

Navy News

AUGUST 1982 10p

OPEN DAYS

PORTSMOUTH Naval Base Open Days are to replace the traditional Portsmouth Navy Days over this year's August Bank Holiday. Although visitors will be able to see many ships which took part in the Falklands operation, no ships will be open to the public.

Navy Days Secretary Lieut.-Cdr. John Briggs promised that there would still be much to see and do over the three days, August 28-30.

Ships will not be open to visitors because of the enormous backlog of maintenance and repairs that are having to be carried out before they can return to their normal naval and NATO duties.

As reported in last month's Navy News, Plymouth too is holding Open Days instead of Navy Days.

HOME AND DRY

IT'S ALL OVER — bar the shouting — for thousands of Task Force men and their families who have endured months of anguish and separation.

The trickle of ships returning from the South Atlantic turned into a constant stream of vessels sailing home to scenes unwitnessed in generations.

Tens of thousands have been gathering in the great ports of the country to bless 'em all — the long and the short and the tall. Among the biggest was the Force flagship HMS Hermes, carrying more than 1,700 men back to Portsmouth — and a reception they will never forget.

The sound of 100,000 welcomes echoed from seashore, rooftops, cranes, derricks and a flotilla of small boats as the Hermes steamed into Portsmouth on July 21, after 108 unbroken days at sea.

Entire village

The thousands of relatives — including an entire village — were joined by the people of Portsmouth, who regard "Happy H" as a favourite child.

Before the carrier steamed in triumph up the Solent to a barrage of sirens, hooters and ships' bells, Prime Minister Mrs. Margaret Thatcher — accompanied by Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff — joined the ship off Spithead to pay her own tribute to the Hermes and the men on board.

In an 80-minute tour of the ship, Mrs. Thatcher inspected the "scoreboard" — 46 silhouettes of enemy aircraft, shot down by Harriers from the Hermes — painted on the ship's side.

Personal thanks

She expressed her personal thanks to some members of the ship's company including a proud MEMN(M)1 CPO Ian Williams of Gosport, POSTD John Hill, of Oldham, Lancs and NA Stephen Robinson from Dewsbury, West Yorkshire.

On board the flagship, Capt. Linley Middleton, the commanding officer, paid his own tribute to the Hermes, saying she had performed superbly throughout the campaign. That tribute was echoed by many of the ship's company, including Harrier pilots Lieut.-Cdr. Neill Thomas, commanding officer 800 Squadron and Lieut. David Smith, who shot down two Mirages.

As the carrier steamed in, an all-Service salute was given in a fly past by Harriers, a Victor tanker aircraft, Army Lynx helicopters — and a veteran Swordfish of the Fleet Air Arm's Historic Flight based at Yeovilton. The ship's response was to fire a 17-gun salute, normally reserved for visits to foreign ports.

The Hermes had been the leading lady in the greatest naval drama since the Second World War, so it is understandable that her homecoming overshadowed the brave little hospital ship HMS Herald.

Red crosses

With red crosses still painted on her hull and superstructure, the converted ocean survey vessel entered harbour two hours ahead of the carrier. In the Falklands she had endured the dangers of Bomb Alley to ferry casualties from San Carlos to Montevideo.

Her sister-ship HMS Hecla, which undertook similar duties, was returning to Plymouth on July 29.

Guaz also welcomed back the Type 22 frigate HMS Brilliant, which came home on July 13 with a number of records and "firsts" to justify her name.



Trench picture: LA (Phot) Paul Gibson.
Hermes picture: PO(Phot) Radar Thompson.

Front line story

Left — just to prove that Navy News reaches the parts that others don't... Royal Marines Tony Edwards, Casey McNeil and Andy Pask from the assault ship HMS Intrepid still found time for their favourite newspaper during a lull in fighting when they were dug into a Falklands trench. More pictures from Intrepid, centre pages; Fearless, Intrepid come home — page 28.

Hermes and her Herald

BELOW — Weather-beaten HMS Hermes makes her triumphant entry into Portsmouth Naval Base at the end of her epic mission to the South Atlantic. In the foreground is HMS Herald, the ocean survey vessel cum hospital ship which returned on the same day. Tens of thousands of people and hundreds of small craft turned out to give the Hermes an unforgettable welcome.



ROYAL GREETINGS FOR THE NAVY'S MEN AND WOMEN

BOTTLES of royal whisky were promised to wounded Servicemen in the Royal Naval Hospitals at Gosport and Plymouth, when Cdr. the Prince of Wales visited them on June 28 and 29.

Servicemen were among the first to congratulate the Prince on the names chosen for the new baby. The names were announced on the radio a few moments before Prince Charles arrived at Gosport, and the royal "hard stuff" gives the recipients something with which to toast the infant's health.

The whisky gift is unlikely to lead to bedside parties, however. The patients will get their bottles when they leave hospital.

At Gosport, Prince Charles arrived in a helicopter of the Queen's Flight from Kensington Palace, and on his tour of the wards talked to one of the worst cases, Mechanician John

Strange, who suffered 44 per cent. burns when HMS Sheffield was struck by an Exocet missile.

Lucky to survive, John willingly faced a little extra pain to share a handshake with the Royal visitor.

The Prince was impressed by the cheerful courage shown by the men as they joked with him about seeing the World Cup football on television.

He had a word with LS John

Stephenson, who was burned when HMS Coventry went down, and also talked to Mne. Kevin Woodford, whose left leg was amputated below the knee.

TRENCH FOOT

Kevin told how he and others suffered from trench foot from standing up to their knees in mud and water in the bitter weather.

Other Falklands casualties spoken to

included survivors of the burned-out ship Sir Galahad, and young Marines wounded in the final assault on Port Stanley.

The call on RNH Stonehouse was made at short notice, the Prince flying there in a helicopter of the Queen's Flight from RAF Northolt.

On the tour of the wards there was a special word for Mne. Allan Burnett, who, like the Prince, has recently

become a father (his wife Susanne gave birth to their first child Emma Jane three weeks before).

Prince Charles asked Marine Burnett: "You want to be present at the next one?"

"Definitely," came the reply. The Prince said that being at a birth made the event a shared experience and brought couples closer together.

SHRAPNEL

Mne. Burnett had another special reason for being thankful to be back and alive. A piece of shrapnel struck his chest near his heart, but a Service notebook took the full force and saved him. However, he also suffered severe leg and ankle wounds.

Prince Charles, wearing the uniform as a naval commander, was a few minutes late in arriving, but he made up for it by staying much longer than expected.

Warriors doubly honoured

HEADQUARTERS Commander-in-Chief Fleet played host twice within a week to Royal visitors — the Queen and Princess Anne. Despite heavy rain on each occasion, families opened their umbrellas and lined the roads to give both visitors a Royal welcome.

The Queen's visit was to enable her to meet some of the Service and civilian staff involved in the Falklands operation.

She was given a briefing on the campaign in the South Atlantic, after which she toured key departments in the National

Operations Centre, including those dealing with air, communications, logistics and commercial ship operations.

A photographer on the C-in-C's staff, PO Len Cobbett, who was in the Atlantic Conveyor when she was hit, was asked several questions by the Queen, who showed much interest in his first-hand story

of the experience. PO Cobbett was in the sea for an hour before being picked up by a liferaft. He was eventually taken on board HMS Alacrity and from there was flown next day to the British Tay on his first leg home.

Tea with Wrens

Princess Anne visited HMS Warrior in her capacity as Chief Commandant of the WRNS. She met Wrens working in a variety of locations at HMS Warrior and the National Operations Centre, including the Operational Evaluation Group, the Operations Room, the Fleet Weather Centre and the telephone exchange.

The Princess also visited the Junior Rates' dining hall, where she took tea while chatting to Wrens and members of the WRAF.

Queen Mum in Pompey

WELCOMED in Portsmouth on arrival in HMV Britannia, the Queen Mother is seen talking to Second Officer Chris Dyer (staff of the Flag Officer Portsmouth).

The Queen Mother, as Head Warden of the Cinque Ports, was returning from a visit to Dover.

There was a proud moment for three-year-old Carly, daughter of naval photographer Gordon Ford, when she presented the Queen Mum with a posy of flowers.

Flag-waving welcome on day of victory

ON A SUNNY day when families on the Rowner naval estate, Gosport, woke up to news of the official Argentine surrender in the Falklands, they were able to join the welcome at the neighbouring establishment, HMS Centurion, for a Royal visitor, Princess Anne.

Centurion is the Navy's drafting, pay and records headquarters, and the Princess was there to officially open the new £1,250,000 computer block.

Children waving Union Jacks lined the grassy

banks on either side of the road leading into the establishment and gave a great cheer for Princess Anne, who had arrived by helicopter at HMS Sultan, close by, and then transferred to a car.

Wearing the uniform of Chief Commandant of the Women's Royal Naval Service, the Princess inspected ceremonial divisions before taking the salute at a march past.

She stopped to talk to handicapped children from St Francis Special School, Gosport, one of the governors of which is Commodore John Barker, Commodore of HMS Centurion.



Above: The Queen, on her visit to Headquarters Commander-in-Chief Fleet, talks to PO(Phot) Len Cobbett, who, with CPO(Phot) Alan Fowler, was in the Atlantic Conveyor when the ship was hit. Len is a member of the C-in-C's photographic staff and his pictures often appear in Navy News. Centre is the Commander-in-Chief Fleet (Admiral Sir John Fieldhouse). Below, during her visit to Northwood, Princess Anne hears about the role of the Operational Evaluation Group from Wren Elizabeth Oates.



Stena sisters help Force

A COUPLE of "Stenas" were among the scores of ships which played their part in the Falklands Task Force.

When the force was assembled the need was recognised for a support ship to provide FMG-type assistance to ships in the forward and intermediate areas.

Mv Stena Seaspread, a multi-purpose North Sea oil rig support ship of consider-

able endurance and strength and well equipped with workshops, cranes and accommodation, was taken up from trade.

MODIFIED

The ship was modified to RN requirements at Portsmouth in five days and deployed under the civilian master, Capt. Mike Williams, with Naval Party

1810 embarked, under Capt. Paul Badcock.

Later it was decided to charter a sister ship, the Stena Inspector, at that time completing a contract in the Mexican Gulf.

This ship was fitted out — also in five days — at Charleston, South Carolina. She deployed in June, under Capt. David Ede, with Naval Party 2010 embarked, under Capt. Peter Strickland.

ARMS ACROSS THE SEA

HMS Exeter's long vigil in the South Atlantic was made a little more bearable by pictures such as this.

Photographs and messages were sent south by 22-year-old Nikki Rawlins, the Exeter's official pin-up and the reigning Miss Exeter for the past three years.

The ship's company were so pleased with what the postmen brought that they sent this sample to Navy News, together with a word of appreciation for Nikki's thoughtfulness.

She was adopted by the ship shortly before the Exeter's West Indies deployment late last year, but the destroyer's diversion to the Falklands meant that Nikki's first visit to her admirers had to be postponed.

So, until the happy day, photographs will have to fill the gap ...

Picture: Express and Echo (Exeter)

FILMS FOR THE FLEET

New view of the enemy below ...

THE FIRST major film to deal exclusively with the German side of the Battle of the Atlantic is being distributed to ships of the Fleet this month.

"The Boat" is a dubbed version of the West German film "Das Boot" and expresses a view of war which, in that vanquished nation, has been submerged for almost 40 years.

However, enough time has elapsed and enough tact has been used by director Wolfgang Petersen to make "The Boat" not only acceptable on the international circuits, but highly successful.

Claustrophobic

As an account of the claustrophobic life in a Second World War submarine, it is probably the most authentic film to date — and one of the most thrilling. Striking special effects add to the authenticity, bumping up the cost of the production to over £7 million.

The full list of new titles released by the Royal Naval Film Corporation is:

Time Bandits (A) — John Cleese, Sean Connery, Ralph Richardson, Shelley Duvall, David Warner, Ian Holm. A space-time spoof in which the special effects should get top billing. Six dwarfs escape from service with the Supreme Being and, with a small boy from the present, move through time barriers in search of the Evil One. Handmade Films. No. 873.

High School hit

Porky's (X) — Dan Monahan, Mark Harries. When this film about sexual manners in a high school hit the American circuit it grossed 89 million dollars in 80 days. Said to be "hilariously funny." 20th Century Fox. No. 874.

Taps (A) — Timothy Hutton, George C. Scott. Cadets in a military preparatory school turn the place into an armed fortress when it is threatened with demolition. When the National Guard is called in a comic, Boy's Own style of adventure slides into tragedy. 20th Century Fox. No. 876.

The Challenge (X) — Scott Glenn, Toshiro Mifune. John Frankenheimer directs this Oriental thriller about the disputed ownership of a pair of Samurai swords. Rank. No. 877.

The Boat (AA) — Jurgen Prochnow. Columbia-EMI-Warner. No. 878.

Quest for Fire (AA) — Everett McGill. A Franco-Canadian epic in which language poses no problem as there is very little of it. "Quest for Fire" is a serious, researched attempt to portray the world as it was 80,000 years ago, in

the grip of an ice age and sparsely peopled by vulnerable, evolving mankind.

Among the experts called in to devise a prehistoric language were Anthony Burgess, who invented a system of sounds, and "The Naked Ape" author Desmond Morris who advised on gestures.

The action is spectacular and exciting, covering locations as widely dispersed as Scotland, Kenya and Canada. The wild topography of those countries provides the backdrop to the adventures of three warriors who encounter many perils in their attempt to restore to their tribe the fire that was stolen from them. 20th Century Fox. No. 879.

Bloody sequel

Halloween II (X) — Donald Pleasence, James Lee Curtis. A bloody sequel to the equally bloody "Halloween" in which a psychopath carved a gruesome trail through a sedate neighbourhood. Columbia-EMI-Warner. No. 880.

Shock Treatment (A) — Jessica Harper, Barry Humphries. Bizarre musical from Richard O'Brien and Richard Hartley, creators of "The Rocky Horror Show." 20th Century Fox. No. 881.



Keen Task Force supporter



TV STAR Diane Keen is pictured co-presenting a special one-hour show for HMS Invincible, the series of messages and requests being arranged by the British Forces Broadcasting Service for members of the Task Force.

Also lending her talents was raunchy actress Fiona Richmond, who took part in a programme for HMS Intrepid before the assault ship returned in July.

The daily shows broadcast to the Task Force by the BFBS Forces Request Team ended on July 16 after passing on 6,000 messages since April 26.

Special programmes for individual ships will, however, continue, and at the time of going to press shows are in the pipeline for HM ships Penelope, Birmingham, Bristol and Southampton. The address for those and other requests is: Task Force Requests (followed by the name of ship), BFBS, PO Box 1234, London SW1.

DRAFTY'S CORNER

Road to recovery

This month's Drafty's Corner comes from the personal pen of the present Captain Naval Drafting, Capt. N. A. D. Grant.

SOME PEOPLE sail quietly into new harbours, others bounce off the rocks and sandbanks before finding a secure berth. I seem to belong to the latter category and this time was no exception!

Having taken over as Captain Naval Drafting on March 26 there was a bare week of peaceful worrying at the in-tray before it all started.

Since then there has been a sort of well-ordered chaos, if such a thing can exist, in Naval Drafting Division. Abandoning the normal drafting rules made it easier in the initial stages to get ships away to the South Atlantic but it also removed from each drafting desk some of the basic tools of the job — such as sea rosters — and this, in the end, is making it all more difficult.

Problems

It has enabled us to meet every requirement put upon us, even those at the shortest possible notice, but equally it has built into the system a lot of problems for the future.

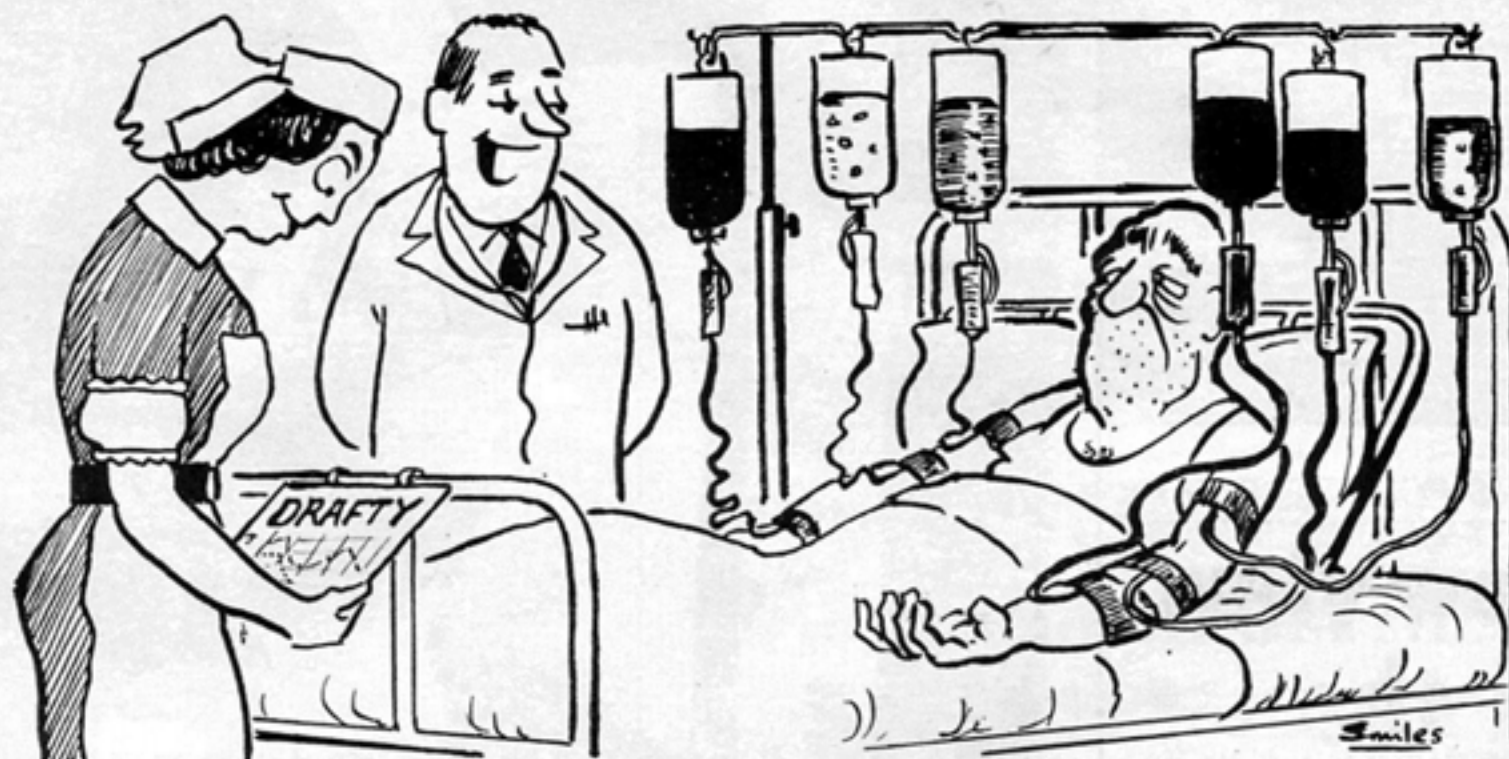
So perhaps the new man at the helm, who is only allowed one public appearance in Drafty's Corner, should concentrate his piece on the future rather than the present. Those who have drafted will know that Drafties are mostly looking months ahead ("Notice for Draft") to those receiving the Draft Orders), so the present always tends to be history to us; and as we told you last month, we write these articles nearly two months ahead. At the speed things are moving these days, the present really will be ancient history by the time this is in print.

Our word for the immediate future is RECOVERY. This means bringing drafting back within the rules in BR 14 and generally restoring the delicate balancing act of people and places which is our more normal way of life.

On the chin

Many categories have not been touched by the Falklands operation to any marked degree, and for them things will slip back to normality fairly rapidly and without undue disturbance. But I cannot pretend that a sound drafting footing will be found either painlessly or quickly for those categories who have absorbed the brunt of their increased sea bearing.

A particular mention here for the GS Operations Branch, the Communications sub-branch and the Fleet



"Having trouble with our movements, are we?"

Air Arm and some of the Weapons Engineering, Supply and Medical branches, all of whom took it on the chin.

In the end, the speed at which we can recover depends on the rate at which the very much increased numbers at sea reduce, and to what level. We peaked at about 4,000 extra sea billets, all of whom of course came from ashore.

Where it ends up will depend on Fleet needs to meet the extra commitments in the South Atlantic, both in terms of ships and naval parties. And we can see no further into the future than anyone else.

Flexibility

We aim to attack the problem from the "essential" end and let the "nice to have" bits catch up by themselves.

Before trying to describe the outline plan, let me put in the only commercial of this article: We are all too aware that a lot of non-preference drafting has gone on and we are very conscious of the disturbance to those men and women who were moved at great speed.

So, if you like being where you were so unceremoniously dropped — now that you've got there get in a C240 soonest. It might just help us by reducing the number of moves needed to sort out the plot. At the same time it could do you a good turn.

Any plan we evolve must inevitably be sketchy in outline and sufficiently flexible to cope with all

the uncertainties. First, above all, we intend to keep as much normal drafting as possible and we will strive to progressively move our customers back into the accepted Drafting Rules as manning pressures ease, particularly to lengthening drafting notice.

'Puddle'

Second, ships coming home from the South Atlantic for a spell are being given a "puddle" changeover according to their future programme to take off those who will be near or over three years at sea, those due (and free) to go outside and those due for a career course before the ship next returns to UK.

This may cause some short but severe dips in the manning levels of shore establishments while the men who have been relieved at sea catch up on outstanding leave.

Reservists

Third, we must attend to those men and women who have had their engagements extended and who want to leave the Service as soon as possible (reports should have been in to Centurion by July 30), release the 20 or so recalled Royal Fleet Reservists back into Civvy Street and return borrowed Army and Royal Air Force personnel.

It's all going to take time, but as a result we can begin to restructure the sea rosters, which in turn will re-establish Minimum Time Ashore —

and all the while we will keep an eye on your preferences.

Please be patient. The outline above is a bit vague and by the time you read this a lot of things will be clearer. I do see some warmth in the present cold drafting climate and we do know that many thousands of our customers are finding that doing the tasks for which they were trained is an exciting experience not to be missed.

When I took the chair I expected any number of changes to drafting over the next couple of years, as was intimated in the First Sea Lord's signal to the Fleet following the Defence Review last year.

Constant change

Of course the MOD and ourselves are studying what should be done but it's a lot more difficult to work out sensible schemes when we are in a constantly changing position and where one can't see an immediate end to the present situation. We do need to capitalise more on skill, experience and long service, principally to reduce the shore training load and manpower it buys up.

Drafting creates a lot of movement and we would like to bring more stability and predictability into the lives of ratings and their families. Work is in hand by MOD in all these areas.

As was announced last month in DCI(RN) 338/82, a first step is a lengthening of the sea draft, to help recovery from the present operation

and to meet the progressive move of some elements of shore training to sea.

It will be extended by degrees to a maximum of 36 months, but we will continue to exercise flexibility for a lesser period in those categories for whom sea-going opportunities are limited, or where a faster turnover is needed for sea experience purposes.

Efficiency

We hope for greater efficiency in the ships and increased stability for the men. Watch your ERD to see if it applies to you.

A final word on a more personal note. This is my second appointment in Drafty with a gap of 8½ years in between. Quite a lot has changed in that time but I am as impressed now as I was then with the care and thought which is given to the drafting of every individual, but particularly to the more difficult drafts and to those who have special problems.

Buffer

We act of course as a sort of buffer between, on the one hand MOD (who allot us the personnel and decide the billets to be filled) and on the other you the customer, who in normal times must be directed to the billets within a framework of the Rules in BR 14.

It would indeed be a perfect world if everyone could fall into the place of their choice. But the world being far from perfect, we just try harder.

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CROWNING GLORY...

RADIO ONE disc jockey Steve Wright had a cuddle and a trophy for Wren Julie Glover when she was crowned Miss Dolphin 1982 by the boats of the First Submarine Squadron.

She works in the Naval Stores at the Gosport submarine base. Her father, FCPO Ken Glover, is also serving in Dolphin on the staff of Flag Officer Submarines.

Wren Sue Hutton (21) was chosen as Miss Collingwood at the end of an evening of music and cabaret at the Collingwood Club. Sue joined the WRNS last year as a stores accountant and is a keen athlete and swimmer.

She has represented HMS Collingwood in swimming and plans to put some of her £100 prize money towards new sports kit. Compere was Radio One DJ Simon Bates.



SHIPS OF THE ROYAL NAVY

No. 319



HMS Lowestoft entering Gibraltar to take up her duties as guardship. Picture: LA(Phot) Danny du Feu

Gib. job for Lowestoft

WITH her duties as sonar trials ship behind her, HMS Lowestoft has for the first time in five years been deployed as a fully operational unit of the Fleet.

In her 21st year as a ship of the Royal Navy, the frigate has discarded her trials equipment and assumed the duties of Gibraltar guardship.

Her participation in Exercise Springtrain earlier this year was unexpectedly foreshortened by the Falklands Crisis, and she returned to Portsmouth for an advanced docking and essential defects period to prepare her for possible duty in the South Atlantic.

'Trials van'

Her "trials van" — a compartment housing sonar equipment — was removed from the flight deck, enabling the ship's Wasp helicopter to be returned after an absence of five years. The Seacat missile system was also restored to operational use after being in care and maintenance throughout that time.

On completion of the work, which included an all-grey finish, the Lowestoft undertook two weeks of operational sea training at Portland before taking up her Gibraltar duties at the end of June.

Last of a kind

Last of the Rothesay-class frigates, she was launched in 1960 by Mrs. N. A. Copeman, wife of the then Fourth Sea Lord and Vice-Controller of the Navy, Vice-Admiral N. A. Copeman.

The ship was built at Govan by Stephens and Sons and first commissioned on October 18, 1961.

Rothesay vessels are a modified version of the earlier

Whitby class and were designed as anti-submarine frigates, although, as the Falklands Conflict has shown, they are equally at home in the general purpose role.

Nine Rothesay-class ships were built for the Royal Navy, all being completed between 1960-61. Those that remain in service are among the most senior operational warships under the White Ensign.

Almost three centuries and many wars provide the backdrop to the seven Royal Navy ships named Lowestoft.

First HMS Lowestoft entered naval service as a fifth rate in 1697, being sold in 1744 after a long and relatively peaceful career.

Nelson

Her successor, a sixth-rate, was launched in 1742 and enjoyed a profitable spate of prize-taking against the French in the Mediterranean in 1744-45.

She was sold in 1749, but a vessel of similar size took the name seven years later and in 1759 took part in the capture of Quebec. However, during the engagement she became stranded and was later burnt.

The fourth Lowestoft was launched in 1761 and, during her long and distinguished career, counted among her officers both Nelson and Collingwood, lieutenants at the time.

She remained in service until 1801 when she was wrecked in the Windward Passage. By that time she had destroyed two

small French warships, assisted in the capture of Omoa in the Bay of Honduras as well as two Spanish treasure ships, captured a French brig, took part in an attack on Corsica, and helped in the evacuation of Toulon, the siege of Calvi and Hotham's action off Genoa.

Epic action

Finally, as an ageing lady, she and HMS Dido captured the French Minerve after an epic action.

It was not until 1913 that the fifth Lowestoft was launched. She was a 5,440-ton light cruiser and saw action at Heligoland Bight and off the Dogger Bank. She was sold to the breakers in 1931.

In a link with the past, the commanding officer of today's HMS Lowestoft, Cdr. C. H. Buckle, performed in June the service of "Committal of Ashes" for Mr. Samuel Bruckshaw, a rating in the cruiser during her last African commission in 1924-25.

Sloop

The present ship's immediate predecessor was a Grimsby-class sloop built in 1934 and commissioned for the China Station. Throughout the Second World War she escorted convoys in the North Sea and Atlantic, her duties being interrupted when in 1941 she was damaged by an acoustic mine in the Thames Estuary. She was sold in 1946.

Battle Honours for the name are: Quebec 1759, Genoa 1795, "Minerve" 1795, Heligoland Bight 1914, Dogger Bank 1915, Atlantic 1940-45, North Sea 1940-45.

FACTS AND FIGURES

Displacement: 2,800 tons. Length: 370ft. Beam: 41ft. Draught: 17ft. 3in. Aircraft: One Wasp helicopter. Armament: Seacat surface-to-air missiles in quadruple launcher, two 4.5in. guns in twin turret, one Limbo three-barrel anti-submarine mortar. Propulsion: two double reduction geared turbines, two shafts, producing 30,000 shp. Speed: 30 knots. Complement: 235.



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TWO SHIPS LAUNCHED, TWO COMMISSIONED

BRAZEN AWAY!

FOURTH of the Royal Navy's Type 22 frigates, HMS Brazen was commissioned at Devonport on July 2 — weeks ahead of schedule, and less than a month from the launching of a sister ship HMS Beaver (right).

The Brazen was launched at the yard of Yarrow Shipbuilders on the Clyde in March 1980 by Mrs. Valerie Pym, wife of the then Defence Secretary, Mr. Francis Pym.

Mrs. Pym was guest of honour at the commissioning. Following tradition the cake was cut by the wife of the commanding officer, Mrs. Patricia Dingemans, assisted by the youngest member of the crew, 16-year-old Junior Seaman David Langan.

Exocet

Like the other Type 22 frigates already in service (Broadsword, Battleaxe and Brilliant), the Brazen is equipped with Exocet and Sea Wolf missile systems. Each can carry two Lynx helicopters.

Besides the Beaver, launched at Yarrow's, Glasgow, by Lady Staveley, wife of Vice-Admiral Sir William Staveley, Vice-Chief of Naval Staff, another ship of the class still under construction is HMS Boxer.

These vessels are of 3,500 tonnes and powered by Rolls Royce gas turbines.



HMS Beaver

'New' York is afloat

SECOND of the "stretched" Type 42 destroyers, HMS York, was launched at Swan Hunter's Neptune Shipyard, Wallsend, on June 21.

The York, twelfth of her class to be built for the Royal Navy, was sent down the slipway by Lady Gosling, wife of Sir Donald Gosling, chairman of the White Ensign Association.

First of the larger ships of the

class, HMS Manchester, was launched in November, 1980. Two more, HM ships Edinburgh and Gloucester, will follow the York.

The quartet — the last Type 42s on order — are, at 463ft. from stem to stern, 52ft. longer overall than their sister-ships

and 2ft. broader in the beam. The re-design was made to provide more space for future developments.

At present, however, main armament for the "stretched" ships is similar to that of the others: a Sea Dart surface-to-air missile system, an automatic rapid-fire 4.5in. gun and a Lynx anti-submarine helicopter.

HMS York is the ninth ship of the Royal Navy to bear the name. The last was an 8,250-ton cruiser launched in 1928 at Hebburn-on-Tyne by Queen Elizabeth the Queen Mother, then Duchess of York.

After distinguished service in the Second World War, the ship was torpedoed in Suda Bay, Crete, and, following incessant air attacks, was abandoned on May 22, 1941.



Britain's second "stretched" Type 42, HMS York, is launched at Wallsend.

Picture: Swan Hunters

JOINING THE HUNT . . .



HMS Cattistock, (above), third of the Hunt-class of mine countermeasures craft, was commissioned at HMS Vernon, Portsmouth, on June 16. Principal guest at the ceremony was Lady Berger (wife of Admiral Sir Peter Berger) who launched the ship early last year. Her commanding officer is Lieut-Cdr. Pat Gale, whose wife Susan cut the commissioning cake with the youngest member of the ship's company, SEA Brian Searl (18).

New Whaley Club

HMS EXCELLENT's newly-decorated Whaley Club was officially opened when the captain (Capt. J. J. Streatfield James) cut the ribbon.

The ground floor of this all-rates club was gutted by fire in October 1979, but the rebuild could not begin until autumn last year.

The new-look club, under the chairmanship of CPOSA Ian Owens, boasts fine facilities for social functions, including maple dance floor, comfortable furnishings and well-equipped bar.

Good Luck to Task Force 317-8

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BELGIAN HOMAGE TO TASK FORCE

CORRESPONDENT J. Simons, writing from Brussels, sends a message of homage to the officers and men of the South Atlantic Task Force, for their gallantry and splendid victory from their Belgian friends who served in HM Forces during the Second World War.

He names Gen. Kgt. Sir A. Guerisse (ex-Lieut.-Cdr. Pat O'Leary), Professor H. Bernard (ex-D.M.L., ex-50th Division), A. Graban de St Germain (ex-Lieut. R.N.V.R.), Commodore (retd.) D. Geluykens (ex-R.N.R.), and many others.

Similar words of congratulation have come from reader E. Pieters, of Belgium.

Active in ☐ Qatar

HAVING READ the June issue of Navy News which has just reached us in the South Atlantic (and most welcome it is too) I feel I must take issue with you about an article in which it is stated that the recent visit of HMS Amazon to the Gulf state of Qatar was the first visit there by a Royal Navy ship since 1977.

That it is not correct. I was serving in HMS Active when we visited Doha, Qatar, in February 1979 during the royal tour of the Gulf States. — J. B. A. Musters (lieut.-cdr.) HMS Invincible.

Thank ☐ you!

THANK YOU... From W. H. Bradshaw, Scarborough, to the chiefs' mess, Royal Naval Barracks, Chatham, for the excellent catering for the HMS Bedouin reunion.

● From Mrs. M. Long, Bournemouth, to HMS Excellent for the lovely families day for HMS Exeter.

● From Mrs. Hey, Southampton, with a son in HMS Glamorgan, to the wives who arranged a tea and get-together for wives and families at Gosport.

● From Fleet Chief and Mrs. Maureen Faulkner to the families and friends of HMS Glamorgan and other Task Force ships for all the cards, letters and flowers in appreciation for all the help while they were in the Falklands.

Tough old ● trawlers

I WAS particularly interested in your item (June issue) about the four Hull trawlers now converted into minesweepers.

As an ex-"Sparrow" from the Nest" though, I am not too happy about such craft being entrusted to General Service ratings and straight-ringers!

I know there is a precedent since my old ship Pearl (formerly the Dervish of Hull) was similarly requisitioned, along with several others, during the Abyssinian crisis in the '30s, but they cannot really be up to the job without experience of sleeping on the concert-hall floor, and Lowestoft lodgings.

Of course, with only 28 crew instead of the 47 we carried on board a ship half the size (I bet they haven't got the galley on deck and no below-deck communications) that sort of initial training may not be quite so necessary. On the other hand they won't have "neaters" for the lower deck — and will they qualify for silver badges? — Jack Yeatman, Holbury, Hants.

Paying lip ☐ service

DURING HMS Danae's recent passage from Halifax, Nova Scotia, to Lisbon, Portugal, a beard-growing contest was held, the four categories including "the best moustache."

To the best of my knowledge we are the only armed service in the world not to have the option of growing a moustache. Is it not time to introduce freedom of choice, and end the tradition of a "full set" or nothing? — J. M. Mess, HMS Danae.

Warspite's ☐ woodpecker

I WONDER if any of your readers have noticed the mistake made by the designers of the pack containing the issue of stamps of our maritime heritage?

It is the crest of the battleship HMS Warspite. The crest is the old one showing a gun, but when the ship was commissioned in 1915 she was given the "Green Woodpecker" and carried it for 30 years until she cast herself on Prussia Cove rather than go to the breakers. — J. W. Pryce, Morecambe, Lancs.

Jack

BY TUGS



LET'S HAVE A LOTTERY!

Cavalier photos sought

HMS CAVALIER will be open to visitors in No. 45 berth, Southampton Docks, later this summer.

The Trustees are preparing a small brochure about the history of the ship for sale to visitors, but find they have very few suitable photographs of the ship to include.

If any readers have one (colour or black and white) which they would be willing to lend towards this project, I would be grateful for a sight of it.

It should be sent to me at PO Box 50, Southampton SO9 7DP, and will of course be returned as soon as possible. — M. D. Jackman, Cdr., RN (Retd.), HMS Cavalier Trust.

Tell it to ☐ the ...

I NOTE that Mr T. G. Davies (May issue) mentions "Tell it to the Marines."

This has been the subject of my party piece for 40 years, one of the verses reading: "If anything has a meaning that is not in full sight, if a Royal Marine believes it, you can bet your boots it's right." — J. Mahoney, secretary / treasurer, Lewisham branch, Royal Naval Association.

Victorious rudder

REGARDING S. Porter's letter (May issue) about the replacement rudder for HMS Victorious, it was fitted in Devonport Dockyard before the carrier left for Sydney on a trooping trip, just before Christmas 1945.

I was one of the ship's divers and checked the defective rudder nearly every time we entered harbour. — D. McHolm (ex-chief stoker), Plymouth.

HAVING read S. Porter's letter it reminded me that while serv-

ing with 803 Squadron (Scimitars) embarked in the Victorious, we also suffered a jammed rudder while operating in the Mediterranean in 1960. At the same time we had to put up with a Force 8 gale.

After heaving-to off the islands of Majorca, the ship's divers carried out repairs. Incidentally I would like to hear from any ex-803 1959-1961. How about a reunion in the Lössie Hotel, Lössiemouth? — Chunky Duncan (ex-LAM A/E), 2 Whitby Avenue, Wallasey, Merseyside.

DESPITE our tragic losses, it must be recognised that the Falklands crisis has been an excellent morale booster to the British Forces, and especially to our own boys and girls who served in the South Atlantic.

All of them, including the pre-Falklands redundants, PVRs, and RDPs, are currently on a "high" and share an esprit de corps not seen or experienced in many a long year.

Inevitably, that high will be supplanted by an anti-climax and it is up to all of us to lessen the slide by learning from the lessons of battle to enhance the operational shortcomings in our training equipment, and simultaneously to better certain aspects of Service life by more imaginative approaches.

NOVEL

One such approach would be to establish our own naval lottery. There are many ideas, but the following proposal is novel, should be easy to administer and be good for the Fleet.

The proposal is based on the existing Voluntary Sports Subscription, but could equally be applied to a naval charity or any other "self-help" scheme which directly benefits serving naval personnel. It greatly increases the amount of money available for sporting activities and gives voluntary subscribers a chance to win substantial monthly prizes. Everyone in the Navy would stand to gain, and we would be putting our money into our own system and not into the local city or town lottery.

BASIC UNIT

If a prize element is an integral part of the VSS, many more might subscribe — and I am assuming that 80 per cent (of 65,000) would enter.

The present direct debit VSS monthly contribution of 20p could be replaced by a direct debit "basic unit" of £1, up to a maximum of £5 a month. Each basic unit would purchase the

LETTERS to the Editor

Navy News, Barham Block,
HMS Nelson, Portsmouth PO1 3HH

equivalent of two lottery tickets, which would give the subscriber two attempts at winning a monthly draw prize. Gross amounts raised per month would be apportioned 50 per cent to monthly prizes, and 50 per cent to the VSS.

If VSS membership was 52,000 (80 per cent of 65,000) and each member bought just one basic unit (although in reality many would buy more), total gross monthly income would be £52,000.


And if 50 per cent of this was apportioned to the VSS, that would be £13,000 per annum.

A series of prizes would range from £13,000 first, with possibly different arrangements at Christmas so that a charity could also be helped.

The system of picking prizes could rest with our friends in Centurion at no great cost. Service numbers could be used (omitting the letter suffix and prefix) by typing into the computer (random selector) a person's Service number twice for each basic unit held. Winning numbers would be published each month.

I wonder what others think of the idea. — G. Dykes, FRCS, HMS Mercury.

● The VSS is still in comparatively early days. Whether it is practicable to operate the kind of scheme suggested, or whether it would receive official approval, is another matter, but it is certainly an interesting approach. — Editor.



Louis

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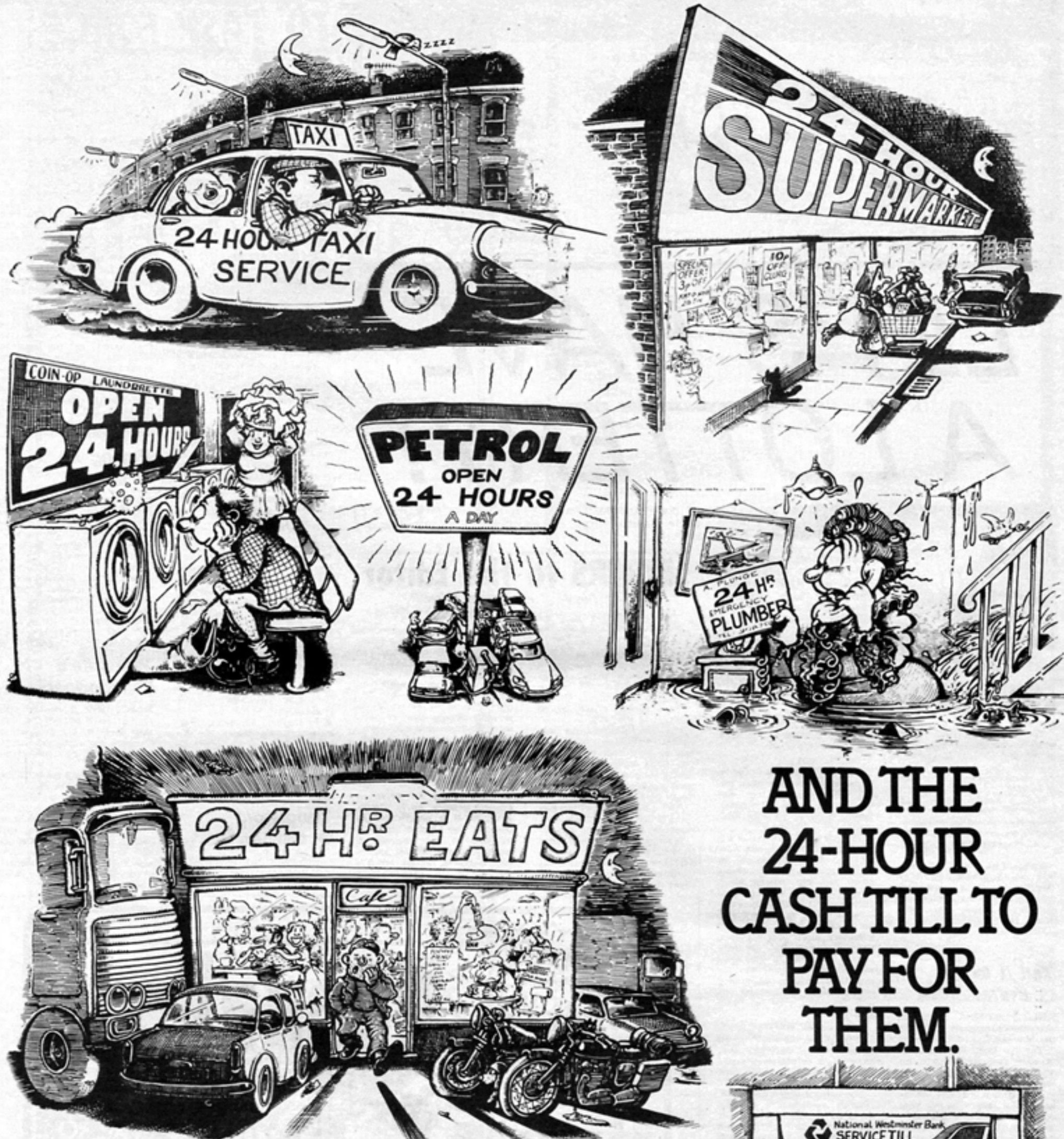
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Mr. Ted Brett (left), contracts editor of Portsmouth and Sunderland Newspapers plc, presenting a full colour framed photograph of Navy News to Lieut.-Cdr. Len Truscott to mark the 12-year link between him and the company which prints the paper. Second right in the foreground is Maureen Brown, who succeeds him as business manager.

Picture: The News, Portsmouth

'MR BUSINESS' RETIRES FROM NAVY NEWS

LIEUT.-CDR. LEN TRUSCOTT retired as business manager of Navy News on July 19, shortly after his 65th birthday, and after 12 highly successful years in the post.

During that time the world-wide circulation of the paper has increased from 30,000 to more than 85,000 and its influence and volume of advertising have risen accordingly.

Len joined the Royal Navy as a writer in May 1937, was promoted from the lower deck in July 1952, and retired in the rank of lieut.-cdr. in July 1967, when he was made MBE in the Birthday Honours.

Among HM ships in which he served were the Capetown and Cardiff on the China Station; the Gambia on the Mediterranean and East Indies Stations; the submarine depot ship Forth in the Mediterranean and during the 1956 Suez invasion; and the Ark Royal in the Mediterranean, North America and the Arctic.

Between 1958 and 1959, he served as Captain's Secretary, London Division RNR, at HMS President, and between 1964 and

1966 he served on the Staff of the C-in-C. South America and South Atlantic, with headquarters at Youngsfield, Capetown. His last ship was HMS Dolphin.

Len played for Plymouth Albion Rugby Football Club and subsequently Devonport Services RFC, but his rugby career was sadly cut short by the Second World War.

However, the sporting instinct was still there and on retirement from the Service, Len tried his hand as a golf club secretary.

SUCCESSOR

"I soon realised that the popular conception of golf and lunchtime tipples and locker-room tales was a fallacy!" he said. Nevertheless, his love of golf if anything grew stronger and in 1971 he was Captain of Lee-on-Solent Golf Club.

Len is succeeded as business manager of Navy News by Miss Maureen Brown, who has spent two years as his deputy. Before that she worked in the Finance Department of Portsmouth Naval Base.

"I am looking forward to the challenge," she said. "But he will be a hard man to follow!"

OBITUARY

S. Rosindell Lieut. June 16.
G. B. Stetson WEMF12. Coltingwood. July 8.
J. B. Smith. CPOWTR. Nelson. July 11.

Jimmy Hughes. Served RN 12 years, latterly Cunard 13 years. Died in Atlantic Conveyor May 25.
Paul Crispin. Ex-PO radio electrical technician. Last ship HMS Fearless, member of Devonport Field Gun Crew 1973-4. Died on police motor-cycle course.

Lieut.-Cdr. Arthur McTaggart. Short RNVRL. Cardiff Infirmary July 5 aged 86.

Ex-POEL J.W. (Dusty) Rhodes. HM ships Eagle, Devonshire, Leopard. Chesterfield Hospital, June 10.
J. R. Douglas. Association of Burnley and Pendle District Naval Servicemen. June 9, aged 64.
Frederick Fryer. Burton-on-Trent, May 24, aged 66.

William Cedric Holman. (Ex-MAA) HMS Charybdis survivor 1943. May 17, aged 77.

Lieut.-Cdr. (SCC) O.L. (Jack) Cozens RNR MBE. March 6.
Lieut. Tom Evans DSC RN (ret.). HM ships Plucky, Kent, Royal Sovereign. June 7, aged 82.

Folk Contest off

THE Services Folk Competition, due to have culminated in a grand final at Bielefeld, W. Germany, on October 26, has been cancelled because of lack of entries due to the Falklands crisis.

ADML LEACH TO BE PROMOTED ADMIRAL OF FLEET

New First Sea Lord

OTHER APPOINTMENTS

Flag Officer Plymouth

REAR-ADMIRAL David Worthington Brown is to be promoted vice-admiral in September and becomes Flag Officer Plymouth, Port Admiral Devonport, Commander Central Sub Area Eastern Atlantic and Commander Plymouth Sub Area Channel.

Rear-Admiral Brown joined the Royal Navy in 1945 and during his career has served as Captain 5th Frigate Squadron while in command of HMS Hermione. He has also commanded HMS Bristol. In 1980 he became Assistant Chief of the Defence Staff (Operations).

Rear-Admiral D. R. Reffell has become the Naval Task Group Commander in the South Atlantic in succession to Rear-Admiral J. F. Woodward, who

has now returned to the UK.

Rear-Admiral Reffell is a former commanding officer of HMS Sirius and HMS Hermes.

Other appointments recently announced include:

Capt. P. G. J. Munson. Capt. Fishery Protection and CSO (Fishery Protection) to FOSNI. October 14.

Capt. R. R. W. Rumble. Osprey as CSO (Eng) to FOST. Capt. of Portland Naval Base and Capt. FM Portland. October 26.

Capt. D. A. Wallis. Director of Naval Recruiting. October 13.

Capt. J. L. Williams. Supt. RNAY Fleetlands. November 2.

ADMIRAL Sir John Fieldhouse, who as Commander-in-Chief Fleet was in overall military control of the Falklands operation, is to be First Sea Lord and Chief of Naval Staff in December.

He succeeds Admiral Sir Henry Leach, who is promoted Admiral of the Fleet on December 1.

Admiral Fieldhouse (54) began his Royal Navy career as a Dartmouth cadet in 1941 and from 1956 commanded several submarines, including the nuclear-powered Fleet submarine HMS Dreadnought.

Appointed captain in 1967 while serving in HMS Hermes, he then commanded the Royal Navy's Polaris submarine squadron before serving in frigates and destroyers from 1970 to 1972, first as commanding officer of HMS Diomedes and Captain Third Frigate Squadron and then as Commander of the NATO Standing Naval Force

Atlantic in the rank of Commodore.

After a period as Deputy Director and then Director of Naval Warfare he became Flag Officer Second Flotilla as a rear-admiral and then Flag Officer Submarines in 1976.

In January 1979 he was appointed Controller of the Navy as a vice-admiral and took up his present appointment on May 14, 1981.

Admiral Leach (58), a gunnery specialist, entered the Royal Naval College, Dartmouth, in 1937 at the age of 13½ and became First Sea Lord and Chief of Naval Staff, and Principal Aide-de-Camp to the Queen on July 6, 1979.



Admiral Fieldhouse

ADC TO QUEEN

Appointed ADC to the Queen from July 7 were: Commodore G. M. F. Vallings and Captains E. G. S. Walker, J. J. Streetfield-James, M. E. Barrow, W. R. Canning, L. E. Middleton, J. J. R. Oswald, M. A. Vallis, J. C. Judge, J. Jacobsen, N. S. Robinson and G. A. Baxter.

HOME AND DRY • Continued from page one

Her 38,000 mile voyage ended with an ecstatic welcome from the people of Plymouth — only fitting for a ship which had been the first to leave for the South Atlantic; first to use Sea Wolf in anger; and first Task Force ship to spend 107 days continuously at sea.

The brilliant directed Sea Harriers on successful strikes against at least seven Mirages and five Skyhawks at the time of the initial Falklands landings and had several near misses from enemy bombs and shells.

She was followed home, on July 23, by her sister-ship HMS Broadsword, also armed with Sea Wolf missiles which proved so deadly against Argentine aircraft.

But, while the fighting ships stole most of the thunder, supporting vessels were also returning to welcomes every bit as joyful. Home to Portsmouth on July 17 came the tanker RFA Blue Rover, followed two days later by the flagship of the Royal Fleet Auxiliary service, the stores ship Stromness, which had been in the thick of the fighting in Falkland Sound. RFA Tidespring returned on July 22.

Plymouth welcomed RFAs Fort Austin (June 28), Olmeda (July 12) — the large tanker which alone kept the carriers supplied for four weeks — and Resource (July 19).

Off San Carlos, bombs missed the Fort Austin by 20ft., while her older cousin, the Resource, endured similar experiences during her two days in Bomb Alley. She

returned with two Argentine howitzers on board, captured at Port Stanley and destined for a life of peace as museum exhibits.

Among the merchant ships which returned were the BP tankers British Dart (Plymouth, July 1) and British Wye (Portland, July 11). The Wye, which made the long trip back to the South Atlantic after refuelling, was afforded full naval courtesies when she returned; the Dart had a dramatic story to tell of how an Argentine bomb bounced off her deck and into the water.

HEROES AND VILLAINS

SQUADRONS have also been returning in strength. The Sea Kings of 846 Squadron, which rescued the victims of the attack on Sir Galahad, flew in to RN air station Yeovilton on July 13 — led by captured Argentine helicopters with Navy men at the controls. Four days earlier A Flight of 824 Squadron returned to RN air station Culdrose, as did the ten Sea Kings of 826 Squadron from HMS Hermes on July 22.

The Royal Marines who recaptured South Georgia and expelled the Argentinians from South Thule (see Page 21) were flown in to RAF St Mawgan, Cornwall, on July 18. The men of M Company 42 Commando were the first commandos to go to the Falklands and the last to leave.

The mv Elk, which took 2,000 tons of ammunition into San Carlos, entered Plymouth on July 12. She was the first merchant vessel to join the Task Force, carrying her lucky mascot — a grey parrot named Lord Nelson.

Smallest ship to take part in the initial assault on East Falkland, mv Europic Ferry, reached Portsmouth on July 17. The 4,000-ton Townsend Thoresen ship landed 80 troops.

RAF Brize Norton was landfall on July 12 for the First Raising Squadron RM, who played an important part in the taking of Port Stanley. On the same day the Duke of Edinburgh, Captain General of the Corps, visited 3 Commando Brigade at Stonehouse where he chatted to many of the families of the 2,000 Royal Marines who had returned in the Canberra.

The Royal Marines commander of the land forces during the conflict, Gen. Jeremy Moore, was welcomed home on July 20. There to greet him at Brize Norton was the Task Force Commander, Rear-Admiral Sandy Woodward.

• More reports and pictures of the homecomings appear in pages 22, 23 and 28.

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TWO PAGES FOR FAMILIES

Looking on the bright side

WITH MANY of their menfolk still thousands of miles from home, naval families have been looking on the bright side and taking part in a full programme of events and entertainments.

Three hundred Dorset mothers and children, with husbands and fathers serving in the Task Force, visited HMS Osprey for a lunch and afternoon of entertainment.

The event was organised to bring families together and also to provide a welcome break for the mums. Following lunch, supplied by Osprey's catering staff, the guests enjoyed a disco,

film show, games and puppet show.

Osprey's antiques fair and arts and craft show, held at RN air station Portland, attracted 2,500 visitors. On show were the wares of over 80 exhibitors, and more than £900 was raised for naval charities.

For the children there were pony rides, special entertainment and a helicopter display.

About 3,500 people visited HMS Caledonia's open day, replacing Navy Days which had to be cancelled. Rosyth's annual naval bazaar was held in conjunction with the event and realised a profit of over £9,500.

Naples fete

A barbecue for families of HMS Intrepid was held at the senior rates' mess, HMS Dryad, attended by 120 adults and 80 children.

Ploughman's lunches and pints replaced pasta and pizza as a bit of Britain came to Naples. Occasion was the eighth annual British fete, with competitions such as the yard of ale and welly-throwing. The British Schoolchildren's choir and the school gymnastics team provided entertainment.

Profits went to the Naples Anglican church and several UK Service charities.

A families day was arranged by HMS Excellent, which has been acting as link establishment for several ships of the Task Force, and it attracted hundreds of people, some of



Vice-admirals tell good stories... That was certainly the verdict of three-year-old Caroline Austin, whose father, Lieut. Stewart Austin, is supply officer in HMS Yarmouth. Vice-Admiral R.R. Squires, Flag Officer Scotland and Northern Ireland, was visiting HMS Cochrane playgroup with his wife and couldn't resist Caroline's plea for a story. Caroline and elder sister Denise live with mum, Andrea, at Rosyth.



whom had travelled long distances. While the adults sipped tea and swapped stories, the children were kept amused by activities which included a disco, film shows, organised games and a Punch and Judy show.

M. Forbes and family of Brighton have written to Navy News expressing thanks to all at Excellent concerned with the day organised for families of HMS Exeter.

The letter also expresses general appreciation to all who answered phones to parents and next-of-kin, and also to the "link" wives.

"We wish to say a big thank you to the Royal Navy for the support you have given us... As the saying goes, united we stand."

A number of other letters have been received from families expressing thanks for help and kindness shown.

Naval families celebrated the birth of the Royal baby with a "street party" at Bridgemark, Gosport, although rain meant the party had to be transferred indoors. About 60 children attended and there were prizes for fancy dress, everyone receiving a present and gift voucher. Our picture, by David Laidler of Gosport, catches the atmosphere of wonder as the children watch a Punch and Judy show.

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Mrs. Hilary Wiggins and wives from the Hillcrest Community Centre at Plympton handling an outside cheque to Commodore N.B.M. Clack, of HMS Drake. The money was raised for the South Atlantic Fund at a rapidly-organised fete. Picture: LA(Phot) R. Mills



Away from the main naval centres, meetings for the families of sailors serving down in the Falklands proved particularly important and useful. From Ipswich Mrs. B. Roberts, with son MEM Paul Roberts serving in HMS Glamorgan, sent this picture. With the ships away, meetings were held every fortnight and the group grew to nearly 60. "It helped a lot of people from East Anglia," said Mrs. Roberts, adding that they also collected more than £21 for the South Atlantic Fund. Picture: East Anglian Daily Times

Thanks on the home front

BEFORE the cheering stops for those returning from the South Atlantic, a mark of appreciation is in order for the men and women who worked to ease the anxiety of naval families on the home front.

This "front-line" task was carried out by Family Service officers, including naval chaplains, and involved Service and civilian personnel, who provided a 24-hour service at naval information centres around the country.

In a situation with no comparison for 30 or 40 years, some errors were inevitable. And all the time the safety of the men fighting in the Falklands had to be balanced against the anxiety of those at home, waiting for news.

Verbal flak

But for the hard-pressed teams manning the naval information centres, the flow of information and advice was largely met with gratitude. There were occasions, however, when the stress and strain of waiting for news became too much, and verbal flak almost ignited the phones.

If the task of the centres during the height of the conflict was to reassure and provide what information they could, they are now busily involved in the huge operation of bringing home the men of the Task Force.

With the numbers involved, and the many relatives travelling to naval ports and RAF stations to greet their loved ones — one sailor had a welcome party of 43 — the task of providing transport, accommodation and parking space keeps the phones ringing in the naval centres.

While the operation has so far gone fairly smoothly, it would smooth the way

further if forms and questionnaires sent to wives and families, in advance of a ship's arrival, are completed and returned to the naval information centres as soon as possible.

Every effort is made to keep families informed. But on occasions the centres get only a few hours notice as often happens with those returning in the advance leave party.

Then, if they cannot contact wives and families, or fail to transport them to Brize Norton or Lyneham in the middle of the night, it is not for want of trying, they assure us.



The rains came down, but cheerful families lined the roads to greet the Queen when she visited Fleet Headquarters at Northwood.

Falklands Task Force

Village feeling

PEOPLE of the tiny Scottish village of Torpichen in West Lothian were so grateful for the safe return of one of their young men who was in HMS Coventry, that they raised over £1,100 for the South Atlantic Fund.

The cheque was handed over by the survivor, WEM Mark Kerr, to Wren Anne Chapman, who gave his parents the news that he was safe.

● A make up lesson worth £14 is being offered as a raffle prize by Angela's Model Academy, Whitecroft, 6, Carlton Road, Portchester, Hants., to any naval establishment in the area holding a function in aid of the fund.

SYMPATHY

MR and Mrs. H. Miller, of Thornaby, Stockton, Cleveland, thank everyone for help and letters of condolence after the loss of their son, ALMEM(M) David Miller, of H M S Fearless.

Mr. and Mrs. J. Eadsforth express their thanks to ship's company members of HMS Broadsword for assistance and sympathy shown after the death of their son, AEM(L) David Eadsforth, who was fatally injured in a road accident at Gibraltar earlier in the year.

Flowers from half a world away



Picture: Images by Tony Wilson

A KNOCK at the door of her home in Portchester, Hampshire, turned disappointment into delight for Mrs. Fleur Rowles.

It was June 22, her eighth wedding anniversary, and she had not yet received her customary flowers from her husband Jan — although he could be forgiven on this occasion as he was serving as a sub-lieutenant on board HMS Hermes, 8,000 miles away in the South Atlantic.

The visitor was Tony Wilson, a former chief petty officer photographer now with his own photography business in Waterlooville, who was calling armed with a camera and a bouquet in response to a letter to Navy News from her husband.

Jan had asked us to arrange for a surprise bouquet to be sent to his wife and baby son Simon, who was celebrating his first birthday a week later, on June 29.

Happy

We gladly obliged — and Tony, whose pictures appeared regularly in Navy News when he was on the staff of Flag Officer Portsmouth, delivered the flowers and took this picture of the event.

A copy of this happy photograph was soon winging its way to Sub-Lieut. Rowles in the Hermes.

POST WAR STAR

STAR of the GPO's recent postcard launch at the GPO in Plymouth was the Type 21 frigate HMS Anabuscade.

As launch day got nearer, it became clear that the ship would not be in port to accept a framed enlargement of the card, so the "home team" went into action.

Mrs. Sarah Mosse, wife of the commanding officer, together with other officers' wives, accepted the framed card on behalf of the ship's company.

They also mailed a parcel of the cards, hand stamped for the first day of sale, with sufficient for each member of the ship's company.

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Navy News

No. 337 29th year

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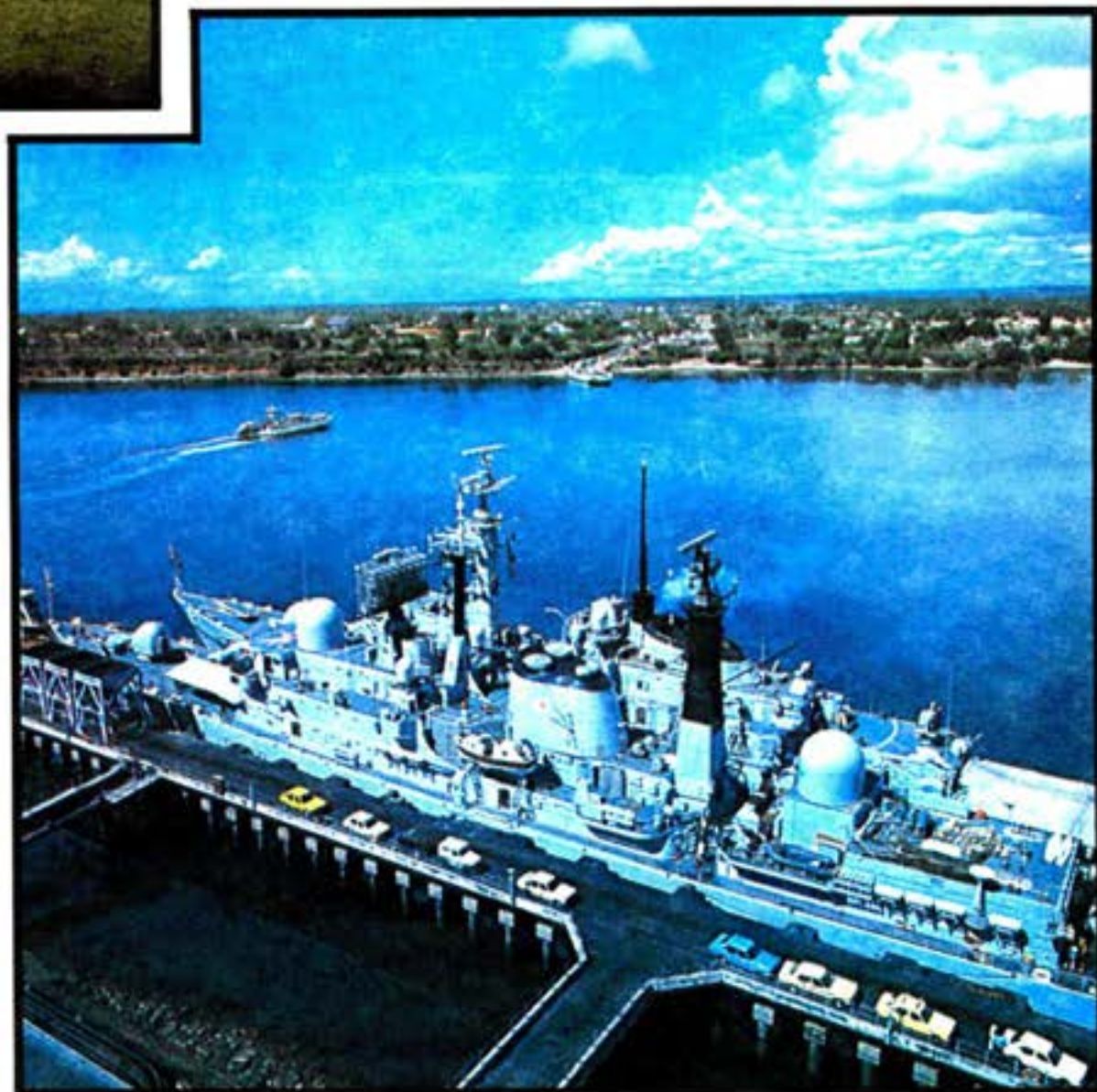
MEANWHILE,

Navy flies the flag in a few other hot-spots



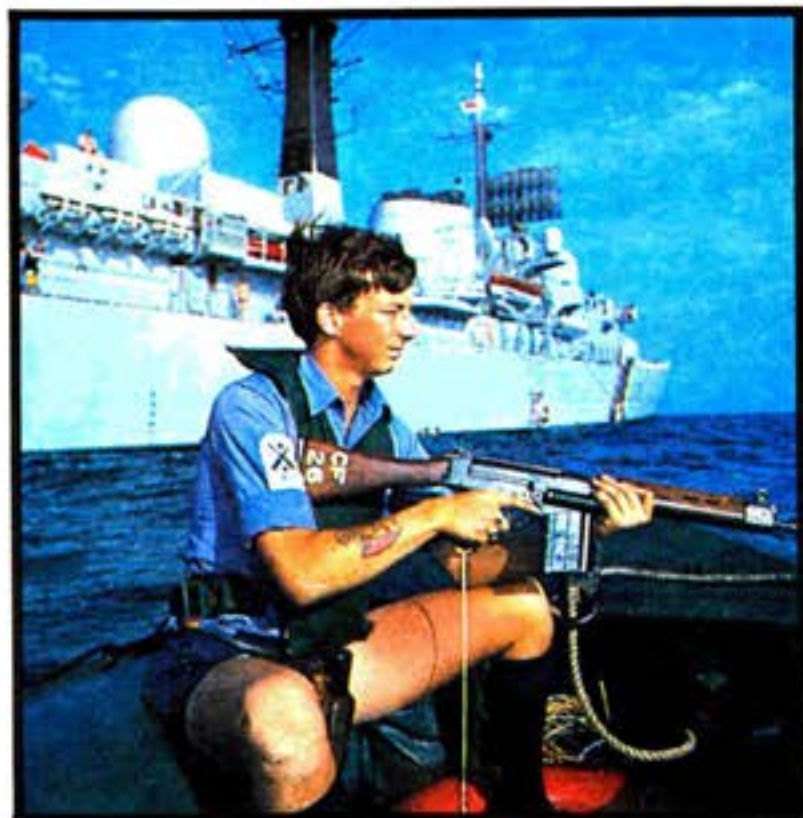
LEFT: Womenfolk who have flown from the UK greet HMS Amazon as she arrives in Singapore. Right to left, Pennie Burne, Sandy Broom, Judy Critchley, Sara Fuller and Clare Marshall.

BELOW: HM ships Cardiff and Amazon alongside at Mombasa, as the Laconi ferry makes a crossing.



SHARK WATCH

BELOW: "Hands to bathe" is piped in HMS Cardiff in the Gulf as LS Hetherington watches for sharks from the Gemini.



From Gib to Djibouti, Sicily to Singapore

WHILE attention was focussed on events in the South Atlantic, the Royal Navy was not neglecting its other duties in far-flung oceans.

HMS Amazon, which returned to Devonport in late June after a four-month deployment to the Middle and Far East, worked with two "bosses" during that time — first HMS Cardiff, before the Type 42 destroyer was called away to the Falklands, and then HMS Ajax.

The pictures in these pages capture some of the flavour of that deployment, which for the Amazon included visits to Gibraltar, North Yemen, Qatar, Dubai,

Kenya, Singapore, Sri Lanka, Djibouti and Sicily.

She took part in exercises with the French Navy and with the Qatar Sea Arm and Sultan of Oman's Air Force.

On three occasions the Amazon was challenged for the coveted Gulf Trophy — the "Gonzo Bucket" — but each time beat off the opposition during ship's sports afternoons.

While away, the ship's company had seven separate compassionate cases where, for one reason or another, it was decided that the rating concerned should rejoin his family and on each occasion

the Navy's organization managed to get the unfortunate man home in good time.

A sponsored marathon relay and voluntary donations by Amazon sailors raised a total of £771 for various charities, including the South Atlantic Fund.

While on passage to Singapore, a "village fete" on HMS Ajax's flight deck raised £350 for Falklands dependants, the biggest sale at an auction being a bell-rope bought for £75 by LSTD Taff Humble.

When the Amazon and Ajax arrived at Singapore wives of members of the ship's company were waiting on the jetty to

spend some time with their husbands, having flown there from the UK.

The Amazon is claiming a record for one of the quickest Singapore-to-Plymouth passages by a Royal Navy frigate. The total distance of 8,567 miles via the Suez Canal was covered in 500 hours, giving an overall speed of 17 knots.

Total distance covered by the Type 21 frigate during the deployment was 26,700 miles at an average speed of 13 knots.

HMS Amazon started a maintenance period at Devonport to prepare her for the South Atlantic if required.

EAST OF SUEZ ...

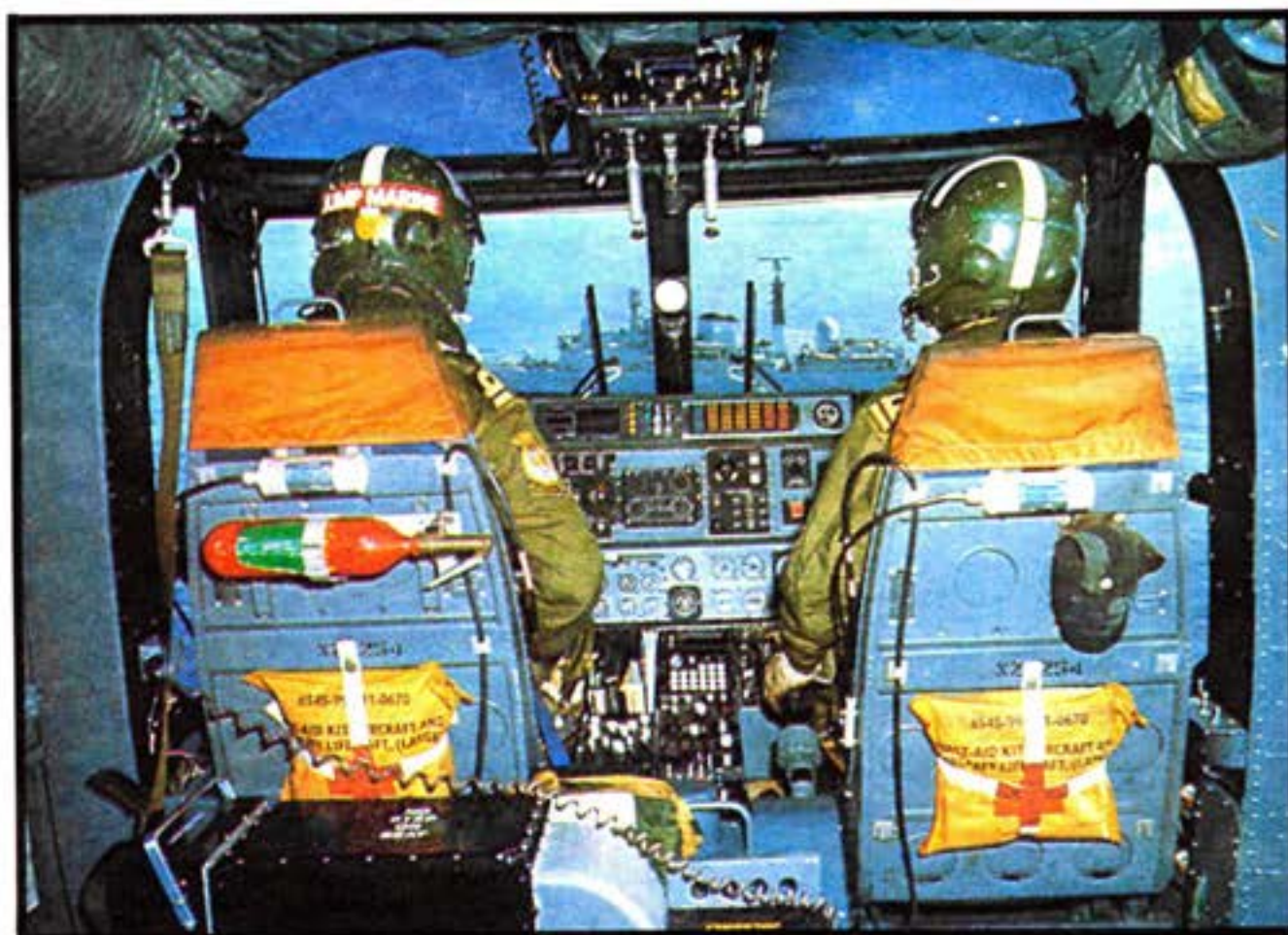
PICTURES: PO(PHOT) TOM SUDDER



ABOVE: The hot sun highlights RFA Gold Rover's orange deck as she replenishes the Cardiff.

TWO VIEWS OF CARDIFF

BELOW: Lynx-eye view of HMS Cardiff through the cockpit of the ship's helicopter. Pilot is Lieut. C. Clayton and the Observer (left) Lieut. P. K. Hulett.



THIRSTY WORK

ABOVE: One (gun) barrel stands guard over the rest after a "liquid replenishment" from RFA Fort Austin (left) to HMS Cardiff.

BROADLANDS THE HOME OF LORD MOUNTBATTEN



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GET WISE ON **DCI's**

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.

Board to replace POWEMs' courses

CAREER COURSE training and advancement in the weapons electrical mechanic category has been rationalised subsequent to the June 1981 Defence Review, one consequence being that the POWEM qualifying courses will be discontinued.

All necessary professional and management shore training will be introduced into a redesigned LWEM qualifying course starting in January, 1983. The existing provisional examination for POWEM will be replaced by a Fleet Board.

An official announcement explains the revised procedure for advancement to POWEM following the cancellation of the POWEM qualifying courses.

Application is being made for City and Guilds recognition of the Fleet Board by the award of the Part III City and Guilds certificate given at present on

successful completion of the petty officers qualifying course.
DCI (RN) 306

☆ Toothache?

A SAILOR on leave finding himself with fearsome toothache should know the procedure for getting emergency treatment (and his money back where payment is involved).

An official statement explains "dental treatment, entitlement and facilities," including the position of personnel abroad.
DCI (RN) 263

☆ Transfers

RESPONSIBILITY for officers' passages on appointment to ships or establishments abroad has been transferred to HMS Centurion (NDD Movements). Those affected are RN, WRNS and QARNNS personnel.
DCI (RN) 265

☆ More buoyant

BOSUN DINGHIES in use in the Royal Navy are to have additional buoyancy arrangements so that should a Bosun dinghy capsize where no assistance is available, the crew would be able to bale out and regain normal sailing trim.
DCI (RN) 266

☆ Rosy offer

ANYONE who would like a bush of the new Mountbatten rose can get one for £2.75 plus £1.75 packing and postage — and will have the satisfaction of knowing that each bush sold will mean 50p for the funds of the Sailors', Soldiers' and Airmen's Families Association. The new rose is being cultivated by R. Harkness and Co. Ltd. Order forms are obtainable from Mrs. B. Newman, HQ SSAFA, 27 Queen Annes Gate, London SW1H 9BZ.
DCI (RN) J 266

☆ Hang gliding

A ROYAL NAVY Hang Gliding Association is being formed, with affiliation to the Royal Navy Gliding and Soaring Association.
DCI (RN) 289

☆ Storage

SERVICE personnel wishing to store furniture while they are posted overseas should be aware that changes have been made in the regulations relating to storage charges.
DCI (RN) J 291

☆ Expedition

The RN and RM Mountaineering Club is organising a climbing expedition to the Huinza Valley of Northern Pakistan, from April to Mid-July 1983. The leader is Major G. D. B. Keelan, RM and the deputy, Lieut. P. H. Parsons, RM.
DCI (RN) J 292

☆ Ear care

NOISE today forms part of our way of life, and a Hearing Conservation Programme for the Royal Navy has been in existence for many years. The examination procedure is explained for ensuring that personnel suffering from hearing loss are detected early and remedial action taken.
DCI (RN) 264

☆ Championship

THE BOSUN dinghy national championship, incorporating the Navy championships, will be held at RAF Mountbatten, Plymouth, on September 11-12. (Announcement dated 4 June, 1982)

☆ Missing copy

AN UNUSUAL announcement calls for an immediate search to be made for any copies of BR 1957(1) (Rest) (Handbook for Simple Electric Deflection Calculator (SEDC) Mark 1) which is required for legal purposes. Any information should be forwarded to "Pats 3a, Room 2107, Empress State Building."
DCI (RN) 294

Navy's turn for that super grant

THE ROYAL NAVY in 1983 has the chance to gain a "fixed asset" worth anything from £75,000 to the upper limit of £100,000, by means of a "super grant" from the Nuffield Trust for the Forces of the Crown.

These "super grants" are allocated to each Service in turn, and are only made to establishments in the United Kingdom where there is adequate security of tenure. Facilities eligible for public funding are excluded.

Commanders-in-chief are to call for projects to be submitted, with the Second Sea Lord making the final selection.

DCI (RN) 262

Promotion to officer: new rules for Wrens

FOLLOWING revised rules for upper yardmen in the Navy, changes are announced in the procedures and regulations for Wrens seeking promotion to officer status.

Although the age limits are "over 20 and under 27 on the date they will be promoted to probationary third officer" it is possible to have the upper age limit for entry to Britannia Royal Naval College extended by up to 12 months "in any case where it would be practicable to do so." In exceptional circumstances applications for extensions beyond this period should be forwarded to the Ministry of Defence.
DCI (RN) 267

☆ New prices

NEW ISSUING prices for ratings' clothing and for tobacco and cigarettes are announced "in the light of current costs," but it is pointed out that although many items have risen in price, most increases are moderate — and there are some reductions.

Kit upkeep allowances and clothing gratuities have also been recalculated on the revised prices.
DCI (RN) 316

☆ Gift allowance

THE GIFT allowance for parcels posted by members of HM Forces stationed overseas and destined for addresses in the United Kingdom has been increased from £10 to £20.
DCI (RN) J 319

☆ Record appeal

THE 1981 First of June Appeal raised a record £27,252 for naval officers' charities, and included a welcome increase in covenants. (Announcement dated 21 May 1982)

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Slippery cards



Smiles

"Let go of your Railcard . . . I won't pinch it!"

TOO MANY Service personnel are losing their railcards, despite appeals for greater care. In future, carelessness is going to be expensive.

From May 1 1982 a charge of £10 is being made for the replacement of a lost card, though, depending on the circumstances, commanding officers will have the discretion to waive this fee.

DCI (RN) J 285

Left — Golden moment for Onslaught men LMEM(M) Tony Wainwright (left) and LWEM(R) Charles Browning as they give some naval support to Liquid Gold lead singer Ellie Hope.

Below — The submarine arrives at Blyth.

Golden return for Onslaught

A LONG period at sea ended for HM submarine Onslaught when she came "home" to a heart-warming welcome in her affiliated town of Blyth.

During her five-day visit in June to the northern port, the Onslaught found a wealth of hospitality and received 2,000 visitors on board.

Her crew held a dance in a local club and were invited to a new cabaret club to meet pop group Liquid Gold.

While at Blyth two officers and five ratings set off on a 420-mile sponsored cycle marathon to the submarine's home base of Gosport. Leaving 24 hours before the Onslaught, they covered the distance in two and a half days of almost constant rain and wind, arriving at HMS Dolphin 14 hours ahead of the boat.

They raised more than £300 for the Mayor of Gosport's Appeal.

Kent day

HARBOUR training ship HMS Kent played host to a group of youngsters from London on a day trip to Portsmouth organised by the Variety Club of Great Britain.

Thanksgiving

A NATIONAL service of thanksgiving for the liberation of the Falkland Islands and to commemorate those who died in the campaign was being held in St Paul's Cathedral on July 26.

Yarnton shoots to the top!

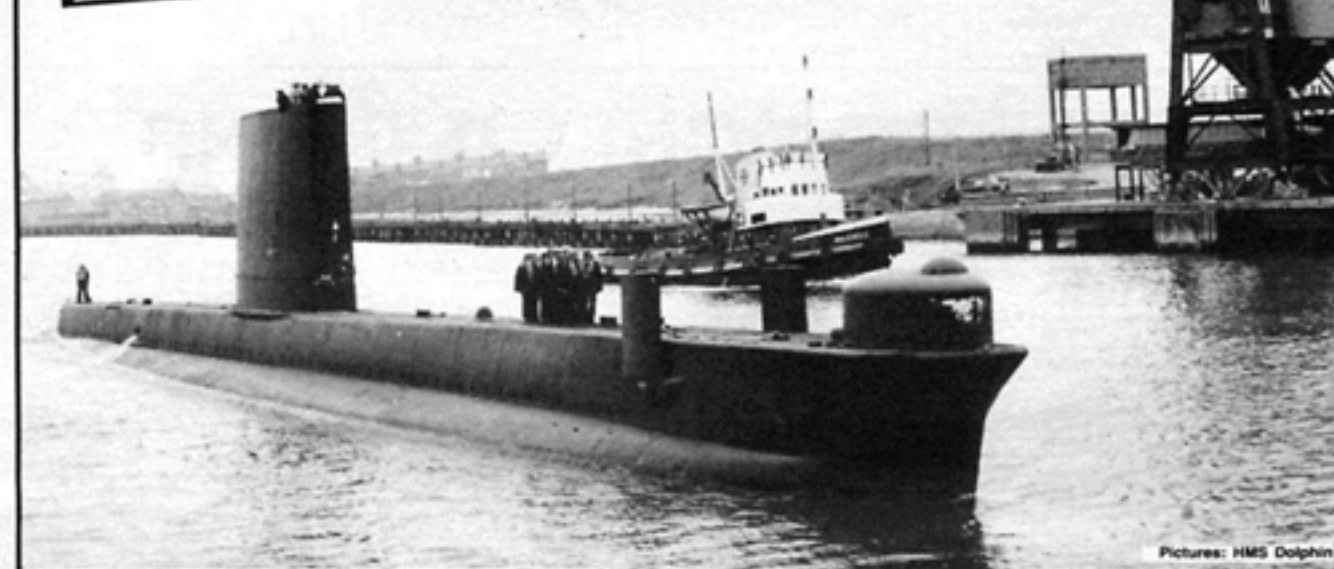
SHARP-SHOOTING ship of the Hong Kong Squadron — that's the reputation won by HMS Yarnton.

She captured a re-established gunnery trophy by taking first place in a competition for all five Ton-class vessels of the Crown Colony's naval force.

FULL TITLE

The Far East Fleet Naval Gunnery Support Trophy, to give it its full title, was first presented in 1912, but the competition has not been staged for several years.

HMS Yarnton's Bofors crew shot to the top under the direction of Sub-Lieut. Chris Richards, on his last shoot before returning to the UK.



Pictures: HMS Dolphin

OCELOT'S SPECIAL BREW!

A SUB-STANDARD cuppa may win a Scottish Cup Scout pack a week-end in London.

The tea, reported to be "up to Navy standards" was brewed in the galley of HM submarine Ocelot at Faslane by members of the 3rd Helensburgh Cub Scout Pack.

With the co-operation of the commanding officer and boat's crew, the youngsters were meeting the challenge of BBC TV's "Blue Peter" programme, which set cubs everywhere the task of finding an "unusual situation" in which to brew up. The competition was being held to mark the 75th anniversary of the movement, and that week-end in London was first prize.

More DCIs

★ Cooks' award

CITY and Guilds Certificate 706/1 (basic cookery for the catering industry) will be awarded to RN and WRNS ratings and RM other ranks who successfully complete Part III training. Part IV task book training and provisional examinations (written and practical) for leading cook (K2 for R.M. other ranks).

This award will also apply retrospectively in part to those who successfully completed the new Part III cookery course which started in April 1981 (course C136 onwards).

Certificates will be forwarded through commanding officers without application on successful completion of the provisional examinations for leading cook.

DCI (RN) 278

★ Check ups

FROM July 1, 1982, medical examinations will take place at age 20, at five-yearly intervals until 50, and every two years thereafter. The examination will continue to be carried out prior to entry and on release from the Service.

DCI (RN) 277

★ Efficient POMA

POMA F. J. GERRELL has been awarded the Sick Berth Petty Officers Efficiency Medal for 1982.

DCI (RN) 307



★ Bright ideas

IN THE LAST two years, several awards of more than £1,000 have been made for bright ideas put forward by Ministry of Defence staff, Service and civilian, "to improve efficiency or effectiveness or save the Department money."

An Admiralty announcement describes the operation of the Non-Technical Staff Suggestion Scheme. A separate statement will deal with the technical scheme.

DCI (RN) J 272

★ Review

THE SELECTION procedure for Weapons Electrical mechanic candidates has been reviewed in the light of the more stringent Fleet requirements following the June 1981 Defence Review and the cancellation of the petty officer WEM qualifying course.

A provisional selection board will be held every four months at HMS Collingwood (the first on August 1). Successful candidates will be placed on a provisional roster.

Recommendations for candidates who have been provisionally selected will be called for from commanding officers six months after the date of the provisional selection board.

A final selection board will be held every four months at Collingwood (the first on February 1, 1983). Selection at this point will be governed by Service requirements and the candidate's record to date.

Success at the final selection board will qualify the candidate to join the final roster, administered by the Captain Naval Drafting.

DCI (RN) 309

★ Defence specs.

AN OFFICIAL statement covers the issue of defence spectacles to personnel of all Services.

The new spectacles will replace Mk IV spectacles and will be available for issue when stocks of Mk IV have run out. Plastic safety lenses will be available.

DCI (RN) 268

★ Prize nurse

THE Ruth Carter Prize for Nurses for 1981/82 has been awarded to Cmt(N) J. W. Sharp.

DCI (RN) 308

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PEOPLE IN THE NEWS

In the picture

Right — Wren CYNTHIA WHITTAKER, a Wren training support assistant in HMS Sultan, is an amateur artist of some talent. Pictured here with some of her paintings, Cynthia has found that her hobby helps her in her job, which involves the preparation of visual material and slides for training purposes.



Lynx lady



Third Officer FRANCES MURRAY has completed her air engineering training and has been presented at RN air station Culdrose with her Certificate of Competency as an engineering officer. It is an achievement which makes her the first fully fledged lady engineer in the Royal Navy. A graduate of Dundee University, her next appointment is to be at RN air station Yeovilton working on Lynx helicopters.

Her sister, POWren Catherine Murray, is with the Naval Personnel and Family Service in Plymouth, and her father has been Deputy Supply Officer in RFA Stromness with the Task Force.



HOW STANLEY GOT A REAL BUTCHER . . .

PORT STANLEY has a trained butcher - thanks to the Naval Resettlement Office in HMS Nelson and the Army Catering Corps. He is ex-CPO Michael Bleaney, who left the Royal Navy in 1977 after 24 years service and now works for the Falkland Islands Company.

A day or two after the fall of Port Stanley to British troops, Resettlement Office staff were surprised to see pictures in the national Press of Mike Bleaney, his wife, Dr. Alison Bleaney, and their two children. Dr. Bleaney had risked shellfire to "bully the Argentinians into talking to the advancing British."

Mike Bleaney wrote to the Regular Forces Employment Association in mid-1980, asking if he could do a short butchery course on his next UK leave from the Falklands.

OFF THE HOOF

He explained that meat was purchased in the islands "off the hoof." Minimum quantity was a quarter of the animal, there was no trained butcher, "and most people do what they can with a saw and a sharp knife."

"The Roman Catholic priest used to do it, but he has stopped because of his age and arthritis."

ALDRESHOT

The letter was passed to Cdr. Alan Makepeace, RN (ret.), the Naval Resettlement Information Officer in Nelson. He promptly contacted the Army School of Catering at Aldershot, and with the blessing of the Director Army Catering Corps, Mike was offered a course during his leave last September.

He completed the course with flying colours and was subsequently issued with a certificate by the Institute of Meat.

Ted's in top form



MEMN(L) TED DOBBS (above) is returning to sea after major heart surgery. And to celebrate his amazing recovery, HMS Sultan presented him and his wife, CHRISSIE, with a heart-shaped cake. Ted suffered a heart attack in 1979 at the age of 31 following a keep-fit bicycle ride. He underwent a major heart bypass operation, made a full recovery, and then had an agonising wait before being told he was fit again for sea duty.

A right old ding dong!

Pictured having a little tune-up are the handbell ringers of HMS Dryad. The group was formed by Cdr. WILLIAM HARRIS (left) for carol ringing last Christmas and decided to stay together for regular meetings. They practise twice a week and played recently at a ladies guest night and a wardroom mess dinner. Also pictured are Band Colour Sgt. ROD PRESTON, who helps with the musical arrangements, Second Officer JANE DURCAN (centre), Wrens JENNY SCHOFIELD, AMANDA RAMPLING, and JENNY BROUGH, and LWren DEBBIE ALLEN. Wren TERRI BALL, not in the picture, is also a member of the group.

The joke's on them!



MEET three funny men. They are (left to right) Colour-Sgt. ART HUDDART, WO2 ROY CARR and Sgt. JOHN WEBB, whose Task Force cartoon book "Smile a While" was featured in our June edition. Now the three Royal Marines, all members of the RM Illustrators Branch and based at Poole, have produced a second book "Grin and Bear It" to cheer up the lads still in the South Atlantic. Both cartoon books are being published as one volume, "Up the Falklands," by Blandford Press.

● HMS Farnella, one of the Hull trawlers requisitioned for service in the South Atlantic, reports that she has a resident cartoonist on board. LMEN(L) Brian Austin has been keeping the ship's company amused with a prodigious output of cartoons on life in the Farnella and the Falklands operation. Cartoons — Page 30.



Senior Nursing Officer ANDREA WEBBER, now serving in RNH Haslar, has been awarded the Order of St John for her work in the St John Hospital on the West Bank in Jerusalem in 1979 and 1980.

Bill the Lift retires

BILL GELSTHORPE, known affectionately as "Bill the Lift" in naval circles within the Ministry of Defence, finally left public service on May 5. Before his departure the First Sea Lord, Admiral Sir Henry Leach, presented Bill with his crest.

Bill joined the Royal Navy in 1930 and lost a leg as the result of injuries sustained in action in HMS Orion during the Second World War. In 1969 he was allocated for two days of temporary duty in the Main Building lift used by the Navy Department. But he remained there for 13 years, and his cheerful "Lift alongside, Sir!" will be remembered with affection.

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Trawlers are big noises at Stanley

FIVE TRAWLERS converted into mine-sweepers and commissioned as HM ships have had busy, and sometimes dangerous times in the Falklands.

The five vessels of the 11th MCM — HM ships Farnella, Cordella, Northella, Junella and Pict — have been in the South Atlantic since the end of May and in that time have proved flexible "workhorses." They have carried out

stores transfers, topped up fresh water tanks and delivered a steady stream of mail and personnel around the Fleet.

In South Georgia they transferred 5 Brigade from the Queen Elizabeth 2 to the Canberra and Norland in winds up to 70 knots, carried hundreds of tons of food, stores and ammunition and became effective troop carriers in their own right.

Later they were engaged in clearing minefields around Port Stanley.

The Pict says that after carrying out a check sweep ahead of the logistic vessels she became, on June 16, the first HM ship to enter Port Stanley following the Argentine invasion (although she concedes that a landing craft had gone in ahead of her).

Press reports in the UK had described how at one stage the Pict had deliberately created

noise to try to set off any mines which could have crippled Task Force ships bombarding Port Stanley.

Lieut.-Cdr. David Garwood, the Pict's commanding officer, said they carried a noise-maker to activate mines as they went about their clearing task.

Fourteen volunteers were on board the ship at the time, the minimum needed for the mission. Others were ordered off.

They have a tiger by the tail...

AMONG the spoils of war in the Falklands is one of the Royal Navy's latest acquisitions — the patrol craft HMS Tiger Bay.

The 81-ton vessel was formerly the Argentine navy's *Islas Malvinas*, and was captured intact by British forces in Port Stanley.

Operated by five men from the Type 42 destroyer HMS Cardiff, the Tiger Bay is now patrolling the harbour under the White Ensign. She has been renamed after the famous dockside area of the Welsh capital.

The three-year-old German-built vessel is the first command for Lieut. Simon Hambrook, who found the craft "in a dreadful mess" but in sound condition and hardly damaged. A similar craft, partially destroyed in Harrier attacks, was used to provide spare parts.

Port Howard

Lieut. Hambrook's four-man crew are AB Steven Plaxton, SEA Gary Heberton, CK Peter Freeman and MEM Kevin Crowther.

The day after the surrender of the Argentine army, the Cardiff was sent to Port Howard, West Falkland, to provide a presence and encourage the local garrison to follow the lead of their colleagues in Stanley.

But no threat was needed as the garrison willingly surrendered to Col. M. Hunt, commanding officer of 40 Commando, later accompanied by the Cardiff's commanding officer, Capt. M. G. T. Harris.



The garrison of about 1,500 soldiers, many of them in poor condition, were transferred to HMS Intrepid for the passage to San Carlos, where they were interned before being returned to Argentina.

in the Canberra and the Norland.

Following the liberation of Port Stanley, the Cardiff and HMS Andromeda escorted the Canberra into the harbour.

Earlier, the Cardiff had expended 277 rounds of HE ammunition in support of land forces surrounding Stanley. A Sea Dart missile was also successfully fired at an Argentine aircraft.

Above, HMS Tiger Bay off Port Stanley, and, below, her "mother ship", HMS Cardiff at anchor in Port Howard, West Falkland. Flying from the masts, in addition to the White Ensign, are two battle ensigns, the ship's call sign and a Blue Ensign at the gaff. The Blue Ensign was similar to that when in 1919 the then HMS Cardiff led the surrendered German Fleet into Rosyth. She had been ordered by Admiral Beatty to wear a Blue Ensign at the gaff to distinguish her from the other British warships. Beyond the Cardiff is HMS Cordella.



Express service by new Castle

FISHERY protection ship HMS Dumbarton Castle has won a reputation in the South Atlantic for express deliveries...

The new Castle-class patrol ship, working as a despatch vessel with the Task Force, covered 8,700 nautical miles during her last run, calling at the Falklands, South Georgia and St Helena. She completed the trip in 24 days 13 hrs at an average speed — including stopovers — of 14.7 knots.

HMS Dumbarton Castle sailed from Rosyth on April 26 in company with her sister ship HMS Leeds Castle, mv British Enterprise III and the cable ship Iris. She has been delivering mail, personnel and high priority stores from Ascension Island to the Task Force.

Call-up post haste

OFFICERS and ratings of the RNR Postal Branch have been among those active in the overall effort to keep the Task Force supplied in the South Atlantic.

They were recalled to assist in sorting the mountains of mail and other items which poured into the Postal and Courier Depot Royal Engineers at Inglis Barracks, Mill Hill, London.

About 45 members of the branch helped Service colleagues to keep ship's mail on the move.

Lieut.-Cdr. Bill Trodden, staff officer for the branch and assistant head postmaster at Inverness Head Post Office, said the branch gets recruits entirely from within the Post Office and is well suited to the role.

Portrait of Sheffield

A PAINTING in oils of HMS Sheffield, the work of truck driver Jack Dickson, has been presented to Capt. James Salt by garage staff of the Stores and Transport Organisation at Portsmouth Naval Base.

Capt. Salt, who described the picture as "fantastic — absolutely right," was told he had a free hand as to where it was hung, but they hoped that if there was another HMS Sheffield it would go to the ship's wardroom.

Flying hours rocket

SEA KING pilots in HMS Invincible have during three months of the Falklands operation got through the equivalent of 18 months' normal flying time.

The carrier's 820 Squadron has clocked up its 3,000th flying hour since the operation began — and two pilots achieved career totals of 3,000 hrs each.

Both officers — Lieuts. Mark Osman and Alan Bell — have flown a variety of helicopters during their long service in the Fleet Air Arm. With the rest of the squadron aircrew they have been flying round the clock on anti-submarine sorties, loadlifting tasks and surface searches.

Adding to the celebration were the men of 801 Squadron, whose Sea Harriers chalked up 2,000 launches since the beginning of April.

HOMeward RUN FOR MEN OF TRENT

FEW TIMES before in the heroic history of the Marathon had the race been run in such a strange place...

BP's tanker British Trent, on the last morning of her ten-day passage from the bleak winter of the Falkland Islands to the tropical blue seas of Ascension Island, was a happy ship. The 101 unexpected passengers on board included survivors from the logistic landing ship RFA Sir Tristram, bombed by Argentine aircraft at Fitzroy.

But these were better times, and one of the highlights of the journey home was the mini-marathon of 13 miles run backwards and forwards along the Trent's flying bridge on a dazzlingly sunny morning.

The runners were Lieut.-Cdr. Keith Richardson, and Lieut. Clive Grant, RM, who had worked out that 182 laps of the catwalk which extends the length of the Trent's tank deck amounted to an honourable "half marathon."

Sponsorship for the event, recorded by Lieut. Tony Sattin and authenticated by the ship's master, Captain Peter Waller, raised £120 for the Royal National Lifeboat Institution.

As the Trent's brave athletes found, a marathon run on a course which was rocking and rolling in an Atlantic swell presented some unique problems. But the marathon was a spectacular finale to a highly unusual journey.

The grateful passengers paid their own tribute to the Trent by throwing a "sundowners party" on a magnificent and balmy evening. The Trent's catering officer Gerry Collins and his staff spent five hours preparing a splendid buffet.

As the master of the Sir Tristram, Captain Robin Green said to the hosts, "Thank you so much for looking after us all so well."



On their catwalk caper as BP's tanker British Trent heads for Ascension from the Falklands are Lieut.-Cdr. Keith Richardson (in the lead) and Lieut. Clive Grant, RM. Their 13-mile mini-marathon set a tough task with some unusual problems.

HELPING HANDS — FOR FALKLANDS CHARITY

• See also page 41



LEFT: Pupils of Stalndrop Comprehensive School, C. Durham, say it with smiles as a cheque for over £4,000, raised by them for the South Atlantic Fund, is presented by pretty Erica Scurr to Lieut.-Cdr. (now Cdr.) Mike Norman, first lieutenant of the sunken HMS Sheffield.

Picture: Fred Spencer.

RIGHT: Rum do in the studio of Piccadilly Radio in Manchester as DJ Mike Sweeney "splices the mainbrace" live on the air in honour of Prince William of Wales, helped by (left to right) producer Simon Cole, CPOs Steven Wellens, Steve Lambert, Ted Weager, David Hancock, Kieran Abley and Bernard Foster, of HMS Manchester.

• See stories below.



SOUTH ATLANTIC SAMARITANS!

CELEBRATION was in — and on — the air when six chief petty officers of HMS Manchester visited Piccadilly Radio in Manchester, the city which hopes to adopt the ship.

On the day the Navy was celebrating the Royal birth, they met DJ Mike Sweeney, whose sponsored Manchester Marathon show raised £10,000 for the South Atlantic Fund.

The combination of these events called for a celebration — so, helped by a local brewery, they spliced the mainbrace live on the air.

When it comes to raising cash for the South Atlantic Fund, the pupils of Stalndrop Comprehensive School in Co. Durham are also top of the class.

In a month of various activities by 500 pupils, they raised £4,170, which was presented to Lieut.-Cdr. Mike Norman (now commander), survivor of HMS Sheffield.

The challenge of raising cash for the fund prompted a team of ratings from the office of the Senior Naval Officer Northern Ireland to take part in a 24-hour darts marathon, which raised £850 and was increased to £1,000 by other donations.

HMS Sultan ventured into the world of show business and staged their first All Star Spectacular, featuring such popular groups as The Bachelors, which was expected to raise over £2,000.

The Wardroom galley staff of HMS Excellent jogged around an athletics track with 360 eggs — a circuit per egg — covering a total of 90 miles and raising £334.66.

During operational training at

Portland, the Belgian ship Wielingen sold 1,200 "lucky number" envelopes at 10p each, raising £251.

Covering distance for cash was a challenge accepted by a team of eight police instructors, led by Chief Inspector John Ball, who ran from Ryton on Dunsmore Police Centre, near Coventry, to HMS Nelson — 135 miles — and expect to raise £2,000.

In the hope of raising a similar sum of money, four members of the crew of HMS Revenge cycled from Rosyth in Scotland to Portsmouth — 500 miles. It also inspired 12 firemen of the White Watch, Park Royal Fire Station, Willesden, to walk in two teams from HMS Belfast to HMS Victory carrying hook ladders weighing 28lb.

INVINCIBLE

The Derby Evening Telegraph is raising money for the fund by selling prints of a painting of HMS Invincible by Roderick Lovesay, which they commissioned, at £5 a print.

The Leeds Athletic Institute organised a sponsored relay run for the fund and in honour of HMS Coventry, which held the Fleet record for the 100 x 1 mile relay — 10hr. 5min. 9sec.

Cartoons raise more than just a laugh

AN AUCTION of work by well-known cartoonists, including Tugg and Jan of Navy News, contributed largely to the raising of £1,000 for the South Atlantic fund by the Mobile Aircraft Repair, Transport and Salvage Unit at HMS Daedalus.

The auction took place at a ball in the FCPOs' and CPOs' mess in Daedalus attended by many members of the Cartoonists' Club of Great Britain and at which raffle prizes were donated by many national companies.

Lucky break

A welcome break in a 50-hour snooker marathon for LCK George McCluskey (left) and LSTD William Edwards, of the Director of Joint Maritime Training Staff, Edinburgh, who played until they raised £250 for the South Atlantic Fund.



ROLL OUT THE BARREL! That's what nine members of the Naval Stores department of HMS Excellent did to raise money for the South Atlantic Fund and King George's Fund for Sailors. Dressed in old maritime rig, they pushed the 50 gallon beer barrel, known to those in the trade as a hogshead, 16 miles around the streets of Portsmouth, collecting £300 for the two funds.

Picture: Fleet Photographic Unit.

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NEWSVIEW

The time to reap benefit of victory

THE regular return to the United Kingdom of ships which have given valiant service in the South Atlantic has continued to be the signal for joyous celebration.

Men and women who saw service in the Falklands undoubtedly had some inkling of the depth of feelings for their welfare while down south, but the overwhelming welcome home to which they have so rightly been treated must have taken many of them aback.

This month's Navy News records the arrival home of ships, aircraft and personnel, some in detail some not so fully, but all equally sincere and important.

Falklands factor

Over past weeks the political writers have been talking about the "Falklands factor," a beneficial lingering afterglow of success in the South Atlantic. Many hope that for the Services the "Falklands factor" may come to have a slightly different connotation, including reappraisal of the future strength levels in the Royal Navy in the light of what was achieved in a few brief months in 1982.

How splendid it would be if the sweet smell of success of that hard-won victory could be extended to become something of lasting benefit to the Service.

Certainly, the news that HMS Invincible is to be retained will be acclaimed. She was, with her aircraft, a key weapon in the conflict, and her continued presence will, with that of other ships which gave and are giving proud service, be a continual memorial to the Falkland victory.

Service strength

Speculation continues on future levels of Service strength. In any event, the Falklands lessons have to be assessed and digested, and no doubt will be reflected in the new Defence White Paper later in the year.

Meanwhile, splendid tales of bravery, skill and initiative continue to be told as ships, aircraft and personnel return.

No doubt these deeds of valour will be reflected in official recognition which must surely follow in due course.

Doctors at war

Bombers came with supper . . .

SUPPER was being served at the field hospital set up in an old refrigeration plant at Ajax Bay when the bombers came . . .

In another part of the casualty station, surgeons of the Parachute Regiment were carrying out an operation. The aircraft, taking everyone by complete surprise, dropped their bombs, one of them exploding near the makeshift galley, with several casualties.

Another bomb entered the building and came to rest in a refrigeration unit; a third bounced off the roof of the building and ended up on the beach nearby.

This time, the hospital, set up in conjunction with a military stores and ammunition dump and as such not immune to attack, was relatively lucky. If the other two bombs had gone off, the whole facility would have been destroyed.

"Most of us spent the night outside in the open while the bomb disposal team examined the bombs in case they had delayed fuses," said Surg. Lieut.-Cdr. Timothy Riley. "Next day we continued to work with the bombs in the building and just trusted our colleagues."

The operation being carried out during the air raid was on an Argentine casualty. He was under anaesthetic and blissfully ignorant of what was going on around him.

Surg. Lieut.-Cdr. Riley was casualty officer in the surgical support team which travelled to the Falklands in the ss Canberra, setting up a front-line medical facility in the liner on the

way there, complete with four operating tables and blood laboratory, where 1,310 units of blood taken from the embarked force and P & O crew were tested by MTI Stuart McKinley and his team.

Bomb Alley

On May 21 in Bomb Alley, the Canberra took most of the casualties from the Fleet. When the liner was taken away from the area, the surgical team, led by Surg.-Cdr. Rick Jolly, went ashore and helped set up the station at Ajax Bay.

"No one who arrived alive at Ajax Bay died," said Surg.-Cdr. Jolly. "We had good surgery and lots of blood. There was tremendous team support and I am very proud of them."

Surg. Lieut.-Cdr. Riley spent nine days at Ajax Bay, during the initial landings and Darwin and Goose Green takings, then his unit went forward to Teal inlet — where it was based in sheep-shearers' bunkhouses — and another went to Fitzroy. Later, a surgical team was set up in Stanley hospital.

The three medical facilities ashore dealt with over 1,200 casualties and at Ajax Bay alone there were 292 general anaesthetics, many patients having suffered more than one injury. The more serious casualties were then moved to the main hospital ship, ss Uganda.

"We did the immediate casualty work and lifesaving surgery — but there is an enormous amount of secondary medical work. For example, over 50 people have lost limbs — and they have to be rehabilitated."

And a Happy New

HARD-PRESSED personnel of the hospital ship ss Uganda found a novel way to relax after the end of hostilities — they celebrated with Christmas dinner, plum pudding, crackers and carols.

The ship, whose medical record during the conflict has been superb, took on her festive atmosphere while anchored in Port William Bay in the Falklands. Christmas cards were even sent to the senior officers of the embarked Naval Party 1830. A few days later came the natural sequel . . . a South Atlantic New Year, complete with haggis and a ceilidh.

Surgeons in action

A FOUR-MAN RN surgical team, now home after duty in the Falklands, has painted a picture of primitive working conditions; of bravery by sailors at sea and troops in the field; and of a dedication to the welfare of the wounded.

The four are Surgeon Lieut.-Cdr. Tony Mugridge (in charge of the group), Surg. Lieut. Sean Tighe, MTI(L) Malcolm Watton and LMA(O) Steve Wabsh.

When they left the UK for the Middle and Far East, they could not know they would be away from their families for nine-and-a-half months. They left Gibraltar for the South Atlantic on

March 29 after completing a full deployment to the Far East.

During the assault on South Georgia, the team was in action in RFA Tidespring. The vessel's library had been converted into a ward and her own medical facilities into a makeshift operating theatre. There they saved the lives of the two patients delivered to them — a Royal Navy petty officer with peritonitis and an Argentine submariner who had lost his leg.

AJAX BAY

Later, after transferring to HMS Intrepid, the team acted as a back-up surgical team during the landing of the 5th Infantry Brigade at Fitzroy. They went to the temporary hospital established in

a refrigeration plant at Ajax Bay to assist with casualties from the RFA Sir Galahad and Sir Tristram.

Surgeon Lieut.-Cdr. Mugridge said, "The hospital was very heavily committed after the Bluff Cove incident. Every available medical man was on the spot. We instructed Marines with no medical training in simple techniques such as cleaning and bandaging injuries."

Surg. Lieut. Tighe said, "There were two operating tables run by us and two by an Army medical team. The general idea was that we would carry out primary field surgery on the wounded and restore them to a condition in

which they could be moved to the hospital ship Uganda.

"About 300 patients passed through our hands during my time in the hospital — most of the casualties were flash burns and wounds from high-velocity bullets."

FLASH BURNS

A period of intense activity followed the British attack against Port Stanley. The wounds included shrapnel and injuries from mines, beside bullet wounds and the eternal trench foot.

The team then heard they were being sent home to HMS Hecla via Montevideo. They flew from the Uruguay capital to RAF Brize Norton.

The race to regain Thule

TWO Royal Navy ships with supporting vessels won a race against time to clear the last Argentine forces from the Falkland Islands Dependencies.

The ice patrol ship HMS Endurance, which has been in the South Atlantic longer than any other task force ship, and the frigate HMS Yarmouth had to reach the island of South Thule before the ice closed in.

They only just made it. At the time, in mid-June, the area was in the grip of deep winter, and satellite pictures showed that the pack ice was only 30 miles to the south.

Supported by the fleet tanker RFA Olmeda and the tug Salvageman, the mini task force landed M Company 42 Cdo. Royal Marines to effect a bloodless repossession of South Thule, occupied by the Argentines since 1976.

Blowpipe

For the first time a Wessex helicopter, from 848 Squadron, was embarked in the Endurance to supplement her two Wasps. Anti-aircraft protection was provided by Blowpipe hand-held missile launchers.

In howling winds and temperatures of minus 11 degrees C, recon Marines from the Endurance and M Company began their slow climb around the ice-covered terrain. The troop-carrying Wessex was supported by a Wasp on its trips to the island.

After the Argentines had realised the recon party was ashore, the Yarmouth gave a fine display of naval gunfire, which was followed by the surrender of the small Argentine party, composed of military personnel.

No casualties

No shots were fired and there were no casualties during recovery of the base. Ten prisoners went on board the task group ships and a surrender ceremony, attended by all the commanding officers, was held in the Endurance wardroom.

Before leaving South Thule,

the Yarmouth carried out her 50th replenishment at sea since leaving the UK. The refuelling operation, carried out with the Olmeda, took place on June 21 at Lat. 59.15 South — and the frigate reckons it might have

been the most southerly RAS(L) in the Navy's history.

During the Falklands campaign the Yarmouth had experienced some of the most fierce fighting. She was in Bomb Alley at the height of the air

attacks, but during her ten days in San Carlos Water she escaped damage, discouraging the Argentine aircraft with withering fire from her 4.5-in. guns, Seacat missiles, 20mm cannon and small arms.

She assisted the burning HMS Sheffield and later took the stricken destroyer in tow. She also went to the aid of HMS Ardent and was alongside taking off survivors shortly before the Type 21 frigate exploded.

After ten days protecting landing ships in San Carlos Water, she became one of the regular naval gunfire support ships, firing more than 1,000 4.5-in. shells in support of troops around Stanley. She led the final bombardment the night before Stanley was taken.

By the time she returns to Rosyth, the Yarmouth will have spent well over 100 days at sea non-stop, and will have steamed more than 40,000 miles.

Falklands Task Force



Frigate Penny weighs double!

NOT often does a ship drop one anchor and weigh two. But that's what happened to HMS Penelope while shifting berth at Port William in the Falklands.

A huge old anchor became entangled in her starboard cable, giving rise to the cry "Anchor foul," a sound to chill any Jimmy's blood.

Says the Penelope, "No historical inquiries locally in Port Stanley have borne fruit because of the present situation, but we hope we can rescue the anchor successfully and identify it — HMS Penelope's contribution to International Maritime Heritage Year."

They say an attempt was made to bring it inboard through the bow hawse using the port cable and a ship to buoy shackle, but the ring of the anchor was so big it would not fit through the hawse pipe.

SAN CARLOS

The anchor is estimated to weigh about three-and-a-half tons, and is 10ft. from ring to crown. It is Admiralty pattern, with traces of wooden stock still visible. Date is estimated as late 19th Century.

The Penelope had sailed quietly from Devonport in May and made fast passage south, where she became involved in recovering air-dropped stores.

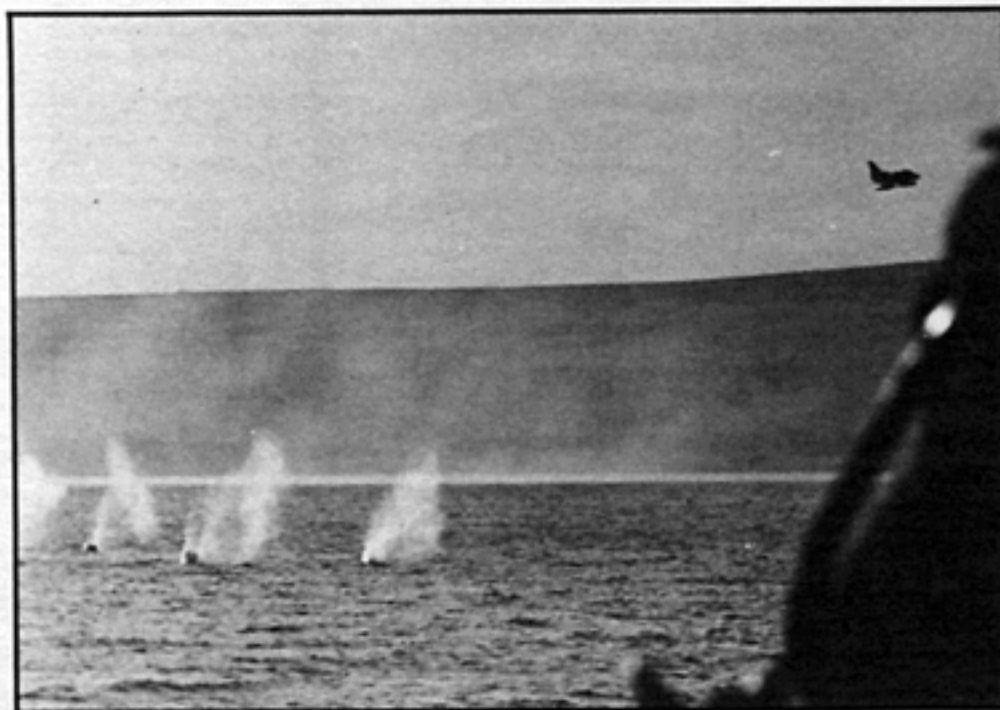
Later she spent much time escorting ships to and from the beachhead at San Carlos and Bluff Cove.

She also claims to be the last ship to come under Argentine air attack.

She was involved in solo patrols around the islands and helping isolated communities, including visits by her helicopter to settlements to deliver food and take children to school.



A film of ice clings to HMS Endurance's hull as she lies off South Thule after the Argentine surrender. Top, Royal Marines raise the Union Flag over the island for the first time since 1976.



This dramatic picture, taken from the flight deck of HMS Yarmouth at the height of the attacks on Bomb Alley, shows the ship under attack by an Argentine Skyhawk.



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Note: Sheep are the national emblem of the Falkland Islands





Flying salute as Arrow sails home

AFTER HECTIC DAYS in Bomb Alley, HMS Arrow was cheered into Devonport by 10,000 people. Overhead, nine aircraft of the RAF Red Arrows added an appropriate tribute.

Amid the welcome, and as the families streamed on board, the commanding officer, Cdr. Paul Boothstone, said: "I am overwhelmed. We never expected anything like this."

During 99 days at sea since leaving for the Falklands from an exercise at the end of March, the Arrow had been involved in many dangerous tasks.

The crew knocked out three enemy aircraft, seven gun emplacements and two radar stations, survived 14 days protecting the beachhead at San

Carlos, provided vital covering fire for the capture of Darwin and Goose Green, and gave gunfire support to troops in the lead-up to the Port Stanley surrender.

When the Sheffield was lying stricken, the Arrow went to the rescue of those on board. A torpedo from an Argentine submarine was picked up on the sonar, heading for the Arrow, but it missed.

For hours during the rescue operations it was believed that the submarine was still in the area. Despite the threat the Arrow embarked 236 survivors from the Sheffield.

● LEFT: Triumphant entry into Plymouth by HMS Arrow while overhead the Red Arrows aerobatic team add their salute.

Picture: PO(Photos) Mick Cunningham.



CONQUEROR RETURNS WITH PRIDE . . .

HMS CONQUEROR, the nuclear-powered submarine which sank the Argentine cruiser General Belgrano, returned to Scotland on July 3 wearing a Jolly Roger-type patrol flag, reviving a tradition well remembered by many ex-RN submariners of the war years.

Depicted on the Conqueror's flag was a skull and crossed torpedoes, the silhouette of a warship, a dagger denoting a clandestine operation and an atomic symbol because the boat is nuclear-powered.

DIRECT ORDERS

Two of her wire-guided Tigerfish torpedoes pierced the General Belgrano and it is believed that more than 300 Argentine sailors died. The cruiser and her escort of two destroyers were armed with Exocets.

Soon after the Conqueror docked at Faslane, where she was enthusiastically greeted by many families, her commanding officer (Cdr. Christopher Wreford-Brown) said: "I will admit proudly it was we who sank the Belgrano."

They attacked on direct orders from Fleet



BACK from the South Atlantic, HM submarine Conqueror sails up the Gareloch towards Faslane. The bottom picture shows the boat's patrol flag, denoting a successful operation. On the extreme right of the fin is the boat's commanding officer, Cdr. Christopher Wreford-Brown.

headquarters, he said.

The cruiser had been outside the Total Exclusion Zone, but was steaming towards the British Fleet.

"She was a threat to the Task Force. She had been steaming towards them and I had been watching her for a few hours before, under direct orders, I went in and attacked."

"Although by doing so there was obviously a loss of lives on board which I regret, I certainly saved a considerable loss of life from the British Task Force and a potential threat from Exocet missiles, with which she was armed."

"I prevented that threat from getting through to the Task Force."

He congratulated his crew on a "splendid job."

As the Conqueror berthed at Faslane, the sun broke through and crewmen came ashore to applause, cheering and the warmest of welcomes. They had been at sea for 90 days, much of the time submerged around the Falklands.

For the commanding officer there was a bottle of champagne, presented by the Flag Officer Submarines (Vice-Admiral Peter Herbert).

his wife Elizabeth.

She was at his side as he described to the Press the vital role the submarine had played in the Falklands war by helping to keep the Argentine navy penned within the 12-mile limit.

"We were submerged for 12 weeks," said the Commander, "but it is no more than we

are accustomed to on patrols."

"We did see Argentinian vessels, but had to stop outside the 12-mile limit. The Argentines did not attempt a break-out because they realised the effectiveness of the British Fleet and its submarines."

As the smiling sailors filed off the submarine their families rushed to greet them.

Wounded men greet bombed Argonaut

THREE of the ship's company injured when HMS Argonaut was hit by bombs were at Devonport among the families who massed along the dockside to greet the frigate on its homecoming.

It was a particularly emotional occasion. Two of her men will never come back, and all on ship and ashore knew that they were lucky to have the reunion.

The three wounded, who had been flown back, and who joined in the joyous welcome, were MAA Graham Francis, LS George Peel, and AB Chick Dallaway.

Amid the band and banners the ship's company remembered the battle in San Carlos harbour.

CARRIED ON

The commanding officer, Capt. Christopher Layman, said the ship was fighting off waves of Argentine bombers.

"In a raid by six Skyhawks," he said, "we got one but two got through and landed two bombs on board. Fortunately the bombs failed to explode, but the one in the boiler room brought the ship to a halt. There were fires and substantial damage."

"We had no steam, and the air raids were still coming in. The ship carried on fighting,

and it was two days before the boiler-room bomb was removed and a further four days to get out the other bomb in the magazine."

But the tension of wondering if the bombs would blow up was over now, and the Argonaut got a hero's welcome.

Said Lieut.-Cdr. David Lewis: "There was a chance either of the bombs could have exploded. Everybody just got on with their jobs under the sort of pressure none of us had experienced before."

In the end, the ship made it home under her own steam.

Home offer

AN OFFER of hospitality to returning Servicemen who have no family has been made by a St Albans couple.

Mr and Mrs L. Phillips, and their daughter, of 3a Ermine Close, St Albans, Herts, said they will welcome two Task Force personnel at a time and keep them entertained.

Deserving cases may contact the Phillipses on St Albans 31880.

Charmed life of the 'White Whale'



Troopship Canberra, escorted by an armada of boats, arrives in Southampton Water to a tumultuous welcome.

Picture: PO(Phot) Radar Thompson

THE Great White Whale edged into Southampton on July 11 to an ecstatic and royal welcome, proudly bearing the scars of battle — and with the words "San Carlos" etched into her heart.

San Carlos Day was May 21 when the P and O liner Canberra, lying in that bay to disembark the troops of 3 Commando Brigade, came under air attack for ten hours.

By some stroke of fate she escaped damage, the attacks being heroically fended off by her escorting destroyers and frigates. But the courage of her crew earned the ship a fierce loyalty from the embarked forces — and the affectionate title "The Great White Whale".

650,000 MEALS

That courage was typified by the fact that when later asked to take the QE2's troops from the safety of South Georgia and to return to their old battleground of San Carlos Bay they did so without a murmur of dissent.

The Canberra proudly claims to have landed most of the ground forces operating in the Falklands. Numbers on board varied from 600 to 4,896, including Argentine prisoners, survivors of HMS Ardent and units of 3 and 5 Brigade.

During her 94 days of war service, the liner did not suffer a single mechanical failure of any major machinery. Her staff served 650,000 meals — and the 2,000 members of 3 Brigade alone ran

420,000 man-miles around her promenade deck!

As well as troop carrier and assault ship, the Canberra fulfilled her "mother-ship" role by acting as hospital ship, prisoner transport and the provider of rest and entertainment to many hard-pressed warriors from other units of the Task Force.

PRINCE OF WALES

As the Canberra headed for home on July 11, Capt. Dennis Scott Masson RNR, her captain; Brig. Julian Thompson, commander of 3 Brigade RM; and Capt. Christopher Burne, senior naval officer on board, welcomed the Commander-in-Chief Fleet (Admiral Sir John Fieldhouse), the Commandant-General Royal Marines (Lieut.-Gen. Sir Stuart Pringle) and the Medical Director General Naval (Surgeon Vice-Admiral Sir John Harrison).

They were then joined on board by Cdr. the Prince of Wales, flying a helicopter of the Queen's Flight, who met many of the embarked forces and P and O crew.

Thousands of flag-waving well-wishers lined the shore and quaysides as the Canberra arrived home. Lynx helicopters overflew the ship trailing coloured smoke, a Royal Marines Band played "Rule Britannia" and "Land of Hope and Glory" on the jetty, and hundreds of small craft vied for vantage points around the vast mother ship. Water tenders saluted with towering fountains.

It was a homecoming fit for the Great White Whale and her complement of heroes.

fit for heroes

Alacrity dodges four Exocets

WHILE anxious families were hearing news of ship sinkings in the Falklands war, those who waited and wondered included people with loved ones in HMS Alacrity. Perhaps it was as well that they could not see what was happening to the frigate.

They heard of the miraculous escapes when the ship returned to a massive welcome at Devonport.

The commanding officer, Cdr. Christopher Craig, said the ship was under attack about ten times during the campaign, yet the only damage was a dent in the bow as she rescued men from the stricken merchant vessel Atlantic Conveyor.

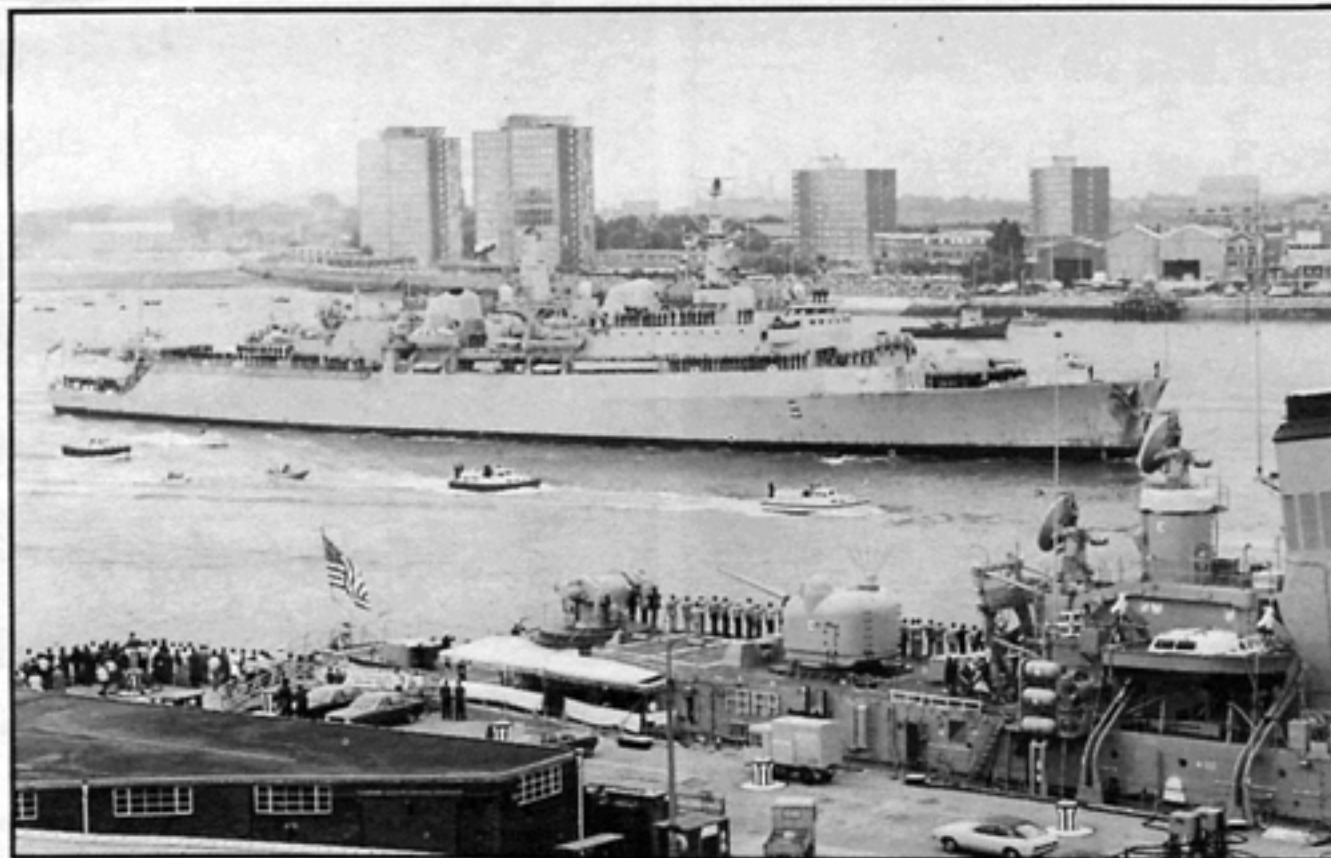
500 SHELLS

There were four Exocet-missile attacks on the frigate, and one Argentine plane dropped two bombs 10ft. on either side of the ship.

The Alacrity's gun barrel was worn out after firing more than 500 shells, including one which sank a 3,000-ton Argentine supply ship.

After the Atlantic Conveyor had been hit by two Exocets the Alacrity joined in the rescue drama.

Two divers from the frigate, PO Graham Lowden and AB Brian Stevenson, jumped into the freezing water to rescue survivors.



HMS Glamorgan, the damage to her hangar out of sight on the port side, receives a proud welcome from thousands ashore and afloat as she steams into Portsmouth Harbour on July 10.

Picture: PO(Phot) Radar Thompson

Ordeal in Gunnery Gulley

AS HMS GLAMORGAN, the only Task Force ship to survive an Exocet attack, arrived back in Portsmouth on July 10, her commanding officer described the drama and the events leading up to it.

Capt. Michael Barrow said the County-class destroyer's job was to support the carriers, with particular responsibility for anti-aircraft warfare and naval gunfire support inshore of the task group.

Each night she went inshore to bombard the Argentine positions and directly supported the landing on Pebble Island. In all

the ship fired more than 1,200 rounds during the conflict — more than any other ship.

"Most ships spent quite a lot of time in Bomb Alley," said Capt. Barrow. "We spent most of our time in 'Gunnery Gulley,' as we called it, south-west of the Falklands. We worked a lot with the Arrow and the Alacrity, calling ourselves 'The Three Musketeers' when we went off to do our bombardments. We were the first three ships to be attacked."

"On June 12, the penultimate day of the conflict, we had been inshore in support of 45 Commando. We were returning to the battle group at about 6.30 am with a

long way to go and not many hours of darkness to get back in. We were in a hurry and the ship was going very fast."

"Howitzers were being fired from the shore as we left. Suddenly a howitzer shell turned into a missile on the radar screen."

Lieut.-Cdr. Ian Inskip, the ship's navigating officer, took immediate evasive action and the ship's Seacat missiles were fired at the oncoming missile, but it hit its target, striking the edge of the deck, bouncing and exploding, severely damaging the hangar, destroying the Wessex helicopter inside and damaging the galley below.

The ensuing fire was brought under control within hours and the ship never lost steerage or propulsion.

One officer and 12 members of the ship's company were killed, and 13 injured. CPOCK David Moore was caught in the blast, thrown 12ft and blinded for two days.

Capt. Barrow praised his ship's company for their "bravery, courage, ingenuity and initiative" and had a special word for the wives and families at home who had organised themselves into contact groups. "We very much admire what they have done," he said. "It has been of great strength to us."

Now the party's over

THE Ten Past Five Club held a farewell meeting on July 11 at the end of the "excursion" for which it was formed — a cruise to the Falklands in the liner Canberra.

As the Great White Whale docked in Southampton to a carnival welcome bringing home 2,500 Royal Marines and soldiers, the "forgotten men" of Naval Party 1710 — hence the title of the club — looked back on three months of comradeship in peace and war.

The naval party of 78 under the command of Capt. Christopher Burne included aircraft handlers, chefs, stokers, firefighters and damage controllers.

INCONGRUITY

As the liner headed for her berth at Southampton several of the party took their last meal in one of the liner's vast restaurants and mused over the incongruities of the war. Stories abounded of the horrors of May 21, when the Canberra came under bombardment for ten hours in San Carlos Water.

POAH Peter Foster stood on the flight deck and watched frigates and destroyers all around the liner bearing the brunt of the air attacks. Missiles and bullets flew overhead, bombs fell all around.

"Then we came down from the flight deck at the end of our duty to the dining hall — and still had waiter service. We carried on as normal. It seemed so unreal."



THE CAM



ABOVE: A Wessex helicopter airlifts stores ashore from HMS Intrepid.

BELOW: Sailors man one of HMS Intrepid's 40/60s during an air raid.



Photo-record of a drama

THOSE dramatic days of the Falklands conflict are now more than a month past, but time will never dim their memory in the minds of the men and women who were there.

For them, the extensive photographic record of events will serve as a vivid reminder in years to come. For those who were at home and on other duties, each newly-published picture has an immediate impact.

The pictures on these pages are just a selection of those which have reached Navy News since the end of the crisis.



Her back broken, HMS Antelope lies binned in the water. A Wessex helicopter busies itself on landing craft and assault ship, to her right, Norland.



Flashback to June 8, when HMS Plymouth was hit by 1,000lb. bombs and five of her ship's company were injured. HMS Avenger and a landing craft close in to assist.

History in the making

RIGHT: A Sea King helicopter winches extra firefighters on to HMS Argonaut's flight deck after fire broke out on board during the removal of a bomb from her Seacat magazine.

FAR RIGHT: Historic moment on board HMS Intrepid: the first landing of a Sea Harrier on her flight deck.



PICTURES: LA(PHOT) PAUL GIBSON

ERA AT WAR



ing in San Carlos
verhead; to her left, a
the stern of the ferry



The Antelope is torn apart by a huge explosion which throws up a pillar of smoke; on the right, the replenishment ship RFA Resource.



A Sea King helicopter wheels away from the scene as a landing craft heads towards the defiant "V" of the frigate's bows and stern. The ships in San Carlos Water seem to form a protective ring around the stricken vessel.



[Dramatic view of a stricken ship. The landing craft in the picture on the left is now alongside and a man and stretcher are winched down from a Wessex helicopter.



ANTELOPE'S AVENGER LIVES ON . . .



"THIS gun was recovered from HMS Antelope and brought into action fourteen days after she sank in San Carlos Water, Falklands Islands, on May 23."

So will read the plaque on HMS Avenger for a gun recovered from her sister ship HMS Antelope, which sank in the Falklands after an unsuccessful attempt to defuse an Argentine bomb.

Divers from Portsmouth Fleet Clearance Diving Team went down to recover the starboard 20mm Oerlikon gun from the hull of the Antelope.

Gun and mounting, weighing nearly three-quarters of a ton, was taken on board the Avenger badly burned and seized solid with corrosion. But it was worked on through the night by WEMN1 Jan Pope, LWEM(O) Eddie Wareing, and LWEM(O) Peter O'Sullivan, and next day was fitted on the frigate's starboard side, where it has been named "Antelope's Avenger."

Pictured are the men who repaired the gun and installed it in the Avenger — from the left LWEM(O) O'Sullivan, WEMN1 Pope, and LWEM(O) Wareing.



The price of war... A traditional battlefield grave for one enemy warrior who fulfilled President Galtieri's vow that the Argentines would never leave the islands. Below, LMA Terry Bradford of Juliet Company tackles the language barrier as he tends a wounded Argentine soldier.

ROYAL MARINES units who returned to Britain in the Canberra on July 11 conducted some of the key operations leading to victory in the Falklands.

The amphibious operation in San Carlos Bay was planned and conducted by Headquarters 3 Commando Brigade, backed up by the expertise of the Royal Navy amphibious ships and the landing craft manned and operated by Royal Marines.

Until the arrival of Gen. Jeremy Moore the HQ, under Brig. Julian Thompson, directed operations ashore, and while under its command, 2 Para carried out their magnificent action at Goose Green.

With the arrival of 5 Infantry Brigade, 3 Cdo Bde's operations concentrated in the north of East Falkland, securing the high ground that acted as the springboard for the final assault on Port Stanley.

On May 21, 40 Cdo was one of the first units to land at San

Carlos Bay, going ashore at the Settlement. After that, 40 was nominated as reserve, to be ready at a moment's notice to support any unit under Gen. Moore's command.

Yomping

Much of the task entailed the unglamorous but nonetheless necessary job of protecting the San Carlos beachhead under Argentine air raids and continuously patrolling against opposing troops who attempted to probe the defences.

Their continual movement over the island to back-up positions possibly meant that they "yomped", or marched with back-packs, farther than any other units.

After the Welsh Guards

sustained severe casualties on board Sir Galahad and Sir Tristram, A and C Companies of 40 Cdo were moved to reinforce that unit and saw a major part of the final action around Port Stanley, Tumbledown Mountain and Wireless Ridge.

M Company of 42 Cdo were responsible for the first military actions in the South Atlantic after the Argentine invasion. Supported by the SAS and SBS they landed in South Georgia by helicopter on April 25; the Argentine garrison at Grytviken surrendered later that day and that at Leith the following day, with nearly 200 prisoners taken.

South Thule

The company remained as the garrison and later provided the landing force for the eviction of the Argentine naval party from South Thule.

When 2 Para captured Goose Green on May 28, 1 Company (J Coy) of 42 was attached as reinforcement.

On May 31 the unit seized Mount Kent, a vital foothold for the invasion of Port Stanley, losing six men wounded. A day later they moved forward and took Mount Challenger.

Minefields

When 3 Cdo Bde moved against the outlying positions of Port Stanley, 42 took Mount Harriett in a difficult night attack against prepared enemy positions behind minefields on the mountain.

Two men were killed and 14 wounded, but the unit captured 200 prisoners, three heavy machine guns and four 120mm mortars.

Throughout this final period of the conflict, 42 conducted aggressive observation patrols; twice marines were badly wounded by mines and on two other occasions they killed first three and then five members of enemy patrols.

Ajax Bay was the landing point for 45 Cdo in the fore-

front of the initial amphibious assault, but while the Brigade consolidated at San Carlos, 45 suffered heavily from air attacks, losing four dead on May 26 and 27.

On May 26 with the breakout from the beachhead, 45 moved against Douglas settlement — an arduous cross-country "yomp" in appalling conditions.

While 2 Para took Darwin, 45 and the rest of the Brigade moved along the northern route, 50 miles over hills and peat bogs. When they stopped marching on the high ground west of Port Stanley on June 1, having ensured there were no Argentine forces left behind on their route, they were poised for the final battle.

As the Brigade consolidated in front of Port Stanley, 45 moved to Estancia House and took part in observation patrols to assess enemy strengths and positions.

Then, in the first phase of the assault on the capital, 45 captured the Two Sisters feature in a surprise night attack. The fighting was often heavy and confused and the unit was under artillery fire from then until the Argentine collapse.

In this action 45 Cdo lost three killed and ten wounded, but took 32 prisoners and a large amount of equipment.



Pictures: PO(Phot) Pete Holdgate and LA(Phot) Roger Ryan.



Back with a vengeance... Tired, but fighting fit, these are the men of Naval Party 8901, the Royal Marines unit which resisted the Argentine invasion on April 2. This picture, by PO(Phot) Pete Holdgate, shows them marching into Stanley ten weeks after they were forced to surrender to Galtieri's men. The tables are turned; now they are the victors.



So much scrap metal... the wreckage of a Pucara ground attack aircraft, ground-attacked at Port Stanley Airport by a Harrier.

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PEACE

SCARS OF WAR produce a surprising beauty in this picture on the right, taken in a hangar at Port Stanley Airport by LA(Phot) Roger Ryan. The rays of the rare winter sun are diffused through shrapnel-scarred walls of corrugated metal to bring a sense of peace to this temporary post for men of 42 Cdo. The fighting is over. They are writing home.

For some, though, the danger continued after the guns had fallen silent. Indiscriminate minelaying by the Argentines set British troops a prolonged and hazardous task.

Among the mine clearance teams were these men of 40 Cdo, pictured below by LA(Phot) Al Campbell, defusing mines at Port Howard beach on West Falkland.

The shoreline, on Falkland Sound, was also littered with rock-filled oil drums intended by the Argentines to damage any craft which attempted a landing.



Tumble down general

"SEND in your little prince," was the reported taunt by Gen. Menendez as the Task Force approached the islands. They sent the prince and much more besides — and Menendez joined the long line of leaders who have found that pride goes before a fall.

The tumbledown general is pictured above by PO(Phot) Pete Holdgate. For the Argentine invader the heady days of adventure are far behind; now he is in the custody of Royal Marines Sgt John Atkinson as he watches his men being disarmed.

A key factor in the Argentine collapse was the "yomp" across the island by the commandos. It took everyone by surprise, including the British public, but it was a particularly nasty shock for the Argentines, who fled back to Stanley in the face of the advance.

On the left is a typical scene on the famous march. It shows men of 45 Cdo, who crossed the mountains and marshes of East Falkland under their own steam.





Welcome home, HMS Antrim! Families and friends of the ship's company were out in force at Portsmouth Naval Base to welcome home the ship and their menfolk.

ANTRIM COMES HOME

HMS ANTRIM sailed home to a hero's welcome at Portsmouth on July 17 — and revealed that she had been hit by a 1,000lb. bomb during the main San Carlos landings on May 21.

But the bomb failed to explode and lodged between decks in toilets at the ship's stern.

Capt. Brian Young, the ship's commanding officer, told reporters at Portsmouth that it was several minutes before anyone realised the ship had been hit.

She had been repeatedly attacked by Argentine Sky Hawk and Mirage jets, and 12 bombs had narrowly missed. One deflected off an aerial.

Although none of the ship's company were killed, nine were wounded, the main weapon system was knocked out and the radar system was badly damaged.

It took ten nerve-racking hours for the 4ft. 6in.-long bomb to be

lifted out of a hole cut in the deck and placed over the side. CPO Eric Graham was responsible for lifting the bomb and CPO Tim Miles cut the hole in the deck.

Earlier in the campaign, the Antrim had been involved in the re-taking of South Georgia, during which the ship was involved in a 400-shell bombardment and her Wessex helicopter detected and depth-charged the Argentine submarine Santa Fe.

SUBMARINE

The submarine limped back to Grytviken, was abandoned, and later sank.

The Antrim's flight commander, Lieut.-Cdr. Ian Stanley, has been appointed to the Distinguished Service Order for a brilliant and courageous mission a few days before the Santa Fe incident.

In appalling weather he and his crew flew their Wessex several times to the Fortuna Glacier, 1,800ft. up on South Georgia, to rescue a special forces reconnaissance party and the crews of two other helicopters which had crashed trying to recover the party.

Big welcome for Intrepid and Fearless

PORTSMOUTH laid on an ecstatic welcome for the assault ships HMS Intrepid and HMS Fearless when they made a triumphal return to the naval base on July 14.

On passage to Portsmouth, the two ships called at Plymouth Sound to disembark about 500 Royal Marines, who were given a stunning welcome as they returned to their home town.

They were met by their Captain General, the Duke of Edinburgh.

HMS Intrepid, headed by a tug firing her water cannon, led the way into Portsmouth harbour, followed by the Fearless with her landing craft streaming behind. One of the Fearless's landing craft was sunk by Argentine aircraft during the Falklands operation with the loss of six lives.

Both ships survived repeated bomb attacks during the intense air raids which followed the San Carlos landings on May 21.

The Intrepid, a late starter for the South Atlantic after ten days of ceaseless activity in Portsmouth Dockyard, spent the daylight hours of 22 of the next 25 days at anchor in the San Carlos Bomb Alley.

A welcome-back gift for those who were there
A remembrance for those who did not come home

THE TASK FORCE TANKARD

In silver-polished pewter, and with a personal inscription

To commemorate the brilliant operation conducted by the British Task Force in the South Atlantic, and which liberated the Falkland Islands and dependencies from the military occupation of the Argentine, the Falkland Islands Office has authorised the issue of a special campaign tankard, in silver-polished pewter, for members of the Task Force only.

Each hand-made tankard will bear a high-relief medallion of the Arms of the Falkland Islands, and an inscription recording the services rendered by the Task Force between the invasion of the islands on April 2, 1982, and their recovery in June.

But, no less significantly, each tankard will also bear the name of a Task Force member, and the unit or ship in which he served... as a personal commemoration of service in the liberation of the Falklands. If you were there, the tankard will remember it. Forever.

Eligibility for the Task Force Tankard is restricted, of course, to those members of the Armed Forces and of the Merchant Marine who took part in the campaign. It may be acquired on their behalf by relatives or friends, or by members of the Task Force directly. But it cannot in any circumstances be acquired by a member of the general public.

The price per tankard is £40 inclusive.

As a welcome-home present, and as a personal commemoration of one of the most dramatic campaigns in British military history, the Task Force Tankard will be greatly prized. It is a tankard which will be as proudly owned as it will be proudly given.

It will also help to remember those who did not come home. For the proceeds from the sale of each tankard will be used by the Falkland Islands Office for one single and important purpose: the creation of permanent memorials on the Falkland Islands — to the Task Force in general, and to those who died in particular.

In consultation with the Commonwealth War Graves Commission, and under the direction of a Memorial Committee, the Falkland Islands Office will establish a Roll of Honour in Port Stanley Cathedral, and appropriate memorials at Goose Green, Bluff Cove, and overlooking Falkland Sound. On these will be carved the names of all those who fell in the defence of the islands — as a permanent remembrance of their gallantry and sacrifice.

The Task Force Tankard will remember those who were there. It will also help to remember those who did not come back.

To qualify for a Task Force Tankard, please complete the attached coupon giving the name, rank, and unit, of the person for whom the tankard is intended, together with the name and address to which it is to be sent. Please allow eight weeks for delivery.



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Aiming to stay top of the league

RUNCORN branch celebrate their 25th anniversary next month, determined to remain top of the club league — an aim well within reach, considering that their present property is valued in the region of £400,000.

Like a rags to riches story, their success was hard-won. It could not have been foreseen when seven founder-members met in May 1957 in the local Sea Cadet headquarters.

By September of that year their numbers had grown sufficiently to call an inaugural meeting, which gave birth to Runcorn branch and the slow climb to the top of the club league.

It got under way when the branch changed their meeting place to the Waterloo Hotel and began following meetings with a good social evening featuring local celebrities such as comedian Bill Lawson.

These Saturday evening meetings proved a

BRANCH SPOTLIGHT:

Runcorn

big success and after a move to the Edgerton Arms the branch were now in a position to begin searching for club premises of their own.

This was achieved when the Manchester Ship Canal Company granted them permission to build on land adjoining the Sea Cadet headquarters. Luck was also on their side when a wooden sectional-type bungalow came on the market and was sold to them for £30, though the owner never collected the money.

The bungalow was re-erected beside the Sea Cadet headquarters and joined to it by a covered passageway. New toilets, lighting and heating were installed and all went merrily until the roof began to leak beyond repair.

Again the search began for new premises.

Money was advanced by the local brewery, Greenhall Whitleys, and after many meetings, the decision was made to build a modern clubhouse on land bought from the Cheshire County Council in Broadway, Runcorn.

Broadway — the finest club for miles around — opened in November 1964. Though the cost exceeded the original estimates, an investment scheme was started and adhered to and the loan was repaid within six years.

The Navy Club, as it was soon called, provided top class entertainment, hiring the best bands and artists, with visits by HM ships' companies always a big success.

In 1977, after 11 years living under the threat of the Redevelopment Corporation's compul-

sory purchase order, the club was refurbished at a cost of £20,000.

The day the new furniture was being fitted, the blow fell. The local newspaper carried the story that the compulsory purchase order had been served and the club would be demolished to make way for a motorway.

Runcorn have now recovered from this blow. Helped again by their local brewery and the services of chartered surveyor Mr. Cyril Manley, they opened their present club and headquarters at Halton Road on September 23, 1980.

Today the branch carry out their inaugural duties of charity and welfare work while providing naval personnel and the local community with a club they can be proud to enter.

It may have taken 25 years for Runcorn to make it to the top, but they celebrate their silver jubilee with the confidence of those who know they have arrived.



Royal flowers

LEFT: The flowers, from the gardens of Windsor Castle, were sent by the Queen to be placed at the bedside of each Falklands casualty arriving at the Princess Alexandra Hospital, RAF Wroughton. The cake, given anonymously by a No. 7 Area shipmate and baked by Cwmbran's Shipmate Peter Brace, was auctioned at the Cardiff conference for £121. Displaying the gifts are, from left, Assistant Matron Welfare, Sqdn-Ldr. Golding; Shipmate Strong (Swindon); Mrs. Nannette Pearce (RNA Headquarters); and Maj. Rushby QARANC.

THE SPIRIT OF CARING

IN KEEPING with the spirit of caring found in the Royal Naval Association, shipmates were quick to extend help and friendship to the injured returning from the South Atlantic, their families, and the bereaved.

Branches not directly involved in caring for the injured in hospitals are providing financial help to meet their needs, looking after their families, and busy raising cash for the South Atlantic Fund.

This moral and practical support takes many forms, from arranging social evenings for families, to welfare work.

As soon as the first casualties arrived at the Princess Alexan-

dra Hospital at RAF Wroughton, Swindon and Battersea branches, there to meet them, went into action. The plight of the injured, many in borrowed clothing, with few possessions, was their urgent concern.

Swindon immediately adopted the Task Force ward at Wroughton and quickly set about providing the injured with such basic needs as underpants, tals, towels, and toothbrushes. A £500 cheque from Battersea helped buy two black and white television sets for the ward. Donations soon poured in from other branches which helped provide the small luxuries, including pints of real ale.

The response at local level is such that when Gosport appealed for help, they had 628 replies offering free accommodation in the area.

And if helping naval people serving and ex-serving, is what the Royal Navy Association is all about, it may offer some comfort to the bereaved to know that those who lost their lives in the South Atlantic are remembered and mourned by members of the Association.

IN BRIEF . . .

Over 500, representing many RNA branches, gathered at the RN air station at Portland for the dedication of two memorial tablets to the officers and men lost in HMS Hood and HMS Delight.

Shipmate Bert Dunn, honorary member of Coventry branch, has converted a room in his house for naval crests, plaques, cap tallies, photographs and newspaper cuttings which is attracting many visitors.

Ex-crewmembers of HMS Savage send their thanks to shipmates of Burton-on-Trent for organising a reunion on their behalf.

At the funeral of Mrs Lily Horatia Ethel Georgina Durant, great-great-granddaughter of Admiral Lord Nelson, the guard of honour was provided by shipmates of Cwmbran. Shipmate Jack Strath, vice-chairman of the branch, has been awarded a certificate of appreciation for his work for the Sea Cadet Corps. It is the first time such an award has been made in 50 years in South Wales.

To commemorate the loss of HMS Punjab on May 1, 1942, Shipmate David Braybrook, went on a sponsored cycle ride from Hertford to Plymouth to raise funds for

the promotion of mental welfare and treatment and the Sea Cadet Corps.

Mr. Jack Fletcher, 21, Canterbury Leys, Tewkesbury, Glos., GL20 8BP, has a Book of Commission of HMS Victorious 1963/64 which he will send to any ex-member of the ship's company if they defray cost of postage and packing.

Yorkshire had a taste of salty humour and song when Headingley branch presented an evening with Shep Woolley and Cyril Tawney, both ex-members of the Royal Navy.

Shipmate T. J. S. Wesley, who has exchanged Grimsby branch for Rosyth, sends his thanks to the many branches and clubs who welcomed him to their meetings.

Shipmates of Manchester send this wish to the Task Force: "God's speed and safe return home."

Shipmate Adams vice-president Lewes has presented the branch with a ship's bell in memory of his wife Marion and his father, who was a founder-member of the branch.

The owner of an album of naval photographs taken mainly in Hong Kong 1951-52, showing the ship's company of HMRT Encore, may like to know that it was found by the British Transport Police and is now in the safe keeping of Shipmate Reg Swann, Cleethorpes Royal Naval Association, 4, Alexandra Road, Cleethorpes, telephone 63799, home (0472) 4722.

Shipmate R. M. Joy, No. 1 Area, 23 Hartley Close, Mill Hill, London, NW7 2HY, telephone (01) 959-2465, has the commissioning book of HMS Speaker which may be of interest to any former member of the ship's company. HMS Speaker, launched as "C3" Merchantman, converted to a CVE and was commissioned into Royal

Navy service in Nov. 1943. She served during the Second World War in Far Eastern campaigns before being handed back to the U.S. in 1946.

The RNA Club, Odeon Buildings, Scarborough is the venue at noon on Sunday mornings for local members of the Royal Naval Patrol Association who during summer months hold their branch meeting in the Lord Nelson Hotel on the first Saturday of the month.

Free

Families and wives arriving to visit the injured were met on arrival and provided with free overnight accommodation. Similar care and support for the injured and their families is being extended by Lewisham and Gosport branches, which are close to the Queen Elizabeth Hospital, Woolwich, and the RN Hospital, Haslar, where some of the injured have been taken.

OBITUARY

Shipmate Doug Hales, Hereford, June 7, aged 51.

Shipmate Albert Victor (Vic) Gurr, founder member Gravesend, May 27, aged 85.

Shipmate Ron McLachlan, Newport, Shropshire, May, aged 55.

Shipmate E. Constable, Royal Leamington Spa.

Shipmate Alf Weeks, Birmingham Central.

Shipmate Gerald Blackmore, Portsmouth, June 4, aged 52.

Shipmate W. Williams, Helston, June 16, aged 85.

Shipmate Ronnie Ferguson, Tyne, June 18, aged 52.

Shipmate Cecil (Sid) Bradley, Torbay, May 31, aged 57.



'I was hoping to send the wife on a cruise on the Canberra, but unfortunately it came back from the Falklands!'

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BOOKS

Cool courage in icy Norway

"THE NAVY'S HERE!" is one of those inspirational calls bringing an immediate surge of patriotic fervour and sense of security, and never was British morale more in need of uplift than at the time the words were uttered.

Everything seemed to be going well for Nazi Germany in February, 1940, while Britain was braced for the military onslaught expected on these shores.

The enemy battleship Admiral Graf Spee was commerce raiding with frightening success in the South Atlantic, tying up a mass of Royal Navy strength in the efforts to track it down.

Scuttled

Merchant Navy survivors picked up by the Graf Spee increased in number, and finally became so embarrassing that they were transferred to the battleship's "mother" supply vessel, a tanker named the Altmark.

When the Graf Spee was forced to scuttle and went to the bottom, the search was then on for the Altmark and its 300 British prisoners.

The German ship nearly made it, getting through undetected right to Norway (then neutral).

Forbidding

There the drama really began as the Royal Navy hunted it down to a bleak Norwegian fiord, and Winston Churchill gave the order for a traditional Senior Service dash.

Capt. Philip Vian took HMS Cossack right in to where the Altmark was lurking, not knowing whether the enemy had the rumoured six-inch guns to blow him out of the water.

The mission called for cool courage against unknown odds among those forbidding mountains, taking the Altmark by surprise.

But there were no six-inch

guns, the naval boarding party were soon aboard, and lifting the hatches they called down: "Are there any Englishmen down there?"

Delirious

"Yes, we're all English" was the great response.

"Then come on up," they were told. "The Navy's here!"

The prisoners poured up on deck, delirious with joy at the rescue after many previous disappointments.

The story which did so much to cheer Britain in the dark days is told in "Hunt the Altmark," by Richard Wiggan, published by Robert Hale (price £8.75).

A great deal of research has gone into his work, in sorting out the truth from the wartime propaganda fiction.

Humanity

It is a relief to turn over the stones and find humanity. The Graf Spee was commanded by an officer and a gentleman, and there was no "hell ship" aboard the Altmark.

As the author says: "There were neither heroes nor cowards in the Altmark saga — just men of different nationalities thrown together for a brief moment in time, who, through adversity, learned mutual respect."

They were the first to hear the cry which has rung down through the years, "The Navy's here!"

Released prisoners from the German ship Altmark wave from the deck of the rescuing ship HMS Cossack as she arrives at Leith.

An illustration from "Hunt the Altmark."

Picture: Popperfoto



IN BRIEF

"Not Beyond Recall," by David Holmes, published by New Horizon (price £4.25). Anyone who can open the story of his seagoing life by describing being blown out of a dying battleship has a flying start to memoirs. Mr. Holmes, luckily, had many a laugh among the tears.

"The Cross and the Ensign," by Peter Elliott, now available as a Granada paperback. A detailed account of the naval history of Malta over two centuries, from the earliest days of British rule to the advent of independence.

"Naafi in Uniform," published by Naafi's Old Comrades' Association, tells the story of the men and women who donned uniform in the service of their country, their customers, and their company over

the past 50 years. Many died alongside those customers. The book is not on general sale, but a number of copies have been reserved for libraries and students of military history. The price is £5 per copy plus £1 packing and postage, from Naafi, Imperial Court, Kennington Lane, London SE11 5QX.

"An Illustrated Guide to Modern Submarines," by David Miller, published by Salamander Books (price £3.95). A compact directory of all major classes of submarine in

service since the end of the Second World War.

"Uniforms of the Elite Forces," by Leroy Thompson and Michael Chappell, published by Blandford (price £4.95). Includes 32 pages of colour illustrations depicting nearly 100 uniformed and battle dressed figures from around the world.

"HMS Bicester — 40th Anniversary," published privately by Bicester branch of the Royal Naval Association, 19 Leach Road, Bicester, Oxon, from

whom copies may be obtained for £1.50 each (including postage and packing). The modest booklet commemorates the reunion of former crew members of the Second World War destroyer.

"Irish Naval Service," by Thomas A. Adams, a World Ship Society monograph (No. 4 in the series). Copies at £4 each (including postage and packing) are obtainable from the WSS, 17 Ranelagh Gardens Mansions, Hurlingham, London SW6 3UG.

The US Destroyer An illustrated design history

by Norman Friedman



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This exhaustively researched book by a recognized authority in the field is the definitive work on the development of US destroyers. Illustrated with 215 photographs and 60 line drawings, it traces the design evolution of all the most important classes, from the torpedo boats of the late nineteenth century to the modern Spruance class.

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 - The Destroyer Escorts, 1940-45
 - Destroyer ASW: World War Two and After
 - The Ultimate Destroyer, 1944-51
 - Postwar ASW Escorts
 - The Fast Task Force Escorts
 - The New Escorts: Seahawk, DX, FFG
- Based in large part on formerly classified papers of the US Navy, the book also includes appendices covering weapons and sensors, as well as a complete list of US destroyer designs since 1912.

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PONY TALES!



HMS SHETLAND rededicated at Rosyth Naval Base on June 4 — and shared the limelight with a pot-bellied little fellow called Stelgar of Transy, an eight-year-old Shetland pony who was saddled up specially for the occasion.

Principal guests were Flag Officer Scotland and Northern Ireland, Vice-Admiral R. R. Squires, and Mrs. Squires, and other guests included the Port Admiral, Rear-Admiral J. C. Warsop, and Mrs. Warsop, members of the Fishery Protection Squadron Staff, representatives from the Dockyard, the builders, and leading members of the Shetland Islands Council.

Service

A cake was cut by Mrs. Yates-Johnson, wife of the commanding officer, and the ship's youngest rating, MEM(M) Allison.

During the ceremony, RPO Sheppard, the ship's coxswain, was presented with his long service and good conduct medal.

Music was provided by the Band of the 1st Battalion the Parachute Regiment.

Before going on patrol at the end of June, the Shetland completed a two-week work-up period. During the next few weeks she will be visiting Lerwick in the Shetland Islands, Southampton, Portsmouth and Falmouth.



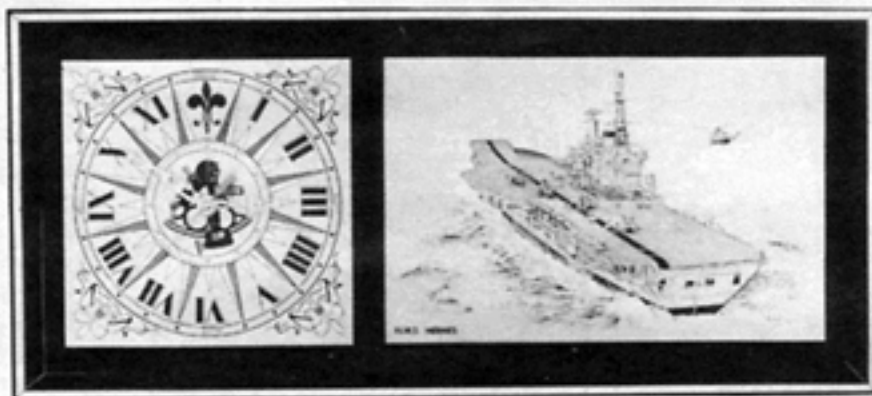
THESE LADS from 899 Squadron at RN air station Yeovilton have been converting an old flight simulation caravan — and with the help of Pebbles the pony are now assessing forms of propulsion. The caravan is being turned into a multi-purpose store and tool control centre to prepare for the

contingency of three squadrons sharing the same hangar. All it needs now is the appropriate horse, sorry, pony power. With Pebbles in the picture are Apprentices Raine, Shields, Evans, Forrester, Bloxham, and Napier, and AEM(R)s Crisp, Price and Hesketh.

Stelgar of Transy was one of the "stars" at the rededication of HMS Shetland at Rosyth. Here the eight-year-old Shetland pony enjoys the attentions of (left to right), standing, AB(R) Kilgour, JRO Nicholson and MEM McDonagh, and, front, AB(R) Simpkin and RO(G) Jones.

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MEM Paul Flynn of HMS Intrepid was one of the Royal Navy's sailors who missed out on the spirit of the occasion. Paul, who at 17 is old enough for war but too young to drink alcohol, had to be content with a glass of "limers" instead of the normal gill (three doubles) of rum. But he has promised to celebrate in true naval fashion when his 18th birthday arrives in August.

Picture: LA(Phot) Paul Gibson

Down the hatch at tot time

TOT-TIME in the Fleet is a signal for smiles all round — a tempting opportunity for the cameraman with an eye for a happy face.

Following an issue of rum to the victorious Task Force, the latest order to splice the mainbrace came with the birth on June 21 of a son to Cdr. the Prince of Wales and Princess Diana.

Prince William of Wales's health was drunk with gusto in every ship and shore establishment of the Royal Navy, some of the scenes being recorded for Navy News by photographers spurred on by rum inspiration...



Wren(Phot) Gill Chance went along to HMS Anglesey at Rosyth to photograph their splicing ceremony — and found herself in front of the camera. But then, when Gill's around the cameras always seem to point in her direction...



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Picture: Robert Ho.

Tots on the Rock

RATINGS at RN Hospital Gibraltar queue for their share in the largesse — in their case white rum. They include POWren (DSA) N. Reddick, and LWren (DSA) S. Cassling. Their male colleagues are POSA N. Ransley, LMA R. Judd, MA D. Finn, LCK B. High, MA A. Brown, POCK M. Hennigan and MT1(P) Patterson.



A TOT for the dog watch... but Alsatian Ben seemed a mite too keen when his master, Mne Colin Rose, brought him forward for his share at HMS Warrior. The supply officer, Lieut.-Cdr. Doug Linington, and CPOCA Ernie Wise could be forgiven their apprehension when faced with Ben's friendly snarl.

It was a tri-service, international event at Warrior, headquarters of the Commander-in-Chief Fleet. The Royal Navy was joined in the celebrations by members of the Royal Marines, WRNS, the RAF, the British Army and NATO staff representatives.

Picture: LA(Phot) Nigel Gordon.



HMS Illustrious with a Sea Harrier and two Sea King helicopters embarked.

Australian flies the first of Illustrious's Harriers

AN AUSTRALIAN piloted the first Sea Harrier to make a deck landing on the Royal Navy's newest carrier, HMS Illustrious.

Lieut.-Cdr. David Ramsay, RAN, also made the first ski-jump take-off from the ship, due to become operational by the end of July.

The Illustrious's Harrier debut was made on June 24, the same day that a Wessex of 772 Squadron and two Sea Kings of 814

Squadron — "The Flying Tigers" — were embarked.

On the following day another trial was blazed with the first Royal Navy firing of a Vulcan Phalanx gun, the low-level Rushton target being hit and destroyed by the first salvo from weapons which have quickly gained the nickname of "Daleks."

The 190-strong "Flying Tigers" have had their aircraft converted to carry an advanced system which greatly improves submarine

detection. To commemorate the squadron's association with the Illustrious, the Culldrose Ship's Welfare Committee commissioned West Country artist David Newton to produce a painting for the ship.

New senior pilot of the squadron is Lieut.-Cdr. Phil Shaw who was Sub-Lieut. Prince Andrew's instructor at Culldrose. The "Tigers" are under the command of Lieut.-Cdr. Robert Turner who took over from Lieut.-Cdr. Roger St J. S. Bishop early in June.

HANDS TO BAKE

BASKING like a giant whale, HMS Renown enjoys a rare experience for a Polaris submarine — an on-board barbecue and bathing session off the Bahamas.

The Renown had been test firing the Chevaline development of the Polaris missile off Cape Canaveral, and two days before the 8,500-ton boat dipped below the Atlantic waves for her return to Faslane, her port crew commanding officer, Cdr. Dai Evans, ordered "Hands to Bake."

Her sailors took to the casing, equipped with steak, chops and sausages for a jamboree eight miles off shore.

"Unfortunately we couldn't take any girl friends with us," said a member of the crew, "but the sea was great and we weren't visited by Jaws III... not the sort of ship's party we will be able to run

again once we are back into the deterrent patrol cycle."

After the test firings, port and starboard crews made the best of shore attractions during the Renown's two and a half months away. Returning via the Bahamas, Cdr. Evans negotiated support from AUTECH range boats for banyans to Andros Island.



Splash dive for the men of the nuclear-powered Polaris submarine HMS Renown. It was a well-earned, if unusual treat for the crew after test firing of the Chevaline missile off Florida.

Picture: Lieut. Rowland Nurick.

HOME...

HMS DANAE comes alongside at Devonport after a five-month deployment with Standing Naval Force Atlantic. During the frigate's time with the Nato squadron she deployed to the Western Atlantic and visited the Virgin Islands, New Orleans and Halifax, Nova Scotia. However, her stay was short-lived: she is now operating in the South Atlantic.

Picture: CPO(Phot) Sam Chant.



...AND AWAY

HMS PHOEBE is back at sea after a 16-month refit at Chatham. She is now undergoing trials before working up for operational service. Represented at the rededication of the Phoebe — pennant number F42 — were 42

Nimrod Squadron from RAF St Mawgan and 4/7 Royal Dragoon Guards from Catterick. Guest of honour was Lady Frewen, wife of the late Admiral Sir John Frewen. Lady Frewen launched the Phoebe on the Clyde in 1964.



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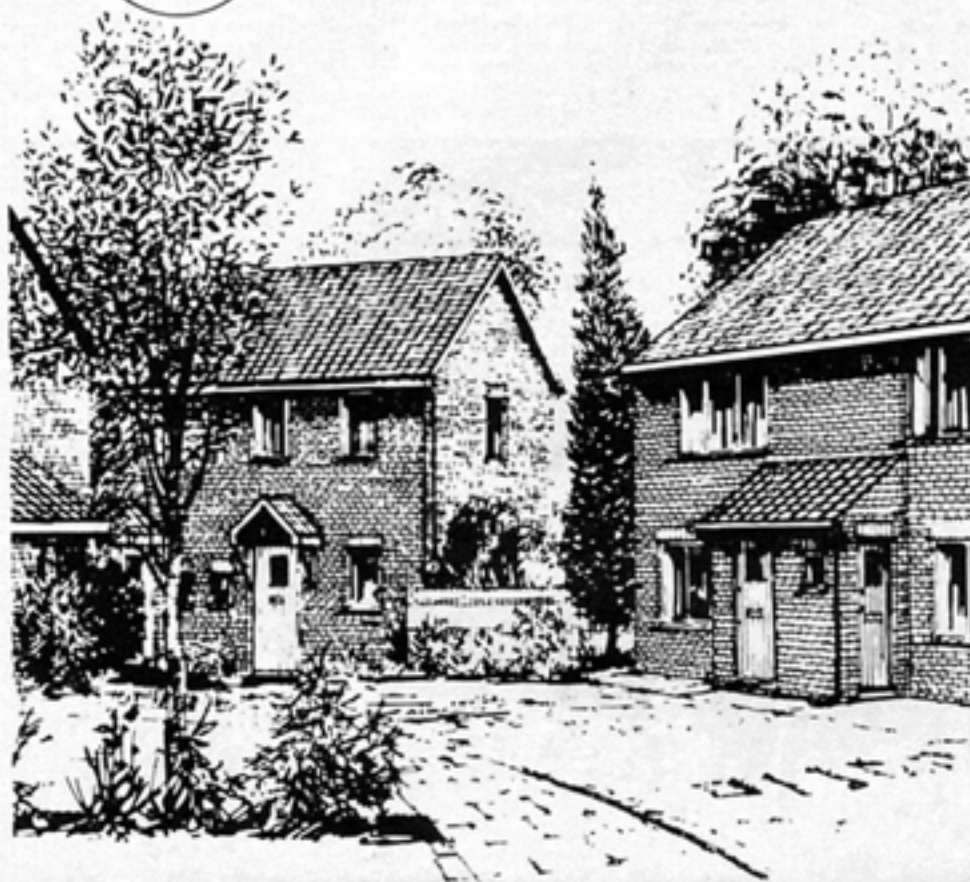
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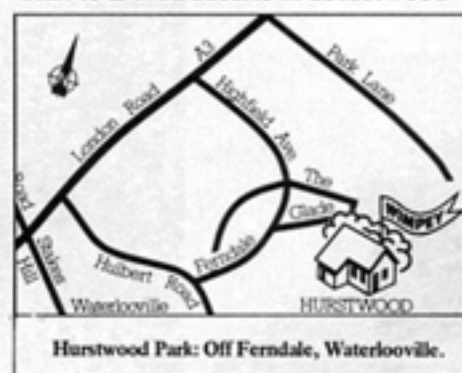
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New sea league launched

A GROUP which aims to promote shipbuilding and all aspects of sea protection has been set up under the title of the British Maritime League.

It is supported by prominent figures in the spheres of sea power and shipping and is to be financed through voluntary contributions.

Founding members include Admiral of the Fleet Lord Hill-Norton (former Chief of Defence Staff), Admiral Sir Anthony Griffin (former Controller of the Navy and later chairman of British Shipbuilders), and two former Navy Ministers, Mr. Patrick Duffy and Mr. Keith Speed. The group says it is non-political in that it will endeavour to obtain membership from all main political parties as well as the trades unions, but above all from the general public.



ABOVE: During final preparations for the Royal Tournament, in July, Devonport Field Gun crew took time off to carry out a spot of training of a different kind — although on the right lines.

Attempting to help British Rail out of difficulties (of

which many Service personnel will be painfully aware), the gunners did not, alas, manage to satisfy any passengers. But they raised a smile all round at Laira Engine Sheds, Plymouth, with efforts like this to get some movement from an HS 125 train.

Picture: LA(Phot) Stuart Antrobus

. . . and the safe way

LEFT: The motto "To the limit and beyond" was in safe hands when Portsmouth Field Gun crew offered to carry out a moving job for the firm Plummer Portsmouth (Wholesaler) Ltd.

Using their well-known muscle power, they manhandled a 9-cwt safe from the

ground floor up a flight of stairs to the first floor.

Pictured, top left, during the manoeuvres and sitting pretty on a safe seat, is Angie Thatcher, from Plummers.

After their trials of strength, the gunners were presented by the firm with a cheque for £75 for the South Atlantic Fund.

Grenade courage by sgt.

A ROYAL MARINES sergeant who saved himself and a recruit from the effects of a hand grenade explosion has been awarded the Queen's Commendation for Brave Conduct.

Sgt. William Allun Morgan showed "courage and great presence of mind" in averting a serious accident during live grenade training at the Commando Training Centre, Lympstone on January 15.

He saw the recruit drop the grenade after pulling the pin and quickly dragged the man behind a blast wall. A few seconds later the grenade exploded.

Rutland Walk

RAF North Luffenham will hold its third annual Rutland Walk on Sunday, September 26. The walk principally in aid of the National Society for the Prevention of Cruelty to Children, as well as other charities, follows the pleasant footpaths around Rutland Water.

Special medals will be offered to those who complete one of two routes — 29 kilometres, or 42km. Entry forms and further details can be obtained from: RAF Rutland Walk, Training Wing, RAF North Luffenham, Oakham, Leics. LE15 8RL.

Versed in warfare

MR. Roy Thomas, landlord of the Queen Charlotte public house in Gosport thanked men of the Task Force in a poetic manner, by writing an ode entitled "The Official Dogs of War", a printed version of which was presented to survivors of HMS Sheffield.

Sea Eagle can beat the decoys

WITH NEWS earlier this year of the go-ahead for production under a £200 million defence package of Sea Eagle, the new-generation sea-skimming, anti-ship missile, Defence Secretary Mr. John Nott has now opened a £1 million building at the Hatfield Division of British Aerospace Dynamics Group for development of the project.

Sea Eagle is to arm RAF Buccaneers and Royal Navy Sea Harriers from the mid-1980s, and may later be fitted to the Tornado GR Mk 1.

Opening the new Sea Eagle laboratories and offices, Mr. Nott said recent events in the South Atlantic had demonstrated the importance of such

missiles and Sea Eagle is at the forefront of a later generation of such weapons.

It has much longer over-the-horizon range than Exocet, can operate by day or night in all weathers and is designed to destroy or disable enemy warships up to the largest known.

The missile is well into the

development stage of its programme and has already had a number of successful flight trials.

The need for Sea Eagle to have a counter to anti-missile defences is a unique and highly successful part of its advanced design, said Mr. Nott.

"Its ability to use the on-board microprocessor makes it the first UK thinking missile and such advanced technology makes it valuable as the foundation for any future long-range stand-off missile."

SEA WOLF

Mr. Nott expressed thanks for the "remarkable achievements" of the aerospace industry during the Falklands crisis and congratulated British Aerospace personnel.

As a private venture, British Aerospace Dynamics Group, Bristol Division, are developing a vertical launch version of the Sea Wolf point defence system which has recently proved its operational capability in the South Atlantic.

Among advantages to be derived from this simplified and flexible launch method, say British Aerospace, are extended range and higher performance, complete blindfire and all-round capability.

Island expedition given go-ahead

The Joint Services Expedition to Brabant Island, off the Antarctic peninsula, is to go ahead next year, now that the Falklands have been re-taken.

The expedition will first sledge stores across Anvers Island and climb some of its 9,000ft. mountains. Then they will cross to Brabant Island to carry out a scientific exploration, including a study of natural history and geology.

First ascents will be made of all the island's mountains, the highest over 8,000ft.

Anyone interested in joining the expedition should contact the leader, Cdr. Chris Furse, as soon as possible at 3 The Terrace, HM Naval Base, Chatham, Kent, telephone Chatham Naval Base (Medway 44422), extensions 2071 or 3024.

EVEN SAILORS GET TIRED OF THE SEA . . .

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NAVY NEWS READER SERVICES

OVER TO YOU

HMS Punjab: Mr Keith G. Ford, 5 Hill View, Farnington Gurney, Bristol, Avon BS18 5JL, asks if any reader can tell him upon which war memorial would appear the name of CPO Maurice Phillips, who lost his life when HMS Punjab was struck by HMS King George V.

Mrs L. S. W. Harrison, 36 Wordsworth Drive, Heron Hill, Kendal, Cumbria LA9 7JW, having a Navy-minded son, wonders where she can get bedroom curtain material with a ship design, and wooden templates of a porthole to decorate a wall (changing the design of the windows is beyond her).

Cap tallies: Mr Brian Beer, 28 Langley Crescent, Southway, Plymouth PL6 6EN asks for advice on how to get cap ribbons of his former ships: St Vincent, Implacable, Cantor Castle, Decoy, Keppel, Eagle, Ullster, Urchin, Roebuck, Harrier and Dryad.

"Geraldus": Mr P. E. Waters, RNRM Club, Posterngate, Hull, is trying to trace books by an ex-petty officer named Gerald O'Driscoll, who wrote under the pen-name of "Geraldus". His books include "The Merry Mate", "The Merry Mate Again", and "Avalanche Disclosures of a Bluejacket".

Brass bands: Mr C. W. Eason, Church Cottage, Bladonbury, Portsmouth PO8 0AB invites ex-Navy men in the Waterlooville-Horndean area to contact him if they are interested in the formation of a brass band practice group. Telephone Horndean 503309.

Ships dictionary: Mr R. H. Mortimer, 41 Flats Lane, Banwick in Elmet, Leeds LS15 4LJ, seeks help in tracing a copy of "Dictionary of RN Ships, Second World War," by John Young, published by Pat Stevenson.

Victorious bell: Miss C. A. Alford, 2 Cranbourne Walk, Fareham, Hants PO14 1JL, who is christened in the bell of HMS Victorious, would like to know where the bell is now.

Hamilton: Mrs M. Goldthorpe, Lindertis, Thomson Avenue, Johnstone PA5 8SU is trying to trace a foster brother of her mother. He is Harry or Henry Hamilton, born about 1925, who served as an able seaman in HMS Vanguard between 1943 and 1947.

Cornflower: Mr K. J. Blakemore, 22 Glenwood Road, Little Sutton, South Wirral, whose late father served in the sloop Cornflower in 1915, and in E14 in 1916, would like to know the history of either of these two ships.

ASSISTANCE TO AUTHORS

Lower deck life: Mr G. G. Cornett, of Garden Flat, 2 Castletown Hill, Ealing, London W5 1TD, who is researching for a book about lower deck life in the Second World War, would welcome information from any who served during 1938-46.

SWOP DRAFTS

POCK Greenall, HMS Nelson, ext 24266, drafted HMS Broadford, Aug. Will swap for any Portsmouth ship.

WEAS(AD) Neilson, B1L Mess, HMS Collingwood, drafted HMS Anishie, Dec. Will swap for any ADAMS/CAAS ship.

CK K. Smiley, 3EZ Mess, HMS Charybdis. Will swap for any Portsmouth ship, seagoing or refitting.

LMEM(L) Stanger, 3M Mess, HMS Plymouth, Rosyth. Will swap for any Portsmouth ship.

MEM(L) Hartley, 60 Exmouth Road, Devonport, Plymouth, Devonport FM6 until Jan. Will swap for Rosyth ship or shore base.

WEM(O)D Campbell, Jutland 3D Mess, HMS Collingwood, drafted HMS Ambuscade, Oct. Devonport. Will swap for any Portsmouth ship refitting or deploying.

AB(M) Smith, HMS Ternemore, at least a year. Will swap for any carrier, or Type 42, Portsmouth.

LS(M)FC11 P. J. Clough, 3F Mess, HMS Falmouth, deploying. Will swap for any Portsmouth ship base.

STD D. Simmonds, Drake House, HMS Drake, ext 5366. Will swap for any shore base, Portsmouth, or ship not deploying.

RO(N) A. Park, 4 Mess, HMS Abdiel, drafted FOST, early Sept. Will swap for any shore base.

WEM(O)1 Murray, HMS Falmouth, due to deploy. Will swap for Plymouth shore base or ship refitting, anything considered.

LMEM(M) Atkins, LROQ 01, HMS Sultan, telephone Gosport 23762, drafted HMS Gurkha, Dec. Rosyth. Will swap for any Portsmouth ship, preferably Type 42 or GMD, but any considered.

LROG) Sweeney, HMS Hecla. Will swap for Devonport frigate, bigger ships considered.

LWTR S. Goddard, CINCFLCET, HMS Warrior, drafted HMS Portsmouth, early Oct. Will swap for any professional job. Contact Northwood ext. 7141.

LMEM(M) Hooper, Main Gate, HMS Pembroke, drafted HMS Glamorgan, late Sept. Will swap for any Chatham, Portsmouth or Plymouth frigate. Contact HMS Pembroke ext. 3115 or 3116.

LWREN(WTR) S. J. Woods, London Division RNR, drafted HMS Neptune, Sept. Will swap for Portsmouth or Plymouth, contact: 01-353 3307.

AB(MW) Taylor, HMS Wotton. Will swap for any minehunter-sweeper.

AB(M) Milneham, 3Q Mess, HMS Glasgow, refitting Portsmouth, until Sept. Will swap for any Plymouth shore base or Yeovilton.

AB(M) Gardner, 108 Mess, Mohawk Block, HMS Warrior. Will swap for any Portsmouth ship, preferably HMS Illustrious.

SEA(R) Jones, 3L Mess, HMS Apollo, Plymouth. Will swap for any Portsmouth manual ship, or ship in refit.

MEM(M) Kincaid, HMS Nelson, FMG Laggan, Shetland, drafted HMS Bulldog, Portsmouth. Will swap for any shore base Portsmouth or FMG.

SA Steve Graham, 3 Mess, HMS Arrow, refitting Sept. 1. Will swap for any Devonport ship not refitting.

SA J. Meredith, HMS Vernon, ext 2324, drafted HMS Plymouth, Rosyth, Sept. Will swap for any Devonport or Portsmouth ship.

CK Bennett, HMS Polington, drafted HMS Pembroke, Sept. Will swap for any seagoing ship.

RO(T) N. Yates, HMS Alderney, drafted HMS Mercury early Oct. Will swap for Common, Whitehall, Northwood or any alternatives.

LCK Aclair, HMS Seahawk, Culdrose, drafted HMS Glamorgan, Oct. refitting. Will swap for any Devonport ship.

SA J. Meredith, HMS Vernon, ext 2324, drafted HMS Plymouth, Rosyth, Sept. Will swap for any Devonport or Portsmouth ship.

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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 numbers following the points (or basic dates) is the number of men who were advanced during June.

PO(EW)RS(W) — Int (9.7.81), 1; **LS(EW)LR(W)** — Int (26.3.82), 2; **PO(M)** — Dry, Nil; **LS(M)** — Int (28.10.81), 6; **PO(R)** — Int (28.10.81), 6; **LS(R)** — Int (11.3.82), 5; **PO(S)** — Int (29.10.81), 3; **LS(S)** — Int (15.9.81), 2; **PO(D)** — Int (8.7.81), Nil; **LS(D)** — Int (4.12.81), Nil; **PO(MW)** — Int (20.5.80), Nil; **LS(MW)** — Int (2.3.81), Nil; **PO(SR)** — Int (24.7.80), Nil; **LS(SR)** — Int (8.7.81), 1; **POPT** — Int (10.6.80), Nil; **RPO** — Int (2.3.82), 6; **CY** — Int (17.6.80), 2; **LRO(T)** — Int (8.12.81), 7; **PO(S)SM** — Dry, 1; **LS(S)SM** — Int (13.11.81), 2; **PO(T)SM** — Int (16.6.81), 3; **LS(T)SM** — Int (16.7.81), 1; **RS(SM)** — 217, Nil; **LRO(SM)** — Dry, Nil; **PO(W)SM** — Dry, 1.

POEM(M) — Int (12.2.82), 20; **LMEM(M)** — Int (14.9.81), 38; **POEM(L)** — Int (12.3.82), 3; **LMEM(L)** — Int (4.8.81), 1; **POEM(O)** — Dry, 6; **LMEM(O)** — Int (19.5.82), 8; **POEM(R)** — Dry, 7; **LMEM(R)** — Int (17.12.81), 3; **POEM(M)SM** — Int (20.11.80), 9; **LMEM(M)SM** — Int (5.8.81), 9; **POEM(L)SM** — Dry, 1; **LMEM(L)SM** — Int (4.8.82), 1; **POEM(O)SM** — Dry, 4; **LMEM(O)SM** — Int (18.5.82), 1; **POEM(R)SM** — Dry, 1; **LMEM(R)SM** — Dry, Nil; **POWR** — Int (19.11.80), 4; **LWTR** — Int (11.3.82), 2; **POSA** — 269, Nil; **LSA** — Int (19.2.80), Nil; **POCA** — Int (18.11.80), 3; **LCA** — Int (3.12.80), Nil; **POCK** — 614, 3; **LCK** — Int (7.5.80), 7; **POSTD** — 380, 1; **LSTD** — 89, 5; **POMA** — Int (27.3.80), Nil; **LMA** — 137, Nil; **POAEM(M)** — Int (31.5.80), 1; **LAEM(M)** — Int (29.2.80), 9; **POAEM(W)** — Int (27.2.81), 1; **LAEM(W)** — 60, 5; **POAEM(R)** — Int (6.4.81), 1; **LAEM(R)** — Int (15.5.80), 2; **POA(AH)** — Int (29.3.80), Nil; **LA(AH)** — Int (11.2.80), 1; **POA(SE)** — 670, Nil; **LA(SE)** — Int (1.8.80), 2; **POA(PHOT)** — 350, 1; **POA(MET)** — 497, Nil; **POACMN** — Int (17.7.80), 2.

POWREN AEM(M) — Int (14.11.80), Nil; **LWREN AEM(M)** — 133, Nil; **LWREN AEM(W)** — Int (11.12.81), Nil; **LWREN AEM(R)** — Dry, Nil; **POWREN CK** — Int (24.3.81), Nil; **LWREN CK** — Int (22.7.80), Nil; **LWREN TEL** — 95, 1; **POWREN DSA** — Int (23.11.81), 1; **LWREN DSA** — 84, 2.

POWREN MET — 605, Nil; **LWREN MET** — 144, 2; **POWREN PHOT** — 474, Nil; **LWREN PHOT** — 69, Nil; **POWREN(R)** — 192, Nil; **LWREN(R)** — 137, Nil; **POWREN RS** — Int (9.12.80), Nil; **LWREN RO** — 85, 11.

POWREN STD O — Int (1.6.81), 1; **LWREN STD O** — 73, 4; **POWREN SA** — Int (6.5.80), Nil; **LWREN SA** — Int (12.12.79), 1; **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 (10.2.81), 1; **LWREN WTR G** — Int (13.5.80), 6; **POWREN WTR P** — Int (25.3.80), Nil; **LWREN WTR P** — Int (20.3.80), 1; **LWREN WTR S** — Int (16.2.82), Nil; **POWREN O HYG** — 96, Nil; **POWREN REG** — Int (3.3.81), Nil; **POWREN PT** — Int (10.2.81), Nil.

The Basic Dates quoted for WINS 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 (24.7.82), Nil; **POWREN EDUC** — Int (13.1.82), Nil; **POWREN MT** — Int (1.11.81), 1; **LWREN MT** — 126, Nil; **POWREN TEL** — Int (1.6.81), Nil.

The total points of the Top Eligible Rating do not include points awarded May 31. These are not reflected in the total points until August 1.

REUNIONS

The 34th reunion dinner for officers of HMS Ruler and 685 Squadron will take place at the Naval and Military Club, Piccadilly, on October 28. For details contact Mr. J. Robson, 150 Glinahurk Road, Belfast BT5 7QG.

Following the success of HMS Delight reunion, attended by members of other D-boats, it is planned to hold a D-boats Association reunion next year for HM ships Delight, Dainty, Duncan, Diana, Diamond, Decoy, Defender, and Daring. The liaison officer is Mr. Ted Horner, 21 Dandow Road, Denmead, near Portsmouth, Hants PO7 6UP, telephone Waterlooville 65458.

A reunion of wartime Ark Royals is planned to take place at the Royal Beach Hotel, Southsea, Hants, on November 13, followed next day by a service in St Ann's Church, Portsmouth Dockyard. For details contact Mr. G. W. Wilkinson, 117 Valley Crescent, Wrenthorpe, near Wakefield WF2 0ND, enclosing stamped addressed envelope.

The Twelve 'A' reunion of the Yangtze River Gunboatmen's Association will be held in HMS Excellent on September 25, at 7 pm. Tickets, at £5 (members) and £5.50 (guests), are available from Lt. D. W. Toms, 34 Bath Road, Southsea, Hants, PO4 0HT. Cheques and postal orders should be made payable to the YRGA. Stamped addressed envelope appreciated.

General Sir Campbell R. Hardy will be among the veterans attending 46 Commando Royal Marines reunion which will take place at the Bonington Hotel, Southampton Row, London on October 23 (6.30 pm to 11.30 pm). Details from Mr. J. P. Walsh, 18 Paul Gardens, Radcliffe Road, Croydon CRO 5GL. Telephone: 01-681 1501.

Survivors of HMS Royal Oak are holding their reunion in Southsea over the week-end of October 18. For details contact Mr. N. T. Davies, 55a Meadowlands, West Clarendon, Guildford, Surrey GU4 7TB, telephone Guildford 222344.

Mr. T. Robson, 179 Blackton Close, Newton Aycliffe, Co Durham, telephone: 0325-311830, would like to hear from shipmates of HMS Michael 1950-52 who served in the Far East, with view to organising a reunion.

Seventy-five members attended the launch of HMS Mermad (S Escort) reunion dinner. A welcome awaits other members if they get in touch with Mr. J. Anderson, 123 Ingleborough Drive, Spottsworth, Doncaster, Yorks DN5 7AB, telephone 0302-784946.

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PROMOTIONS

PROVISIONAL half-yearly selections for promotion from December 31 1982 are as follows:

SEAMAN: To captain — J. D. W. Husband, P. Dalrymple-Smith, M. J. M. Wilkin, C. W. Gatto, D. M. Jeffreys, A. G. M. A. Provost, R. H. Farnfield, C. L. MacGregor, J. R. Brigsford.

To commander — C. E. K. Roe, P. G. Syer, T. J. H. Gedge, C. P. Young, D. W. Jenkins, N. A. Hoskin, N. J. K. Crews, W. D. Franks, G. H. Edwards, D. H. N. Yates, P. D. Barton, S. Moore, S. C. Thornehill, A. J. Bolingbroke, J. R. Hance, A. J. Lysit, A. B. Ross, J. R. Hart, R. P. Stevens, J. L. Bedford-Smith, C. R. Beagley.

ENGINEERING: To captain — T. Leland, S. J. Mason, J. A. Aston, J. Atbury, D. Wright, J. R. Shifner, R. C. Moyle-Jones.

To commander — D. Harrison, D. G. Thomsen, T. H. Boycott, J. Davis, R. Higgins, P. J. Tate, C. L. W. Page, R. H. Purcell, B. H. Wood, A. R. Pyke, T. Blakeley, J. G. P. Phillips, H. R. Evans, T. Robotham, R. F. Johns, J. B. Sadler, M. P. N. Sessions, J. A. Burch, D. E. Symonds.

SUPPLY AND SECRETARIAT: To captain — P. R. Stopford, F. B. Goodson.

To commander — C. A. Scott, D. R. Humphrey, S. H. Stone, J. J. Hart, P. C. Wykeham-Martin.

INSTRUCTOR: To captain — B. W. Drinkall, J. G. Davies.

To commander — W. R. Brown, W. H. J. Kelly, T. R. Syms, A. B. Edouard.

MEDICAL: To surgeon captain — R. C. Teller, A. L. Revel.

To surgeon commander — F. M. J. Hiles, J. R. Haydon, D. A. Cunningham, J. O. Soul, R. J. Leicester.

DENTAL: To surgeon captain (D) — T. J. C. Hall.

To surgeon commander (D) — N. G. Daves.

ROYAL MARINES: To colonel — R. H. B. Leary.

To lieutenant colonel — D. C. L. Rowe, M. H. H. Evans, I. M. Walden.

To major — M. J. Norman, V. M. Bentsick, A. K. Eames, N. M. Robinson, P. N. Ward, A. L. Turnbull.

Chiefs

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

WEAPON ENGINEERING
To CWEM(R) — M. H. Thorne (Glamorgan), P. V. Atkins (Kingfisher).

SUPPLY AND SECRETARIAT
To CPOWR — J. Parsons (Centurion).
To CPOCK — R. Brown (Aurora), E. A. Goodchild (Pembroke).
To CPOSTD — C. J. Hill (Hermes).

COMMUNICATIONS
To CRS — G. F. Hardcastle (NP 1780).
To CWRENRS — E. D. Newton (Neptune).

PHYSICAL TRAINING AND RECREATION BRANCH
To CPOPT — M. G. O'Shea (Sultan).

MARINE ENGINEERING
To CMEM(L) — W. O'Hara (Fawn), R. G. Saunders (Avenger), I. Savin (Flagged).
To CMEM(M) — D. A. Woodhouse (Raleigh), W. A. Handford (Biddleston), F. J. Jupp (Kent), D. C. Burnley (Portsmouth FMG).

FLEET AIR ARM
To CPOACMN — J. A. Balis (BMS NAS).
To CPOACMN — R. D. Ferguson (Ambuscade), D. Soulsby (Yarmouth), M. J. Skillen (Tartar).

SUBMARINE SERVICE
To CRS(SM) — A. T. Jones (Warrior).
To CMEM(M)SM — R. J. Arthur (Tratagar), I. D. Thornton (Sovereign).

MEDICAL BRANCH
To CPOMA — R. C. Tiley (Churchill).

ARTIFICERS AND MECHANICIANS
To ACMEA(P) — V. H. Anthony (Ports FMU), P. R. Carter (Raleigh).
To ACMEA(ML)SM — B. Smith (Resolution (S)).
To ACWEM(M) — P. C. Harrison (Resolution (S)).
To ACWEM — P. M. Scott (Collingwood).
To ACMEA(EL)SM — P. F. Cooper (Sovereign).

PHOTO POSTCARDS

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) inc. 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 of 12 issues can be arranged on receipt of postal order or cheque for £3.50.

Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1960), Achernor, Achilles, Active, Adamant, Agincourt, Ainsie, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda (mod), Andromeda (pre-mod), Anglessey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (pre-mod), Antheus (pre-mod), Antheus (mod), Argonaut (pre-mod), Argonaut (mod), Aradine, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Avenger, Bacchante, Barrosa, Bathurst, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham (1977), Birmingham (1982), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brive Borderer, Brecon, Brighton (mod), Brighton (pre-mod), Brilliant, Bristol, Britannia (pre-mod), Britannia (mod), Broadford (Destroyer), Broadford (Type 22 frigate), Brongton, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron, Caryfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Conunna (mod), Conunna (pre-mod), Courageous, Coventry, Cumberland, Cygnat, Dainty, Dampier, Daring, Derrington, Defender, Delancey, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Domed, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Exeter, Explorer, Exmouth, Falmouth, Fearless (1967), Fearless (1982), File (pre-mod), File (1975), Finwhale, First

Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Fort Austin, Fort George, Fort, Galatea, Gambia, Girdleness, Glamorgan, (1967), Glamorgan (1981), Glasgow (1956), Glasgow (1980), Gold Rover, Gratton (No. 1), Gratton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Harland Point, Hecla (1967), Hecla (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermes (1981), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmston, Monkton on one postcard), Hubberton, Hydra, Intrepid (pre-mod), Intrepid (1979), Invincible, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkstall.

Layburn, Leander (pre-mod), Leander (mod), Leander, Leeds Castle, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Undisfame, Liverpool, Llandaff, Loch Fada, Loch Kilgall, Loch Lomond, Lofoten, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod), Lynx (pre-mod 2), Maidstone, Manxman, Malapan, Maxton, Mermad, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Omeida, Olympus, Oreen, Onslaught, Onyx, Opossum, Opportunity, Oracie, Orkney, Orpheus, Osiris, Otter, Otus (No. 1), Otus (No. 2), Palliser, Penelope (1971), Penelope (1982), Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Plymouth (1982), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Ronquay, Rotheray (1970), Rotheray (1981), Russell.

St David, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Gerard

HELPING HANDS

Raleigh caterers yomp it!

IN WHAT might now be described as a charity "yomp," seven members of the catering department at HMS Raleigh walked 214 miles from Torpoint, Cornwall, to London to raise cash for King George's Fund for Sailors and the South Atlantic Fund.

The long walk, which took five days, with the team camping overnight at farms along the route, is expected to raise at least £2,000.

It was a bitter-sweet day when HMS Birmingham sailed for the South Atlantic without formally re-commissioning — sweet, that is, for the children of Chelmsley Hospital School.

The ship's unused commissioning cake was taken to the city of Birmingham's Nautical Club to be raffled in aid of the school. The ship and club maintain strong links, many of the Nautical Club members having served in the wartime Birmingham.

As its answer to slim-ins, RFA Engadine held an eating

competition involving RN and RFA personnel. This gourmet event, organised by CPOCKS Wrigley and Bolton RFA, raised £110.64 for children's charities in the Falkland Islands. Concern for the people of the Falkland Islands also prompted all embarked in HMS Hermes to donate £1,500 for the islanders.

Service personnel and families are being offered tickets at reduced rate for the summer season "Variety Show" at the Rock Gardens Pavilion, Southsea, with free admission for families of those serving with the Task Force.

On the evening it was announced that HMS Sheffield was sunk an immediate collection was made in the Bridge



Inn, Hednesford, Staffs. The landlord and regulars then organised a sponsored beer-barrel rolling event around Cannock and their efforts, combined with those of the Cannock branch of the Royal Naval Association, raised £1,000 for King George's Fund for Sailors.

HMS Sultan's team of runners who completed the London Marathon raised £715 for the Guide Dogs for the Blind Association. A second team ran in relays to Oxford and raised £700 for Helen House, a children's hospice being built in the grounds of All Saint's Convent, Oxford.

Lieut. Andrew Raggett, of 702 Naval Air Squadron, RN air station Yeovil, who personally raised £190 in sponsorships when he took part in the Marathon, presented the money to the Children's Education Unit at Yeovil District Hospital.

During winter deployment members of the ship's company of HMS Hecate were busy fundraising for their adopted charity, the Princess Margaret School, Taunton, a Dr. Barnardo's Home for disabled children. Their long association with the school was strengthened recently when the commanding officer, Cdr. Brian Miller, and

members of the ship's company visited the school to present a £1,000 cheque.

A 50-mile sponsored walk in the New Forest by 20 members of Cornwall Division, HMS Excellent, raised £108 for the National Society for the Prevention of Cruelty to Children.

Thirteen members of the Commander Iberian Atlantic Area running club took part in a relay run to the Algarve from their headquarters near Lisbon, completing the 190 miles in 11hr. 15min. Their effort raised over £60 for local charities.

Dog watch

EVERY DOG must have its day and Alsatian guide-dog Lysa came when she was centre of attention for the starboard crew of the Polaris submarine HMS Repulse, at Faslane. But Lysa only had eyes for the pin-up picture of Viking, a Labrador guide dog bought and trained with money raised by the submarine's crew. Holding the picture is Cdr. Michael Hawke, the Repulse's captain (starboard) and looking on (right) is Scottish Guide Dog Appeals manager Mr. Alex Duguid.

INSHORE VISITS

SHIPS of the Inshore Survey Squadron were returning to their home port of Chatham in late July following visits to Cuxhaven in West Germany and Kings Lynn, Norfolk.

HM Ships Egeria, Enterprise and Echo earlier visited Boston in Lincolnshire to celebrate the centenary of the town's docks.

The Egeria's twins, RO Steve and CK Mark Heard, hoisted the Union Flag and the flag of the Admiral of the Watch (the Mayor of Boston). The mayor unveiled a commemorative plaque and later took passage in the Egeria to inspect buoyage in the River Witham area.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:
Sara (15), 5ft. 2in., brown hair, brown eyes, Guildford, Surrey.
Alison (26), single, 5ft. 6in., brown hair, hazel eyes, Epping, Essex.
Janet (17), single, 5ft. 5in., blonde hair, blue eyes, Gosport, Hants.
Michelle (17), single, 5ft. 4in., brown hair, hazel eyes, Derby.
Pam (24), single, blonde hair, blue eyes, Lewisham, London.
Margaret (29), single, 5ft. 5in., brown hair, blue eyes, Telford, Shropshire.
Maureen (38), divorced, 5ft. 5in., dark hair, blue eyes, two sons, Ferryhill, Co. Durham.
Angela (17), single, 5ft. 2in., brown hair, blue eyes, Colchester, Essex.
Kathleen (23), single, 5ft. 2in., brown hair, Hilt, N. Humberdale.
Tracy (18), single, 5ft. 3in., brown hair, green eyes, Lincoln.
Lesley (31), divorced, 5ft., brown hair, hazel eyes, two children, Lowestoft.
Elaine (21), single, 5ft. 6in., blonde hair, brown eyes, Stockport, Cheshire.
Brenda (50), divorced, 5ft. 2in., brown hair, brown eyes, Braintree, Essex.
Beverley (18), single, 5ft. 4in., brown hair, hazel eyes, Stockport, Cheshire.
Jane (15), 5ft. 1in., brown hair, hazel eyes, Southampton, Merseyside.
Lynda (29), single, 5ft. 3in., auburn hair, brown eyes, Halifax, Yorks.
Diana (35), single, 5ft. 8in., red hair, Pinner, Essex.
Sheila (50), widow, blonde hair, blue eyes, Northampton.
Christine (30), single, 4ft. 11in., fair hair, blue-grey eyes, Brighton, Sussex.
Rhena (16), 5ft. 8in., black hair, brown eyes, Manchester.
Clare (26), divorced, 5ft. 6in., fair hair, green-blue eyes, two children, West Country.
Teresa (32), single, 5ft. 3in., brown hair, brown eyes, Loughton, Essex.
Jane (25), divorced, 5ft. 4in., red hair, brown eyes, Hemel Hempstead, Herts.
Tricia (33), divorced, 5ft. 6in., brown hair, green eyes, three children, Heckmondwike, W. Yorks.
Michelle (18), single, 5ft. 4in., blonde hair, brown eyes, Whitley Bay, Tyne and Wear.
Jacqui (19), single, 5ft. 4in., brown hair, brown eyes, Newton Abbot, S. Devon.
Helen (18), single, 5ft. 6in., brown hair, brown eyes, Cardiff.
Paula Ann (18), single, 5ft. 2in., blonde hair, hazel eyes, Bognor Regis.
Kristine (23), single, brown hair, brown eyes, Southampton.
Angeline (22), single, 5ft. 5in., brown hair, brown eyes, Weston-super-Mare, Avon.

Mandi (16), 5ft. 6in., blonde hair, blue eyes, Ewell, Surrey.
Julia (18), single, 5ft. 4in., brown hair, brown eyes, Doncaster.
Karen (17), single, 5ft. 3in., brown hair, blue eyes, Hull, N. Humberdale.
Linda (21), single, 5ft. 5in., red hair, blue-green eyes, Walsend, Tyne and Wear.
Debbie (16), 5ft. 3in., blonde hair, brown eyes, Dudley, W. Midlands.
Lorraine (21), single, 5ft. 1in., blonde hair, blue eyes, Walsend, Tyne and Wear.
Tracy (19), single, brown hair, blue eyes, Peckham, London.
Heidi (18), single, 4ft. 9in., blonde hair, blue eyes, Teddington, Middx.
Sarah (28), single, 5ft. 5in., brown hair, green eyes, Plymouth, Devon.
Linda (29), single, 5ft. 4in., brown hair, green eyes, Plymouth, Devon.
Glenda (16), 5ft. 6in., blonde hair, blue eyes, London.
June (23), single, 5ft. 6in., fair hair, green eyes, Clydebank, Dunbartonshire.
Jane (20), single, 5ft. 4in., brown hair, blue-green eyes, Ashford, Kent.
Julia (35), divorced, 5ft. 5in., fair hair, blue eyes, one child (5), Bury St Edmunds.
Gay (29), widow, 5ft. 6in., brown hair, blue eyes, one son (10), Enfield, Middx.
Susan (36), divorced, 5ft. 10in., blonde hair, blue-green eyes, Bournemouth, Dorset.
Janet (18), single, brown hair, hazel eyes, Rochdale, Lancs.
Suzanne (16), 5ft. 2in., brown hair, blue eyes, Bishop Auckland, Co. Durham.
Abigail (15), 5ft. 4in., brown hair, blue eyes, Rochdale, Lancs.
Linda (22), single, 5ft. 3in., brown hair, St Albans, Herts.

Christine (33), single, 5ft. 4in., brown hair, brown eyes, Dover, Kent.
Penny (15), 5ft. 1in., brown hair, hazel eyes, Gloucester.
Sue (32), divorced, 5ft. 7in., brown hair, hazel eyes, Plymouth, Devon.
Margaret (27), single, 5ft. 2in., black hair, brown eyes, Southampton.
Doreen (28), divorced, 5ft. 3in., brown hair, green eyes, two children, Mansfield.
Michelle (16), 4ft. 9in., brown hair, blue eyes, Birmingham.
Sara (17), single, 5ft. 3in., brown hair, hazel eyes, Causton, London.
Ruth (17), single, 5ft. 5in., blonde hair, blue eyes, Stoke, Plymouth.
Kim (20), single, 5ft., brown hair, blue-grey eyes, Reading, Berks.
Kay (22), single, 5ft. 1in., brown hair, blue eyes, Reading, Berks.
Marie (20), single, 5ft. 4in., auburn hair, blue eyes, Southampton.
Julie (16), 5ft. 6in., brown hair, brown eyes, Andover, Hants.
Davina (18), single, 5ft. 2in., fair hair, green eyes, Lincoln.
Jean (22), single, 5ft. 1in., blonde hair, blue eyes, Chessington, Surrey.
Lynn (23), single, 5ft. 4in., brown hair, hazel eyes, Birmingham.
Paula (19), single, 5ft. 2in., dark hair, Mitham, Surrey.
Jackie (22), single, 5ft. 2in., brown hair, green eyes, Perth, Scotland.
Marcia (30), single, 5ft. 4in., blonde hair, blue eyes, Leicester.

Barbara (20), single, 5ft., fair hair, blue-grey eyes, Gosport, Hants.
Sue (32), divorced, 5ft. 5in., dark hair, two children, Droylesden, Manchester.
Pauline (37), single, 5ft., brown hair, grey-blue eyes, one son (6), Havant, Hants.
Ava (22), single, 5ft. 3in., black hair, brown eyes, Machen, Gwent.
Meryl (15), single, 5ft. 3in., fair hair, grey eyes, Manchester.
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Janet (19), single, 5ft. 7in., blonde hair, blue eyes, Manchester.
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Joan (27), divorced, 5ft. 3in., brown hair, green-blue eyes, three children, Havant, Hants.
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Kirsty (34), divorced, 5ft. 4in., fair hair, blue eyes, Romsey, Hants.
Nicola (18), single, 5ft. 4in., fair hair, green-blue eyes, Fareham, Hants.
Julie (19), single, 5ft. 1in., brown hair, brown eyes, Watlington, London.
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Joan (17), single, 5ft. 8in., fair hair, green eyes, Redcar, Cleveland.
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Shirley (20), single, 5ft., red hair, grey-blue eyes, London.
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Catherine (25), single, 5ft. 4in., blonde hair, blue eyes, Portsmouth, Hants.
Alison (17), single, 5ft. 5in., brown hair, brown eyes, Watford, Herts.
Nikki (18), single, 5ft. 7in., brown hair, brown eyes, Taunton, Somerset.
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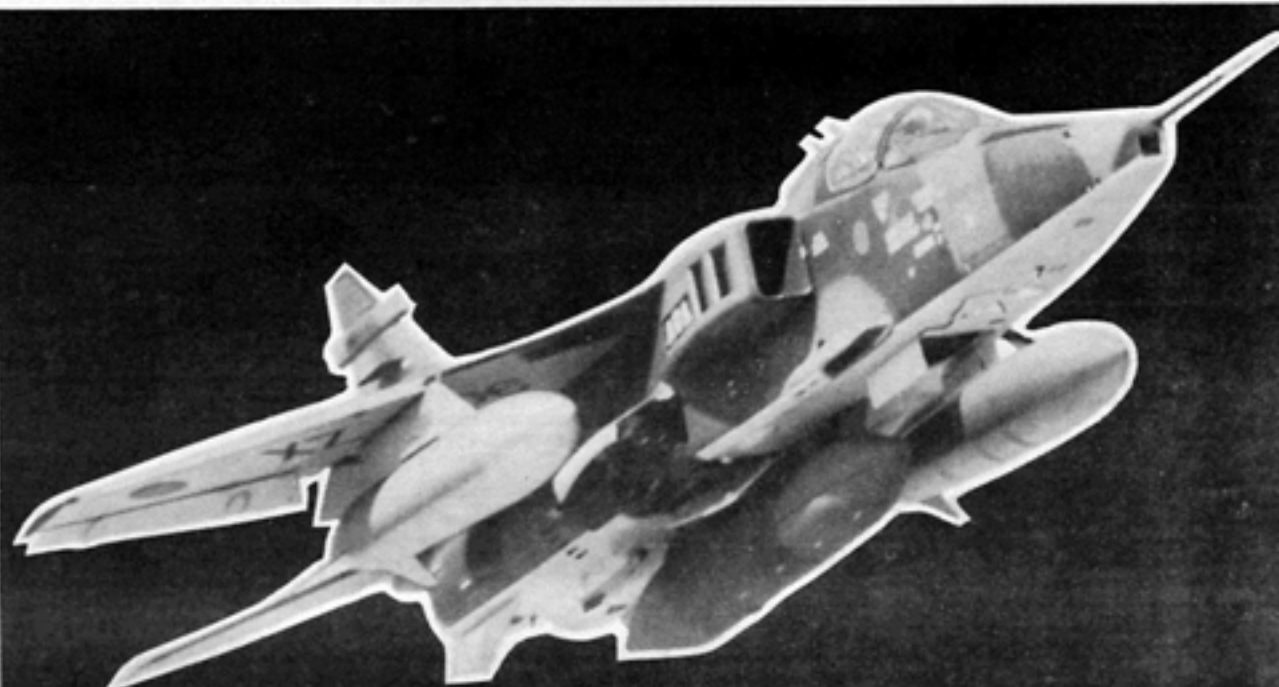
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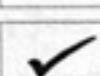
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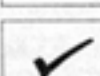
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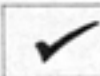
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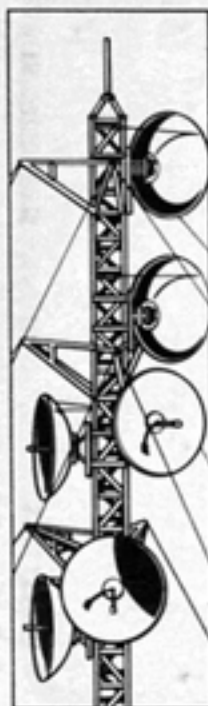
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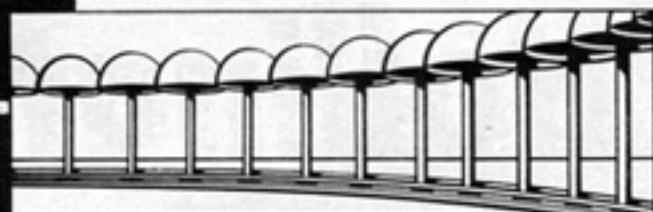
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THE NAVY goes into the Inter-Services tournament on the newly-laid Aldershot wicket on August 9, 10 and 11 with just one recent win to their credit, writes Derek Oakley.

That was against United London Banks on a wet pitch at Beckenham and owed much to the batting of players promoted from the Under-25 squad.

Lieut. Robin Hollington RM (38) and Lieut. Austin Roberts RM (21), playing his first senior game, got the Navy off to a good start. Hard hitting contributions from Lieut. Andy Robinson (38) and LMEM Ronnie Barker (22) helped The Navy to total 174, which was only just satisfactory.

However, it did not account for a fine attacking spell by CWEM Kelson Brooks, who bowled 15 overs straight off taking five for 22. This was backed up by some of the best fielding seen in the Navy side for many years. Although the last pair put on 31 runs, the Navy still won comfortably by 66 runs.

NEEDLE MATCH

Although not high scoring, the match against the Civil Service, always a needle one, produced a closer finish than the scoring indicates. Once again Hollington (29) and Roberts (18) laid the foundations but the middle order, with the exception of Lieut-Cdr Roger Evans (24), failed and the Navy were all out for 119 using the whole of their 55 overs.

The Civil Service, needing only two an over, were just able to keep up that rate, but they only lost three wickets. They eventually won with three overs to spare.

Devon avenged their defeat of last year, when on a sluggish Mount Wise wicket the Navy totalled just 133 for nine off their 55 overs, skipper Sub-Lieut. Tony Izzard top scoring with 27. Devon made short

Under-25s give the seniors a boost

work of the target, winning by eight wickets in the 37th over.

The two day match against the Quidnuncs produced over 200 runs in each of the four innings, with the Navy losing on the last day by a mere 24 runs. Highlights of the game were an unbeaten 54 by newcomer Lieut. Ian Thompson, who also kept wicket tidily, and 61 from veteran Cdr. Roger Moylan-Jones, who was celebrating his selection for promotion.

Most Navy batsmen took the opportunity to get in some batting and enhanced their chances for a cap this year.

A loss was recorded against the MCC Young Cricketers by five wickets when the Navy batted in the gloom and damp of an untypical July day. A very close-fought match against the British Police resulted in a loss by only four runs with one over to go. Brooks and Collier had bowled the Navy into a favourable position but the batsmen were unable to score 185 runs.



HMS Caledonia's swimming team of marine engineering artificer apprentices won the RN Scotland swimming championships in competition with HMS Neptune, HMS Cochrane and 45 Commando RM. Pictured with their trophies are (left to right), back — Martin Newman, Graham Askew, Adrian Melville and Dave Rostron. Front — Colin McGinty, Gaeme Home and Rob McKale.

Cricket

Hollington's whirlwind

A SPECTACULAR CENTURY by Lieut. Robin Hollington, crashed off 89 balls in just 101 minutes, lifted the Royal Navy Under-25s to a tremendous three-wicket win over the RAF at Uxbridge — a victory which ensured that the Navy juniors retained their Inter-Services cricket title.

After beating the Army easily by six wickets, the Navy needed to overcome the airmen on the last day of the Under-25 cricket festival to claim the championship for a second successive season. And they did it in style.

The RAF took first use of a perfect batting strip and rattled up 236 for two in their 55 overs. Leighton Porter scored 75 not out and Johnson was undefeated on 53, and only superlative Navy fielding prevented the RAF reaching 300.

Never before had a side successfully chased such a target in the Under-25 competition, but Hollington quickly set about re-writing the record books.

He slaughtered the RAF attack, racing to 51 in 39 balls. So commanding was he, that when LMEM Ronnie Barker was out with the score on 57, Barker had faced just three balls and contributed five runs.

LWTR Kevin Norwood (30) joined Hollington in a partnership that added 81 in an hour and saw the skipper to an astonishing hundred.

When Hollington was out for 110, four quick wickets tumbled and the Navy faltered. But Sub-Lieut. Nick Mayhew (29) got the innings back on course, and when he was run out Sub-Lieut. John Fulford (20) and AEM Chris Campbell (22) rushed to victory in the 53rd over.

RAF 236-2 (Leighton Porter 75 n.o., Johnson 53 n.o.). RN 237-7 (Lieut. Robin Hollington 110, LWTR Kevin Norwood 30, Sub-Lieut. Nick Mayhew 29, Sub-Lieut. John Fulford 20, AEM Chris Campbell 22). RN won by 3 wickets.

On the previous day LSA Richard Jackson devastated a powerful Army side with a superb spell of fast bowling. He claimed all six wickets as the soldiers slumped to 39 for six and ended with six for 23 from 15 overs.

Campbell, Lieut. Andy Canning and Hollington all bowled well to keep the Army under severe pressure, and they were finally dismissed for 93. The Navy's fielding was again superb, and 'keeper Ronnie Barker snapped up two excellent catches and a stumping.

Hollington stroked 46 off 54 balls, and after a mini-collapse, Mayhew and Lieut. Andy Robinson knocked off the runs in the 25th over.

Army 93 (LSA Richard Jackson 6-23). RN 94-4 (Lieut. Robin Hollington 46, Sub-Lieut. Nick Mayhew 14 n.o., Lieut. Andy Robinson 18 n.o.). RN won by 6 wickets.

On the first day of the tournament, July 16, the Army knocked up 209 and bowled out the RAF for 205.

Tennis

WHAT A difference 12 months can make. Last year the Royal Marines collected the wooden spoon at the RN Inter-Command lawn tennis championships. Last month at the United Services Club, Portsmouth, they won all their matches outright to emerge as worthy Inter-Command champions.

Their achievement was particularly noteworthy because they were without the services of 1981 Navy singles champion Lieut. Brian Gibbs.

But Lieut. Nick Williams was a more than adequate number one for the Royal Marines. He was unbeaten in both singles and doubles, in which he was partnered by Lieut.-Col. Ben Herman.

Worst hit by operational needs was, inevitably, Fleet. The finishing order was:

1. Royal Marines; 2. Naval Air Command; 3. Portsmouth; 4. Plymouth; 5. Medway/Scotland; 6. Fleet.

HOW LANCELOT'S LOT RAN THEIR MARATHON

MANY ATHLETES who had intended to run in the Inter-Services marathon at RAF Swindon in April found themselves instead sailing for the South Atlantic.

Several such runners, all in peak form, found themselves on board the RFA Sir Lancelot, and after two frustrating weeks at sea decided to stage their own marathon at sea.

Sub-Lieut. Malcolm Hazell, a sub-three hour marathon runner, devised a 45-yard track on the two forward shade decks. There and back, 513 times, plus turns, added up to something over 27 miles, and of the seven who attempted it, four finished. They were Paul Brindley (4 hrs. 4 min.),

Hazel himself (4:8), Neil Blane (4:22) and Paul Gibson (a painful 5:30).

The ship was less than 300 miles from the equator at the time and although the runners set out at 5 a.m., temperatures were already into the mid-eighties.

KNEE INJURY

One runner dropped out with a knee injury after ten miles, and two other starters were victims of the humidity. The event, correctly witnessed and supervised in accordance with AAA rules, raised more than £400 for Falkland charities.

● The Navy, as reported in Navy News, won the Inter-Services marathon title for the first time at Swindon.

Close-run do in Scotland

NAVY GOLFERS have performed most creditably in their matches against county teams this year and the fixture with Dumbartonshire at Cardross was no exception, writes John Weekes.

Golf

Being based locally, David seems to reserve his best for this weekend, having also won against the strong Cardross side on the Saturday. It should more than make up for his mediocre showing in the RN Open last month.

LWEM(O) Steve Lambert (Defiance) and LWTR Eddie

Comerford (MCM2) combined well for a foursomes win while the long hitting pair of Lieut. Ian Yuill and Sub-Lieut. David Brecken (both Collingwood) got a good half.

The singles were disappointing. Navy champion Lieut-Cdr Malcolm Edmunds (Culdrose) won the top match against the Dumbartonshire match play champion Charlie White, doing almost every hole in par; a fine exhibition of steady golf.

Possibly our longest hitter is PO Peter Darlington (Culdrose) and he also won his singles. Peter is very much an all round sportsman and has great prospects for many more years representing the Navy at golf.

WARM-UP

The warm-up match versus Cardross Golf Club on Saturday ended in a Navy victory by 3½ to 2½. This is unusual as the club can field a team of handicap two or less. Perhaps the win by the Captain of Navy golf, Bob Worlidge and your correspondent against the club captain and vice off five and two respectively discouraged the others.

● The Admirals played their annual match against the Generals and Air Marshals at the Berkshire in June. Amazingly they won! It doesn't happen very often; perhaps the Navy's exploits off the Falklands inspired them.

Well done the management!

LIEUT.-CDRs. John Lucas and Ken Langley, manager and coach respectively of the victorious Navy Under-25 team, have full reason to remember the 1982 Under-25 festival with pleasure.

For after winning the title in the grand manner, the players promptly marked the contribution of Ken and John by presenting them each with a cut glass decanter.

The presentation was a complete surprise to manager and coach. For both men this was their final season with the squad, and the gifts also celebrated their retirements after five years at the Under-25 helm.

Both Lucas and Langley are NCA Advanced cricket coaches and have recently been promoted to staff coaches.

Pentathlon

THE ROYAL NAVY were fourth out of eight teams in an exceptionally competitive Army Modern Pentathlon championships at Arborfield at the end of June. Eight senior internationals took part, and the Navy team of LPT Jim Nowak (8th overall), LPT Arthur Negus (15) and LPT Danny Boon (18) did very well to

Tough contest

finish as strongly as they did. Negus was competing in his first five-discipline event.

SPORT

Navy stays ahead with Electron II

THE ROYAL NAVY once again won the Princess Elizabeth Cup and the main race to Guernsey in the Services Offshore Regatta (SOR) against strong opposition from both the Army and RAF.

The Princess Elizabeth Cup was sailed around the cans in the Solent on June 30, starting from the Royal Yacht Squadron Line off Cowes and finishing off Gilekicker Point. The race was keenly contested, with both the RAF and Army entering the new OOD 34s, in a brisk SW wind.

HMS Collingwood's nine-year-old Norlin 34 Electron II of Portsea won for the Royal Navy for the second year running, the first time this has been achieved. The RAF were second but the leading Army boat sailed the wrong course.

The main race started off Gilekicker Point at 1000 hours on July 1. The course took most of the fleet of 29 yachts east of Owers buoy then across the Channel to CHI buoy off Cherbourg and finally to the finish at St Peterport, Guernsey. A few smaller yachts sailed a shorter course, round Bembridge Ledge buoy instead of Owers.

FAST LEG

The leg to Owers was a fast, close reach, under spinnaker for most of the way. The fleet stayed fairly close together with the Navy team in good positions. After Owers came a long windward leg to CHI. This became a very long leg when the wind died, giving everyone a frustrating night bouncing around in mid-channel.

With the dawn came a new wind from the NW and thick fog. The boats, now spread over a wide area, once again hoisted spinnakers and bore down on the French coast, the leading boats rounding CHI about 0900. A fast fetch along the French coast was followed by a very fast spinnaker reach down through the Alderney Race and the Little Russell to the

Sailing

finish with the first boat, HMSTY Dasher, arriving about 1300.

The Navy team, consisting of Dasher (FCPO Des Walker, JSSC), Electron (CPO John Giblett, team captain) and Thunderflash (Sub-Lieut. Tim Davies, RNEC Manadon) won divisions one, two and three respectively. This gave the Royal Navy the team prize for the seventh successive year, maintaining a 100 per cent record since the inception of the SOR in 1976.

The Army team was second, beating the RAF by a single point. This was after a close fight between their OOD 34s, with Redcoat for the Army crossing the finish line just 26 seconds ahead of the RAF's Skyflash after more than 24 hours racing.

FOURTH CUP

In addition, Electron also received the overall prize for the first yacht to finish on corrected time and yet a fourth cup (actually a sauce bowl) for the first Portsmouth Command yacht to finish on corrected time.

To complete a clean sweep for the Navy, the Division 4 and the first Camper and Nicholson yacht cups were won by East Wind (Lieut.-Cdr. Dave Bloye, HMS Raleigh).

Services Offshore Race prize winners:
Madden Bowl and Combined Services plaques — Royal Navy.
RORC Trophy — Electron.
Sultan Johore Trophy and Combined Services ashtrays — Dasher.
ASA Trophy — Lord Trenchard.
DGT(RAF) Cup and Combined Services ashtrays — Electron.
ASA Cup — Redcoat.
Trieste Cup and Combined Services ashtrays — Thunderflash.
Societe Regales du Havre Trophy — Contessa Catherine.
Batchelor Baler — East Wind.
SOR Committee Cup — Area (Belgium).
Camper and Nicholson Trophy — East Wind.
Jeremy Rogers Trophy — Contessa Catherine.
ASA Boat Cup — Piper.
Braganza Cup — Electron.
Team results — 1, Electron, RN; 2, Redcoat, Army; 3, Skyflash, RAF; 4, Thunderflash, RN; 5, Dasher, RN; 6, Rex of Upnor, Army; 7, Lord Trenchard, RAF; 8, Lord Portal, RAF; 9, British Soldier, Army.

The long way round



TWO chief petty officers from Portsmouth establishments are competing in the 2,000-mile Two-Handed Round Britain and Ireland Yacht Race. Skipper Robin Sargent (left) from HMS Dryad and ASWE-based Terry Jenkins from ASWE were sailing in HMS Dryad's yacht Sea Nymph of Southwick.

The race started in Plymouth on July 10 and takes part in five legs, ending in Plymouth early in August. As Navy News went to press, Sea Nymph was reported to be seventh in her class and on passage to the Shetlands. CPO Sargent had reported no problems, and was expecting to return to Plymouth in the first week of August.

Good sport!



WREN TRUDY ALLITT is the Navy's Young Sportswoman of the Year. Now serving in HMS Daedalus, Trudy joined the WRNS in September 1980. Already an established Combined Services badminton player, she turned her attention to hockey last winter and ended the season as a Naval Air Command, WRNS and Combined Services player.

Athletics

Sue wins, but men fade . . .

WREN Sue Hutton and the RN Women's team salvaged some naval pride at the Inter-Service athletic championships at Aldershot on July 14.

Sue won the women's 1,500m. race — the only naval victory of the championships — and the WRNS team, although finishing third, gave their best team performance for several years.

Wren Angie Gaskirk was second in the discus.

DISTANT THIRD

The men's team, hard-hit by naval commitments, finished a distant third. Sub-Lieut. Chris Robinson was third in a tactical 1,500m. duel with the RAF's world-class Julian Goater and Steve Jones. Goater won in 3min. 41.5sec., Robinson was a second behind, and all three ran personal bests.

MNE Stuart Gibbs was third in the high jump with 2m., just 2cm. off the Navy record.

Fixtures

AUGUST

- 1 — Kayak: Beccles to Buryay (Norwich).
- 2 — Cricket: RN v Middlesex II (Portsmouth).
- 2-3 — Tennis: Inter-Services (Wimbledon).
- 2-4 — Athletics: CSAAA v 5 Counties v Oxford (Crystal Palace).
- 3 — Cricket: RN v Post and Telegraphs (US Portsmouth).
- 5-6 — Athletics: Inter-Services decathlon (Aldershot).
- 6-8 — Squash: RN v Mayrick Park / Bridgend (Bournemouth).
- 7-8 — Kayak: Trywern (Bala).
- Cycling: 2-day road race (Ripon).
- 6-7 — Swimming: Inter-Services (Portsmouth).
- 9-11 — Cricket: Inter-Services (Aldershot).
- 21 — Equestrian: Mid-Counties Show (Inter-Services) (Aldershot).
- 23 — Rifle: Inter-Services small-bore pistol match (Bisley).
- 28-30 — Kayak: National championships (Nottingham).
- 29 — Cycling: 100-mile TT (Nottingham).

SEPTEMBER

(first week)

- 1 — Swimming: Inter-Services long distance championships (Lake Balat).
- 4 — Athletics: Inter-Services relays and tug of war (Brammar).
- 5 — Badminton: RN WBA v IOW (Portsmouth).

Caledonia in front

OVERALL winners of the Scotland Command athletic championships were HMS Caledonia. Cochrane, Neptune and Condor filled the other places.

In brief

Records tumble!

RECORDS tumbled at the Portsmouth Command swimming championships on June 3. In fact, every winner set a new record time! The reason was that the command championships went metric for the first time in HMS Collingwood's pool.

Results were: Men — 1, Collingwood (58); 2, Dryad (51); 3, Dolphin (24). Women — 1, Excellent (40); 2, Sultan (39); 3, Collingwood (24).

Tennis

CPO PURDY (Daedalus) beat Lieut.-Cdr. Clapp (Portland) in the final of the Naval Air Command tennis tournament single competition. Winners of the men's doubles were Lieut.-Cdr. Ainslie and Lieut.-Cdr. Collicutt from Yeovilton, who beat CPO Pardy and CPO McArdle of Daedalus in the final.

Charity United

MANCHESTER UNITED travel to Aldershot's Recreation Ground on August 2 to play a match in aid of the South Atlantic Fund.

Soccer

HMS ROYAL ARTHUR did themselves proud in their first season in Division 2 of the Western United Service Football League. They finished up as champions of the division and

won the Division 2 knock-out cup.

LCA Smith was the division's top scorer and, with namesake LS Smith, represented the League team in matches against the Midlands and London divisions.

Boardsailing

A BOARDSAILING weekend is being held at Portland on September 18-19. Cost of the course will be £20, and those wishing to take part or obtain further information should contact the Boardsailing Secretary, PT Office, HMS Osprey.

LIEUT.-CDR. D. N. Lowe of HMS Thunderer won the Royal Navy small-bore pistol championship with a record score of 1,138 points, eight more than the previous best.

He rather dominated the pistol scene, winning also the new UIT air pistol championship, and the centre fire championship, and finishing as runner-up to CPO M. J. Reed for the NSRA Diamond Jubilee Bowl for the highest individual score in the Inter-Command small-bore pistol match.

The Inter-Command pistol match was won by Air with a record 3,286 points, some way clear of Portsmouth/Medway in



SMILES of success (left to right) SNO Sandra Frampton, LWPT Sue Lloyd (and Arax el Habeeb) and LWren Nicki White who represented HMS Mercury at the inter-establishment cross country and dressage event held at HMS Dryad on June 24 and won the team prize.

Seven establishments were represented in the equestrian competition, and Sue Lloyd, who is a member of the RN squad, won the rosette for the best individual.

TRIPLE CHAMPION

Shooting

second and Plymouth/Scotland in third. The match was shot under postal conditions, as was the Inter-Command small-bore rifle event.

This was won for the second consecutive year by Portsmouth/Medway A. Air were second, Portsmouth/Medway B third, Plymouth/Scotland fourth, and RN Gibraltar fifth.

RIFLE TIE

There was a tie in the RN short-range small-bore rifle championship, with AA N. J. Ball

(Osprey) and FCWEA E. W. Metcalfe (C-in-C Fleet) recording aggregates of 497 out of 500. Ball clinched the shoot-out with a possible 300.

HMS Collingwood won the Inter-Establishment small-bore rifle competition, claiming the Woolwich Cup by 11 points from HMS Eaglet.

HMS Heron confirmed Air Command's grip on the Inter-Establishment small-bore pistol event, beating HMS Thunderer by 19 points in the final. Air establishments have won the competition for the past 11 years.

The Royal Navy were fourth in the Services pentagonal match, with WEA Pepper (Collingwood)

and Lieut. G. Perry (Mercury) scoring 199 out of a possible 200.

There was a new Navy record in the Inter-Service small-bore rifle match — but it was not good enough to beat the Army. The soldiers set a new match record of 3,951, 32 ahead of the Navy, for whom Lieut. T. C. Chittenden (Vulcan), FCWEA Metcalfe and Lieut.-Cdr. B. Willis (FMU Chatham) scored 199 out of 200.

The RNR team finished fifth, and the Royal Marines, two short of a full team, trailed in sixth.

The NSRA Silver Medal awarded to the highest scorer in the Navy team who had not already won a medal went to Lieut. Chittenden.

Engine swop at sea by Invincible

HMS INVINCIBLE has successfully completed the first ever gas turbine main engine change in a ship at sea. The three-ton engine was installed in five days by 14 men working round the clock.

The Government, meanwhile, has had a change of heart on the future of the carrier which played such a crucial role in the Falklands operation.

Armed Forces Minister Mr. Peter Blaker told the Commons on July 19 that the Invincible would be retained for the Royal Navy and not sold to Australia.

Instead, the Royal Australian Navy is to be offered HMS Hermes.

The Invincible is powered by four Olympus gas turbines similar to those in Concorde. Since leaving Portsmouth in April the carrier has steamed more than 30,000 miles, and the design life of one of her gas turbines had expired.

NO ANCHORAGE

Normally such an engine would be replaced in port, but the operational situation would not allow the Invincible to leave the South Atlantic or seek a sheltered anchorage.

Under the direction of CMEEN Ray Bezan, 14 members of the ship's Marine Engineering Department removed the old engine and replaced it with one of the two spares carried on board.

At critical moments during the operation the ship was steered slowly down sea to minimise the pitching and rolling. Fortunately no gales blew up and the new gas turbine was delicately manoeuvred into exactly the right position without damage or mishap.

NO GALES

The Invincible-class carrier is the largest gas turbine warship in the world, and the only ship capable of replacing a main propulsion engine while under way. However, this was the first time such a feat had been attempted.

At the same time, MEA Norman Boyes led a team of ten marine engineers in a non-stop ten-day "top overhaul" of the ship's diesel generators — the equivalent of decoking a car engine. All 16 cylinder heads, each weighing 150lb., were replaced, as were two 570lb. turbo-charger.

Ship's movement was again critical, and great care had to be taken that nothing was damaged by these heavy items swinging around in the machinery space.

ROLE CHANGE

The Invincible, still in the South Atlantic, also reports an unusual reversal of roles. In mid-July she was able to offer safe landing to an RAF GR3 Harrier which had taken off from Port Stanley but was unable to return because of a sudden deterioration in the weather.

It is highly unusual for an aircraft carrier to be used as a diversion airfield for land-based aircraft.

OPERATIONAL

HMS Illustrious, the Invincible's sister ship, was due to become operational at the end of July. See picture and story in Page 37.

Mr. Blaker told MPs in his announcement to the House: "Following our experience in the Falklands, the Government has decided that we should keep a third carrier to provide for refits or accidents, and to ensure that two are available at short notice at all times."

● Invincible's squadrons — see Page 18.



NEWCASTLE, TRIBALS IN FAST TURN

AFTER an enormous effort to make her operational again, HMS Zulu went to sea on July 22 for the first time since 1979, but HMS Gurkha was the first Tribal-class frigate to be recommissioned.

Since decommissioning two-and-a-half years ago the Zulu, first commissioned in 1964, has been held in reserve in Chatham Dockyard, forming part of the Standby Squadron.

In October 1981 she was transferred to the Sales List but at the end of May it was decided to return her to operational duties.

After re-commissioning at Chatham on August 9, the ship proceeds to Portland for sea training.

First of the veteran frigates back in service was the Gurkha, which recommissioned at Rosyth on July 24.

HMS Newcastle, originally due for a refit lasting 38 weeks with a six-week contingency period, has had the task com-

pleted in 21 weeks.

When Portsmouth dockyard received a request from Fleet to speed up the refit and prepare her for the South Atlantic a calculated gamble was taken. It paid off, and the Newcastle completed on July 12.

Falklands medal approved

A SOUTH ATLANTIC Medal has been approved by the Queen. It will be awarded to military and civilian personnel who have served one day or more in the Falklands area, in any sortie south of Ascension Island, or 30 days in the Ascension support area.

Those qualifying for the Falklands Medal will be allowed to wear a distinguishing rosette on the medal ribbon, which will be blue, white and green, shaded and watered.

'Seems like a nice doll ...'

LARRY GRAYSON was in his usual inimitable form when he visited the HMS Drake Naval Base fair organised to raise money for naval charities including the South Atlantic Fund. The fair, on June 26, raised about £8,000. The VIP visitors included Flag Officer Plymouth, Vice-Admiral Sir Simon Cassels.



Pictures: LA(Phot) Danny du Feu

Battered Plymouth's back

AFTER a two-day stay in Gibraltar on her way home to Rosyth, HMS Plymouth receives an emotional send-off from the jetty.

Accompanied by the music of the Staffordshire Regiment Band, augmented by ships' hooters, fire sirens and car horns, the ships' companies of Rooke, Dido and Aurora cheered ship as she pulled away.

The battle-scarred frigate, which arrived at Gibraltar on July 7 (inset picture) after 101 days at sea, fired the first shot in the South Georgia bombardment and suffered severe damage on June 8.

On that day she was attacked by five Argentine Mirages, destroying two, and was struck by four bombs and many cannon shells, sustaining five casualties.

A bomb which detonated a depth charge on the flight deck caused a serious fire

below decks which took about 90 minutes to put out with help from nearby ships. A second bomb passed through her funnel without exploding and a further two wrecked the anti-submarine mortar before passing out through the mortar well, again without exploding.

A repair team from mv Stena Seaspread restored most of the ship's fighting capability and she was back on the gunline off Stanley on June 14, just before the surrender.

The Plymouth entered Stanley harbour on June 17 to help set up naval control of the harbour and after further brief repairs in San Carlos left the Task Force on June 21 to return part of the way home with HMS Glamorgan. The Plymouth sailed up the Forth to a rapturous welcome in Rosyth on July 14.

More pictures in centre pages.



Coventry roll of honour

A TEMPORARY roll of honour to the men lost in the South Atlantic in HMS Coventry will be unveiled in Coventry Cathedral on Saturday, September 4, when the Old Hands Association formed by men who served in her predecessor, the AA cruiser sunk in the Mediterranean in 1942, also by air attack, hold a reunion to mark the 40th anniversary of the loss of their ship.

Wives and families of the casualties will be welcome, as will members of both ships' companies. They should muster at the Cathedral west door at 1500.

It is intended that a permanent memorial will later be installed.

Hong Kong gives £2m.

CONTRIBUTIONS to the South Atlantic Fund now total £9½m. Recent donations include £2m. from the Government of Hong Kong. See Page 19.