

Navy News

DECEMBER 1982 10p

Merry Christmas and a Happy New Year

... to all our readers, contributors and advertisers. And to give some added cheer to the festive season here's Navy News pin-up girl Lucy Ryan, bubbling over with greetings. Lucy, who was featured in Page 3 of our November edition, is in search of a ship willing to adopt her as a pin-up. Meanwhile, she sends all Navy personnel, wherever they are, ours and her own very best wishes.

Picture: David Pratt, Titchfield.

THANKS

A War loss pay-out tops £1,100,000

MILLION

OVER £1 MILLION compensation has been awarded to men who lost personal possessions in more than a dozen ships sunk or damaged in South Atlantic operations. Compensation for losses by men who died goes to next-of-kin.

In awarding more than £1.1 million (representing 94 per cent of sums claimed), the Claims Commission has dealt with nearly 1,300 naval cases. Largest total for any ship is more than £400,000 to the men of HMS Sheffield, averaging £1,327 per man.

Early in the conflict there had been concern when it became clear that UK insurance

polices covering personal effects had a war risk exclusion clause. In the sub-

sequent fighting, many Navy men lost all the possessions they had on board.

But now the speedy and fair way the Claims Commission has dealt with Navy losses has brought wide acclaim, including the appreciation of the Admiralty Board.

The commission has been concerned mainly with personal possessions. Where possible compulsory kit has been replaced by gratuitous issue, while items covered by cash grants — such as officers' No 5s and mess undress — have been compensated at current replacement cost.

Even medal and stamp collections have been covered by compensation.

All survivors were given a standard award of £30 to cover toilet items, cleaning gear and



writing material.

But there was no compensation for the loss of cash and consumables. However, it is understood that there are moves to try to reverse the Treasury ruling that cash will not be refunded.

Ships' officers assessed the claims for those who lost their lives and in some cases worked in contact with next of kin.

Claims were based on the average of other claims or on the best evidence available.

About 900 claims from Royal Marines personnel were dealt with, awards averaging about

£200. The high number was due to about 600 Marines having personal gear stowed in RFA Sir Galahad.

The Claims Commission were

Turn to back page

Oh rats! It's call-up time

A GROUP of Navy reservists had good reason to feel ratty when, out of the blue, call-up papers landed on their doormats.

Three actually reported for duty and 11 more phoned in, to be told it was all a mistake — thanks to an over-helpful human and the attention of hungry rats.

Between them they activated a system in which call-out envelopes are addressed and sealed for all men who transfer to the Royal Fleet Reserve on leaving the Service.

The envelopes are packaged and held in area mobilisation centres for quick despatch if needed — but somewhere in Scotland a package split, or was gnawed by rats on its way from HMS Centurion's Mobilisation Office to the area centre in HMS Cochrane.

SWIFT ACTION

In an attempt to put things right a railman or postal official used his initiative by despatching the contents of the parcel — 47 call-out orders.

After 14 of the reservists made contact, equally swift action was taken by the Navy to send out letters countermanding the orders and setting the recipients' minds at ease.

The incident caused a few red faces — but at least it showed

that the system works, said a spokesman for Centurion's Drafting Office.

● See cartoon in Page 4.



Picture: PO(Phot) Steve Collinson

DELAY LIKELY ON REDUNDANCIES

A CALL to the Navy for redundancy volunteers, originally planned to be made near Christmas, now seems unlikely until the manpower situation has been clarified.

When 500 Phase 1 redundancy volunteers were sought, it was announced that the call for a second — and larger — batch would be issued around Christmas 1982.

Retention of several major

warships which had been due for departure is presumably featuring in the continuing close examination of manpower needs. Meanwhile, Phase 1 of the voluntary redundancy scheme continues as planned.

But many questions remain, and great interest will be focussed on what answers are provided in the post-Falklands Defence White Paper, expected this month.

The Commons have been told that a decision will be taken about Portsmouth dockyard manning levels in the light of the White Paper.

"That allows us a certain flexibility," said Armed Forces Minister Mr. Peter Blaker.

"If we look at the broad picture, we have said that we propose to continue with the strategy set out in the White Paper last year."

Southern belle

AS GOOD as new after her three-month South Atlantic deployment, HMS Illustrious enters Fort Lauderdale, Florida, for a week's visit. (See Page 8).



Silhouetted against the low sun, HMS Liverpool sails from Plymouth on her first deployment and (below), wearing the flag of Rear-Admiral R. W. F. Gerken, HMS Antrim passes Portsmouth's Round Tower.

Christmas on the beat

FOUR WARSHIPS arrived on station off the Falklands in late November to take up their role as the islanders' Christmas guardians.

Among them is the new Type 42 destroyer HMS Liverpool, undertaking her first deployment. She and HM ships Ariadne and Charybdis left Plymouth on November 8 to rendezvous with the force flagship, HMS Antrim, which sailed from Portsmouth on the same day (see Page 8).

Embarked in the Antrim is the new naval commander in the South Atlantic, Rear-Admiral R. W. F. Gerken, Flag Officer Second Flotilla.

The Antrim is the only one of the four ships to have taken part in the Falklands war. At the time the Charybdis was completing refit with the Seawolf surface-to-air missile. Her sister-ship, HMS Adriadne, is now one of the few Leander frigates in the Royal Navy to be armed with 4.5-in. guns.



SISTERS . . . BUT IN NAME ONLY!



Development of the Leander-class frigates makes HMS Charybdis (left) almost unrecognisable as a sister-ship of the unconverted Batch 3 Leander HMS Ariadne (above). Both photographs were taken on their departure for the Falklands. Thousands away at Christmas — see back page.

Alderney nets a big catch

A SPANISH trawler arrested by the fishery protection vessel HMS Alderney was fined a total of £4,500, plus £200 costs for fishing with undersized nets.

The Alderney, under the command of Lieut.-Cdr. Andy Du Port, stopped the trawler for routine inspection in the South-West Approaches. In a six-hour search of the hold a considerable amount of immature fish was found by the Alderney's executive officer, Lieut. Mike Wright, and the coxswain, RPO John Levey.

As the language barrier proved a problem a four-man "prize" crew was put on board comprising Mid. Paul Raisbeck, MEA Frank Firth, MEM Dusty Miller and RO Grif Griffin. They spent an uncomfortable 24 hours until the trawler entered Falmouth.

NO SERVICEMAN in the Falkland Islands can in his wildest dreams expect his wife to turn up on the "doorstep" — but that's exactly what happened to LS(R) Duncan Thomson of HMS Sirius.

Duncan's wife Jennifer was one of two LWren stenographers who made the 16,000-mile round trip to Port Stanley and back in eight days. Purpose of the airlift was to lend a helping hand at a board of inquiry — but for Jennifer a reunion with her husband was an added bonus.

Duncan, who had thoughtfully been made available to the repair ship Stena Inspector to look after the visitors, was accommodated with his wife in the Upland Goose Hotel during her brief tour of duty.

The short draft meant that Jennifer and LWren Alex Somers were the first Wren ratings to take the air route from

the UK, flying by VC-10 from RAF Brize Norton to Ascension Island where they were delayed for 27 hours.

A lack of female company on that remote island made them popular guests at beach parties and other social events before they embarked on a Hercules for the 13-hour, 4,000-mile leg to Stanley. The trip was, however, made less tedious by two in-flight refuellings which they watched from their seats on the flight deck.

TREBLE STRENGTH

On arrival in Port Stanley they trebled the WRNS strength on the staff of the Senior Naval Officer Falkland Islands, who usually has only one servicewoman on complement — Second Officer Heather Robinson.

During her stay Alex lived on board the Stena Inspector, side by side with 130 members of Naval Party 2010 and 30 Merchant Navy crewmen.

She travelled 8,000 miles for one of his smiles!



LWrens Jennifer Thomson (left) and Alex Somers in the Stena Inspector.

Picture: CPO A. J. Anderson

All-round success for Sea Eagle

SEA EAGLE, Britain's air-borne, sea-skimming missile which is far in advance of Exocet, has undergone its first salvo firing.

The missiles, which will eventually equip Royal Navy Sea Harriers, were launched successfully by an RAF Buccaneer jet at a distance of more than 30 miles from target. They struck a representation of a light attack craft, approaching it from different directions — a tactic which poses a new threat to target vessels.

During trials Sea Eagle has been consistently reliable, performing even better than anticipated. Britain's first "thinking" missile with on-board computers, Sea Eagle can be programmed to reject one target in favour of another. It has twice the range of Exocet and a larger warhead.

SHIPBORNE

Studies have been carried out with a view to producing a shipborne version as a replacement for the French-designed weapon which currently equips British warships.

Sea Eagle has been developed by the British Aerospace Dynamics Group, major sub-contractors including Marconi and Microturbo SA (suppliers of the gas turbine engine).

Meanwhile, in the field of surface-to-air missiles, a Seacat launcher has been converted to fire the more potent Seawolf. The first successful firing of a Seawolf from the lightweight, low-cost launcher was carried out by British Aerospace, working in association with Rose Forgrove Ltd.

£2,600 gift for frigate

A GROUP of northern factory workers have boosted HMS Broadsword's recreation fund by £2,600 in a fund-raising campaign for the ship.

The donors, from factories at St Helens, near Bishop Auckland, County Durham, decided during the Falklands war to show their appreciation of the Royal Navy by "adopting" the Broadsword.

VISITS

When the frigate returned from the South Atlantic her commanding officer, Capt. Bill Canning, and members of the ship's company visited their northern friends to be presented with the proceeds of discos, raffles and sponsored walks.

Six of the fund raisers visited the Broadsword at Plymouth, where they were afforded a welcome in true Navy manner.

Cockleshell men return

HMS YARMOUTH was visiting Bordeaux from December 3 to 8 to take part in a service of remembrance on the 40th anniversary of Operation Frankton — the Cockleshell Heroes raid of the Second World War.

Lieut.-Col. Blondie Hasler, who led the Royal Marines raid, will be accommodated on board at Bordeaux, and Cpl. W. E. Sparks, his partner on the raid and the only other survivor, was travelling to France in the Yarmouth.

Things that go thump in the night

MOST INTRIGUING of the movies in this month's slimmer-than-usual portfolio from the Royal Naval Film Corporation is a story of the supernatural based on the real-life experience of an American woman.

"The Entity" is more chilling than many of the wild tales of ghoulish carnage emanating from the shock troops of the cinema industry. Its documentary quality gives added credibility

to the events surrounding a modern-day single parent (Barbara Hershey) who is violently and repeatedly assaulted by an invisible assailant.

Her first reaction is to seek medical help, so she consults a psychiatrist who finds Freudian reasons for what he interprets as her hallucinations. But the manifestations continue until she finally obtains witnesses to confirm her paranormal persecution.

We are told that the woman upon whom Barbara Hershey's character is

FILMS FOR THE FLEET

based is still alive — and still haunted. But it seems that some at least now believe her terrifying story.

The full list of films released by the RNFC this month is:

Author! Author! (A) — Al Pacino, Dyan Cannon, Tuesday Weld. You may

not think that there's much to laugh at in a mother's desertion of her husband and five children. Writer Israel Horowitz and Arthur Hiller do, and convey their humour in a sentimental comedy-drama about a playwright whose marriage breaks up just as he struggles with a major crisis in his professional life. 20th Century Fox. No. 899.

Hanky Panky (AA) — Gene Wilder, Gilda Radner. A young playwright (Wilder) is also involved in this frenetic

farce in which the dramatist finds himself caught up in a spy plot and the target of everyone from right, left and centre. Columbia-EMI-Warner. Under a new numbering system this film is No. J00.

The Entity (X) — Barbara Hershey, Ron Silver. 20th Century Fox. No. J01.

Heatwave (AA) — Judy Davis, Bill Hunter. Christmas in Sydney, Australia: the temperature is in the upper 90s and a property corruption scandal leads to violence and murder. Harris. No. J03.

33 ships for the pay-off

ROYAL Navy and RFA ships currently planned for withdrawal from the active fleet before the end of 1984 have been listed as follows:

1983: Gurkha, Tartar, Zulu, Londonderry, Berwick, Falmouth, Rhyl, Naiad, Dido, Achilles, Crofton, Woodlark, Stromness.

1984: Antrim, Glamorgan, Aurora, Euryalus, Apollo, Ariadne, Rothesay, Lowestoft, Torquay, Wotton, St David, Ventura, Wasperton, Yarnton, Droxford, Waterwitch, Tidespring, Plumleaf, Pearleaf, Resource.

Some of these ships are planned to enter the Standby Squadron, where they will remain declared to NATO, it was stated in a Commons written answer in November.

Building list

Another written answer listed ships under construction for the RN (some already having been launched) as follows:

Carrier: Ark Royal.
Submarines: Trafalgar, Turbulent, Tireless, SSN 16.

Destroyers: Nottingham, Manchester (just handed over to the Navy), Gloucester, Edinburgh, York.

Frigates: Boxer, Beaver, and two more.
MCM vessels: Cottessmore, Brocklesby (recently handed over), Middleton, Dulverton, and two more.

Seabed operations vessel: Challenger.
Hong Kong patrol craft: Peacock, Plover, Starling, Swallow and Swift.
Fleet minesweepers: Five.

Falklands men at Boat Show

ONE of the main displays at the International Boat Show in January will include equipment used and captured in the Falklands war.

The show, to be held at Earls Court from January 6 to 16, will stage the Falkland Islands Success Story to demonstrate the role played by small craft in the campaign. Members of all the Services will take part.

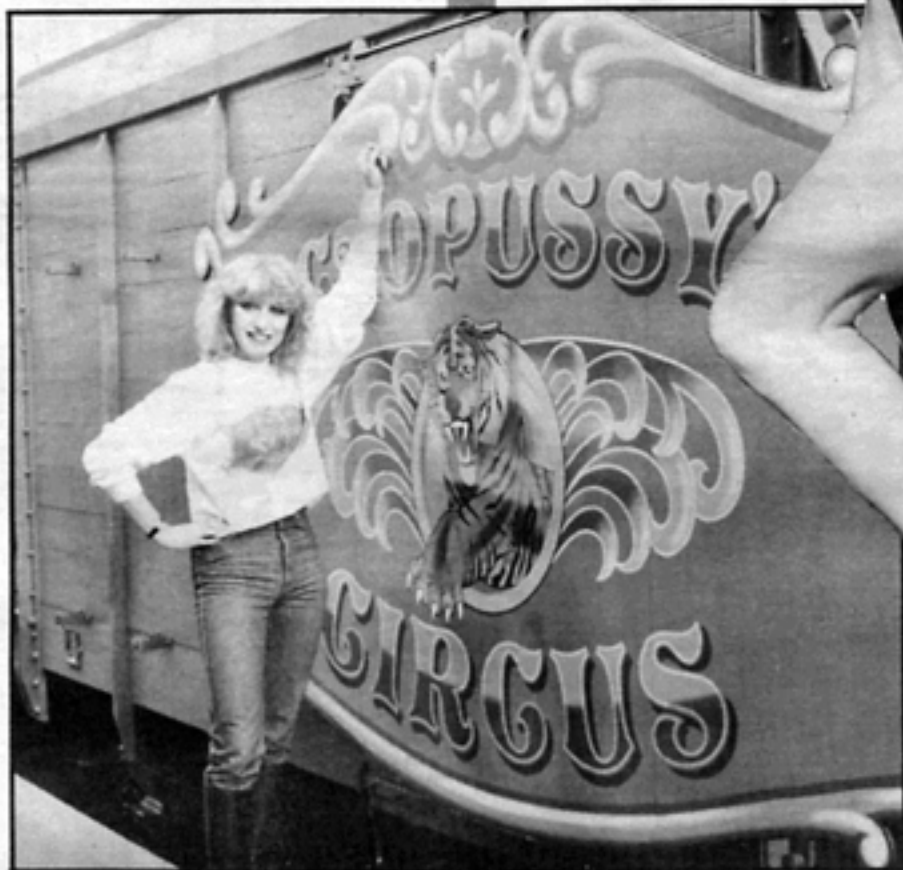
Other attractions will include the work of wood carvers Jack Whitehead and Norman Gaches who will be putting the finishing touches to a reproduction figurehead for Britain's first battleship, HMS Warrior, undergoing renovation at Hartlepool.

The show is open each weekday between 10 a.m. and 8.30 p.m., and on Sundays between 10 a.m. and 7 p.m. Admission is £2.50 for adults and £1.30 for children, except on the first two days when admission is £5 and £2.50 for children.

Peace Game opens

"THE Peace Game," a Ministry of Defence film about the nuclear debate, was launched in London by Armed Forces Minister Mr. Peter Blaker.

The production — 24 minutes long and available on 16mm film or video cassette — is designed for use in group discussions and offered free to borrowers through the Central Film Library.



Pictures: Charles Sharpe

MODEL and actress Beba is leaving villainy behind her to take up a new role as a pin-up for one of Her Majesty's ships.

Twenty-two-year-old Beba's face and form may be familiar to James Bond fans, for she won a part in the new 007 film "Octopussy" — as one of a gang of jewel thieves.

Beba, however, does not come to an untimely end as do so many Bond characters, so she has plenty to smile about in the picture on the left, taken on the set of the film. She also sent Navy News the other, more revealing picture, as a sample of what she can offer as a ship's pin-up.

Her blonde hair, green eyes and 34-24-36 figure have helped her to land parts in several television shows as diverse as "Game for a Laugh" and an Anglia arts programme.

Beba, who prefers to be known by her christian name alone wishes all Navy personnel a happy Christmas. She can be contacted by any ship in search of a pin-up — just write to The Editor, Navy News, HMS Nelson, Portsmouth, Hants. PO1 3HH, and your letters will be passed on.

JOHN'S WINNING WITH WOGAN

THE helicopter aircrewman who last month received a bar to his Queen's Gallantry Medal has been voted Royal Navy Man of the Year.

POACMN John Spencer joined Terry Wogan, Lieut.-Gen. Sir Stuart Pringle and eight others to be honoured as Men of the Year at a special luncheon at the Savoy Hotel, London. Gen. Pringle, Commandant General of the Royal Marines, had a leg amputated after a terrorist bomb blasted his car last year.

POACMN Spencer became the first Navy man to twice win the QGM, receiving the second award at an investiture by the Queen at Buckingham Palace on November 9.

His first medal, also presented by the Queen, was awarded for his rescue of a crew member trapped in a dredging barge when it capsized in heavy seas off Dorset in October, 1980.

The bar was awarded in recognition of another hazardous rescue a year ago. He was lowered on to the deck of the badly listing cargo ship Benita in a blizzard off Portland Bill. Battered by the rolling ship, he was winched down four times to bring four survivors to safety.

John is currently serving at RN air station Culdrose.

Two members of the ship's company of HMS Invincible have been awarded the Commendation of the Commander Task Force (outgoing Commander-in-Chief Fleet Admiral Sir John Fieldhouse) for their work during the Falklands war. POs Colin Hanrahan and John Gayton maintained the vital flight deck communications loop day and night in all weathers and in the face of considerable dangers.

A similar commendation has been presented to Leading Communicator Sidney Potton on the staff of CINCFLEET.



Men of the Year POACMN John Spencer and Terry Wogan with John's wife, Joanne, at the Savoy Hotel luncheon to mark the presentation of the awards.

SLOW AHEAD FOR PROMOTIONS

THE 1981 Defence Review and its effect upon manpower has reduced the opportunities for promotion and advancement considerably.

A deliberate policy of reducing the number of vacancies for promotion to CPO (and probably FCPO in 1983) has been adopted to lessen the risk of compulsory redundancy in certain branches.

This policy naturally has a downstream effect on the vacancies for advancement in the lower rates in those branches. The reduced numbers promoted will be

obvious from the recent promotion signals. The effect on advancement is that most rosters are lengthening by some 12 months in 20 months and probable

advancement dates have altered considerably.

New PADs were issued in October and demonstrate the reduced opportunities. It

is emphasised that PADs are a "best guess" at that time and that they can change dramatically should the retention rate change or the manning requirement increase or decrease.

We will have a better idea in the spring of how things will look.

● This recent comment on a Form S264C for a Communication Yeoman gave us a much needed giggle: "Nobody can hold a flag to this man."

DRAFTY'S CORNER

Nets cast for volunteers

Supply move

THE RNSS will move to HMS Raleigh in August 1983. Guzz billets galore for keen men of all supply branches wanting to be instructors.

The chefs are going to do some training with the Army at Aldershot, and volunteers to instruct there are also being keenly sought.

ONE OF THE lesser-known wings in Drafty's football team is the Mobilisation Office. This small team is concerned with planning mobilisation and redeployment in times of war and is naturally quite content for its hard work to go unused.

During the Falklands campaign we recalled 20 RFR Specials to help plug gaps. Recalling these men, all volunteers, proved quite a problem which prompts me to wonder whether we would not have been better to take a leaf out of Haile Selassie's book.

Selassie, Emperor of Ethiopia, is reported to

have mobilised his country by the issue of the following edict when Italy invaded in the 1930s: *The country is now mobilised. All men and boys able to carry a spear will report to Addis Ababa for active duty. Married men will bring their wives to do the cooking. Women with young babies, the very old and the very young need not report for active service. Men who are not married will bring any women they can find. Anyone else found at home after the issuance of this order will be hanged.*

(Taken from "The Collapse of Time" by J. Lewis Powell).

Meanwhile, the drafting desks have been busy putting pen to paper, and for many of them their theme this month is a tawdry for volunteers. After all, one volunteer is better than ten pressed men. If you don't tell us — we don't know!

DRAFTY WISHES ALL VOLUNTEERS A MERRY XMAS



"You dirty rat you..."

Wasted option

THE future closure of HMS Pembroke and the Chatham Naval Base has meant that requests for Chatham as a first preference area are of little value and therefore a waste of an option.

Naval Drafting Division will in future ignore Chatham as a preference and treat the second option as if it were the first. Special arrangements (green crossed DPCs) have been made for those already currently serving in Chatham.

WE BRANCH

Longer sea drafts

NOMINAL length of sea draft for all WE ratings has now been extended to not more than 36 months.

The following exceptions are necessary to achieve an equitable share of the taste of salt: FCWEAs — 24 months; FCWEMs — 24 months; CWEAs — 27 months; WEMs (WD) — 27 months; WEAs in second sea draft — 24 months; WEMs in first sea draft — 18 months.

The availability of all billets ashore is listed in the supplement to BR 14 which at long last is just about to be re-issued. Classes of WEA/MN(CEW) emerging from training in HMS Collingwood frequently ask what billets are available to them at sea.

SENSIBLE

This is a sensible question because while there are billets available for all WE artificer and mechanic categories in ships of frigate size and above, not all WEA(CEW) billets are considered suitable for WEAs second class, and others are allocated to either WEA2 or POWEM(R).

Billets for WEA2 (CEW) in the following ships: Hermes, Exeter, Tartar, Avenger, Invincible, Southampton, Zulu, Alacrity, Antrim, Nottingham, Active, Boxer, Bristol, Liverpool, Ambuscade, Beaver, Glamorgan, Gurkha, Arrow, Brave, Abdiel.

In the following ships they are shared with POWEM(R): Achilles, Diomedes, Ariadne, Ajax, Galatea, Wakeful, Arethusa, Leander, Aurora, Naiad, Dido, Apollo.

ME BRANCH

Roll up, early birds!

WITH no men leaving HMS Sultan for their first sea draft at present, Drafty has to make full use of his "early out of turn" volunteers listing to fill junior rate short notice drafts.

He wants more of them, and if you would prefer an early sea draft then render a C240 immediately and tell him.

Volunteers are also required for the following:

RN Display Team. Volunteers from men due shore service in 1983 are required to join in March, 1983, for the 1983 season. No better way to get fit!

Submarines. There is a continuing requirement for MEM(M) and (L) to join the Submarine Service. A C241 is all that is required to volunteer.

Falkland Islands. Volunteers are required for NP 1242 (Falklands) and NP 2010 (Stena Inspector). Not more than six months UK-to-UK, and it will soon be summer in the South Atlantic.

MEOWs. There is also an overall shortage of MEOWs in the Fleet. Learn to type — it could be handy when you write the story of your life.

Please — cut out all that rubbish

"RUBBISH in produces rubbish out" — an oft used expression in the corridors of power at HMS Centurion when referring to the products of our friendly computer.

Recently the Computer was asked "How many Part III

submariners are there?" After producing 43 sheets of printed paper with 27 names per page we had the answer — "1,161."

amuse ourselves with in HMS Centurion, and one which has no relevance to the affairs of the real world.

NOT A GAME

This of course was absolute rubbish (even two highly experienced fleet chief petty officers were on the list), but it does indicate that somebody, somewhere, is putting rubbish in. The true number of Part IIIs is known to be nearer 400.

You, as a hard pressed seafarer, may feel that this is just another computer game that we

Not so, I'm afraid, because the MOD use these sort of statistics for planning purposes and a lot of nugatory staff work is needed to sort out unnecessary errors of this nature.

The message is plain to see, When you cease to be a Part III Send in a C173 Then Part III you'll no longer be!

FLEET AIR ARM

Aircrew on block

FROM early September, the procedure for aircrewmen's shore drafting has been aligned with that which applies to everyone in the FAA.

Briefly, this means that aircrewmen will no longer be drafted to specific second-line billets but to the respective air station block draft nucleus.

Drafty will continue to try to meet an individual's preference as far as geographical location is concerned, but actual employment will be decided by the Manpower Control Organisation.

Drafting to front-line squadrons will be unchanged.

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SHIPS OF THE ROYAL NAVY

Gurkha, Tartar, Zulu



No. 323



HMS Zulu ... due to deploy overseas in the new year.



No. 324



HMS Gurkha ... she will spend Christmas at Gibraltar.

RETURN OF THE NATIVES

THREE MEMBERS of British tribes long thought to have been extinct have found their place in the sun again after being discovered alive and well in Chatham Dockyard.

HM ships Gurkha, Tartar and Zulu returned to service last summer after languish-

FACTS AND FIGURES

Displacement: 2,500 tons. Length: 360ft. Beam: 42ft. 3in. Draught: 17ft. 5in. Armament: two 4.5in. guns in individual turrets fore and aft, two quadruple Seacat surface-to-air missile launchers, two 20mm Oerlikon cannons, one triple-barrel Limbo anti-submarine launcher. Aircraft: one Wasp helicopter. Propulsion: Metrovick steam turbine producing 12,500 shp and Metrovick gas turbine producing 7,500 shp, one shaft. Speed: 25-28 knots. Complement: About 250.

ing in the Standby Squadron for up to two - and - a - half years. Now they are ranging far and wide, their winters of inactivity turned to glorious summer by the sun of the Caribbean and the Mediterranean.

The Tartar (Cdr. J. J. Pearson), will spend Christmas in Florida as West Indies guardship, having already visited Barbados, Roosevelt Roads and St Thomas. She will be succeeded in that role by the Gurkha (Cdr. P. D. Stone), whose Christmas will be spent at Gibraltar before a three-week maintenance and leave period in January.

It is the Gurkha's second spell as Gibraltar guardship — she spent three weeks at the Rock in October, hard on the heels of HMS Zulu (Cdr. Sym Taylor).

The Zulu is expected to be the only one of the three to be home for the festivities, but she, too, will deploy overseas in the new year.

All three frigates, members of the Tribal class which once numbered seven ships, were built in the early Sixties as self-contained units for service east of Suez.

Gas turbine

In each ship a gas turbine supplements the steam turbine, enabling the frigates to achieve sustained bursts of high speed and to get away from harbour instantly in an emergency without having steam up.

The class went out of service in the past few years, the last to wear a paying-off pennant being the Tartar in December, 1980.



No. 325



HMS Tartar washes down during a work-up exercise off Portland.

Tribe on warpath

ALL THREE Tribal ships have predecessors which won fame in the Second World War, holding between them 24 Battle Honours for that conflict.

The wartime Tartar was one of only four of the Royal Navy's 16 Tribal-class destroyers to survive the fighting. The Zulu was sunk — and so were two Gurkhas.

"Lucky Tartar" took her place in some of the hardest and most challenging actions of modern naval warfare: the battles off Norway, the hunt for the Bismarck, protection of the Arctic convoys, the vital Operation Pedestal convoy to Malta, the North African landings, the invasion of Sicily, the Salerno landings and D-Day.

As the war in Europe neared its end, the Tartar was despatching to the Far East where she

covered minesweeping operations off Burma and was present at the surrender of Penang. She was broken up in 1948.

Her sister-ship Zulu was also in action off Norway, against the Bismarck and as escort to Allied convoys. She foundered on tow after an air attack off Tobruk in September, 1942.

HMS Gurkha was the first of her class to be sunk — during the German invasion of Norway in April, 1940, but not before she had destroyed a U-boat in an earlier action.

An L-class destroyer, completed in the following February, was paid for by the Brigade of Gurkhas and named in their honour. Although serving with distinction on convoy duties in



"Lucky Tartar", one of the few Tribal-class destroyers to survive the Second World War.

Picture: Wright and Logan

the Atlantic and Mediterranean, she was no luckier than her predecessor, falling victim in January, 1942, to two torpedoes from U133 while escorting a convoy between Alexandria and Malta.

Battle Honours for the three ships are:

Tartar — Velez Malaga, 1704; Ushant, 1781; Baltic 1855; South Africa, 1899-1900; Belgian Coast, 1914-18; Norway,

1940-41; Bismarck, 1941; Arctic and Malta Convoys, 1942; North Africa, 1942-43; Sicily, Salerno and Mediterranean, 1943; Biscay, English Channel and Normandy, 1944; Burma, 1945.

Zulu — Belgian Coast, 1915-16; Norway, 1940; Atlantic and Bismarck, 1941; Malta Convoys, 1941-42; Libya, Sirte and Mediterranean, 1942.

Gurkha — Belgian Coast, 1915-16; North Sea and Norway, 1940; Mediterranean and Atlantic, 1941; Malta Convoys, 1941-42.

PHOTO POSTCARD LIST — PAGE 33

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Warspite's woodpecker



WITH regard to the ship's badge of HMS Warspite, apparently official badges were issued by the Admiralty during the early 1920s, but before the issue was made, Capt. Clifton-Brown, who commanded the battleship between 1920 and 1922, had carried out considerable research into the origin of its name.

He discovered that the "spite" part probably derived from the word "spight", which in Elizabethan times was the colloquial name for the green woodpecker, and based his design of a badge on this bird.

It was the woodpecker badge which the

battleship used from then until the end of the war. However, I believe that the gun badge was the one presented and displayed in the Stock Exchange when that body adopted the ship during the Second World War. — L. W. Websper, Trunch, Norfolk.

□ Not good enough?

I WAS interested to read that the present ship's badge of HMS Warspite consists of a representation of a cannon. I wonder who decided

that the woodpecker was not good enough for a submarine.

From the day of my first visit to the old ship as a small boy at Pompey Navy Days 50 odd years ago, I thought that the word Warspite derived from some Saxon version of the name of the bird.

Incidentally, are carelessly-fashioned bends and hitches that cannot be cast off still referred to as "warspite knots"? — Brian Wainwright (commander, RN, retd.), Chalfont St Peter, Bucks.



Stand not so easy!

OVER the years lots of changes have taken place in the Royal Navy — some for the good and some for the worse. The object of this letter is to bring to light a couple of changes which cannot be for the better.

RN Submarine School rest rooms no longer exist, and all rest room signs have been replaced by instructor study signs.

All easy chairs in study rooms have been removed to stop people resting at "stand easy" and lunchtime. — D. Doughty, (CPO), RNSMS, HMS Dolphin.

This letter included a long poem, "The Easy Chair Lament," one verse of which reads:

A stand easy was a pleasure
For the tutor and the class,
But now those days are over,
A memory of the past.

LETTERS TO THE EDITOR

FOOD FOR THOUGHT

I FELT I could not let the introduction of food charges for married men "living in" go with out comment.

I bought my house in Northamptonshire nearly three years ago. Like many people I opted for the largest mortgage I could get and also took advantage of

the Navy's kind offer of help, the LSAP.

I budgeted carefully taking everything into account to ensure I could afford this mortgage. Two main considerations

were that the Navy would not charge me food and accommodation charges living inboard under the "criteria of maintaining two homes," and also that I would not be entitled to separation pay although separated.

I decided I could afford the mortgage and went ahead. Since then, pay rises have been offset by rises in the mortgage rate and the cost of living. Consequently my financial circumstances are very similar now to what they were three years ago.

TIGHT BUDGET

The Navy now tells me it is going back on its agreement to give financial assistance to men maintaining two homes while living in, and are consequently adding additional strain to an already tight budget. Granted the mortgage rate is falling, but as soon as I see a little spare money, MOD remove it as fast as they can, removing the trust I, personally, placed in the "two homes" policy.

All this seems strange when it appears that the Navy, while assisting home purchase anywhere, penalizes those men (both married and single) who own homes away from their port area to which they travel maybe each week-end. My monthly separation warrant pays for travel home for one week-end, leaving a minimum of three to be sorted out.

This costs me about £42 a month, using a railcard, in fares. Adding £22 food charges, I am out of pocket by £64 every month. The further you travel the worse it gets.

That £64 would pay for a married quarter in Portsmouth. The Navy would pay me removals and give me £280 disturbance allowance (one child at school) and I would then be entitled to home-to-duty travel expenses. Using my motor-cycle and assuming a married quarter in Hilsea, I could MAKE £11 a month and have a lump sum of £280. I would still have my own house but the Navy would pay me to leave it empty.

Yours, in a confused sort of way, T. R. Perkins, MEA1 HMS Sultan.

□ Judy the brave

JUDY, a pedigree pointer bitch born 1936, was a heroine of the war against the Japanese. She risked her life many times and suffered the horrors of a Japanese prisoner-of-war camp.

"Judy of the Royal Navy" was awarded the Dickin Medal, the animals' VC.

The Japanese commandant made Judy the world's only official dog POW. How do I know? I married an engineer/artificer from HMS Grasshopper and he talks about Judy like a long-lost shipmate. — Agnes Mullen, Bangor, Co. Down.

● Judy should have been remembered in the review of the book "Animal Heroes." Her memory is also revered by men of the Yangtze River gunboats. — Editor.

□ Note of sympathy

WE ARE regular readers of Navy News and congratulate you on every edition of this wonderful paper. My husband served 22 years in the Royal Navy during which time we lived in Portsmouth.

We moved here for family reasons but hope one day to return to our old friends in Pompey.

We followed with great interest the pictures and news concerning the Task Force and send our condolences to all those wives and families who suffered and lost their loved ones.

We have a son in the RAF who is still on Ascension Island and may remain there for some time yet. However we rate ourselves lucky that he will return home to us in the near future. — Betty Wilson, North Hyekam, Lincoln.

● Mrs Wilson's letter contained a poem of tribute and sympathy in recognition of the Falklands victory. It is one of a great many similar compositions received from our readers but it is regretted that it is not possible to print them all. — Editor.

□ The story of U-593

MY RESEARCH into happenings at sea during the Second World War led to a quest for information about the German submarine U-593.

On the morning of March 27 1942 this U-boat was sighted near the Bay of Biscay by the Hunt class destroyer HMS Tynedale during Operation Chariot, but the commanding officer of the submarine, Kapitän-leutnant Gerd Kelbing, dived deep and escaped.

On December 12 1943 in the Mediterranean a German submarine fired a new "secret weapon" (acoustic torpedo) and sent HMS Tynedale to the bottom.

The following day U-593 was itself traced and depth-charged by HMS Calpe and an American destroyer USN Wainwright.

The German sub was forced to the surface and was scuttled by Kapitän-leutnant Kelbing. The hunter had become the hunted and vice-versa. — G. W. Haddon, Kenilworth, South Africa.

□ The value of Naafi

MAY I through Navy News bring attention to the Naafi personnel who volunteered for duty in the Falklands.

They seem to have been passed over in parades and receptions because they are not Service personnel (though required to "sign on" for the "duration" and given naval rank).

I served in the WRNS from 1940 to 45, and know the value of Naafi as a diversion and help when far from home. — Jean B. Blake, Birmingham.

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Cup of woe

I WONDER why it is that so few RN and RM establishments provide drinking receptacles for people dining in the junior ranks / rates dining halls? Do they expect visiting personnel to carry cups and saucers when they travel?

I have visited many Army and Royal Air Force establishments, and always found their facilities in this respect most civilised.

Perhaps a chart for general distribution should be issued, showing which ships or establishments provide this three-star service. — S. B. Morgan, Band of Royal Marines, FONAC, Yeovilton.

TURNING the pages of Navy News (October edition) readers will have noticed the BLESMA advertisement, with a picture of a nurse and a man on crutches.

The nurse is a model, but the man is Mr Frank Sutton, who drives his own car, works at the Department of Employment offices, and is married with a family.

Last year he was in the crew of HMSTY Sabre and sailed to Cherbourg. During 1982 he joined the crew of a catamaran with Lieut.-Cdr. Graham Gray to sail to Cherbourg for a reunion of his old unit, the 2nd Parachute Regiment.

As a fellow member of Frank's sailing club I do appreciate that it is not all that easy to cross the Channel in a yacht

The man in the advert



with two legs — let alone one. — P. S. Hutchinson (lieut. SCC, RNR), Southport, Merseyside.

☐ Totem tale

IN REFERENCE to the making of the film "Morning Departure," I was serving aboard HM

submarine Totem with the 4th Flotilla at Portland in 1948 (Maidstone was the depot ship).

I can well remember John Mills, Lana Morris and others coming aboard the Maidstone. HM submarine Tiptoe was used for surface shots, and part of the sound track was done in the Totem.

Your readers may be interested to know that what remains of the Tiptoe is at a breaker's yard at Portsmouth. The submarine Artemis is also there, and the conning tower of the Statesman. — S. K. Murray, Peacehaven, Sussex.

If the cap fits . . .

WHILE applauding the sentiments of gratitude expressed by ex-HMS Ardent's PO(M) Richard Gough (September) his appreciative letter evoked for me the memory of a cartoon published in "Men Only" magazine in the early stages of the Second World War.

The cartoon showed the PO "Jack Dusty" standing behind the clothing store counter and supervising the kitting out of a line of new entries, whose uniform issues were piled in front of them.

The caption on the cartoon read, "And if anything fits, bring it back and we'll change it!"

This may not be entirely relevant, but, under the circumstances — then, as now — a little levity might not come amiss. — Fred A. MacIver (ex SyCPO), Aberdeen.

Give gran a chance!

I DO NOT agree with the Shelter organisation trying to claim Service houses to accommodate homeless families.

When Service personnel volunteer, their backgrounds have to be in good order. Why should they be deliberately mixed with the "homeless" — some of whom are in that situation deliberately?

Couldn't some of your houses be let to retired couples like us (vetted of course) who could afford to pay the rent and rates?

This would help both generations. An adopted gran could mind a child while a young mum did her shopping. — M. Johnson (Mrs), West Molesley, Surrey.

CRACK SHIP

(From Rear-Admiral A. J. Monk)

HISTORY repeats itself. Your feature (October issue) headed "Cruel Seas Open Cracks in Apollo" prompted me to dig out a slim volume entitled "HMS Apollo — Engineer Officer's Scrap Book" which I compiled while serving in the previous Apollo (fast minelayer) 1959/61.

A prolonged period of high speed steaming in bad weather in the North Atlantic during June 1959 caused a split in the stem plating about 8ft. long and 18in. wide. This was repaired temporarily with tie rods and a

"tingle" by ship's staff during a cruise up the Norwegian leads with the Commander-in-Chief Home Fleet on board.

Forty-four diving operations covering 1,105 minutes in water at a temperature of about 50 deg. F. were carried out.

The "tingle" was still intact and sound after a passage from Tromsø to Whitby at 23 knots — though somewhat bent!

I enclose some photographs of the ship docked in Rosyth after leaving Whitby, in one of which I seem to be keeping the ship upright. — A. J. Monk, Widley, Portsmouth.



HIND-QUARTERS!

IS IT not about time that the Ministry of Defence (Navy) woke up to the fact that it is way behind the times with regard to furnished quarters in the United Kingdom?

Are so many furnished quarters really necessary when so many people are waiting for unfurnished? Surely the number of furnished quarters should now be freed for unfurnished letting.

By doing so the MOD(N) would save heavily both on furnishings and on the wages of staff employed to store, move and repair them.

A survey of ratings who have used or are using furnished quarters would show what furnishings are never used and not wanted.

The current routine of removing bed linen, towels and crockery from quarters on a tenant's vacation is a step in the right direction, but instead of stepping an inch why not a yard,

Is MOD(N) behind the times on MQs?

and do the job properly? — S. Edwards (CPO), HMS Defiance.

☐ Jack of all Tiffys

I AM rather amused at the letter from Tiffy's Aunt (October issue) regarding the decision to rename mechanics and artificers, and especially the reference to an inferior product.

During my service both mechs and ERAs did the same duties, the only difference being pay. ERAs were paid a shilling a day for watchkeeping, and although mechs did watch in the engine room, received no more pay. Incidentally, as far as I

know, they only served in big ships (pre-World War 2 period).

Tiffy's Aunt would no doubt assume that I was rather less than inferior because I joined as a 2nd class stoker and became ERA A/4th class in 13 months.

I well remember the day I was promoted. The regulating chief stoker made me "cook of the mess" on a Saturday forenoon for Captain's Rounds. So, at 10 o'clock I was scrubbing and polishing, and at 11 o'clock I was Captain's Requestman. At noon I was in the tiffies' mess. Unfortunately I didn't have any pyjamas.

I was never 1st class tiffy, but was chief ERA for 12 years. — H. W. Mortimer, Rochdale, Lancs.

☐ Not so inferior

IN REPLY to Mrs. Celia Earnshaw's letter (October), I must as an ex-electrical mechanic take exception to the insinuation that mechs. are in any way inferior products to tiffs.

Starting life as an electrician's mate, now known as electrical mechanics, I eventually became mechanic 1st class. All this took many years hard work at various levels. Only those really interested were selected to become mechanics. — C. T. Newsham, Weymouth.

RNA — A caring society

(From Vice-Admiral Sir Ernle Pope, President of the Royal Naval Association)

MAY I use your columns to send a message to all serving men and women, from the members of the Royal Naval Association?

During the South Atlantic conflict we all watched and listened to the progress of the campaign with pride, excitement, and sympathy. We rejoiced in the victory but were saddened by the casualties and tragedies. The professional expertise and dedication of those serving in the Task Force,

which included a number of our members, was an inspiration to us.

During the conflict there was little we, as an association, could do except provide comforts, goodies and help for families and returning wounded.

ROLE OF THE RNA

Now that peace has returned we in the RNA are girding ourselves to look after the bereaved, the wounded, and the long-term disabled. This is the role that the RNA has been carrying out ever since its foundation, and one which it will continue to do as long as the association exists. The RNA does not forget.

The association is not just an ex-Service man's club, but a caring society for men and women both Serving and retired, dedicated to the service of our Navy and to helping the less fortunate in whatever way is required. We provide comradeship and practical friendly help, not just money.

You will all receive details of the RNA and how to join with your December pay statement. What will it cost to join? The price of two or three pints of bitter, not much for the friendship you will make and the help you will give to others. Join now and help us to help others. — Ernle Pope, President, The Royal Naval Association.

(See membership coupon in Page 23).

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PHANTOM FAREWELL

Illustrious winds up carrier commitment

HMS ILLUSTRIOUS returns to Devonport on December 8 after winding up Britain's carrier commitment in the South Atlantic. She came home via the USA, having visited Puerto Rico, Florida and Philadelphia.

The Illustrious's two months on Falklands patrol ended with the arrival of RAF Phantoms which are operating from the extended runway at Port Stanley. The islands' air defence is now in their hands.

Before leaving the area at the end of October, the Illustrious staged a fly-past of all embarked aircraft to bid farewell to the islanders and to the Task Group commander, Rear-Admiral D. R. Reffell, who had flown his flag in the carrier.

The display also served to welcome the Phantoms and to mark Trafalgar Day. Taking part were ten Sea Harriers of 809 Naval Air Squadron, nine anti-submarine Sea Kings of 814 NAS and the two early warning Sea Kings of D Flight, 824 NAS.

FAREWELL

After overflying the carrier, the 21 aircraft flew past the airfield and the town of Stanley. The Harriers also bade farewell to the soldiers of the Queen's Own Highlanders and the people of Goose Green.

One of the aircraft, flown by Lieut.-Cdr. Dennis Thornton, clocked up the carrier's 5,000th deck movement within 100 days of the ship leaving the builders. During her patrol the Illustrious has landed and launched GR-3 Harriers, Sea Kings, Wasps, Chinooks, Wessex and Lynx.

Early in October she entered San Carlos Water where a memorial service for the Falklands war dead was held on her flight deck.

Asterix's mail run

BOMB ALLEY ship HMS Antrim returned to the Falklands with a glass plate mounted on board to mark the resting place of an unexploded bomb.

The 1,000-lb. UXB was collected by the ship in San Carlos Water, and ended up on the deck of the after-heads. On the Antrim's return the damage was repaired at Portsmouth and the heads reopened during a special ceremony.

In October the ship visited Larne, County Antrim, where she was shown overwhelming hospitality. She left for the South Atlantic on November 8.



Asterix — HMS Battleaxe's Lynx helicopter — and crew deliver long-awaited mail to grateful inhabitants at Sea Lion Island. In the picture are crew members Lieut.-Cdr. Colin Watkins (second from right) and Lieut. Andy Symons (right).

Picture: LA(Phot) David O'Brien.



Ten Sea Harriers and 11 Sea King helicopters from HMS Illustrious stage a flying farewell to the Falkland Islands. In company with the carrier is the Type 21 frigate HMS Amazon. Picture: LA(Phot) D. O'Brien.

Stirring deed in Hecate

SIR REX HUNT, Civil Commissioner of the Falkland Islands, has been taking advantage of HMS Hecate's South Atlantic programme to visit the community's outlying settlements. During his tour he made many flights in the ship's Wasp helicopter, and took time off from his task to stir the survey vessel's Christmas pudding.

MARINES' LAST RESTING PLACE

FOURTEEN British Servicemen killed during the Falklands war, including seven Royal Marines, were committed to their final resting place in a military cemetery at San Carlos settlement on October 25.

The cemetery, which will be administered by the Commonwealth War Graves Commission, overlooks Blue Beach, where the first Royal Marines landed on May 21.

First wreath was laid by Defence Minister Mr. John Nott.

As the service of committal and remembrance ended, RFA Sir Bedevere, bearing 64 coffins, moved past HMS Glasgow and out of San Carlos Water on her way home. She arrived at Southampton on November 16.

From a small boat, Lieut. Dick Flower, commanding Naval Party 42, laid a wreath for those with no known

grave. Their names will be engraved on a memorial within the cemetery.

The Royal Marines buried in Blue Beach Military Cemetery are: Lieut. Richard Nunn DFC (3 Cdo Bde Air Squadron); MNE Colin Davison (Cdo Log Rgt); Cpl Kenneth Evans, Sgt Robert Leaming, Cpl Andrew Uren, MNE David Wilson, MNE Keith Phillips (45 Cdo).

Lieut.-Col. "H" Jones VC is also buried there.

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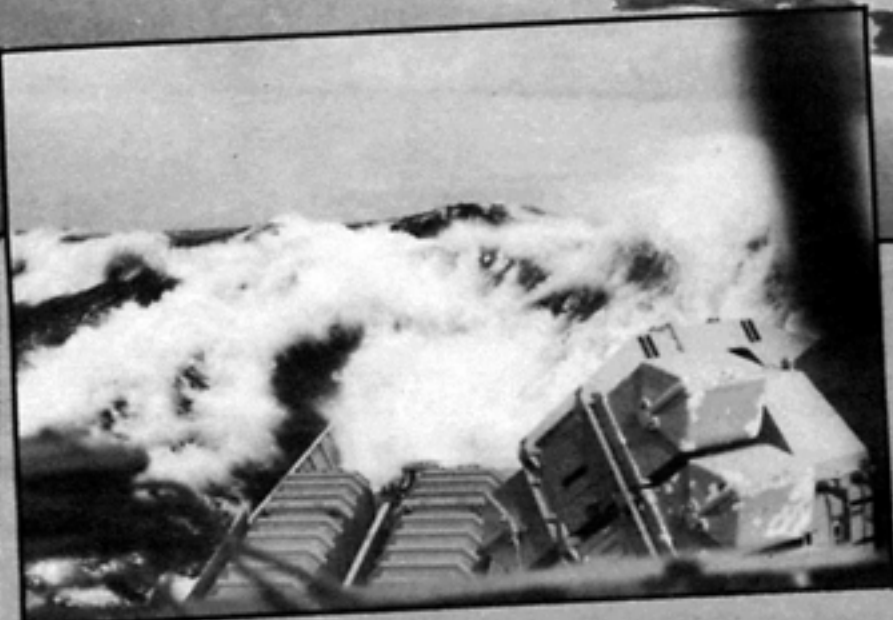
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VETERANS OF THE PEACE PATROL HEAD FOR HOME



The sharp end of HMS Battleaxe disappears under tons of water during heavy weather off the Falklands. Visible are her Exocet and Seawolf launchers.

THIS dramatic picture of the arrival of the first RAF Phantom over the Falklands was taken from a Sea Harrier piloted by Lieut.-Cdr. Tim Gedge, commanding officer of 809 Naval Air Squadron. He and Flt. Lieut. Pete Collins, at the controls of the Sea Harrier in the picture, intercepted the two-seat Phantom flown by the officer commanding 29 Squadron, Wing Cdr. Ian MacFadyen. Port Stanley and the airport can be seen in the bottom right hand quarter of the picture, while ships dot the inner and outer harbours. The 2,000ft. extension of the runway was completed by the Royal Engineers in mid-October.

Inspector storms to the rescue

REPAIR and maintenance of more than 35 storm-battered ships was the awesome task undertaken by the 160 members of the Naval Party 2010 from their floating factory Stena Inspector in the Falklands.

Between the end of July and late October, when the men of NP 2010 began returning, the Inspector regularly had three or four ships alongside at once, in addition to assorted harbour craft.

Through the worst of the winter storms the repair ship remained on station at Port William while the men flew out to vessels of the Task Group to help them manufacture everything from nuts and bolts to steel "beams" for cracked frigates.

They rebuilt radar sets, changed an Olympus gas turbine in the Type 42 destroyer HMS Southampton and repaired captured anti-aircraft guns for the RAF.

CAREENED

Over 500 deck landings were made by helicopters, a succession of visitors were fed and watered, and the tug Yorkshireman — holed underwater in 16 places as a result of a collision — was careened alongside and fully repaired.

Early in her deployment, the Stena Inspector briefly wore the flag of Rear-Admiral D. R. Reffell, Flag Officer Third Flotilla, who embarked in her at Ascension Island. Three days later he transferred to more appropriate quarters in HMS Bristol.

SANTA FE

The Inspector then made two brief trips to St Helena and for 12 days supported the Scots Guards garrison on South Georgia. There, NP 2010 recovered equipment from snow 8ft. deep, helped to salvage the Argentine submarine Santa Fe, sent divers deep into sub-zero waters to lay moorings, and landed 16 men who took five days to clear-up the old whaling station at Leigh in the wake of the Argentine scrap merchants.

At the time of the Argentine

invasion the Inspector was working under a foreign flag in the Gulf of Mexico. In May she was chartered to support her sister-ship, Stena Seaspread, and on June 1 was joined at Charleston, South Carolina, by 80 naval officers and men, a British Merchant Navy crew of 30, a few Ministry of Defence and Stena officials, and 700 tons of stores.

Five days later she sailed for the South Atlantic, picking up more stores and another 80 Royal Navy men at Ascension Island.

Everyone loved 'Buzby'

AFTER seven months in the South Atlantic, the Task Group's "Buzby" ship Iris returned to Southampton on November 30.

The British Telecom cable ship became one of the most welcome sights for ships on patrol off the Falklands, each of the Iris's many mail deliveries being signalled by the flying of a distinctive Buzby flag from her masthead.

While away, the 40 civilian crewmen and 15 members of Naval Party 1870 raised £1,200 for the Guide Dogs for the Blind fund. The money was raised at events organised by PO(AH) Les Cox and the ship's bosun, Nobby Clark.

Battleaxe trains as a goalie

HMS BATTLEAXE returned to Devonport on November 19 after a 3½-month patrol around the Falkland Islands during which her most important task was to act as HMS Illustrious's "goalkeeper."

That role, practised continually, involved the Battleaxe manoeuvring at high speed half a mile in the direction of the threat to the carrier to "save" any incoming enemy aircraft or missiles by shooting them down with Seawolf.

Much of the Battleaxe's time was spent in a defensive screen around the Illustrious in defence watches at a high state of readiness.

ASTERIX

The frigate's Lynx helicopter — nicknamed Asterix — carried out a number of tasks in addition to her routine ASW and surface search work. Asterix transferred three bullocks in underslung loads to Weddel Settlement from an outlying island and also delivered the first mail in several weeks to Sea Lion Island.

The Battleaxe made brief visits to both San Carlos and Port Stanley, where the opportunity was taken to land as many of the ship's company as possible. The ship's soccer team managed to draw with the Illustrious 2nd XI, and ten runners took part in the Port Stanley half marathon.

On her way home the Battleaxe called at Gibraltar for a two-day visit.

INCREDIBLE BY NAME ...

"HMS INCREDIBLE," one of the biggest ships sent to the South Atlantic during the Falklands war, is due home in time for Christmas. She is the mv Astronomer, pressed into service at the end of May to replace the sunk Atlantic Conveyor.

Due back in the first week of December, the 27,900-ton Liverpool-based container ship was hastily transformed at Devonport for her new role and sailed for the south nine days before the Argentines surrendered in Port Stanley.

Senior Naval Officer on board was Lieut.-Cdr. Robin Gainsford, who had been on the point of retiring before taking up an appointment in the Middle East. Helping with the conversion of the Astronomer were Lieut. Chris Painter, the executive officer; air engineering officer Lieut. Phil Southall; and the men of Naval Party 2140 who soon nicknamed the ship "HMS Incredible."

URGENT CARGO

Her task was to carry Chinook, Scout and Wessex 5 helicopters, urgently needed by the men fighting in the Falklands. In addition to the Naval Party, there were also on board RAF and Army pilots and maintainers, and a full naval Mobile Aircraft Repair, Transport and Salvage Unit (MARTSU) team.

Everybody pitched in when the ship called at Ascension Island to take on a huge range of stores. POWEM(R) George Herring and POMA George Bonner became loadmasters during a 35-hour non-stop operation.

When the "Incredible" sailed again, the company divided into defence watches which included "Harrisons' Guerrillas" — Merchant Navy volunteers from Harrison Line of Liverpool.

When not on watch, "postmen" POAEM(M) Blackburn and PO(AH) David Daglish led a team of volunteers into the hold to sort through 15 tons of mail taken on at Ascension. Astronomer managed to transfer mail to HMS Hermes, and the cheer could be heard despite a considerable distance between the ships.

HOSTILITIES OVER

By now hostilities were over, and as soon as the ship arrived at Port Stanley she transferred ashore anything that could give British troops and Argentine prisoners shelter from the South Atlantic winter.

Helicopters were disembarked and the ship became a floating hotel, providing a shower, a clean bed and a hot meal for soldiers without proper accommodation ashore.

The Naval Party was reduced to 17 and Lieut. Roger Bevan took over from Lieut.-Cdr. Gainsford as SNO.

MAJOR REPAIRS

Since then the Astronomer has carried out a variety of tasks and her hangar facilities have been extensively used for maintenance and major repairs to Battle Group and land-based helicopters.

She is returning with the aircraft of 845 Squadron embarked. By the time she gets back, "HMS Incredible" will have completed nearly 2,000 deck landings.

SOUTHDOWN

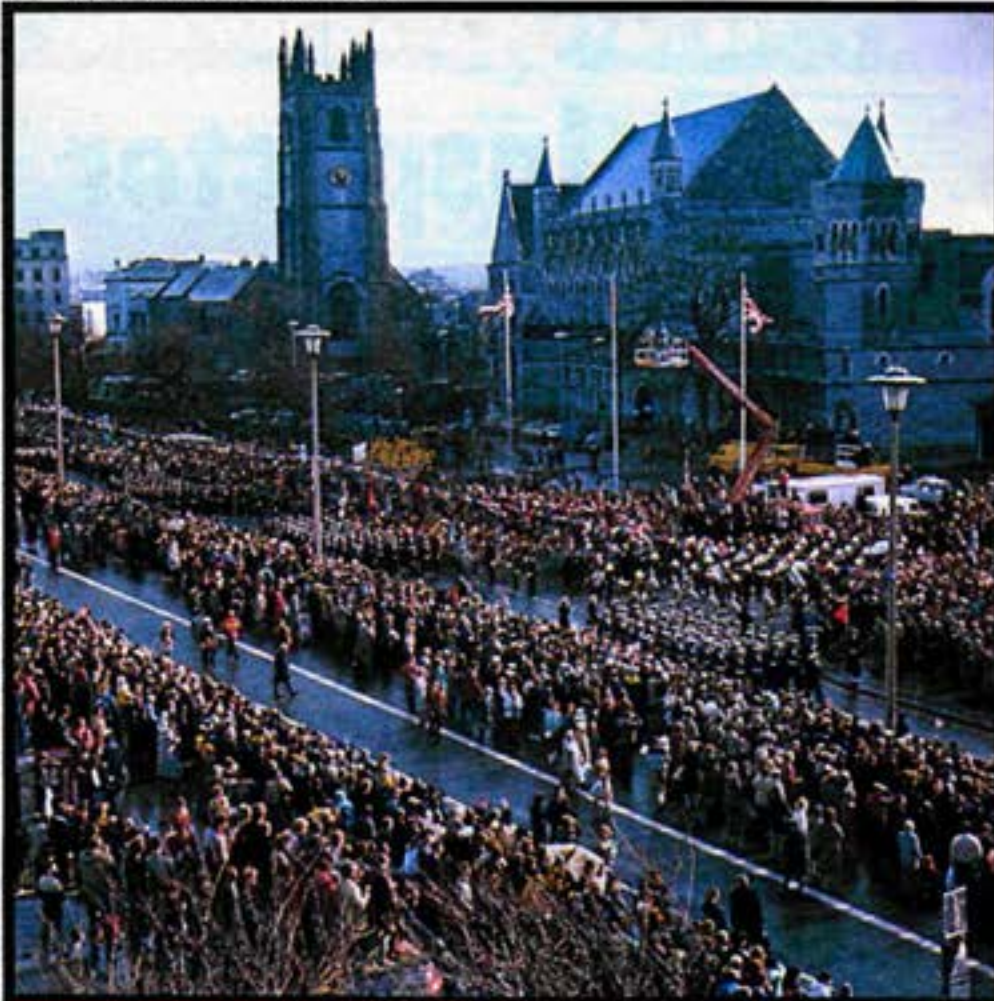
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Goole	£12.45	£7.65	Cirencester	£7.65	£4.70
Doncaster	£11.65	£7.15	Cirencester	£6.50	£4.00
Leeds	£13.95	£8.55	Swindon	£5.95	£3.70
Bradford	£13.55	£8.30	Marlborough	£5.45	£3.30
Huddersfield	£13.20	£8.05	Plymouth	£10.55	£3.45
Sheffield	£12.45	£7.65	Newton-Abbot	£9.40	£5.90
Chesterfield	£11.65	£7.15	Exeter	£8.25	£5.05
Nottingham	£10.90	£6.70	Easton	£5.40	£3.30
Leicester	£9.75	£5.95	Portland	£5.40	£3.30
Northampton	£8.25	£5.05	Weymouth	£5.40	£3.30
Blackpool	£14.35	£8.80	Dorchester	£5.40	£3.30
Preston	£13.55	£8.30	Wimborne	£5.40	£3.30
Manchester	£12.80	£7.80	Swansea	£10.55	£6.45
Warrington	£12.80	£7.80	Cardiff	£9.40	£5.80
Liverpool	£12.80	£7.80	Newport	£8.80	£5.40
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Newcastle-under-Lyme	£10.90	£6.70	Salisbury	£3.70	£2.25
Stafford	£10.55	£6.45	London	£4.95	£2.90

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue, Portsmouth PO1 2DH — Telephone 696911



HOMAGE FROM A CITY'S HEART . . .

AFTER the parades in London and Portsmouth, it was Plymouth's turn to welcome home its Falklands servicemen on November 12 — and the city poured its heart and soul into the occasion.

It was also the salute with the royal touch, with Sub-Lieut. Prince Andrew co-piloting a Sea King helicopter from Culdrose which led a majestic fly-past over Royal Parade.

The fly-past also included other Royal Navy and Royal Marines helicopters, Royal Navy Sea Harriers, and, from the RAF, a Victor, Vulcan, Nimrod, VC-10 and Hercules.

Below, thousands of Plymouth citizens turned out to cheer a march-past of more than 1,000 members of the Royal Navy, Royal Marines, WRNS, RFA, Army, RAF and Naval

Base Support Services (including RNSTS, RMAS and Naafi).

Led by the Band of the Royal Marines, Flag Officer Plymouth, the parade started at the Royal Citadel and marched the one-and-a-half miles to the city centre.

On the saluting dais were the Lord Mayor, Cdr. Reg Scott, the Flag Officer Plymouth (Vice-Admiral David Brown), Commodore Michael Clapp (Commodore Amphibious Warfare), Brigadier Julian Thompson (Commander, 3Cdo Bde), and Col. Ian Baxter (Plymouth's Army Garrison Commander).

BEER AND SANDWICHES

After the parade — described as Plymouth's largest since the Second World War — those taking part were joined by invited Service and civilian guests, including representatives of the Devonport naval base workforce, at a buffet luncheon given by the city.

Squadrons of the Fleet Air Arm and RAF who took part in the fly-past had beer and sandwiches, provided by the city, waiting for them when they returned to base.

The Lord Mayor summed up Plymouth's pride with the words: "We sent more ships and more men to the South Atlantic than any other city. And back home, nearly 11,000 men in the dockyard worked flat out to help Britain towards victory."

MUSICAL SALUTE

LEFT: St Andrew's Church provides an imposing backdrop to Plymouth's "welcome home" parade as Royal Navy contingents march towards the saluting dais to the music of the Royal Marines Band of Flag Officer Plymouth.

Picture: CPO(Phot) Sam Clark

PORTRAIT GIFT FOR MARCHERS

Service men and women who took part in the Plymouth parade each received the gift of a portrait print of the Queen from former Royal Marine Keith Jessop, the man who salvaged the gold from HMS Edinburgh. He donated 5,000 prints to the city for those who took part in the Falklands campaign.

Three escape as Wasp ditches

ALL THREE occupants escaped unhurt when HMS Falmouth's Wasp helicopter ditched off Belize during her West Atlantic deployment. The frigate was on passage from English Cays to her anchorage off the Seven Hill Range.

The pilot, Lieut. Neil Hughes, aircrewman, POACMN Naylor, and passenger, Capt. Bob Fletcher RM, of the staff of Commander British Forces Belize, escaped without injury and the ship recovered the aircraft for examination by hoisting it on to the starboard seaboard davit.

Later at her anchorage the Falmouth held an Exercise Aukward against rigid raiders from the Army and the next day undertook naval gunfire support on the range as part of a co-ordinated exercise involving the ship, Royal Artillery and RAF Harriers.

After a brief visit to Belize City, during which the Wasp was landed at Airport Camp with the aid of an Army landing ship and an RAF Puma helicopter, and there was a visit from the accident investigation unit, the Falmouth sailed for Roosevelt Roads, Puerto Rico, in company with RFA Black Rover.

Illustrious

There they were joined by HMS Illustrious, paying a weekend visit en route for the east coast of America. Periods of weapon training in the Puerto Rico exercise areas followed for the Falmouth followed by passage with Black Rover to Road Town, Tortola, capital of the British Virgin Islands.

On November 11 Black Rover refuelled HM ships Fox and Fawn, who are conducting a survey of the islands, then anchored off Road Town. The Falmouth berthed alongside at the deep water jetty at Port Purcell the following day.

The Falmouth had spent from October 13 to 20 at St Petersburg, Florida, conducting self-maintenance. The visit allowed the ship's company to see many of the popular attractions of the area, including Walt Disney World at Orlando and Busch Gardens at Tampa, and enjoy the hospitality of the local people.

Next stop was George Town, Grand Cayman, where the ship's company joined the annual "Pirates Week" festivities.



Camera eye on the action as HMS Falmouth's ditched Wasp helicopter is recovered with the aid of a seaboard davit. Picture: Lieut. Simon Mills.



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Pictures:
Wren
(Phot)
Tina
Peck.



ABOVE — Alongside at Ostend are HM ships Egeria and Enterprise (outboard) in the foreground, and HMS Echo behind them. RIGHT — Refreshment time at a Bruges coffee house for (from left) CK Mark Heard, MEM Raymond Hipwell, LS(R) William Howick and RO(G) Steven Heard, twin brother of Mark. LEFT — Inshore Survey Squadron sailors pay tribute in the style of the Ostend seamen's memorial at the harbour entrance. They are (from left) AB(M) Mark Johnson, AB(SR) Rick Davies and AB(SR) Mark Diaper.



Squadron away!

Inshore men 'go foreign'

THE Royal Navy's Inshore Survey Squadron, which spends most of its time working off East Anglia and in the Thames Estuary, occasionally gets the opportunity to "go foreign."

Their most recent visit was a continental long week-end across the Channel to Ostend, all three vessels — HM ships Egeria, Echo and Enterprise — making the trip.

There was a soccer match against an Ostend naval base team, the squadron side, playing for the first time, winning 3-0. There was also plenty of opportunity to savour the local atmosphere and cuisine.

With the forthcoming closure of Chatham

Naval Base, the plan is to move the squadron to Devonport, although their East coast surveys will continue. There are also plans to replace the vessels with new ships so that their vital surveys in busy waters can continue.

It was in 1954 that four survey motor launches were grouped to form the East Coast of England Survey Unit with the task of surveying the Thames Estuary and its approaches. The unit was based at Sheerness and carried out many surveys in this area of shifting sandbanks and strong tidal streams.

In September 1958, HMS Echo became part of the unit and within 12 months she had been joined by HM ships Enterprise and Egeria and the unit moved to Chatham. The motor launches were phased out as the new ships joined, and in 1960 the unit became the Inshore Survey Squadron.

THREE SHIPS

Since then the three ships have continued their surveys in the area but their increased range of sea-keeping abilities, together with growth of the Port of London's own surveying organisation, has allowed the squadron to extend activities to the coast of East Anglia.

Occasional forays further north have taken the squadron as far as the Moray Firth, but the continued increase in size of merchant vessels using the Thames and Harwich has, in recent years, kept the Squadron fully active in the south.

In March this year the squadron started work in the Ramsgate area and has since completed surveys of the approaches to Lowestoft and Great Yarmouth and the area between Haisbro Shoal and the Norfolk coast.

More recently it has been employed in the Thames Estuary surveying the King's Channel.

As with all the Navy's survey ships, their work is allocated by the Hydrographer of the Navy.



Frieten with everything? Never mind what the Belgians call them, they are piping hot chips — sampled here by PO(SR) Donald Aves. Note the chandeliers!



LS(SR) Douglas Gill and AB(S) Mark Wallace, both from HMS Egeria, take a look at the bows of the First World War cruiser HMS Vindictive which took part in the famous Zeebrugge raid and eventually became a blockship.



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NAAFI URGED

'Lower prices instead' plea

NAAFI shops should discontinue discount and reduce prices "to compete with local super/hypermarkets." That was a call which received wide support among representatives at the 123rd meeting of the Headquarters Naval Canteen committee in London.

Failing a major change in policy along these lines, the proposal (which originated from HMS Dolphin) asked for a three-year trial at Portsmouth, Devonport, Rosyth and Faslane.

Advocating the change in family shops (but not in establishments or ships) one representative said people at Faslane were doing 40-mile round trips to shop elsewhere and still making savings. "If you lower your prices to compete with Asda, your sales will go up . . . why not do away with discount and bring down prices 15 per cent?"

Another representative said people at Rowner were paying

bus fare one way and taxi home and still saving money by shopping in Gosport. From Chatham came similar sentiments.

During the discussion it was pointed out that wives did not simply shop for groceries. They wanted to get to Marks and Spencer and to make-up shops and even if Naafi reduced prices, people still might not go there, it was said. Often it was a case of "one-stop" shopping, particularly if they had to take children.

Replying for Naafi, Mr. R. H. Vardon, Manager, Home Service (South) and Naval, said that with discount at present three per cent the effect on prices of many items would be

small, and on very low value items nil.

Discontinuing discount would mean the end of the dividend stamp scheme, he said. Additionally, discount could not be eliminated for family shops alone — the same net prices would have to apply for Services shops attached to clubs. This would mean that a considerable volume of sales would no longer qualify for rebate, and establishment welfare funds would suffer.

Naafi operated 201 family shops in the UK — only nine of

them naval. Cash sales to families averaged only about £3,326 per shop per week.

"In no sense are Naafi shops in the same class as hypermarkets or even the supermarkets of the national multiples. Naafi shops are more akin to the Mace, Spar, Vivo type of local or corner-shop and with those, Naafi prices compare very favourably . . . Not infrequently we compare well too with the multiples.

"For an individual item it is always possible to find someone who sells the commodity cheaper, but on the basis of the shopping basket Naafi comes out very well."

Get away

Replying to one point raised, Mr. Vardon said people sometimes wanted to get away from the Service atmosphere for their shopping.

Chairman of the meeting, Vice-Admiral Sir John Cox (Flag Officer Naval Air Command) said he sympathised with both views. It appeared that shops in places like Rowner

Build-up of forces

IT MUST BE the porridge! Fifteen-year-old Martin Smith, a pupil at the Queen Victoria School for the sons of Scottish Sailors, Soldiers and Airmen at Dunblane, is already towering over his dad, Cdr. Jim Smith, secretary to Vice-Admiral R. R. Squires, Flag Officer Scotland and Northern Ireland.

Martin, standing next to his father, is a member of the newly-formed RN Section of the school's Combined Cadet Force. The picture was taken during Admiral Squires' inspection of the CCF.

Cdr. Smith and his wife Muriel have another son, Colin (11), who is also a pupil at the school.

● Continued opposite

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Hill Park: Off Hill Park Road, Fareham.



Hurstwood Park: Off Ferndale, Waterloo. (Open until 8pm Friday Evenings.)

Park on Waterlooville 51972 about 'Super Singles', 1, 2, 3 and 4 bedroom homes from around £18,395. Talk to Dennis Figgins at Hill Park on Fareham 288912 about 2, 3 and 4 bedroom homes from around £26,045. All house types subject to availability.

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TO SCRAP DISCOUNT

● From facing page

were being used less. Was this because people were making "one-stop" shopping, or were prices too high? At the same time, there was no way they could compete with the supermarkets.

He considered the meeting had shown sufficient strength of feeling for this matter to be brought to the attention of the Naafi Board of Management or the Council.

Later, members viewed a new Naafi video, "The Professionals serving the Professionals," dealing with the many services provided and explaining the way Naafi works. It is to have widespread screening throughout the Services.

Earlier, reports had been presented covering Naval Canteen Service sales performance over three years May 1979 to May 1982.

The department's sales, which totalled £19,336,000 for 1978-79, increased by 18.8 per cent in the year ended May 1980; a further 10.5 per cent in

1980-81; and by another 8.3 per cent to rise to £27,483,000 for the year ended May 1, 1982 — an overall increase of 42.1 per cent above the 1978-79 level.

The low level of sales in the families trades category was influenced by the continued drift from married quarters and by closure of one or two family shops, whose continued operation was not considered by the naval authorities as warranted in the face of operating losses.

Improvements

The continuous increase in budget and instalment credit sales — largely the former — followed not least from improvements in Services shop facilities, a policy of trading up-market and a sales drive in HM ships.

The total of rebate, discount and dividend to be distributed in 1982 would be less than the 1981 figure of £1,002,000.

It was reported that after an experiment in HMS Seahawk in spring 1981, there was an in-

creasing number of automatic micro-wave ovens. This facility allowed the heating of food bought from a nearby cold food vending machine.

An experiment with yet another type of beverage vending machine had been successful, and to date 26 of them had been provided to HM ships and more would be installed.

A milk shake dispenser in ships had proved popular, and a unit dispensing fruit juices was about to be introduced experimentally.

Provision of video-type amusement machines in ships was being considered and so far one had been supplied.

One representative said the range of games machines which could be hired through Naafi was limited. In reply, Naafi said they would see if the range could be enlarged.

● Naafi operates over 300 clubs in the UK, not 30, as inadvertently stated in our October issue.



Sheffield and Ardent men remembered

A PLAQUE has been dedicated in the WOs' and CPOs' Mess at RN air station Yeovilton in memory of CPO Allan McAulay, who died in the sinking of HMS Ardent off the Falklands in May.

The ceremony was attended by Mrs. McAulay and her son and daughter.

CPO McAulay was serving with the Lynx helicopter flight when the frigate was bombed.

The memorial plaque, hand carved in Purbeck stone, also commemorates all members of the mess who were injured in the South Atlantic.

At HMS Excellent, the widow and son of MAA Brian Welsh, who died in HMS Sheffield, visited the RN Regulating School and presented a trophy to honour the memory of MAA Welsh.

The trophy takes the form of a handsome clock mounted alongside an engraving of the Sheffield. It will be awarded annually to the leading regulator qualifying with most marks.

SSAFA tops million mark

FOR THE first time in its 97-year history, the Soldiers', Sailors' and Airmen's Families Association paid out more than £1 million in aid last year, a 21 per cent increase on the previous year. Nearly 44,000 families were helped.

SSAFA cares for the families of all who serve, or have served, in the Armed Forces or Reserves, and most of last year's grants went to ex-Service families.

Rent arrears, fuel bills and funeral costs are the most common problems concerned.

Handicap link

MONTHLY meetings are held at the Granby RN community centre, Devonport, for the parents of handicapped children from the Naval and RM community in the Plymouth area.

Involved in this facility are discussions, "stress line" support in emergencies, friendly get-togethers and a regular newsletter.

Anyone interested should telephone Naval Family Services on Plymouth 58611 and they will be put in touch with one of the group's organisers.

A (N)ICE TREAT . . .

SPECIAL prices are available to members of the Royal Navy, families and friends for several performances of Holiday on Ice '83 at Wembley Arena.

These are the 7.45 p.m. performances on January 18 and 26 and February 10 and 18, when £5 tickets are offered at £3. To book, write to Group Sales Office, Wembley Stadium Ltd., Wembley, Middlesex, giving a choice of dates and enclosing cheque or postal order payable to Wembley Stadium Ltd., (crossed A/c payee).

SCOTS IN THE VAN

THE International Naval Hospitality Bureau, operating at Rosyth, supplies on-the-spot information for visiting sailors and helps organise hospitality for them. It works from a caravan in a conspicuous position in the Naval Base when foreign ships are in.

Wives of naval and dockyard personnel look after the bureau, distributing literature and information — anything from where to catch a bus or train to how to hire a bike.

Seen with bureau helpers is Lieut.-Cdr. Bruce Leishman (base facilities co-ordination officer) who said, "We also arrange for local families to extend hospitality to foreign visitors — for example, by taking them home for a meal, a run in the car, or perhaps a game of golf."

"We don't ask for anything lavish — we simply want our foreign visitors to taste some typical Scottish hospitality."

BALTIC GROUP FALL FOR A NEW SPORT

THE need to inject a sense of adventure, and maybe a bit of danger, into their lives to offset lack of the usual Service recreational facilities available ashore was felt by some of the NATO officers, and their wives, serving at Karup in Denmark.

So there came into being a group which could be called the "NATO BALTAP parachute people" (COMBALTAP being the abbreviation for the headquarters where they serve — Allied Commander Baltic Approaches).

Members of the new group include Cdr. W.J. Burling, RN, and his wife, who write about the thrills and spills of taking up parachuting.

Says Cdr. Burling, "A group of 12 officers and their wives, including four German and one Canadian officer and two British Army majors, accepted the challenge of rigorous training, followed eventually by preparation for jumping using static lines attached to a rather ancient Cessna aircraft.

TERRIFIED

"The aircraft takes only four jumpers at a time, plus a Danish pilot and a jump master. Exit is by stepping onto the wheel and a baseplate fastened to the undercarriage, and grabbing hold of the right wing strut.

"Thus poised, the terrified student parachutists let go at the jump master's command, plummet toward the earth, counting and praying for the parachute to open correctly within the prescribed four seconds.

"The descent to earth is a fascinating experience

(provided of course there are no parachute malfunctions), finishing with a turn into wind at 100 metres height and preparation to land as near the pit as possible.

"Despite preparation, the impact of the body — hopefully feet first — hitting the ground at 10 m.p.h. is still something of a shock, even more so if the landing is completed in a field of cows or suspended between two trees!

INTREPID

"A few bumps and bruises later the intrepid volunteers prepare for their second jump, having repacked their own parachutes, under supervision, and the process is repeated, hopefully embodying the lessons learned from the first jump.

"As the Viborg Parachute Club is entirely Danish civilian-owned and organised, the active participation and amusement caused by the students' efforts helps keep NATO, including the small UK element, in profile.

"General agreement is that there is little to compare with the thrill of those fleeting seconds as the parachutist loosens his grip on the aircraft (and maybe there's just a touch of madness in proving that whatever the Army can do, so can the Royal Navy)."



Kitted up and ready for take-off as student parachutists — Cdr. W. J. Burling and his wife.

Whirlwind hits Naiad



HMS NAIAD sustained minor damage when she was hit by a powerful whirlwind while alongside in the Yugoslav port of Split.

The freak storm ripped off the roof of a jetty building before heading straight for the Leander-class frigate. The quartermaster's caboose was torn into fragments while the quartermaster and bosun's mate took cover behind more permanent structures on the ship.

As the frigate lurched heavily against the jetty her side was scarred — and dinner was ruined.

Before the storm

HMS Naiad enters Split, where she was hit by a whirlwind.

HMS Naiad's stormy encounter came during an eventual deployment to the Mediterranean, including visits to Istanbul, Naples, Thessalonika, Taranto and Trieste. She returned to Devonport on November 24.

TORPEDO DROPS

On completion of her role with the Naval On-Call Force Mediterranean, the Naiad joined HMS Fearless on October 7 to form part of the Dartmouth Training Squadron.

During a ten-day self-maintenance period at Naples, members of the ship's company visited Capri, Pompeii, Sorrento, Vesuvius and Rome. The frigate arrived at Split on October 21 after carrying out mortar firings, torpedo drops and a stores replenishment with RFA Resource.

Holland's last lap

HOLLAND 1, the Royal Navy's first submarine, is expected to go on public display at the RN Submarine Museum, Gosport, on December 13.

The 63ft. craft, which sank off the Eddystone Light in 1913, was due to be towed into dry dock at Plymouth on November 29, the day that Navy News was going to press.

It was expected that the dock would then be pumped out, the boat cut into three pieces and each piece loaded on to an Army tank transporter to start the slow journey to Gosport on December 11.

Video star

A SHIP'S raffle on board HMS Southampton while she was deployed to the South Atlantic helped raise £1,231 for charity. CK Goodchild, holder of the prize ticket, won a video recorder, a colour television and a cassette radio.

CHATHAM'S FINAL MARCH

CHATHAM Naval Base personnel marched through Gillingham and Chatham on October 15 in the last ceremonial parade through the towns before the closure of the naval base.

Three hundred men and women from HMS Pembroke, and platoons from HMS Endurance and HMS Churchill, took part in the two-mile

parade which was led by the Royal Marines Band of the Commander-in-Chief Fleet.

The Mayor of Rochester-upon-Medway, Cllr. B. Flack, took the salute. With him on the saluting dais was Rear-Admiral W. Higgins, Flag Officer Medway. After the parade, officers and ratings attended a reception in Chatham Town Hall.

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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.

Communication the name of the game

Santa's paper chase — 1

GETTING A CHAIN REACTION



"BUT WHY does the Navy insist on doing this when it could so easily do that," is the kind of question asked so often in the Service (and in a lot of other organisations for that matter).

It is not always easy to get answers when frustrations arise over seemingly idiotic regulations. Usually there are sound explanations which may or may not be regarded as acceptable by the customers — but they are at least entitled to know what they are.

The Admiralty Board believe so too, and for a long time there was a recognised feedback procedure involving the Board Bulletin.

A new official statement gives a reminder about the aims of the feedback procedure and the way it should work.

In general terms (says the statement) the rules provide for an officer or rating who has a question or suggestion on a

matter of Service or professional concern, in the broadest sense, to submit it to his commanding officer or divisional officer, who will either answer it or, if necessary, forward it promptly to the next highest level in the chain of command for answer.

Informal

The Admiralty Board aim is for answers to be provided at the lowest level at which the subject can be considered authoritatively. To that end, commands are encouraged to consult MOD(N) departments informally to obtain confirmation of matters over which some doubts arise.

Only if it is not possible or is inappropriate to provide an authoritative answer in this way should questions or suggestions be referred formally to MOD(N).

A selection of questions or

suggestions which have been of sufficient general importance to justify submission in this way, together with the answers provided, will be promulgated periodically by MOD(N), either by letter or by Defence Council Instruction.

In directing that questions on Service matters should be incorporated in an extended representation procedure, the Board intended not only to provide a faster response but also to stimulate fuller use of the procedure.

It is particularly emphasised that the procedure is intended to encourage problems to be raised, questions to be asked and to allow suggestions to be made, thereby separating it from the formal statutory "complaints" procedure, which will still remain available for use where appropriate.

It is stressed that the feedback procedure is designed for the rapid

processing of "representations" as distinct from "complaints." Matters may be of either general or personal concern, but the procedure is not intended as a means of seeking personal redress.

Personal cases involving a request for redress in any form have to be submitted through the chain of command as a complaint.

Valuable

This latest Admiralty Board announcement goes on to explain very fully how the representations procedure should be used "as a valuable channel of communication."

Navy News, not being involved in this procedure, is not mentioned in the DCI, but may be expected to continue involvement in "questions and answers" in support of the Board's efforts.

DCI (RN) 500

KEEPING AN EYE ON SQUASH

THE SQUASH Rackets Association and Women's Squash Rackets Association, in co-operation with the Faculty of Ophthalmologists, are undertaking a survey of eye injuries during the current squash season (October 1, 1982 to March 31, 1983).

All injuries to the eyes and eyelids occurring on Service Squash courts or to Service Personnel during the period are to be reported to the Consultant Adviser in Ophthalmology, Royal Naval Hospital, Haslar, Gosport, Hants.

DCI (RN) 530

☆ To Cambridge

RESULTING from changes brought about by the last Defence Review, close range training carried out at Fraser Guntery Range, Eastney, is now being transferred to HMS Cambridge, Wembury.

DCI (RN) 533

☆ For record

TO HELP in civvy street job applications, the AD(N) Form 100 "Fleet Air Arm Tradesman's Record of Training and Experience" has been introduced to replace the Royal Air Force equivalent for use in the Fleet Air Arm.

The form is intended to allow air engineering ratings to maintain a personal record of training received and qualifications and experience gained, throughout their Service careers, for use in seeking employment when they leave the Service.

Attention is drawn to the possibility of security infringements which could occur through the use of the new form.

Air engineering ratings having doubts on this matter should consult higher authority before making a particular entry.

DCI (RN) 507

☆ Dissolution

ON THE completion of Engineering Branch Development in the Fleet, the Implementation Team is being dissolved as from December 1, 1982.

DCI (RN) 527

☆ Dye warning

ALL PERSONNEL involved in dye penetrant processes should study the latest announcement giving health and safety precautions.

DCI (RN) 520

☆ The 'open'

THE "open engagement" was dealt with at length in the November issue of Navy News. The full official announcement, with "questions and answers" is now available.

DCI (RN) 516

Santa's paper chase — 2 . . .



Your guide to good form . . .

THE FILLING IN of forms is a pain in the neck for modern life, but it has to be accepted (in the words of a joint service announcement) that "good forms are an integral part of good administration."

The Government has decreed that there should be a continuing programme to improve and control the forms of all departments.

As part of a special review, a single catalogue is to be compiled of all registered forms in use within the Ministry of Defence — a volume which will be awaited with considerable interest, and which might well merit a hallowed place in historical records before the computers memorise all that we are or hope to be.

Inquiries concerning the official announcement are to be made in the first instance to the Forms Design Team which has been set up as part of the forms control organisation.

It is not stated whether inquirers will be sent a form. DCI (RN) J497



'I nicked it for the decorations!'

AS AN economy measure it has been decided to replace the two types of paper towelling rolls currently in service by a single narrower roll.

The individual paper towels will remain in service for special cleaning purposes.

DCI (RN) 519

Take your leave out of this 'book' . . .

REVISED rules governing leave have been introduced, partly to remove ambiguities which had been causing confusion (says an official statement).

The announcement, aimed at clarifying the text, explains that while the majority of the leave regulations remain unchanged, there have been significant revisions to paragraphs dealing with re-engaging leave.

It is now mandatory for re-engaging leave to be taken during the engagement to which it relates, otherwise it will be forfeit (there is a paragraph explaining the situation fully).

However, in addition to the transitional provisions outlined in the regulations, those who have outstanding re-engaging leave from a previous engagement may be permitted to take

it within a four-year period beginning July 1 1982 and ending on June 30 1986; or within the date of discharge (whichever is the sooner).

Service may not be extended to accommodate outstanding re-engaging leave. Cases of difficulty may be referred to the Ministry of Defence for consideration.

DCI (RN) 492

☆ Courses

DATES are announced for educational courses to be held in HMS Nelson and HMS Drake during 1983.

The courses refer to General Certificate of Education (GCE RN); Naval Mathematics and English Test (NAMET); guidance for education and resettlement officers, and effective speaking.

Part-time courses are also

available in a variety of subjects.

DCI (RN) 489

☆ Maths out

SHORTAGE of certain subjects in the GCE(RN) series of examinations led to a review.

As a result, additional mathematics is to be withdrawn immediately and the final GCE (RN) examination in general studies will be in the autumn of 1983.

However, these subjects will be available either through the GCE (Forces) scheme or as AEB national examinations. The Correspondence Courses Section, HMS Nelson, has agreed to offer correspondence courses for these subjects based on the University of Cambridge (GCE (Forces)) or AEB national syllabuses.

A reduction in the number of AEB external centres has been

made in order to maintain the security and integrity of the AEB's national examinations.

With the closure of the Upper Yardmen Education Unit, HMS Collingwood, DNETS will be the only external centre in the Service for AEB national examinations (including meteorology from June 1984) held in June and November.

DCI (RN) 490

☆ Prop. limit

BECAUSE of the diversity of propulsion systems in the Fleet, every ship and submarine is to be issued with an individual formal document, to be known as the Propulsion Power Statement (PPS), in which the authorised limitations on the use of the vessel's propulsion machinery will be defined and stipulated.

DCI (RN) 528

THE FALKLAND ISLANDS

A WONDERFUL CHRISTMAS PRESENT FOR ALL THOSE CONCERNED. We have produced a really magnificent Ladies Headsquare, hand printed in 6 glorious colours showing the various forces involved in the campaign, including map of the Falklands. Woven Motif Ties also available, single motif illustration of the Falkland Islands and Union Jack in full colour with all over shadow weave motifs of Harrier aircraft, tanks and cruisers.

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APPOINTMENTS

Adml. Staveley takes command

A CEREMONY at Fleet Headquarters at Northwood marked the taking up of the appointment of Commander-in-Chief Fleet by Admiral Sir William Staveley.

The guard was mounted by HMS Hermes, former flagship of the Falklands Task Force, and the RM Band of CINCFLEET paraded.

Admiral Staveley is also Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic.

He succeeds Admiral Sir John Fieldhouse, who becomes First Sea Lord.

NEW GENERAL

Brig. Julian Thompson, who was Brigade Commander of 3 Commando Brigade RM during the Falklands operation, is to be promoted major-general on February 24 and becomes Major-General RM Training and Reserve Forces the following day.

He joined the Royal Marines in 1952 and his early service

included Cyprus, Tripolitania, Malta and Aden. From 1975-78 he commanded 40 Commando during deployments in many parts of the world.

He was made a CB in the South Atlantic honours and awards.

Other appointments recently announced include:

Capt. P. G. V. Dingemans, As Commodore Amphibious Warfare, March 4. (Rank of commodore from January 17).

Capt. G. Pope, As DD Ship Design 2, March 18 (To serve as commodore).

Capt. N. J. Hill-Norton, Invincible in command, March 15.

Capt. G. F. Llardet, Cleopatra in command and as Capt. F7, January 4.

Capt. R. Trussell, Fearless in command, March 4.

Capt. C. H. D. Cooke-Priest, Dover in command, March 22.

Cdr. D. A. J. Blackburn, Birmingham in command, March 5.

Cdr. W. K. Howat, Lowestoft in command, January 4.

Cdr. R. E. Lavery, RN Hydrographic School as OIC, March 18.

Lieut.-Cdr. J. A. Boyd, Opossum November 4, 1982 and as commanding officer.

Lieut.-Cdr. S. Moore, Rhyd in command, January 11.

Lieut.-Cdr. C. G. Massie-Taylor, For Duvernay (building) May 5 and in command on commissioning for trials and service.

Lieut.-Cdr. D. A. Poole, HQAFSOUTH as commanding officer UK National Support Unit, November 28 1982.

Lieut.-Cdr. J. A. Ellerbeck, Yarron in command, January 7.

Lieut. R. Dean, Osiris December 14 and in command.

Lieut. D. B. Smith, Iveston, December 14 and in command.

WRNS

Supt. G. V. Reynolds, Duty with Naafi February 7 and as Naval Director on the Board of Management.

● Surg. Capt (D) F. R. B. Mathias, Command dental surgeon to CINCPACVHOME, has been appointed hon. dental surgeon to the Queen.



Ton-up in Holland

FIVE Ton-class vessels of the Fishery Protection Squadron, led by HMS Leeds Castle, spent five days at Amsterdam for a rare, foreign break. They were HM ships Bickington, Soberton, Stubbington, Walkerton and Wotton.

The new Captain of the Squadron, Capt. P. G. J. Murison, was embarked in the Leeds Castle for the visit from October 21 to 26. Activities for the 200 men included brewery calls and sport events.

TYNE-FISH FOR OTTER

FOR what is believed to be the first time since the Second World War, torpedoes have been loaded into a submarine on the Tyne.

The rare event, pictured here, came during the submarine's visit to Newcastle when, because of a tight programme schedule, the boat was unable to return to Gosport to load her practice weapons.

So the torpedoes were transported by road from the Royal Naval Armament Depot in Scotland, a local mobile crane was hired — and the torpedo loading party from HMS Dolphin did the rest.

OBITUARY

A. J. Archbold, CPO(DPS)(M) Loan Service, Barbados, October 25.

L. A. Davis, LREG, HMS Dolphin, November 18.

P. E. J. Matthews, FCACMN, AMTE Teddington, Middx, November 19.

Stephen Roskill, Capt. RN (retd.), CBE, DSC, Served 1917-48. Eminent naval historian.

George Regnier, Ex-Ch. Stoker, Aged 68. Service included HM ships York and Ajax.

H. G. Rudling, Ex-CPO, Manchester, Aged 74. Service included HM ships Exeter and Renown.

End for Rosyth charity bazaar

LOCAL and Service charities have been warned by the Navy at Rosyth not to expect as high a level of financial help in future years.

For several years the annual Naval Base Bazaar and its predecessor the Navy Fair have contributed many thousands of pounds.

However, in handing out cheques for £11,470, the Rosyth Port Admiral (Rear-Admiral J. C. Warsop) said: "The Port Board has, with regret, concluded that the Naval Base Bazaar, as it has been in recent years, cannot be sustained. The prime reason for this is the continuing downward trend in naval manpower available for non-Service activities."

REGRET

"Thus, while we will continue to include fund-raising for charity as an integral part of Navy Days, we do not expect to have funds to distribute on the scale of previous years."

Rear-Admiral Warsop said he regretted the decision but that it had been forced on them by circumstances. He was sure that individual units with the Navy locally would continue to raise money for charity as they always had done.

Eighty-six different charities received money from the proceeds of this year's bazaar, held during an open day at HMS Caledonia in July.

From the defeat of the Armada in 1588 to the campaign in the Falkland Islands 1982

The Battle Tankard of The Royal Navy

In March 1982 the Naval and Military Gallery announced a splendid silver-polished tankard commemorating the epic battles of the Royal Navy. Embellished with the famous Naval Crown, in the form of a high-relief sculpted medallion, the inscription was intended to serve as a reminder of the unique and glorious history of the Royal Navy over four centuries.

Without the Royal Navy, we said, 'no war could be won and no peace preserved'. The history of Britain, we also said, is indivisible from the history of the Royal Navy.

We cannot be sure, of course, that anybody took any notice of our brochure in Whitehall. Unhappily, we do know that nobody read it in Buenos Aires. With the result that the tankard we announced in March now carries additionally the name of the "Falkland Islands 1982".

Otherwise it is the same tankard, recording a

long list of famous victories — from the defeat of the Spanish Armada in 1588 onwards. Primarily they are the great fleet actions by which not merely a battle was won but the course of war was itself altered. They are familiar names, but recorded together they make awesome reading.

After all, no other navy has a list like it.

Hand-made by master pewter-smiths, the Battle Tankard of the Royal Navy is exceptionally heavy and strikingly handsome. Fashioned in the style of the traditional 'King's Shilling Tankard' of the 18th-century, and with a glass-bottom base, it is as practical in a pub as it is proud on a display shelf.

The price is £39 inclusive of VAT and delivery. Which works out, if you are Admiral Jorge Anaya, at an awful lot of pesos.

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- Gravelines 1588
- Cadiz 1587
- Gabbard 1653
- Scheveningen 1654
- Teneriffe 1657
- Four Days' Fight 1666
- St. James' Day 1666
- Barfleur 1692
- Vigo Bay 1702
- Malaga 1704
- Minorca 1708
- Finisterre 1747
- Quebec 1759
- Lagos 1759
- Quiberon Bay 1759
- The Saints 1782
- Glorious First of June 1794
- Cape St. Vincent 1797
- Camperdown 1797
- The Nile 1798
- Copenhagen 1801
- Trafalgar 1805
- Navarino Bay 1827
- Coronel & Falkland Islands 1914
- Dardanelles 1915
- Helligoland Bight 1915
- Dogger Bank 1915
- Jutland 1916
- River Plate 1939
- Matapan 1941
- Bismarck 1941
- Normandy 1944
- The Atlantic & Mediterranean 1939-45
- The Falkland Islands 1982



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PEOPLE IN THE NEWS



The Daniels brothers met off the Falklands when their ships crossed paths. Cdr. Grahame Daniels (left) is serving in HMS Illustrious, and entertained younger brother Peter, Chief Officer of RFA Fort Grange. The brothers last met at sea in 1965 when Grahame was in HMS Albion and Peter in RFA Reliant.



What's a Royal Navy officer doing in the middle of the Malaysian jungle — asking directions perhaps? In fact, Lt. Cdr. Andrew Pearson, RN Liaison Officer Singapore, was visiting men of the 1st Battalion Scots Guards on exercises in the jungle. Guardsman Thomas Dollochin from Glasgow sports a simulated head wound.



Picture: LA(Phot) Danny du Feu.

AEM(W) Sean Somerville has received a Captain's Commendation for meritorious conduct ashore during HMS Rhy's period as Gibraltar guardship. Sean was on a local beach when he discovered a man who had collapsed while out jogging. He reacted quickly to get help, but was unable to save the man's life. Sean, pictured here with a inhabitant of the Apes' Den, is with 829 Squadron and a member of the Rhy's Wasp Flight.

DOCS' FUN IN THE SUN

THERE are 436 Service personnel at the RN Hospital Plymouth — and every man and woman Jack of them volunteered to compete in a new Eurovision TV game which the BBC plans to screen on January 1.

The fact that the pilot game was staged in the sunshine of the Algarve had, naturally, nothing to do with the number of willing contestants!

Six were chosen to represent the hospital, Plymouth and Britain in the pilot programme of "Quartet", an international fun game series designed to replace the BBC's dear departed "It's a Knockout".

Portugal, Belgium and Holland are also involved, with each country represented by a particular profession and town. Hence Plymouth's team from the medical profession were matched against Portuguese waiters, Dutch TV moguls and Belgian amateur actors.

Surgn. Lieut. Karen Hirst, HNN Dawn Kenney,

NN Jill Perry, CPOMA Tony Murphy, POMA Les Crawford and MA Andy Massochi took a week's leave at the end of October for the event, but travelled first class and were accommodated, fed and entertained by the television companies.

Two naval "Docs" who have spent 28 years with the Royal Marines were present at a cocktail party in Stonehouse Barracks at which the garrison Sergeants' Mess said farewell to Major General Sir Jeremy Moore on his retirement. The two are CPOMAs Howes and Edwards, who have both spent all their careers with the Royal Marines.

FRESH back from the Falklands, the Commanding Officer of 846 Naval Air Commando Squadron, Lieut.-Cdr. Simon Thornewill completed 5,000 flying hours recently and the rest of the squadron were there to help him celebrate with a bottle of champagne.

After 42 years with Naafi, Mr. Harry Brown retired on September 23 at a party given in his honour on board HMS Berwick. He retired briefly in February, but returned to service during the Falklands crisis. His last ship was the Berwick. The commanding officer, Cdr. C. R. Tuffley, presented him with a ship's decanter.

When HMS Cardiff visited the city of Cardiff in October the Lord Mayor's Trophy and bursary award was presented to LS(R) Michael Thompson during a civic lunch in honour of the guided missile destroyer.

The award was made for LS(R) Thompson's outstanding qualities as starboard watch operations room supervisor during Operation Corporate. His task would normally have been performed by a petty officer or chief petty officer.

Sub-Lieut. Jeff Jenkins of HMS Hermes was presented with the Special Duties Officers presentation sword in HMS Dryad by the Chief of the Defence Staff, Field Marshal Sir Edwin Bramall. Sub-Lieut. Jenkins attained the highest marks during his training at BRNC Dartmouth, RNC Greenwich, and HMS Dryad.

The sword, worth about £500, is presented on alternate years by Bernards and Gieves and Hawkes, the naval tailors.

Lieut. Ray Russell, who was seconded to the Royal Malaysian Navy as a staff gunnery officer for two years, has received the Pingat Perkhidmatan 'Am medal. Now serving in HMS Excellent, Lieut. Russell is soon to leave the Navy after 37 years.



Surgn. Lieut. James Campbell (above) pictured on the bridge of HMS Danae. He is one of the few Royal Navy doctors to qualify as a bridge watchkeeper after studying for his certificate on board the Danae since January. He qualified during operational patrol in the South Atlantic.

Still behind bars!

FORMER shipmates of Mr. Wong Ngau will be interested to read that he is still behind bars — serving drinks! Now in the officers' mess in the Police Training School in Hong Kong, Mr. Wong retired from the Royal Navy in 1975 after nearly 25 years' service.

He started work as a teenager in the China Fleet Club, then enlisted in the Royal Navy. He served in Korea and saw action in Borneo. After nine years as an engineering mechanic, Mr. Wong transferred and spent the next 14 as a steward and petty officer steward.



THERE'S no truth in the rumour that Manchester City are all at sea — despite the evidence of this photograph of (left to right) "CPO" Dennis Tueart, "Cdr" Joe Corrigan and "PO" Asa Hartford. It was taken when they and other members of the City team visited HMS Manchester at Barrow in Furness.

John Bond's men were in town to play against a local Alliance League team. The club has adopted the new Type 42 guided missile destroyer and presented her with a sports strip.

The Manchester ship's team gave their new gear an airing against a Radio Piccadilly XI, and lost 3-2. But there was some consolation from a sponsored cycle ride made from alongside the Manchester at Barrow to the soccer venue. The ride raised £450 for children's charities in the city of Manchester.

Picture: Manchester Evening News.



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NEWSVIEW

No substitute for a strong Royal Navy

NEARING the end of a momentous year, the Royal Navy finds itself facing a future not so clearly defined as in the spring. And perhaps that is no bad thing.

For good or ill, broad outlines for the future, together with much of the detail, were spelt out early in the year. Then came the Falklands operation — sobering, dramatic and successful. But what did it portend? Lessons were learned and echoes of the conflict will no doubt long continue to be heard. But of immediate concern is the likely effect on ships and men.

The received word is not to put too much store on change in the forthcoming post-Falklands Defence White Paper. That way, disappointment can perhaps best be avoided.

Nevertheless, retention of major ships, already announced, logically indicates need for further close examination of future manpower levels in the Fleet. If, how and when the manpower rundown programme changes remains to be seen. So any indicators provided by the White Paper are awaited with great interest.

Christmas thoughts

Meanwhile, Christmas nears as a season of mixed emotions, closing a year of overall triumph, intermingled with personal tragedy. Remembrance Sunday provided the opportunity to pay tribute to husbands, fathers, sons and shipmates who gave their lives. At Christmas especially, these men will be grievously missed, and the whole naval family will be thinking of those who lost loved ones.

Among those recalling shipmates with pride and comradeship will be men still serving in ships far from home in the South Atlantic. In turn, they too will be missed by their families during the festive season.

The Falklands operation saw the Service achieve highest standards worthy of its great traditions.

At Christmas last year how many could foresee such a challenge in so remote an area, and the scope and speed of operation needed to counter it?

Here was the proof that needs can and do arise swiftly in unlikely places. That there was no substitute for a Navy strong enough to meet the challenge should never be forgotten.

Time for change at Greenwich

THE Royal Naval College Greenwich, whose closure and fragmentation of activities had been feared earlier this year, is now set for an enhanced role with changed organisation.

The post of Admiral President of the college lapses as a full-time appointment

after 110 years and 52 admirals. Last of the line was Rear-Admiral John Carlill who, with Mrs. Carlill, left by launch from the college's River Gate to sail towards retirement after 43 years' service in the Royal Navy.

Now the job is merged with the office of Second Sea Lord, who will continue the traditional task of representing the Navy in the

capital and will occupy the Admiral President's House in the college.

With the Greenwich reorganisation, the National Defence College — which gives higher staff training to joint Service courses — will next year move from Latimer to Greenwich. There it will be a welcome addition to the range of functions and to the diversity of the mess.

Passage of time had seen changes in the responsibilities and function of the Admiral President and the opportunity was taken during the defence review and the ensuing reduction in the Flag List, to reassess the college command and control arrangements.

Autonomous

Now the RN Staff College, the Nuclear Department and the Central Support Unit will be autonomous units reporting directly to the Commander-in-Chief Naval Home Command.

The National Defence College (which at present has a Commandant at two-star level) will, when established in King Charles Building next year, remain responsible direct to the Vice-Chief of Defence Staff (P and L).

The college will continue to be known as the Royal Naval College as most of its task will still be for naval benefit. But no personal flags will fly. Only the Union Flag and the White Ensign will be flown over the college.

Nuclear science

Traditional salutes exchanged with passing warships will be to and from the commander of the college, who will remain as president of the wardroom mess and will be the focus of all co-ordinated college activity.

Established in 1873 as the Navy's technical university, the college now includes the Department of Nuclear Science and Technology. It also houses the Naval Staff course, the Lieutenants' course, and the SD officers' Greenwich course. Teaching support is provided by the Department of History and International Affairs.

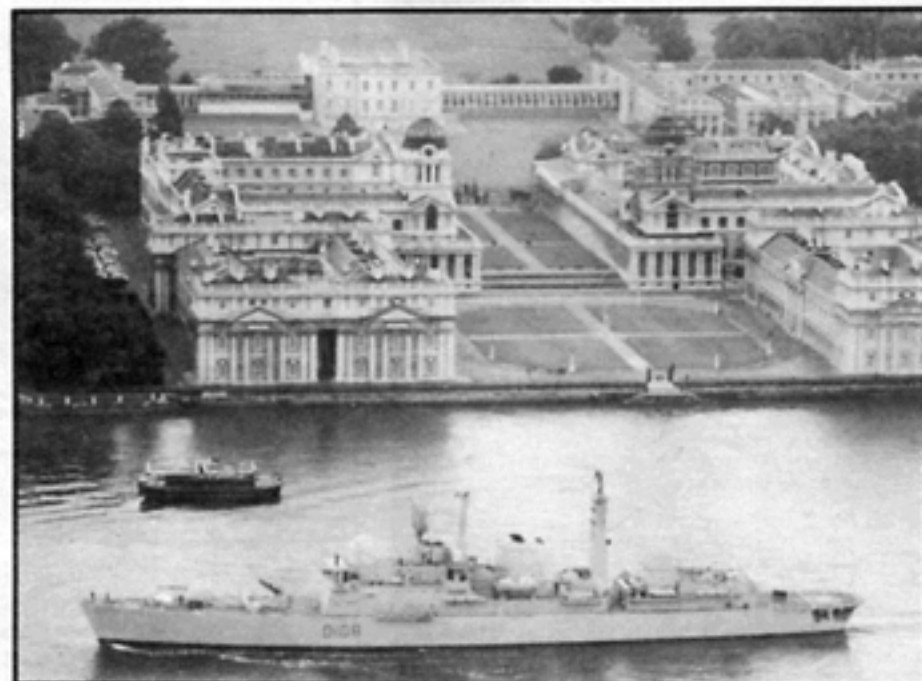
Each year more than 250,000 people visit the college's famed Painted Hall and Chapel.

Improvement

Work has started on a £896,000 refurbishment scheme which involves three college blocks at Greenwich.

A new library and lecture theatre, with associated offices, will be provided; living accommodation is to be improved, with the inclusion of new showers; and the college sick bay will be moved.

Contractors are J. Jarvis and Sons Ltd., of Vauxhall Bridge Road, London.



ROYAL Naval College Greenwich provides an impressive backdrop to HMS Cardiff, whose three-day visit to the college in September included a tour of the ship by the NATO Military Committee, which includes the Alliance's most senior admirals, generals and air marshals.

The Cardiff is in Portsmouth Dockyard for a maintenance and repair period during which she will be fitted with an array of close-range weapons, including 20mm and 30mm guns.

She is due to complete the MRP by mid-January, and later that month is expected to sail for another spell of duty in the South Atlantic.

The guided missile destroyer has been very active since her return from the conflict. Her recent programme included three weeks of Principal Warfare Officer

Cardiff goes to college

navigation training around the UK and in Norwegian fjords, followed immediately by a week-long visit to the city of Cardiff.

In the last week of October the Cardiff, in company with HMS Antrim, took part in Exercise Priority in the North Sea during which the RAF's UK air defence reactions were put to the test.

From the North Sea the Cardiff sailed on to Stavanger in Norway for a week-end visit before returning home for her maintenance period.



HMS Gloucester, a stretched Type 42 destroyer, slides into the water near Woolston Bridge, Southampton.

LONG AND THE SHORT OF IT ...

TWO Royal Navy ships — one little the other large — launched on consecutive days at the same shipyard, appear to have little in common. Both, however, represent the products of advanced building techniques.

The stretched Type 42 destroyer HMS Gloucester and the 197ft. long Hunt-class mine countermeasures vessel HMS Dulverton were both constructed by Vosper Thornycroft in covered berths at the company's Southampton shipyard.

HMS Gloucester, launched by the Duchess of Gloucester on November 2, is the longest ship to be built at the yard since the Second World War. Her overall length of 463ft. is 51ft. more than that of most of her sister-ships.

The stretched design of the Gloucester — and HM ships Manchester, York and Edinburgh — will allow the fitting of improved weapons systems to supplement or replace the present 4.5-in. gun and Sea Dart medium-range surface-to-air missiles. The Gloucester has been preceded by the Manchester and ten standard Type 42s.

HMS Dulverton, sixth of the glass-reinforced Hunt-class and the fifth built by Vosper Thornycroft, was sent down the

slipway on November 3 by Mrs. A. R. M. Jaffray, wife of the Deputy Under-Secretary of State for the Navy.

Mr. Jaffray was present, as were the Controller of the Navy, Vice-Admiral Sir Lindsay Bryson, and the Mayor of Southampton, Mrs. Barbara Barfoot.

Experience gained by Vosper Thornycroft in building the new vessels has resulted in the Dulverton being built in the fastest time yet for the class — 28 months. The first Hunt ship, HMS Brecon, was built in 52 months.

Only one other ship of the Royal Navy has borne the name Dulverton — a Hunt-class destroyer sunk by a German glider bomb in the Mediterranean.



Gathering pace down the slipway, HMS Dulverton leaves her covered berth at Southampton.

Gurkha's at work in the sunshine

HMS GURKHA is getting a taste for Mediterranean sunshine. Soon after becoming operational at the end of September she spent a short period at Gibraltar as guardship, and after leave in Portsmouth returned to the Mediterranean on November 22.

After a shortened and intensive Basic Operational Sea Training period, the Gurkha was the first of the four ships reactivated from the Disposal List to become fully operational.

She arrived at Gibraltar to take up guardship duties on October 10, and her ship's company was able to take advantage of a much needed sunshine break after four months of very hard work on their ship.

CAVE TOUR

A full sporting programme was arranged, a cave tour organised, and many exchanges of hospitality carried out. A sea day was held for local Sea Cadets, QARNNS, WRNS and Army units, and a party from HMS Calpe, the Gibraltar RNR unit.

Lovely Louise Gillingwater, the Miss Gibraltar entry in the recent Miss World competition in London, visited the ship to



POCK MACKAY

assist with the traditional stirring of the Christmas pudding. Louise was a fitting choice, because the ship's company will be enjoying the fruits of her labour at Gibraltar over Christmas.

Gibraltar's sunshine was a sharp contrast to the weather on the night of January 10 when POCK Jim MacKay dived into the icy waters of the Caledonian Canal at Inverness to help in the rescue of two seamen who had fallen in while returning to their ship.

For his efforts POCK MacKay was awarded a Royal Humane Society testimonial on parchment, which was presented to him by the Gurkha's commanding officer, Cdr. P. D. Stone.

Debut for Dumbarton pipe tune

A PIPE TUNE specially composed to mark HMS Dumbarton Castle's safe return from the Falklands war received its public debut during a civic reception at Dumbarton.

Pipe Major Gordon Lawrie of the Dumbarton and District Pipe Band played the lively tune before presenting the original manuscript to the ship's commanding officer, Lieut.-Cdr. Norman Wood.

The ship, launched 18 months ago, has already forged strong links with the town in the Strathclyde Region of West Central Scotland. Her officers and men were given a warm welcome by the Provost, Mr. James McKinley, at the reception and supper. He presented a plaque of Dumbarton Castle to Lieut.-Cdr. Wood.

Nelson and Emma

TO commemorate National Maritime Year, King George's Fund for Sailors has commissioned sculptor Lance Spong, who specialises in miniature work, to create a pair of matched heads of Lord Nelson and Emma, Lady Hamilton. The issue will be limited to 250 pairs. Individual portraits are £35 (£60 a pair). KGFS will benefit from each sale.

Dawn of a new year

Top of the poll on board the frigate HMS Achilles is Dawn Crisp. A 21-year-old former Miss Gillingham with parascending and water skiing among her relaxations, Dawn beat six other North Kent lovelies in the election by the ship's company of a Miss Achilles.



Picture: HMS Pembroke.

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HONG KONG HIGH

IT'S been a stirring year for the Royal Navy's most distant establishment ... Apart from seeing the first visit to Hong Kong by a British Prime Minister, HMS Tamar organised the first Navy Day there since 1978 — with resounding success. Meanwhile a new chapter was opening in the history of one of the Service's most

famous amenities, the China Fleet Club. Inevitably there was a sense of loss when the impressive old building fell victim to the force of progress ... and a sense of gain as all was set for work to begin on the modern replacement. In this double feature, Navy News shows how the Fleet is building for the future in the Crown Colony.

Storeys just starting for Fleet Club



Against a background of the Victoria Island skyline and ships of the Royal Navy's Hong Kong Squadron, the USS Niagara Falls holds the attention of the crowds at Navy Day in Hong Kong.

THE CHINA Fleet Club, familiar landmark of the Hong Kong naval scene and watering hole of generations of matelots, is no more.

After the best part of 50 years, the club has been demolished and bulldozed to ground level. But soon a 28-storey building will start

rising in its place. Meanwhile, far from being dead the club lives on — if in temporary guise. It has moved operations to premises about a

mile away and business is booming. On completion of the high-rise block, it will return to its old site and occupy nine floors.

The China Fleet Club was established in 1934 when it changed from being a naval canteen and moved into new premises in Gloucester Road on the harbour frontage and on the edge of the famous Wanchai district. It has a charter which, put simply, says it should be run by the Fleet for the Fleet.

War haven

During the war the Japanese Navy took over the premises, but later it thrived again as a club, providing restaurants, cabins, bowling alleys, cinemas, bars, and a large range of shops.

The United States Navy also became involved and, with the Korean War in the Fifties and later the Vietnam War, the cash registers kept busy as personnel were sent to Hong Kong for rest and recreation.

But with reduction of the British Far East naval commitment, life in the club inevitably slowed and by 1980 it was in need of a major facelift and restoration.

Land deal

Occupying a prime site near Hong Kong Island waterfront, it was a favourable option for a deal with local financiers to let them redevelop the site, as long as the interests of the club were fully protected.

Eventual deal was for a multi-floor building, with the club retaining nine floors for itself and reaping the financial



Where's it gone? A couple of Hong Kong sailors puzzle it out on the site of the old China Fleet Club.



As the old China Fleet Club was demolished, club manager Phil Baldwin (left) and Cdr. Pew Beaumont (base supply officer HMS Tamar) inspected a "time capsule" and its contents from 1964. Members of another sort of demolition party (right) help see the old club out in style. The group includes Mrs. Sandra Simcock, wife of PO Pete Simcock.

rewards from renting parts of the building to commercial enterprise. Part of the deal was that during reconstruction the club would have full facilities for its members. That is the present

situation with the club established on two large floors on the Sun Hung Kai Centre, one of Hong Kong's newest skyscrapers, which they will occupy until August, 1985. The location is palatial, with a

splendid restaurant and snack bar, lounges, bars, shops and an auditorium already used by the HMS Tamar Theatre Club which staged its autumn review there. Lion dancers performed to

bring oratory tape-captain (Capt) The

H RISE



...squadron, a Sea Knight helicopter ... HMS Tamar.

Great day for Tamar

NOBODY knew quite what to expect. There hadn't been a Navy Day in Hong Kong since 1978 and few still serving in HMS Tamar could give advice.

Four years ago there were 30,000 visitors at a time when the area available was much larger and before the new British Forces Headquarters was built.

So Tamar Navy Day 1982 was planned with all the usual attractions, including arena displays in the basin with the help of the Hong Kong Naval Squadron, the RM Small Boat Squadron, and a band from the Brigade of Gurkhas.

Roulette

Wives, girl friends and press-ganged assistants ran sideshows ranging from roulette to pony rides. Catering stalls set out their wares and waited.

At the official opening by local dignitary Sir Shlu-Kin Tan there was a



Dotting the eyes of Navy Day ... Sir Shlu-Kin Tan dots the eye of the lion to open HMS Tamar's first Navy Day since 1978.

lion dance to ensure success and good luck. It worked. By the time the gates opened thousands were waiting.

And the Hong Kongers kept coming ... and coming and coming. By the middle of the afternoon an estimated 36,000 had passed in through the gates

making Tamar a sea of spectators. All were obviously happy with the performance.

One of the attractions was the appearance of an American naval stores ship, the USS Niagara Falls, based in California. Thousands queued on the jetty waiting the chance to go on board.

Accounts are not yet finalised but it looks as if over £6,000 will go to charity. Apart from being a success in financial terms, the event allowed the British Forces in Hong Kong to strengthen their already strong ties with the local population — and have a bit of fun at the same time.

PICTURES: PO(PHOT) PETE SIMCOCK AND M. C. WAN



good luck to the temp-club premises, and the cutting to mark the official opening was carried out by the in-charge Hong Kong (Tony Collins). The club is attracting new

members from ex-Service personnel. Though some facilities such as shops are open to all ranks, the club is run for the non-commissioned. Officers and guests can be invited to club functions.

And for the serving sailor, soldier or airman there remains a special "haven" — the Kelly lounge bar.

During the transition period, a number of family rooms are available at a nearby hotel.



The magnificent commemorative cake baked and iced by HMS Tamar chefs and depicting the old China Fleet Club in its heyday.



SMILIN' THROUGH

LEFT: A shy smile from pretty Amy Mager, aged four, a patient of Peanut Ward of the Queen Victoria Hospital, East Grinstead, as she proudly shows her gift from the ship's company of HMS Endurance when they visited their adopted ward to present a £1,400 cheque and their own "Endurance Cot."

In the past year they raised enough money to equip the ward, which cares for badly injured or burned children,

with two other specially-designed cots, aptly-named "The Falklands Cot" and "The South Georgia Cot."

RIGHT: PO Wren WTR(P) Jeanette Goodwin, of HMS Dryad, also had something to smile about as she wrote out cheques for the winners of the School of Maritime Operations draw, which raised over £2,000 for King George's Fund for Sailors. A winning ticket for £100 was in her name.



HELPING HANDS

ROYALS IN £7,000 YOMP

IN A 40-mile charity "yomp," Lieuts. James Kelly, Peter Cooke and Mark Owen of 40 Commando Royal Marines blazed a trail across the Brecon Beacons, covering the distance in 11 hours 15 minutes.

The "Mountain Express" route had to be completed in a maximum of 24 hours with each team member, including those from the Army and the Police, carrying a minimum 40lb. pack. The Commando team "yomped" home third, their efforts helping to raise more than £7,000 of the £15,000 total. The money is to help spina bifida children and the South Atlantic Fund.

Invincible

On the homeward journey from the Falklands, the ship's company of HMS Invincible settled for more enjoyable ways of raising cash, such as helicopter joy-rides and a "street party" on the flight deck. Their efforts raised over £3,000 for various charities including the Gosport branch of the National Guide Dogs for the Blind, who were presented with a £1,000 cheque.

To help the new spinal injuries unit at Stoke Mandeville, instructors and ratings from HMS Sultan pulled a 900lb. field gun 114 miles



from Gosport to the hospital and collected £1,151 en route, which was rounded up to £1,200 by colleagues.

For the second successive year, HMS Collingwood received the trophy from the British Heart Foundation for providing the greatest number of sponsors in the adult section of the Forest of Bere Walk. Over the past year the establishment has raised £944 for the Foundation.

A combined concert by Col-

lingwood's volunteer band and the band of the Hampshire Constabulary helped raise £500 to provide a wheelchair for a local disabled child.

Twelve PO Wrens on a leadership course at HMS Royal Arthur raised £250 for the Royal Commonwealth Society for the Blind by a sponsored walk over the Malvern Hills.

A raffle held on board HMS Nottingham while she was undergoing sea trials raised £270 for the Mothers' Union, Win-

chester, to provide holidays for deprived children and one-parent families.

A challenge golf tournament between teams from HMS Hermes, Ministry of Defence Police, staff of the Keppel's Head Hotel, Portsmouth, and a local casino, raised £833.95 for the King George's Fund for Sailors. Each team of five players paid £20 to play in the tournament and were sponsored in the event.

Lieut. Dave Hubbard who

Merseyside magic

FORMER crew members of HMS Coventry returned to Merseyside to receive a cheque for over £14,000 for the South Atlantic Fund. The money was raised in just 14 weeks in honour of the Type 42 destroyer.

The amount on the mammoth sized cheque shows £14,004, but by the following day the total had grown to £14,700, which reflects the success and sincerity of this Merseyside appeal.

Left to right: CPO Chris Matthews, Mrs. Susan Matthews, Sub-Lieut. Lee Jones, Lieut. Peter Holt, Mrs. Pam Thompson, Lieut. Jim Wilcock and CPO Frank Thompson.

Other sums raised for the South Atlantic Fund include £4,081.61 by the construction workforce of Sulliom Voe oil terminal, Shetland, from sponsored events and a collection; £3,536 by six members of HMS Newcastle ship's company from a sponsored snooker marathon; £542.29 by HMS Plymouth from sponsored sit-ups on the return voyage from the Falklands; £800 by a team of eight medics and two Royal Marines from Condor in the Aberdeen Marathon; and £500 from a concert in Carnegie Hall, Dunfermline.

has represented HMS Dolphin in the RN and RM Equestrian Championships exchanged horse power for foot power by running in the Portland Wessex Marathon. His efforts raised £208 for the Wickham Riding School for the Disabled.

In the Huntingdon Marathon, CPO Dave Lea of the Joint Air Reconnaissance Intelligence Centre at RAF Brampton raised £72 for Huntingdon Ladies Lifeboat Guild.

A 22ft. residential caravan donated for the use of children of Lightfoot Lawn Children's Home is ready for short stay holidays thanks to the staff of Fraser Gunnery Range who stripped and refurbished the caravan in their spare-time.

Over 500 members of southern region British Sports Asso-

ciation for the Disabled (BSAD) took part in the second Arborfield wheelchair marathon. The event, which fosters friendship between service units and neighbouring BSAD clubs, attracted 74 teams with HMS Daedalus and the Farcham and District team finishing second, completing the marathon in two hours 52 minutes.

Francs, pesetas or any foreign coins will help the kidney unit of St Mary's Hospital, Milton, Portsmouth, if sent to Nurse Pat Endacott.

Eight Jolly Jack Tars from HMS Trafalgar huffed and puffed their way through the Barrow Carnival procession with a cannon borrowed from the RN Display Team. The carnival, in aid of Furness Hospital, raised £6,000.



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SHOWING THE FLAG

Bob nets £650 on the march

SHIPMATE Bob Scollick chose a hard way to show the flag when he marched the 12 miles from Sittingbourne to HMS Pembroke carrying the branch standard in ceremonial position.

But Bob's slog was in a good cause. His effort raised £650 for the Wisdom Hospice and a naval charity.

Bob's skill as standard bearer of Sittingbourne and No. 2 Area was further enhanced by covering the distance in two hours 50 minutes. The branch congratulate him, as well as Shipmates Higgins, Edney and Payne, who were made life members.

BRANCH NEWS

Those contemplating a visit to Bermuda will be pleased to know that its branch, dormant for the past 15 years, was recommissioned by Surg. Rear-Admiral C. L. T. McClintock. Before the ceremony the branch standard was rededicated in Hamilton Cathedral by the Ven. Archdeacon Tom Tyson, the branch honorary chaplain.

The service was attended by Cdr. Tom Green, commanding officer of HMS Malabar, Lieut. Chris Joly, the first lieutenant, and senior naval officers from the US and Canadian bases.

Senior ratings from Malabar provided the Colour Party.

After the recommissioning the following were elected officers: Surg. Rear-Admiral McClintock (president), Bill Archer (vice-president), Stuart Whitfield (chairman), Ian McFarlane (vice-chairman), Ron Barton (treasurer), Norman Tilsley (secretary), Peter Hayward (welfare), Bill Pittway (standard bearer).

Yeovil move

Shipmates of Yeovil send their thanks to friends of the RAF Association for the use of their club, which they have now vacated.

An increase in membership called for a bigger sail so they have moved headquarters to Houndstone Families' Club, by courtesy of Capt. P. J. Williams. There was a big turnout for the rededication of their standard and the Trafalgar Night dinner.

Rugby held a successful Trafalgar evening attended by 350 members and friends, including the Mayor and Mayoress, who inspected the Sea Cadet Corps guard of honour. During the evening Shipmate John Underwood, branch secretary, had the honour of being made a life member.

There was also a cheque presentation ceremony, £250.35 for the Central Charities Fund, £50 for Rugby Sea Cadet Corps and £50 for Brooke Special School. The money was raised during a sponsored marathon by Shipmate Ted Jones and a draw held during Charity Week (see picture story above right).

Sea Cadets

Over 350 shipmates attended Margate Trafalgar Day memorial service and parade at which standards from many branches including ex-service associations were paraded.

To music by the local Sea Cadet band the parade headed by No. 2 Area standard, carried by Shipmate Bob Scollick, marched to St John's Church for a service after which refreshments were served at branch headquarters, the United Services Club.

Dursley combined their first birthday celebration with a Trafalgar night dinner dance attended by 137 members and guests.



Marathon man Ted is a young 72

SHIPMATE TED JONES, of Rugby branch, is not the type to put his feet up. The sprightly 72-year-old stays young by swimming daily when he is not competing for charity walks or runs.

In May Ted finished 96th out of 450 in a 20-mile Leicester road walk and in September he completed a 26-mile sponsored marathon in five hours.

Ted, pictured left, was the oldest competitor but having covered 1,186 miles in training since March, his marathon effort helped raise £250.35 for the Central Charities Fund.

Picture: Leicester Mercury

DRYAD OFFER TO CAMPERS

GOOD NEWS for caravanners and campers heading for Portsmouth between April 1 and October 31, 1983. They can now use the site at Southwick Park Naval Recreation Centre (SPNRC), provided booking is confirmed in advance.

The centre offers a range of facilities and leisure activities from fishing to golf. Current charges are £2 per night per emplacement. For details telephone Cosham 380131 or HMS Dryad ext. 469, or write to the Manager, SPNRC, HMS Dryad, Southwick, Hampshire.

BATTERSEA'S BELL

Cdr. G. W. L. Gough, commanding officer HMS Danae, presents a bell and bell-rope to Ron Barrett, of Battersea Branch, to thank members for all support given during

the South Atlantic deployment. Since April Battersea have raised more than £2,500 to buy books, videos, tapes and other goodies for South Atlantic ships.



first year, donating £80 to the Lord Mayor of Sheffield's fund after the sinking of HMS Sheffield, and a further £565 to the South Atlantic Fund.

Many other branches up and down the country celebrated Trafalgar Day — Waterlooville settling for a successful dinner-dance, Dereham holding a buffet-dance attended by 80 shipmates and guests, the profits going to their welfare fund, and Wolverhampton holding a dinner-dance in conjunction with Wolverhampton Polytechnic which raised £150 for Compton Hall Hospice.

October 16 was a Red Letter Day for shipmates of Rhyll, who turned out in strength to witness HMS Rhyll receive the freedom of the North Wales town (see November's Navy News).

To celebrate the occasion the branch organised a social evening for the ship's company and a boat race when a team of shipmates competed against their younger "oppos" in HMS Rhyll and won the day.

Cardiff visit

The gala ended with a supper party in the club prepared by Shipmate Les Baillie and lady members.

In South Wales, shipmates of Cardiff had a busy time during the visit of their adopted ship, HMS Cardiff, and as usual organised a big dance for the ship's company in Nero's Club.

As a memento of the visit the branch presented a framed photograph to the ship of Boy Bugler Timmins, who was killed when serving in the previous HMS Cardiff. It will hang beside his bugle which is displayed in the ship.

Invincible gift

Shipmate Jim Wilcock of Harrogate, mastermind of the excellent RNA diaries, sent a gift of 200 of the 1983 edition (which has a print run of 5,700 copies) to the Fleet, including copies for the wounded ex-

servicemen recovering in RN Hospital, Haslar.

A year's rapport between shipmates of Birmingham Central and the PO's Mess HMS Invincible, inspired by Shipmate Bill Hewston, ended when the mess dispersed, but the memory lingers on in the form of a painting of HMS Invincible which the mess commissioned as a gift for the branch.

Long service

The painting is now proudly displayed in their headquarters the Nautical Club and hopes are that the happy relationship between the branch and the ship will continue.

Church offerings at the dedication of Hazel Grove branch raised £40 for the South Atlantic fund.

His many friends in the Association mourn the loss of Shipmate Arnold Phillips who served 19 years as member of Dartford and later as national councillor for No. 2 Area, a position he held for 12 years until forced by ill health to retire. The esteem in which he was held was reflected at his funeral, attended by Headquarters staff and representatives of 18 branches. Eleven branch standards including the Area standard were paraded.

Will this help you?

If you are trying to find old shipmates, re-unions, or old friends, our free list may help

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OBITUARY

Shipmate Frank Gosling, life member Hinchley.

Shipmate Stan Tomlinson, Birkenhead.

Shipmate Tom Hawes, president Hounslow, Sept 26, aged 79.

Shipmate Allan Balmer, Wantage, Oct. 16.

Shipmate W. H. Arnold, founder member Stafford, Oct. 20, aged 72.

Shipmate C. D. Pitchford, Sheffield, Oct. 24, aged 63.

Shipmate L. Sleddon, Leyland, Oct. 9.

Shipmate Edward A. Pope, founder member and former president, Lydd and Dungeness, Sept. 2.

Shipmate Joseph Colin Sadler, founder member, Wolverhampton, Oct. 19, aged 78.

Shipmate Arnold Phillips, Dartford, and No. 2 Area president, October 22, aged 65.

Shipmate Jack McNeil, Brentwood, November 4, aged 69.

Pigeon cured this sailor's toothache

LAMP-SWINGERS will appreciate this tale from Shipmate P. Kyte, of Rugby, who writes:

"In June, 1944, when HMS Grindall was on patrol in the English Channel, I was smitten with a toothache of a very violent form."

The pain, he says, was so severe and continuous that his messmates had to take over his watch while he nursed his jaw. The situation seemed hopeless, until "Providence stepped in in the form of a bedraggled pigeon, captured by the crew of the Oerlikon guns."

The pigeon, he says, had a message container attached to his leg and when Headquarters was informed of its arrival the ship was ordered to return to Pompey forthwith.

When the ship docked Shipmate Kyte and the pigeon went over the side together — he to the dentist who extracted the tooth, the pigeon and message to the coding officer.

There were several "buzzes" he says regarding the very important message carried by the pigeon, but it seems no one confided the truth to him.

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Sweeping changes at Vernon

A NEW trainer commissioned in HMS Vernon will revolutionise the teaching of minehunting and sweeping techniques in the Royal Navy.

Until now, MCM operations room training could only be done at sea — depending on the availability of ships and the vagaries of British coastal weather.

The new Arcturus trainer simulates the ops room of a Hunt-class MCM vessel.

Built by Ferranti Computer Systems Ltd., the trainer is housed in two mobile trailers.

Arcturus gives training staff a "play" area of 500 square miles

in which to conceal mines. Any of the four main seabed types can be simulated, reproducing with great realism the data received by the ship's sensors, navigation and communications equipment.

The whole exercise sequence of search, detection and destruction of mines is now possible on land — at a fraction of the cost of sending men to sea.

Main feature of Arcturus is a technical first — the simulation of sonar returns to the 193M minehunting sonar. The trainer, like the Hunts, is also fitted with CAAS, the Ferranti-built Computer Aided Action Information System.

Ferranti also developed the new missile control system which has been installed at RAE Aberporth, the top-secret missile testing range in Cardigan Bay.

Known as BUPIA — Break Up Predicted Impact Area — the system depicts the missile on a screen in the form of a moving rectangle which marks the predicted debris area if the missile was to be destroyed.

If the missile veers off course, or the leading edge of the triangle threatens a ship, oil platform or range boundary, the "missile destruct" signal is transmitted automatically.

BUPIA can also be used for simulated trials, and both test and live firings can be recorded for subsequent analysis.

Rare Bird draws the crowds

AT 194 tons, HMS Kingfisher is among the smallest of Royal Navy ships, yet in two open afternoons in Gloucester the Bird-class patrol craft attracted almost 1,000 visitors.

The Kingfisher negotiated the 16-mile Sharpness to Gloucester ship canal, meeting 18 swing bridges en-route to the city's docks — the closest she could get to her affiliated town of Redditch.

During her five-day stay, the ship was involved in many social and sports events and, when she returned to Sharpness, the mayor, the Boys Brigade company and other Redditch people were embarked for the canal trip.

BOOKS

How the tot was sunk in a bloodless coup . . .

THE breathalyser test for motorists was the final act to put the skids on the Royal Navy's 300-year-old tradition of rum ration, but moves to end the custom had been going on for years before that.

It was a hot potato in the Service, many believing that to stop the tot would result in near mutiny in the Fleet. But whether that danger really existed or not, the privilege was not one to be surrendered lightly.

It was the personalities involved — behind the scenes and the "front man" — who succeeded without too much pain and anguish in persuading the Navy that enough was enough.

The story of "Nelson's Blood," is told in



Another fine mess he's got into . . . Stan Laurel joins the rum queue in HMS Dolphin during a visit in 1947. The picture, used in "Nelson's Blood," was provided by Lieut.-Cdr. R. Swift.

a book of that title by Capt. James Pack, RN, first director of Portsmouth Royal Naval Museum. Publishers are Kenneth Mason, and the price is £9.95.

He discloses the vital part played behind

the scenes by Admiral Sir Frank Twiss (Second Sea Lord) and Sir Michael Carey (the Naval Permanent Secretary) who managed to get the Treasury to capitalise on a ten-year lump sum for the Navy's financial loss.

Surprisingly the Treasury agreed, and thus the Sailors' Fund was formed with a lump sum of £2.7 million.

Mock funerals

That of course was marvellous back-up, but the official announcement had still to come. Again the supporters of "stop the tot" were lucky, for the much-loved Admiral Sir Michael Le Fanu was the First Sea Lord.

From him the Navy took it — not quietly, but with plenty of lower deck fun, mock funerals and the like.

In fact, what was regarded as an "official" announcement came out in Navy News before the appointed day . . . but that is another story.

The lives and times of a war survivor

FOR the Royal Navy in the Second World War, the lives of a great many were worth a book, but the experiences recounted in "ALARM STARBOARD!" are exceptional, even by those standards.

The author, Lieut.-Cdr. Geoffrey Brooke, DSC, served in the famous battleship HMS Prince of Wales in the action against the Bismarck, on convoys to Malta, the secret voyage taking Churchill to meet President Roosevelt, and in the final engagement when that most modern vessel was

sent to the bottom by the Japanese.

His adventures were then only beginning, his subsequent career including escaping from Singapore as it fell, being sunk a second time, surviving an epic voyage in a native boat across the Indian Ocean, and facing Japanese suicide pilots while aboard British carriers in the Pacific Fleet.

He retired at his own request in 1958 after using up more lives than a cat.

"Alarm Starboard!" is published by Patrick Stephens Ltd. (price £9.95).



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Fine Art Stock (overall size: 24 1/2" x 20"), this print is an outstanding example of Robert Taylor's unique mastery of Marine painting.

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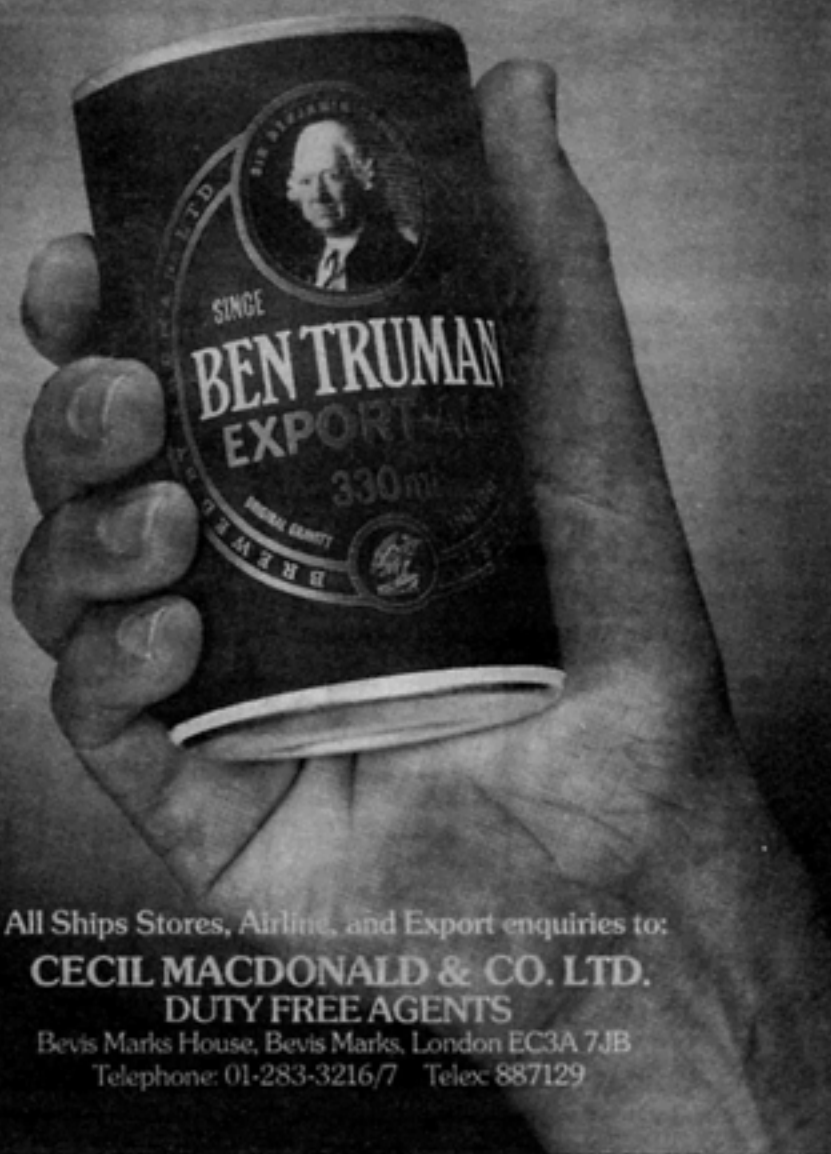
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BEN TRUMAN EXPORT ALE IS BACK!



Treachery in Portsmouth Dockyard!

WHEN James Aitken, alias John the Painter, was hanged at Portsmouth Hard on March 10, 1776, he was "launched into eternity" within sight of the dockyard which he had nearly succeeded in burning down.

The huge ropery had been set alight, the rest of the yard and even the town

itself being in danger of the spreading flames, but luckily the fire was halted in time.

At first the blaze was believed to be accidental, but it was a Portsmouth landlady, Mrs. Boxall, who got Aitken to the scaffold.

While lodging with her, Aitken had alarmed her by "making small fires,"

and she sent him packing. After the dockyard fire Mrs. Boxall told Admiralty officials of her lodger ("James Hill" as he called himself) and the hunt was on.

Aitken turned out to be an American sympathiser, an enemy of England, who started the ropery fire by leaving incendiary bombs made in canisters.

A disastrous warehouse fire at Bristol

warmed up the trail, but, as so often happens, Aitken was found already in jail at Odiham, where he had been lodged for a petty house-breaking.

The story is told in "ROYAL DOCK-YARDS," by Philip MacDougall, published by David and Charles (price £10.95).

The book is not just a history of the

yards, but also of the ships they built — Mary Rose, Sovereign of the Seas, Victory and Dreadnought among them.

With royal dockyards wiling before the sand-blasting of economic requirement, the time is appropriate for a reminder of the contribution made by these shore bases to the strength of Britain's defence through the centuries.

Lusitania: Folly

or plot?

WHEN THE GREAT ocean liner Lusitania went to the bottom in 1915, she took with her many lives and left a legacy of horror, doubts and suspicions lasting to the present day.

Britain and France were locked in stalemate combat with the Germans in the Flanders trenches, the great hope on the Allied side being that the Americans would join in.

A spark was needed to light the flame of American action.

When the Germans announced early in 1915 a "sink on sight" policy for their U-boats, they also alleged that "British submarines were under orders to sink the first American ship encountered and throw the blame on the Germans."

Churchill had written to the President of the Board of Trade that "it was most important to attract neutral shipping to our shores in the hopes especially of

embroiling the United States with Germany."

The Lusitania sailed into danger, unescorted, when it seems obvious now that she could have been escorted, or at least warned.

Scapegoat

U-20 was waiting, and got the Lusitania with one torpedo, but astonishingly, there was a vast second explosion, and the great vessel went down in 18 minutes.

The hunt for a scapegoat in all its unedifying detail is described in "Room 40 — British Naval Intelligence 1914-18," by Patrick Beesly, published by Hamish Hamilton (price £9.95).

On the German side, the

devastating effect on US opinion (140 Americans and 94 children were among the victims) could only be mitigated if there was truth in the claim that the liner was carrying munitions.

Mr. Beesly points out that the man who today knows more about the Lusitania than anyone else is the American John Light, who has a claim of ownership over the wreck and has made 30 dives on it.

His findings are still to be published, but he claims to have conclusive evidence that the "empty" shell cases aboard the Lusitania were in fact filled, and that was why the great ship had the bottom blown out by a single torpedo, hitting a vital spot.



RMS Lusitania westbound off the Old Head of Kinsale in 1911.

Despite all the white-washing that went on through an official inquiry, the author derides the idea that a British submarine actually assisted in the destruction of the Lusitania, or that there was a plot by Churchill to positively sink the ship.

However, he does point out that it is less easy to discount entirely that the Lusitania was

deliberately put at risk.

In the end, the reader will have to draw his own conclusion on whether there was a conspiracy or a usual British cock-up.

Playing a major part in the information about the U-boat activities was Room 40, the unofficial name of the

Admiralty's First World War code-breaking organisation.

The Lusitania disaster is only part of Mr. Beesly's absorbing work, revolving around the Head of British naval intelligence, the legendary admiral "Blinker" Hall, about whom it was said, "all other secret service men are amateurs by comparison."

IN BRIEF

"The Royal Navy in Focus 1930-39," published by Maritime Books, Duloe, Liskeard, Cornwall PL14 4PE (price £2.95). Mike Critchley has selected from the well-known Wright and Logan collection of naval photographs to illustrate the wide range of vessels on the high seas in the 1930s. A handsome and nostalgic production.

"Battleships of the Grand Fleet," by R. A. Burt and W.

P. Trotter, published by Arms and Armour Press (price £10.95, hardback). A pictorial review of the Royal Navy's capital ships in the First World War, presenting an unforgettable illustration of the naval power at that time.

"Man o' War No. 7 — Flower-class Corvettes," by Antony Preston and Alan Raven, published by Arms and Armour Press (price £3.95). This one of the series deals with "the most famous type of escort vessel ever built."

"Battle for the Falklands (2) Naval Forces," by Adrian English and Anthony Watts, published by Osprey in the Men-at-Arms series (price £3.50). Details of the fleets on both sides, with many illustrations, including dramatic colour plates of photographs taken during the fighting.

"Aircraft Carriers," by Richard Humble, published by Michael Joseph (price £9.95). A richly illustrated volume covering the whole history of carriers from their conception to their influential role in the Second World War.

"Scale Model Cannon," by Richard Stewart and Donald Heyes, published by John Murray (price £4.95). A book of history, design and construction to delight enthusiasts from playroom to boardroom. It includes (of course!) the naval long 12-pounder.

"Red Navy at Sea," by Cdr. Bruce W. Watson, USN, published by Arms and Armour (price £15). A detailed chronology of Soviet naval operations from 1956 to 1980. The text is supplemented by maps, photographs, and tabular documentation.

"The Military and the Media," published by Gower (price £15). The author is Major Alan Hooper, a Royal Marines officer currently serving on the Naval Staff at the Ministry of Defence, the work being based on first-hand research carried out while he was on a Defence Fellowship at Exeter University.

"Year of Alamein 1942," published by Jonathan Cape (price £12.95) is the second in author Barrie Pitt's "Crucible of War" series. A worthy successor to the highly-praised first volume.

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MARGARET, 34, single, English, 5'7", brown hair, brown eyes, spending the winter in Spain, wishes to correspond with a serviceman. Box No: Navy News 723.

WIDOW AGED 40 wishes to correspond with naval gentleman 42-50 years old with outside and sporting interests. Box No: Navy News 724.

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YOUNG LADY, 22, blonde hair, blue eyes, 5'9", would like to correspond/meet with a sincere, unattached Naval officer, age 21-30. Interests include photography, sport, travel, the Royal Navy. All letters answered. Box No: Navy News 726.

PROFESSIONAL DIVORCED LADY, attractive, blonde, blue eyes, wishes to correspond with sincere, lonely Royal Navy gentleman, widower or unattached, late 40's-50. Box No: Navy News 728.

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Both Schools offer a wide range of academic subjects to A-level, and both enjoy many excellent modern facilities for development in cultural, sporting and creative fields, such as new Science Laboratories at the Boys' School, and a new Art and Technical Centre at the Girls' School.

Further details, together with copies of the Schools' Prospectuses, may be obtained from the Headmaster or Head Mistress.

MONMOUTH SCHOOL ENTRANCE EXAMINATIONS 1983

Main School: The examination (for boys over 10 and under 12 on September 1 1983) will be held on February 12. Closing date for applications is February 4. Boys are also admitted at 13.

The Grange: The examination (for dayboys and weekly boarders over 7 and under 8 on September 1 1983) will be held on February 26. Further details may be obtained from the Master of The Grange, Monmouth School.

HABERDASHERS' MONMOUTH SCHOOL FOR GIRLS ENTRANCE EXAMINATIONS 1983

Main School: The examination (for girls over 10 and under 12 on September 1 1983) will be held on February 5. Closing date for applications is January 24.

Pre-Secondary Department: Tests for girls aged about 7 by September 1 1983 will be held in March. Further particulars may be obtained from the Head Mistress.

New 'Dauntless' opened by Princess

HMS RALEIGH's new accommodation block for Wrens under training was officially opened by Princess Anne, Chief Commandant of the WRNS, on October 21.

The new block is named after HMS Dauntless, the former WRNS training establishment near Reading, which closed last year. Dauntless Block will be home for up to 175 Wrens at a time.

Princess Anne arrived at Raleigh in a Wessex helicopter of the Queen's Flight, and was welcomed by Vice-Admiral David Brown, Flag Officer Plymouth; Capt. Brian Outhwaite, Captain of HMS Raleigh; and Commandant Patricia Swallow, Director WRNS.

She inspected a Royal Guard, the Royal Marines Band of Flag Officer Plymouth, and passing out classes of ratings and Wrens. The Princess presented medals to top trainees JMEM William Mason and Wren Gillian Andreae, and took the salute at a march past.

Princess Anne planted a tulip tree to commemorate her visit, and in the evening proposed the toast to "the Immortal Memory" at the Trafalgar Night dinner held by the combined wardrooms of HMS Raleigh and HMS Fisgard.

The 1981 Wilkinson Sword of Peace was presented to HMS Osprey on October 22 in recognition of its links with the local community, the civic authorities, and in particular for its work with the Royal National Lifeboat Institution and the Coastguard.

A buffet dance to mark the disbandment of 737 Naval Air Squadron is to be held at Weymouth on January 29. Serving and former Sonar Aircrewmembers and UC(Air) per-

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Rum do at RAF Wyton

RUM, Royal Marines music and a mess decorated as HMS Victory created a nautical atmosphere when Trafalgar Night was celebrated at RAF Wyton, Cambridgeshire. It is believed to be the first time such an event had been held at the station.

The event, in the Sergeants' Mess, was organized by CPO Ivan Asprey and the senior ratings of the joint RN and RAF 360 Squadron.

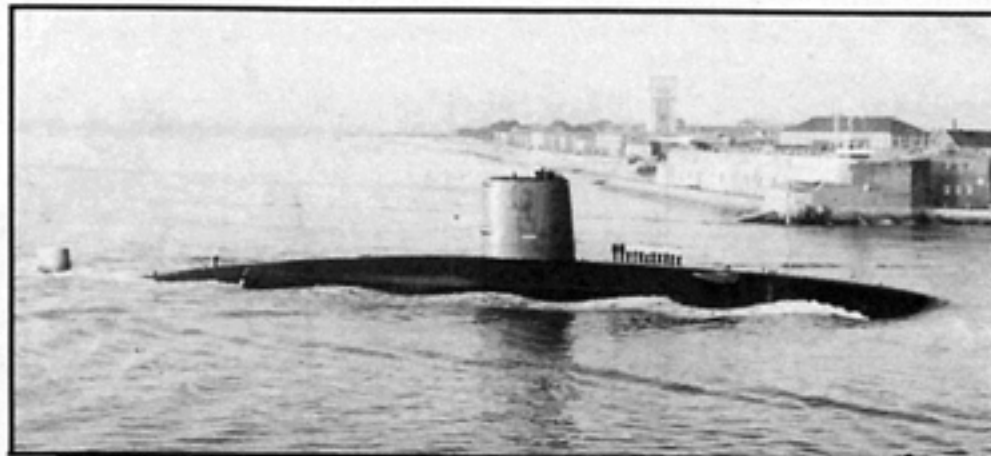
Enough rum for "one man, one tot" was donated by E. D. and F. Man Ltd., music was provided by the Royal Marines dance band of Commander-in-Chief Fleet, and a salute was fired by the Fleet Air Arm field gun crew on the arrival of the senior guests, Group Capt. Ken Lovett (station commander) and Cdr. Michael Maddox RN (officer commanding 360 Squadron) and their wives.

SCHOOL

RAF Wyton was also a port of call for Commandant Patricia Swallow, Director WRNS, when she paid a short visit to the Joint School of Photographic Interpretation to meet naval personnel on the staff and undergoing training.

Commandant Swallow was guest of honour at the Trafalgar Night mess dinner at the Joint Air Reconnaissance Intelligence Centre at nearby RAF Brampton and earlier she toured the unit and met members of the small naval element there.

Chief Officer M. H. Gosse visited RM Condor, Arbroath, to meet the detachment of six Wrens stationed there and to tour the departments in which they work.



SUB'S VISIT

HMS Conqueror enters Portsmouth Harbour for a five-day visit. The Conqueror, the nuclear hunter-killer boat which sank the cruiser General Belgrano, received a warm welcome.

Picture: PO(Phot) Len Cobbett

IN BRIEF

sonnel who wish to attend should contact CPOACMN A. H. Ward on HMS Osprey ext. 3393 or Weymouth 783947. Accommodation can be arranged.

★ ★ ★

Comman Whitehall has been awarded the CDCN Controller's Cup for 1982 in recognition of outstanding achievement during the year. Comman Whitehall, the major relay station in the Defence Communication Network, played a vital role during the Falklands war.

★ ★ ★

Last year's BFBS Sporting Personality was cricketer Ian Botham. Service personnel and their families who wish to vote for the 1982 recipient should send their entries to BFBS Sporting Personality competition, PO Box 1234, London SW1P 3HX or their nearest BFBS station before December 31, detailing unit and BFPO number.

★ ★ ★

Lord Nelson, the ninth Earl of Trafalgar and Merton, visited HMS Excellent on Trafalgar Day. A detective sergeant with Hertfordshire Constabulary, Lord Nelson was given a conducted tour of the Regulating School on Whale Island.

★ ★ ★

A Mention in Despatches has been awarded to Sergt. Tudor Lloyd Woolman, RM, for distinguished service in Northern Ireland.

★ ★ ★

The latest exhibition mounted in the RN Museum in Portsmouth Naval Base was opened by Cdr. the Prince of Wales on November 10. Centrepiece of the exhibition, "Victorian Heyday," is a replica of a Royal Yacht deckhouse. Prince Charles was accompanied by the

Princess of Wales, and the couple later attended a dinner in HMS Victory for major supporters of the Mary Rose recovery operation.

★ ★ ★

The Seagrave Trophy for 1982 is to go to Rear-Admiral Sir John Woodward and the men and women of the Falklands Task Force.

★ ★ ★

HMS Brocklesby, fifth of the Royal Navy's Hunt class mine countermeasures vessels, was handed over to the Service by Vosper Thornycroft at HMS Vernon on October 25. After six months of trials she will join the 1st MCM Squadron at Rosyth.

Demand for the newly-produced commission book of msv Stena Seaspread's tour of duty in the South Atlantic is so great that a reprint has been ordered for the New Year. Each man on board during the crisis will receive one copy during this month's distribution. Now further copies are being printed for relatives and others closely involved.

★ ★ ★

A barbecue and dance organised by the WRNS Unit of HMS Excellent raised £260 for the South Atlantic Fund.

★ ★ ★

A Friends of the National Maritime Museum organisation has been formed. Details can be obtained from the Secretary at Greenwich, London SE10 9NF.

Crown Prince Harald of Norway, an honorary colonel of the Royal Marines, visited the Corps at Eastney and Poole at the beginning of November.

★ ★ ★

Members of Newbury branch of the Association of Wrens visited HMS Bristol at Portsmouth on October 30. The branch collected cassettes for the ship and had them flown out to her in the South Atlantic.

★ ★ ★

Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff, was presented with a signal gun on a farewell visit to HMS Excellent before his retirement. Sir Terence joined the Navy at Whale Island in 1939.

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STAR BIRDS!



Bo-Bo's journey is over

BO-BO and friends squawk about old times during a short reunion in London Zoo. The king cormorant crash-landed on HMS Bristol off the Falkland Islands on August 14 and broke a wing. He is pictured with Lieut. Geoff Mackett (left) and AB Steve Beene, who cared for him until the ship returned to Portsmouth on September 17.

On October 26 Bo-Bo, now out of quarantine, was handed over to London Zoo.

Bo-Bo's life changed dramatically when he flew into a radar aerial on HMS Bristol. But his broken wing was soon patched up, and his health rapidly improved on a diet of cod and plaice fillets, rainbow trout and king prawns from the ship's galley.



Who's the real Euryalass?

NO PRIZES for guessing which of these two lovelies won the title of HMS Euryalus 82... apart from possessing a crown, sceptre, orb and sash, the lady on the right has certain other attributes which give the game away.

Miss South Tyneside, Pauline Burnip, won the title at a South Shields competition during the ship's five-day visit. Pauline's victory wrought overnight a massive improvement in the standard of Euryalus beauty queens —

as demonstrated by the fact that the other damsel in the picture is none other than last year's choice, WEM Jones.

He and 34 others paraded at Buddy's Club before a large audience and a panel of judges, including the ship's commanding officer, Cdr. Martin Rhodes.

Pauline visited the ship the next day. WEM Jones will never get a look in again, for in future the Miss Euryalus

title will automatically be held by whoever holds the title of Miss South Tyneside — yet another link with the community which granted the ship Freedom of the Borough last year.

During the visit the ship's company welcomed on board 14 members of the Euryalus Physically Handicapped and Able-bodied Club, and a team of ten marathon runners from the ship were hoping to raise £2,500 for the club after a 340-mile relay.

Hecla back to normal

IT'S business as usual for the ocean survey vessel HMS Hecla, her visits to Las Palmas in the Canary Islands, Dakar (Senegal) and Lisbon standing in stark contrast to her ambulance work in the stormy South Atlantic.

The runs ashore punctuated the ship's peacetime task of collecting bathymetric and oceanographic data in the deep regions of the North Atlantic.

Before she left, the Hecla spent a week in Bristol where

she was flagship of the Flag Officer Plymouth, Vice-Admiral Sir Simon Cassels, on his official visit to the city.

While there she welcomed on board two men who survived the sinking of a previous Hecla, a submarine depot ship which was torpedoed by a U-boat off Cape St Vincent on November 11, 1942.

Mr. Leslie Rowles of Bristol and Mr. Kenneth Hall of Street, Somerset, toured the survey ship and met her commanding officer, Capt. G. L. Hope. Mr. Hall presented the captain with photographs of the Hecla as she appeared in the war years.

Other links are being forged between the ship and the town of Salcombe. When she returns to Plymouth before Christmas, final plans will be laid for the Hecla's official adoption by the Devon community.

Fearless in Retreat

THE Royal Marines Band of the Flag Officer Third Flotilla Beat Retreat at Naples during an international sunset ceremony.

Embarked in HMS Fearless for her Mediterranean deployment, the band joined men from the assault ship to take part in the ceremony at the headquarters of the Allied Forces Southern Europe. The salute was received by the Commander-in-Chief AFSOUTH, Admiral William J. Crowe, Jr., USN.

ARK'S TYNE WELCOME



WORKERS on the new aircraft carrier Ark Royal being built on Tyneside took time off to cheer HMS Fearless when the assault ship sailed up the Tyne to Newcastle on a goodwill visit. As the Fearless attracted a lot of attention from the men of Tyneside, so did the new carrier catch the eye of the ship's company of HMS Fearless.

The Ark Royal was laid down in December 1978 and launched in June last year. Her sister ship, HMS Illustrious, which was rushed into service during the Falklands crisis, was built nearby on the Tyne.

Picture: LA(Phot) Rick Toyer.

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ARRESTING LOOK-ALIKES

BOTH sporting three stripes and a full set, the Navy and the local Constabulary get together during the HMS Avenger ship's company visit to Fowey. Jolly Jack with the local, look-alike police sergeant is LSTD Maurice Newbury.



Avenger men about town

Thanksgiving in Restormel

ON HMS Avenger's return from the Falklands, the ship's company were invited by their affiliated borough of Restormel to thanksgiving celebrations in Fowey, Cornwall.



Musical dares!

NOW for something completely different — for Mrs. Sylvia Saunders, wife of CMEM(L) Sandy Saunders, trying to raise a note at Fowey, and for CPO(OPS)(R) Topsy Turner, entering into the spirit of a Tyrolean woodchopping dance. Chief Turner was among a party of nearly 60 sailors and wives from HM ships Andromeda, Avenger and Penelope treated to a free week's holiday in the Austrian village of Fieberbrunn.



The invitation was enthusiastically accepted and a large section of the ship's company — many with their families — went to Fowey on a bright and breezy afternoon. With them was their commanding officer, Capt. A. P. Woodhead.

Led by the Royal Marines Band from BRNC Dartmouth, the parade marched through the narrow streets to the applause of onlookers, and in the town centre the guard was inspected by the Mayor of Restormel. Later there was an inter-denominational service of thanksgiving at the Parish Church.

Anxiety and pride

The Mayor said the fortunes of the ship had been anxiously and proudly followed in the borough, and expressed regret that Capt. Hugo White, who had left the ship for a new appointment soon after her return, could not be present.

In the nearby sail loft a generous reception had been organised, and many of the visitors went on to the local Royal British Legion who offered "open house" for the evening.



Members of HMS Avenger's ship's company march through Fowey during the thanksgiving celebrations

Gillian gets her big break

ROYAL MARINES of Y Company 45 Commando teamed up with 819 Naval Air Squadron from HMS Gannet to take part in the Pebble Mill Dash to Birmingham to celebrate a decade of Pebble Mill at One television programmes.

The "dash" was intended to get entrants to Pebble Mill by the most ingenious method, with all proceeds going to the Royal National Lifeboat Institution for the purchase of the Pebble Mill lifeboat.

Miss Gillian Howie, public relations officer of Arbroath RNLI, contacted RM Condor, the home of 45 Cdo, and asked if she could be escorted from a Sea King by the Marines.

DRAMATIC ENTRY

A plan was hatched with 819 Squadron, and despite Gillian breaking a leg while practising rapid-roping, the team flew to Birmingham for their dramatic entry.

Smoke grenades exploded. Y Coy, led by Second Lieut. Robert Heatley, plummeted down the rope with slung rifles — and the cameras missed the lot! However, something was salvaged by a re-run later in the afternoon.

The Sea King, piloted by Lieut. Geoff Taylor and Lieut. John Elwell, took presenter Bob Langley and a camera team up to



record the opening credits and R Coy RM, Poole made a free-fall parachute drop on to the front lawn of the studio. Gillian was interviewed by Bob Langley, and Royal Marines and airmen were given a memorable day out by the BBC.

Miss Gillian Howie of Arbroath RNLI pictured with the 819 Squadron Sea King crew and members of Y Company 45 Commando who took part with her in the Pebble Mill Dash. Gillian broke her leg practising rapid-roping techniques with the Marines. Picture: LA (Photo) Chris North.

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Wrens hit the heights

An all-WRNS expedition to Norway, believed to be the first of its kind, has returned to Faslane after spending a week scaling eight peaks over 4,000ft. The six Wrens, all from HMS Neptune, were led by Third Officer Sue Wheeler.

Lieut. Gordon Hunt has left No. 12 (Buccaneer) Squadron based at RAF Lossiemouth, and is the last member of the Royal Navy to serve at the air station. He was the squadron's naval liaison officer and now returns to HMS Nelson for a year before retiring after 38 years in the Service.

A framed picture of the Old Dock, Liverpool, was presented to HMS Liverpool by New Heys School, Allerton, when the ship visited the city.

Capt. Jeremy Black, commanding officer of HMS Invincible, was guest of honour at the regional conference dinner in London of the British Insurance Association, which has a longstanding connection with the Royal Navy. He presented the Association with a photograph of his ship.

Ten children went to sea for a day in HM submarine Otus on November 2 as their prize in a

competition conducted during HMS Dolphin's open day earlier this year.

Mr Reg Pye, national secretary of the Royal Naval Patrol Service Association, was guest of honour at the Trafalgar Night Dinner of the association's Bolton branch.

IN BRIEF

A challenge squash tournament stemming from a squash marathon organised by Waterlooville Squash Club in aid of the South Atlantic Fund, was fought out between club members and a team from HMS Intrepid, with Waterlooville winning five games to three.

When the tanker RFA Bayleaf returned to Devonport from the South Atlantic she was presented with a painting by Mrs Angela Pritchard, wife of the Director General Supplies and Transport (Navy). She launched the ship last year.

Bell rope and knot enthusiasts have formed an International Guild of Knot Tyers. First annual meeting of the group will be in the London area on April 17, and anyone interested should contact secretary Mr. Geoffrey Budworth on 01 653 8757.

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:

- Carole (22), single, brown hair, brown eyes, Newark, Notts.
- Tina (16), 5ft. 5in., brown hair, blue eyes, Queenborough, Isle of Sheppey, Kent.
- Susan (27), single, 5ft. 4in., brown hair, blue eyes, Bouremouth, Dorset.
- Allison (19), single, 5ft. 7in., brown hair, green eyes, South Harrow, Middx.
- Andrea (18), single, 5ft. 7in., hazel eyes, Stonebridge, London.
- Debra (21), single, 5ft. 3in., fair hair, blue eyes, Hackney, London.
- Lorraine (25), single, 5ft. 6in., brown hair, blue eyes, Bristol.
- Marina (17), single, 5ft. 1in., brown hair, hazel eyes, March, Cambs.
- Karen (19), single, 5ft. 6in., brown hair, blue-grey eyes, Birkenhead, Merseyside.
- Helen (25), divorced, 5ft. 4in., brown hair, blue eyes, one daughter (2), Woking.
- Mandy (26), single, 5ft. 1in., blonde hair, green eyes, Crawley, Sussex.
- Gayle (16), 5ft. 5in., brown hair, blue eyes, Stoke-on-Trent, Staffs.
- Denise (17), single, brown hair, brown eyes, Borehamwood, Herts.
- Linda (23), single, 5ft. 2in., black hair, brown eyes, London.
- Susan (20), single, 5ft. 3in., brown hair, blue eyes, Sheffield, Yorks.
- Lesley (23), single, 5ft. 8in., auburn hair, blue eyes, Bromley, Kent.
- Elaine (23), single, 5ft. 5in., brown hair, brown eyes, Rushden, Northants.
- Tracey (17), single, 5ft. 3in., brown hair, blue eyes, Chaddesden, Derby.
- Daphne (30), divorced, 5ft. 6in., brown hair, hazel eyes, one daughter (9), Backlog.
- Tina (17), single, 5ft. 4in., auburn hair, green eyes, Monmouth, Gwent.
- Julie (19), single, 5ft. 4in., auburn hair, hazel eyes, Bewdley, Worcs.
- Muriel (28), divorced, 5ft. 3in., brown hair, hazel eyes, one son (6), Lichfield, Staffs.
- Belinda (21), single, 5ft. 3in., brown hair, blue eyes, Blackpool, Lancs.
- Lynn (23), single, 5ft. 3in., auburn hair, green eyes, West Bromwich, W. Midlands.
- Yvonne (21), single, 5ft. 4in., blonde hair, blue eyes, Caerphilly, S. Wales.
- Maureen (18), single, 5ft. 3in., blonde hair, blue eyes, Birmingham.
- Claire (15), 5ft. 7in., blonde hair, blue eyes, Sheffield.
- Carolyn (19), single, 5ft. 6in., brown hair, blue eyes, Edmonton, London.
- Jane (24), single, 6ft., brown hair, hazel eyes, Kettering, Northants.
- Denise (22), single, 5ft. 7in., dark hair, brown eyes, Market Harborough, Leics.
- Elaine (20), single, 5ft., brown hair, blue eyes, Farnington, Sunderland.
- Amenda (18), single, 5ft. 2in., dark hair, hazel eyes, Dartford, Kent.
- Fiona (18), single, 5ft. 5in., blonde hair, blue eyes, Grimsby.
- Pat (27), single, 5ft. 3in., brown hair, green eyes, Newcastle-upon-Tyne.
- Helen (24), single, 5ft. 4in., auburn hair, brown eyes, Newcastle-upon-Tyne.
- Ann (21), single, 5ft. 2in., brown hair, brown eyes, Derby.
- Janice (34), divorced, 5ft. 3in., blonde hair, hazel eyes, one son (9), Dulwich, London.
- Miss J (21), single, 5ft. 11in., fair hair, blue eyes, one daughter, Twickenham, Middx.
- Susan (21), single, brown hair, hazel eyes, Carshalton, Surrey.
- Miss C (31), single, 5ft. 6in., brown hair, brown eyes, Kenley, Surrey.
- Marie (17), single, 5ft. 5in., brown hair, blue-green eyes, Selly Oak, Birmingham.
- Susan (17), single, 5ft. 3in., brown hair, brown eyes, Ovington, Kent.
- Shella (30), divorced, 5ft. 1in., brown hair, hazel eyes, three children, Henford.
- Sue (19), single, 5ft. 6in., fair hair, blue eyes, Stockport, Cheshire.
- Marie (21), single, 5ft., brown hair, brown eyes, Todmorden, Lancs.
- Diane (22), single, 5ft. 4in., brown hair, blue eyes, Rye, Sussex.

- Christina (19), single, 5ft. 4in., brown hair, blue eyes, Rochdale, Lancs.
- Sadie (29), widow, 5ft. 2in., brown hair, blue eyes, Nottingham.
- Pauline (21), single, 5ft. 2in., blonde hair, blue eyes, Ovington, Kent.
- Jocelyn (25), single, 5ft. 2in., brown hair, blue eyes, Maids Vale, London.
- Ann (38), single, brown hair, blue eyes, Birmingham.
- Paula (18), single, 5ft. 2in., brown hair, brown eyes, Manchester.
- Denise (16), 5ft. 5in., brown hair, blue eyes, Sidcup, Kent.
- Jacqueline (15), 5ft. 5in., brown hair, blue eyes, Birmingham.
- Pauline (30), divorced, 5ft. 2in., blonde hair, blue eyes, one daughter, Midhurst, Sussex.
- Diane (18), single, 5ft. 4in., brown hair, brown eyes, Horsey, London.
- Valerie (29), divorced, 5ft. 7in., brown hair, brown eyes, three children, Hebburn, Tyne & Wear.
- Sue (24), single, 5ft. 4in., dark brown hair, brown eyes, Crawley, Sussex.
- Debbie (20), single, 5ft. 1in., brown hair, green eyes, one daughter (2), Gosport, Hants.
- Elaine (20), single, 5ft. 8in., brown hair, blue eyes, Whitehaven, Cumbria.
- Valerie (20), single, 5ft. 7in., brown hair, blue eyes, Camberley, Surrey.
- Gail (25), single, 5ft. 4in., brown hair, brown eyes, Pontefract, Yorks.
- Amanda (17), single, 5ft. 1in., blonde hair, blue eyes, Wembley, Middx.
- Lyn (20), single, 5ft. 8in., brown hair, brown eyes, Bodorgan, Anglesey, N. Wales.
- Sue (16), 5ft. 4in., brown hair, blue eyes, Wimbledon, London.
- Jane (24), single, 5ft. 6in., brown hair, brown eyes, Wood Green, London.
- Margaret (45), divorced, 5ft. 9in., auburn hair, blue eyes, Erith, Kent.
- Lisa (15), 5ft. 3in., blonde hair, blue eyes, Gleadless Valley, Yorks.
- Elaine (16), 5ft. 1in., black hair, green eyes, Gateshead, Tyne & Wear.
- Karen (19), single, 5ft. 8in., blonde hair, blue-grey eyes, Romford, Essex.
- Yvette (16), 5ft. 4in., brown hair, brown eyes, Ripley, Derbyshire.
- Elaine (20), single, 5ft., brown hair, blue eyes, Grimsby, S. Humberside.
- Tracey (16), single, 5ft. 7in., fair hair, blue eyes, Lewes, Sussex.
- Heather (20), single, 5ft. 2in., brown hair, hazel eyes, Loughborough, Leics.
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- Mair (29), single, 5ft. 1in., dark hair, brown eyes, Neath, Glam.
- Miss L. (26), single, 5ft. 2in., brown hair, hazel eyes, Taddington, Middx.
- Kathleen (17), single, 5ft., blonde hair, blue eyes, Chess, Surrey.
- Pat (27), divorced, 5ft., brown hair, blue-grey eyes, two children, Heddon Bridge, W. Yorks.
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- Cheryl (25), divorced, 5ft. 6in., fair hair, blue eyes, Cwmbran, Gwent.
- Maggie (18), single, 5ft. 1in., brown hair, blue eyes, Little Marlow, Bucks.
- Kay (28), single, 5ft. 6in., blonde hair, green eyes, Banbury, Oxon.
- Mrs. M. (23), divorced, 5ft. 4in., brown hair, brown eyes, one daughter (5), Rickmansworth, Herts.
- Kim (17), single, 5ft. 6in., brown hair, brown eyes, Canvey Island, Surrey.
- Julia (34), divorced, 5ft. 3in., brown hair, green eyes, two children, Barry, Glam.
- Sharmar (19), single, 5ft. 2in., chestnut hair, blue eyes, Croydon, Surrey.
- Teresa (27), divorced, 5ft. 6in., auburn hair, brown eyes, two children, Plymouth.
- Jennifer (43), widow, 5ft. 10in., brunette, blue eyes, Shaftesbury, Dorset.
- Sharon (16), 5ft. 6in., brown hair, brown eyes, Erdington, Birmingham.
- Gill (26), divorced, 5ft. 4in., blonde hair, blue eyes, two sons, Wirral, Merseyside.
- Jerry (32), divorced, brown hair, blue eyes, Potters Bar, Herts.
- Margaret (44), divorced, red hair, two children, Doncaster, Yorks.
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- Wendy (19), single, 5ft. 6in., brown hair, blue eyes, Hayes, Middx.
- Sue (19), single, 5ft. 9in., black hair, brown eyes, Romsey, Hants.
- Sharon (17), single, 5ft. 10in., brown hair, brown eyes, Selly Oak, Birmingham.
- Jayne (19), divorced, 5ft. 6in., blonde hair, green eyes, one son (2), Plymouth, Devon.
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- Kim (23), single, brown hair, blue-green eyes, Hinwaun, Glam.
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- Lynda (26), single, 5ft. 11in., brown hair, green eyes, Boroughbridge, York.
- Janet (18), single, 5ft. 2in., brown hair, green eyes, Hull, N. Humberside.
- Gillian (20), single, 5ft. 6in., brown hair, grey-green eyes, Abingdon, Oxon.

- Avril (40), widow, 5ft. 4in., fair hair, Douglas, Isle of Man.
- Karen (20), single, 5ft. 4in., brown hair, blue eyes, Worcester.
- Kim (40), single, blonde hair, blue eyes, Wileston, Isle of Man.
- Maggie (23), single, 5ft. 6in., blonde hair, hazel eyes, Newport, Isle of Wight.
- Ann (25), single, 5ft. 6in., fair hair, grey-blue eyes, Rainham, Essex.
- Julie (22), single, blonde hair, blue eyes, London.
- Ariane (28), divorced, 5ft. 9in., blonde hair, blue eyes, Belfast.
- Mandy (19), single, 5ft. 4in., brown hair, blue eyes, Coventry.
- Sandra (18), single, 5ft. 3in., brown hair, brown eyes, London.
- Nicola (24), single, 5ft. 6in., black hair, brown eyes, Diss, Norfolk.
- Karen (18), single, 5ft. 4in., brown hair, green eyes, Hayes, Middx.
- Tracey (19), single, 5ft. 8in., fair hair, brown eyes, Yeovil, Somerset.
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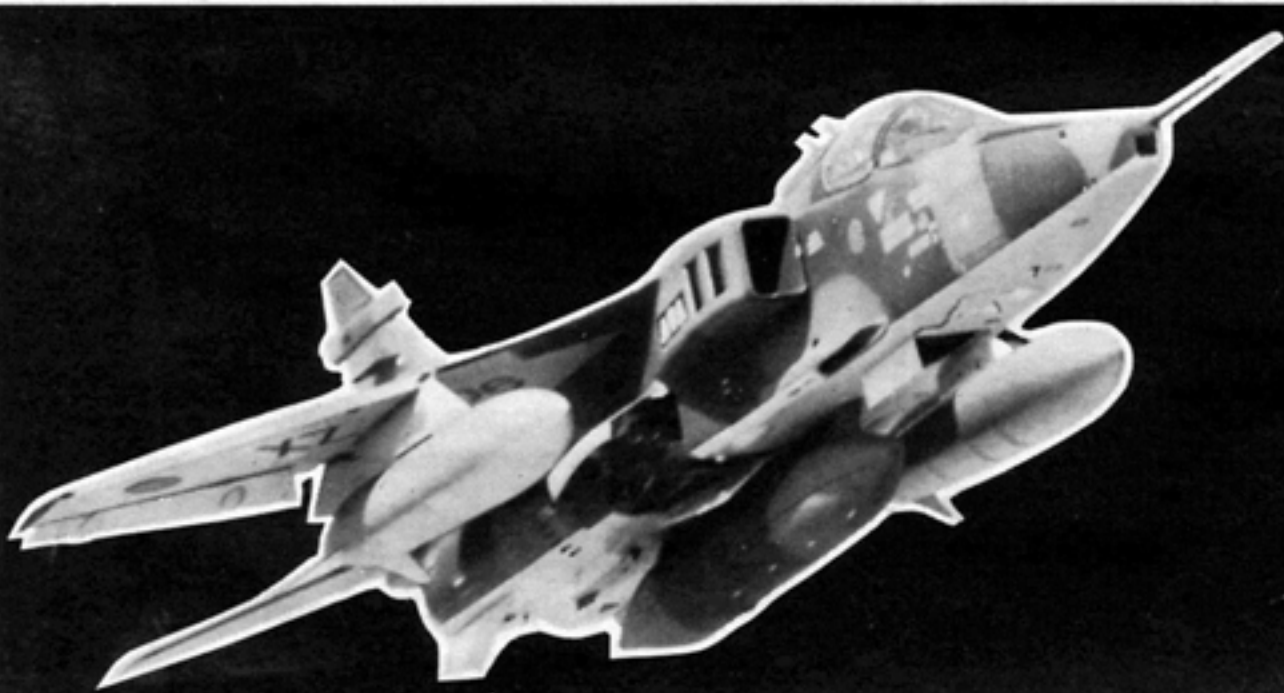
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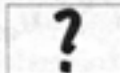
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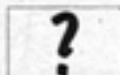
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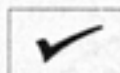


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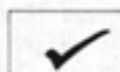
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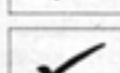
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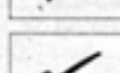
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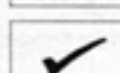
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1983

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JULY 25, 1909

In 1909, Louis Bleriot made the first powered solo flight across the English Channel. Rumours that he was secretly aiming for a rendezvous with Lockheed in Saudi Arabia have been persistently denied.

NOVEMBER 22, 1890

In 1890, guineas ceased to be legal tender. A good thing too, otherwise your tax free salary for two years in Saudi Arabia would only have been 18,000 gns, which sounds a lot less than £20,000.

...AND SOME YOU WILL

	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
Radio	17 →	→ 4		11 →	→ 27	20 →	→ 5			3 →	→ 18	
Line Comms	17 →	→ 18		11 →	→ 13		4 →	→ 5	19 →	→ 21		
Nav aids		21 →	→ 18		9 →	→ 3	25 →	→ 19		24 →	→ 18	
Ground Radar T40T2	17 →	→ 11		11 →	→ 3		4 →	→ 26		3 →	→ 25	
ATC Radar AR1		21 →	→ 18		16 →	→ 10	25 →	→ 19		24 →	→ 18	
Computers	31 →	→ 18			16 →	→ 1		22 →	→ 7		7 →	→ 23

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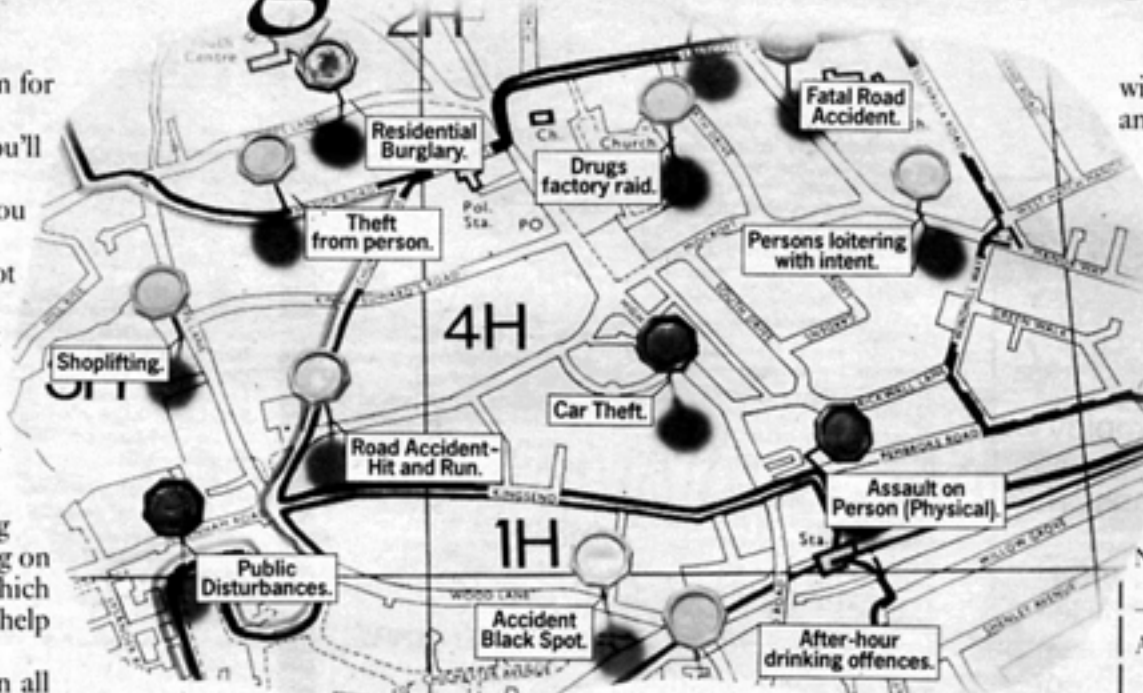
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A Gallic flavour to the month ...

THE NAVY CUP has now reached the semi-final stage. Having stuck my neck out last year and got it wrong, I will confine myself to observing that all four Area winners — Cochrane, Daedalus, Collingwood and Defiance — must be in with a chance of contesting the final at Burnaby Road on Wednesday, December 8, Cochrane and Defiance for the first time, writes Mike Vernon.

The Navy Colts team has got off to a flying start, their first defeat coming narrowly (4-7) at the hands of Cornwall Colts on November 21, after five straight wins over Gosport and Fareham, Havant, Worthing, Hampshire Schools and Cornwall Schools.

As US Portsmouth's centenary year approaches the half-way mark, their playing record has broken exactly even with seven wins, seven losses and one draw. Good wins

over Bath (18-16) with both sides depleted by county calls, and Maidstone (15-6) were counter-balanced by disappointing defeats at the hands of Lydney (6-14) and Saracens (0-15). But the highlight of the last month

Rugby

was the London Scottish match, which provided a feast of open and exciting rugby, played in an admirable spirit and providing much enjoyment to spectators.

Shortly after half time it looked as if the Scottish, taking advantage of defensive lapses, might run away with the game, but US Portsmouth then rallied strongly to force their way to within four points of their opponents' score, the Scottish eventually winning 27-23 in a nail-biting finish.

Kermit is busy brushing up his French and stepping up his intake of garlic to do battle with the French Armed Forces, visiting Portsmouth from November 23-26, with the next serial in their encounters with the (British) Combined Services taking place at Burnaby Road on Thursday, November 25. He was then shifting his wine-sodden remains to Lympstone the following week for the Royal Navy's match at Exeter on Tuesday, November 30 (ko 1930).

With the Navy Cup final intervening, the Navy Senior rugby programme for 1982 winds up with the match against Hampshire at Gosport on December 15.

All things being equal, Kermit will then be joining Yasser Maroufat abroad for Christmas and New Year, his greetings for which he offers cordially to one and all for the last time through the columns of Navy News.

Universities hit by six goal salvos

THE NAVY has hit both Oxford and Cambridge for six in its best start to a soccer season for years. As Navy News went to press the Navy had four impressive wins and two draws under its belt, writes Jack Sheppard.

The university fixtures were reinstated after more than a decade — and gave the students plenty to think about before their annual fixture at Wembley on December 8.

Cambridge were the first to suffer, going down 6-2 at Fenner's as LPT Dutchy Holland (Excellent) found his goal touch. He scored four, and with two more coming from Navy coach POPT Tommy Johnson (Nelson) and POPT Ian Rees (Raleigh), the Navy had a field day.

The last comparable scoring feat from a Navy player was the hat trick put away by RO2 (now LPT) Jimmy Stephenson against Fareham Town six years ago. Jimmy, incidentally, came on as a substitute against Cambridge University.

Stubborn opposition was expected against Oxford University at Iffley Road, but the Navy quickly turned defence into attack and sank them with a 6-1 salvo. LMEM Kevin Maddocks (Vernon) scored twice and Rees, Johnson, Williams (Hermes) and

Soccer

POPT Johnny Gwynn (Mercury) once each.

The squad that took on the universities was chosen after selector-manager Lieut. Chris Brady had called up 40 players for trials on November 1, 2 and 3 against Fareham Town, the Saints A team, and Sussex Intermediate.

The Fareham game was the Navy's first on the new Burnaby Road ground following the closure of Pitt Street. LPT Holland, playing now as a front runner rather than in his old sweeper role, scored in an entertaining 1-1 draw.

In goal for the Navy was Lieut. Tony Miklinski, who because of his attachment to the Royal

Marines in distant climes has not been available for the past two years. PO Jimmy Nesbitt (Collingwood) made his second appearance and former Navy Youth cap LPT Arthur McGeoff got an outing as substitute.

Against a mixed-strength Southampton A team, the Navy midfield trio of Johnson, Gwynn and Bugler John O'Connell laid on plenty of goal opportunities for Holland and Maddocks, who were consistently denied by Saints

Jimmy Dickinson

THE death of Jimmy Dickinson, Portsmouth and England footballer supreme, was nowhere more deeply felt than in Royal Navy soccer circles. Jimmy served in the Navy in the mid-Forties and, of course, played for the Navy's Inter-Service side. He took great pride in that and in subsequent years nurtured the relationship that developed between Pompey and the Royal Navy.

'keeper Ivan Katalinich and defender Ian Jureef.

But the Navy were not to be denied and Maddocks got the winner shortly after Holland had had a superb volley saved on the line.

The Navy should have buried Sussex in their final trial match at Lancing, but had to thank LAEM Keith Mahan (Yeovilton) for the goal that gave them a 1-1 draw. There were senior debuts for MNE Wilson (Poole), WEM Steve Johnson (Nelson) and MEM Smy, all members of last year's very good Youth side.

First test for the by now reduced squad was against Gosport Borough's Southern League team at Privett Park. Despite going in a goal down at half-time, the Navy came back strongly to win with goals from Tommy Johnson and that man Holland.

On the Combined Services front, Kevin Maddocks scored in the 2-0 victory over the Civil Service, and John O'Connell and Tony Miklinski have both been involved in the build up to the Kentish Cup tournament.

Cycling to success



POPT Ken Rutherford (pictured above), who is based at RAF Leeming, has had a great cycling season. His Inter-Service results include second places in the medium gear 25-mile time trial and the hilly 25-miler; a record time first in another 25-mile time trial, plus firsts in 50 and 10 mile trials; and third in the Navy open circuit race at Lee-on-Solent.

Portsmouth in command

IN A particularly busy month for Navy squash players, Portsmouth won the Inter-Command 'championship after a fiercely contested final against Naval Air Command, and the Royal Navy team lost their first Cumberland Cup match in more than a year.

For the third successive year the Inter-Commands were hosted by CTCRM Lympstone in their superb sports centre. Portsmouth retained the trophy after one heck of a struggle with Air in a tremendous final.

With the match poised at 2-2, Pat Beaton (Portsmouth) and Bill Johnson (Air) played their hearts out in endless rallies to reach two games each. Beaton won the decider 9-2 to secure the championships for Portsmouth.

Final placings were: 1, Portsmouth; 2, Air; 3, Fleet; 4, Royal Marines; 5, Scotland; 6, Plymouth.

FIRST DEFEAT

The Navy went down 4-1 to Bexley in the Cumberland Cup league, their first defeat in 18 months, but recovered to beat Purley 5-0 in their next match.

The individual command champions have all declared themselves. In Scotland, two Under-25 players contested a Command final for the first time in living memory when Mech Stu Walters defeated App John Parella 3-0. Walters is considered by many to be the most improved player in the Navy this season.

Lieut. Brian Gibbs maintained

Squash

his winning run over Sgt. Peter Best with a tight 3-1 victory in the Royal Marines' final, and Lieut.-Cdr. John Higham beat Sub-Lieut. Mick Carrington 3-0 in an all-Manadon final for the Plymouth title.

TOO STRONG

CPO Geoff Huggins was too strong for Lieut. Peter Des Clayes in a repeat of the 1981 Naval Air Command final. The 3-0 scoreline did not reflect the hardness of a match much enjoyed by players and spectators alike.

Portsmouth's title was won by CPO Frank Smith, who defeated Navy coach PO Alfie Halford 3-1 in the final.

The Navy Under-25 side lost 2-3 to London House, and went down by the same margin to Devon Juniors.

The Challenge Trophy — open to all players who have not represented the Royal Navy at Inter-Service level — is to be held at Portsmouth Squash Club, Alexandra Park, from December 10 to 12. Most games will be played on the club's glass-backed courts.

Badminton

Marines make history!

NAVAL badminton history was created at the Inter-Command championships when the Royal Marines won the Tournament for the first time after nine years of trying.

Five commands competed for the Watney Mann Trophy in HMS Sultan's gymnasium, with Portsmouth setting the early pace. The Royals and Air Command stayed in contention, and by the halfway stage the Marines had established a clear lead.

They held on to it, with MNE P. Gibson (Cdo Log Regt.) undefeated in the singles and CSgt. G. Weites (45 Cdo) and Cpl. G. Hamilton (RM Poole) unbeaten in the doubles.

In his first Inter-Command appearance, Lieut. R. Goodall (42 Cdo) won all except one of his singles matches.

PROMISING

Special awards for the most promising performances by uncapped players were made to MEA Marshall (Plymouth) in the singles, and doubles players CPO Beman and CPO Manley (Scotland).

Details were: 1, RM (40 wins); 2, Portsmouth (33); 3, Air (32); 4, Plymouth (18); 5, Scotland (7).

Portsmouth won the RN Women's inter-group tournament held in Sultan on November 1, easily beating Air/Scotland and RM/Plymouth/Medway. HMS Dryad beat HMS Daedalus in the final of the women's inter-establishment tournament, also staged in Sultan.

In brief

OPEN DOME

THE tennis dome, the Navy's new £110,000 indoor tennis centre at Burnaby Road, Portsmouth, officially opens for business on December 5 when the President of the RNLTA, Admiral Sir James Eberle, will take part in matches between Service and civilian players.

Bookings for the three courts can be made by ringing Portsmouth 830736.

Solent fives

THE Solent area five-a-side indoor soccer competition begins in HMS Daedalus on May 24, with the finals on July 21. Entries (£8.50 a team) close on February 28, and can be made through the PT Officer, HMS Daedalus (tel. ext. 179 or 20).

On target

THE RN Target Rifle Club beat Kent by 19 points in their last match of the season, shot at Longmoor, Hants.

Clive strikes gold



NAVY archery champion is Lieut.-Cdr. Clive Pegden (pictured above) of HMS Daedalus, who won the title at the RN Archery Society's second indoor championships at Daedalus. Runner-up was Lieut. R. Howard-Williams RM, and third was App. C. Morris (Daedalus). The RAF won the Inter-Service competition, and HMS Osprey won the Navy club event.

Favourites bow out to the Royals

AFTER Plymouth's surprise victories in the Under-21 Inter-Command indoor and outdoor hockey tournaments, there were further shocks in store when the senior competitions got underway, writes Tony Lages.

Portsmouth, fancied by most people to walk away with the outdoor trophy, were beaten into second place by a very well-drilled Royal Marines team.

On the first day Portsmouth, with wins over Medway (3-0), Scotland (4-1) and Plymouth (3-0), looked set for the title. The Royal Marines, having beaten Plymouth (1-0) and Medway (2-1), and drawn 1-1 with Naval Air, were the only other unbeaten side.

The final result depended on their meeting, and with Portsmouth squandering many short corners it was left to Lieut. Robin Martin to convert a late corner to give the Royals a 1-0 victory.

Air finished third, followed by Plymouth, Scotland and Medway.

BIGGER SHOCK

There was an even bigger shock for Portsmouth in the indoor tournament. Despite fielding the majority of the Navy side they were beaten 3-1 by Plymouth in the opening game of the tournament and had an uphill struggle from then on.

With three points for a win and one for every ten goals scored they could not catch Plymouth, despite five "bonus" points from beating Medway 17-1, Royal Marines 12-3, Naval Air 12-3 and Scotland 8-2.

Plymouth were the surprise team of the tournament. Although they were without two of their star players, they remained unbeaten and conceded just nine goals in three hours of indoor hockey.

INTER-SERVICES

Well led by POPT Steve Richardson (Drake), they go on to represent the Royal Navy — along with Portsmouth and Naval Air — at the Inter-services tournament at RAF Newton on December 14-16.

Fixtures

DECEMBER

- 3 — Boxing: RN v Warwickshire (Coventry).
- 4 — Hockey: RNWHA v Sussex (Sussex); Rugby: RN U21 v East Kent (Kent); Netball: RNWHA v Rushmore (HMS Nelson); Football: RN v Portsmouth FC (Portsmouth).
- 5 — Netball: RNWHA v British Airways (Crawley); Cycling: Severn Road Club (Bristol); Rugby: RN U21 v Kent (Chatham); Football: RN Youth v Fareham Town (Fareham); Hockey: RN U21 v Sussex U21 (Portsmouth).
- 8 — Football: RN v British Fire Service (London).
- 11 — Badminton: RNWBA v Isle of Wight (Portsmouth); RN v Sussex (HMS Sultan); Basketball: Founders Cup game (HMS Collingwood); Lawn Tennis: RN v Winchester (USSC Portsmouth).
- 11-12 — Kayak: River Tees (York).
- 12 — Lawn Tennis: RN v McKintosh (USSC Portsmouth).
- 13 — Boxing: CSBA v West German Armed Forces (London).
- 14 — Indoor Hockey: RNWHA v Winchester (Eastleigh).
- 15 — Rugby: RN v Hampshire (Gosport, 1430).
- 16 — Football: RN v Portsmouth FC (Portsmouth).
- 18-19 — Kayak: River Nith (Dumfries).
- 19 — Cycling: South of England championships (Crystal Palace).

JANUARY (first week)

- 7 — Squash: RN v Civil Service (London).

Hockey

Final table was 1, Plymouth (18 points); 2, Portsmouth (17); 3, Air (11); 4, Scotland (8); 5, RM (4); 6, Medway (1). Selected for the Navy squad from which the Inter-Services team will be chosen were — Lages (Fisgard), Leddicott, Beattie (Kent), Evans (Excellent), Gregory (Dryad), Mather (Cardiff), Lambkin (Glamorgan), Richardson (Drake), Boyle (Osprey), Henry (Sultan), Middlemas (Cochrane) and Bisson (Manadon).

US Portsmouth beat Petersfield 4-0 and are lying fifth in Division I of the Hampshire League. The four top clubs will be promoted next season into the regional league.

MAXI CHAMPS

Last season's Maxi-Ships cup final was eventually played last month, with HMS Bristol defeating HMS Hermes 2-0. The competition was rudely interrupted by events in the South Atlantic.

The Navy Cup is now well under way. Highlight of the first round was RNEC Manadon's 9-0 victory over Culdrose.

Wrens reach final

A WRNS hockey team did extremely well to reach the final of the John F. Kennedy tournament in Washington, losing only after extra time and penalties.

The Wrens, fielding only four current first choice players, were runners-up in their pool and beat defending champions University of Toronto in the quarter-finals. They then beat the favourites, the all-American Southeast team, to reach the finals against Red Rose of Pennsylvania, to whom they had lost in the preliminaries.

Despite scoring first, the Wrens could not keep their lead and were beaten narrowly when the championship was decided on penalties.



MEM New Rawlins (left) and LS(D) Brian Schumacher enjoy a friendly punch up with the Lord Mayor of Newcastle, Cllr. Tom Yellowley, at a reception for the Navy boxing team before they took on the North East ABA at a dinner show to raise money for the South Atlantic Fund.

Picture: John Lewis, Whitley Bay.

Marathon men keep the title

ROYAL NAVY marathon runners retained the Service team title in the massive US Marine Corps marathon staged in Washington last month.

More than 11,000 runners took part in what has become the second biggest event of its kind in the United States.

Best placed Navy athlete was FCPO Keith Cawley (Raleigh), who finished 19th in a time of 2hrs. 27min. 38sec. He won a prize for finishing second in the 35 to 40 age category.

The two other Navy men to count were PO Paul Critchlow (Osprey), who was 39th in 2hrs. 30min. 28sec., and CPO Eddie French (Osprey, 46th, 2:30.54).

Although the Navy won the overall Service title, they lost their private match against the US Marine Corps by four minutes. The Marines entered unit teams in the marathon proper, but took the best three scores from their 1,500 runners to match against the Navy.

Others of the nine-man RN team to finish were: CSgt. Dave Balderson (RM Poole, 2:32.09); LS Paul Davenport (Pembroke, 2:33.13); MNE Vic Johnstone (45 Cdo, 2:37.56); Cdr. Gordon Wilson (Mercury, 2:44.12) — and in the top ten veterans to finish: PO Malcolm Harrison (Flag Officer Portsmouth, 2:45.13); PO Billy Vinton (Daedalus, 2:50.16).

Running

A week before the Washington marathon the Navy finished second to the RAF in the annual cross-country match at Oxford. Four teams compete, and this was the Navy's best result in the fixture, just 15 points down on the airmen.

The Navy challenge was led by Lieut.-Cdr. Rees Ward, Sgt Chris Hazelwood, MNE Bernee Shosbree and Keith Cawley. LPT Ron Stewart of HMS Mercury also ran well.

INDOOR MATCH

On December 4 the Navy is hosting its first indoor match against the Army at RM Eastney. The fixture is in the form of a friendly competition to assess the potential of the indoor centre for such events.

Diary date for Combined Service athletes — Combined Services take on the US Air Force and French Armed Forces in a new outdoor fixture planned for RAF Cosford on July 16.

Plymouth Command's captain, POPT Steve Richardson, receives the Shotley Cup from Capt. D. Brooks, chairman of the RNHA, after Plymouth had won the Inter-Command indoor hockey tournament.



Volleyball

NAVAL Air Command threw away a 2-0 lead to lose 2-3 to Priory in their worst league performance of the season. But they made up for it with a sparkling performance against Poole Thumpers with a determined 3-0 victory.

SPORT

Boxers in knockout opening

NAVY boxers made a formidable start to their representative season, inflicting heavy defeats on powerful senior opposition in the North East, the North West and Western Counties, and at Under-19 level in East Anglia.

In addition, LS(D) Brian Schumacher contributed a vital win to England's rare and spirited victory over the USA at Hull. MNE Keith Ferdinand earned his first senior international vest on the same bill but lost the super heavyweight contest on a split points decision.

MNE Colin Day (40 Cdo) returned to his home town for the Navy's first ever visit to Liverpool to take on the North-West division. And he made it count with a good win on his first senior appearance for the Service.

SA Andy Chambers (Vernon) continued where he had left off in Portugal with a one round victory as the Navy took the match 7-3.

NEWCASTLE

Two days later the Navy took on the North-East division in their annual fixture, which was this year staged at the plush Gosforth Park Hotel near Newcastle in aid of the South Atlantic Fund.

Another reasonable team performance gave them a 6-2 winning margin, with WEM Jim Mandley (Andromeda) lifting himself from defeat at Liverpool to stop local favourite Isaac Decker in the third.

AB Stuart Gill (Nelson) had to pull out all the stops — and his best footwork — to outbox a strong, rugged opponent.

HARD BAPTISM

The Navy's annual fixture against Western Counties (Northern Division) at Bath was cancelled, then reinstated at short notice. With many of the "first team" unavailable, there was a hard baptism for several lads from Plymouth who had just boxed in the Navy novice championships, and for some from 40 Commando. It was also a tough debut for CPO Alan Dolman in the role of Navy coach.

Best performance of the night came from the experienced AB Paul Evans (Hermes), who out-pointed NABC champion John Knight over three well contested rounds. MNE Colin Day again showed his potential by stopping former ABA schools champion Steve Watts in the first round, and the Navy won by an unexpected 8-2 margin.

Marines Brooks, Adler, Mitchell and Thackeray all did extremely well considering their limited experience and the fact that they had spent the previous weekend in the field. All were a credit to 40 Cdo, and it is to be hoped that they will return to the ring at the end of their tour of duty in Northern Ireland.

EAST ANGLIA

AB Stuart Gill continued his build up to the Combined Services with a good win against an Eastern Counties champion in the Under-19 match against Dereham Select. There was also a fine performance from MNE Andy Gatrack (42 Cdo) who out-fought and out-gunned tough Andy Kerrison. The Navy won 7-2.

On the international scene, MEM Brian Kearney (Broadsword) is now a regular member of the Young England in training at Crystal Palace, and Colin Day and Jim Mandley have also been called up for squad training.

Boxing



LSA Roy Greenacre (pictured above), who has dominated the Royal Navy heavyweight boxing scene for the last decade, has announced his retirement. An ever-present member of the formidable Navy team of recent years, Greenacre won the Royal Navy heavyweight title five times and the Combined Services title twice.

PHIL TAKES OVER

● Former Corps coach LMA Phil King has moved up to take over responsibility of the Navy Under-19 squad from CPO Alan Dolman. Dolman is spending more time helping senior coach CPO Tony Odey who is now in his last season before leaving the Navy.

RN 6, North East 2

AB S. Gill (Nelson) bt R. Brennan, pts; WEM J. Mandley (Andromeda) bt I. Decker, tbc 2; MEM N. Rawlins (Euryalus) lost to M. Burgo, pts; AB P. Evans (Hermes) bt P. King, pts; MEM B. Kearney (Broadsword) bt C. Shaw, pts; SA A. Chambers (Vernon) bt B. Jackson, pts; MNE D. Robb (42 Cdo) bt K. Nightingale, pts; NA R. Graves (Intrepid) lost to M. Havelock, pts.

RN 7, North West 3

MNE C. Day (40 Cdo) bt D. McKenna, pts; AB P. Evans bt A. Moore, pts; AB S. Gill bt K. Thomas, pts; MNE M. Slater (40 Cdo) bt T. Hetherington, pts; MNE D. Robb lost to W. Nolan, pts; WEM J. Mandley lost to J. Williams, pts; MEM B. Kearney lost to F. Joyce, pts; SA A. Chambers bt D. Rippon, pts; MEM N. Rawlins bt D. Pate, tbc 2; MNE K. Ferdinand bt T. Deasey, pts.

RN 8, Western Counties (Northern Division) 2

MNE K. Owens (40 Cdo) bt P. Burton, pts; MNE C. Brook (40 Cdo) bt N. Sullivan, pts; MNE C. Myatt (40 Cdo) bt P. Marrow, pts; MNE N. Adler (40 Cdo) bt S. Woodman, pts; AB P. Evans bt J. Knight, pts; MNE A. Mitchell (40 Cdo) bt S. Stock, pts; MNE M. Thackeray (40 Cdo) lost to E. Thomas, pts; MEM N. Rawlins lost to E. McClean, pts; MEM B. Kearney bt T. Cass, pts; MNE C. Day bt S. Watts, tsc 1.

RN U-19, East Anglia 2

JS J. Reedy (Vernon) lost, tsc 2; MNE L. Jones (42 Cdo) won, pts; MNE A. Gatrack (42 Cdo) won, pts; AB S. Gill won, pts; MNE H. Jones (45 Cdo) won, pts; MNE J. Lee (3 Cdo tbc) lost, pts; MNE A. Blair (45 Cdo) won, pts.

Naval Air Command championships

Fly — AA Wray (Daedalus) bt AEM Jackson (Heron) pts; bantam — AEM Elliott (Osprey) bt AEM O'Malley (Daedalus), pts; feather — LAEM Mitchell (Seahawk), walk-over; light — NAM Bisson (Daedalus) bt NAM Conlon (Heron), tbc; light-middle — WTR Tovey (Heron) bt AEM Jones (Heron), pts; welter — PO Mallaby (Seahawk) bt AEM Hill (Seahawk), tsc; light-heavy — AEM Heath (Daedalus) bt NAM Tait (Heron), pts; middle — MEM Dawson (Osprey) bt NE Deneefe (Seahawk), pts; light-heavy — LPT Mew (Daedalus) bt AEM MacDonald (Daedalus), pts; heavy — LPT Tomlin (Daedalus) bt AEM Phippot (Heron), pts. Team competition — 1, Daedalus (19); 2, Heron (15); 3, Seahawk (14); 4, Osprey (9).

Thousands away for Christmas

MORE than a dozen warships and their support vessels — and thousands of men — will be spending Christmas Day in far distant waters, many of them in the South Atlantic.

Flagship of the Royal Navy task group on patrol round the Falklands at Christmas will be HMS Antrim. With her will be HM ships Liverpool, Brazen, Ariadne, Minerva and Charybdis, and the RFAs Tidespring and Fort Grange. HMS Hecate is also in southern waters, taking the role normally given to HMS Endurance.

HMS Glamorgan will spend Christmas Day in Mombasa in company with HMNZS Canterbury and RFA Plumleaf; HMS Gurkha will be Gibraltar guardship; and HMS Tartar and RFA Blue Rover will enjoy American Christmases — the frigate at St Petersburg, Florida, the Rover at Fort Lauderdale.

NEW ORLEANS

Survey ships HMS Fox and HMS Fawn will also be on the other side of the Atlantic, at New Orleans.

The nuclear submarine HMS Courageous returns from operations on Boxing Day, and HM ships Shetland, Anglesey, Soberton, Walkerton and Kingfisher will all be on patrol in home waters.

Hooked on an idea

WORK on Sky Hook, an idea under study by British Aerospace for launching and recovering Harrier aircraft by a ship-mounted crane device, is being followed with interest by the Ministry of Defence.



REMEMBERED

Newcastle pays tribute

THOSE who died in the South Atlantic were uppermost in the mind when, on a glorious sunny forenoon, Remembrance Sunday was marked at San Carlos Water.

The ships' companies of HMS Newcastle and mv British Avon gathered on the Newcastle's flight deck for the poignant service of remembrance.

On a hilltop overlooking the two ships stood the newly-built cairn and cross, memorial to HM ships Ardent and Antelope. Not far distant lie the Newcastle's sister ships of the Third Destroyer Squadron — HMS Coventry and, further to seaward, HMS Sheffield.

The remembrance service was led by Capt. A. D. Hutton (Capt D, Third Destroyer Squadron) and Capt. G. Roberts, master of the British Avon.

SERVICE

The uniformed naval party at this year's Remembrance service at St John's Church, Knaresborough, Yorkshire, comprised four members — all from one family.

They were CRS A. W. Chaplin, RNR Leeds (father); RO1 McVicker, HMS Mercury (son-in-law); WRO1 McVicker, RNR Leeds (daughter); and AB Chaplin (son), a Sea Cadet from TS Cleopatra.

Among members of the Royal Family paying tribute during the Remembrance Day service at the Cenotaph in Whitehall on November 14 was Sub-Lieut. Prince Andrew, who laid a wreath in honour of the Falklands dead.

Manchester to be a TV star

THE NEW "stretched" Type 42 destroyer HMS Manchester was handed over to the Royal Navy at a ceremony at Portsmouth on November 19, and is to be commissioned on December 16.

For an item on the new ship, BBC TV are making a recording in Manchester on December 9 and are hoping to contact survivors from the cruiser Manchester which was torpedoed in the Mediterranean in 1942, or anyone who had served in her previously.

They should contact Martin Henfield at BBC TV, Broadcasting House, Oxford Road, Manchester (tel: 061-236-8446).



THE Fleet's appreciation of the way the Claims Commission handled claims for loss of personal possessions in the South Atlantic was expressed when six representatives were entertained to lunch on board HMS Glamorgan at Portsmouth.

Some of them are pictured in 3N Supply and Secretariat Mess, whose members lost kit and personal possessions when the mess was flooded to 2ft, after the Glamorgan was hit by land-based Exocet.

Pictured from the left are Mr. David Copping, Mr. Martin Bronberg, Mrs. Christine King and Mr. Bill Makinson. Together with LCK Trevor Rendle, LCK Lionel Pope (a survivor of HMS Coventry), LCK Tony Koga and LSA Yorkie York. The commanding officer, Capt. C. P. O. Burns, pre-

Thanks for your help!

sented the leader of the party, Mr. Peter Upjohn, with a picture of the ship, while Mr. Makinson received a ship's shield for his personal contribution. Sixth visitor was Mr. Geoffrey Blackman. The party also visited HMS Victory.

Picture: PO (Phot. Radar Thompson)

MILLION

From Page 1

impressed with the Navy's method of employing two officers to investigate each claim. In turn, there is now considerable appreciation for the hard work and generosity of the Commission in the way they have dealt with claims.

Few claims are now outstanding, and these should be submitted by December 31.

Summary of loss awards to men serving in ships sunk or damaged, or who lost possessions:

HMS Antelope: 200 claims, £191,833 awarded (\$44 average per man); HMS Antrim: 17, £206 (£22); HMS Ardent: 188, £107,891 (£573); HMS Argonaut: 88, £33,217 (£377); HMS Coventry: 250, £290,975 (£1,163); HMS Endurance: 13, £2,833 (£217); HMS Glamorgan: 45, £5,149 (£114); HMS Plymouth: 32, £13,643 (£426); HMS Sheffield: 308, £406,792 (£1,327); Atlantic Conveyor: 116, £58,041 (£500); RFA Sir Galahad: 10, £5,742 (£574); RFA Sir Lancelot: 10, £585 (£58.5); RFA Sir Tristram: eight, £3,922 (£490); Miscellaneous: six, £1,526 (£254).

Ten more claims were awarded from Ardent and two from Coventry.

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