ Help is there

THE ATTENTION of officers is invited to the advantages of membership of the Royal Naval Benevolent Society, which is the naval officers' own charity (the Royal Naval Benevolent Trust deals only with ratings' cases).

Should any member or his family be in need, the society with its large reserves built up over the past 250 years will be there for him to turn to for help.

Mothers are among those eligible for grants. The society already helps many such, and with the maximum grants now standing at £1,100 in any one year, the relief it brings is neither short-lived nor a pittance.

Applications for membership should be made to The Secretary, The Royal Naval Benevolent Society, 1 Fleet Street, London EC4Y 1BD. (Announcement dated January 15, 1982).

☆ Tennis call

AS IN previous years, the Royal Navy, with the other two Services, has been invited to provide seating stewards for the Wimbledon Lawn Tennis Championships (June 21 to July 4).

They will be selected from RN and WRNS ratings, Royal Marines and QARNNS, who, for the duration of the tournament, can be allowed to take their seasonal leave in the UK.

There will, of course be opportunities to watch play in this famous tournament.

Applications are to be forwarded by April 30. DCI (RN) 131

☆ Kit rate

INCREASES have been made in the clothing gratuity rates to be paid to certain RN and RM personnel recruited to Extended Service (ES) engagements. DCI (RN) 130

Can we get a grant?

"COULD we get a grant from the Sailors' Fund?" is a question often asked in the Service, and those considering an application should be aware of the objects of the fund, and the guidelines to be observed.

Officially the fund exists "principally to provide, for the benefit of ratings and ranks who are serving, or have served, in the Royal Navy and Royal Marines and their dependents, recreational and social amenities where they are most needed and where these cannot be provided from other sources, i.e. from public funds, the Nuffield Trust and other non-public funds.

Guidance is also given about the Fleet Amenities Fund and the Fleet Recreational Fund. DCI (RN) 127

All change for CAs

THE Catering Accountant category has existed in its present form for six years and experience has shown that some adjustments are necessary to qualifications required for advancement and certain aspects of training.

The following changes are announced:-

- Six months experience in the Steward category will cease to be a requirement for advancement, and no further Catering Accountants will be drafted to steward billets.
- A minimum of six months experience at sea as an LCA in the catering sub-department will be a requirement for advancement to acting Petty Officer.
- The stewarding content of basic, transfer and

advancement professional courses will be reduced.

A limited amount of steward experience will continue to be gained by practical work, based on a task list, to be completed during the course of a Catering Accountant's normal drafts.

The emphasis of this practical experience will be on catering for wardrooms, flag officers and commanding officers, including menu planning, provision accounts and the production of food for both day to day requirements and special functions.

Senior catering ratings will not in future be expected to be responsible for wardroom services and manpower which will remain the responsibility of the senior steward rating. DCI (RN) 88

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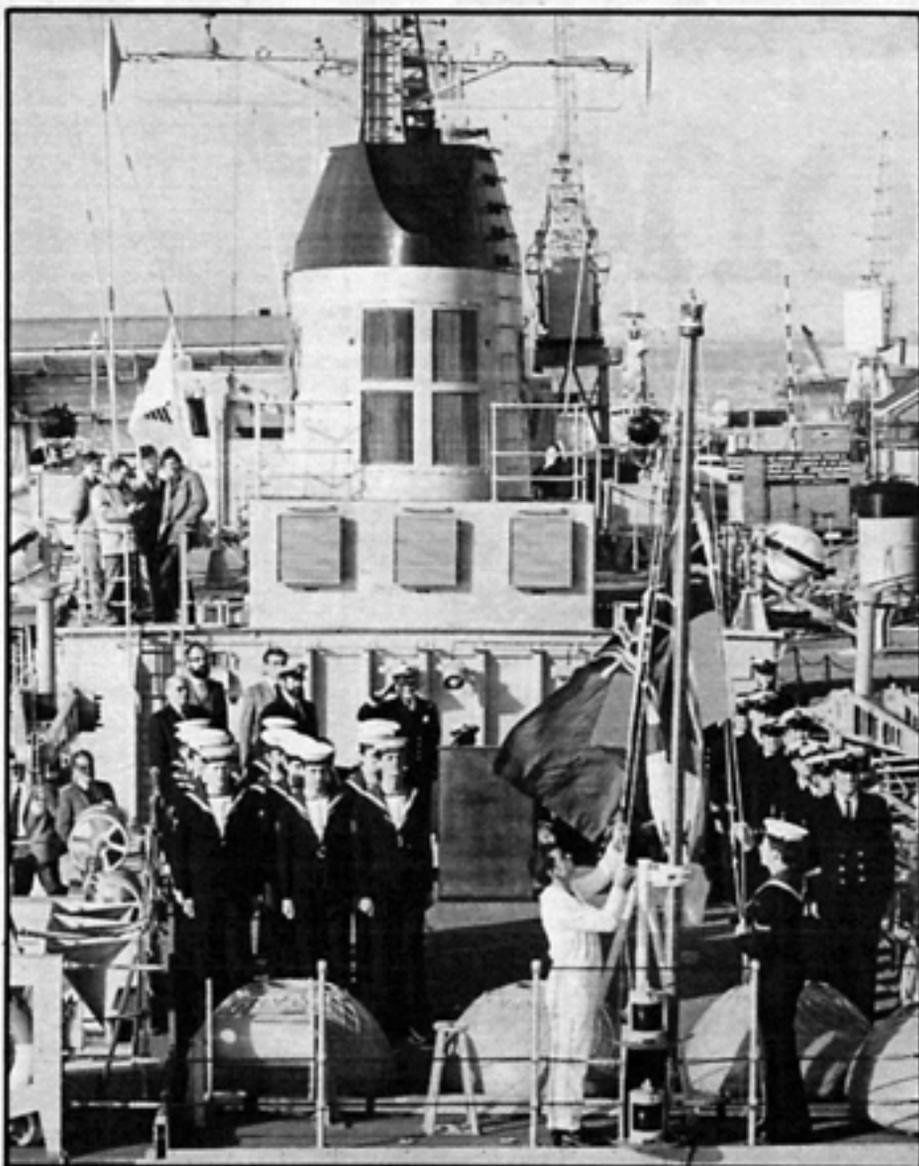
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3 Year Period Shares Minimum investment £1000	10.90%	15.57%
4 Year Period Shares Minimum investment £1000	11.10%	15.86%
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Cattistock — in a hurry



THIRD of the Hunt-class of advanced mine countermeasures vessels has been handed over to the Royal Navy — two months early.

HMS Cattistock was accepted on March 5 at a ceremony held in Portsmouth. It was the last such occasion for the retiring Commodore Naval Ship Acceptance, Commodore Bruce Thomas, and came following the fastest construction time for the class — 31 months.

Laid down at the Southampton shipyard of Vosper Thornycroft in July 1979, she was launched in January last year. First of the class, HMS Brecon, took 50 months to build and HMS Ledbury 41 months.

AUSTRALIA

Among the first visitors to the newly-commissioned vessel was the Royal Australian Navy's Director of Materials, Rear-Admiral A. J. Rourke, who is involved in the purchase of two of the glass-reinforced plastic ships for the RAN.

The Cattistock, named after a hunt in Dorset, is the third Royal Navy ship to bear the name.

BROCKLESBY

Fourth of the class, HMS Brocklesby, was launched in January, followed in February by HMS Cottessmore, one of the two Hunts to be built by Yarrow Shipbuilders on the Clyde.

Remaining four of the nine vessels on order are HM ships Chiddingfold, Dulverton and Hurworth — all from Vosper Thornycroft — and HMS Middleton from Yarrow.



HMS Cottessmore immediately after her launch from the covered GRP Complex at Yarrow Shipbuilders' Scotstoun yard. She was sent down the slipway on February 9 by Lady Buchanan, wife of Vice-Admiral Sir Peter Buchanan. She is the first glass-reinforced plastic vessel to be built by Yarrow and will be followed later in the year by her sister-ship HMS Middleton.

The White Ensign is hoisted on board HMS Cattistock as the Red Ensign is lowered during the acceptance ceremony at Portsmouth.

Picture: PO(Phot) Radar Thompson

More DCIs

☆ Getting the hang of it

TO GLIDE like a bird must be one of the most satisfying and exciting pursuits for man, and those who have ambitions to lift off may like to know about the courses available at the Army Hang Gliding Centre at Sennybridge.

Service men and women are trained there from basic to instructor level, offering also powered hang gliding as part of the advanced courses.

DCI (RN) J 51

☆ Degree course

A SCHEME has been introduced as a result of an agreement between the Ministry of Defence and the University of Cambridge designed to provide Service officers, in particular non-specialist officers, with an opportunity to undertake a course in international relations for one academic year, leading to the degree of Master of Philosophy.

DCI (RN) J 81

☆ Only cap

AS previously announced, officers' pattern caps with detachable tops are to be the only peaked cap provided for all RN personnel.

Stocks of fixed-top caps are now progressively running-out and demands will increasingly be met by caps with a detachable top.

DCI (RN) 75

☆ Suspended

BECAUSE the anti-seize compound "Thred-Gard" contains over 20 per cent of red lead, its use has been suspended as a possible health hazard, pending further investigation.

DCI (RN) 43

☆ Study team

A STUDY TEAM is to review the future naval requirements, particularly those in ships and submarines, for food services, and the manning, branch structure and training necessary to fulfil these requirements.

The team will be led by Cdr. D. B. Mansergh, to whom any suggestions should be forwarded. His office is in HMS Vernon (extension 2135).

DCI (RN) 111

☆ Naafi rebate

THE sum of £109,400 is available as Naafi extra rebate for the year ended May 2, 1981. After payment to the benevolent trusts of the usual 40 per cent, the balance is being divided between the commands and the Fleet Amenities Fund.

Allocation is therefore: RNBT, £41,380; WRNSBT, £2,380; Fleet Amenities Fund, £43,760; Commands, £21,880.

DCI (RN) 112

☆ History prize

IN THE 1981 Naval History Prize competition, Lieut.-Cdr. H. W. Dickinson was awarded second prize (£60 and a certificate of merit), and Lieut. Cdr. P. J. Kidner, third prize (£40 and a certificate of merit). No entries were received in the open competition.

For the 1982 competition the essay subject is "The Royal Navy's Contribution to the Gallipoli Campaign of 1915."

DCI (RN) 128 and 129

☆ Knighted

REAR-ADMIRAL Leslie William Townsend, CBE, has been appointed a Knight Commander of the Royal Victorian Order.

DCI (RN) 74

☆ Category P

A WORKING party has been studying the medical categories into which individuals are placed under the PULHEEMS system.

They found that category P1 was seldom used, and that categories P4, 5 and 6 were climatic restrictions which could be covered by category P3 with an additional addendum (e.g. temperate climates only).

It has therefore been decided to abolish categories 1, 4, 5 and 6. Hearing and eyesight categories will remain with all eight figures.

DCI (RN) 82

☆ Guided Phots!

APPROVAL has been given for the award of the City and Guilds Photography Certificate (CG744-1) to WRNS ratings who pass the leading Wren photographer qualifying course.

DCI (RN) 89

☆ No straps

THE WEARING of shoulder straps on officers' raincoats and topcoats is to be discontinued.

Topcoats with shoulder straps already attached may continue to be worn until the garment is replaced in the course of normal uniform maintenance.

In due course redesigned topcoats with set-in sleeves and shoulder flaps will be provided so that detachable rank badges can be worn.

DCI (RN) 92

☆ Cuxton in RNR

HMS CUXTON transferred to Tay Division RNR and 10 Mine Countermeasures Squadron on February 25, 1982.

DCI (RN) 109

It will pay you to move to Westwood Park, Stubbington

Traditionally, when the mortgage rate has fallen in the past, house prices have tended to rise quite substantially. So don't wait for this to happen — the houses at Westwood Park represent some of the finest value for miles around. Give our Sales Representative Harry Harding a ring on Stubbington 61332 for further details, or better still, visit our showhouse — it will be the best move you ever made.

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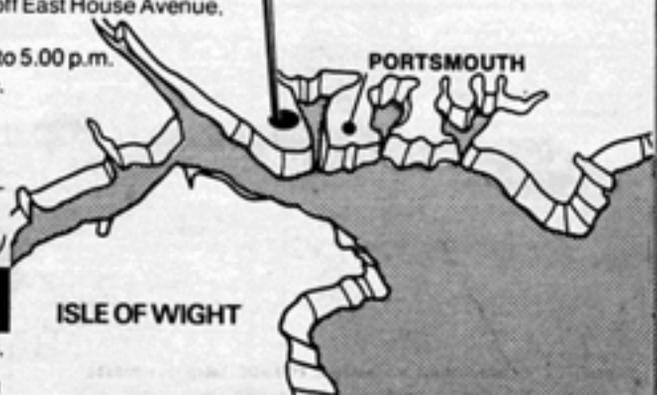
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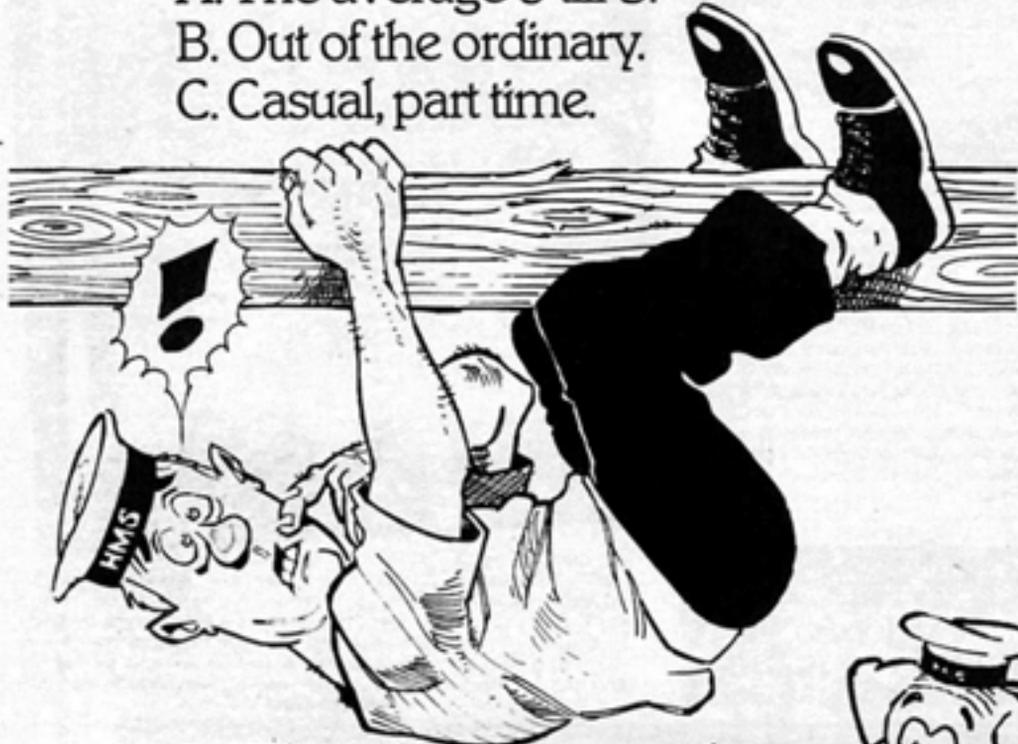
ISLE OF WIGHT



How do you score with money?

1. Do you consider your job to be:

- A. The average 9 till 5.
- B. Out of the ordinary.
- C. Casual, part time.



2. When do you remember to pay the TV rental?

- A. In the middle of an assault course.
- B. When they come to take it away.
- C. Never. I've issued NatWest with a Standing Order and they remember for me.

3. How do you ensure that your wife gets her housekeeping?

- A. Don't bother—she'll manage somehow.
- B. Give it to mother to pass on.
- C. Open a joint account at NatWest so that she can get her housekeeping when she needs it.



4. The electricity bill has come as a shock. What are you going to do?

- A. Run and hide in the wardroom.
- B. Nothing. I have a Budget Account at NatWest so I can spread the cost of my large bills over 12 equal payments.
- C. Freeze.

5. Where's the best place to get cash at midnight?

- A. From your holiday savings.
- B. Borrow it again.
- C. From a NatWest Servicetill.



Scores: 1. A1, B2, C0. 2. A1, B0, C2. 3. A0, B1, C2. 4. A0, B2, C0. 5. A0, B0, C2.

5 and under: You're not really very good at money matters, are you?

Why not pop in and talk to us at NatWest?

6-10: You've obviously got the right ideas about handling your money.

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PEOPLE IN THE NEWS

Pretty good exercises ...

Olympic stars Sharon Davies and Suzanne Dando were in HMS Raleigh recently for the filming of a Television South West series called "Gym'll Fix It." They were shown talking to POWPT Kathy Bean and LWPT Heidi Greenwood, and putting the Wrens through some of the exercises they had devised. Our picture shows Kathy Bean with swimming star Sharon, gymnast Suzanne and TSW cameraman David Howarth.

Picture: POWren (Phot) Diana Walker.



What a smasher!



LMEM DAVID McHALE sets up a new world record by smashing his way through 13 concrete roofing tiles with one mighty blow. David first smashed ten tiles before a large crowd in Devonport Field Gun Crew's Devonport Field Gun Crew's gymnasium — but the television cameras missed it. So he tried again with 13 and broke the world record. David is serving in HMS Defiance, the Fleet Maintenance Base at Plymouth.

Picture: LA(Phot) Paul Good

Together

Together for members of the CROWLEY family in HMS Collingwood ... Pictured are Wren JEANETTE with her brothers POPT PETER (centre) and LREG RICHARD. All are good sports — Richard was a member of the RN swimming team, Peter has played water polo for the Navy, and Jeanette has reached Inter-Service level at .22 rifle shooting. Peter joins HMS Temeraire this month as an instructor.



Representing Scotland at the British Kyokushinkai karate championships at Wembley last month was PO DAVE TOMS, pictured here with his wife KIM, who like her husband has achieved a brown belt. Dave is on a Mechanics Course in HMS Collingwood at the moment, while Kim is a LWren dental hygienist serving in HMS Nelson.

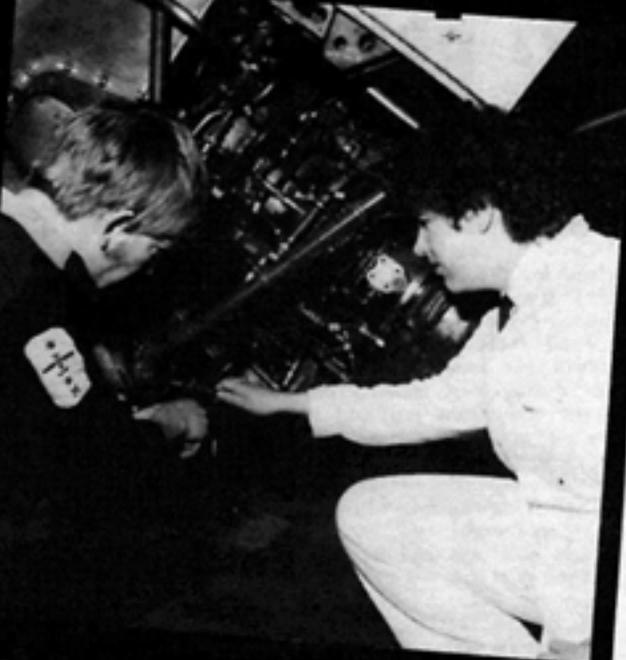
Surg.-Lieut. LIZ HODGES (top) and Third Officer FRAN MURRAY (right) are both involved with aircraft in the Royal Navy. Liz as the Service's only woman doctor engaged on Search and Rescue duties, and Fran as the only fully-qualified aircraft engineer in the WRNS.

Liz is a specialist in aviation medicine and is pictured with a "patient" during a drill with the SAR unit in HMS Daedalus. Last year she was lowered to the deck of a German cargo ship to attend a sick sailor.

Women ...



... at work



Fran, pictured with LAEM(M) STEPHEN TAYLOR at the SAR unit in Daedalus, is now in her final three months of training at RN air station Culdrose before joining 702 Naval Air Squadron at RN air station Yeovilton.

Picture: PO(Phot) Roger Glee

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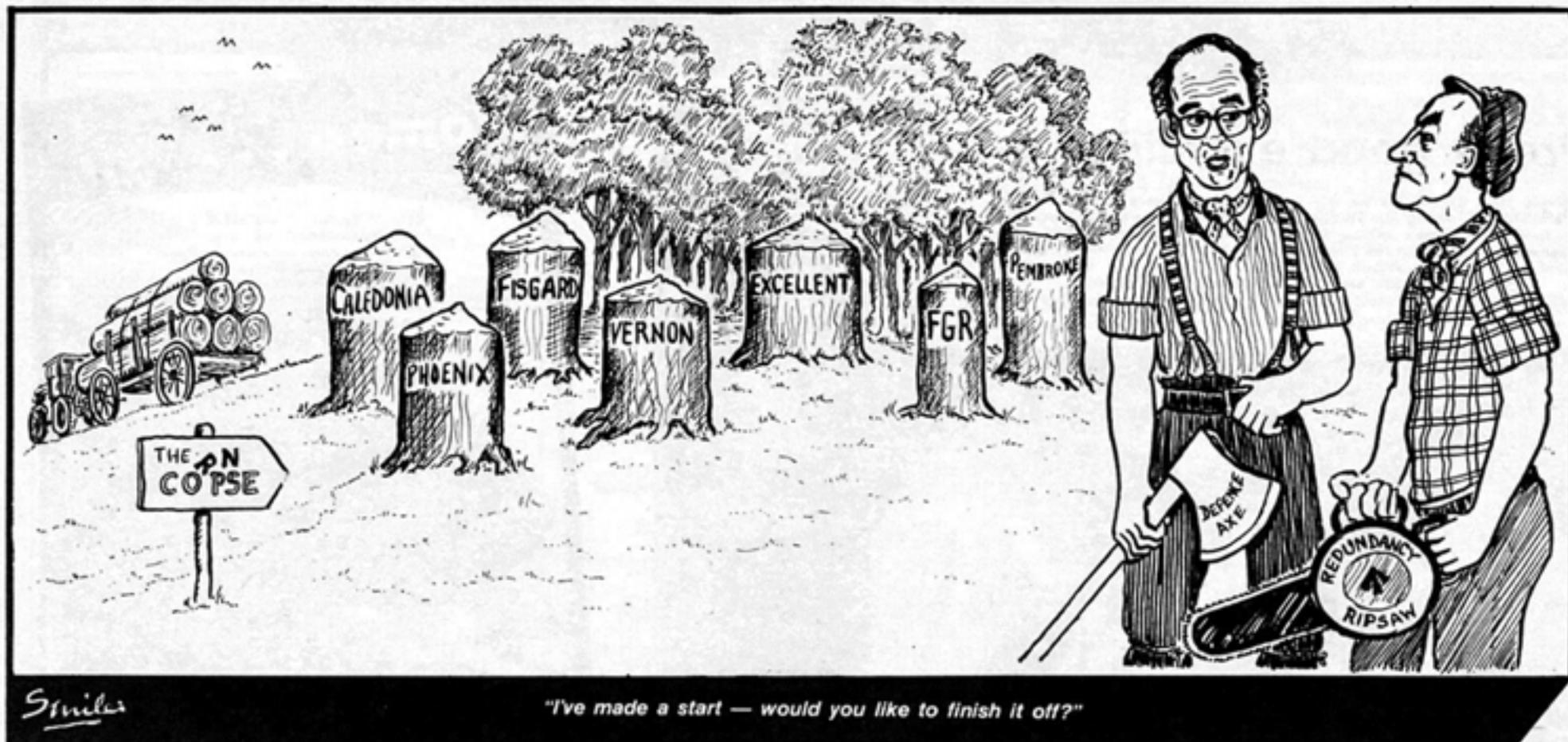
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BEAVER



"I've made a start — would you like to finish it off?"

NEWSVIEW

Time, alas, to start getting down to it

BROAD-BRUSH decisions have a nasty habit of needing practical and painful application. Certainly another day of reckoning has arrived for the Navy with wide-ranging changes promised for tomorrow's Service. Encompassing closures, manpower levels, drafting and training, the changes now detailed will take time to evolve.

Studies during past months on how to achieve the reductions required have now been evaluated. Complex it must have been and, at times, heart-wrenching. But that was the unenviable task and the aim was to find the best and most sensible way of achieving the result demanded.

Recruiting cutbacks and natural wastage will play their part but, because of the size of total manpower cutback, by 1986-87 some 4,000 redundancies are likely to be unavoidable. They will affect mainly, but not entirely, the more senior officers and ratings. As far as possible they will be on a voluntary basis.

Clearer ahead

At least the way ahead is far clearer, although this may be of limited comfort to those genuinely apprehensive about redundancy. There is regret that nothing more can be done to remove that anxiety.

Closure of famous establishments must sadden, although many of their tasks will go elsewhere. Some are rich in tradition and memory — so what a sadly ironic ring there is to mottos translating like "Vernon will always live." Surely the spirit of places like Vernon, Whaley and the rest will endure, perhaps with some perpetuation of their names.

Sound and fury

Over the last year there has been no lack of sound and fury in many quarters over the cutbacks. Yet when all the advice has been tendered — and the views aired — it remains the duty of the Service in a democracy like ours to say "Aye, aye" and make the best of it, even when the task is so unenviable.

Through successive defence reviews and shrinkage, the Navy has remained phlegmatic, resilient — and a fine Service.

Now comes further paring, including the dockyard rundown. Enough is enough, has been the cry. Meanwhile it must be hoped that the careful slimming programme announced will run as smoothly as can be expected in the melancholy circumstances.

Raleigh point for teenagers

THE ROYAL NAVY and Royal Marines are preparing to "welcome aboard" nearly 2,000 young men and women, aged 16-18, this summer as part of the Government's new national youth adventure training scheme.

Naval participation will be based on HMS Raleigh in Cornwall. This new-entry training establishment, with its modern facilities, is able to cope with a summer influx because of the present cutbacks in naval recruiting.

Plans are in hand for 13 intakes — one a week starting in the first week in May, with the last three-week course finishing in mid-August. On each there will be about 125 young men and 25 young women.

Unusual challenge

For the Raleigh staff it will be an unusual challenge, which some may not have relished at first, but which many now anticipate with considerable interest.

Virtually all the training staff will be drawn into the operation, including Part I and Part II instructors, physical and recreational training staff, parade instructors, and the Sailing Centre staff. In addition, a number of leading rates — men and women — are being drafted in to augment the staff, and a Royal Marines element is being attached.

Intakes will be divided into mixed classes of about 16 men and three women, with an officer in charge of four classes. Attached to each class will be a senior rate and two leading rates or RM corporals and lance corporals.

Rame Head camp

The young people will spend about ten days on nautical activities, including sailing, pulling, and power boats, together with more general physical activity such as swimming, PT, sport, obstacle course and firefighting. Much use will be made of the sailing centre at Jupiter Point.

There will be a small amount of classroom activity, including current affairs and information about the Royal Navy.

Activities on the young people's first weekend will include camp at Piers Cellars, a cove on Rame Head.

During the last week of their three-week course they will take to Dartmoor under the gentle guidance of the Royal Marines, spending Monday to Thursday there occupied on activities such as basic climbing and abseiling, improvised rope bridging, rock scrambling and a walk of about 20 kilometers in a day.

Project officer at Raleigh is Lieut.-Cdr. Peter Männing, while Lieut.-Cdr. Roger Stewart



ACTIVITIES for young people who attend the HMS Raleigh adventure courses this summer will include a trip to sea in one of the new 150-ton fleet tenders attached to the establishment.

Our picture shows the first of these vessels, HMS Manly, commissioned at Devonport on March 2. She will be based at Plymouth to act as a training ship for Raleigh, and following her into similar service will be the Mentor and the Millbrook.

Speaking at the commissioning of the Manly, the Flag Officer Plymouth (Vice-Admiral Simon Cassels) said the ship was the first to bear the name for 42 years. The first Manly entered service nearly 200 years ago, while a later ship of the name, a destroyer, took part in the Zeebrugge raid of 1918.

The commissioning cake was cut by Mrs. Dorothy Williamson, wife of a director of Dunston Ltd. of Hull, who built the ship. She was assisted by MEM Andy Knowles (19), youngest of the 13-strong ship's company.

Picture: PO(Phot) Mick Cunningham

will be officer-in-charge of the scheme when it gets under way.

The whole is due to operate as an integrated RN-RM package, with the RM element in the charge of Capt. Ian McKenzie, who will be attached to Raleigh from CTC Lymington. The RM instructors involved will be coming from Lymington and from Commando Forces units.

No tests are planned for the end of the course, but it is understood that issue of some commemoration is being considered.

It has been made clear that the national scheme, which involves the Army and RAF, is not regarded as an exercise to draw people into the Forces, but to make use of capacity at present available, to give the young people a sense of achievement and help them develop confidence.

All will be volunteers, some of them probably unemployed.

Total cost of the scheme, put at £1,500,000,

is to come from the Defence Budget.

When the plan was announced in early March, the Defence Secretary (Mr John Nott) said there was at present some spare capacity in the training establishments of all three Services and up to 7,000 young people were to be offered short periods with the Services. The courses and all travelling would be free.

He added: "The courses will be short but I hope that a period of mixing with Service instructors will give the young people concerned an insight into Service life, leading on to the possibility of interesting them in joining the Reserves."

He hoped the modest, wholly voluntary scheme would prove a success.

● Young people interested in the courses should contact local Careers Information offices of the Services to make their applications.

ARIADNE CHALKS UP A FIRST FOR THE GARELOCH'S FLOATING DOCK

Rising to the occasion

WHEN Eighth Frigate Squadron leader HMS Ariadne needed emergency repairs to her port shaft she found a snug berth in Admiralty Floating Dock 60 — the first time, it is believed, that a frigate has been docked in the AFD

since it was installed in the Gareloch 15 years ago.

The docking, under the control of Lieut.-Cdr. Tony Chaplin, was achieved during a short lull in a Force 10 gale. Within a few hours the ship was operational once more.



HMS Ariadne is nudged into position by tugs as she enters ADF 60...



She secures before ... (left) the dock raises her high and dry.

SPORTS SUB SCHEME REACHING ITS GOALS

PROGRESS by the Navy's Voluntary Sports Subscription Scheme and a widening of its role means it is now assisting with the running costs of Navy sport, directly or indirectly, at every level from international to unit.

At the end of 1981, VSS had 15,731 members (about 25 per cent of those eligible to join), compared with 12,763 (just under 20 per cent) earlier in 1981 and after a year's operation.

In the scheme's first year the RN and RM Sports Control Board had been able to fulfil to some degree three or four stated purposes.

With a balance of £16,454 carried forward into 1981-82 and more income from growing membership, they were able to increase further the commissioning grants to HM ships

and naval air squadrons from £200 to £500 from May 1, 1981.

They were also able to increase, by a further 16 per cent, annual grants to RN Sports Associations, which run Navy representative sport and the major competitions.

Another objective of the scheme — direct financial assistance to Command and Area sports funds — was introduced from October 1, and now a fifth purpose has been added: to help sport-orientated capital projects which are not provided from public funds.

£5,000 ALLOCATION

Already a total of £5,000 has been allocated towards a sports floor in HMS Cochrane, a non-turf wicket in HMS Osprey, and a squash court in HMS Sultan.

On behalf of the fund, it is pointed out that by relieving unit welfare funds of the requirement to assist Area Sports Funds, and by

progressively taking a share in the funding of sport-orientated capital projects, VSS is benefiting non-sportsmen as well as sportsmen. It releases the Sailors' and Fleet Amenities Funds to finance non-sports projects, for which they are invariably overbid.

If the 25 per cent membership doubled, the fund could develop into a genuine Sports Foundation able to field all the Navy's sporting needs over and above what the Crown provides.

While important that Navy representative teams should do well in top-level competition, it is regarded as most important that more young men and women should be encouraged to take up one or more of the 30 different sports available in the Service.

Every 20p monthly subscription helps towards achievement of this, says VSS.

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They've been everywhere, man...

TEN MONTHS away from home may seem a lifetime by today's deployment standards — but most of the ship's company of HMS Courageous made sure they did not spend the whole of the time at San Diego encased in her black hull.

A selection of leave destinations reads like a glossy travel brochure:

HAWAII proved irresistible for several of the team — MEAs Jim Hendry and David Thompson, LMEM Niall Wilson, AB Tim Franklin and WEM(O) Stuart Clark all having made the trip. Waikiki Beach is reported by one of these intrepid bachelors as "a paradise where women outnumber men four to one."

CANADA attracted representatives from all three messes visiting friends or relatives. ROSM Mick Andrew, Chief Ops Bill Swan, MEMN David Gray, MEA Cliff Allen and LT Roger Gibb visited Toronto, Winnipeg and Seattle between them.

ALASKA. After his experience in El Paso when he awoke one morning in his motel room to find his entire possessions reduced to one pair of shoes and a sock due to an overnight intruder, WEMN Craig Pomfret spent a later period of leave in Anchorage, Alaska.

HONG KONG. While the submarine crossed the Atlantic by the direct route, two intrepid explorers

rejoined from UK using the "pretty route", via Hong Kong. MEAs Jim Hendry and Robert Cosgrove maintained a discreet silence about their cultural activities but it is known that included in their education was San Miguel at 17p a pint!

16 states

EAST COAST. WEA Graeme Stewart clearly enjoyed his first leave in Miami — he spent his second leave there as well. Other visitors to Florida included POMEM Mick Jenkins and MEA Robert Cosgrove.

SOUTH CAROLINA. CMEM Ken Collins with his family travelled



THAI

Every one a bull's-eye for Sub Harpoon



ABOVE: One of HMS Courageous's Sub Harpoons starts its flight down the Pacific Missile Test Range. The object in the foreground is a buoy towed behind the submarine so that communications can be maintained when the boat is deep. The inset picture shows a live missile from the Courageous smashing into its target on the Pacific

Range. RIGHT: Artist's Impressions show precisely what happens when Sub Harpoon leaves the water and locks on to its target. FAR RIGHT: The moment the missile leaves its capsule, captured dramatically by the Courageous periscope camera.

overland through 16 states to Charleston to see friends he made during the submarine's visit there in 1979.

NEW ENGLAND. Lieut. Peter Shelley with his wife spent a few days in Vermont and other New England states while making his way from Bermuda to California.

ARIZONA. Hoover Dam was visited by AB Steven Junokas, AB Mick Brady, AB Garry Teasdale and AB Jeremy Buckwell who, with many of the crew, also saw the Grand Canyon.

LAS VEGAS. Many succumbed to the temptation — but no one broke any banks.

CALIFORNIA. With Death

Valley, Sequoia National Park, Yosemite and San Francisco all only one or two days' driving away, the Courageous's "home state" had much to offer. Nearer at hand, Disneyland and Knotts Berry Farm in Los Angeles to the north and Mexico to the south, plus Palm Springs, the deserts and mountains inland, all provided attractions within a couple of hours' travelling. Edwards Air Force Base reception crowd for the second space shuttle included LCK Steve Horton and WEM(O) Chris Burleigh.

SAN DIEGO. The Wildlife Park, Zoo, Sea World and a multitude of beaches all came in for their share of attention.



HMS Courageous against the skyscraper skyline of San Francisco.

R SHE BLOWS!

HMS COURAGEOUS arrives back in Faslane this month after a ten-month deployment to the west coast of America during which she carried out highly successful trials of the Submarine Service's latest weapon, Sub Harpoon.

Operating out of her temporary base port of San Diego, California, the nuclear-powered attack submarine launched 15 Royal Navy Sub Harpoon missiles, with 100 per cent success, in the July-to-February trials period on the Pacific Missile Test Range.

50-mile range

In addition, 81 inert missiles were launched as part of the Royal Navy's assessment of the system.

Sub Harpoon, targeted and programmed by the submarine's fire control system, is launched like a torpedo and has an over-the-horizon range of more than 50 miles.

The missile can be launched in most sea states and from various depths, giving the submarine complete flexibility in its use.

Once fired, the Sub Harpoon flies free, using its onboard computers and sensors to locate and destroy the target.

After being ejected from the boat's torpedo tube, the capsule's control fins



New symbol for a new missile ... the motif of the Royal Navy's Sub Harpoon.

come into play and it glides to the surface.

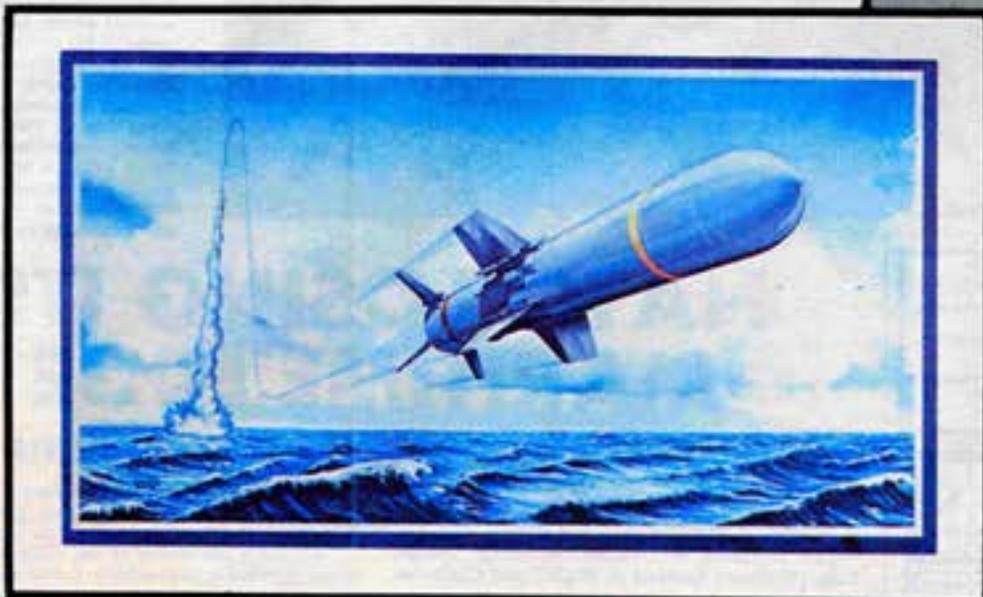
On sensing the broach, the nose cap and tail are blown off and the missile flies out, using the booster motor. About three seconds later the missile engine starts, the booster falls away and the Sub Harpoon descends to its flight level and on to the target.

The weapon, which will be deployed in Royal Navy nuclear-powered attack submarines, is becoming one of the most widely-used weapon systems in NATO navies.

Previous Royal Navy tests — by HMS Churchill in 1979 — were also successful. The missile is manufactured by McDonnell Douglas Astronautics Company, a division of McDonnell Douglas Corporation.

The Courageous deployed to the United States last June, stopping briefly in Bermuda and Curacao on the long passage out to San Diego.

The return passage includes visits to Charleston and Bermuda before she finally berths in Faslane — after 302 days away and 26,000 miles of steaming.



HELPING HANDS

Jimmy Savile and Col. Henry Beverley lead by example on a nine-mile speed march at CTCRM Lympstone.



Jimmy cheques in — at speed

JIMMY SAVILE shows that he still has what it takes on a nine-mile speed march with 165 Recruit Troop at CTCRM Lympstone. In front with Jimmy is the Commandant of CTCRM, Col. Henry Beverley.

It was Jimmy's 26th nine-mile speed march since he completed a Commando course more than 16 years ago. While at the Commando Training Centre, he was presented with a £250 cheque for his Stoke Mandeville appeal. The money was collected in a bottle by Dutchy Holland at his refreshment caravan. Jimmy also presented a cheque, on behalf of the men to CTCRM, to the Royal Devon and Exeter Sidney Kidney Appeal.

A 30 mile sponsored walk in the New

Forest by a team of sub-lieutenants from HMS Vernon raised £156 for the Spinal Injuries Association.

As reported in last month's Navy News the "Camel Corps" of Captain Weapons Trials, HMS Excellent, raised £166 to buy a bed and video tapes for Lacey Lodge, Portsmouth, home for mentally handicapped adults. Members of Cornwall Division, HMS Excellent, spent a week painting and decorating Lacey Lodge.

Links between HMS Glasgow and its namesake city were strengthened by a visit of Capt. Paul Hoddinott, the ship's new

commanding officer. After a call on the Lord Provost he made a tour of Yorkhill Royal Hospital for Sick Children and presented a £770 cheque, on behalf of the ship's company, to Wards 7A and B, their adopted charity. The money was the result of several fund raising activities.

To raise over £1,000 for a new wing for spinal injuries research at Stoke Mandeville hospital, a team of sailors from HMS Defiance ran in relays from Devonport to the hospital — 214 miles. The runners were WEA2 Nick Costello, LWEM(O) Johnny Sait, WEA3 Nigel Snook, WEM(O) Burt Weedon, LPT Ginge Gough, LSA Tony Bowers, with WEA2 Tony Abraham and WEA3 Jacko Jackson the reserves.

Queen to tour the Pacific in Britannia

THE ROYAL YACHT will take the Queen on her Pacific tour after she closes the Brisbane Commonwealth Games in early October.

HMY Britannia, which sails for Australia in August, will embark the Queen at Brisbane for her visits to Port Moresby (Papua New Guinea), Honaira, Nauru, Tarawa, Funafuti and Suva.

The Royal Yacht will return to the UK in time for Christmas leave.

Last month she completed her maintenance period and on April 23 will visit St Nazaire with about 80 veterans of the raid in March, 1942. The Duke of Edinburgh, patron of the St Nazaire Society, will fly to the French port to join members in a series of commemorative services.

GET-TOGETHER

Past and present officers and yachtsmen held their own get-together at Portsmouth Guildhall in February. Of the 380 who attended the biennial reunion, 25 had served in the previous Royal Yacht, the Victoria and Albert.

Principal guest was Vice-Admiral Sir Philip Watson who served in the Britannia as Commander (E) in 1957-59. Chairman was the present Flag Officer Royal Yachts, Rear-Admiral Paul Greening.

Dining out 737 NAS

FINALE for 737 Naval Air Squadron, which disbands on August 3, will be marked by a mess dinner at RN air station Portland on July 30.

Any officer who has served on the staff of 737 or a Wessex DLG flight from 1959 to the present day, and who wishes to attend, should contact Third Officer N. J. Smith WRNS, the Staff Officer, 737 Squadron, ext. 3386.

Efficient squadron

THE ROLLS-ROYCE Efficiency Trophy has been won by 899 Squadron, based at RN air station Yeovilton, for high standards of efficiency in maintaining their Pegasus-powered Sea Harriers.

Coventry's tea Lady!



COVENTRY'S Lady Mayoress plays "Mum" for 3Q Mess during her visit to HMS Coventry with the Lord Mayor, Cllr. P. Robinson. Pictured with them during their day at sea in the Type 42 destroyer are AB(S) Piper and (left) AB(M) Berry. Accompanying the mayor and mayoress were their deputies, Cllr. and Mrs. E. Weaver.

The opportunity was taken by the ship's commanding officer, Capt. D. Hart Dyke, to present a cheque for £100 raised by the ship's company for Coventry Canal Boat Project. Representatives from two of the city's charity organisations — Baby Lifeline and Care for Victims — presented a print to the ship in gratitude for contributions by her sailors.

Anatomy of the Ship

The aircraft carrier INTREPID

by John Roberts

The second volume of this new series covers USS Intrepid, which was built to one of the most successful aircraft carrier designs of all time — the Essex class. As with the first volume, *The Battlecruiser Hood*, the aim is to provide unique documentation, with the aid of conventional 3-view plans, perspectives, cut-aways, a design and service history and a pictorial section emphasising close-ups and on-board shots.

Anatomy of the Ship



Conway Maritime Press Limited
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240 x 254mm (9 1/2" x 10") landscape, 96 pages, 20 photographs, 250 line drawings. ISBN 0 85177 251 X. Published May 1982. £8.50 (plus £1.50 post and packing when ordering direct).

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NATO LOSING ITS MARITIME EDGE

—Dr. Luns

"THE maintenance of our security and our freedom requires us now to start to take the measures needed to respond with determination to the challenge which the Soviet Union is posing at sea."

This is among the conclusions of Dr. Joseph Luns (Secretary General of NATO and Chairman of the North Atlantic Council) in an article on Soviet naval expansion which appears in the current edition of NATO Review.

Says Dr. Luns (who once served in the Royal Netherlands Navy): "The Soviet naval build-up makes it necessary for NATO to take positive measures to preserve a balance of maritime forces

and to guarantee the continued security of our vital sea lines of communication and our ability to dispatch aid and reinforcements to Europe.

"Although the navies of the Alliance have still some superiority in numbers of major combatants, the margin is becoming too small. Moreover, it is a matter of concern that this margin might dangerously be further reduced in the years ahead.

"Western public opinion should be made aware of the risk involved in this situation and of the political-military steps through which the Soviet Union has emerged as a naval superpower."

Sea strategy for a chip war

LONG-SUFFERING Coastguards tell the tale of a pleasure yacht which radioed for a lifeboat because of "electronic failure," and amid the sniggers one might well wonder whose electronics will win the next war.

There has been the Cod War, and presumably there might one day be a chip war, which would be appropriate for a nation reared on this familiar food. Perhaps it is irreverent to be reminded

of such things after perusing "Maritime Strategy and the Nuclear Age" by Geoffrey Till, published by Macmillan (price £20), but such works do tend to leave the feeling that if you didn't laugh you would cry.

One expert will confidently declare that the days of battles on the high seas are gone for ever, while Admiral Gorshkov believes that "the battle always was and remains the main means of solving tactical tasks."

No doubt the Russian also believes (a la

Japanese fashion) that the best kind of battle is to knock the other fellow out before mentioning that war has been declared.

The only real conclusion to be drawn from the theorists is that we will certainly know how to fight the next war, and how we should have prepared for it some time after it has started. That is the way it has always been.

The contributors in this book have combed over the views of past authorities and the facts of recent maritime events,

and believe that traditional ideas continue to be confirmed, and that worthwhile parallels can still be drawn between the past and present.

If only we had not got to find the money for having a button to press, solutions would be so much simpler.

BOOKS

HMS Edinburgh in the foreground, with HM ships Sheffield and Kenya.



Picture: Imperial War Museum.

Edinburgh's gold 'ran with blood'

WHEN RUSSIAN gold "dripping with blood" was being carried on board a British warship, the wartime tension among the crew was heightened as they prepared for a long and hazardous trip home.

The ship was the heavy cruiser Edinburgh, then lying in the Kola Inlet of Soviet Arctic territory, and the "blood" looked real enough to instill apprehension into any sailor's mind.

Tales of dash and daring

DESTROYER, describing a class of warship, is a name which immediately draws an imaginative reaction of dash, speed and daring against U-boat, bomber or some Goliath of a battle wagon.

In the Second World War the British and Dominion navies had nearly 500 of them. Their exploits thrilled or saddened as they triumphed or joined the sacrifice.

Author Gregory Haines freely concedes that the rich seam of anecdote has been assiduously mined by writers, but he has produced another book on the subject, "Destroyers at War," published by Ian Allan (price £9.95).

CRISP STYLE

It is a handsome volume, richly illustrated to bring to life once again the familiar names of ships and actions, the crisp style recapturing the excitement which did so much to maintain morale.

Mr Haines's work is not a formal history of destroyers in the war, but he hopes that the reader "will find an occasional story which is new to him."

In fact, of course, most of the accounts are now as much a part of us as Trafalgar, and will be retold many times again. Evidence of that abiding interest is the immediate absorption when the book is picked up.

IN BRIEF

"Four Came Home," by Carroll V. Glines, published as a soft-back by Van Nostrand Reinhold (price £5.90). A quick follow-up of the previous book on the famous US air raid on Tokyo, telling the story of the last survivors.

"Trigger," by Antony Melville-Ross, published by Collins (price £7.50). A submariner novel by one who should know, having taken part in the sinking of 25 enemy vessels and being the holder of the DSC. Did they really have luscious girls to tend war-weary heroes?

"Seek Out and Destroy," by Alan Evans, published by Hodder and Stoughton (price £6.95). A fourth novel featuring hero Commander David Cochrane Smith, embarking on another perilous mission during the First World War.

During the loading operation, everybody felt an aura of evil in the dull light of a far-northern midnight. Sleet began to fall, wetting the heavy red stencilling on the boxes, which dripped a trail of scarlet along snow-covered decks.

According to "Last Call for HMS Edinburgh" by Frank Pearce, published by Collins (price £8.95), one matelet did say to a passing officer: "It's going to be a bad trip sir," and if the remark may sound like the imaginative addition of passing years, it could well have been said — prompted by the prophetic instinct of those who spend their days upon the sea.

A bad trip it was indeed, in those months of the Arctic convoys, carrying their war supplies to help Russia to continue the struggle against Nazi Germany.

Sequel

Everybody knows now about that gold, which was being shipped to the United States to pay for armaments, and which was recently recovered in a daring diving expedition to the sunken wreck of the British cruiser.

Less is known of the circumstances of the ship's "last call," and the horrifying sequel — outstanding even against the deadly background of probably the most arduous of all surface-craft tasks of the Second World War.

Warship crews lived in freezing conditions afloat, constantly alert or actually fighting U-boats or bombers, seeing vessels erupt in flames around them as the enemy struck, and knowing that if they also ended up in the icy water they didn't have a chance.

For HMS Edinburgh the final struggle was long drawn out. She was torpedoed by a U-boat

and crippled, fighting off further attacks for three days until the end was near. Survivors were taken off and the cruiser sent to the bottom with one of our own "tin fish" from the destroyer HMS Foresight.

That, for most men now without a ship, would have concluded the chapter. Not so for the survivors of the Edinburgh, who got ashore only to face life in starving Russia,

herded in filthy billets, and forced by hunger to swallow "food" they regarded as muck. Leaving that behind, eventually, with some reduced to six-stone skeletons, they still had a perilous route home. Not all of them made it.

The ship had gone down on May 2, 1942 and it was three months before the men of the Edinburgh flung open rail carriage doors to step at last into

Devonport Dockyard.

There were no banner headlines — nothing like the stories and pictures of the recovered gold.

The author has chosen a grim tale to tell, but it is right that people who wonder why survivors should make all that fuss about desecrating a naval grave should be aware that the wreck held seared memories, as well as those lumps of yellow metal.

Immediate praise for "Captains and Kings"

"... this splendid book"; HRH Duke of Edinburgh, "... full of anecdote and humour ... a delight"; Navy News, "... compulsive reading, no less"; Western Evening Herald.

CAPTAINS AND KINGS: The Royal Navy and the Royal Family. "Prince Albert (KGV) at Jutland; Prince Philip at Matapan; and a personal exclusive interview with HRH Prince of Wales on his naval career."

All in Captains and Kings, by John Winton, paperback £2.25 (inc. 30p P&P). From Bluejacket Books, Llanydnoyg, Denbigh, Chwyd LL16 4HP.

Also from Bluejacket: **THE FORGOTTEN FLEET** (the British Pacific Fleet 1944-45) and **THE VICTORIA CROSS AT SEA**. Original hardbacks, by John Winton, £5 each post free.

New ideas for your bookshelf this month

- May we suggest the following new titles for our "return of post" service:
- See Power (H&N) £9.50
 - Last Call for HMS Edinburgh £9.95
 - Mind the Aircraft (Wiggin) £9.95
 - Submarine (Wingate) (new novel) £7.50
 - Fleet Air Arm at War £9.95
 - Destroyers at War £10.95
 - The British Aircraft Carrier £10.95
 - Mutiny Aboard HMS Bounty — a new facsimile of Bligh's log £14.95
 - The Chatham Dockyard Story £5.95
 - The RN Today and Tomorrow £10.95
 - Soviet Naval Developments '82 £9.95
 - Aircraft of the Royal Navy £9.95
 - Royal New Zealand Navy £4.30
 - Later this month: Underwater War 1939-45 (Compton-Hall) £9.95
- May we also recommend:
- British Warships and Auxiliaries '82 £2.30
 - BR Warships since 45 Part 1 — Carriers, Cruisers, Battleships and Monitors £2.30
 - Part 2 — Submarines, Depot and Repair Ships £2.30
 - Part 3 — Out this month — (Destroyers) £2.95
 - Devonport-built Warships since 1860 £2.30
 - Submarines of the Royal Navy £1.95
 - We Joined The Navy (Winton) new only £5.80
 - Warships of WW2 (Lenton and Colledge) £7.95
 - Anatomy of the Ship — HMS Hood £9.50
 - Carrier Pilot (Hanson) £7.95

Bargain of the month: The Victoria Cross at Sea (Winton) Was £10.25. Now only £7.50 while stocks last

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QARNNS TWOS' COMPANY

opens doors to men



ALL THE TWOS in the Royal Navy found themselves travelling along side-by-side on their way to Rosyth... Type 22 frigates Brilliant (F90), Broadword (F88) and Battleaxe were photographed from a Sea King helicopter carrier by HMS Invincible. The trio was headed for a joint maritime course and it was the first time all three ships of the Second Frigate Squadron had operated together. A light jackstay is strung between each vessel.

ALL THE NAVY'S nursing personnel are being reorganised into a unified service, bringing men into a new-style QARNNS.

There are now a set of new officer and rating titles, covering men and women, and virtually equal terms of service including pay — apart from the X-factor.

It gives men with appropriate qualifications the opportunity to commission as nursing officers — an avenue not previously open to them, as some had long complained. The first may be selected for commissions this summer.

It also means that, with men in the QARNNS (founded 1902), one could in due course head the unified service with the official title of Matron-in-Chief and Director of Naval Nursing Services.

within the age limits can also apply.

From April next year most promotions to nursing officer from serving nurses will be made from within QARNNS.

Commissions offered will initially be five-year Short Service, but in the changeover period candidates on pensionable engagements may be offered longer terms. Extensions to full career commissions will also be possible.

Those taking commissions will attend the Divisional course at BRNC Dartmouth.

Pay of MAs (SEN) and MTs (SRN) who transfer will be based on the pay-banded rates for nursing categories in the three Services, to which X-factor differentiation applies.

Where existing pay at date of transfer is better than that of the new category, the old pay may be retained on a mark-time basis until overtaken by the rate in new employment.

New arrangements are planned for QARNNS ratings' advancement to provide equal opportunities for men and women.

Transfers

From April 1, when the QARNNS was opening to men, entry as Medical Technician (Nurse) was to cease. MTs (SRN) serving in the RN may transfer to QARNNS in equivalent rate with their existing seniority and terms of service, but with roster advancement. Medical Assistants (SEN) can transfer in the equivalent rating with existing seniority and terms of service.

Transfer opportunities apply for a year from April 1. Those who transfer will be discharged from the RN and sign new engagements in the QARNNS to complete the balance of their RN engagements.

Ratings who decline transfer will continue to serve on their present RN engagements.

A total of 80 men with SRN qualification and 50 with SEN are eligible to transfer. However, with the exception of those with SEN, the new system will not affect the MA branch.

All eligible MTs — whether they elect to transfer as ratings to QARNNS or not — can apply for Short Service commissions in the QARNNS. For four years from April 1, the upper age limit for candidates was being raised from 34-37. FCMTs

PROMOTIONS TO CHIEF

AUTHORISATION for promotion of the following rates to chief petty officer has been issued:

WEAPON ENGINEERING
To CWEM(O) — T. A. Gorton (Argonaut), B. Gernaise (Collingwood), K. F. Leese (Torquay).

SUPPLY AND SECRETARIAT
To CPOWTR — M. G. Deans (Plymouth), N. G. Prior (Britannia).
To CPOSA — B. W. James (FMG Portsmouth), D. P. Maxwell (Pembroke), K. A. Barton (Resolution Port), M. R. Shepherd (Invincible).

COMMUNICATIONS
To CRS — D. Huxford (Cleopatra), A. C. Robins (Mercury).
To CR(W) — K. Bearcock (Excellent).

MARINE ENGINEERING
To CMEM(L) — M. J. Owen (Intrepid), J. R. Minns (Aethusa), I. W. Brooks (Amazon).

FLEET AIR ARM
To CAEM(M) — R. C. Burns (Active), P. Bainbridge (Seahawk).
To CAEM(L) — C. A. Reed (Heron), B. R. Farquharson (Heron), G. J. Warner (FOF2).
To CAEM(W) — D. P. Gordon (800 NAS).
To CPOA(AH) — D. L. Brown (Seahawk).
To CPOA(PHOT) — W. Timkey (Excellent).

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(OPSR)(M) — A. R. Barber (Dryad), M. G. Dawson (London), A. E. Roberts (Penelope), R. E. Baron (Vernon), S. J. Murphy (Fearless), J. G. Edwards (Dryad).
To CPO(OPSR)(R) — G. Chernyholme (Dryad).
To CPO(OPSR)(S) — P. Black (Vernon), K. Swain (Amoucade).

SUBMARINE SERVICE
To CPO(UW)(SM) — I. R. Hall (Vernon).

MEDICAL
To CPOMA — T. T. Young (RNH Haslar), D. G. Steel (Drake), R. W. Pike (Southampton).
To CMT — G. M. Bowden (RNH Haslar).

ARTIFICERS AND MECHANICIANS
To ACMEA(P)(GS) — P. Bellamy (Flagant), R. S. Boughtwood (Euryalus).
To ACMEMN(M)(GS) — C. J. P. Williams (RSU Chatham).
To ACWEA(GS) — D. J. Jones (Amazon).
To ACWEA(SM) — R. W. Robshaw (Valiant), M. C. Rowe (Resolution P).
To ACWEMN(SM) — G. G. Guthrie (Resolution P).

Supplementary list

THE following promotions to Lieut-Cdr on the Supplementary List were made from March 1:

SEAMAN: R. S. James, C. N. Coleman, J. S. Heath, C. J. Bight, A. J. Gilmour, K. Wren, S. R. Fidler, A. P. Skiers, R. K. Broom, I. G. Mine.
ENGINEERING: C. J. Collins.
INSTRUCTOR: A. J. Lockett, J. S. Keenan.

Danae's banyan

AN INTERNATIONAL banyan appeared on HMS Danae's agenda when she was in the Caribbean with the Standing Naval Force Atlantic.

With the Canadian HMCS Iroquois and the Dutch HMNS Van Nes she anchored off Vieques, an island near Puerto Rico, for a two-day stay.

Everyone had a chance to get ashore for a banyan on the long, golden beach which skirted the warm sea. Football, volleyball and murder ball — a sort of no-holds-barred rugby — were played, followed in the afternoon by the gentler occupations of sunbathing and swimming.

Gannet aircrew thanked

MEN of 819 Naval Air Squadron who rescued 16 crewmen from a stricken tanker last December have been presented with an engraved silver plate by the ship's master.

Capt. Arthur Cattell, of the 102,000-ton Maersk Angus visited Prestwick, home of HMS Gannet, to thank the squadron and present the plate — plus a cheque from his crewmen.

Commanding officer of 819, Lieut-Cdr. Ian Ruthven, presented the squadron's crest to Capt. Cattell and the cheque to Dr. Ian Ruthven, who received it on behalf of Seafield Children's Hospital, Ayr.

Helicopters of 819 Squadron provided camera platforms for BBC's live filming of the Ben Nevis climb in late February.

Badges

Ratings' badges come into line with the rest of the Navy. Men ratings in the new-style service continue to wear their present uniform, but with a QARNNS cap badge, branch badge on the right arm and existing rate badge on the other arm.

The new officer titles incorporate the words nursing officer. For example: senior nursing officer, superintending nursing officer. The ratings with SRN qualification have this incorporated in their titles, for example, FCSRN, CPOSRN and POSRN. Those with SEN qualification have titles such as FCEN, CPOEN, LEN and NEN.

More information about the new-style QARNNS and about transfer arrangements is contained in DCI 183/82.

POINTS LEADERS

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during February.

PO(EW)/RS(W) — Int (26.1.82), 1; LS(EW)/LPO(W) — Dry, 4; POOM — Int (26.1.82), 6; LSM — Int (5.8.81), 3; POW(R) — Int (19.3.81), 5; LSR — Int (7.12.81), 21; PO(B) — Int (30.7.81), 5; L(S) — Int (8.7.81), 4; PO(D) — Int (8.7.81), Nil; L(S/D) — Int (22.7.81), Nil; PO(MW) — Int (20.5.80), Nil; L(S/MW) — Int (18.5.80), Nil; PO(SR) — Int (24.7.80), Nil; L(S/SR) — Int (11.12.80), Nil; POPT — Int (12.2.80), 1; RPO — 261, 1; RS — 187, 3; LRO(D) — Int (9.12.81), 7; CY — Int (17.5.80), 3; LRO(T) — Int (16.8.81), 7; PO(S)(SM) — Dry, 1; L(S)(SM) — Int (11.11.81), 1; PO(T)(SM) — Int (15.4.81), 2; L(S)(SM) — Int (12.5.81), 4; RS(SM) — 343, Nil; LRO(SM) — Dry, 12; PO(UW)(SM) — Int (3.8.81), Nil; PO(MEM)(M) — Int (12.11.81), 17; L(MEM)(M) — Int (8.7.81), 31; PO(MEM)(L) — Int (10.12.81), 6; L(MEM)(L) — Int (30.7.81),

18; POWEM(O) — Dry, 3; LWEM(O) — Int (25.2.82), 9; POWEM(R) — Dry, 3; LWEM(R) — Int (22.12.81), 12; POWEM(M)(SM) — Int (20.11.80), Nil; LWEM(M)(SM) — Int (10.10.80), Nil; POWEM(L)(SM) — Dry, 1; LWEM(L)(SM) — Int (11.1.82), 8; POWEM(O)(SM) — Dry, Nil; LWEM(O)(SM) — Int (7.1.82), 8; POWEM(R)(SM) — Dry, 2; LWEM(R)(SM) — Int (3.3.82), 4; POWTR — Int (30.9.80), 4; LWTR — Int (19.11.81), 6; PO(A) — 291, 1; LSA — Int (12.12.79), 7; POCA — Int (9.7.80), Nil; LCA — Int (3.12.80), Nil; POCK — 540, 5; LCK — Int (11.12.79), 18; POSTD — 413, Nil; LSTD — 95, 3; POMA — Int (4.3.80), 3; LMA — 155, Nil; POAEM(M) — Int (19.3.80), 3; LAEM(M) — Int (14.12.79), 19; POAEM(WL) — Int (27.2.81), 1; LAEM(WL) — 119, 1; POAEM(R) — Int (5.3.81), Nil; LAEM(R) — Int (25.1.80), 2; PO(AH) — Int (29.3.80), Nil; LA(AH) — 63, 3; POA(SE) — 570, Nil; LA(SE) — Int (28.3.80), Nil; POA(PHOT) — 382, Nil; POA(MET) — 497, Nil; POACMN — Int (20.3.80), 1.

POWREN AEM(M) — Int (14.11.80), Nil; LWREN AEM(M) — 133, Nil; LWREN AEM(WL) — Dry, Nil; LWREN AEM(R) — Dry, 1; POWREN CK — Int (22.7.80), Nil; LWREN CK — Int (22.7.80), Nil; LWREN TEL — 124, Nil; POWREN DSA — Int (6.7.81), Nil; LWREN DSA — 150, 1; POWREN MET — 605, Nil; LWREN MET — 154, 1; POWREN PHOT — 474, Nil; LWREN PHOT — 66, Nil; POWREN (R) — 192, Nil; LWREN (R) — 157, 6; POWREN RS — Int (9.9.80), 3; LWREN RO — 137, 2; POWREN STD O — Int (26.1.81), Nil;

LWREN STD O — 91, 1; POWREN SA — Int (18.2.80), Nil; LWREN SA — Int (11.12.79), Nil; POWREN TSA — Int (18.12.80), Nil; LWREN TSA — 222, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 174, Nil; POWREN WTR G — Int (6.11.80), Nil; LWREN WTR G — Int (11.12.79), 9; POWREN WTR P — Int (25.3.80), 1; LWREN WTR P — 80, 2; LWREN WTR S — Dry, 1; POWREN DHYG — 123, Nil; POWREN REG — Int (3.3.81), Nil; POWREN PT — Int (14.10.80), Nil.

The Basic Dates quoted for WYNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

POWREN QA — Int (24.7.81), Nil; POWREN EDUC — Int (23.1.80), Nil; POWREN MT — Int (2.11.80), Nil; LWREN MT — 143, Nil; POWREN TEL — Int (4.5.81), Nil.

*A number of ratings have become qualified for advancement on February 1, 1982, as a result of gaining their second "New" recommendation of November 30, 1981. Because some of these men have been on the advancement roster for a number of years, if they were now quoted as the top eligible rating it would give a false impression of the true length of the roster.

Rosters marked with an asterisk have one or two of these men at the top, but the points/basic dates shown are those which give a true guide to the average points/wasting time.

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OVER TO YOU



Shrewsbury hits a double top . . .

Brian Shorthouse, 4 Cornwell Gardens, Hillingdon, Middlesex UB8 3J5, who is making a model of the HMS Ganges (1960) drum and bugle band, would welcome details such as uniform, drum emblazonment, strength, etc., and the loan of pictures.

Dr. Grimm, Rainer, Obere Bichstrabe 11, D 8220 Traunstein, Wolkersdorf, Western Germany, who is to lecture at the Congress of the World Association for History of Veterinary Medicine, in Vienna, Austria, has taken as his subject "Malta Fever". He is seeking slides or postcards of warships or sailors (roughly 1895-1905), for example in harbour at Malta.

P. Hedgecock (MEM), J. R. Mess Committee, HMS Eagle, RNR Sea Training Centre, Princess Dock, Liverpool, says his mess is in the process of obtaining a cap tally board and would welcome cap tallies no longer needed. They would be pleased to offer Eagle tallies in exchange. He asks that replies should be sent to him at 60a Sonning Avenue, Litherland, Merseyside L21 9J7.

Mike Kalus, 53 Wick Lane, Bourne-mouth BR6 4JY, is hoping to restore a 12-pounder "A" Mark V 12 cwt naval gun, and wonders if any reader possesses detailed plans or books on this type of weapon.

D. W. V. Evison, RNR, 8 Hill Rise Crescent, Charlton St Peter SL9 9BW, asks if any reader has recollections or reminiscences about HMS Imperial, converted anti-submarine trawler, especially in reference to her activities while under the command of his kinsman, Lieut.-cdr. B. H. C. Rodgers (1943).

J. Black, 28 Cricketers Field, Staplecross, Robertsbridge, East Sussex, who served five happy years in HMS Chequers (1948-53) would like to obtain a photograph of her, and also a cap ribbon. He is also seeking a copy of the 1954 Chatham F.G.C. group photograph.

Bill Lake, 8 Hamlet Road, London SE19 2AW, has photos of plane crashes aboard HMS Implacable about 1947-48, but dates and other information has been destroyed. He would like to contact anyone who might be able to supply the details.

Ex-LWREN C. M. Hayden, 1 Cedar Road, Newport, Gwent, invalided out of the service in 1961, would be delighted to hear from anyone who remembers her. She sends her thanks to the nurses and patients of 24 Ward RN Hospital Haslar for the care received during her illness.

Mr. G. Fagance, 13, Broadwater Gardens, Harefield, Uxbridge, Middlesex UB9 6AL (tel. 099-582-3656), wishes to contact Mr. W. J. Alwell, of Bristol, who wrote to Navy News concerning the Loch Fyne steamboat.

IT WAS all hands on deck for Shrewsbury's annual meeting, at which the following shipmates were elected officers: Bill Marsh (president), Ted Rogers (vice-president), Alf Hurdley (chairman), John Shotton (secretary), John Beddows (treasurer) Frank Potts (welfare). The chairman reported a good year with more young recruits and more money raised for charity than in any previous year.

At No. 3 Area's annual meeting the following shipmates were elected officers: J. Rich (Eastbourne) chairman; Mrs Cameron (Selsey) vice-chairman; Miss K. Warrington (Brighton) secretary; Mr. A. J. Forgham (Eastbourne) publicity. The Area secretary reminded members of a memorial service for HMS Sussex in Chichester Cathedral on May 9. Ex-Sussex's who wish to attend should contact Miss K. Warrington, 120 Nevel Road, Hove, Sussex.

Shipmate Walley Thompson resigned the office of secretary

BRANCH NEWS

at Ipswich's annual meeting after 26 years, to be replaced by Shipmate Eddie English. Shipmate Thompson was thanked on behalf of members by Shipmate John Dent (chairman).

Many shipmates were reunited when Rhyl hosted an evening for members of Beumaris, Holyhead, Blaenau Ffestiniog and Chester branches. The lady members provided a superb supper and performed a Can-Can for the guests — a highlight (or high stop!) of the evening.

Jutland

Shipmates of Preston mourn the loss of Shipmate Joe Bickerton, founder member and veteran of the Battle of Jutland, who represented the RNA at the 50th anniversary of the battle.

It was a proud moment for shipmates of Waterlooville when their standard was dedicated in St Gabriel's Chapel, HMS Mer-



'A 99-year-old naval pensioner and he still doesn't use glasses ... drinks it straight from the bottle!'

cury, by the chaplain, The Rev. Peter Ainsley, assisted by the Rev. John Scott, the branch padre. The ceremony was attended by 80 shipmates including Rear-Admiral W. Forrest (president) and Lieut.-Cdr. Timothy Williams (vice-president). Other standards paraded included those of Chichester, Southampton and Portsmouth branches.

Shipmates of Sturminster Newton turned out in force for a lecture with slides on the Tudor warship Mary Rose, given by

Mr. John Bennett. They highly recommend the lecture to other branches.

A party of 31 shipmates of Yeovil enjoyed a tour of Eldridge Pope brewery and a film show after which they suitably quenched their thirst. A plaque was presented to the staff of the brewery in thanks for the welcome extended. At the branch annual meeting the following shipmates were elected officers: Ray Rawbone (president), Doug Farge (chairman), Ginge Topliss (vice-

chairman), Bill Perkins (secretary), Bill Tiffin (treasurer), Mike Cronin (welfare) and Bill Stapleton (publicity).

Shipmates of Coventry mourn their president, Shipmate Bob Tyler, who died recently. During his naval career he served in HMS Manchester, with the Yangtze River Gunboatmen, and with the Royal Australian Navy.

Great

A thank-you from Portsmouth to the POs' Mess, HMS Nelson, for a great evening on February 27. They look forward to the branch dinner-dance at HMS Nelson, which is fully booked.

Shipmates of Bletchley raised £700 for charity in the past year and almost £2,000 to provide a new stage in their clubhouse. At their annual meeting Shipmate Pete Moth was elected chairman and Shipmate Albert Daniels takes over as secretary from Shipmate Nelson Fletcher.

At Birmingham Central's annual meeting Shipmate Bill Hewston retired as secretary after four years, to be replaced by Shipmate Richard Cooper.

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homes up to £30,000. And you could move in for just £500.

So come and see us this weekend. We're open seven days a week from 10.00 to 5.15. Talk it over with David Holste at Hurstwood Park on Waterlooville 51972 about 1, 2, 3 and 4 bedroom homes from £20,995, Dennis Figgins at The Grange on Gosport 27902 about 2 and 3 bedroom homes from £24,995 and David Kerr at Hill Park on Fareham 288912 about 2 and 3 bedroom homes from, £19,750.



*On mortgages up to £25,000, on homes reserved after 1st January and contracted to purchase by 31st March 1982. *Subject to status.



UCKFIELD'S BIG DAY

The commissioning of Uckfield and District branch was a happy occasion as much for Miss Kay Warrington, secretary of No. 3 Area, who presided, as for her shipmate escorts, who are (left to right): Victor Weston (chairman) Derec White (vice-chairman) George Haley (National Council member, No. 3 area), Capt. J. Raynor (headquarters), Kenneth Keovil (treasurer), Ted Cocks (secretary) and, kneeling, Anthony Crook (welfare officer).

Picture: Kent and Sussex Courier.



Warm welcome in Wales!

IT'S the time of year when headquarters management and finance committee cast a cold eye on the balance sheet and RNA branches account for their stewardship at annual meetings.

In such a climate thoughts also turn to annual conference, to be held in Cardiff over week-end June 11-13.

To give delegates, observers and wives travelling to Wales a chance to meet, a warm-up session has been arranged for Friday, June 11 in the Riverside Room of the Cardiff Crest (Centre) Hotel at 2000 hours.

Conference will open next day in the Cambrian Room at 1030 and lunch will be provided for all delegates. The day will end with a buffet disco-dance

organised by No. 7 Area.

On Sunday June 13 there will be a church parade to dedicate No. 7 Area standard, details of which are being worked out.

As the week-end activities centre in the Cardiff Crest Hotel those who wish to work, sleep, drink and socialise under the same roof must inform the assistant secretary of the Association, Capt. J. Rayner, by April 18, to make sure of a booking.

Standards

What promises to be a good week-end for contestants and supporters is the National Standard Bearers' competition, which will be hosted by Doncaster over the week-end June 5 and 6.

It is being organised as part of Doncaster tri-annual IMPEL trade exhibition which will offer many other attractions including show-jumping, sporting competitions, displays, exhibitions and a funfair.

The IMPEL exhibition will open with a parade to Doncaster Race Course on Saturday, June 5 at 1015 in which Royal Naval Association standards will be paraded. Those who wish to take part should contact Shipmate J. Rushton, Harrogate, or Shipmate D. Parkin, Doncaster.

Full honours for Mr. Arthur Legg

MR. ARTHUR LEGG, national vice-president of the Royal Naval Association, was buried with full honours after a service in St Mary's Church, Battle, Sussex, on March 9.

His death on March 3 at the age of 81 brings to a close 45 years of unequalled service for those in need. A man of great ability and humility, he continued to support his own branch of Battle while holding high office in the Association, finding time also to serve

as treasurer and welfare officer of No. 3 Area.

Until recent years he laid the RNA wreath on the Cenotaph at each Remembrance Day.

The funeral service, conducted by the Dean of Battle, the Very Rev. R. A. Bird, was attended by the President of the Association, Vice-Admiral Sir Ernle Pope, members of the National Council, headquarters staff, the Royal British Legion, shipmates and friends. The National Standard and Area standards were paraded.

OBITUARY

Shipmate Ralph Watson, Hull, February 9, aged 57.

Shipmate A. W. H. Brown, Northampton, January 25, aged 81.

Shipmate Brian Philpott, Whitstable, aged 59.

Shipmate Leonard A. Hardwick, founder-member Lincoln, aged 60.

Shipmate J. W. Parker, secretary Sevenoaks, aged 57.

Shipmate Arthur White, Wigston & District, aged 71.
Shipmate S. E. (Pete) Pyatt, Wigston & District, aged 77.

Shipmate Robert E. A. Tyler, president and founder member Coventry, aged 79.

Shipmate Frank Hopper, Coventry, aged 58.
Shipmate R. S. L. Jones, Llandudno, February 4, aged 57.

Shipmate Robert Baldwin, Birmingham Central.

Shipmate Albert Sutton, Birmingham Central.

Shipmate Joe Bickerton, founder member Preston, aged 87.

Shipmate J. McLean, Eastbourne.

Shipmate F. Pynoun, Eastbourne.

Shipmate Sam Hughes, Shrewsbury.

Shipmate Geoffrey Crowe, Shrewsbury.
Shipmate Eric Jones, Cardiff, November.

REUNIONS

HMS Delight reunion will take place on May 29-30 at the WO's and CPO's Mess, HMS Nelson. Crew members of D-boats of the China Station who wish to attend should contact Mr. Ted Horner (Delight), 21 Dando Road, Denmead, nr Portsmouth, Hants, PO7 6PU, tel. Waterloo 65458. Stamped addressed envelope appreciated.

The 15th reunion of HMS Sweetbrier (1941-45) will be held at the Crest Hotel, Marston Road, Midsized, Cleveland, on April 23 and 24. For details, contact Mr. R. A. Jannaway, 18 Churchfields, Twyford, Winchester, Hants, SO21 1NN.

Lieut.-Cdr. Ian Fraser VC, RNR, will be guest of honour at Captain Walker's Old Boys' Association reunion dinner dance to be held on May 1. For details contact the secretary, Mr. R. C. McNeill, 1 Chapel Road, Hoylake, Wirral, Merseyside L47 3AY, tel. 051-632-5670.

The recently-formed RN Commando Association are holding

STEWARDS RE-UNION DINNER

For serving and ex-Senior Rate Stewards

It will take place on June 11, 1982, in H.M.S. Nelson's Warrant Officer and CPO's Mess. Cost £14. Write to CPO STD. G. Cowell, Accommodation Office, HMS Dryad, Southwick, Hants, PO17 6E7

Cheques to be made payable to HMS Dryad Central Fund. Accommodation can be arranged. Closing date May 24

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Accommodation—191 bedrooms—Families and Singles—Three Licensed Bars—Restaurant—Snack Bar—Four TV Lounges

WHAT'S NEW? Disco every Wednesday. Free entry. Happy Hour. Bar hours now extended from 2130 to 2230

WHAT'S PLANNED?

Bar decor being dragged into the 1980s. World Cup Football—large screen video—book a room and have a reserved seat. Further details from Manager, Royal Sailors' Home Club, Queen Street, Portsmouth (Telephone number 824231)

CALLING OLD SHIPMATES

Mr. Barry Stark (Scribes), 12 East View Fields, Plumpton Green, East Sussex BN7 3EE, would like to hear from old ships, particularly Pepys classes: Trevol, January 1940; 868 Squadron; 15 Mess, HMS Formidable (1942-43); RNBDQ and Ray White (HMS Tyne).

Mr. W. M. Luckhurst, 2 Station Cottages, Delamere, nr Northwich, Cheshire, is anxious to trace shipmates of HMS Warwick and HMS Urania 1939-45, particularly Mr. A. Alford, last known address, Peabody Buildings, London.

Mr. R. S. Cattell, 381 Bloxwich Road, Walsall, West Midlands WS2 7BD (telephone Walsall 30654) would like to hear from anyone who served in HMS Rocksand in SEAC and in BYMS 2058 and 2041 based at Harwich, later Queenborough, Sheerness.

Mr. J. P. Searle, 4 Ravenswood Avenue, Normoss, Blackpool FY3 7ST would welcome news of Albert Henry Heedman, ex-telegraphist who served in HMS Kashmir, last seen after surviving the loss of the submarine HMS Umpire in 1941. Write or telephone Blackpool 31597 and reverse charges.

Mr. P. Wilson, 1 Braund Avenue, North Geelong, Victoria, Australia, would welcome news of old shipmates who served in HMS Warspite 1942-44.

Mr. James Mitchell, 38A Rodney Close, Ladywood, Birmingham 16, served in HMS Neptune and HMS Victorious during the Second World War, would like to hear from Frederick Beardo, late of Great Colmore Street, Birmingham.

Mrs. Renee Ross (nee Jackson), ex Wren Radio Op, 189 Ramsey Road, St Ives, Huntingdon, would like to contact Mike Steele, CRS in Malta, 1970.

Mr. C. E. V. Clements, 27 Van Diemens Road, Thame, Oxon, served in HM Ships Adamant, Illustrious, Implacable, Cleopatra and Maidstone, would like to contact former shipmate E. J. Miles, last contacted July 1955.

Mr. T. Adamson, 2 Flanders Road, Llantwit Major, South Glamorgan, South Wales, on holiday from Australia wonders if HM Ships, Norfolk, Devonshire, Maidstone or Impregnable are planning reunions this year. He would also like to

contact former PO D. Pope (LTO) with whom he served in the above ships.

Mr. R. (Tubby) Gould, 28 Lockwood Path, Sheerwater, Woking, Surrey GU21 5RM, member of the first class of air mechanics formed at Chatham in 1939, would like to hear from survivors of 501, 502 and 503 classes who left there in May 1939 to train with the Royal Air Force.

Mr. E. Fawcett, 56, Sackville Road, N. Heaton, Newcastle-upon-Tyne NE6 5TA, is trying to trace his old shipmate AB Raymond Drivett, who served in HMS Malaysia 1942 known to have lived at Strout House, Strout, near Chipstow, Gwent.

Mr. V. Cole, ex-POAF, 42 Mill Gardens, Beakes Road, Warley, West Midlands, would welcome news of Robert Prowse, ex-PO or AA, late of Romford, Essex. Last in contact 1940 at Chatham, Hedgesford and Lee-on-Solent.

Mr. William Bill, ex-AB, Maple House, 65 Maple Road, Surbiton, Surrey, KT6 4AG, tel. 01-399-8908 would like to hear from anyone who trained in HMS Glendower seamanship class June 1944 or HMS Teazer or HMS Newfoundland 1944-47 and the British Pacific Fleet and Task Force 58 based in Manus Admiralty Islands and Sydney, Australia, with view to forming a Fleet reunion.

Mr. T. T. Griffiths, 29, Goldfinch Farm Road, Liverpool L24 3UB, would like to hear from any of the ship's company of the armed merchant cruiser Asturias.

Mr. S. A. Lilliman, 4 Bedford Road, Kempston, Beds MK42 6AD, tel. 0234-48686 would like to contact any communications staff HMS Cardiff 1941-45, particularly LSigs Mick Curry and Bill Fromings, and any members of V/S Class HMS Ganges, June 30 1941.

Mr. S. K. Murray, 11 Cornwall Avenue, Peacehaven, Sussex BN9 8PT, would be pleased to hear from any shipmates, especially of the engine room branch HMS Plym which carried the first atomic bomb exploded by Britain in the Monte Bello Islands, Western Australia, 30 years ago.

Mr. R. V. C. Yates, The Flat, 36 Western Road, Hove, Sussex, sends regards to shipmates of HMS Greenwich (1941-43) in Newfoundland, especially A. J. (Bungy) Williams and shipmates of HM Ships Chanticleer, Welfare, Stormcloud and the Fifth MS Flotilla and should be pleased to correspond with any of his old pals. He would also like to know where he can obtain Volume One of 'The Chronology of the War at Sea' by J. Rothner and G. Hummelchen, which is out of print. He has a copy of Volume Two.

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Trusting in your help

MORE HELP is needed for the Royal Naval Benevolent Trust if it is to continue its good work at present levels. This is the inescapable conclusion reached by the RNBT in the face of increasing demands on its services, combined with an income decrease in real terms.

Although the figures for the financial year just ended have not yet been finalised, it is already clear that there will be worrying aspects.

Since 1973 the Retail Price Index has trebled, but Trust income has not. Eight years ago more than £300,000 flowed in — but last year it was down to £233,000 in 1973 terms.

Investments

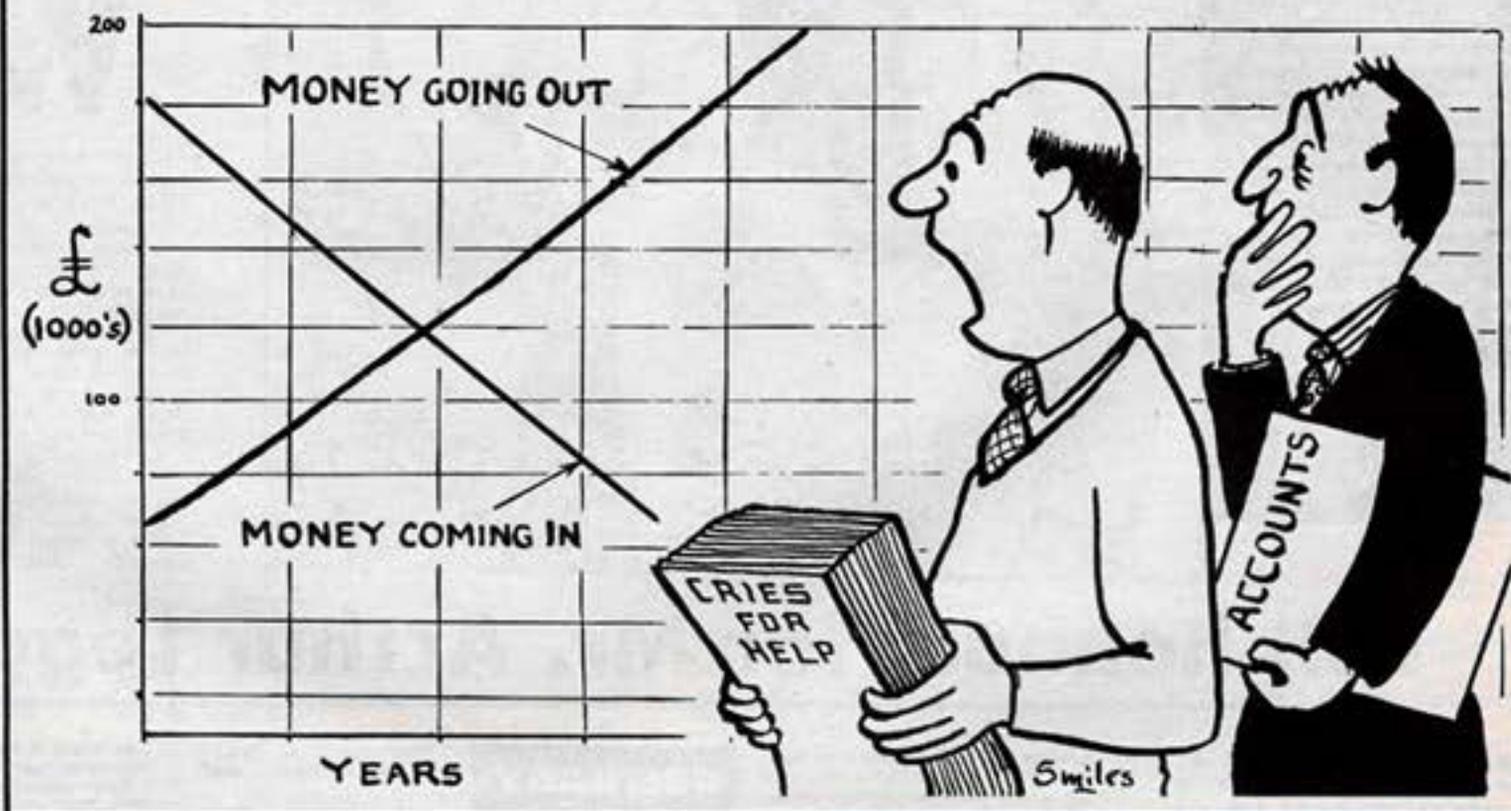
Spending eight years ago was £242,000; expenditure in the financial year which ended in 1981 was £217,000 converted into 1973 values. So, in 1973 the Trust had a surplus of £50,000 with which to buy investments, compared with £16,000 last year.

Without money to obtain investment income as a hedge against inflation, the RNBT must rely on increased income via legacies and donations. The Trust makes no appeal to the public, but hopes that it will benefit to a greater extent from good works within the Fleet.

In the last eight months, the Trust's Grants Committee allocated £151,208 in 2,118 instances. Growth of unemployment among ex-Navy personnel has increased the cash worries, and the severe winter weather in January did not help: the Trust paid out £26,000 to help with gas and electricity bills alone, the average grant being £56.40.

Changes in the Supplementary

RNBT FINANCES FORECAST



Benefits regulations in 1980 have meant that normally it is no longer possible for statutory help to be given to replace clothing on a "fair wear and tear" basis.

Other major categories of aid given by the Trust include rent,

mortgages, rates, removals, furnishings and funerals. In the latter case the sixpence per week insurance premium is no longer sufficient and the Trust made grants totalling £22,600 to meet burial expenses during the last eight months.

The case histories published below demonstrate the scope and variety of aid given by the Royal Naval Benevolent Trust. In some cases names and addresses have not been used to respect the beneficiaries' desire for privacy.

Family finds RNBT warmth

GRANTS by the RNBT have helped a widow and her diabetic daughter through what the mother describes as a nightmare winter.

WORDS OF COMFORT

A FORMER CPO telegraphist is being given back his voice — thanks to the RNBT. Invalided out of the Navy after contracting tuberculosis in 1948, he underwent surgery for cancer of the throat seven years ago.

The operation resulted in the loss of his ability to make any intelligible sound — something that caused him no great concern as his wife was able to act as his interpreter.

ISOLATED

However, his wife died last October and he found himself cut off from the world. Medical opinion was that he would benefit from the use of a speech vibrator, but they are not available under the National Health Service and the patient could not afford to buy one.

Finally, help was enlisted from the Trust who have just agreed a grant of £350 for the purchase of the vibrator.

Mrs Rose Longstaff and her 12-year-old daughter Nancy, of Spalding, Lincs., have been going through one of the most difficult periods of their lives, with more than their share of problems.

Mrs Longstaff's husband, who served in the Navy as a stoker mechanic, fell ill with the heart disease mitral stenosis. His condition deteriorated until, last June, he died after being an invalid for 18 months.

Three months before her father died it was found that Nancy had diabetes, on top of which she was admitted to hospital for heart surgery to correct a "murmur".

RESILIENCE

Her courage and resilience enabled her to return to school even before the stitches had been removed; she sang in the choir during the end of term concert and through her achievements became the first recipient of the local Happy Times Club medal.

However, a traumatic and harrowing winter was ahead for the bereaved family. Nancy needs continual warmth and a special diet which comprises four hot meals a day. She has to travel 11 miles to school and attend



Nancy Longstaff ... her courage won her a medal.

hospital every three months for a check-up.

Friends and neighbours have been kind, but a social worker decided that more help was needed and contacted the RNBT. So far grants totalling £381 have been awarded to the family whose gratitude was summed up in a letter from Mrs Longstaff:

"The past bad winter has made it necessary for me to keep up the use of coal, electric and paraffin heating to keep my daughter Nancy warm owing to her being diabetic and having heart trouble. I also have to keep up with her clothing as she quickly grows out of things. It's just one nightmare.

"The council are going to insulate my house, so with luck that will help Nancy considerably next winter. Nancy and I are most grateful for your help; we both thank you sincerely."

Machine eases diabetic's problem

WHEN Graham Truscott found that he was suffering from diabetes it came as a shock to him and his wife, Christine — but the RNBT was there to lessen the difficulties presented by his illness.

Graham, who left the Navy in 1976 after eight years service, was diagnosed

as a diabetic in November, 1980 at the age of 32. An added complication in his case is that irregularities in his blood-sugar levels are continuing and are difficult to monitor at home.

This means frequent visits to hospital which interrupted Graham's employment. The solution was to obtain a glucometer which could be

kept at the Truscott's home, so Christine contacted the RNBT to ask for help to buy the expensive machine. The Trust agreed to a grant of £70 and within three weeks of the application the glucometer was on its way.

The Truscotts, who have two young children — Nicholas (5) and Andrew (2) — wrote to Navy News expressing

their thanks to the Trust. "Our story," they said, "may be of interest to others who find themselves in a position similar to ours, in that the RNBT will help, however small the grant needed, if they feel the case is proved. The local Soldiers, Sailors and Airmen's Families Association were also very helpful to us."

Wheels in action for disabled

WHEELER-DEALING in the kindest possible sense enabled the RNBT to help an ex-sailor maintain his mobility as a polio victim.

The ex-AB contracted the disease almost 20 years ago. He is paralysed from the waist, has limited use of his arms and needs a respirator at night.

His wife, who has suffered from tuberculosis, is herself a borderline respiratory case and was told in December that she must no longer push her husband's wheelchair.

Following their approach to the RNBT, the Trust provided them with one of their invalid chairs which was no longer needed, modifications being made at minimum cost.

In the case of a former ERA, the Trust provided an outdoor electric wheelchair which completely changed his lifestyle.

The ex-Navy man, aged 59, had had his legs amputated and was suffering from poor eyesight. He was virtually housebound. The RNBT was contacted by social workers and the Trust transferred a chair to the man's home.

Worldwide

THE CARE of the RNBT reaches around the world, as shown by a recent case involving a woman suffering from rheumatoid arthritis in Sri Lanka. She was the 70-year-old widow of a Goanese rating who had served in the Second World War, so was helped with a £40 grant from the Trust.



Left — Mrs John Spotswood, a member of the GB team, tries to regain control of his breathing as he approaches a firing point on a rutted and icy corner.

Picture: PO(Phot) Peter Holdgate.

Left — Lieut. John Rye enters a firing point, ignoring the gash on his forehead sustained in a multiple collision of racers on a tight and very icy bend.

Picture: Capt. Alistair Patrick RM.

Below — Lieut. James Montefiore applies glider wax to the tips and heels of a pair of racing skis the night before a race. Assisting are RM team captain Lieut. Joe House and Marine Pli Asher.

Picture: PO(Phot) Peter Holdgate.



ROYAL ...

FOUR ROYAL MARINES are making an important contribution to the British team in the most physically demanding of all the Winter Olympic sports — the biathlon.

Their event combines the stamina-sapping skills of cross-country skiing with the physical and mental control required to shoot at and unfailingly hit small targets during the race.

The four are Corporals Steve Daglish and Mac McLeod and Marines Bernie Shrobbree and John Spotswood. Shrobbree was short-listed last month for the NATO Cup — the Navy's "sportsman of the year" trophy — and McLeod is the brother of international athlete Mike McLeod.

Biathlons range from a 10km sprint to a gruelling 20km race over steep forest tracks. Competitors have to shoot in both standing and lying positions at very small targets at a range of 50m.

Stamina

Missed shots add morale-draining penalties to the overall time, as equal emphasis is attached to both shooting and skiing disciplines.

Although biathlon is largely an individual sport, the four Royals spend an enormous amount of time training together during the summer, both on stamina and strength routines and on long hours of concentrated range shooting.

Britain's biathlon team was unable to compete in this year's world championships in Minsk, USSR, for political reasons, but have been gaining the highest level of experience in World Cup events elsewhere in Europe.

Marines excel in tough world of winter biathlon

The Marines members of the team did notably well in a series of international races in Italy, while the Corps biathlon team from which they had graduated enjoyed great success in the Services UK Land Forces championships.

Despite that success, the Royals failed to hold their form in the British National Nordic Biathlon Championships and lost the titles they won in 1981.

A mixture of bad luck and the wrong choice of ski wax cost them dearly, including the Inter-Service Trophy they had won representing the Royal Navy in 1981.

The men behind the Royal Marines success are team captain Lieut. Joe House and trainer Cpl Neil Bowman. As well as their four proteges in the nation senior team, they now have 18-year-old Mne Dave Waugh (42 Cdo) selected to train with the British junior squad.

There is an exciting possibility that Royal Marines might dominate the British team for the 1984 Winter Olympics. For the men concerned, however that possibility remains a secret dream. Before it comes true there are many hundreds of kilometres to be skied, many shots to be fired, and many selection races to be won.

... and they are not doing so badly in the downhill events either ...



MNE Martin MacRae (42 Cdo), winner of the Royal Navy giant slalom individual title.



Cpl Steve Daglish, a member of the Great Britain team, steadies himself to shoot after completing a 5km cross-country in 16 minutes.

Picture: PO(Phot) Peter Holdgate.

PERFORMANCE

MORE THAN 200 competitors travelled to Switzerland for the 1982 Royal Navy ski championships, held for the first time at Fiesch in the Swiss Alps. Perfect snow and good weather provided the scene for a competition dominated by the Royal Marines.

The majority of competitors travelled to Fiesch by coach, and

were soon out on the wide, gentle pistes getting back their skiing technique. Many found out that skiing without rocks, mud and grass underfoot can be exhilarating!

The resort went to considerable lengths to cordon off and prepare the race pistes, and the giant slalom courses were set by Killian and Hubert Volken who also gave some race training and technique instruction. Many competitors used the swimming pool at the Feriendorf Centre where they were

accommodated, and some took advantage of the squash courts and saunas to get into top form.

The Royal Marines demonstrated just how important preparation is by taking the first three places in the establishment race. 45 Commando B and A teams were first and second, with Commando Logistic Regiment third and RNEC Manadon fourth.

There was a different tale in the individual placings, however, with WEM Atkin (Collingwood) leading the field by

over two seconds.

Next day belonged to the ships' ladies and individual races. 826 Squadron, embarked in HMS Hermes, led the five ships' teams home despite Cdr. David Johnson showing his team from HMS Trafalgar the way with the only sub one minute run of the two days.

There were 35 entrants for the ladies event, with LWren Di Coombes maintaining her good form to win from First Officer Muriel Hocking. A special prize was awarded to Third Officer Under-

wood for undertaking the most scenic route down the course — albeit nine times slower than the winner.

The Inter-Command competition took place in less than perfect weather but on a good course. Six-man teams competed over two special slalom runs and a single giant slalom run, with four skiers to count.

It came as no real surprise when the skill and fitness of the Royal Marines

Continued



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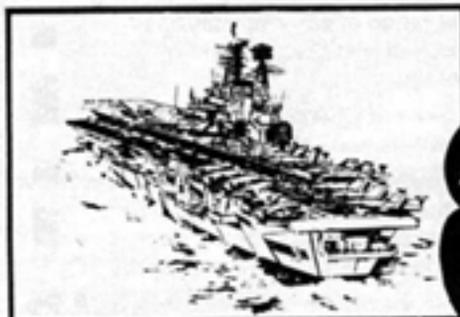
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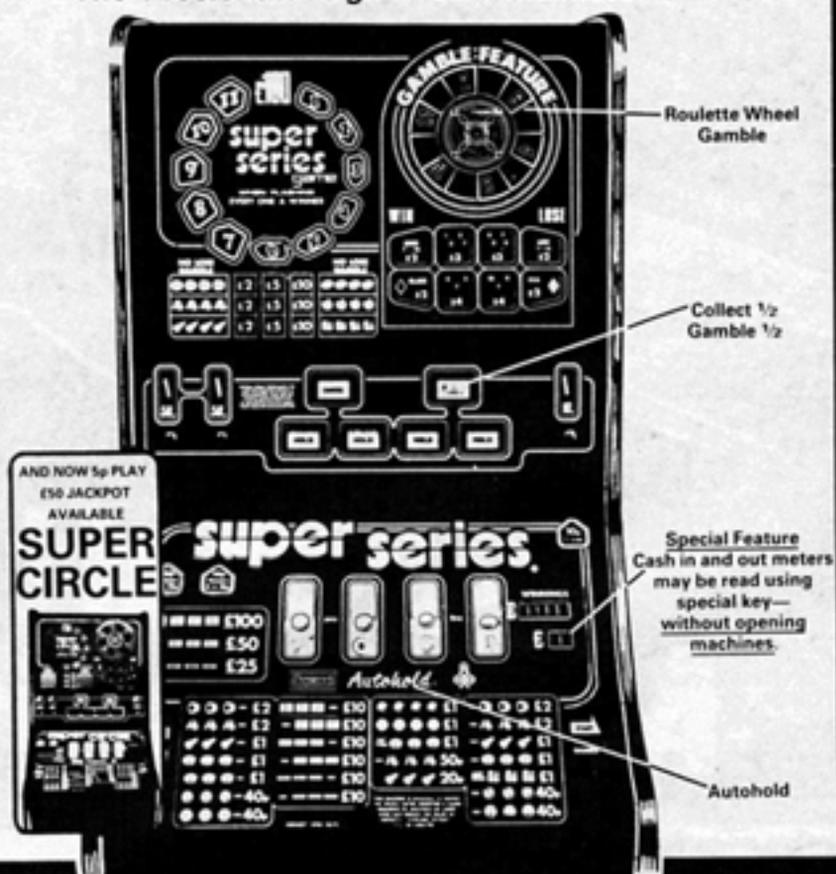
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Karen (18), single, blonde hair, blue eyes, Stoke-on-Trent, Staffs.
Julie (25), single, 5ft. 5in., brown hair, brown eyes, Potters Bar, Herts.
Eve (35), divorced, 5ft. 6in., fair hair, blue eyes, two daughters, Batley, W. Yorks.
Julie (17), single, brown hair, blue eyes, Cannock, Staffs.
Jackie (39), divorced, 5ft. 7in., brown hair, blue eyes, three children, Gloucester.
Carol (31), divorced, 5ft. 2in., brown hair, brown eyes, Exeter, Devon.
Caroline (23), single, 5ft. 2in., blonde hair, Bristol.
Lesley (19), single, 5ft. 7in., brown hair, blue eyes, Gillingham, Kent.
Denise (19), single, 5ft. 7in., brown hair, brown eyes, Twickenham, Middx.
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Patricia (16), 5ft. 5in., dark hair, brown eyes, Glasgow.
Susan (25), single, 5ft. 2in., auburn hair, hazel eyes, Chichester, Sussex.
Kay (17), single, 5ft., brown hair, hazel eyes, Ramham, Essex.
Linda (30), single, 5ft. 5in., brown hair, brown eyes, Gillingham, Kent.
Sue (34), divorced, 5ft. 4in., brown hair, green eyes, three children, Burton-on-Trent, Staffs.
Ellen (42), divorced, 5ft. 6in., brown hair, blue eyes, Southwick, Sunderland.
Anne (22), single, 5ft. 6in., brown hair, blue eyes, Chapetow, Gwent.
Michelle (16), 5ft. 2in., brown hair, blue eyes, Mt Druit, Sydney, Australia.
Diane (36), divorced, 5ft. 9in., brown hair, grey eyes, Gloucester.
Ailison (17), single, 5ft. 4in., brown hair, blue eyes, Harrow, Middx.
Mary (17), single, 5ft. 7in., brown hair, blue eyes, Nutley, New Jersey, USA.
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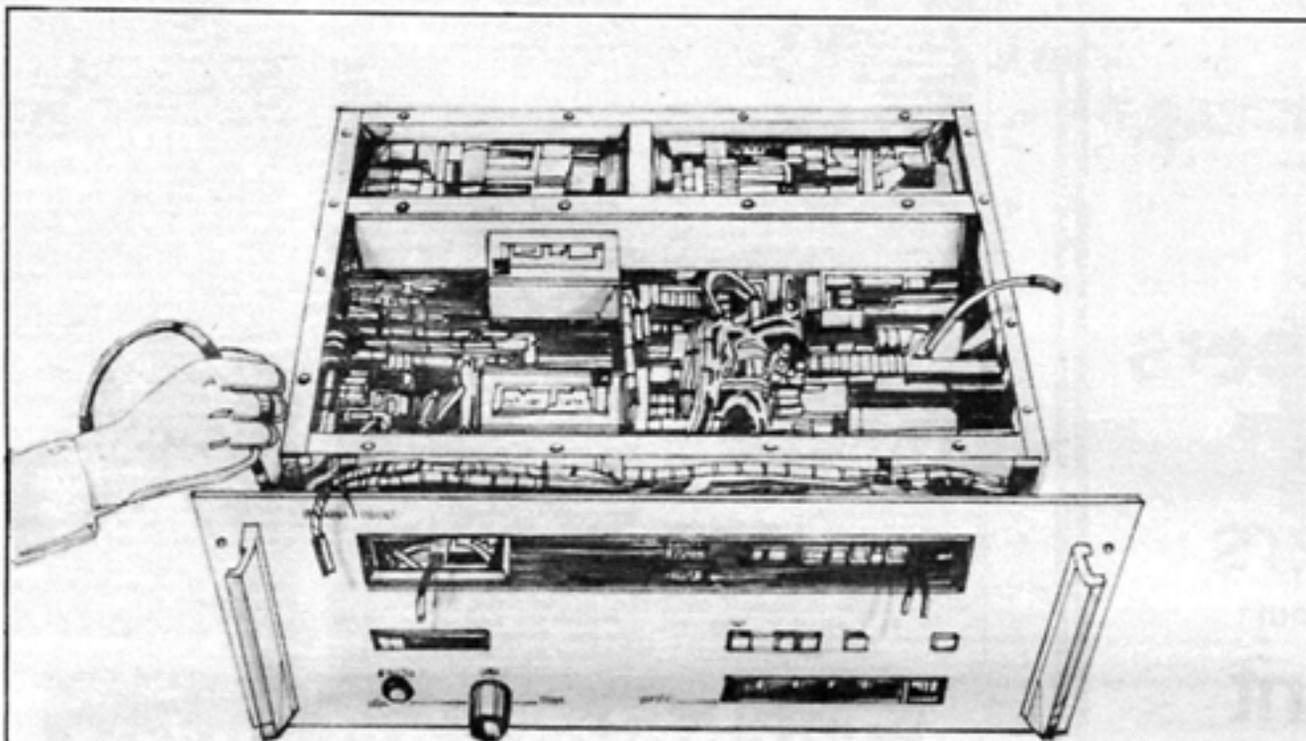
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SKIING

(Continued from Page 31)

paid off as Air and Plymouth Command were beaten into second and third places.

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Reserves and individuals race — 1, Sub-Lieut. Crosby (Brilliant), 1:04.43; 2, Lieut. Bibby RM (RM Pool); 3, Lieut. Baker (HQ Cdo Forces).

Command result — 1, Royal Marines; 2, Air; 3, Plymouth.

Ladies' race — 1, LWren Coombes (Warrior), 1:06.16; 2, First Officer Hocking (Delia); 3, Wren Paton (Culdrose); 4, LWren Bundred (Heptone); 5, SS Hughes (Hester); 6, Mrs. Koring (Osprey).

Establishment race — 1, 45 Cdo B, 3:22.44; 2, 45 Cdo; 3, Cdo Rgt A; 4, Manadon A; 5, HMS Collingwood; 6, RM Pool.

Establishment individual — 1, WEM Akin (Collingwood), 1:02.79; 2, Lieut. Buchanan (RM Pool); 3, MNE Frater (45 Cdo).

Cricket

UNDER-25 cricket trials take place at the United Services Ground, Portsmouth, from April 23 to 25, starting at 10.30. Any young cricketers who would like an opportunity to make their mark should contact Lieut.-Cdr. John Lucas at Fraser Gunnery Range on extension 6333.

Volleyball

A COMBINED HMS Drake-HMS Defiance team defeated RNEC Manadon 15-4, 15-12 to win the Plymouth Command volleyball championships at HMS Raleigh.

Naval Air Command wound up their National Volleyball League programme with a 3-2 defeat by Priory, the divisional champions, and a 3-0 win over a weakened Royal Marines team.



MRS Belinda Burne, wife of RN Ski Club chairman Capt. C. P. O. Burne, presents the Ships' Race trophy to Sub-Lieuts. John Wilkinson (centre) and John Toon of 826 Naval Air Squadron.



The victorious RN cresta team at St Moritz. They are (back) left to right, PO Bob West, A/PO Steve Scarlett and LWTR Ian Caldwell; (front), Lieut. Steve Trotter, Lieut. Andre Osborne and Lieut. Paul Terry.

Fixtures

APRIL

1 — Modern Pentathlon: Regional triathlon (Sherbourne).

1-2 — Basketball: Inter-Services (RAF West Drayton).

3-4 — Cycling: Inter-Services 25 mile MGTT and hilly TT (Coatford); Badminton: RN v Wiltshire; Golf: RN v Dorset (Isle of Purbeck); Volleyball: Wickstead Services

tournament (Lalcester).

4 — Badminton: RN v Wiltshire (HMS Sultan).

5-8 — Modern Pentathlon: REME/Army tetraathlon (Aborfield).

9-12 — Hockey: Weymouth Festival.

21 — Equestrian: Tidworth Military Horse Trials.

23-24 — Modern Pentathlon: National triathlon (Crystal Palace).

24 — Athletics: RN v Woodford v Oxford Universities (Woodford); Rifle: RN v Regular Army (Bisley).

24-25 — Sailing: Illingworth Cup (Portsmouth).

28 — Athletics: RN and Inter-Services marathons (RAF Swindon).

30-3 May — Mountaineering: JS Pembrokeshire meet.

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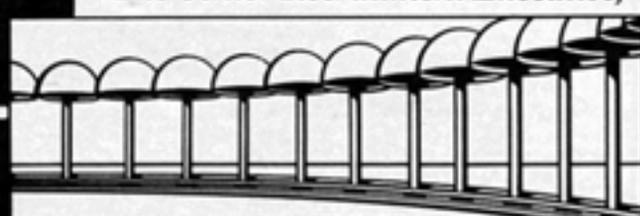
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LOCKHEED. BUILDING A BETTER TOMORROW.

Army dash in at the death

Rugby

CONTINUING their somewhat uneven progress to the defence of the Inter-Service title, the Royal Navy were defeated twice in the last week of February, writes Mike Vernon.

I did not see the 12-6 upset at Weston-super-Mare, but the loss of the Civil Service game by 13 points to seven was particularly disappointing after the Navy had established a 7-0 half-time lead through a try from Bob Penfold and a Gerry Price penalty goal.

Injuries forced changes and a re-arranged back division the following week at Leicester, but the side compensated with a much more committed effort against the powerful John Player Cup holders.

Leicester held an 11-3 lead at the interval, but the second half belonged mainly to the Navy. Chris Alcock put Geoff Fabian in to score the try of the match, then Gerry Price slotted home the long conversion and shortly afterwards dropped an unlikely goal to put the Navy briefly in front at 12-11.

Aias, in their over-eagerness to capitalise, the Navy twice transgressed fatally and Leicester held out to win 17-12.

TWICKENHAM

So to Twickenham with the following team to oppose the Army: Fabian, Newson, Alcock, Blackett, Creighton, Price, Youldon, Davies, Joy, Hirst, Folland, Lane, Thompson, Connolly (captain) and Sheldon, with first caps for Chris Alcock, John Hirst and Mark Sheldon. For once there was some reasonable weather to encourage Stewart Wrightson, the sponsors, and the car park stalwarts, entertained for the third year running by the Portsmouth Volunteer Band.

An absorbing first half, in which the Navy's plentiful loose possession was negated by fierce tackling by the Army's back row and midfield, saw the Army narrowly in the lead from a long-range penalty goal.

The Army increased their lead to 7-0 early in the second-half when their fly-half broke in midfield and sucked in the



Trevor Newson bursts through in midfield at Twickenham as his Army opposite number Bassom (no. 11) sets off in pursuit. Laurie Prideaux (referee) watches with interest as (left to right) Chris Folland and Mark Sheldon move to support and Titterington and Williams to the line.

defence before throwing a long pass to the speedy Bassom on the left wing, who broke Fabian's tackle and outpaced the covering Creighton to the corner for a spectacular try.

The Navy came back smartly; Rob Thompson crossed in the corner only to be recalled for a Navy put-in at a set scrum, from which Fabian, coming into the line from full back, sent Alcock over for an equally fine try. With 15 minutes left Price levelled the scores with a dropped goal from a five-metre scrum to set up a grandstand finish, but five minutes later missed an easy penalty which would have put the Navy ahead.

With time running out, a draw looked the fairest result, but it was not to be. The Navy set up yet another back move but the final pass was too wild for Newson to hold. It bounced off his upstretched arms straight into Bassom's hands and there was the Army wing on a 60 yard dash to the line.

SPORTING GAME

Seconds later, Laurie Prideaux blew his whistle for the last time and the Army had won, against the run of play but most courageously, by 11 points to seven.

The Navy pack will seldom play better without winning but it has

Cross-country

FOUR SECONDS was the cruelly small margin by which the RAF beat the RN Women's team in the Women's Inter-Service cross-country championship at Blackdown on February 26.

Both teams finished level on 18 points, but a count-back revealed that the RAF's last runner to count had finished seventh overall, four seconds ahead of LWren Hilary Astley-Jones (CTCRM) in eighth. And Hilary was closing that gap fast.

Navy runners, in fact, filled six of the first ten places through Wren Sue Hutton (Collingwood), second overall; POWren Sheila Hawkswood (BMH Iserlohn), 3rd; CWPT Nuala Atkey (Nelson), 5th; LWren Astley-Jones, 8th; Wren Viv Jenkins (Nelson), 9th; and Wren Mandy Warland (Heron), 10th.

WRENS SO CLOSE TO VICTORY

In brief

Hockey

HMS Sultan/HMS Centurion beat HMS Excellent 5-1 in the final of the Portsmouth Area hockey league competition.

Tennis

THE Inter-Service B tennis match held indoors at RAF Halton on March 20-21 was won by the RN Women, represented by Second Officer J. Nunn, Third Officer J. Bell, Wren E. Bates and Wren J. Bone.

Triathlon

LPT MICK FLAHERTY led the Royal Navy men's team to victory in the South West triathlon championships at Sherborne, Dorset, on March 7. Flaherty (Heron), was second in the individual placings.

Others to score for the Navy were LPT D. Negus (Seahawk), who finished third, LPT Danny Boon (Ariadne), 5th, and PO R. Ankin (Collingwood), 6th.

The RN women's team of Wren M. Warland (Heron), 2nd; Wren C. Rowing (Dryad), 5th; and Wren Jells, 8th; were placed second in their team competition.

All seven qualified for the national triathlon championships at Crystal Palace on April 24 and 25.

Marathon

BEST-PLACED naval entrant in the Winchester marathon run on March 3 was Sgt. Jimmy Green (RM Eastney) who finished in 2 hrs. 53 min. CPOWPT Nuala Atkey (Nelson) was seventh in the women's race in 3:41 after passing the 20-mile mark in second place.

Other times recorded by naval entrants were — WTR Heath (Centurion) 2:54; CPOWTR John Duckworth (Nelson) 2:54; CPO George Moerale (Vernon) 3:02; AB Speedy Powell (Dolphin) 3:10; and MNE Jock Ferguson (RM Eastney) 3:15. Lieut.-Cdr. Brian Davis (Collingwood) was fourth in 1 hr. 10 min. 52 sec. in the half marathon run concurrently.

Judo

HMS Dolphin B team beat Dolphin A 3-1 in the final of the Portsmouth Command judo championships team event. WEAA John Neilson (Collingwood), 1st dan, won the open competition with POTS Steve Hussey (Dolphin) the runner up.

Canoeing

Rise and fall of fortune

THE FORTUNES of the Royal Navy rose and fell with the level of water on the magnificent racing stretch of the River Nith in Dumfriesshire at the 1982 Inter-Service wild water championships.

Saturday's high and very rough levels helped the RN A team of Lieut.-Cdr. Clive Waghorn (AUWE), Lieut. Graham Rowell (Heron) and WEAL David Faulkner (Sirius) to race into first place in the team kayak event.

And the Canadian canoe team of Sub-Lieut. Steve England (RNEC), WEAL Peter Morris (Collingwood) and Mid. Gavin Short (BRNC/Nottingham University), and LCpl Colin Appleby (RM Plymouth) and WEM(O) Chris Allsworth (Sceptre) gained a highly creditable second place to the strong Army team.

LOWER

But levels were lower on the Sunday and Waghorn and Rowell blew their chances of a placing, leaving Faulkner to gain a good fifth. Other scoring members of the team were Lieut. Malcolm Roberts (late of HMS Yarmouth), Peter Morris and LAEM Smudge Smith (Daedalus).

Steve England did well in the Canadian singles and doubles events with two seconds, but nothing could prevent a well-earned RAF victory with the Navy clear in second.

Badminton

RAF so strong

THE Inter-Service badminton tournament was held at RAF Brize Norton on March 1-3 and once again both men's and women's competitions were dominated by the host service.

Both WRAF and WRAC overwhelmed the WRNS, but with five new faces in the team, the naval side can only improve.

DOUBLES

The Navy men's team lost 2-11 to the RAF, their only successes coming in the doubles from LPT Peter Smale (Dolphin) and MNE Paul Gibson (Cdo Log Rgt.), and NSW Bob Dixon (Nelson) and WEAL Richard Wiseman (Illustrious).

The Army fought back to level their match against the Navy at 6-6 after AEAL Ted Hill (Daedalus) and Sub-Lieut. Wan (Collingwood) had won both their singles. But Lieut. Rod Palmer (RAE Bedford) and Lieut. Geoff Rowlands (Osprey) won the final game to clinch a 7-6 victory for the Navy.

LADS BEATEN ON POINTS

Soccer

DEFEAT by the Army and a goalless draw against the Royal Air Force cost the Royal Navy any chance of a share in the Constant-nople Cup, but the Navy Youth team failed only on goal average to retain their Inter-Service championship, writes Jack Sheppard.

The Youth side drew 2-2 with the Army and beat the RAF 1-0, but the Army clinched the championship by knocking three goals past the airmen.

Seven of the Navy youngsters were called into the Combined Services squad that lost 2-0 to the English Schools FA and was meeting the FA Colts at Uxbridge on March 31.

The seven were WEM(O) M. Duffield (Collingwood), WEM(O) D. Dodman (Illustrious), MNE R. Wilson (Intrepid), MEM(L) Smy (Sultan), MEA J. P. Weston (Caledonia), WEM(R) H. McFall (Collingwood) and SEA(M) A. Taylor (Excellent).

As the Navy Youth side was preparing for crucial games against Cornwall on March 27 and Gloucester on April 1, they were in with a good chance of qualifying for the final of the South West Counties championship. Earlier they had defeated Devon 1-1 and drawn 2-2 with Hampshire.

On April 2 the Youth team departs for Dallas to defend the international youth

tournament trophy they captured a year ago.

After beating Hampshire 2-1 at Victory Stadium on March 3 in the South West Counties competition (goals by John O'Connell of RM Deal and Ian Rees of Raleigh), the Navy senior side should have faced the Army at Aldershot with confidence. But they gave a withdrawn performance in a poor contest hampered by a rain-soaked pitch and high winds, and lost 1-2.

The Army scored in the tenth and 70th minutes, but the best goal of the game came late on as Kevin Maddock (Vernon) latched on to a pass from John O'Connell, rode two challenges, and fired in an unstoppable shot.

Inter-Service soccer's swansong in Victory Stadium took place on March 17 when the Navy entertained the RAF, needing a good win to keep alive their championship hopes.

After a dull first half the Navy just about won the second half on points, but could not put the ball in the back of the RAF net.

CPO Paul Wellings (Excellent) was later presented with the players' Player of the Year award by Major John Dawson RM, vice-chairman of the RNFA.

to be admitted that their backs and back row were somewhat devoid of attacking ideas, and the Army took such scoring chances as came their way in a most exciting, sporting and enjoyable game which was a splendid advertisement for Services rugby.

For the game against the RAF on March 27, Peter Tomlin, restored to fitness, was re-introduced at full back for Fabian, Gerry Price moved to centre instead of Blackett, and Colin Youldon to fly half, and John Burden came in at scrum half for his first cap. The Windsor Life Trophy will be at stake for the first time.

One rung down the scale US Portsmouth, having to split their forces as usual to accommodate their Saturday away fixture with Wasps, narrowly scraped home on March 21, 13-11 against Basingstoke in the final of the Hampshire Cup. While their 1st XV were away at Sudbury, the US Club and HMS Nelson Wardroom made an outstanding success of hosting the England Colts v France Youth match on behalf of the RFU. French flair won the day 13-3 in a hard-fought, entertaining and well attended game.

Stop press: HMS Hermes beat HMS Intrepid 22-6 in the final of the Maxi-Ships competition.

RECORD NUMBER OF TITLES TUMBLE TO NAVY BOXERS

THE ROYAL NAVY stamped its mark indelibly on the Combined Services individual boxing championships in the Army's excellent boxing centre at Aldershot on March 4.

At senior level the Navy matched their 1981 record of nine titles, and added a record eight Under-19 championships for good measure.

So with 17 of the 21 titles going to the Senior Service, it was just as well a naval Master of Ceremonies, FCPT Jimmy Dick, was in the ring to announce the winners.

The Navy's stranglehold on Services boxing could hardly be more

complete, yet coach CPO Tony Oxley had reckoned earlier that five senior titles would have constituted a good night's work for his squad.

In the event, he was presented with two titles on a plate when RAF featherweight Tim Jones and super-heavyweight Ellis did not appear at the weigh-in. RO Craig Haldane and MNE Keith Ferdinand benefitted accordingly and AB Nick Croombes also got a walk-over in the light-middleweight division.

Although AB Wayne Green and SEA Brian Schumacher both won inside the distance, neither of the England representatives were particularly pleased with their form. For the large Navy

following the best moments of the night came from four unsung heroes.

SEA Paul Evans gave a will-o'-the-wisp performance that totally confused LCpl Norman Shanley, and hit the Army champion so often that the referee had no option but to stop the fight at the end of the second round.

There was a much sterner test for AB Stuart Gill at featherweight, where he met the RAF's hard-hitting Wayne Pritchard. But Gill boxed brilliantly, never let Pritchard settle, and won by a street.

When RO Mervyn Lescott climbed into the ring against RAF welterweight champion Gordon Bucknell he had a score to settle.

In the RN v. RAF match at HMS Nelson on February 4 Bucknell demolished Lescott inside 75 seconds.

This time Lescott got a majority decision after three tremendously exciting, physical and bloody rounds. The contest was a tribute to the bravery of both men and a credit to Services boxing.

Heavyweight MEM Ned Rawlins won his first senior bout for the Navy with an impressive points win over the Army's experienced and rugged Paul Davies. A non-stop effort by Davies in the third round swayed one judge in his favour, but Rawlins was all the more impressive for coping competently with the pressure.

The only non-Navy contested finals, at light and light-heavyweight, were won by Carl Crook and Dennis Bailey, both of the Army. Light-heavy loser Paul McNamee (RAF) earned his place in the final with a majority points win over LS Dennis Ricketts.

CPO Alan Dolman's Under-19 contested all ten junior divisions and came away with a record eight titles, five on walkovers. The inability of the Army and RAF to match the Navy youngsters was a major disappointment.

COMBINED SERVICES OPEN INDIVIDUAL CHAMPIONS, 1982

- Fly — RO Craig Haldane (Mercury), walkover.
- Bantam — SEA Paul Evans (Argonaut) bt LCpl Norman Shanley (Army), rsc 2.
- Feather — AB Stuart Gill (Diomedes) bt SAC Wayne Pritchard (RAF), pts u.
- Light — PTE Carl Crook (Army) bt SAC Steve Snagg (RAF), pts m.
- Light-welter — AB Wayne Green (Intrepid) bt LCpl Peter Kearney (Army), rsc 2.
- Welter — RO Mervyn Lescott (Oriskany) bt Cpl Gordon Bucknell (RAF), pts m.
- Light-middle — AB Nick Croombes (Vernon), walkover.
- Middle — SEA Brian Schumacher (Vernon) bt SAC Granville Hutchinson (RAF), rsc 3.
- Light-heavy — GOSM Dennis Bailey (Army) bt SAC Paul McNamee (RAF), pts m.
- Heavy — MEM Ned Rawlins (Euryalus) bt Cpl Paul Davies (Army), pts m.
- Super-heavy — MNE Keith Ferdinand (42 Cdo), walkover.

UNDER-19 CHAMPIONS

- Fly — SEA Tony Martin (Excellent), walkover.
- Bantam — MNE John Baxter (42 Cdo), walkover.
- Feather — MNE John Hellehan (42 Cdo) bt Tony Sheehan (Army), pts u.
- Light — G. Monkman (Army) by MNE Dave Robb (40 Cdo), pts u.
- Light-welter — MEM Brian Kearney (Nelson) bt Fret (Army), rsc 1.
- Welter — JWEM Jim Mandley (Collingwood), walkover.
- Light-middle — SA Andy Chambers (Vernon) bt F. Turner (Army), pts u.
- Middle — R. Morley (RAF) bt MNE John Lee (3 Cdo Bde), pts u.
- Light-heavy — SEA Steve Heryet (Arbit), walkover.
- Heavy — MEM Norman Linton (Nelson), walkover.

A MATCH between Portsmouth Command/Royal Marines and Medway Select in HMS Pembroke on March 15 raised £600 for the King George Fund for Sailors. LPT Pony Moore (Nelson) and LMA Phil King (RM) put six Portsmouth and four RM lads on the bill and won the match 5-3.

SPORT

All-round sportsman!



LAEM Neil McPhee (pictured above) established a remarkable personal record when he went on as a substitute during the second half of the Navy's soccer match against the Army at Aldershot last month — it was the third sport in which he has represented the Navy at senior Inter-Service level. An accomplished pole-vaulter, he has represented the Navy as an athlete, and as a key member of the basketball squad. Just one thing bothers Neil, who is serving with the Naval Air Support Unit at RN air station Yeovilton... he has yet to be in a Navy side which has won an Inter-Service tournament at senior level.

Picture: CPO(Phot) Lee Warr.

Saved by the bell

IF BRIAN SCHUMACHER retains his ABA middleweight crown this year he might consider buying a pint for the timekeeper who officiated at his England quarter-final bout against Joe Gardner of Bath at Tidworth Garrison Theatre on March 19.

For with Schumacher dumped unceremoniously in a corner and in real danger of being stopped, the timekeeper kept his eyes on the clock and brought the round to an end.

Back in his corner, the HMS Vernon-based seaman was rapidly resuscitated by coaches Tony Oxley and Alan Dolman, and sent out with a hastily revised battle plan that could hardly have worked better.

Schumacher got his left jab working smoothly, then stopped Gardner with a left-right combination after 2 minutes 51 seconds of the second round.

That was just one of several decidedly awkward moments for the nine Royal Navy boxers appearing for Combined Services against Western Counties to decide who goes forward to the England semi-finals at Gloucester on April 7.

AB Wayne Green, AB Nick Croombes and MNE Keith Ferdinand will join Schumacher at Gloucester, but only Ferdinand — the youngest, biggest and least experienced — earned his ticket with any degree of comfort.

He knocked out Western Counties champion Delroy Bryan with a stunning combination late

Boxing

in the first round of their super heavyweight contest.

Green had to be content with a points win over Roy Hutchinson, despite putting the Gloucester lad down for four compulsory counts of eight. But Army referee White inexplicably let the contest go on after the fourth count and Hutchinson remained a potential danger until the final bell.

He came out at the start with one instruction: knock Green out before he knocks you out! The result was three wild rounds with both men swinging "haymakers" as though they were going out of fashion.

End result was a much-needed work-out for Green and a sore head for the very brave Hutchinson.

AB Nick Croombes got involved in a dreadful light-middleweight brawl with Rob

Thomas of Gloucester and in the end won by the narrowest of split decisions. Best news for Croombes is that ABA champion Errol Christie failed to make the weight in his regional quarter-final and will therefore not be in the draw at Gloucester.

Of the Navy's losers, SEA Paul Evans was the unluckiest. He had the beating of big-hitting Bobby Jones, but was caught by one savage left cross that put him on the seat of his pants and probably influenced the judging. Nevertheless, Evans looked to have won two out of three rounds.

RO Craig Haldane was beaten on points, AB Stuart Gill was stopped in one round by Peter Hanlon, and RO Mervyn Lescott in 59 seconds by John Melfa, and MEM Ned Rawlins was disqualified for holding in the third round of the heavyweight contest.

Army colours were carried successfully into the next round by Carl Crook at lightweight and Dennis Bailey at light-heavyweight.

FLATTERING TO DECEIVE

IN THEIR FINAL run up to the Inter-Service tournament the three Navy hockey sides looked set for a firm challenge to their respective titles — but in the end finished in their lowest position for years, writes Brian Lupton.

The seniors failed to wrest the Wilkinson Sword trophy from the Army, going down 2-1. The next day they drew with the RAF 2-2, but since each game must have a winner there was a penalty stroke competition which the RAF won 5-3. The RAF went on to beat the Army to leave the Navy in third place again.

When the Royal Navy U-21s won their first game 5-0 — goals coming from a penalty stroke from squad captain AEM Jeff Lucas (Heron), two from WEA3 Davey Morton (Collingwood), MEA/App Tim Lee (Caledonia) and MEM Cleve Faulkner (Glamorgan) — it looked as if they would retain their title for the fifth successive year.

However, when they played the Army (who had only scored one against the

RAF) they conceded two early goals from penalty corners. Despite dominating the remaining 60 minutes and forcing 18 penalty corners to the Army's four, they failed to break down the young soldiers' resistance, and went down 2-0.

Even the WRNS could not achieve a win. They drew both their games 1-1 (Wren Trudi Allitt scored against the WRAF and Third Officer Janet Bell against the WRAC) but when the WRAF beat the WRAC 1-0 the WRNS were edged into second place.

ONLY WIN

The only win achieved outdoors in Inter-Service competition this season over the Army was by the Combined BRNC/RNEC team in the Inter-Collegiate game against RMA Sandhurst, with goals from Sub-Lieut. Alyn Lamb (2) and Mid. Stuart Alexander in their 3-2 win.

The seniors ended their build-up games with a 1-0 win over Brooklands with a goal by Lieut. Andy Gregory (Osprey). The previous day they crashed 7-0 to Bowden. Previously, Lieut. Robin Martin (40 Cdo) had scored the Navy's goal in the

Hockey

2-1 defeat by the Western Counties. With Martin going on to score all the goals in the Inter-Services, it is a remarkable fact that he scored all but two of the Navy's goals since his return from overseas service in the New Year.

MIDLANDS TOUR

Prior to their traditional Midlands tour the juniors had a pleasing 2-2 draw with Sussex U-21s with goals from Lee and AEM Iain Robert (Heron). With a more positive style to their play the juniors began to score goals on tour. First they drew 3-3 with Notts U-21 with a penalty stroke by AEA/App Gary Anderson (Daedalus), WEM Steve Pennicott (Walrus) and Lee. They then lost 3-0 to Leicestershire U-21s but bounced back to beat John Player HC 4-0. This time the penalty stroke was scored by WEA/App Nigel Buckley (Collingwood) and other

goals came from Sub-Lieut. Ian Bisson (RNEC) and Lee (2). In the final round game they beat a combined Northants-Leics U-19 team 3-1 with goals from Lucas (penalty stroke), Pennicott and AEA/App David Jessop (Daedalus).

The only traditional Inter-Command game played as a friendly is between Plymouth and the Royal Marines. This year the game ended in a 2-2 draw and goals came from Capt. Simon Hollington (Warminster) and WO1 Jim Taylor (HQ Cdo Forces) for the RM and POMEM Casey Fernandez (Raleigh) and Sub-Lieut. Alyn Lamb (RNEC) for Plymouth.

MIDI-SHIPS

In the Midi-Ships Cup, HMS Southampton, led by former GB player Lieut.-Cdr. Bruce Trentham, beat HMS Minerva 4-3 and now play Diomedes in the semi-final. The other semi-final will be between HMS Splendid and the winner of the Achilles / Sceptre quarter final.

In the Maxi-Ships Cup, Hermes beat Glamorgan 4-3 and now await the result of the Invincible/Bristol semi-final in the final.

Portsmouth's cup — and Herald's pint

PORTSMOUTH won the Holt Cup Inter-Command high performance dinghy championships at Portsmouth last month. Originally presented to the Navy for competition in whalers, the Holt Cup was this year for the first time contested by Laser 2s.

Plymouth virtually assured themselves a place in the final with three clear wins on the first day to two each from the Royal Marines, Portsmouth and Fleet.

They consolidated that lead the next day by beating Medway, while the Royals won a close and

Sailing

exciting race against Fleet. In the crucial race of the morning, Portsmouth beat Plymouth and had only to beat Air to reach the final.

This was duly achieved, so Portsmouth and Plymouth, with four wins apiece, contested the final.

Portsmouth won the first race by 8½ points to 12, Plymouth the second by nine points to 11½. That gave Portsmouth an advantage by half a point and despite a flurry of red protest flags, Portsmouth emerged winners by this narrowest of margins.

HERALD'S ROUND

● HMS Herald's sailing team won the Triumph Pint from Mombasa Yacht Club in Kilindini Harbour in February. Although contested many times before, the Navy has won only twice before — through HMS Caprice in 1966 and a three-ship team in 1978.

Since the Gulf Patrol began in late 1980 there have been seven unsuccessful naval challenges for the Triumph Pint.

HMS Herald, the smallest of the challengers, managed to score maximum points against a strong club team. Representing the Herald were Lieut. Sam Eddings (capt.), Lieut.-Cdr. Matt French and Sub-Lieuts. Jeff Faulkner and David Shipton. The host club lent the ship four Coot dinghies for the match.

PLAN FOR THREE-YEAR SEA DRAFTS

Way Ahead:
Manpower

Way Ahead:
In brief

ALL existing branches of the Navy will continue under the "Way Ahead" plans, although scaled down to match reduced requirements.

Work continues on identifying the most suitable mix of skills and experience to man the future Fleet, including studies on the detailed composition of the officer corps, and an examination of ratings and WRNS structures.

Changes being considered include combining some Seaman Operator and WE Mechanic duties.

Introduction of an open engagement, with periodic bounties, initially for new rating recruits, is also being considered.

Consecutive

Wide-ranging changes planned for naval manning, training and drafting include longer sea drafts (up to three years) and, for many people, more time spent in ships.

In the surface flotillas this will involve, for some, consecutive sea drafts. There will be increased type drafting to ships and more streaming and training to equipments.

"Coupled with more emphasis on individual drafting preferences for particular geographic areas (whether in shore or sea drafts), this should provide greater stability and a more predictable future for both ratings and their families," said the First Sea Lord (Admiral Sir Henry Leach) in a message to the Fleet.

"It is also the aim to provide longer sea appointments and a degree of 'typing' and streaming for officers."

It is aimed to match training more closely to the role required of the individual. At sea the plan is to move away from trickle drafting and towards batch drafting for able rates and below of all branches, with up to 50 per cent of these ratings joining ships together at approximately 18-month intervals.

Improvements to on-board training equipment are planned.

"Overall," says the First Sea Lord, "the longer sea drafts, type

drafting, the move towards batch drafting for junior rates and improved on-board training will enable the Fleet to absorb the extra training load more easily."

Measures being considered on the conditions-of-service front include: An improved house purchase scheme; steps to ease home moves, including the sale, purchase and letting of a house; revised allowances; leave arrangements to recognise the longer periods served in ships; improvements to the facilities in naval bases; and provision to catch up on the considerable backlog of maintenance and building work in shore establishments — although outcome of this work, which has wider implications, cannot be predicted.



Odin's
off . . .

PORTSMOUTH bids farewell to the patrol submarine HMS Odin, bound for a two-year refit in Rosyth Dockyard. Wrens and ratings at HMS Dolphin gave the Odin a Viking send-off from a specially converted whaler, and "Viking" wench LWren Jane McWilliams draped a garland around the neck of the commanding officer, Lieut.-Cdr. Ian Hewitt.

Picture: Wren(Phot) F. K. Southway.

Hover unit to close

THE CLOSURE of the RN Hovercraft Trials Unit at Lee-on-Solent by the end of this year marks the end of hovercraft evaluation in the Service — certainly for the immediate future.

Trials work in various roles has continued for many years and some craft have been used operationally — for instance for illegal immigrant patrols in Hong Kong.

Most of the Navy's present hovercraft will be disposed of, but the future of BH7 is yet to be decided.

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The present Standby Squadron at Chatham will be disposed of and will be replaced by 1984 by one at Portsmouth, which will include RFAs.

In addition, an assault ship will from time to time be in a state of "preservation by operation" at Portsmouth while awaiting recommissioning or refit.

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All present Fleet Air Arm establishments are being retained but the number of aircraft types will be reduced.

Older helicopters such as the Wasp, Wessex 3 and Wessex 5 will be phased out over the next few years as Sea King and Lynx numbers increase.

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Final size of the surveying flotilla depends on negotiations over civil hydrography requirements. A new coastal survey vessel for the civil task is likely to be ordered soon.

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The operational roles and task of the Royal Marines will remain essentially unchanged, but detachments are to be withdrawn from frigates and destroyers because of the need for billets for RN training.

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WRNS numbers will be reduced and there will possibly be some revision of sub-branches.

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In Medical Services, there will be reductions of some 120 officers and nearly 200 ratings by 1984, including the Dental Branch, QARNNS and Medical Service officers, with the possibility of further reductions in the longer term.

Medical training will be concentrated in Haslar, which will be further developed as the Navy's teaching hospital. Hospital services will be retained at Stonehouse until at least 1983, the future there depending on negotiations with the NHS.

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The Flag List will be reduced in line with overall manpower reductions. There will be no radical reduction of the command structure, but some flag posts will lapse.

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Some of the new names from the programme of ships currently ordered or under construction: Beaver and Brave (Type 22s); and Tireless (nuclear Fleet submarine).

Pompey types at home and away

ROYAL NAVY ships will have listed home and dockyard ports. It means that, while Devonport and Rosyth home-ported ships have refits/DEDs in their own dockyard, Portsmouth ships and submarines will be allocated "dockyard" ports where they normally refit.

Ships and submarines will be based in typed squadrons in their home ports. Main changes from present arrangements will be that eventually all Type 42s will go to Portsmouth and all Leanders (except Juno, Achilles and Diomedes) and the Survey Flotilla will go to Devonport.

Arrangements for the Type 21s are still being considered, but home ports will be announced by late summer and dockyard ports in the autumn. There will be no change from Devonport before late 1983.

'Garage' refits

With reduction of Portsmouth to a naval base, special manning arrangements will be made during the refits of Portsmouth ships in Devonport or Rosyth.

For Type 42s there will be "garage" streamed refits similar to those recently undertaken in Gibraltar.

This may not be possible for other classes, so other methods of manning are being examined with the aim of minimising turbulence or separation due to ships refitting out of their home ports.

The general plan is to type classes to

Way Ahead:
Ports and refits

home ports, and to group classes by weapon system (for example, towed array and Sea Wolf to Devonport; Sea Dart to Portsmouth).

During the next three years a new Fleet operating pattern will be introduced, taking account of revised upkeep cycles, new training and drafting patterns and allowances for leave and home port time.

For destroyers and frigates the pattern will be based on a three-year cycle with initial training period every 18 months.

These ITPs, up to six weeks long, will be programmed to match the arrival of the drafting "batches" who will then undergo training in whole ship and branch subjects, with the ship initially in harbour clear of planned maintenance periods, and then at sea for a "shakedown."

After that, the ship will carry out operational sea training before proceeding for normal fleet duties.

Similar cycles are being considered for other types of ship.

For carriers, gas turbine destroyers and frigates, patrol ships, survey ships and the Hunt class there will be only one refit (for restorative purposes) during a shortened ship's life. There will continue to be DEDs between refits.

Team on tour

DURING April a team is touring ships and establishments talking about the outcome of the "Way Ahead" studies and answering questions.

The team, comprising a captain, two commanders — WE and S — a CPO writer and a leading seaman, is addressing officers and in some instances senior rates.



WE HAVE LIFT-OFF . . .

A CHEVALINE Polaris missile erupts from HMS Renown 30 miles off Cape Canaveral, Florida, during the successful series of approval firings carried out during January and February. Four missiles, all prepared by the RN Armament Depot at Coulport, were launched from the nuclear-powered Polaris submarine.

Each of the modified A3T

Polaris missiles with their British "Improved Front End" was tracked from the Canaveral area, Grand Turk Island, Puerto Rico and Antigua in a complicated exercise involving radar tracking ships and up to three aircraft spotting in the impact area.

● Trident story, Page 8; Sub Harpoon feature, Pages 20 and 21.

Invincible goes East

THE group of ships going to the Indian Ocean and East Asia later this year will be led by HMS Invincible. This will re-establish the pattern of group and mini-deployments.

The 1982-83 mini-deployments will be to the Western side of the Atlantic and to the Mediterranean.

Gulf of Oman patrols and the provision of a ship in the Caribbean will continue for the foreseeable future, although force levels may vary.

● The Queen will visit HMS Invincible off Portsmouth on April 20, when she will see her son, Prince Andrew, on duty in the carrier from which he flies Sea King helicopters with 820 Squadron.

. . . and so does London

IN a ceremony in Portsmouth on March 24, HMS London was officially handed over to the Pakistan Navy, to whom she has been sold. She will become their flagship under the name Barbur, succeeding the former HMS Diadem.