

Navy News

OCTOBER 1982 10p

Poles gatecrash NATO wedding

FALKLANDS veteran HMS Fearless played a key role in Northern Wedding, last month's ten-nation NATO exercise in sea control in the Eastern Atlantic and Baltic, landing a force of Dutch marines in Jutland.

For the first time, ships of the East German and Polish Navies in

the Baltic joined the Soviets in keeping a close watch on events.

Royal Navy representatives among the 163 ships taking part in the exercise also included HM ships Dido, Leander, Euryalus, Abdiel, and 15 MCM vessels as well as HMS Arethusa, serving with the Standing Naval Force Atlantic, and several submarines.

FANTASTIC!

HMS Invincible, escorted by RMAA tugs, leaves her Spithead anchorage to begin her triumphal entry into Portsmouth. By the time she and HMS Bristol arrived in harbour the accompanying flotilla had grown to hundreds.

That's what it means to Invincible

IT WOULD have been as ecstatic and memorable as all the other homecomings from the Falklands — but this one topped the lot.

This was, after all, HMS Invincible, returning after a record 166 days at sea to a welcome from a thousand families, including the highest in the land.

No sailor prince in a long line can have experienced anything to compare with the sheer magnitude and emotion which greeted Sub-Lieut. Prince Andrew and his shipmates as the proud carrier made her spectacular entrance to Portsmouth Harbour on September 17, followed by HMS Bristol and RFA Olna.

As the Invincible headed through the misty heat towards the narrows surrounded by a multitude of small craft like cygnets around the swan, one rating confessed to a chill of pride.

A senior officer described the scene as "absolutely unbelievable — like watching a movie," and the commanding officer, Capt. Jeremy Black, summed it all up in a word — "Fantastic!"

The Prince himself expressed the feelings of all on board as, stepping ashore among the cheering and singing families on the West Wall Jetty, he leapt into the air waving his hat in a jubilant

"home at last" flourish. Earlier, he had enjoyed a private reunion with his own family. Embarking by barge at Spithead, the Queen, Duke of Edinburgh and Princess Anne, had first been met by the First Sea Lord, Admiral Sir Henry Leach.

Lynx

As the Invincible weighed anchor and started her last, short lap home, the escort of boats multiplied to hundreds, including a cross-Channel ferry bearing 800 naval veterans of the Trafalgar Association and a yacht baring the customary topless girl.

In the air, a Lynx with a red "N," which identified it as having operated from Invincible during hostilities, did several low swoops and a Swordfish from the Royal Navy's Historic Flight flew a large White Ensign.

The Lynx, representing the Trials Flight of 815 Squadron, had left 167 days before, transferring in May from RFA Fort Austin to



the Invincible. It was piloted by the flight commander, Lieut. Martin Butcher.

Below, there was red, white and blue as far as the eye could see — on land, too, as tens of thousands of banner-waving well-wishers covered every roof, wall, blade of grass and pebble each

side of the harbour entrance.

Inside the dockyard gates, a further 15,000 relatives and friends waited to greet the three ships, augmented by a Royal Marines band, dockyard employees, balloons, flags, and red-white-and-blue smoke. Television cameras relayed the scenes live to millions more.

There were red roses for each sailor from a London florist and first to receive the floral greeting were the Royal Family, who stepped ashore to be met by the Flag Officer Portsmouth (Rear-Admiral Anthony Tippet) before going walkabout among the waiting throng.

Then the remainder of the Invincible's 934 ship's company and squadrons cascaded ashore into the arms of loved ones.

For the record-breaking sailors, well-earned leave lay ahead; for the Invincible, now to stay with the Royal Navy instead of being sold to Australia, a short refit would be followed by her return to more routine duties. That is, if anything can be called routine in the life of a star . . .

● More pictures and stories in centre pages.

Many awards for Falklands gallantry

AN IMPRESSIVE number of awards for service in the Falklands conflict will be announced on October 11, the day before the Victory Parade of forces through the City of London.

The awards will be contained in two lists — those for gallantry, ranging from Mention in Despatches to VC, and those for meritorious service in supporting operations, ranging from BEM to KB.

Meanwhile, the first batch of Falklands Campaign Medals are being minted in time to be worn

by members of the 1,000-strong London parade.

The circular Campaign Medal will show the Falkland Islands coat of arms, with the Queen's head on the obverse.

The Lord Mayor of London, Sir Christopher Leaver, will take the salute at a marchpast which will include 570 members of the Royal Navy, Royal Marines and Royal Fleet Auxiliary. The Prime Minister and Cabinet members will be present.

A Falklands parade including sailors of HMS Invincible will take place in Portsmouth on Trafalgar Day, October 21.



WHEN THE QUEEN stepped ashore from the Invincible she was presented with a basket of roses by Mr David Connelly, a Battersea florist who has given away more than 8,000 roses to personnel returning from the Falklands. Helping him was young Amanda Blyth. Also in the picture are the Duke of Edinburgh, Prince Andrew and Rear-Admiral Anthony Tippet, Flag Officer Portsmouth.

'Force after the Force' coming home . . .

CRUEL SEAS OPEN CRACKS IN APOLLO

FIRST of the warships to leave for the Falkland Islands since the Argentine surrender will return to their home ports in mid-October.

The five vessels — HM ships *Southampton*, *Birmingham*, *Diomedé*, *Danae* and *Apollo* — have faced some of the worst sea conditions that the South Atlantic can mete out.

Months of riding the cruel sea — with waves of up to 60 ft. high — have led to cracks appearing in the *Apollo's* structure, the worst split allowing water into the Naafi, "completely re-flavouring the Mars bars," the ship reports.

The sonar control room was also affected, leading to light-hearted rumours that an indoor swimming pool was to be opened there.

Between long periods of being battered on sea patrol, ships of the group — accompanied by RFA *Olwen* — have been helping Islanders in the more remote settlements to return to their normal way of life by providing mail, stores and medical help.

"The Islanders are generally in good spirits and have always given landing parties a friendly welcome," says the report from *Apollo*.

LITTLE EVIDENCE

Members of "The Force After the Force" have found little evidence of reports that Islanders now want to leave the Falklands and of antipathy towards the British forces.

At the time of going to press the ships of the group were preparing for the long journey home — just in time to face their third winter in a year. They are due to reach Ascension Island on October 6 when advanced parties — about a third of each ship's company — will be flown home.

The *Birmingham*, *Southampton* and *Diomedé* are due to return to Portsmouth on October 17, the *Danae* and *Apollo* returning to Devonport on the same day. RFA *Olwen* returns to the UK eight days later.



A wall-of-granite wave bears down on HMS *Apollo*. This picture, taken from the frigate's bridge, is a graphic illustration of the typical conditions being encountered by ships in the South Atlantic. It was the constant pounding by waves such as this that caused cracks in the *Apollo's* structure.

Left — Our front page headline last month.

Team that sank the Belgrano



THIS is the first picture of the Conquering crew who sank the Argentine cruiser *General Belgrano*, visited in their torpedo compartment by the Flag Officer Submarines, Vice-Admiral Peter Herbert (left background) and the Captain Third Submarine Squadron, Capt. Colin Buchanan (right background).

It was this action tubes crew of HMS *Conqueror* who were in the torpedo compartment when the nuclear fleet submarine destroyed the *Belgrano* on May 2. The rear door of the tube behind Admiral Herbert shows the silhouette of the cruiser and inscription "C4 RIP."

The sinking of the Argentine ship has been described by the Commander-in-Chief Fleet as "a perfect example of the right use of force." Admiral Sir John Fieldhouse said that after the strike the Argentine navy did not venture out of port, and saw the *Belgrano* action as decisive in terms of the whole operation.

Cherry B's big punch

MEN of HMS *Ambuscade* and their families were at the Staddiscombe Sports and Social Club when £200 was presented to the ship's commanding officer, Cdr. Peter Mosse, on September 10.

The money had been raised by *Ambuscade*, which returned from the Falklands on July 24, was

chosen to accept it on behalf of the South Atlantic Fund. The ship herself raised money for the fund during an extraordinary 'action' on the equator.

Arriving in the Total Exclusion Zone on the day of the San Carlos landings, the frigate carried out many tasks in Bomb Alley — including the escort of supply ships and the bombardment of installations. She was also involved in two Exocet attacks on the Task Force.

SCOTS GUARDS

In early July she transported a detachment of Scots Guards to South Georgia to relieve M Coy 42 Cdo before heading for home. Beyond Ascension Island, the ship's company conducted a snowball fight on the equator — with snow that had travelled in the ship's freezers all the way from Port Stanley.

AUCTION

The fight was preceded by an auction of snowballs, which raised £600 for the South Atlantic Fund. The *Ambuscade's* Falklands mileage, added to that of her Gulf Patrol duty earlier, brought her total mileage for the last nine months to 55,437.

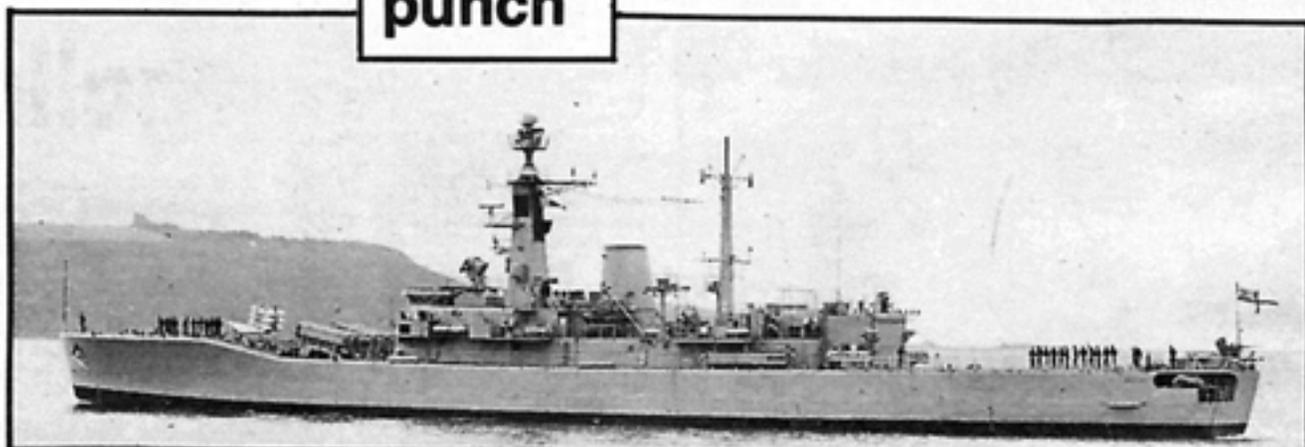
RN silver on tour with PM

FIVE pieces of silver from the RN Trophy Centre in HMS *Nelson* accompanied the Prime Minister on her tour of the Far East. They were used as table decorations during banquets given by Mrs. Thatcher.

Valued at £10,000, the pieces included a silver statuette of the Duke of Wellington on horseback. It belonged to the battleship HMS *Iron Duke*.

The five pieces were chosen personally by Mrs. Thatcher from 14 taken to 10 Downing Street by a team from *Nelson*.

A sale of ex-RN trophies is to be held on November 10 at the auction rooms of D. H. Nesbit and Co. (7 Clarendon Road, Southsea, Hants PO5 2ED, telephone 0705 20785). Catalogues will be available from November 5. All the trophies are either no longer required by ship or establishment, or are badly damaged.



Picture: Michael Lennon.

HMS *CHARYBDIS*, latest of the broad-beamed Leander-class frigates to undergo major conversion, is due to re-enter operational service this autumn with a much-enhanced weapons fit.

The *Charybdis* (pictured above) has had her 4.5-in. twin gun turret replaced with an Exocet missile battery. In addition she carries the battle-proven

Seawolf surface-to-air missiles, new close-range air defence guns, a new ship torpedo weapons system, updated command and control systems and a Lynx helicopter.

At the time of going to press she was undergoing the final stages of work-up at Portland under her commanding officer, Cdr. Nellis Westberg.

Following her three-year refit the "Cherry B" was recommissioned at Devonport on August 6. Guest of honour was Flag Officer Second Flotilla, Rear-Admiral Robert Gerken, and the cake was cut by the commanding officer's wife, Mrs. Jane Westberg and the youngest member of the ship's company, SEA(EW) David Galloway.

Royal premiere — in S. Atlantic

ONE of the Royal Naval Film Corporation's biggest scoops — "Who Dares Wins" — is now on show in Falklands Task Force ships after a simultaneous Royal premiere in London and the South Atlantic.

On the same day that the film about the SAS was being shown in the presence of Princess Alexandra at the Odeon, Leicester Square, the first 16mm copy was being run on board HMS Invincible, with Sub-Lieut. Prince Andrew in the audience.

Five days before, on August 21, the copy had been airlifted to the Variety Club race meeting at Sandown where the star of the film, Lewis Collins, handed it over to Fleet photographer PO Len

Cobbett, a survivor of the Atlantic Conveyor.

The next day the film was flown to Ascension Island and subsequently air-dropped to the Invincible off the Falklands. It has been well-received by the Fleet and additional copies are available from the film libraries at Portsmouth, Rosyth, Devonport and Faslane.

Nostalgia

Early supply to the Royal Navy was made possible by producer Euan Lloyd, and, in a message of thanks to him the Second Sea Lord and Admiralty Board member of the RNFC, Admiral Sir Desmond Cassidy, said the film brought particular pleasure "and not a little

nostalgia" to those still serving in the South Atlantic.

The full list of films on release to the Fleet this month is:

Some Kind of Hero (AA) — Richard Pryor, Margot Kidder. A Vietnam prisoner-of-war returns to the US to find

FIIMS FOR THE FLEET

his land is anything but fit for heroes. His life in shreds, he finally turns to crime amid the vagaries of a plot which swings from comic to tragic. UIP. No. 886.

Shoot the Moon (AA) — Albert

Finney, Diane Keaton. Yet another film about marriage break-up. This one, fresh from the Cannes festival, is the work of director Alan Parker, who won acclaim for "Bugsy Malone" and "Midnight Express." UIP. No. 888.

Secrets

Who Dares Wins (AA) — Lewis Collins, Judy Davis, Richard Widmark. The publicity for this tough fast-moving film boasts: "The closest you'll ever get to knowing the secrets of the legendary SAS". Many a man in the South Atlantic got even closer. Rank No. 889.

Buddy Buddy (AA) — Walter Matthau, Jack Lemmon. The priceless duo return to the screen in a production which lives up to expectations. Matthau,

as a sardonic hit-man, finds that his grisly business takes a turn for the worse when he encounters an accident-prone, suicidal neurotic (Lemmon). UIP. No. 890.

Rocky III (A) — Sylvester Stallone, Talia Shire. This sequel to a sequel, again features Stallone as actor, writer and director. Why change the title when you can box clever to persuade people that the third round is just as good as the first? But the big question is — will the punch-drunk formula stretch to a "Rocky IV"? UIP. No. 891.

Death Valley (X) — Paul Le Mat, Catherine Hicks. An idyllic holiday in Arizona becomes a bloodbath when a family falls victim to a mad killer. It makes a wet fortnight in Southend seem almost bearable. UIP. No. 892.

Showboat weathers the storm

OPERATION SHOWBOAT, one of the most daring feats in the South Atlantic since the end of the campaign, has been brought to a successful conclusion — in the teeth of some of the worst weather that those waters can produce.

"Showboat" was the codeword for a swashbuckling plan to ship a team of six entertainers to the Task Force area where they would supply songs, laughs and glamour to break the tedium of months at sea.

In winds of up to Force 10, comedians Bobbie Knutt and Roger and Celia el Idiot, joined the dance trio Dream in three-hour concerts on board HM ships Invincible, Bristol, Southampton, and Birmingham.

The scantily-clad dancers, led by Carol St James, provided a female-form recognition test for the Navy men, many of whom had not seen a woman since they left Portsmouth on April 5; even the most recent arrivals had left the UK in June.

Seldom has the old adage "The show must go on" been so severely tested as in the hell and

high water of the South Atlantic winter.

The performers met awful conditions after a ten-day passage from Ascension Island in mv Norland and a 100-mile helicopter transfer to the Invincible.

Applause

There the intrepid entertainers underwent two energy-sapping shows in a jam-packed hangar, their efforts against the odds bringing thunderous applause from the ship's company.

Overnight the weather deteriorated to Force 10 and the next day's performances in the Southampton and Bristol seemed in jeopardy.

However some rapid re-deployments allowed the vessels to seek more sheltered waters. Even so, the combination of ships, helicopters and big seas gave the entertainers memorable and frightening experiences — but their reception proved an equal reward.

Showing great professionalism the team had to adapt their show to vastly differing settings — from the cavernous hangar in Invincible to the seemingly claustrophobic messes of the Bristol and the Type 42s.

Haven

On the third day the weather was even wilder and debarred helicopter transfer. Undaunted, the troupe clambered from the Bristol's deck to the tug Yorkshireman in which they were taken to the haven of Port Stanley.

There they gave three performances in one day before 1,100 Servicemen, their routine this time being tailored to the facilities on board the Tev Rangatira.

They finally arrived back in Britain in early September, weatherbeaten but not forgotten.



Toast of the town

WREN Karen Austin, the first woman to be named Young Chef of the Year, is toasted by chefs at London's Inn on the Park Hotel at the start of a 30-day study tour of hotel cuisine in Britain and the United States.

On the right is Mr. Eduard Hari, executive chef of the Inn on the Park, who was teaching Karen some of the



THIS MISS IS A HIT!

SHAPING UP as HMS Illustrious's new pin-up is Miss Dorchester — 22-year-old Avril Taylor. Avril won her Illustrious title in competition with many other beauty queens at the Great Dorset Falklands Day, held in her home town.

The contest, decided by public ballot, raised some of the £7,000 handed over to the South Atlantic Fund by the show organisers.

Star attraction was Dame Vera Lynn, who arrived by Chinook helicopter to sing a few numbers before flying off to attend a Burma Day reunion.

Lowestoft tours the parish

HMS Lowestoft played host ship to the Governor of St Helena, Mr John Massingham, for a tour of the South Atlantic territories for which he is responsible.

The frigate, accompanied by the BP tanker British Tamar, ferried the Governor from Ascension Island to Tristan da Cunha and thence to St Helena. The winter weather of Tristan ruined much of the formal entertainment, although the ship's flight kept a near-continual ferry service during daylight.

At St Helena both ships were entertained royally by the locals, some of whom were ferried to and from Ascension to alleviate labour problems there. In all, the Lowestoft and the British Tamar sailed more than 2,000 miles during the "parish tour."

Ties of Courage

ONE of Britain's biggest breweries has formed ties of courage with more than 70 Task Force sailors, some of whose ships were sunk during the Falklands Conflict.

Men from HM ships Sheffield, Ardent, Coventry, Antelope, Intrepid, Fearless and Arrow received a gift of Courage neckties from the brewery at a welcome-home party at the Golden Lion pub, Southwick, near Portsmouth. Tenant Ray Laws, assisted by Courage, provided free beer, entertainment, a buffet and a disco.

tricks of the trade during her ten days at the hotel.

Karen, who is serving in HMS Warrior, took the title when she won the William Page Bursary at Hotelympla 82 in January.

As part of her prize she got the chance to study under the top chefs at the Inn on the Park, the Four Seasons in Washington, and Chicago's Ritz Carlton.

DRAFTY'S CORNER

Read this MEMO!

AFTER THE Falkland Islands one could reasonably ask "What's new?" in HMS Centurion Room 2090, the ME Branch Drafting Office. One recent change is that of the Drafting Commander. Cdr. P. Bruce took over the section on May 14 in the midst of the turmoil. He found that not only had the whole branch been made into an Emergency Relief Pool but much of it was being vigorously deployed to all points South.

It is worth recording that such calls for immediate service brought a universally cheerful and ready response, be they to man reserve osmosis plants in STUFT (Ships Taken Up From Trade) vessels or to replace capricious Chinese laundry crews.

Now the aim is to get back to normal as soon as possible. But, like the proverbial major fire, it takes a while to get all the extinguishers recharged and back in their rightful stowage.

Notwithstanding the turbulence caused by the war, a number of out-of-balance forces prevail, some old some new. This article will elaborate on these because they help to explain the drafting policy of the present.

MEMs overbearing

It is well known that the ME Branch still has a significant overbearing of MEMs, of whom a number have never been to sea. By the time this article is published all of



those men awaiting their first sea draft will be on their way to ships or already serving at sea.

So now we are moving from the backlog of trainees awaiting sea experience to a situation where trained men ashore are awaiting their second sea draft.

Second sea draft ME ratings are now going to sea for three years (DCI 338/82) though the temporary surplus of MEMs has meant that first sea drafts have been restricted to 18 months. While recruiting to the branch has been halted for the past year, it is now underway again, and we expect trainees to be joining the Fleet in March 1983, with overall MEM numbers back in balance within two years.

Chatham billets

With the Chatham closure not too far away, Drafty would like to remind all Chatham referees (and not just the ME Branch) that they must update their Drafting Preference Cards as soon as possible. There are still many who have not reacted to previous pleas on this subject — perhaps many of our readers still don't understand that drafting involves both you and us!

Considering a move to Scotland? There are a number of interesting jobs for ME ratings on the Scottish circuit, particularly in our small-ship navy based at Rosyth, where billets are always popular. Many shore billets also exist at the ever expand-

ing Clyde Submarine Base and it is also expected that some "gas" frigates may find their way to Rosyth as a Base Port.

At the moment it appears that to move North is a good way of ensuring that you work and live in roughly the same area!

POMEM(M) future

It seems to Drafty that POMEM(M)s have some fears for their future, no doubt fuelled by the redundancies which are underway and by the loss of sea billets in "gas" ships.

Drafty would like to dispel any rumours that the branch as a whole is about to be felled; there are still many opportunities for them both now and in the future. POMEM(M)s can rest assured — and enjoy that sea/shore ratio which at long last has become quite favourable (remember the bad old days?)

Several courses have recently been introduced to give the POMEM(M) new skills. Many volunteers have already come forward for the ADPIPE (DCI 5/82), M Hull and M ICE courses and the latter two are requirements for many sea billets. Volunteers for these courses are taken from C240s; all you have to do is send them in!

MEOW billets

While the long term future is to transfer MEOW billets to the Writer branch, many opportunities still exist

for MEM(M)s and LMEM(M)s to take the course at HMS Sultan (ME 40, duration four weeks). We think this is a really worthwhile course which is not always topped up with volunteers, so do not be reluctant in rendering a C240.

There is a requirement for MEOW all the way through the promotion ladder to FCMEM, and this is worth remembering by those LMEM(M)s who aspire to these greater heights. While on the subject of FCMEM(M)s, how sad that many worthy contenders are held back by their failure to achieve the necessary two GCE passes — men with ambition do not leave the educational hurdles until it's too late.

Submarine quota

The numbers of junior rates required, both (M) and (L), are generally made up from trainees ex-HMS Sultan. One of the effects of the recruiting cutback has meant that those who had previously volunteered, but were not drafted into submarine training, have now had their preference met. If you consider your future to be in the Submarine Service then Drafty may be able to help — a C241 is all that is required.

MEAs and MEMNs

Those who have seen the DCI will know that both Artificers and Mechanics will soon be known as "Artificer." Moreover, we shall have to get used to the "Charge Chief" title.

You may be unaware that a number of new billets have been created recently. There is an unaccompanied CMEA(ML) six month shore billet in the Falklands (soon to be a tourist attraction), a requirement for the Hunt class to have an MAE(EL/L)1 in complement, and a number of billets based on the Clyde Submarine Base which will give the opportunity to work alongside civilians and gain first hand experience of civilian work practice.

Until more of the Naval Parties return from the South and complete leave, both training establishments and FMGs are going to be underborne, especially on the (EL/L) side. In addition it will still be necessary to move some at short notice to meet the current priorities and to maintain the "garrison force."

Fleet Boards

A final word on Fleet Boards. It is in your best interest to pass your Boards as early as possible. One of the effects of good retention is that rosters for advancement begin to lengthen and at the moment retention is very good. You may already have noticed that the waiting time for B13s for LMEM(M) and POMEM(M) is increasing each month (look in Page 43 for the current tables).

As always the early bird gets the worm!

H.M.S. INVINCIBLE



We are pleased to offer a fine lithographic colour print of H.M.S. Invincible from the original oil painting by Gerald Whitcombe

Overall size 28" x 20". Image size 22 1/2" x 15". Price £5.95 + 75p p&p

Our thanks to MoD Ship Dept. Bath; Vickers Engineering and Shipbuilding Co. Ltd., R.N.A.S. Yeovilton and Culdrose; Naval Security and

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THE ROYALS IN CONCERT

THE BAND of HM Royal Marines (Royal Marines School of Music) will play at a maritime concert, in aid of a sailing project for the disabled, at the City of London Guildhall on the evening of October 4.

Profits from the concert, at which Howard Lang, of television's "The Onedin Line," will also present the Singers of the Royal Opera House, will go to the Jubilee Sailing Trust's sail training ship Lord Nelson. Tickets are £7.50 (refreshment extra) and applications should be made to the Jubilee Sailing Trust at Tavistock House North, Tavistock Square, London, WC1.

MOUNTBATTEN CONCERTS

The 1983 Mountbatten Concerts by Bands of the Royal Marines will take place in the Royal Albert Hall on February 2 and 3. Proceeds go to selected charities.

Prices range from £60 for ten-seat boxes to £1.75 in the balcony. Postal applications to the RM Concert Office, Department of the Commandant General Royal Marines, MOD, Old Admiralty Building, Whitehall, London SW1A 2BL, will be accepted from November 15. Telephone applications on 01 218 3955 will be accepted after November 29.

British Forces 'VICTORY' T & Sweatshirts

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FACTS AND FIGURES

Displacement: 4,400 tons (standard), 4,900 tons (dived). Length: 285ft. Beam: 33ft. 2in. Draught: 27ft. Armament: Six 21-in. torpedo tubes. Propulsion: Pressurised water-cooled reactor powering an English Electric geared steam turbine, one shaft, producing 15,000 shp. Speed: Over 28 knots dived. Complement: 120.



Warspite goes in at the deep end

LESS than a week before the Argentines invaded the Falkland Islands, the completion of a three-year task was being celebrated at Chatham Dockyard.

Britain's third nuclear-powered submarine, HMS Warspite, was re-commissioning following a major refit — and ahead of her lay a routine programme of trials and work-up. Routine, that is, until the outbreak of the Falklands Conflict galvanised the Fleet to a peak of activity unknown in decades.

As Britain's Task Force steamed south, the Warspite became the first

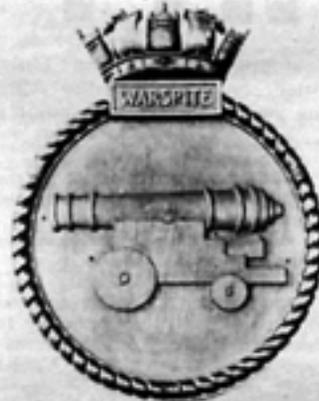
nuclear submarine to undergo an emergency work-up, a rigorous test of men and machinery well understood by the surface vessels with which she shared her lot.

Since completion of her programme, the Valiant-class hunter-killer boat has joined the Third Submarine Squadron at Faslane on the Clyde. Other than that little can be said of her movements, which much of the time cannot be specified under the tight security considerations applied to Britain's submarine Fleet.

High speed

Whatever her task she is superbly equipped to fulfil it. Already three of her sister-ships — HMS Conqueror, HMS Courageous and HMS Valiant — have played a largely silent, but vital role in the South Atlantic. And like them she is fast, reliable, quiet and flexible.

At high underwater speeds (in excess of 28 knots) she can transit all the world's oceans without surfacing, her air, water and fuel needs being supplied by her nuclear reactor. Her endurance is limited only by the amount of food she can carry. HMS Warspite was built at Barrow-



BATTLE HONOURS

Cadiz	1596
Orfordness	1666
Sole Bay	1672
Schooneveld	1673
Texel	1673
Barfleur	1692
Velez Malaga	1705
Marbella	1705
Lagos	1759
Quiberon Bay	1759
Jutland	1916
Atlantic	1939
Narvik	1940
Norway	1940
Malta Convoys	1941
Matapan	1941
Crete	1941
Sicily	1943
Mediterranean	1940-41-43
Salerno	1943
Normandy	1944
Biscay	1944
English Channel	1944
Walcheren	1944

in-Furness by Vickers and launched in 1965 by Mrs Mary Wilson, wife of the then Prime Minister. The submarine was first commissioned in 1967 and is now under the command of Cdr. Jonathan Cooke.

Proud ship that took the knocks

"I DESPISE the hard knocks of war" runs the legend of HMS Warspite, and no vessel has lived up to her motto better than the seventh to bear the name.

One of the most famous ships ever to serve in the Royal Navy, the 27,500-ton battleship Warspite took many hard knocks during her 30-year career: she was pounded at Jutland, she was hit by a bomb in the battle for Crete, further damaged by a bomb at Alexandria, heavily damaged by a glider bomb off Salerno and finally torn by a mine in the North Sea.

Nevertheless, in two world wars she won no fewer than 15 of the 25 Battle Honours for the name and brought her 15-in. guns to bear with devastating effect in the Arctic, in the Atlantic, in the North Sea and in the Mediterranean.

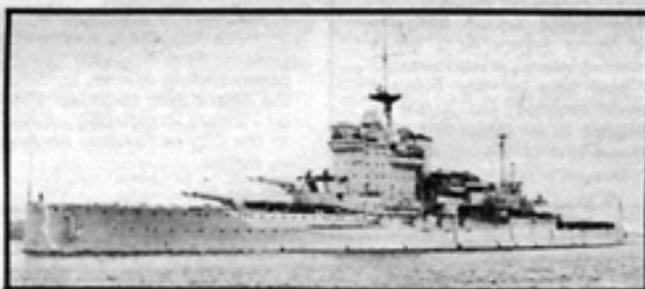
JUTLAND

The Warspite was the last word in dreadnoughts when she was commissioned seven months after the outbreak of the First World War, and during the Battle of Jutland she was a member of the Fifth Battle Squadron which came under heavy fire from the German High Seas Fleet.

At one point, with her steering jammed by enemy fire, she received the concentrated bombardment of about 30 German ships at close range.

Modernisations carried out between the wars changed her out of recognition, altering her superstructure to the lines by which she was known to many thousands of sailors throughout the Second World War.

Her first major action of that war came on April 13, 1940,



HMS Warspite shortly before the Second World War

when, wearing the flag of Vice-Admiral W. J. Whitworth, she entered Narvik fjord with supporting destroyers to sink seven enemy warships which had taken part in the German invasion of northern Norway.

Three months later the Warspite was flagship of Commander-in-Chief Mediterranean, Sir Andrew Cunningham, climax of this period of her service coming on the night of March 28-29, 1941, when she was instrumental in the sinking of three Italian cruisers — the Pola, Fiume and Zara — off Cape Matapan.

MINED

The next month she was damaged by a bomb off Crete, and later by another in Alexandria — attacks which necessitated a refit in the USA. She returned in 1943 to support the assault on Salerno, but her luck ran out again when on September 13 she was hit by a glider bomb.

Before repairs were com-

pleted at the Rock, she returned to home waters to take part in the D-day bombardment — with one turret and one boiler still out of action.

On her way back to Rosyth on June 12 she was mined 28 miles east of Harwich. After only minor repairs she returned to service two months later with one turret, one shaft and one boiler room unserviceable.

Nevertheless, she continued to chalk up Battle Honours — off Brest and Le Havre and in support of the assault on Walcheren.

But that could not go on... she had suffered her last "hard knock of war" and her wounds began to tell. Three months before the end of the war in Europe she was put into reserve.

She was sold for scrap, but even then she seemed reluctant to die: on tow to the breakers she went aground on the Cornish coast where her rusting, battle-worn hulk was slowly dismantled.



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YAT's the spirit!

AFTER reading the letter in your September issue on "YAT's Yobbos" I felt I had to write and give the view of an actual YAT.

I attended a Youth Adventure Training course at Raleigh from July 12 to 30. We were under a certain amount of discipline, though probably not as much as the Sea Cadets. We wore naval clothes and had to walk or run to and from our classrooms and lectures in orderly fashion.

It is obvious that R. F. Williams was given an account of us YATs as a rowdy lot. Of course there will be some high-spirited people in a large group — it sometimes brings people together.

The majority of YATs are sensible, nice people, not careless layabouts. We are all very grateful to the staff at HMS Raleigh and to the Government for allowing the opportunity to take part and I am sure many of us were more mature after attending the course. — Allison Stratford (16), Stubbington, Hants.

I WAS quite alarmed to read the letter about the YATs. I attended the course from July 8 to 23 and everyone there enjoyed themselves very much and no one to my knowledge took the "Micky" out of any members of the Sea Cadet Corps. If anything, they respected them very much for what they were doing.

All the friends I made on that course, including instructors, have said they will never forget the YATs and HMS Raleigh. — Alwyn from Dido, Coleford, Glos.

'... JUST AS SWEET'

"What's in a name?" mused Juliet —
And judging by the views we get
From sentimental mechanicians
They seek no titular transitions.
It's clear our Mechs are not enthralled
To hear that soon they may be called
"Artificers" — that hallowed handle
Inveiting barbs from verbal vandal —
In bygone days, when Jack was squiffy,
Coarse adjectives were tacked on "Tiffy" . . .
Although we mustn't knock the whims
That spawn this shock of acronyms
Which separate the goats from sheep
For those who ride the raging deep,
In my day engine-tending blokes
Were raucously addressed as "Stokes",

Which lacked finesse — but even so
I guess they got the ship to go . . .
The rest of us would make no fuss
Or feel the least desire to cuss
When someone summarised our larks
By hailing us as "Bunts" or "Sparks"
Or "Chef", "Jack Dusty", "Scribe" or "Sails"
Or "Clubs" — with muscles hard as nails.
With these brief salutations pally
For every grade we had a tally,
And this conveyed the rating's trade
To all who sought his thirsty aid . . .
The "acronyms" had not arrived,
But jobs were done and Jack survived;
And when we manned a sea-boat's fall
Our titles didn't count at all . . .

— Bernard Campion

LETTERS TO THE EDITOR

THE WORRIES OF A TIFFY

I READ with interest the story head "Mech title scrapped in Tiffy plan" (July). My nephew, who, as an apprentice tiffy, is closely concerned, tells me that the Admiralty Board's statements about comparability, common training and improved trade union recognition are more than a little ingenious.

His version is that the mechanicians have lower entry qualifications and a shorter training period; and that apprentice artificers who cannot make the grade are downgraded by transfer to mechanician. An inferior product, in fact.

There is a strong likelihood that all artificers on leaving the

Service will be assumed by industry to have been trained as mechanicians — for three years instead of four — and from a lower entry base. Again, an inferior product.

More importantly, there are more chief mechanicians than artificers, consequently access to the upper grades will be

blocked by the influx of these chief mechanicians (or, as I reproved him for saying, ". . . while we wait for these b—s to die").

Could we perhaps have a public reply to these points from the briefing teams touring the establishments to explain details? — Celia Earnshaw (Mrs.), High Wycombe, Bucks.

● We are assured that the apprentice tiffy has no grounds to fear for his future. Whereas it is still virtually guaranteed that he will make CPO, the man starting his career as a mechanic will still have a harder time making the grade, not least because at the moment the number of mechanicians is being cut back as a result of the Defence Review and improved retention figures.

The point about industry not being aware of a tiffy's career history is unfounded — and one of the biggest unions involved, the AUEW is reported to be delighted with the policy change. — Editor.

● See also page 14

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Mr. D. Meakins of Meakins Sports would like to apologise to his valued customers for some delays in completing their orders. This has been caused mainly by moving into a new factory and an enormous demand from Task Force units.

Sorry for the delays, keep smiling, we are catching up.

Falklands claims

DESPITE the sterling work of the Ministry of Defence's Claims Commission resulting from losses or damage to personal effects in the Falklands operation, it seems that one case slipped through the highly efficient net.

A sailor whose ship was damaged in the conflict wrote to Navy News complaining that the company which insured a colour television and video lost in a fire would not entertain his claim because his policy did not contain a war clause.

Time, perhaps, for a reminder that any claim for the UK replacement value of items lost in the conflict should be made on MOD Form 441 and submitted to a divisional officer. After investigation by two officers, the claim will be submitted to the Claims Commission at Theobalds Road, London WC1X 8RY.

NAVY NEWS, BARHAM BLOCK,
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HMCS Haida

Tribal survivor

I RECENTLY attended a reunion of the ship's company of HMCS Haida at Toronto, Canada, where the vessel, the only surviving Tribal class destroyer, is berthed, in excellent condition.

I thought reference to the vessel would be appropriate in the Navy News as the paper was very much in evidence in various naval clubs throughout Canada.

HMCS Haida worked out of Devonport attached to the Tenth Destroyer Flotilla from January to October 1944. As her navigator during the first commission, it would give me great pleasure to see and read some reference to her in your excellent newspaper. — D. Jeffreys, Cardiff.

● Mr Jeffreys encloses two photographs, one of the ship (above), the other showing the Lieutenant-Governor of Ontario and Vice-Admiral H. G. DeWolf RCN, her first commanding officer, cutting the cake on the occasion of the ship's 39th birthday. The Haida, 1,927 tons, was built by Vickers Armstrong on the Tyne in 1942 and presented to the City of Toronto on August 21, 1964, as a memorial. — Editor.

Tribal
 rights

Class conscious!

I JOINED the Andrew in the dark days of 1941 as a "naval shipwright apprentice." I didn't want to be a "tiffy," in fact it was a dirty word to us "chippies".

I completed my four-year apprenticeship in Devonport Dockyard in civvies but under naval discipline eventually joined "Jago's Mansion" as a 5th class naval shipwright. At this time a 3rd class was to me second only to God in rank.

Besides shipwrights the Shipwrights Division comprised also joiners (Chips), painters (Putty), plumbers (Plumby) and blacksmiths (Blacky), all artisans who did not receive trade pay.

We all wore the lapel or arm badges of a "Horse and Beetle" with additional stars and crowns. Our boss was the Shipwright Officer, or the Jimmy on small ships.

I was still 4th class shipwright when we became artificers. The artisan intake was closed and they were given the choice of changing branches and receiving trade pay or complete engagements in the old rate. Joiners

became shipwright arts, plumbers became coppersmiths, blacksmiths became engine smiths and we all came under the Engineer's control and lost our badges.

I progressed to 3rd, 2nd and 1st class shipwright art, and I had been so only for a few months when everyone and his dog became 1st class.

I left on pension but returned three years later. A few months later I was suddenly a MEA(Hull). I've been outside and back again on an extended service engagement at HMS Neptune. We still have a shipwrights' shop and I work in the joiners' shop until next June when I retire altogether.

I haven't quite been able to work out if I've had a change of name yet but as I always say, "A rose by any other name would smell as sweet." — MEA(H)? Pony Moore. CPOs Mess, HMS Neptune.

● Shipwright Moore explains in a PS that the "Horse and Beetle" were the tools used by shipwrights when caulking leaking wooden decks. — Editor.

IN TWO PLACES in the August issue, one of which was the brief report of my trip to Plymouth for the 40th anniversary of the loss of HMS Punjabi, you erroneously refer to HMS Punjab.

In puzzling why you had post-shortened the name, I was forced to the conclusion that it could only be because "I" had left the Punjabi at the time, which was before the larger part had sunk. — David Braybrook, Herts Branch RNA.

● Ex-CYS D. Hirst, of Huddersfield, also points out the error. Sorry! — Editor.

Incredible
 Stanley

WITH reference to PO Penguin (September issue), I'm afraid he is not the first of his kind! Able Seaman Stanley — complete with uniform — "flew" to HMS Incredible (alias mv Astronomer) in July to join my husband, Lieut. Chris Painter.

Stanley will stay with the Astronomer as a mascot and reminder of her "Navy" days. — P. Painter (Mrs.).

JACK

BY TUGS



COUNT YOUR BLESSINGS!

I AM WHOLLY in agreement with the single LMEM(M) (September issue) and would like to add a little of my own to support his statement.

We are constantly being told that it is a "single man's Navy." I get sick and tired of hearing the mournful cries of young married men complaining that they are only getting £400 per month plus.

At the time of writing I am in the Falklands. I support my grandmother; I pay the rent, gas, electricity and help out with the food whenever I can.

I get four travel warrants per year as opposed to a married man's 12. In some cases the married men are better off as they have two wages coming into the home, whereas I have only one.

A married man gets extra money per day for being away from home / away from his wife. A single man gets nothing for being away from his family. It beats me how the powers-that-be come to the conclusion that a married man misses his wife more than a single man misses his next-of-kin, although I am told (by married men) that this is the case.

On top of this, a married man usually (not in all cases) lives with his wife in a naval town, thus being able to go home each night and week-ends, whereas a single person must put up with either living on board or in barracks. In either case, he still has to live and work in the same area.

Also, come the week-end, the married person (unless duty) can go home to his wife, whereas the single man with no place to go will have to stay on board, and I know that from all the ships I've been on, he has to

turn to on Saturday morning and for one hour on Sunday morning.

Why? Is it his fault that he can't afford £25 to get from Portsmouth to, let's say, Liverpool each week-end?

The only alternative is to go to the Home Club / Fleet Club or get a flat of his own to get away from the routine. This, as we all know, runs expensive and, I hasten to add, he still doesn't get any extra.

All I can say to the overpaid married men who are continually either boasting or complaining about what they have or have not is "think themselves lucky." — Another Single Man. BFPO 666.

Who can beat this?

Brum's bluff down South

IN REPLY to Cdr. Harrison's letter (Sept), 824 Squadron's admirable performance in completing a ten-hour sortie without crew change was beaten by Lieut.-Cdr. Robin Everall of 825 Sea King Squadron on June 14 during the Falklands operation.

Lieut.-Cdr. Everall and his aircrew flew 10hr. 30min. in support of the Welsh Guards and Gurkhas in the final stages of the taking of Port Stanley. Can anyone beat that? — B. S. Everall (Mrs.) Helston.

Hampshire's fast run

FURTHER to the claim by HMS Amazon to a record for one of the quickest Singapore-to-Plymouth passages by a RN frigate (500 hours) you may be interested to hear that the guided-missile destroyer HMS Hampshire sailed from Portsmouth on April 21 1966 and arrived in Singapore on May 10 — 19 days, 456 hours later. The only leave given during the passage was four hours in Malta.

The fast passage was necessitated by the requirement for the Hampshire to participate in exercise Sea Imp in the Philippines area. — Ron Collinson (ex-MAA), Hull.

I WAS interested in the article about the Birmingham setting off to the South Atlantic (July edition), but was surprised that you made no mention of the connection of the last war "Brum" and the Falkland Islands.

In 1941, at the time of Pearl Harbour, Brum was protecting trade on the east coast of South America. We were actually off Rio at the time and were sent with all despatch to put Port Stanley in a state of defence against invasion.

On arrival the gunnery officer and myself, the torpedo officer, were sent ashore by Admiral Pegram to see what we could do.

We found one six-inch gun left behind by the obsolete battleship Canopus. She fired the first shots in the Battle of the Falkland Islands in the First World War from her mud berth in Stanley Harbour. There were also one four-inch gun of Japanese make, two six-pounders dated 1875, and two very modern Defence Electric Lights.

The guns all had their ammunition in the ordnance depot. We mounted and fired them, rigged up the lights and made a dummy boom out of oil drums.

We then went in for a bit of bluff. Brum went off up the east coast of South America and

popped in and out of the coast, sometimes with our real two funnels and sometimes with a third dummy to look like a county class cruiser, finishing up with a visit to Puenta Arenas where we spread the story that a battalion of Canadian troops was being sent to garrison the islands.

To lend strength to this story the Alcantara, an armed merchant cruiser of 20,000 tons, was sent up the west coast out of sight of land. We borrowed all the available khaki clothes we could find and rigged the crew to look like Canadian troops.

WALRUS

She closed the coast off Valparaiso and showed herself off shore all the way down the coast.

It was a lovely day, so after passing through the Le Maire Straits we launched our Walrus, which then flew about along the coast showing herself off (still I believe the farthest south that any Fleet Air Arm fixed-wing aircraft has flown).

Whether our activities had any effect I do not know, but a battalion was in fact sent to the islands; also some destroyers.

We were told that the reason for all this was that the Japanese Ambassador in Buenos Aires had told the Argentine Government that they intended to occupy the islands, and when the war was over hand them over to the Argentines.

I wonder what happened to those old guns? Were they sold to an Argentine scrap metal merchant? — David Bird (commander RN ret'd.), Nyewood, nr. Petersfield, Hants.

Invincible and Glasgow

IN THE Battle of the Falkland Islands in December 1914, against Von Spee's German squadron, the first British ship in pursuit of the enemy was HMS Invincible.

In the second Battle of the Falkland Islands in April-June 1982, against the Argentine forces, the first British ship into the war zone was HMS Glasgow, and one of the two major units in the British force was HMS Invincible.

Surely this must rank as one of the Navy's greatest coincidences? — Paul E Garbutt (lieut.col. R.E., ret'd.), Ealing, London.

DOUBLE TROUBLE OVER A MEDAL

REFERENCE to your story on the Falklands Medal (August edition), the description gives me the impression that the design is the same ribbon as the Atlantic Star, and the rosette will give the impression that the wearer was at the Battle of Normandy on June 6 1944.

Sheffield ban

I WOULD LIKE to congratulate Navy News on the excellent coverage of the Falklands Task Force.

Along with other ex-ratings I followed our ships through those difficult and dangerous seas, and then the loss of our own HMS Sheffield brought it all even nearer home. Every time a ship was hit or sunk we felt so helpless.

None of these happenings seem to have softened the hearts of the Sheffield Council who are still banning the Navy, Army and Air Force from holding any events in our parks — Ron Fisher (ex-able seaman), Sheffield.

Though I personally feel honoured that a medal that I hold will be seen once more in greater numbers now, I would have liked to see these gallant men given a much more distinctive ribbon of their own.

Also I hope that the powers-that-be will inscribe the holders' names on the medals, which was more than they did for all of us who served in the Second World War. — F. R. White (ex-R.M., ex-R.E.), Gillingham, Kent.

● Although the South Atlantic Medal ribbon will contain the same colours as that for the Atlantic Star, it will contain five vertical stripes shaded and watered in the order Empire Blue, White, Sea Green, White, Empire Blue. — Editor.

□ Thanks . . . MR. AND MRS. Bill Chick, of Bognor Regis, having a son serving in HMS Antrim during the Falklands Campaign thank the Rev. Rowland Webb for keeping the Antrim families in touch, and also the Naval Families Service which did such an excellent job.

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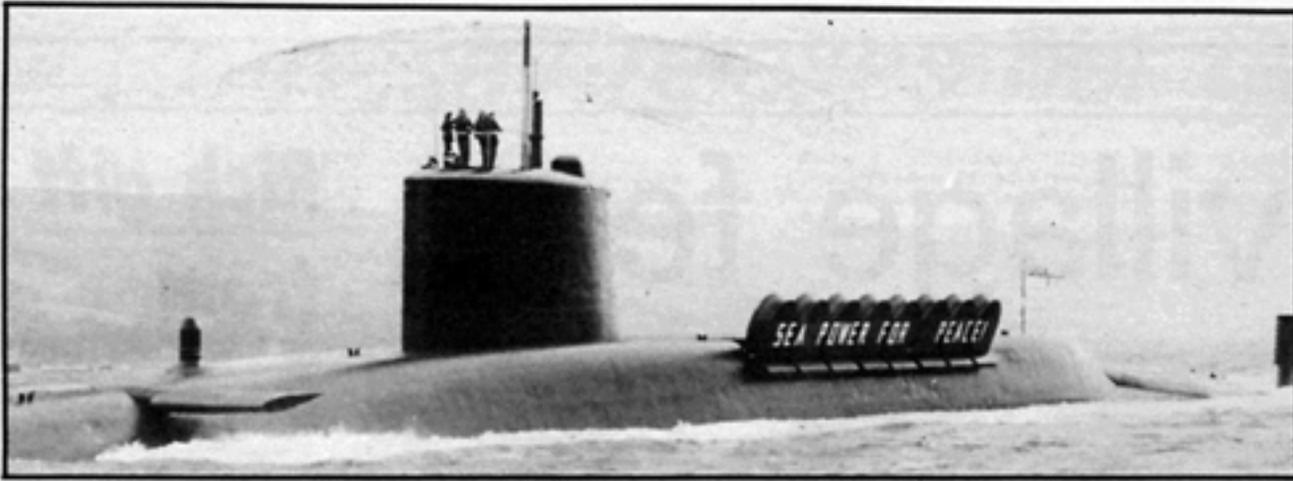
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"Sea Power for Peace" was the special farewell message from Polaris submarine HMS Resolution to well-wishers on the jetty at the Clyde submarine base, Faslane. The Resolution, paying-off to go into a two-year refit at Rosyth, flipped open her missile hatches to reveal the message as she sailed down the Gareloch. With 39 operational deterrent patrols to her credit, she has been a cornerstone of British sea power.

'Wales' in England colours!

TWO "Welsh" ships swept the board in the Task Force World Cup soccer competition — and have each won a complete set of 12 England strips from Admiral UK Ltd. HMS Glamorgan and HMS Cardiff were joint first in the ships' category.

The competition was given the backing of Kevin Keegan and other world Cup stars as the Task Force ships were on their way to the South Atlantic.

SIGNED BALL

Individual winner was WEM Paris (HMS Glamorgan). He wins a ball autographed by the England squad. A combined entry from LAs Allison, Barnett and White of HMS Invincible took second prize, and LS Houldershaw and CK Brown of the Cardiff shared third prize.

Third and fourth in the ship competition were HMS Active and HMS Hermes.

APPOINTMENTS

Capt. Vallis to head Post Design

CAPT. Michael A. Vallis is to be Director of Post Design (Ships) in February in the rank of rear-admiral.

Ships in which he has served since entering the Royal Navy as a 13-year-old cadet in 1943 include HM ships Vanguard, Triumph, Scorpion and Fearless. Latest of several periods of service in the Ship Department at Bath was as an assistant director of warship design from 1973 and in 1977 he assumed command of HMS Cochrane.

He took up his most recent appointment as Director of Naval Recruiting in 1979.

Capt. Frank Bowen is to be Special Project Director in the Directorate General Weapons (Naval) in December in the rank of rear-admiral.

Joining the Royal Navy in 1948 he specialised as a weapon engineer officer and worked with various systems, including Seaslug, Seacat, Polaris and Ikara, before becoming Deputy Chief Polaris Executive in the rank of commodore in 1980. In 1981 he took command of HMS Collingwood.

Capt. G. A. Baxter is to be Senior Naval Member of the Directing Staff, Royal College of Defence Studies in December in the rank of rear-admiral.

Capt. J. J. R. Oswald, former Captain of Britannia Royal Naval College, Dartmouth, took over as Assistant Chief of the Defence Staff (Programmes) in September in the rank of rear-admiral.

Capt. D. F. Watts — Nelson in command January 25 and as Area Co-ordinator NPFS on staff of Flag Officer Portsmouth (to serve as Commodore).

Holland I in fine shape

AN EXCITING discovery by Navy divers working on the salvage of Britain's first submarine altered plans to cut up the 64ft. boat before lifting it from the sea.

After the 81-year-old Holland I was towed into Plymouth Harbour, the divers found they could enter the forward hatch — to be greeted by a sight which dramatically increased historical interest in the boat. . . .

Many of her fittings were still intact, 69 years after she had foundered off the Eddystone Light. The engine, the batteries, rubber matting, wooden decking, air bottles — even the porcelain loo with its wooden seat — were in a fine state of preservation.

As Navy News was going to press on September 27, work to lighten the submarine was nearing completion. Her 113 tons was too heavy for the dockyard cranes at

Plymouth, so the 60-cell battery was being removed in an attempt to bring her weight down to under 80 tons.

Several of the cells — each weighing 954lbs. — had been removed by the last week-end in September, and the continued success of that operation was the key factor in deciding whether the boat could be lifted whole or in two pieces.

WRONG

"It would be wrong to cut her if it could possibly be avoided," said the man in charge of the operation, Cdr. Richard Compton-Hall (Director of the RN Submarine Museum at Gosport).

"Before we realised she was in such excellent condition we planned to cut her into three to facilitate preservation work, which has to be carried out

quickly once the submarine is lifted into the air.

"Now that we can walk in and out of the hatch the preservation can be achieved without cutting her." It was almost certain that the craft would be on display outside the museum's new building in October.

Battle ensign for museum

THE battle ensign of the Argentine submarine Santa Fe has been given to the RN Submarine Museum at Gosport. It was recovered by the RNAS tug Typhoon which was operating at South Georgia when the submarine was detected, attacked and crippled near Grytviken on April 25.

High on a cold hill, two ships are remembered . . .



HIGH on a hilltop overlooking San Carlos Water, men of the Task Force shield themselves against the bitter cold as they gather around the 30ft. memorial to HM ships Ardent and Antelope, close to where the frigates were sunk by Argentine bombs.

The memorial was made in two-and-a-half days by the shipwrights of Naval Party 1810 under the direction of Lieut.-Cdr. A. G. Kennedy on board msv Stena Seaspread and transported to the spot 1,000ft. above sea level by a Sea King helicopter.

In order to have the memorial in position in time for the dedication service the team then spent most of an icy day erecting it.

COMMISSIONING BOOK

Men of the Stena Seaspread are getting used to working fast. The dramatic and unusual story of their four-month Falklands campaign is being told in a commission book produced in just a week by CMEA(H) Alan Cross, illustrated by 30 photographs taken by CY Chris Short.

Seaspread is returning to the South Atlantic with a Royal Navy diving team to work on wrecks.

Two wreaths in memory of a Royal Navy rating killed in the attack on the Atlantic Conveyor have been laid near the spot from the frigate HMS Danae. The wreaths were laid for LAEM Donald Pryce by AEM(WL) Tony Laws and his shipmate AB(M) Steve Windle. One wreath was given to Tony before he sailed by Donald's parents, Mr. and Mrs. Don Pryce, who are neighbours of the Laws family at Gosport. The other wreath was from the Laws.

OBITUARY

S. A. Leaman, AB(TS) (SM), PNH Haster, July 24.
B. A. Forbes, ALA(MET), Osprey, July 25.
W. Purdie, APOAEM(L), Seahawk, July 28.

Ambrose Bell, Survivor of HMS Nomad, Battle of Jutland. Died Portsmouth, aged 90.
Lieut.-Cdr. C. G. C. Gouge, DSC RN (ret.), of Portsmouth. Aged 83.
Walter George Lewis, Ex-CPO,

served 1917-45, latterly RNZN. Died Auckland, New Zealand, aged 81.
Capt. M. A. Wilson MBE DSC, President, Hull branch Submarine O.C.A. Died Kentisbury, Devon.

Capt. J. M. Rayner, Mentioned in Despatches Far East Second World War. Aged 77.

David (Ken) Kennett, Ex-LREM Ark Royal. Died Portsmouth, August 23, aged 32.
Tony Emery, Manchester Branch Submarine O.C.A.

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TWO PAGES FOR FAMILIES

Austrian village fetes frigate sailors

A PARTY of 58 sailors and wives from the recently returned HM ships *Andromeda*, *Avenger* and *Penelope* got away from it all with a free week-long holiday in a little village in the Austrian Tyrol.

Prince heads SSAFA

PRINCE MICHAEL of Kent is the new President of the Soldiers', Sailors', and Airmen's Families Association. Previous Presidents of SSAFA have been Admiral of the Fleet Earl Mountbatten of Burma, Queen Mary, and the association's founder, Queen Alexandra.

Swinging Phoenix

SUNSHINE and a convivial atmosphere were just two of the ingredients that helped a families' day go with a swing at Phoenix, the Navy's nuclear, biological and chemical defence school in Portsmouth. Children were entertained by a variety of events, including wellie throwing and novelty races.

The week of hospitality was given by the villagers of Fieberbrunn. Horizon Holidays and its airline, Orion Airways, flew 39 members of the ships' companies and 19 wives free of charge from Birmingham Airport on September 15, five days after the ships returned to Devonport from the South Atlantic.

The holiday was the idea of Hampshire-born Mrs. Jane Eberhardt, who is married to a Fieberbrunn hotelier, and villager Ernst Feller. Places for the holiday were drawn from a hat.

There was five-star treatment from the Metropole Hotel for the party before their flight, with overnight accommodation, dinner, and a champagne breakfast.

● Homecoming report and pictures of the three ships in Page 23.



A large crowd of villagers in Fieberbrunn greet their 58 guests — 39 men from the frigates *Andromeda*, *Avenger* and *Penelope* and 19 wives.

Mum's a walking treasure

MRS. CYNTHIA WHITE, mother of HMS *Sheffield* survivor WEA App Philip White, was so taken with the sympathetic treatment she received from the Families' Information Centre in HMS *Osprey* that she decided to show her appreciation.

With colleagues from Barclays Bank in Wareham, Dorset, she did a 14-mile sponsored walk and raised £1,800.

Mrs White handed the cheque to Cdr. Michael Peters, Base Supply Officer, for the South Atlantic Fund. Those present included members of the bank's staff and CPO Doyle who manned the information centre.

To mark the occasion, the bank was presented with an *Osprey* ship's badge.

Rich gift from Bermuda

REAR-ADMIRAL Kenneth Wilcockson, Director General Naval Personal Services, returned from a family holiday in Bermuda "richer" by £1,840. The money, in the form of two cheques, was for the South Atlantic Fund.

Admiral and Mrs. Wilcockson were visiting their son, Christopher, and daughter-in-law, Claire, who live on the island.

The money was raised by the Mariners Club and by a dance held in HMS *Malabar*.

Bermuda has contributed more than £123,000 to the South Atlantic Fund.

Double farewell

TWO members of the WRNS with almost 50 years' service between them have retired from the Naval Family Service Department in HMS *Nelson*.

FCWren Mavis Dewberry and CWren Vera Smith had spent the past 15 years with the NFS, serving in Hong Kong, Malta, and Gibraltar as well as the UK. Mavis, with 22 years' service and Vera, with 27, were treated to a farewell party at the Portsmouth establishment.

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ARK ROYAL crib board in solid hardwood — mounted ARK ROYAL brass. Limited number at £14.50 (P&P £1.50 — they are heavy!).

REDUCED

Remarkable in these days but the remaining stock of 12" x 6" ship profiles incorporating a two dimensional model for the ship and a cap ribbon are now available at £1.25 (P&P 50p) for H.M. SHIPS ARK ROYAL, MOHAWK, PLYMOUTH, ANTRIM, AVENGER AND JUPITER. Full set £5 (P&P £1.50). Full set bar ARK ROYAL £5 (P&P £1.50).

PRINTS

ROBERT TAYLOR'S Prints of ARK ROYAL £3.95. Last Phantom £2.99, H.M.S. KELLY £3.95. All prints are in full colour and are roughly 24 inches by 18 inches. Last Phantom is smaller. Post and packing 75p for up to three prints.

CAP RIBBONS

We have a large stock of genuine cap ribbons, and also want to buy collections. S.A.E. for details.

EAGLE Paperweight, and EAGLE Pen Set (state which). Made from timber taken from one of the ship's Missile Magazines, mounted on a block of white marble, and is surmounted by an Eagle cast in brass taken from the ship herself. On the side is a carved replica of the ship's crest. An excellent trophy for sailing or other competitions. Either item £9.50 (P&P 75p).



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Scale-down in quarters furnishings

A WIDE RANGE of items are being withdrawn from married quarters furnishing scales after surveys confirmed that most families use much of their own household equipment in preference to Service issue.

But some of the items removed from the scales will still be available for purchase by occupants. The rest will be used in single accommodation.

Bedspreads, blankets, sheets and pillowcases are being dropped from inventories, as well as a long list of kitchen utensils, household appliances, cutlery and crockery.

Among other items found not to get enough use are garden implements, card tables, tea trolleys and table mats.

Rent deduction

Although rents have gone up overall, about 3p a day is being deducted for reduced furnishing.

The phased withdrawal and sale of stores started on outmusters after September 1.

Families whose personal effects are in transit will be able to borrow "get-you-in/get-you-out" packs including bedding, half-pint glasses, a kettle and a broom.

Removal allowances have been increased.

'Sympathy' club raises £1,500

A TASK FORCE tea and sympathy club in Leyland, Lancs., has raised £1,500 for the South Atlantic Fund.

The club, formed in May by Mrs. Joan Higginson, had 50 members who met each Tuesday at the Ley Inn. Mrs. Higginson's son, Hadrian, is an LWEM in HMS Fearless.



TASTE FOR FUN

LEARNING about cookery was a piece of cake for Carl Pincock and Pauline Richards, who were among 250 youngsters welcomed "on board" HMS Pembroke for the establishment's Children's Week.

Here, Carl and Pauline are instructed in the art of making rock cakes by POCK Colin Livingstone of the RN Cookery School. Other attractions included sport, boat trips and a sortie to the seaside.

Events were organised by Sub-Lieut. Terry Osborne, POPT Chris Matthews and the PT staff — with a little help from their friends.

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FALKLANDS ROUND-UP

Mrs. T's recipe for fund-raising

TO HELP the South Atlantic Fund, Cheryl Stamp (wife of an RAF officer) and Cynthia Sharp (wife of an Army Air Corps officer) made a collection of favourite recipes.

Navy News

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About 100 of them are now included in a booklet "Service Wives' Cookery Book," available at £1.25 (including postage) from Mrs Stamp, 10 Allard Crescent, Bushey Heath, Herts WD2 1LE, or Mrs Sharp, 6 Glead Avenue, Bushey Heath, Herts WD2 1LE.

The Princess of Wales, Mrs Thatcher and Mrs John Nott are among those who have contributed their original recipes.

Cheques or postal orders should be made out to "The South Atlantic Fund."

56 on free holiday

FIFTY-SIX survivors of HMS Sheffield and their immediate families enjoyed a free week's holiday at Paignton — thanks to Mr and Mrs Derek Cooke, proprietors of the Adelphi Private Hotel.

The scheme, which is now closed, was a great success, said Mr Cooke. He added that he and his wife had been proud to offer their hospitality.

Trouble shared

NAVAL wives in Australia have written to Navy News with a message for the wives of Royal Navy personnel involved in the Falklands war.

The message, from the Wives' Club in HMAS Cerberus, the RAN's largest training establishment, says:

"We wish to convey our sympathy with those of you whose husbands or family are engaged in the Falkland Islands

confrontation. There are many among us whose husbands have been engaged in active service within the last ten years, and we share with you those particular agonies of uncertainty.

"We especially convey our sympathies to those whose loved ones were lost at sea.

"While we could offer no practical support, we write to let you know you were in our thoughts and prayers."

The brief life and times of 847 NAS

FORMED and commissioned in two frantic days at the beginning of May, 847 Naval Air Squadron disbanded at the end of September after a brief but unforgettable existence.

As the squadron's personnel handed over RN air station Navy Point, their rudimentary headquarters north of Port Stanley, to 845 Squadron Falkland Islands Detachment, they were the last members of the Royal Navy involved in the fighting to quit the islands.

The squadron was formed specifically, and very hurriedly, for the Falklands conflict, and until the end of last month was the garrison Wessex squadron.

Just seven days after the order to form, 847 Squadron's 24 Wessex helos were heading for the South Atlantic on Board RFA Engadine and its Atlantic Causeway. In charge was Lieut.-Cdr. Mike Booth, with Lieut.-Cdr. Rob Flexman as senior pilot.

Earmarked as the garrison squadron, it was composed of personnel and aircraft from 845, 707, 771 and 772 Squadrons, RAE Farnborough and the Directorate of Naval Recruiting flight.

But the loss of the Atlantic Conveyor with several 848 Squadron Wessex helicopters on board meant that 847's aircraft were needed in the land battle.

B Flight under the command of Lieut.-Cdr. Peter Hails arrived in San Carlos

Water on board the fast Causeway on June 1. With many aircraft and few aircrew, incentive for a rapid disembarkation was provided by regular Argentine air raids.

A flight arrived eight days later aboard the less rapid Engadine to complete the squadron's forward air base at Port San Carlos. Located with them were elements of 845 and 825 Naval Air Squadrons, and 18 Squadron RAF.

Front line

As the front line moved forward, vast quantities of ammunition, personnel and kit were lifted by the squadron.

Forward operational bases were set up at Teal Inlet and Fitzroy.

One or two 847 hearts beat a little faster when the squadron's mobile air ops. team moved within enemy artillery range near Mount Kent. There were many "close shaves" during this period, but

the only casualty was some quickly repaired shrapnel damage to one Wessex.

On June 14 General Menendez surrendered, and the next morning 847 Squadron flew a six-aircraft Victory V formation over Stanley.

But the task was by no means over. Large numbers of troops and equipment had to be re-distributed through the islands, and a huge clear-up operation began — and continues.

However, 847's task is done, and the squadron has disbanded after a brief but unforgettable commission.



Picture: Lieut. Tim Hughes.

ABOVE — Navy Point is in the foreground, extending to Wireless Ridge, with Port Stanley on the left. In the background (left to right) are Sapper Hill, Mount William, Mount Tumbledown and Two Sisters.

BELOW — RN air station Navy Point, the home of 847 Squadron and now 845 Squadron. It used to be an Admiralty fuel depot.



HOME, SWEET HOME!

HOME for the resident Fleet Air Arm personnel on the Falklands is a bleak isthmus just north of Stanley, but separated from the town by the inner harbour. It is now officially RN air station Navy Point, and it was occupied by 847 Squadron on June 25.

Navy Point (pictured above) was an Admiralty fuel depot, boasting a caretaker's house, a large corrugated iron warehouse, a pump house, and a large shed.

Most of the squadron pitched their

tents in one half of the warehouse — and soon began to make them surprisingly comfortable with makeshift porches and other "customised" refinements.

Stowage space

In the other half of the warehouse is the galley and recreational area, tent offices, and stowage for aircraft spares. Large ship-type containers offer more stowage space outside, and three Portakabins acquired from

troopships give further accommodation.

Aircrewmen live in the shed, along with the ops. room, staff office, safety equipment section and briefing room, and the wardrobe is in the caretaker's house.

A mast was constructed from scaffolding poles and erected on the ridge line above the site. From it flies the largest White Ensign to be found in the Task Force — marking the Royal Navy's presence from a commanding position over Stanley and her harbour.

Some of the worst wounds...



are the ones that don't show

It used to be called shell-shock. Now we know more. We know that there are limitations to the human mind.

Soldiers, Sailors and Airmen all risk mental breakdown from over-exposure to death and violence whilst in the service of our Country. Service... in keeping the peace in Northern Ireland no less than in making war.

We devote our efforts solely to the welfare of these men and women from all the Services. Men and women who have tried to give more than they could.

Some are only 19, a few are nearly 90 years of age. We help them at home and in hospital. We run our own Convalescent Home and, for those who are homeless and cannot look after themselves in the community, our Hostel gives permanent accommodation. For others, a Veterans' Home where they can see out their days in peace.

These men and women have given their minds to their Country. If we are to help them, we must have funds. Do please help to repay this vast debt. It is owed by all of us.

"They've given more than they could — please give as much as you can"

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So SOFI got it sorted out . . .

WHEN Lieut. Brian Toft and CPOSA Alan Newcomb arrived at Port Stanley airport to set up a naval stores organisation they were met only by the familiar scenes of destruction.

So they humped their kitbags through the snow, caddied a lift into town, and knocked on the door of Commodore Falkland Islands. Their instructions were brief and broad: "SORT IT OUT".

Lieut. Toft, now officially known as SOFI (RN Stores Officer Falkland Islands), and CPO Newcomb volunteered for the job at 24 hours' notice. They had worked throughout Operation Corporate at RAF Lyneham overseeing the RN team sending stores on to the Task Force.

Their simple directive concealed a mammoth job. In the aftermath of the fighting, vast quantities of stores were scattered all over the islands — much of it in minefields, all of it desperately needed by ships and shore parties.

With the able assistance of Army mine-clearance teams and 847 Naval Air Squadron, the two men began bringing in stores to central dumps and redirecting them to where they were most needed.

But the volume of work threatened to swamp them, and POSA Knocker White, SA Denis Barclay and SA Smudge Smith were drafted in to help.

The naval touch

The five-man SOFI team now found permanent lodgings with the Logistics Battalion and were soon heavily involved with the unloading of merchant ships, collecting and forwarding air freight, and generally providing the naval touch wherever it was needed.

A building was found for SOFI to set up a permanent naval store, but the health inspector took one look inside and declared it was unfit for people even to clean!

The impasse thus reached was typical of the frustrations of the period immediately after the hostilities.

But a party of the Queen's Own Highlanders demonstrated their "can do" approach and in short order and the greatest good humour gave the store an initial going over to satisfy the inspector. In the process they cleaned out excreta, offal and various "whoosh bang" nasties.

Since then, what was a broken down and bare shed has been transformed into a well run naval store, complete with clothing section, office, counter, and a wide range of naval stores — all on charge.

But a frantic and sometimes fraught period for the SOFI team has not been without odd moments of light relief.

The saga of the stores request for three live sheep or 60 live chickens for Ramadan on board as Uganda created some excitement. Three sheep were duly trussed in sitting position, and stuffed up to their necks into black plastic bags. A helicopter then lifted the sheep, plus a vet., out to the troopship — and all co-ordinated by that friendly naval stores officer.



MOST Royal Navy ships have facilities which present no problem when it comes to indulging in one of the Service's happiest activities — acting as hosts to their affiliated communities ashore. But what of the submariners,

cramped and claustrophobic compared with surface vessels? In this feature Navy News shows how the submariners of the patrol-class boat HMS Otus (left) go about giving their guests a whale of a time . . .

FRIENDS: BUT NOT JUST ON THE SURFACE

SINCE a happy coincidence sparked off a lasting link between HM submarine Otus and the small town of Great Torrington, the relationship has not been without its difficulties.

Intervening between boat and town are many miles of lovely, unnavigable Devon countryside — but it is an obstacle which has not been allowed to stand in the way of an increasingly warm friendship.

In the summer the Otus

threw open her hatches to 30 Great Torrington people and feted them in style, several fathoms below the surface of the English Channel.

For 12 hours, the boat interrupted a run ashore at Dartmouth for the benefit of schoolchildren, Royal Naval Association members and civic dignitaries — including the Mayor and Mayoress.

They had all travelled more than 50 miles to sample life on board the Patrol-class submarine and to meet their very special friends in the Royal Navy's Silent Service.

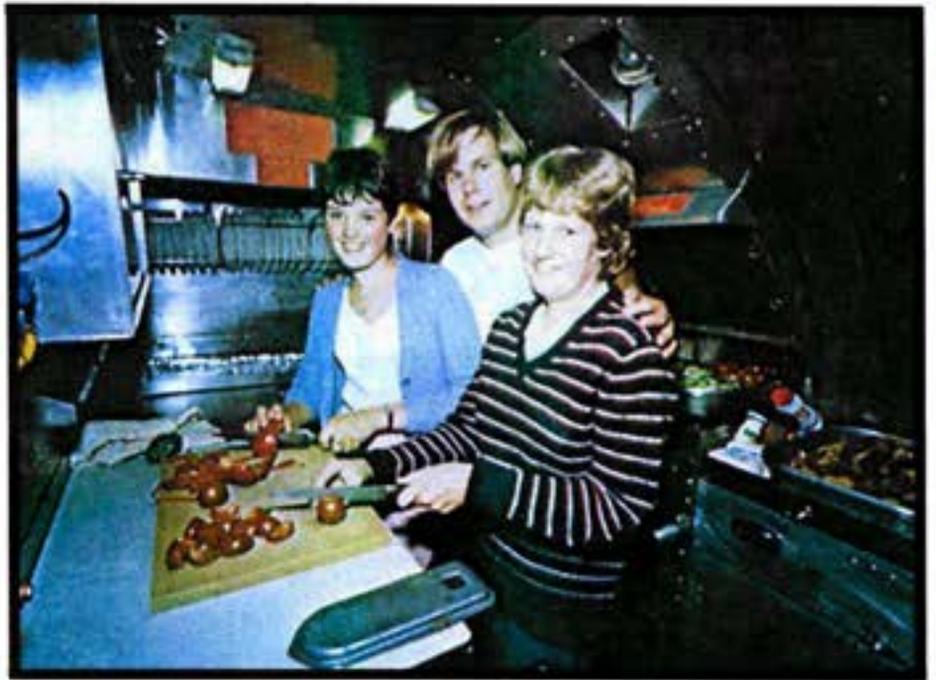
'Fabulous'

The link had been established three years before at the suggestion of Gerald Cramp, a chief petty officer in the crew whose brother, Dr. Harry Cramp, was then Mayor of Great Torrington.

Townpeople were welcomed on board the submarine two years ago at Devonport, and early this year members of the crew had what was described as a "fabulous week-end" in the town.

But such opportunities for the hard-working boat are few, so when the Otus put into Dartmouth for a week-long break in her tight programme, it seemed an ideal time for another get-together.

In the galley the smell of the



Above: For once LCK Neil Hardy gets some female help in the galley — from Louise Angrave (left) and Heather Dann.



A sub's eye view for 15-year-old Stephen Finch, being shown the sights by RO(SM) Jeff Swanwick.

Below: Framed by the engine-room hatch, AB Paul Triance gives some of the Otus's young guests their first view of a submarine's diesels.

diesel engines was tempered by the more appetising aroma of steak and baked potatoes as LCK Neil Hardy prepared an underwater feast for the first group of guests to be taken on board — 14 schoolchildren and teacher Mr Bob Levy, of Great Torrington Secondary School; the Mayor, Cllr. Clifford Quick, and the Mayoress — his niece, Mrs Pauline Crawley.

officer, Lieut-Cdr Frank Powell.

Shortly before leaving the vessel all the children were given photographs of "their" boat. The Mayor was presented with framed pictures of the Otus and in return presented Lieut-Cdr Powell with an inscribed decanter of Dartington glass.

Gruelling

The next day it was Torrington's turn to play host when members of the crew journeyed north to show the flag — and take part in a cricket match against a town side.

After that it was back to work for the submarine, bound for a gruelling round of exercises in the commanding officers' qualifying course. Far behind her were the misty sunshine and calm waters of Start Bay — and her friends in Great Torrington who will keep her in memory until the next time . . .

Pictures:
LA(Phot)
Fergy
Moore

Below: Friendship cemented — with an exchange of gifts between the commanding officer, Lieut-Cdr. Frank Powell, and the Mayor and Mayoress of Great Torrington.



GET WISE ON DCIs

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

TITLE DAY: THE DETAILS

All change for Mechs and Tiffs

IT IS logical and desirable to abolish separate titles for artificers and mechanics in the Royal Navy, says the Admiralty Board, in making the official announcement which has created dismay among at least some of the readers of Navy News.

The statement explains that the Artificer/Mechanic Working Party was set up last year following Engineering Branch Development studies which showed that artificers and mechanics were being trained in similar numbers and to the same criteria, and were totally interchangeable in all employment areas.

ANOMALIES

The working party had the twin major aims of aligning the training and advancement patterns of mechanics more closely with those of artificers, and removing the inconsistencies and anomalies which had grown up between sub-specializations.

The working party's recommendations have been approved by the Admiralty Board, whose announcement outlines the major changes to be introduced.

Rationalization starts with titles. Originally mechanics were complementary to but not interchangeable with artificers, and different titles were unavoidable.

"As employment of artificers and mechanics has become common," says the Board, "it is logical and desirable to abolish separate titles, and in future all Engineering Branch technicians will be known as artificers, whatever their source. This title

is better understood by other Services, civilian industry and the trade unions."

Opportunity has also been taken, the announcement goes on, to simplify the new titles by removing class designations, since, with the exception of the chief artificer, they equate precisely to the military rank structure.

To distinguish the present chief artificer from the new CPO Artificer, the distinctive title "charge chief artificer" (short title charge chief) will be adopted in future, in view of his "charge" responsibilities.

All artificers and mechanics will change to the new titles on Title Day (April 1, 1983).

TRAINING

Dealing with training, it is stated that ex-artificer apprentices (AAs) and ex-mechanic candidates who after April 1983 will be called artificer candidates (ACs) will achieve a common level of expertise, at the petty officer artificer level.

Towards this end, the later stages of technician training will be common for AAs and ACs. This already applies to AE and WE ratings, and similar arrangements will be possible for MEs when MEA training transfers from HMS Caledonia to HMS Sultan.

Artificer apprentices will be



advanced to acting leading artificer (A/LART) after successful completion of three years' training in recognition of their leadership and technical training at that stage. This is also the point at which the common training begins for AAs and ACs (who are leading mechanics and above). A proposed increase in pay for AAs on advancement to A/LART will be considered as part of the next pay review.

AAs will be confirmed as leading artificers (LARTs) after one year in the acting rate. Where courses in the artificer training establishments continue beyond this point, A/LARTs will be confirmed on completion of course, backdated to the one-year point.

In the case of artificer candidates, they will retain their mechanic substantive rate on

start of course, and leading rates will not be advanced automatically to acting petty officers as occurs at present in some establishments.

However, ACs will be eligible for roster advancement if they are qualified before course, but no further mechanic advancement examinations will be allowed once artificer training has started.

EXPERIENCE

ACs will be advanced to artificer status on completion of course in the artificer training establishments with the same basic date for future advancement as their AA counterparts, that is the AALART point. The new artificer rate and seniority of ACs will be determined by their previous qualifications and experience as a mechanic.

On the subject of further advancement (says the Board),

experience has shown that insufficient time is currently available for some mechanics and artificers 2nd class to gain the necessary experience before becoming eligible for advancement to the 1st class rate.

It has been decided therefore that under the new regulations the minimum qualifying time to be served in the confirmed petty officer rate for all artificers (ex AAs and ACs) will be a standard two years, less any accelerated advancement gained during training which will now be awarded at this point. Thus advancement from PO ART onwards will be common for all artificers whatever their source or sub-branch.

According to the statement, "there has been a wide proliferation of local acting chief artificers over recent years which has undermined the status of the chief artificer."

'In the name of MOD, Figgard and Caledonia, I make thee Tiff...!'

Positive action will be taken to discourage this situation, which includes requiring L/A chief artificers after one year in the rate and 1st class artificers of eight years' seniority to take the Fleet Board (or equivalent) for chief artificer within a certain period, unless they specifically request not to do so. This will affect their eligibility for holding the local acting rate.

On Title Day, those artificers already in the field will continue to be advanced in accordance with current regulations, while AAs who have still to complete artificer training (792 series and onwards) will be subject to the new regulations. The first ACs to be affected by the new regulations will be those starting the following courses at the beginning of summer term 1983: AEM 83/1 series, ME MQC 07, and WE MN 28. All mechanics who started previous courses will remain subject to current regulations.

SD LIST

Regarding promotion to the Special Duties List, it has been approved that in order to accommodate older artificer candidates, the normal upper age limit for SA officer selection, currently 34, will be raised to 36. Any artificer who otherwise would be deprived of an opportunity for promotion may exceptionally be allowed one attempt outside this limit up to a maximum age of 38, as currently authorized for ME mechanics only.

DCI (RN) 381

Longer shore appointments for officers

TO MAKE more effective use of officer manpower, adjustments have been made to the appointing policy for officers.

The standard length of shore appointments will be two-and-a-half years (plus or minus three months for appointing flexibility) other than for appointments where longer or shorter tour lengths have already been agreed by the Ministry of Defence. This change will be introduced gradually.

The length of sea appointments will continue to vary between ranks and specialisations, but these too will be lengthened where the balance of advantage lies in that direction.

The planned time for turnovers will be confined to a maximum of four days unless a longer turnover replaces pre-joining training, or there are exceptional grounds for an extended period.

Occasions arise when a suitable officer is not available to relieve another before his departure. On these occasions, after consultation, the post will be left vacant until the selected relief takes up the appointment.

DCI (RN) 439

☆ Garage charges

CHARGES for garages and carports erected from non-public funds on Ministry of Defence land have been increased as follows: permanent garages, £18.56 a year (from £15.56); temporary garages, £14.05 (£12.05); carports, £8.53 (£7.53).

DCI (RN) J 417

TRAVEL STUDY



WHILE movement by rail is regarded as the normal means of transport for Service personnel within the British Isles, a full year is being taken on a study of the whole pattern of travel, including leave travel, to see to what extent changes could be made to produce the most effective and economical methods.

The survey was due to start on September 1 and end on August 31, 1983.

DCI (RN) J 378

☆ Unwarranted

FOLLOWING a review of the Rigging Warrant (Form D6f) it has been decided that its continued status as a book of reference and accounting document is no longer appropriate.

All applicable reference information is being transferred from Sections 1, 2 and 4 of the form to the Seamanship Manual (BR67).

Formal accounting required by Sections 1, 5 and 6 of the form need no longer apply to the majority of rigging items

which are made up of consumable stores. There will, however, be a need to account for items of permanent sea stores listed in the Rigging Warrant and this is to be accomplished by duplicating them in existing permanent loan procedures.

DCI (RN) 441

☆ Resettlement

RESETTLEMENT courses in the 1982/83 series have already begun. Full details have been issued under two headings: advice courses and training courses.

DCI (RN) 416

☆ Bigger prize

CHANGES are announced in the regulations governing the 1982 Naval History Prize.

Prizes have been increased to £200 (and a medal), £120, and £80. Officers who have passed the Staff Course will not be debarred from entering the limited competition. Ratings serving in the RN, RM, and WRNS may enter the open competition.

DCI (RN) 325

☆ Essay dates

JUNIOR RATES of all branches of the Service are eligible to take part in the essay competition for the Lieut-Cdr. Hooper Prize. Awards range from £10 to £60. Entries have to be in by November 30 1982.

DCI (RN) 337

PRIZES up to £150 are offered in the Bertrand Stewart essay competition, which is open to serving or retired personnel of any of the armed forces of the Commonwealth. Closing date is July 1, 1983.

DCI (RN) J 363

☆ Deflated

THE Naval Hovercraft Unit in Hong Kong has been disbanded.

DCI (RN) 435

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Sea King heir on the way

FORMAL development is expected to start early next year on the Anglo-Italian successor to the Sea King anti-submarine helicopter.

The Ministry of Defence has already contributed £60 million towards initial studies for the EH101, which is to be built jointly by Westland Helicopters and Agusta, of Italy.

With good endurance, high agility, substantial payload and advanced avionics, and equipped with Sting Ray and other weapons, the new helicopter is being designed with the Royal Navy's new Type 23 frigates in mind.

But it will also be able to operate from the Invincible-class carriers, RFA's and other ships, and from land for shallow-water anti-submarine defence.

Progress on the new helicopter

Cattistock for MCM1

HMS CATTISTOCK is due to become fully operational in mid-October. The Hunt-class vessel is completing work-up and will join the First Mine Countermeasures Squadron at Rosyth.

was announced by the Secretary of State for Defence, Mr. John Nott, to coincide with the Farnborough International Air Show, at which some of the Royal Navy's airborne heroes of the Falklands conflict — Sea Harrier jump jet and Sea King, Wessex and Lynx helicopters — displayed their well-proven prowess.

SCADS

Three companies — British Aerospace, Fairey and Plessey — announced that they had joined forces to develop shipborne containerised air defence systems for merchant ships (SCADS).

The plan will enable container ships to be quickly converted to carry Seawolf missiles, anti-submarine helicopters and Sea Harriers and has attracted considerable interest in the light of the successful use of merchant ships in the Falklands.



HMS Euryalus plays hoses on the blazing fish factory ship Ave Maria.

Euryalus, Leander in fire rescue

TWO Royal Navy frigates played a vital role in the rescue of 45 people from a fish factory vessel ablaze off the Essex coast.

HM ships Leander and Euryalus were diverted from the Nato Exercise Northern Wedding on September 7 to go to the aid of the Portuguese ship Ave Maria.

While the warships fought the fire a Wessex helicopter from RAF Manston airlifted 45 seamen and fish packers to the frigates.

FIRE TEAMS

The Euryalus and Leander put fire teams on board the Ave Maria and extra material for making foam was flown from Manston. Eventually the blaze was brought under control and the crippled ship towed to an anchorage off Margate.

Only slight burns were sustained by two of the crew.

ICE PATROL FOR HECATE

OCEAN survey ship HMS Hecate has taken over HMS Endurance's role as ice patrol vessel in the South Atlantic.

The Hecate's sisters — HM ships Herald, Hydra and Hecla — acted as ambulance vessels during the Falklands Conflict while the Hecate was being hurried through a refit, her white hull and superstructure being finished in grey overall.

HECTOR THE HELO

She received her first flight for more than two years — a Wasp helicopter affectionately nicknamed "Hector" — as well as Oerlikon cannons on the bridge wings.

Much of the Hecate's work will be routine and already she has sent back information on weather, passage soundings and magnetic field and gravitational variations. As well as survey and scientific work, the ship is supporting the small Royal Marines garrison at Grytviken, South Georgia.

Fowl play!

SO COVETED is the Second Mine Countermeasures Squadron's Cock Trophy that ships are desperate to possess it . . . by fair means or fowl!

The latter course was adopted when it "flew" from its perch on the bridge roof of HMS Iveston, who had won it legally "by reason of superior skill in sport."

When it was discovered that it had been "purloined by stealth" by HMS Kirkliston, it was returned with goodwill on demand.

Squadrons' new base

TWO Royal Navy Lynx helicopter squadrons have a new home. They are 815, the biggest helicopter squadron in the Navy, and 702 Squadron.

Both transferred from Yeovilton to Portland in mid-July, turning HMS Osprey into one of the busiest helicopter bases in Europe. More than 100 helicopters are now based at Portland.

MORE DCIs

If you're away sick . . .

ALTHOUGH civilians no longer need "sick notes" from their doctors for absence from work of seven days or less, the new rule does not apply to Royal Navy personnel.

Service personnel who fall sick on leave, living out, or on detached duty and who receive medical attention and treatment from a civilian practitioner under contract with the National Health Service, are required to obtain a "private" medical certificate from the doctor.

The cost of the private certificate will be reimbursed by their supply officer.

The certificate, which should be forwarded to their commanding officer, should state diagnosis and certify whether the patient is unfit to travel (not merely unfit for duty).

Medical certificates are to be forwarded at seven-day intervals until the patient is fit to travel, unless he is meanwhile sent to hospital.

DCI (RN) 437

☆ Hang gliding

DATES are announced for the courses at the Army Hang Gliding Centre, from October 1982 to March 1983.

Regulations regarding eligibility, qualifications and costs were set out in DCI (RN) J 51/82.

The RN championships will take place in Dorset. Details are available from the organiser, MEA (P) A. Smith, FMG, HMS Osprey, Portland. The entry fee is £5.

DCI (RN) J 351

☆ Run-down

TWO announcements refer to the run-down and closure of the RN City and Guilds organization at HMS Collingwood.

DCI (RN) 383 and 398



"Ere! Put these on, Jack!"

☆ Wide-ranging

SUBJECTS of university residential courses for the period September 1982 to January 1983 range as widely as submarine geology, noise, behaviour under stress, accounting for non-accountants, microprocessors, communicating effectively, and defence policy.

DCI (RN) 382

☆ Realistic

THE BAN on the transmission of casualty messages (NOTICAS) for exercise purposes, promulgated early this year, "has imposed unacceptable artificialities on the exercising of NOTICAS procedures."

In future, in order to achieve more realism and to test casualty procedures more fully, NOTICAS signals may be transmitted during specific exercises as authorised by the single Services.

However, action is to be taken to ensure that next-of-kin are not mistakenly informed of exercise casualties.

DCI (RN) J 394

☆ Option

DATES are announced for the next series of selection boards for promotion to chief petty officer, chief medical technician or chief communications technician.

The statement emphasises that since regulations preclude chief petty officers from undergoing mechanician courses, mechanician course candidates (including those undergoing CT training) who are selected for promotion to chief petty officer have the choice of promotion to CPO, or of retaining their existing rate and going on a mechanician course.

"It is important that such ratings are aware of this option when selected for promotion," says the statement.

DCI (RN) 412

☆ SD exams

THE NEXT professional examinations for promotion to acting sub-lieutenant (E)(AE)(M) and E(AE)(L) on the Special Duties List will take place on February 17 and 18, 1983.

A higher age limit is being introduced. As the candidates are required to be under 36 on October 17, 1983, their dates of birth should not be earlier than October 17, 1947. Also, any candidate who would otherwise be deprived of the opportunity for promotion may exceptionally be allowed one attempt outside this limit up to a maximum of 38 as currently authorised for ME mechanicians only.

DCI (RN) 422

☆ Topical

A COURSE in international affairs has been arranged by the University of London for officers of the three Services, on October 14 and 15, 1982, the subject being "The South Atlantic."

DCI (RN) 367



Seaman at 25. Washed up at 26.

At twenty-five I was riding the crest of a wave. Life was wonderful, I was making new friends, seeing new places and I had a bright future ahead. I remember thinking I was the luckiest guy in the world.

Then, one rough night I was on the forward deck securing alongside and a three inch wire parted, whipping across my leg. The next thing I remember, I was in hospital and the doctors telling me they'd had to amputate my left leg from below the knee.

I just couldn't imagine not being at sea any more. What was I going to do? I had a wife and two kids, no future and no money. Life didn't seem worth living.

Then someone mentioned King George's Fund for Sailors. They give grants to over 100 nautical charities for

seafarers and their dependants who fall on hard times. Men from the Royal Navy, Royal Marines, Merchant Navy and the Fishing Fleet.

I went through various stages of convalescence and retraining so as to learn how to live again. I now have a good job and I am back with my family — all thanks to the money provided by King George's Fund for Sailors.

I am just one of 14,000 they help each year. Please help King George's Fund to go on helping. Send your donations, covenants or legacies to Appeals Secretary, KGFS, 1 Chesham Street, London SW1X 8NF.

KING GEORGE'S FUND FOR SAILORS

PEOPLE IN THE NEWS

Picture: PO(Phot) Radar Thompson.



Too many chiefs?

HMS Kent, the Fleet Training Ship, found herself topped up with five chief stokers in July as a result of the Falklands operation. Clockwise from bottom right) they are CMEM(M)s Fred Jupp, Buster Brown, Terry Parish, Alan Hodges and Tony Pearson. Alan, from HMS Fearless, was in charge of apprentice training, while Tony and Terry were the Kent's resident chief stokers.



The Jones brothers have posed something of an identity crisis in HMS Collingwood since they arrived to continue their artificer training. Mark (left) and Martin are identical twins, and both joined the Navy at the beginning of last year. Brother Ian is an MEM serving in HMS Argonaut. The Jones boys come from Solihull.

Lion of South Atlantic

Right — When HMS Plymouth returned to Rosyth from the South Atlantic on July 14 she did so with a Lion Rampant flag flying proudly from her masthead — thanks to Scottish Television. CPO Tom Doak had written to STV to say that the ship's "gun flag," a Lion Rampant, had been damaged in action and needed replacing. STV obliged. And when the Plymouth got back to Rosyth, there was track star Linsey Macdonald to present another Lion Rampant flag to CPO Doak.

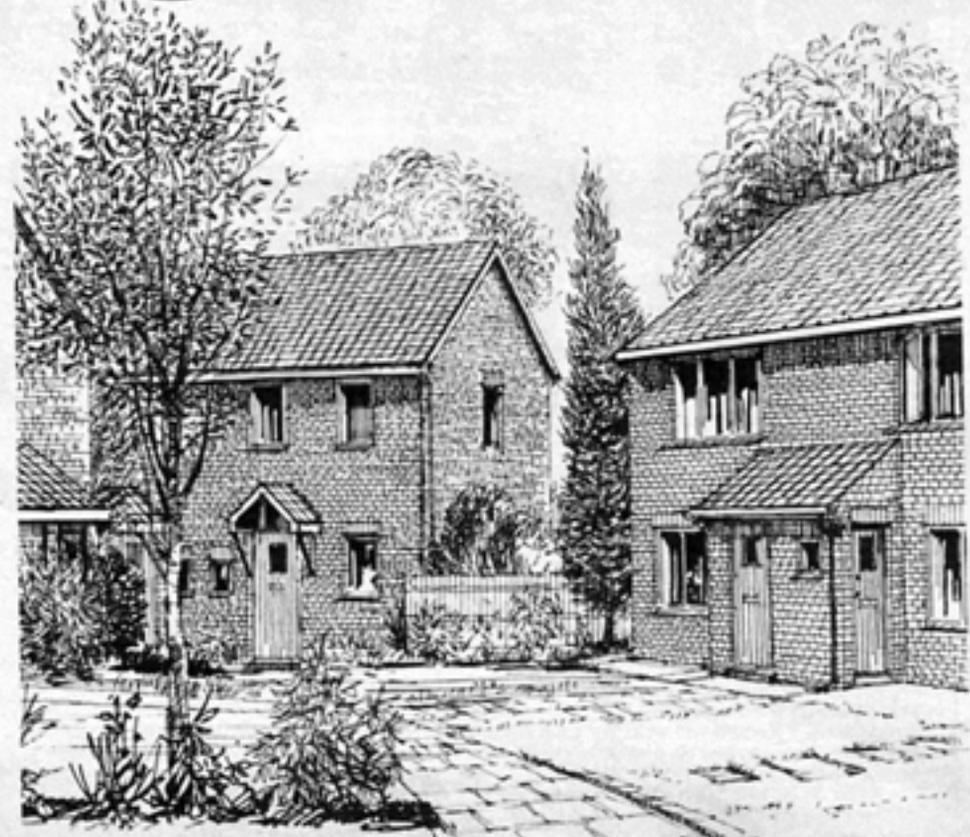


Proud Barrie

When WEM(R) Andrew Pilbury received a certificate for achieving the highest marks on course in HMS Collingwood from Lieut.-Cdr. Richard Jenkins, commander of the Mechanics Training School, his proud father, CPO Barrie Pilbury, who is serving in Collingwood, was there to congratulate his son.

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Leading the way to a Queen's Sword

Lieut. Peter Kenward (see picture, right) received the Queen's Sword for achieving the best results in leadership and work during his three-year degree and application course at RNEC Manadon. Making the presentation is Admiral Sir William Pillar, Commandant Royal College of Defence Studies.

Lieut. Kenward is continuing his air engineer training in HMS Daedalus.

Admiral Pillar visited Manadon for the college's graduation day on July 29. He also presented the Queen's Gold Medal for the best results in the 1982 BSc degree examinations to Sub-Lieut. David Ham, who is now joining HMS Invincible, and an award to Lieut. Neil Latham, who obtained the highest overall marks in the Advanced Engineering course and was awarded with an MSc with Distinction.

Lieut. Latham is joining HMS Boxer building on the Clyde.



DAVID HAM



NEIL LATHAM



TED LLOYD

FCRS Ted Lloyd has received a £1,000 award for his invention to improve a communications system. Ted, serving at RN air station Yeovilton, received his cheque from Flag Officer Naval Air Command, Vice-Admiral Sir John Cox. Present for the ceremony was Ted's wife, Hazel.

CPO Kevin Crawley has received a Ministry of Defence design award for his modifications for the Seacat missile system. It is his third such design award.

While serving in HMS Eagle he and a colleague designed improvements to the flight deck catapult, and he received a second award for the design and installation of a maintenance platform while serving in HMS Intrepid.



The mine they got steamed up over!

THIS is the mine that HMS Junella brought back from the Falklands, and the clearance diving team members from Rosyth who revived an old technique to steam out its deadly contents — 280lbs. of high explosive. From left to right are CPO Sandy Ellis, Lieut. Alan Bayliss, LS(D) Andrew Moss, and LS(D) Tony Thompson, who was one of the divers who took the mine out of the water off Port Stanley and made it safe to bring home.

Melted by steam, the explosive was poured out of the mine. When it hardened again, much like wax, it was blown up. The Argentine mine, now completely safe, is destined for the Mine Warfare Museum in HMS Vernon.



DAVID FERGUS

MEM David Fergus has been awarded a commendation from the Humane Society for saving the life of a youth badly hurt in a fight near his home at Warsash, Hants. He noticed that the youth, left lying in the road, had stopped breathing, and gave him heart massage and mouth to mouth resuscitation until help arrived.

David also noted the car registration number of the fleeing attackers, an action which resulted in a swift arrest.

Now under instruction in HMS Dolphin, David was serving in HMS Arethusa at the time of the incident.



THOMAS JOHNSTONE

PO Thomas Johnstone has been awarded a Herbert Lott Naval Trust Fund silver tankard in recognition of his dedication, leadership and hard work as the leading rate in charge of 845 Squadron's spray team at RN air station Yeovilton.

Cpl Bernie Finan had to leave the Royal Marines after 17½ years because of his health, and wants to say a fond farewell to all the mates he met during his time in the Service — particularly those from his rugby and judo days.



Like father, like daughter ...

When Cdr. Frank Wilson retires in February after 35 years in the Royal Navy, he will be leaving the family name in good hands in the Service. Daughter Alison has been in the WRNS for five years and left BRNC Dartmouth in July as a third officer. She is now Squadron Staff Officer for 702 Squadron at RN air station Portland.

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Aberporth on run Helping Hands for Guards

THE SMALL contingent of sailors based with the RN Trials Unit at RAF Aberporth pulled out all the stops to raise money for the families of Welsh Guardsmen killed in the Falklands war.

The RN element at the missile testing range consists of three officers and eight senior and junior rates. CPO(MW) Roger Tomkins, the coxswain, led five other "non-runners" on a marathon 140-mile relay from Aberporth to Cardiff via Sennyridge, Merthyr Tydfil and Caerphilly.

Others in the team were CPO(WEM) Mike Hodges, AB(M) Howard Price and Mike Watkins, AB(R) Brian Woolley, and AB(EW) Andrew Thompson. CPO Les Broughton kept the runners fed and fit from the support van.

The run raised about £400 and a disco and prize draw will add another £200 to that total.

When 824 Squadron B Flight's duty in Gibraltar ended, aircraft and personnel returned to RN air station Culdrose on board RFA Olwen — and promptly fulfilled a promise made to Ruan Ward at St Lawrence's Hospital, Bodmin.

A Sea King piloted by Lieut.-Cdr. Brian Hodge landed in the hospital grounds, and

members of the Flight visited the ward and showed staff and patients over the helicopter. Lieut. Steve Tollenaar RNZN and PO Chas Challinor were invited to broadcast to the patients on the hospital radio. The visit was the result of a pen friendship between B Flight and Ruan Ward.

A fund-raising campaign by the staff of HMS Belfast, and the Ring Brymer catering staff on board, resulted in £1,600 being handed over to the Soldiers', Sailors' and Airmen's Families Association.

South Atlantic Fund

REGULARS at The Goat Tavern in Stafford Street W1 went on a sponsored run for the South Atlantic Fund and raised a magnificent £1,108. A suitably large cheque was handed over by mine hosts



Cheers, Churchill

Greg and Pauline Peck to Cdr. Mike Spillman and CPO Chris Lintern for the fund.

Pauline and Greg also raised £210 for the Blues and Royals and the Royal Green Jackets, victims of recent IRA bomb attacks in London.

Members of the RN Community Centre at Radford, Plymouth, residents of the naval estate, and personnel in HMS Heron have been busy raising money for the South Atlantic Fund.

POSA Ken Parrock of Heron completed the Plymouth Marathon and was sponsored for £120 by colleagues, members of the community centre and MQ residents. And more money for the fund came from the Falkland Wives and Radford Wives Clubs who organised a mini-market and jumble sale and raised £160.

FOUR likely lads from HMS Churchill are cheered off by other members of the crew at the start of a 400-mile cycle marathon from Chatham to Ikeston in Derbyshire and back. The four (from left to right) AB Errol Woolley, LS Ian Smith, RO Owen Evans and OS Joe Mace, completed their long ride without mishap and are now gathering in £1,600 in sponsorship money which will go towards the purchase of an incubator for All Saints Hospital, Chatham. HMS Churchill is refitting at Chatham.

The RN contingent on Diego Garcia set up a road block to recover "back tea taxes" from the American servicemen and women on the island. The result was a cheque for £245 for the South Atlantic Fund. Last RN ship to visit Diego Garcia was HMS Sheffield. There are 5,000 Americans on the island and 25 "Brits".

Four young ladies from North Wales tackled the Royal Marines assault course at CTCRM Lympstone and were able to donate £600 to the South Atlantic Fund. Lynne Williams, Gillian Hughes, Jackie Jones and Paula Roberts were sponsored by the people of the Porthmadog area.

The girls handed over to the Commando Training Centre two beautifully engraved slate plaques depicting the crests of the Royal Marines and the WRNS. The plaques were donated by Penrhynudraeth slate sculptor Mr. Idris Griffiths.

Kent walk

LCK Tony Baxter, CK John Waite and SA Nigel Rossiter of HMS Kent's Supply and Secretariat branch marched 100 miles from Portsmouth to Maidstone.

An unlimited edition of prints from a painting of the return of ss Canberra from the Falklands are to benefit the South Atlantic Fund. The artist is former Royal Marine Christopher Dee, who also plans a limited edition of prints signed by Rear-Admiral J. F. Woodward and Capt. D. J. Scott-Masson, Master of the Canberra. Each print will cost £14.95, of which £1.50 will be given to the fund.

ROYALS' GIFT

ROYAL MARINES from 40 Commando have given £2,697 to the British Limbless Ex-Servicemen's Association in a ceremony at Seaton Barracks. About 240 men gave a day's pay earned while serving in the Falklands after some had undergone a harrowing experience in a minefield. One man stepped on a mine, and a young officer who tried to help him stepped on another. The rest of the company stood still in the minefield for five hours until their way was cleared.

Claverhouse cheque



BBC Radio reporter Robert Fox (right), the first journalist ashore with the Royal Marines at San Carlos Bay, hands over a £4,000 cheque for the South Atlantic Fund to Cdr. T. M. Le Marchand, commanding officer of HMS Valiant. Watching the presentation are members of HMS Claverhouse, the RNR sea training centre in Edinburgh, who raised the money by organising a mammoth raffle.

£100,000
troops
centre
appeal

A GROUP of volunteers working for the Fleet Amenities Fund in the Portsmouth area have launched a £100,000 appeal to build a recreation centre for troops serving in the Falklands.

Thirty volunteers, all of whom have family ties with the Royal Navy, have been working with the Fleet Amenities Fund since the Task Force sailed in April. Since then they have directed tons of "goodies" — books, sweets, balaclavas — to the South Atlantic.

COMBINED EFFORT

Now they are combining their efforts to raise money for a recreation centre. Already £10,000 has been raised towards their initial target of £50,000 to get the project off the ground. All money will go to the Ministry of Defence.

Anyone who can help with money-raising events should contact Mrs. Daphne Anderson (Le-on-Solent 551699) or Mrs. Sue Ankin (Fareham 234500). Mrs. Anderson is the wife of CPO Robert Anderson of HMS Sultan, and Mrs. Ankin's husband, Ray, is a petty officer serving in HMS Collingwood.



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Wives or husbands of members of HM forces can register as civilian voters if they prefer, while living in the United Kingdom.

But if they move overseas they have to register as Service voters in order to vote.

All registration forms must be signed and dated on or before 10th October 1982, and sent to the electoral registration officer as quickly as possible.

Otherwise you could find yourself without a vote at the next election.

It's your vote X don't lose it.

After the horror — a sentimental journey

Naiad joins Med. force

FOUR medical officers who saw the horror of war as part of the staff on board the hospital ship ss Uganda in the South Atlantic returned to the ship last month for a more peaceful trip.

They joined the P and O liner for the voyage to Southampton from the Tyne, where she had undergone her post-war refit.

Among those making the sentimental journey was Miss Edith Meiklejohn, deputy matron at RN Hospital Haslar, who led the team of 14 nursing officers and 22 nurses on the Uganda.

In all, the Royal Navy medical staff and members of Queen Alexandra's Royal Naval Nursing Service treated 730 Falklands casualties, including 150 Argentines.

'No let-up'

Although hostilities ended in mid-June, casualties were received on board as late as July 13 after an accident at Stanley Airfield. But the busiest day by far was that of the Sir Galahad and Sir Tristram tragedy, when the Uganda received 159 casualties.

"There were wounds and injuries I had never seen before," said Miss Meiklejohn. "It was a very intense type of nursing with no let-up at all."

"The staff did a superb job, all of them — the girls and the boys — under conditions that none of us had ever met before. But it was a terrific experience, and we all gained a lot of knowledge."

Main problem for the staff when they returned to their jobs after taking leave was settling back into the quieter routine.

Senior Nursing Officer Christine Smith is now back working in Haslar's female



Happier times for members of Queen Alexandra's Royal Naval Nursing Service as they headed for home on board ss Uganda. The ship arrived back at Southampton in August.

Picture: Nursing Mirror.

surgical ward — one of the hospital's busiest wards.

"But it's quiet compared with the Uganda," she said. "The experience is one we shall never forget in a hurry. I and many others have suffered nightmares about it and it has certainly unsettled me."

"We have changed. People ask me if I enjoyed the time but they do not realise

what it was like."

Christine was impressed by the courage of many of the patients.

"The way they coped was tremendous," she recalled. "You would ask them whether it had been worth losing a limb for, and most said it was."

Despite the horror of the conflict, there were lighter moments. One victim who

had undergone an amputation was sent a stuffed parrot by his mates ashore — a situation which provided a source of much humour.

And as Uganda prepared to return home, an accident during the unloading of stores resulted in MA Leslie Aldridge having a brief spell as a patient himself — and enjoying some of his own medicine!

THREE months of Mediterranean duty began at the end of August for HMS Naiad following an assisted maintenance period at Devonport and weapon training at Portland.

On August 24, the eve of her departure, Capt. Jeremy Porter (Captain First Frigate Squadron) presented the ship's commanding officer, Cdr. Paul Haddacks, with a cake to commemorate the vessel steaming 500,000 miles by 1330 that day.

She can expect to clock up quite a few more miles in the Mediterranean, where initially she was the British element in the Naval On-Call Force Mediterranean.

Orpheus is back in the underworld

OBERON-class submarine HMS Orpheus completed sea trials in September following her recommissioning at Greenock on August 28.

The Orpheus, which entered refit in the Scott-Lithgow shipyard three years ago, will undergo a work-up in Scottish waters before joining the First Submarine Squadron at HMS Dolphin.

During the rededication ceremony the cake was cut by Mrs. Jane Stanhope — wife of the boat's commanding officer, Lieut. Mark Stanhope. She was helped by the youngest crew member, MEM Steven Mather.



The children of Goose Green, who were confined to the community centre during the Argentine occupation, savour their freedom with a visit to a pirate's party on board the Hydra when the ship called at the settlement.

19-PINTA-DAY LIFESAVERS

FIVE MONTHS to the day she left Portsmouth, HMS Hydra returned to her home port on September 24 — the last hospital ship to leave the Falklands.

During the conflict the ship's company of 118 donated 190 pints of blood in one period of ten days and in four passages to Montevideo carried a total of 251 casualties.

Until her belated departure she provided a medical evacuation service for the islands, a role now taken over by land-based aircraft. She also provided a supply service for the Falklanders and at Port Stephens was overnight host to the Civil Commissioner, Mr. Rex Hunt.

She became one of the smallest ships to compete in the Norfolk Baton Trophy, fielding all but 18 of her ship's company and clocking up an overall time of 11 hr. 34 min. 20.1 sec.

Not bad considering that the team's average age was over 25 and that headwinds of 45 knots were encountered during the 100 x 1 mile relay along the sea wall at Port Stanley. Temperatures remained only marginally above freezing and visibility was reduced by snowstorms.

Haven of Ardent friends

THIRTY-FOUR survivors of HMS Ardent and their families were given a champagne reception at Milford Haven on August 14. The ship was adopted by the town in 1977.

Cdr. Alan West, who was commanding officer of the Ardent, led the survivors on a three-day visit during which each member of the ship's company received an inscribed tankard, and Cdr. West was given a remembrance book expressing the town's regret at the loss of the Ardent during the Falklands war.

Cdr. West was also presented with a cheque for more than £2,500 for the South Atlantic Fund from the people of Milford.

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Gannet: Ten busy years up North

MOST northerly and smallest Royal Naval air station, where fliers brave some of the worst of Britain's weather, is this month celebrating its tenth anniversary.

Sited at Prestwick on the Firth of Clyde, HMS Gannet is now the only Fleet Air Arm base outside England, and the uninitiated may be forgiven for regarding it as a backwater.

But it is from there that the seven Sea King helicopters of 819 Naval Air Squadron provide anti-submarine protection in the North-West Approaches, lend support to HM submarines in the vital Clyde Areas, and protect offshore oil and gas installations.

It is from there, too, that the Navy's Search and Rescue service for Scotland is operated, one Sea King being on call throughout the year in all weathers.

Search and Rescue

Gannet's formal SAR commitment — one aircraft at a maximum of 90 minutes notice throughout the year — began in 1975, but in fact 819 Squadron had been carrying out an increasing number of rescues since 1971.

The squadron averages 30 to 40 rescue missions a year, ranging from seaches at sea and on land to transferring badly injured people to hospital.

Life at Gannet — under the command of Cdr. Derek Ancona — is rarely dull and never slack. And, if the vagaries of the Scottish weather sometimes make it a little uncomfortable, there are some compensations — among them a new

accommodation block for junior and senior rates. Opening this month, the design departs from the traditional barracks layout, resembling an "upmarket" estate of apartments liberally landscaped with grass and young trees.

The block's opening coincides with the passing of a decade since 819 moved into the old US Air Force base at Prestwick.

The squadron was formed in early 1940, operating Swordfish aircraft throughout the Second World War. After a spell of coastal duty they joined HMS Illustrious, eight of the planes taking part in the historic attack on the Italian fleet at Taranto in November, 1940.

Following the devastating air attack on the Illustrious two months later, the squadron was temporarily disbanded and its survivors absorbed into 815 NAS. Reformed in late 1941, 819 operated for the rest of the war on coastal duties and from the carriers HM ships Avenger, Archer and Activity.

Towards the end of the war, 819 was disbanded again, eventually reappearing on the active list in 1961, when it began operating Wessex helicopters from RAF Ballykelly.

When Ballykelly closed just under ten years later, the squadron was disbanded yet again before reforming with Sea Kings at Culdrose in February, 1972. In the following October 819 was moved to Gannet, where the squadron began its longest period in commission . . .



Above — A Sea King helicopter from 819 Squadron arrives over HMS Dumbarton Castle for the ship's commissioning ceremony at Rosyth Dockyard.



All in the service!

Right and below — 819 Squadron in action. A sick cow is manhandled into a cargo net and lifted away to safety. The cow survived . . . thanks to HMS Gannet's Search and Rescue service.



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Onyx is out of her fix

A TORPEDO jammed in a tube on board the submarine HMS Onyx when she hit a rock off the Falkland Islands has been removed by experts working in a floating dock at Portsmouth.

The patrol submarine returned to HMS Dolphin on August 18 after 115 days at sea. From her conning tower flew a Jolly Roger bearing a dagger emblem — a sign that the boat had carried out a clandestine mission.

Her contact with the rock in a poorly-charted area damaged two of her torpedo tubes, jamming a weapon in one. However, while the torpedo remained in the tube there was no danger of an explosion and the boat continued operations.

Buzby ship good news for Force

AMONG the work-horses of the South Atlantic is the 3,900-ton British Telecom cable ship Iris, whose marathon service has included the delivery of hundreds of bags of mail and more than 100 tons of stores.

She left Southampton for the Falklands at the end of April, taking with her from Ascension Island the Royal Marines detachment from HMS Endurance, who rejoined their ship in South Georgia.

VALUE

No date for the return of the Iris has yet been given, other than an indication that she will be back "before Christmas."

Her retention by the Task Force is an indication of her value to the fleet. With Naval Party 1870 embarked she steamed 20,250 miles up to July 24, delivering 748 bags of mail and 62 passengers to the Task Force.

Liaison Team begins tour

THE Second Sea Lord's Personnel Liaison Team will tour the Chatham area this autumn, starting with HMS Pembroke between October 5 and 7.

Comprising Lieut.-Cdr. A. J. Ellis and FCMEM W. G. Feebery, the team will give a two-hour presentation on Service conditions, manpower, pay, pensions and uniform at each venue.

Remainder of the programme is: October 12-13, HMS Warrior; 14, RCHD London; 15, Corcom Whitehall; 18, HMS Forest Moor; 20, RCB Derby; 21, RCB Birmingham; 26, RN Element, Poole; 27-29, HMS Osprey; November 2, HMS President.

SURVIVORS RETURN TO THE SOUTH



TWO SURVIVORS of ships sunk in the Falklands Conflict are back in the South Atlantic on board the Type 21 frigate HMS Amazon.

One of them is AEM(L)2 Mick Dilucia of HMS Coventry, whose picture of the ship sinking appeared in the September edition of Navy News. He has acquired a belated souvenir of the Coventry — his flying helmet which was washed ashore after he left the South Atlantic. It was presented to him when he returned to the

Falklands.

Also in the Amazon is PO(S) Roger Baker from HMS Antelope. It was hoped that he and other men from the Amazon would be able to visit the memorial cross erected at Port San Carlos for the Antelope and Ardent.

The Amazon, which with HMS Battleaxe escorted HMS Illustrious to the South Atlantic, carried with her machine guns and 36,000 rounds of ammunition captured from the Argentinians. The arms were transferred from her homeward-bound sister-ship HMS Avenger during a mid-Atlantic meeting.

Record

By the end of August the Amazon had broken her own record for the miles steamed in a month, covering 10,546 miles at an average speed of 15½ knots.

En route she conducted air defence exercises with Sea Harriers from HMS Illustrious and with RAF Buccaneers. An "It's a Knockout" competition raised over £200 for a Type 21 memorial plaque.

HMS AMAZON, the last Type 21 to reach the South Atlantic, meets up in mid-Atlantic with the first Royal Navy ship to be involved in the Falklands Conflict — HMS Endurance.

The Endurance returned to her Chatham base on August 20, escorted by hundreds of craft. Both banks of the River Medway were crowded with spectators and hundreds more watched her berthing with hooters and sirens sounding, Wasp helicopters in formation overhead and fire tenders sending jets of coloured water into the air.

Shortly before her triumphal entry, the Minister of State for Defence, Lord Trenchard, was flown out to the ship accompanied by Lord Shackleton, who has since produced an updated report on the Falklands economy.

The ship's commanding officer, Capt. Nicholas Barker, described the welcome as "an unbelievable experience."

Picture: HMS Illustrious.

AND IT'S ROUND 2 FOR SHIPS

HMS GLASGOW and HMS Alacrity, two veterans of the Falklands war, left their home ports on September 6 to return to the South Atlantic. With them were HMS Newcastle and HMS Phoebe.

The Glasgow limped back to Portsmouth on June 19 bearing the scars left by a 1,000lb. bomb which passed clear through her without exploding. But after a round-the-clock, ten-week effort by Portsmouth Dockyard, the Glasgow put to sea repaired, re-equipped, and carrying two twin-barrel 30mm guns on either side of the upper deck for defence against low-flying aircraft and missiles.

Also boasting new 30mm guns was HMS Newcastle, which led the Glasgow out of Portsmouth harbour. In company with them was HMS Rhyll on passage for Gibraltar. The Newcastle was refitted in record time for Falklands duty.

The two Type 42 destroyers are part of the Third Destroyer Squadron, commanded by the Newcastle's commanding officer, Capt. Anthony Hutton. Most of the Glasgow's ship's company, including command-

ing officer Capt. Paul Hodkinson, were returning to the Falklands.

The destroyers were joined at sea by the Plymouth-based frigates HMS Alacrity and HMS Phoebe.

Cornwall Cup

When the Alacrity returned in June she was hailed as a "miracle ship," having survived Exocet missile attacks and numerous air and artillery attacks. In August her gunnery team were presented with the Cornwall Cup by the Flag Officer Second Flotilla, Rear-Admiral R. W. F. Gerken.

Two other veterans of the war, HMS Antrim and the repair ship Stena Seaspread, are undergoing maintenance in Portsmouth Dockyard and are expected to return to the South Atlantic before Christmas.



HMS Glasgow (nearer the camera) and HMS Newcastle leave a misty Portsmouth for the South Atlantic. It was the Glasgow's second stint off the Falklands.

Picture: PO(Phot) Radar Thompson

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NEWSVIEW

Remedy for a hangover

IF EVER any post-Falklands doubt lingered about the desire and need for a strong conventional Navy it was surely blown away like a puff of coloured smoke as HMS Invincible swept majestically into Portsmouth last month.

It was a royal command performance to crown a summer of heady homecomings, a triumph of organization and public relations, and a symbolic tribute to all the Task Force, past and present.

But the champagne tide of emotion on which the proud trouser made her theatrical return from battle had an undercurrent of sober and forceful argument about our maritime defence requirements.

The First Sea Lord himself has warned of the consequences of a future Navy without three Invincibles and more operational destroyers and frigates with more effective weapon systems.

Others have voiced similar disquiet, and the "Navy lobby", encouraged by the public mood and no doubt detecting other more subtle shifts in emphasis, will not have rested in its own battle of persuasion.

The Invincible's continued service under the White Ensign — and the studies in the wake of the South Atlantic conflict as a whole — are inevitable spurs to speculation for anyone with the Navy's interests at heart.

Many will be wondering, particularly on the manpower requirement front, what the post-Falklands White Paper and the proposed second phase of the Royal Navy redundancy scheme will have in store. More medicine — or a tonic?

Meanwhile, in a changing world, one thing is certain — the British people have lost none of their love of ships and the sea. And those who mourned the passing of the Ark Royal seem to have found a new heroine.

Flying high

IN this edition we also report the brief but crowded days of 847 Naval Air Squadron's shortest commission, and an anniversary in 819's longest; the arrival at Portland of two squadrons which have turned Osprey into one of the biggest helicopter bases in Europe; and the return of an 815 Squadron trials flight Lynx which spent 167 consecutive days at sea — one more than the Invincible herself.

With more news also of the Sea King's successor, these are exciting times for the Fleet Air Arm...

Naafi at war

"AIR RAIDS at 1400 and 1730. Issued with Atropine injections and tablets for defence against possible Argentine gas attacks..."

That was not the recollection of a Serviceman, but an extract from the diary of a civilian, a canteen manager who shared the dangers and discomforts with sailors and soldiers in the Falklands conflict.

How Naafi delivered the goods during the campaign is a story which at the time was inevitably eclipsed by more pressing news of military action. Now, in the light of peace and after the ships of the original Task Force have returned to Britain, accounts of Naafi's war have emerged.

The terse statement quoted above is from one such story, that of HMS Invincible's canteen manager David Higton who, with his assistant Mark Panter, formed Naafi's "spearhead" on the Falklands.

Appalling

As battle raged David and Mark landed at Ajax Bay to establish a bulk-issue store, and for seven weeks worked from makeshift premises in appalling conditions. Nevertheless, it was business as usual, and — often working round the clock — they sold about £110,000 worth of stock before they were relieved at Port Stanley by men of the Expeditionary Forces Institute.

Here are more entries from the diary of David Higton who, with great aplomb, mentions red alerts in the same breath as observations on soap and toothpaste:

Monday, June 7 — Issued with cold-weather clothing and transferred to Fort Grange which would provide essentials for 5,000 men for one week.

Thursday, June 10 — Sea King dropped us with kit into muddy bog. Given hot tea. Taken to accommodation — old Nissen hut, part of abandoned refrigeration plant. No windows or doors and many roof panels missing because building next door was bombed by Argentines.

Friday, June 11 — Slept on floor with only ship's internal sleeping bags. Impressive view of star system — through large hole in roof — interrupted by rainstorm which froze around us. Up at dawn.

Survival

Search for more suitable kit and fortunately find CSgt. Sandy McLeod... Our survival depended on the amount of help and kit he could provide: given hot food, camp beds, bed rolls, Arctic sleeping bags, boots, extra clothing, cooker, mess tins, compo rations, sheets for holes in roof, and much survival advice...

Two Naafi staff, Chris Foulkard and Ken Simpson, offer help for a couple of days. (Actually they stayed for six). Check LZ for one pallet of minerals still on the hill; stores OK but myself and Chris blown into mud by helicopter.

Saturday, June 12 — Find, much to our delight, that old hospital building 12ft. away from us contains two unexploded bombs, one suspended by parachute through a hole in the wall.

Sunday, June 13 — Chris to Blue Beach (San Carlos) with loads ordered by 2 Para. Mark flies to front line at Teal and returns after delay caused by Argentine bombing raid...

Two red alerts during afternoon. Supplies to several other units and small amount of cash sales. Virtually all stores except soap, soap powder, toothpaste and minerals, exhausted.

Monday, June 14 — Usual Force 10 gale through end of hut reduced to Force 5 by rebuilding wall and blocking off "door."

Tuesday, June 15 — Receive last 11 loads from Fort Grange.

Wednesday, June 16 — Heard Argentines have surrendered Falklands but told to expect air attacks from disgruntled Argentine air force. Fresh chops for supper courtesy of CSgt. McLeod. At last, a bottle of whisky from Fearless. Several hot toddies make us feel warm enough to go to sleep.

Thursday, June 17 — All bulk stores exhausted except minerals, toothpaste and Daz (does nobody wash on this island?).

Saturday, June 19 — Embark Elk at 2000 (for Stanley). Sleep on car deck along with 300 others.

Sunday, June 20 — Given half ground floor

of Falkland Islands Company bonded shed... Receive four landing craft full of stores overnight and finish storing 0335.

Thursday, July 1 — Trying to store and issue at the same time, down to one proper compo meal a day. Living in warehouse with no washing, toilet or heating facilities is wearing thin. Sir Bedivere offer of occasional shower and laundry facilities being investigated as clothes brought ashore for the original week are continuing to walk around when we take them off.

Saturday, July 4 — Capt. Lafferty and seven EFI arrive late pm.

Revenge

Friday, July 16 — Mark to field hospital with a good helping of "Galtieri's Revenge." Kept in bed without food for two days.

Wednesday, July 21 — Flown back to Invincible. We both consider the time on FI well spent despite the atrocious conditions. Approximately £110,000 worth of stock sold before EFI staff arrived. The number of customers who went out of their way to thank us before leaving for UK was pleasing. Have learnt much, particularly about survival.

Although confusion reigned from the first, the sense of achievement against all odds is extremely gratifying.

... and at peace

DURING HMS Invincible's 166 days at sea on Falklands duty, her sailors spent more than £250,000 in the ship's Naafi shop. They ate half-a-million bars of nutty and consumed 180,000 drinks from the vending machines.

Naafi has been with us for 60 years and it is hard to imagine Service life without it — but its unique position is sometimes misunderstood, particularly on the home front, and more particularly over its pricing policy.

"Probably that misunderstanding stems from talking about 'Naafi's pricing policy' when we should be talking about 'our pricing policy'," says Capt. Michael Oliver, Naafi's Naval Director.

"Naafi operates in the way that the Ministry of Defence requires it to operate — and it is not part of Naafi's brief to sell its goods at the cheapest possible prices.

"In fact, MOD insists that Naafi makes profits — because the Services need those profits to provide and maintain amenities which are not provided by the State but which are so important to Service communities."

In those first 60 years, Naafi returned £258 million of its profits to its customers — some as individual discounts or dividends, but most as contributions to welfare projects such as family clubs, leisure centres and laundry services.

All have benefited by grants from unit or Fleet welfare funds. And without the annual topping-up from Naafi profits, those funds would seriously suffer.

Naafi operates over 200 shops in the UK to serve a scattered community of less than 60,000 families of the three Services. Which supermarket chain would take on that sort of risk?

"If we could gather all our families together in one location," says Capt. Oliver, "I am sure Naafi would be delighted to open one large supermarket, reduce its prices and maintain our profits at a stroke."

"But with the massive duplication of stock, staff costs, transport, warehousing and so on, it is just impossible."

To stay in business, Naafi prices certainly need to be competitive — but this does not necessarily mean "cheapest."

PRICE-TESTING

Rigorous, partly independent, price-testing shows that Naafi shelf prices over a wide range of family goods compare favourably with those of competitors.

Naafi also operates over 30 clubs in the UK, most catering for small units, and here, too, prices are set after checking the competition. A pint of beer in the Naafi will cost the same as in the public bar of the local — but Naafi will pay a rebate on the sale to ship or unit funds.

"Our demands are not the same as those of a settled community," says Capt. Oliver. "The organisation that fills those demands has to be something special. Naafi is, and I believe we cannot do without it."

Those big-spenders of HMS Invincible would probably echo that...

As Devonport's 'last three' return, Avenger tells the story of . . .



The fastest gun in the South

LAST OF THE Devonport-based frigates to see action in the Falklands Conflict, returned home on September 10 — one of them with a unique "kill" to her credit. . .

Threatened with destruction in seconds the Type 21 ship HMS Avenger downed an Exocet missile with a crack-shot from her 4.5in. gun.

The Avenger, which returned to a staggering welcome with HM ships Penelope and Andromeda, accomplished the gunnery feat while under attack from Argentine aircraft on May 30.

Two Super Etendard aircraft and four Skyhawks approached her after she had been detached to land Royal Marines SBS teams, each Etendard launching an Exocet. One missile ran wide and the other was shot down by the Avenger only eight miles from the ship.

She also shot down a Skyhawk while Sea Darts from HMS Exeter accounted for another Skyhawk and one of the Etendards after missile release. The remaining Skyhawks narrowly missed the Avenger with their bombs.

During the conflict the frigate was in the gunline eight times, fired 1,100 of the 8,000 rounds of 4.5in. shells expended by the Task Force, and — besides the Exocet and the Skyhawk — blasted three gun batteries, a

mobile radar station and two Argentine encampments.

She also claims to be the first warship to come under attack from a land-launched Exocet, the missile passing harmlessly 5ft. above her flight deck.

While she was in San Carlos Water, her doctor, Surg. Lieut. David Slavin, was overcome by fumes while he treated injured men in the bomb-damaged HMS Plymouth. He saved his life by breathing from a lifejacket until he could reach safety.

Last act

Last act in the war for Avenger came on June 15 when a party of six from the ship, led by the first lieutenant, Lieut.-Cdr A. J. Bolingbroke, accepted the surrender of 950 Argentines at Fox Bay.

HMS Penelope was the ship which picked up the new commanding officer of 2nd Parachute Regiment after the death

of Lieut.-Col. H. Jones. The new CO was dropped by parachute into the sea and recovered by the Leander-class frigate.

On the way home men of all three ships enjoyed a sunny break at Dakar, Senegal. Most took part in an inter-ship Olympiad in temperatures of over 95 degrees F, winners of three of the four events being teams from the Avenger. The fourth event was won by the Andromeda.

Eleven days before the trio returned, the Leander-class ship HMS Bacchante entered Portsmouth wearing a paying-off pennant. She ended her career in the Royal Navy on a high note and, after a wash and brush-up, was due to transfer on October 4 to the RNZN as HM New Zealand ship Wellington.

Hunt-class ships HMS Brecon and HMS Ledbury reached Rosyth from the Falklands on September 15. Their five-week period of operations included the clearing of two Argentine



HMS Avenger (left) steams into Plymouth after many adventures, and HMS Penelope (above) shares the tumultuous welcome. Pictured right is HMS Andromeda's new attachment to her forward Seawolf launcher — a larger-than-life penguin.

Picture: Michael Lennon

Below: Flying a paying-off pennant, HMS Bacchante returns to Portsmouth where she will be prepared for transfer to New Zealand.

Picture: HMS Dolphin



minefields, ordnance clearance of San Carlos Water, Port San Carlos and Fox Bay, wreck location and route survey.

They were given vital support by the requisitioned RMS St. Helena and her Wasp helicopter flight. Hydrographic support was given by Lieut. Richard Ball, leader of the 11-strong party of Royal Navy men from HMS Endurance who were captured on the Falklands during the Argentine invasion on April 2.

Reminder

Completing a maiden voyage she will never forget, the RFA tanker Bayleaf entered Plymouth Harbour on August 31. Her first task in the war zone was replenishment of the QE2 in severe weather, and as a reminder of a less fortunate vessel she returned with a lifebuoy from the tragic landing ship RFA Sir Galahad.

On the same day the 1,495-ton British Enterprise III — one of the slowest ships of the Task Force — arrived at Portsmouth. Armed with two 20mm. guns and with Naval Party 2090 embarked, the Enterprise acted as a supply and mail ship during and after the conflict.

A week later the ocean-going tug Wimpey Seahorse (with NP 2000) came home to Portsmouth after 18 weeks at sea. The powerful vessel, which ferried

troops and took part in salvage operations, was presented with a campaign plaque by the Flag Officer Portsmouth, Rear-Admiral Anthony Tippet, on behalf of the Admiralty Board.

Bearing the legend "Yes, we still have no bananas", the

7,000-ton banana boat Geestport docked at Portsmouth on August 19. In place of her usual cargo of bananas she carried 2,000 tons of stores and equipment to the Task Force. Her crew was supplemented by NP 1920.



HM Ships Brecon and Ledbury in line abreast with their support ship, RMS St Helena.



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Left: A close shave for AEM Jackson, holding a white football above his head as he awaits his rescuers from HMS *Illustrious* ... and (above) a close shave for Capt. Slater on crossing the line.

Pictures: LA(Phot) Ric Burch

On-the-ba by III

RESCUERS sped into action on board HMS *Illustrious* to bring a copy-book end to the carrier's first real-life man overboard alert.

On August 10, just over a week after the ship left to head the Falklands Task Force, a football match on board almost ended in tragedy when the ball fell from the flight deck, closely

followed into the sea by AEM Jackson.

The officer of the watch immediately released the lifebuoys and flares, and time manoeuvring the ship to pick up the man in the water.

The sea boat was launched and within four minutes had picked up AEM Jackson. The presence of the

THE RECORD-B

Around the world (twice) in 166 days



Families gather on the quayside for the grand reunion.



The air around her clouded by coloured flares and spray from water cannon, HMS *Bristol* takes her turn to receive one of the most rousing receptions in Portsmouth's history.

FACTS, and figures of HMS *Invincible's* 5½-month involvement in the Falklands operation read like a bumper extract from the Guinness Book of Records.

Her 166 days at sea amounted to the longest ever period of continuous carrier operations and nearly two weeks longer than the previous record of 153 days at sea set up by the USS *Eisenhower*.

In steaming 51,660 miles (twice around the world) she used enough diesel fuel for a 40-miles-per-gallon Mini to go to the sun and back and then do 4,000 journeys around the Equator.

The aviation fuel consumed would fly a Sea Harrier to the moon and back four times at 400 mph.

She manufactured enough fresh water to fill 45 Olympic swimming pools and used enough electricity for a bill of £1 million at household prices.

The nine Sea King helicopters of 820 Squadron flew a total of 4,700 hours, which could have taken them around the world twice.

Torpedoes

A small but vital part of the Sea Kings' operations was to drop torpedoes (six) and depth charges (ten), while the eight Sea Harriers of 801 Squadron fired 12 Sidewinder missiles, dropped 56 bombs and fired 2,000 30mm rounds during their 1,580 flying hours — claiming seven "kills" and three "probables."

Average combat hours per pilot were 73 — three times the normal flying rate. The equivalent length of one combat patrol would be a return flight from Yeovilton to Dublin; the longest sortie took 1 hour 45 minutes.

One pilot returned to the carrier with just 300lb. of fuel left — enough to continue flying for one minute.

The ship fired six Sea Dart missiles in anger on May 25 in less than two minutes — believed to be the greatest number of missiles fired by a Royal Navy ship in such a short time.

During her 45 days actually at war, the *Invincible* steamed 15,299 miles — a third of the time in very heavy seas.

On the lighter side, during her time away the men of *Invincible* ate 4½ miles of sausages and consumed 301,920 pints of tea!



Hundreds of thousands of people

Il rescue ustrious

by AEM
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the white ball to indicate his position in the rough seas.
On August 11, in company with HM ships Amazon and Battleaxe, the *Illustrious* — which has acquired the nickname "Lusty Lady" — afforded a steam-past salute to homeward-bound HMS *Endurance*.
Five days later the ship's commanding officer, Capt. Jock

Slater, headed a distinguished list of King Neptune's "offenders" who were handled in the time-honoured, though not very gentle, manner.
On August 16 the carrier embarked 84 underslung loads of stores for the Task Force, the *Illustrious* being assisted in the operation by a Chinook helicopter from Ascension Island.



After a journey of 8,000 miles only yards separate HMS *Illustrious* from her sister-ship HMS *Invincible*. The carriers were photographed at sea for the first time on August 28, the day after the *Illustrious* had rendezvoused with the *Invincible* off the Falklands and had taken over the duties of flagship.

REAKERS



A crowded Portsmouth seafront, from Southsea Beach to the harbour itself, to greet the *Invincible*. On her afterdeck she carried two 30mm Argentine guns captured during the Falklands campaign

Invincible's guardian

JUST around the corner from the "main event" in Portsmouth Dockyard on September 17 — the royal welcome for the *Invincible* — a reception committee of thousands greeted their own favourite ship, HMS *Bristol*.

The Type 82 guided missile destroyer herself spent more than four months continuously at sea, leaving Portsmouth on May 10 to lead the second wave of ships to the South Atlantic.

She and her group entered the Total Exclusion Zone on May 25 after a fast passage south and was soon put to work. Stationed west and "up-threat" of HM ships *Hermes* and *Invincible*, she provided the carrier battle group's first contact with the enemy for the duration of hostilities, apart from a short period away shepherding vital merchantmen into the zone.

On the departure of HMS *Hermes* on July 5 and change of task group command, Rear-Admiral Derek Reffell, Flag Officer Third Flotilla, raised his flag in the *Bristol*.

Host ship

With uncertainty at sea continuing after the ceasefire, the force pushed further west and the admiral and his staff were kept busy drawing up fluid plans for the future and liaising closely with the rapidly developing air defence elements ashore.

Despite remaining at defence stations throughout, the *Bristol*, commanded by Capt. Alan Grose, found time to play host to every commanding officer in the Task Group.

It is fitting that two ships whose Battle Honours include the Falkland Islands (1914) should be the last to leave of those who took an active part in the fighting — once again in triumph.

Olna's odyssey

RFA *OLNA*, which returned to Portsmouth in September with HM ships *Invincible* and *Bristol*, left Portsmouth for the South Atlantic on May 13, beginning her duties there as a fleet tanker 16 days later.

Before starting her return journey she spent a long time in Port Stanley, carrying out alongside replenishment.

Andrew: 'I'll not forget'

SUB-LIEUT. Prince Andrew paid tribute to his fellow members of 820 Squadron as HMS *Invincible* prepared to enter Portsmouth.

"I cannot forget this lot, not all these officers," he said. "They are an absolutely fantastic bunch — the maintainers as well."

The Prince said he enjoyed Navy life and hoped to continue his career, at least for the foreseeable future.

"I like flying helicopters," he said, adding as a good-humoured jibe at the "rival" 801 Harrier Squadron, "You can do almost the same things in a Harrier as in a Sea King but not quite as well."

LONELY

But he was serious again when describing what it was like on board the ship under attack. The main impression was one of loneliness, despite being among so many other men.

"It is never more lonely than when you are lying face down on the deck with missiles flying around you and you are on your own."

"On occasions I have been terrified but I have a simple maxim — and that is to have a positive mental attitude. I told myself, 'I am going to survive this' ... I was going to say 'come hell or high water,' but I won't ..."

HUNDRED UP AND STILL GOING STRONG

ONE HUNDRED YEARS ago, give or take a month and the absence of documentary proof, United Services Rugby Football Club played its first game at Burnaby Road, Portsmouth. Since then the men in the distinctive red and blue hooped jerseys have made their mark at every level of the game, and the club's dusty files reflect the profound social changes that have taken place within the Royal Navy.

Today's US "old boys" include the Chief of the Defence Staff, a peer of the realm and the current England coach. But the club is captained and coached by ratings, a situation inconceivable 50 years ago.

Burnaby Road, then the United Services Officers Recreation Ground, was the exclusive preserve of officers of the Royal Navy, the Army and the Royal Air Force. The general committee was empowered, if it saw fit, to admit strangers (i.e. ratings and other ranks) for the purpose of playing games — provided they entered by a gate separate from that used by members.

Barriers

The barriers were beginning to crumble as pressures on the Fleet of the Thirties denuded United Services of much talent. More games were lost than won, and the better clubs began to hint at dropping the fixtures. In the anachronistic, "in" world of top class club rugby, that threat forced the hands of the committee. The rules were re-written so that ratings and other ranks could help preserve United Services as one of England's premier sides.

The decision was not without



hiccups. The hockey section was not so democratically inclined, and felt it undesirable that its all-officer membership should share a common tea room.

Thus was conceived the Rugger Hut, a wooden edifice which stood on the site of the modern clubhouse. Although spartan by today's standards, the Hut was an immediate success and was looked upon in the best rugby circles with favour.

It even survived the Second World War despite

sustaining a direct hit from a length of track blown off the nearby railway line. The new clubhouse was opened in 1969.

Formed in 1882, USRFC was arranging regular fixtures with first class clubs by 1904. Victories over Oxford and Cambridge Universities and Dublin improved confidence — and the fixture list — and Lord Fisher, then Commander-in-Chief, ordered the tallest posts in England to be erected at Burnaby Road.

The 1906-07 campaign was the first of two unbroken ground record seasons. London Welsh, fielding five internationals, were trounced 21-0, and Cardiff, the best in Wales, hammered 21-3. Over the next few years the club played with great distinction against touring Australian and Springbok sides.

Heyday

In the last year before the war, Lieut. N. A. Wodehouse RN captained both United Services and England, and four other US players represented their countries. But despite the intervention of the First World War, the club's heyday was not over.

A new star in the form of Lieut. C. A. Kershaw teamed up with the already established Constr. Lieut.-Cdr. W. J. A. Davies to form perhaps the most famous half back combination ever to play for England.

Throughout their time as Services partners, "K and Dave" were unquestioned first choice for England. The club enjoyed great prestige and requests for fixtures poured in.

Dave Davies played for England in 1913, 1914, and in the



US Portsmouth players celebrate with a traditional tot, courtesy of Pusser's Rum, after beating Esher 17-3 at Burnaby Road on September 4 in the first match of the club's centenary year. "Bosun" for the occasion was club coach FCPO Yorkie Loveday. In the foreground is club captain CPOPT Mike O'Shea, and immediately behind him is Lieut. Jeff Blackett, captain of the 1st XV.



"K and Dave" . . . the brilliant Burnaby Road half-back partnership that helped England to two international championships and a shared title in four seasons. They are Lieut. C. A. Kershaw (left) and Const. Lieut.-Cdr. W. J. A. Davies.

golden years with Kershaw from 1920 to 1923. He was a brilliant fly half and England never lost under his captaincy.

And so to the post-war period and its many changes. For United Services that has meant maintaining standards despite a diminishing Navy,

fewer men with a rugby background, the five-day working week established in the Sixties, and the pressure on married men to spend more time with their families.

Cdr. Mike O'Reilly, the club's centenary secretary, told Navy News that even the cuts in manpower and establishments were being regarded philosophically.

"There will still remain stacks of talent in the area, and the challenge to the club is to make the standard sufficiently exciting for them to want to play for United Services."



The Rugger Hut at Burnaby Road, pictured in 1964. It was highly regarded in the best rugby circles, but made way for a modern clubhouse in 1969.

Most players are based locally, but the attraction of a first class fixture list even now draws players from as far afield as Yeovilton, Portland, the Royal Green Jackets at Winchester, and RAF Odiham in north Hampshire.

United Services is crucially important to Royal Navy and Hampshire rugby. US players have represented England, Ireland, Wales and Scotland on 81 occasions, although many more internationals have turned out for the club. Caps are only recognised on the club's honours when awarded during the player's time at Burnaby Road.

Most recent names on that board are those of Lieut. D. T. "Squire" Wilkins (1953), the mercurial Lieut. Tremayne Rodd (1960) — now Lord Rennell Rodd — and Instructor Lieut. Mike Davis (1967), the England coach.

'Old boys'

Wilkins later became an outstanding administrator, selector and manager for the Rugby Football Union, which has been well served over the years by US "old boys".

Two US proteges, AB Rob Joy and MEM(L) Gerry Price, have played for England at Colts level in recent seasons and are now established Navy and Combined Services representatives. Joy, a hooker, is now in the national Under-23 squad.

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MUCH of the history of United Services RFC is poorly supported by records and documents. Former players are asked to contact the Centenary Secretary, Cdr. Mike O'Reilly RN, at 46 Anglesey Road, Alverstoke, Gosport, Hants, with stories, old programmes and documents.



Cup action in front of the new stand at Burnaby Road. US Portsmouth have won the Dudley Kemp Shield five times in 11 years and are the current champions.

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THE PUPILS WHO CHEERED UP BROADSWORD

PUPILS of Mount Wise Primary School, Plymouth, "clear lower deck" for ships returning from the Falklands and muster at Mutton Cove in the Hemoaze to "cheer ship." To show HMS Broadsword's appreciation for this welcome (left to right) Lieut.-Cdr. Nigel Bray, RO1 Lee Porter and Surgn. Lieut. Gerard Woodrooff went to the school to present the pupils with a Broadsword picture and badge. Staff of the Fiesta Suite in Plymouth went aboard HMS Broadsword to present the ship with £400 to replace the rugby team's strip. The rugby gear was given to some of the 170 HMS Coventry survivors taken on board the Broadsword on May 25.



Bute plans big reunion

THE CITIZENS of Rothesay, Isle of Bute, are attempting to organise an ambitious reunion of all members of the Armed Forces who served on the island during the Second World War.

Several Royal Navy units were based there at different times, including the Seventh Submarine Flotilla (depot ship HMS Cyclops plus up to 18 submarines); the Twelfth Submarine Flotilla (HMS Bonadventure, X-craft and Chariots); possibly the Third Submarine Flotilla; a salvage unit in Port Bannatyne; and HMS Varbel.

INQUIRIES

Inquiries from Service organisations should be addressed to Capt. M. C. Henry RN, Naval Regional Officer Scotland and Northern Ireland, Navy Offices, 14 Crown Terrace, Glasgow G12 9ET (telephone 041 334 2413 or HMS Neptune ext. 851).

Interested individuals should contact the Rothesay Reunion Committee, c/o Mr. A. Hatfield, 40 East Princes Street, Rothesay, Isle of Bute.

Fishy business

AN "intruder submarine" alert in the Firth of Clyde was called off last month after Sea King helicopters scrambled from Gannet and Caldrose failed to make further contact. The unidentified underwater object, now believed to be a shoal of fish or whale, was first located near HMS Neptune.

IN BRIEF

FOUR Royal Navy Wessex V helicopters from 707 Squadron based at RN air station Yeovilton saluted the QE2 as she made ready to sail on her first cruise since returning from troopship duties in the Falklands.

The helicopters flew low past the liner as she prepared to sail from Southampton.

A new ship called "HMS Extruded" has been launched at Portsmouth. The Extruded is a scale model of a Type 42 destroyer which will be used at Phoenix NBCD School to demonstrate to students the effects of flooding and damage on a ship's stability.

After 28 years at West Street, Sheffield RNR unit has moved to new premises at 12 Claremont Crescent, Sheffield. Until now the unit has been an all-male preserve, but the new headquarters will allow women to be recruited into the WRNR.

Salute to the Queen

and many landing craft, and more than 100 RAF aircraft were destroyed.

HMS Rhyl's commanding officer, Cdr. C. D. S. Brown, commissioned a bowl from Alton glass engraver John Beard which he was to have presented on behalf of British warships visiting Kiel for the centenary of Kiel Week. But the Rhyl was sent to the South Atlantic and HMS Londonderry took the bowl to Kiel.

HMS Vernon narrowly won the annual Olympiad held between officers from Vernon and HMS Excellent. The event has a tradition going back 52 years.

The annual Trafalgar Day service will be held in Exeter Cathedral on Sunday, October 24. Flag Officer Plymouth will read the lesson, and the Royal Marines Band from CTCRM Lympstone will play before and after the service.

Rear-Admiral J. F. Woodward cut the world's biggest apple pie at Orpington, Kent. Forty companies joined forces to produce the 12½-ton delicacy, which was sold off to raise money for the South Atlantic Fund.

A 17ft. long model of the aircraft carrier HMS Indomitable has been accepted for display at the Fleet Air Arm Museum, Yeovilton. The model is valued at £20,000.

Every member of the RNR Communications Training Centre at Townbury House, Manchester, wore "Number Ones" for a farewell party that coincided with the cessation of hostilities in the Falklands. They were each persuaded to buy a Navy News Falklands T-shirt as official "hooley" attire!

A naval Gannet aircraft has joined the Shackleton parked at the main gate of RAF Lossiemouth, thanks to the persistence of CPO Bob Miles. He found the body of the aircraft — minus wings, tail unit, canopies, engines and undercarriage — at the station's burning area, and has spent the last 2½ years searching the country for replacement parts.

HMS Collingwood entered two platoons in the Royal Military Police and City of Chichester International March on August 1. A WRNS platoon took part in the 10km. march while a platoon of ratings entered the 40km. event. Collingwood's volunteer band led the way, and about 5,000 marchers from all over the world took part.

Good buy from Chatham

CHATHAM Naval Base has produced a farewell Christmas card for 1982 to mark the closure of HMS Pembroke and raise money for the RN and RM Children's Trust and King George's Fund for Sailors.

Cards will be available in multiples of ten at £1.70, and cheques should be made payable to "The Amenities Fund, HMS Pembroke" and addressed to Mr. D. McGeorge, Secretary-Manager, The Amenities Committee, HMS Pembroke, Chatham, Kent.

The naval base is scheduled to close in March 1984, but by Christmas 1983 the staff at Pembroke will have been reduced to a very small party.

Open Days draw 94,000

NAVY Open Days at Portsmouth and Plymouth attracted a total of 94,000 people during August Bank Holiday week-end.

At Portsmouth there were 65,000 paying visitors, 15,000 fewer than at last year's Navy Days, and at Plymouth the figure was 29,000, fractionally under half the normal attendance.

However, organisers of both events are pleased by the attendance, especially as the staging of any form of show at the bases was at one period in doubt as a result of the Falklands Conflict.

CAPTURED EQUIPMENT

As the public were not allowed on board warships this year, the events were re-titled Open Days. Even so the chance to view ships which had taken part in the campaign attracted huge crowds, as did captured Argentine helicopters, armoured cars and guns at Portsmouth.

Big attraction at Plymouth was an air defence display by the new Type 42 destroyer HMS Liverpool.

Salvage awards

SALVAGE awards have been made to three Royal Navy ships for services to other vessels.

The awards relate to HMS Orkney, which aided the motor yacht Kerry-Ann on September 5, 1980; HMS Guernsey (fishing vessel Christ-Maria, April 3, 1981); and HMS Herald (motor vessel El Tambo, February 9, 1977). Details are in DC1(RN) 385, 426 and 427 respectively.

Princess Anne, Commandant in Chief of the WRNS, is to visit HMS Raleigh on October 21 to open the new Dauntless accommodation centre for Wrens and to be guest of honour at Raleigh's Trafalgar Night dinner.

HMS Raleigh got back to naval routine at the beginning of September after a six-month stint providing adventure training facilities under the Government's scheme to combat unemployment. Nearly 1,500 youngsters on adventure training courses were accommodated at Raleigh during the summer.

HMS Belfast opens for business again on October 21 after several weeks in dry dock at Tilbury for hull preservation work. The 21st will be the 11th anniversary of the Second World War cruiser's existence as a museum ship on the Thames.

A service to commemorate the 40th anniversary of the Dieppe Raid was held at Fort Newhaven on August 17. During the raid, on August 19, 1942, 882 men were killed, 587 wounded, and nearly 1,900 taken prisoner. In addition, the Royal Navy lost a destroyer

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Shrewsbury raises £1,331 for the Fund

CHEQUE OUT time at Shrewsbury as £1,331 for the South Atlantic Fund is presented to the Mayor and Mayoress of Shrewsbury, Councillor Norman Hoyle and his wife, Olive, by Shipmate Alf Hurdley (right); Shrewsbury branch chairman, and Shipmate Frank Potts, branch welfare officer. The money was raised by a collection around the town's business offices and a rummage sale.



ROYAL NAVAL ASSOCIATION

COMFORT FOR THE HEROES OF ERSKINE

SHIPMATES of the Royal Naval Association have raised £6,000 to make life more comfortable for ex-Servicemen and Merchant Seamen at Erskine Hospital.

The Erskine — its real name is actually the Princess Louise Scottish Hospital — has looked after more than 40,000 men from the Armed Forces and Merchant Navy who have been wounded in the service of their country or have become ill.

Last year the RNA decided to help the hospital at Bishopton in Renfrewshire by raising enough money to equip a ward with Hoskins adjustable bedsteads, which make life much more comfortable for the bedridden and greatly assist the staff.

Concern for disabled ex-Servicemen, particularly the old and infirm, is a cause dear to shipmates of the RNA, who never fail to respond when an appeal such as the one for the Erskine Hospital is made.

CHARITIES

The hospital is supported by Service charities including the King George's Fund for Sailors. At any one time there are 360 souls in care, of whom about 40 will be naval.

Those for whom the hospital is a permanent home are trained for employment within Erskine's workshops and grounds which boast half an acre of greenhouses. The huge variety of vegetables and goods produced are sold in the hospital's craft and garden centre and in their showrooms in Glasgow.

Behind an imposing address

THE RNA Riverside Club, Royal Leamington Spa, is an impressive address, and rightly so as it is one of the foremost RNA clubs in the country and run by an active and lively branch.

Superbly situated on the banks of the river Leam, the excellent premises are the result of a huge DIY operation by shipmates of the branch. The building — in its time a fire station, drill hall and youth club — was in a very bad state when it was first acquired through the efforts of the then branch treasurer, Councillor Tom Nicholson.

The conversion cost £12,000 and not a penny is owed, the money having been raised by the shipmates of the branch who are justly proud of

Branch Spotlight

what they have achieved. It is a far cry from the origins of the branch, which formed in 1948 as part of the Royal Navy Old Comrades Association meeting in a series of pubs. It was in the Bulldog at Whitnash that a bet was made whether they would ever acquire a club, and the pound note that changed hands hangs framed today in the Riverside Club.

But it is not just a social club, as the branch ensures that they take the lead in helping to look after people.

The club serves as a day centre for old age pensioners and the disabled.

Royal Leamington Spa

Every year some mentally handicapped patients from a local hospital are given a party and shipmates visit them. The ladies section does sterling work in bazaars, jumble sales and fairs, and in providing hospitality for shipmates visiting from other branches. Charities are supported, with £1,000 having been raised to buy a guide dog for the blind.

Branch activities include a travel club which organizes cruises and trips abroad and many outings. Visitors are welcomed from all over the country including the annual Corvette reunion.

Recently the branch hosted an RNA club seminar when representatives from many RNA clubs gathered to discuss the mutual problems and triumphs they experience in running clubs. One thing every visitor can be sure about is a great welcome.

There are now over 450 members of the branch, and the president, Capt. George Blundell, bellies his 77 years as he drives his vintage Bentley and talks of happy battleship days in the Nelson and the Hood. There is a good sprinkling of active servicemen who get a splendid welcome when they are home, and all age groups are represented from young Harry Finch, who is the well-known and livewire entertainments secretary, to Shipmate Fred Fenner (82) who fought at Zeebrugge.

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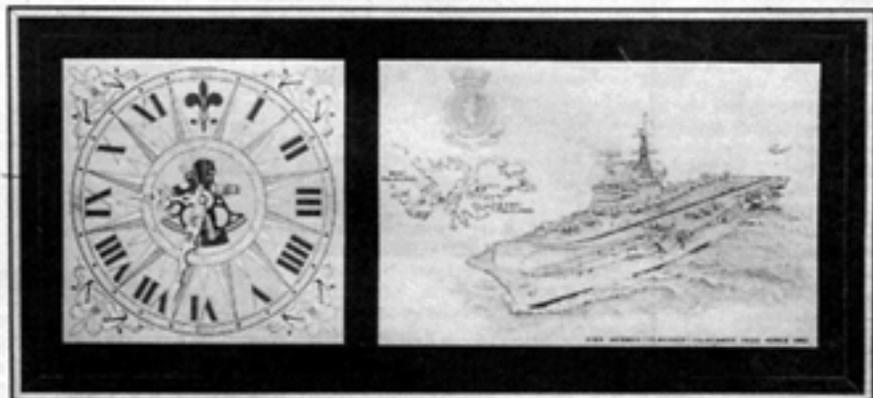
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Alan's gotta lotta bottle!

SHIPMATE Alan Tuffs, chairman of Redcar branch, can never be accused of lacking "bottle." In a stunt to raise cash for the South Atlantic Fund, he raffled himself . . . and ended with 800 bottles of milk to deliver!

Winner of the raffle was local milk lady Grace Storke, who used Alan as a delivery boy in the busiest day of the week. Grace, who believes in getting her money's worth, had him loading the milk float at 5 a.m. When deliveries ended he did another round to collect the money, ending his day at 8 p.m.

Alan's milk round paid off. His efforts, coupled with a raffle organized by the branch and a marathon round of golf — 101 holes in 13 hours by Shipmate Fred Lister — raised more than £884.

When Mrs Dorothy Pollock visited Deeside branch there was no cash flow problem. As area secretary of King George's Fund for Sailors, she went there to be presented with a £1,058 cheque raised by members of the branch and the ladies section by various fund raising activities.

ATLANTIC FUND

A wine and cheese evening in the home of Shipmate Richard Green, president of Leominster branch, attended by the President of the Association, Vice-

BRANCH NEWS

Admiral Sir Ernle Pope and Lady Pope, raised £200 for the South Atlantic Fund, £350 for the Central Charities Fund and a further £25 for the Mayor of Leominster's cancer scanner appeal.

East Grinstead claim a first for staging a parade, memorial and thanksgiving service to mark the end of hostilities in the Falkland Islands. About 300, including detachments from HMS Pembroke, the 3rd Parachute Regiment, 14 branches of the RNA and other ex-service associations, paraded through the main streets to St Swithin's Church, led by the British Caledonian Airways Pipe Band. The service was conducted by the Rev. R. Brown and the lessons were read by Major-General Reginald Leathes RM (retd.) and Rear-Admiral Sir Edward Rebbeck.

Shipmates of Yeovil welcomed their only serving Falklands member, Shipmate Tony Cox RM, to their August meeting and were pleased to receive a plaque from an Australian associate member, Shipmate Russ Hamer of Rooty Hill. The branch raised £250 at Yeovilton Air Days in a Pusser's Rum raffle. Money was donated to the South Atlantic Fund and TS Mantle, the local Sea Cadet Unit.

DEDICATED

American Independence Day will hold a special place in the memories of shipmates of Brentwood as the day their own branch standard was dedicated just eight months after the branch commissioned.

To mark the occasion, they invited Cdr. J. Strada USN, of the American Embassy, as their guest. The service, held in the chapel of the Essex Regiment at Warley, was conducted by the Right Rev. Ambrose Weekes, chaplain of the RNA. Over 140 took part in the marchpast, including 19 RNA standards.

The salute was taken by the Deputy Lieutenant of Essex, Mr. Robert Laurie and Vice-Admiral Sir Ernle Pope, President of the Association. Music was provided by a band from TS Hurricane of Romford and Hornchurch, and a guard was drawn from Sea Cadet units in the area.

Stone branch held a disco to welcome home shipmates from the Falkland Islands — members of 42 and 45 Commandos RM, a survivor of HMS Antelope and a member of the ship's company of HMS Plymouth. Thanks to the efforts of their vice-chairman at a Round Table social evening and a raffle organized by the branch, £200 was raised for the South Atlantic Fund.

Shipmates of Sheffield raised cash for the Fund by teaming up with members of Calley Workmen's Club to stage a concert which raised £770. A further £70 was donated by the branch to the HMS Sheffield Fund.

Shipmates of Wolverhampton, while mourning the loss of one of their stalwart members, Shipmate 'Puncher' Martin, honoured the merits of Shipmates Ken Turner and P. Kyte by making them life members. The branch lost "Pops Cup" to the Parachute Regiment but were consoled to know they were the runners up.

Battersea branch has written to disclaim credit for two television sets provided for the Task Force ward at RAF Wroughton. Credit for the sets must go to Swindon branch and two local TV dealers.



A PROUD MOMENT for Brentwood branch as standard bearers from 19 branches line up for the parade to mark the dedication of their branch standard on July 4.

Christchurch's double joy

THERE WAS double joy for Christchurch branch when TS Royallist, flagship of the Sea Cadet Corps, won the first leg of the Tall Ships race from Falmouth to Lisbon. Christchurch branch president, Cdr. David Gay, was skippering the 76ft. brigantine, and his navigating officer was shipmate David Brown, pictured here with a painting of the Royallist. David Brown is a staff officer in Christchurch's Sea Cadet unit, and David Gay is the Corps' offshore training commander.

Picture: Evening Echo, Bournemouth



OBITUARY

Shipmate Eric Beaton, Windsor, July 27, aged 52.
Shipmate George Armstrong, life and founder member Bradford, Aug 9, aged 67.
Shipmate Sid "Pincher" Martin, Wolverhampton, July 15.
Shipmate Denis Lowe, Newton Aycliffe, August 14, aged 48.
Shipmate J. Longmire, Denton, August 18, aged 67.

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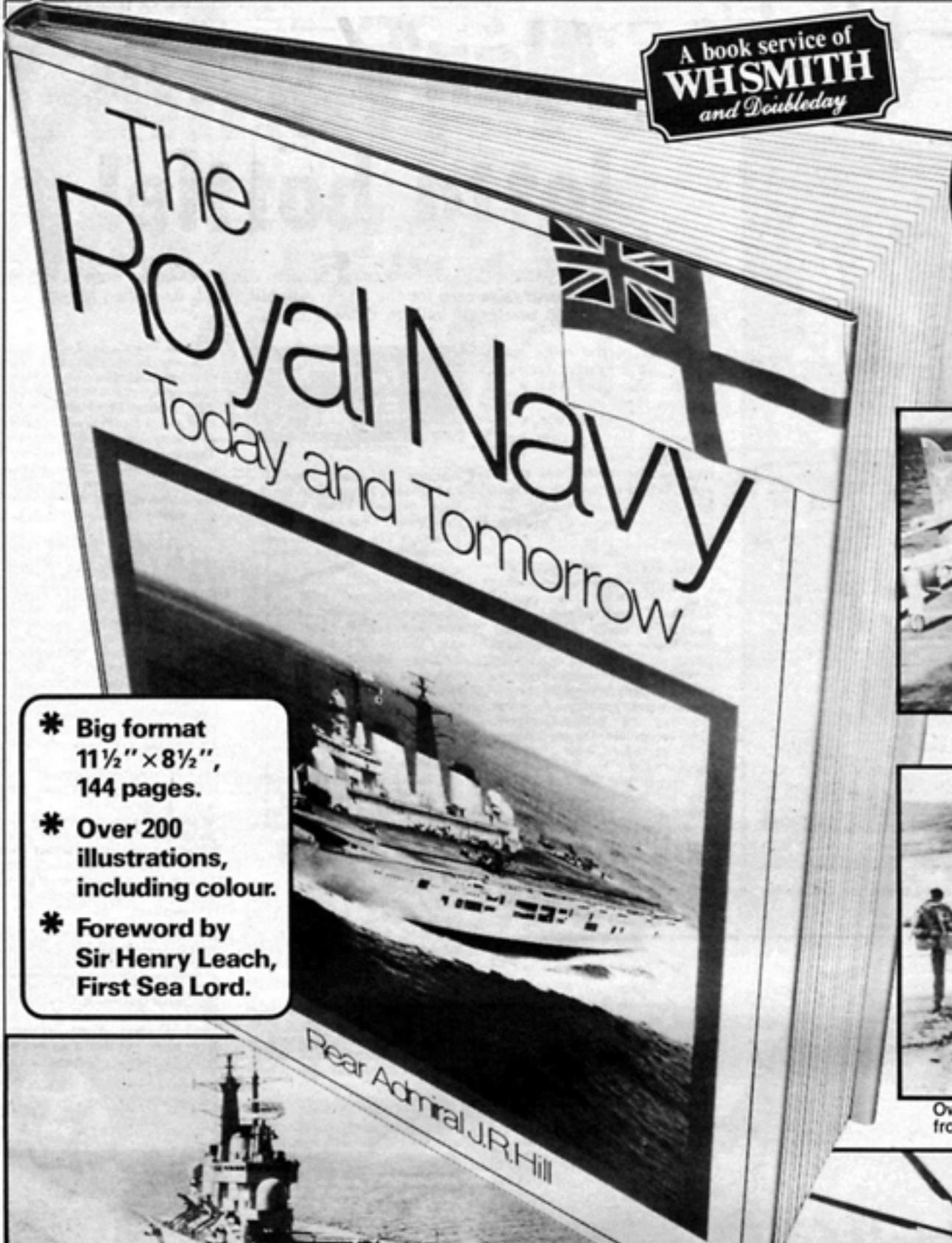
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IN BRIEF

"Operation Music Maker," by John Trendell, available from the Director, Royal Marines Museum, Southsea, Hants PO4 9PX, price £3.50 (plus 60p postage). The book tells the story of Royal Marines bands. It is the second edition, which has been updated, even to the extent of a postscript on the involvement of RM bands in the Falklands operations.

"A Tradition of Victory," by Alexander Kent, an Arrow paperback by that master storyteller — otherwise known of course as Douglas Reeman. He has written 22 novels under his own name and 14 Bolitho novels as Alexander Kent, giving him an envied reputation for his exciting style and authentic detail.

"The Camp on Blood Island," by J. M. White and Val Guest, a Granada paperback dripping with the blood and brutality of war, leading to a crescendo of savagery as hostilities end with the Japanese defeat. A familiar story of prison-of-war suffering on the Malayan peninsula, powerfully told.

"The River Running By," a Fontana paperback by former naval officer Gidley Wheeler who has written extensively for television, and has now produced his first novel under the name "Charles Gidley." It is a story of family drama set among the English community in Portugal.

The Aerofilms book of "Britain From The Air," by Bernard Stonehouse, published by Weidenfeld and Nicolson (price £14.95). The cost may seem high, but this is an exceptional volume of great size, quality-produced, and containing 152 colour photographs of breath-taking beauty. The reader is taken on a flight around the United Kingdom and Channel Islands, viewing the tapestry which is our land.

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The mutiny — Bligh's own story

FROM books or films, most people know about the mutiny on the Bounty, with the generally-held belief that the tyrannical old gent got what he asked for.

To open the pages of "The Mutiny on Board HMS Bounty," by William Bligh, and find that it is a facsimile of

the original log encourages no great desire to peruse further.

Writing is so much more difficult to read than good clear print . . . and anyway, haven't we all read it before.

But the beautiful handwriting attracts, the eyes follow, and the reader is back again with Bligh in that ship's

boat, covering 4,000 miles across an ocean on starvation rations, but commanded by a marvellous navigator and leader.

They were without cover, soaked and chilled, but the 18 must have respected their captain for he maintained discipline for the 41 days it took to

reach the Dutch settlement of Timor.

Reading the story written by the man himself, day by day, there is a much greater understanding of William Bligh, and a mighty admiration for his cool courage and skill.

The book is available from Pagemaster Press (price £13.95).

BOOKS

Royals in action

WHEN Prince Andrew set sail for battle he was following a tradition started perhaps by King Alfred in 882 when the "cakes" man destroyed four Danish ships.

Three years later King Alfred sent a force of ships from the Medway to have another crack at the piratical Danes in an engagement which might justly be called the first action in British naval history.

That, at any rate, is the view of David Thomas in his book "Royal Admirals," published by Andre Deutsch (price £12.95).

Admiral Andrew?

Prince Andrew is not an admiral . . . yet. But who can tell? His elder brother Prince Charles, as heir to the throne, had no chance of mounting far up the promotion ladder, but the book discusses the might-have-been for the Duke of Edinburgh had he not been called up so suddenly to be consort to the Queen.

Our present-day Royal sailors have as their example one of the greatest leaders, Admiral of the Fleet Earl Mountbatten of Burma.

Red lights

Royal naval officers of earlier times had rather more freedom than today (even if Prince Charles has had an introduction to a red light area).

When Prince William, Duke of Clarence, was promoted captain of the 28-gun frigate



Sub-Lieut. Prince Andrew (second from right) relaxes with Task Force pilots and aircrew during a visit to Port Stanley soon after the end of the war. Later he flew back to HMS Invincible, which was welcomed back to Portsmouth by the Queen, the Duke of Edinburgh and Princess Anne on September 17. Left to right are Lieut. Ian McAllister, LACMN T. Arnall, Lieut. Christopher Heweth, Prince Andrew and Lieut.-Cdr. Ralph Wykes-Sneyd, commanding officer of 820 Squadron.

Pegasus in 1786, his voyaging took him to Halifax, Newfoundland, where he found the women "very gay, lively . . . and most obliging."

However, one of the most remarkable of the battles recalled in the book is that at Sluys, when King Edward III in 1340 managed to assemble 140 merchant ships carrying archers arms and provisions to sail against a huge armada of French and Genoese ships gathered off Flanders.

There were a few scores to pay off, the French having

recently raided Portsmouth, Southampton, Dover and Folkestone.

As the English vessels left the River Orwell at Ipswich many people regarded as madness Edward's venture to join battle with the superior enemy by ramming and boarding — the only known method of fighting at sea at that time.

Edward's ship led the centre column in the attack against a seemingly impregnable wall of enemy ships, towering and massed with lancers, slingers and bowmen.

But the English were armed with the equivalent of machine guns against rifles — their six-foot longbows, which were claimed to have a range of 300 yards and each man capable of letting off a dozen three-foot arrows a minute compared with the crossbow's two.

Rain of death

Hundreds of archers could produce a fearful swishing rain of death, bringing havoc to the French and Genoese long before the opposing ships actually collided. Savage hand-

to-hand fighting ensued.

By dusk Edward reckoned that only 5,000 enemy survived of the 40,000 who began the battle. It ended the threat of a French invasion.

Other sovereigns, while playing a much less active part, were nonetheless a great influence on the growth of English maritime power. Henry VII was called with some justification "Father of the English Navy."

The author has produced a fascinating book on the long association between the Royals and the Service.

PICTURE STORY OF HOW WE WENT TO WAR

THE ORGANISATION, assembly and provisioning of the British Task Force was the one aspect of the war in the Falklands to draw total admiration from a watching world, but the full scope of the enterprise is probably only vaguely understood.

At the drop of a hat we went to war, in a spot demanding the maximum efficiency and expertise in supply.

An excellent idea of what was involved is given in "Falklands: Task Force Portfolio," edited by Mike Critchley, and published by Maritime Books, Liskeard, Cornwall PL14 4PE (price £3.95).

The soft-backed book has a handsome cover, and contains a pictorial record of the operation. Though many of the pictures are familiar, having been seen in newspapers or taken from libraries, in total they form a historical record indicating the massive problem which faced Britain.

Mr Critchley pays special tribute to the Directorate of Public Relations (Navy) for their help in assembling the photographic material, and mentions that he hopes to publish many more action shots in a part 2 volume. He would welcome help with material, especially from smaller units.

Some of the profits from the sale of the portfolio are going to King George's Fund for Sailors, to which £1,000 has already been given from advance sales.

The book may be obtained direct from the publishers at £4.95 (including postage).

A similar booklet, "75 Days of Conflict" has been published by Confex (Sales), Grange Yard, The Grange, London SE13AG, price £1.95 plus 25p postage.

This is not so comprehensive in coverage as the portfolio, but has the advantage of having many of the illustrations in colour, printed on top quality art paper. The South Atlantic Fund is benefiting from a share of the profits.

In a foreword, Rear-Admiral Martin Le Touche Wemyss says the British armed forces achieved a remarkable military success 8,000 miles away from home.

"I sincerely hope that diplomacy will take the place of armed conflict," he says, "but the concern of this handsome publication is not to speculate on the future but to commemorate the recent past."

War of words

After the war has come the war of words about words. The correspondents on the spot have been highly critical of the censorship difficulties placed in their way.

Dispatches from two of them, Brian Hanrahan and Robert Fox were heard by

Cheque book!

CPO(Phot) Alan Fowler, one of the Royal Navy photographers who has pictures used in the book "Falklands: Task Force Portfolio," presenting a cheque from the publishers to Lieut.-Cdr. John Dymock-Maunsell, RN, (retd) representing King George's Fund for Sailors. CPO Fowler was on board the ill-fated Atlantic Conveyor when she was struck by an Exocet missile.

millions on television and radio as an anxious nation sought news of what was happening.

Their reports have been compiled and edited by John Heuston, BBC editor of information and research, to form a paperback "I Counted Them Out and I Counted Them All Back," published by the BBC (price £1.95).

The title has been taken from the report of the first raid by Sea Harriers from HMS Hermes on Falklands airfields.

That message brought cheer in the suspense at home, but hopes of an easy

victory were soon dashed by the subsequent naval losses.

However, despite the shock and surprise of Bomb Alley, it still took only one more week to force the surrender at Port Stanley.

Robert Fox is quoted as saying afterwards:

"The outstanding feature of the Falklands fighting was that it was such an enclosed affair, remote, private to a few thousand people, and brief."

The censorship and absence of picture coverage helped to make certain of that.



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Zulu has a touch of the Nubian

AS THE newly-commissioned frigate HMS Zulu continues her work-up to operational service, she carries with her parts from her cannibalised sister-ship HMS Nubian.

It is a marriage of convenience which has a parallel in one of the most famous dockyard repair jobs:

In 1916 predecessors of the Tribal-class frigates were serving together in the Dover Patrol; HMS Nubian lost one-third of her length forward after a torpedo struck her and HMS Zulu had her stern blown off by a mine. The ships were joined together at Chatham and given the name HMS Zubian.

Guardship

Today's HMS Zulu was commissioned at Chatham on August 9 and is under the command of Cdr. Sym Taylor. The Zulu, joined in service by her sister-ships HMS Gurkha and HMS Tartar, is due for a spell as Gibraltar guardship.

A custom was reborn when the POs' Mess in the frigate took custody of the Tribal Lantern from the RN Museum in Portsmouth. When two Tribals

are in port, the mess holding the lantern hands it over to the POs' Mess in the other.

A candle is placed inside the lantern, and as long as it remains alight the visiting mess is entitled to free beer from their hosts.



HMS Zulu at Chatham... she carries with her reminders of one of the most famous of dockyard repair jobs.

Falmouth changes guard

JUST weeks after assuming the duties of Gibraltar guardship, HMS Falmouth embarked on a three-and-a-half month deployment as Belize guardship.

She relieved HMS Achilles in the West Indies in September and during her tour of duty was due to visit Houston, Texas, hosts to the World Trade Fair, and Grand Cayman during "Pirates Week".

The Falmouth, which this year celebrated her 21st birthday, was re-commissioned in April to help plug gaps resulting from the Falklands Conflict.

New piano for Hermes

LIVE MUSIC has returned to HMS Hermes with a gift of a new piano from Minns Music, the Bournemouth-based group. The aircraft carrier's old piano was ditched overboard as she prepared for action in the Falklands Conflict, but when she returned safely the replacement was waiting to be hoisted on board by helicopter.

Welcoming owl for Oberon's return

WHEN HM submarine Oberon got the bird on her rededication day, it was no slur on the boat. Quite the contrary, for the bird in question was a 12-year-old tawny owl, the submarine's new mascot.

Also named Oberon, the feathered friend joined guests at the ceremony, including the Commander-in-Chief Fleet, Admiral Sir John Fieldhouse, and Flag

Officer Submarines, Vice-Admiral Peter Herbert.

The owl is the pet of St John Ambulanceman Roy Saunders and his wife Jane, and soon made friends with the C-in-C, whose wife, Lady Fieldhouse, is the submarine's sponsor.

HMS Oberon, which first commissioned 21 years ago last February, has completed a two-year refit at Devonport. She gave her

name to a class of conventional boats and was the first to be launched — in July, 1959 by Princess Marina, Duchess of Kent.

Admiral Fieldhouse had been invited to the rededication, at Devonport on August 14, by the boat's commanding officer, Lieut. Peter Clarke, who was flag lieutenant to the admiral when he was Flag Officer Submarines.

Other guests included Captain of the

Second Submarine Squadron, Capt. Geoffrey Jacques, and Col. Philip Saunders, commanding the 4th Royal Tank Regiment which has links with the Oberon.

The service of blessing was conducted by the Chaplain of the Fleet, the Ven. Raymond Roberts, and the cake was cut by the commanding officer's wife, Mrs. Michelle Clarke, helped by the youngest rating, RO(SM) David Woodward (19).

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Liam Thorpe ... a keen Sea Scout who hopes to join the Navy.

It's good to know someone cares

THE STORY of widow Mrs Rosa Thorpe and her 15-year-old son Liam is an example of how, in times of need, the Royal Naval Benevolent Trust is there to help — not just once, but several times if necessary.

For five years the RNBT has been helping mother and child over the financial hurdles they have faced since Mr Thorpe died of cancer in 1973.

Mrs Thorpe was able to get by until 1977 when a removal problem cropped up. It was then that she contacted the Trust, from which she was eligible to receive aid

as her husband had been a Royal Marines corporal during the Second World War.

Later she took a part-time job to supplement her widow's pension, but even so she could not afford to buy clothes for the rapidly-growing Liam. Again the RNBT came to the rescue with a grant from money given by the Trafalgar Day Orphans Fund, specifically to assist orphans in need.

Two years ago further help was given when Liam's Sea Scout group arranged an educational trip to Germany. It would have been impossible for him to join in had not the Trust covered expenses and the cost of necessary clothing.

More aid was given last year and in August this year a grant of £75 was made to allow Liam to join the Scouts on an adventure cruise. The Trafalgar Day Orphan Fund and committee were rewarded by receipt of a postcard from Liam who stated that the holiday was fun but "hard work."

Appreciation

Altogether the Trust has helped the Thorpes with a total of £321, and Mrs Thorpe, giving permission to publish her story, wrote on August 27:

"Having been a widow for nine years, I

truly appreciate the fact that you have kept in touch with me since 1977, enquiring as to the welfare of my son Liam, financing his trip to Germany with the Sea Scouts in 1980 and this year on a 150-mile trip on the waterways of central England, plus giving the grants that made it possible for me to buy sports kit for my son's school activities.

"In both your correspondence to me and my reception at the local office, I have always been treated with respect and courtesy which, as a widowed mother, boosted my spirits just to know that someone cares."

Trust's aid puts Arthur at ease

ARTHUR KNIGHT'S naval nickname of "Old Rubber Legs" became sadly appropriate when he was struck down by the paralyzing disease multiple sclerosis.

Arthur completed his pensionable engagement in the Royal Navy in 1965, leaving as a Chief Petty Officer Cook. He found a secure job with Hampshire County Council, but 13 years after he had left the Service his illness forced him

to give up his work.

Because of his deteriorating condition he and his wife left their mobile home and were given a council flat at Denmead — and with it went all the problems and expense of refurbishing.

Stimulator

Meanwhile, Arthur was suffering much discomfort as a result of his condition and was plagued by a pins-and-needles sensation in the lower half of his body.

While living in the Winchester area the local hospital had

loaned him a stimulator which had greatly reduced the pain, but the appliance was not available on the National Health and his consultant recommended that he bought one.

The snag was that his savings had been eaten up by the move and he could not afford the £111 for the machine. So, in July, he asked the Royal Naval Benevolent Trust for help.

They turned a sympathetic ear to his plight and granted him the money to buy the stimulator. In a letter of thanks to the Trust Arthur said: "I have not had much contact

with the RNBT, as, during my service, one only vaguely heard of it unless you needed help, and it was not all that publicised. When I applied for help I was a bit apprehensive of things, but was surprised at the courtesy and tact I received from my visitor who came to assess what help I needed.

"Although one always thinks of these methods of help as charity, and it's a natural instinct to shy away from asking, I found it was in no way like that and was left with the feeling that someone was prepared to help, and I can only say Thank You."

Arthur's son, who is a serving chief petty officer, is a dab hand at cartoons and his contribution to Arthur's story appears on the right.

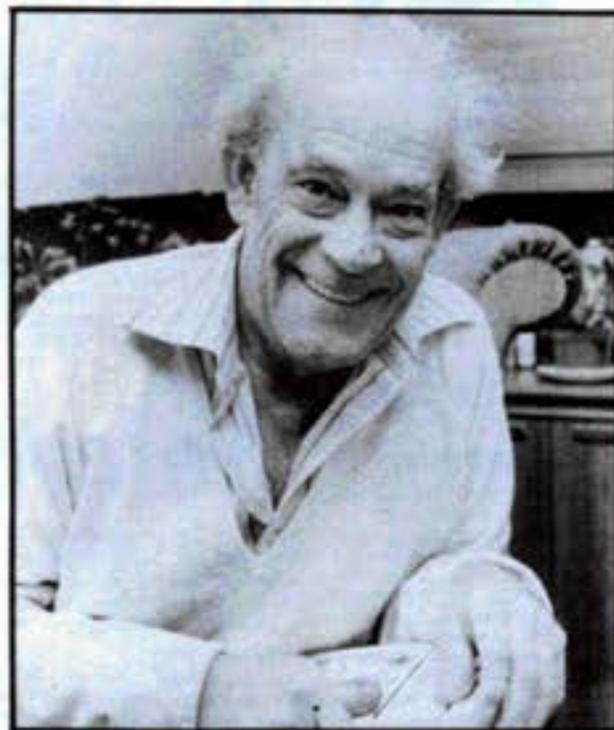
War funds in operation

TWO war funds are still being administered by the Royal Naval Benevolent Trust, which would like to hear of anyone who is in difficulty and who is eligible for aid from them.

One fund is to help the families and dependants of Fleet Air Arm ratings killed through war service in the Second World War and to assist ratings disabled or invalidated through war service.

The other is the RNBT (1939) War Fund, intended to help widows and dependants of men killed on war service.

Enquiries about the funds should be made to the Portsmouth Office of the RNBT.



Multiple sclerosis sufferer Arthur Knight who has found that contact with the RNBT has been a comforting experience.



"I told you not to put those pusser's batteries in it . . ."

Like HMS INVINCIBLE

the

RNBT

is



BY THE NAVY FOR THE NAVY

No appeals are made to the public.

RNBT relies on canteen-rebate, voluntary donations, investment interest and legacies to carry on its important work:

Applications for assistance to the Grants Committee, 2a Tipner Road, Portsmouth, Hants PO2 8OR

General inquiries to head office:

High Street, Brompton, Gillingham, Kent ME7 5QZ

Good start for budget system

ONE YEAR after the Royal Naval Benevolent Trust introduced a cash budgetary system, the Trust reports that the scheme seems to have started well.

Farewell to Harry

AFTER 11 years as Administrator of Pembroke House, the RNBT's home for aged naval men, Lieut.-Cdr. Harry Blease (RN, ret'd.) is retiring from the post on November 5. He will be succeeded by Mr. Eric Lavender, a former Royal Marines sergeant. Harry joined the Navy as a rating in 1940 and retired in 1967.

Pembroke House has received £300 from the Royal Naval Sick Berth Staff Members Association, who handed over the cheque to pay for double glazing at the home.

The system enables the RNBT's executive committee to monitor the progress of receipts and payments at quarterly intervals and to compare them with the budget forecast, enabling corrective action to be taken if necessary.

CONTROL

Aim of the scheme is to maintain control over cash flow so that sufficient money is always available to meet the Trust's commitment to help the naval community and to purchase investments to provide income for welfare in the future.

**£25,000
gift for
children**

ANNUAL donations to the Royal Naval Benevolent Trust by the Variety Club of Great Britain have been increased five-fold as a result of the Falklands campaign.

Since 1972 the Trust had been able to help many children through money received from the club, which for the past three years has totalled £5,000 per annum. However, this year variety artists are making donations totalling £25,000.

The first instalment has already been received and the second was due to be received in early October. From the money the RNBT makes grants for clothing, educational holidays and other purposes which benefit the children of naval or ex-naval personnel.

LAUGH NAVY



"Whatever next! Your first chap was on grass, your second on Coke, and now you have one who's on Ajax!"



WRENDEZVOUS



"This is my friend Geordie. He's a minesweeper!"

Tank team comes up for air!

A SMALL team of submariners based in HMS Dolphin are ready and able to forsake their "natural" element to go to the rescue of their colleagues. They are the men of SPAG, the Subsunk Parachute Assistance Group, who are on short notice to parachute to the aid of a submarine in trouble.

Their role is to fly immediately to the scene of the accident, parachuting on to the sea with all their equipment.

SPAG's personnel, drawn from the officers and men of the Submarine Escape Training Tank in HMS Dolphin, have recently returned from a water descent parachute exercise in Jersey.

Their equipment is kept at RAF Lyneham, ready for loading into a C130 Hercules. In the event of a submarine accident, a six-man team would be "bleeped" into Dolphin, rushed to Lyneham, and flown to the accident.

Their reaction time of six to 12 hours means they can be dropped into the water long before surface ships can reach the scene.

TEAM MEMBERS

Each team consists of at least one submarine escape and rescue officer, one medical officer, one escape coxswain and a petty officer medical assistant. Parachuted out with them would be two Gemini liferafts and a variety of communications and diving equipment.

Homed on to the accident by VHF Personal Locator Beacons or other radio signals, the SPAG team would drop into the water to give immediate assistance or to advise the senior officer of a surface rescue force.

Staff of the Submarine Escape Training Tank are all submarine senior ratings who volunteer for the job. Every submariner has to undergo training in "The Tank," and return at regular intervals to re-qualify.

With about 4,000 submariners, from Royal Navy, Commonwealth and foreign navies using the facility each year, few of The Tank's staff list swimming as a recreational pastime!



A picture more suited to an in-depth feature! It shows staff of the Submarine Escape Training Tank underwater in The Tank. Members of the staff who make up the Subsunk Parachute Assistance Group are also at home dangling in mid-air.



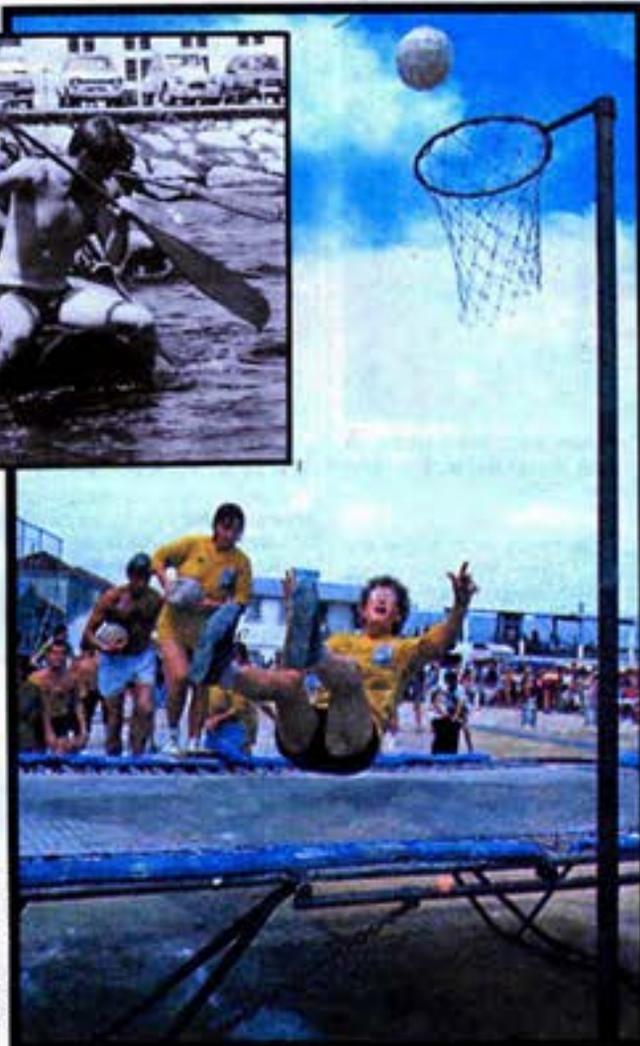
Members of the HMS Dolphin-based Subsunk Parachute Assistance Group line up for the camera before boarding a C130 Hercules for Exercise Chansplash 82 off Jersey.



Above — A team of naval dads, mums and children pull away from the rival Coaling Island families' team in the raft race at HMS Rooke's family regatta at Coaling Island.

Right — Second Officer Carolyn Stacey, flag lieutenant to Flag Officer Gibraltar, gets a shot away in the trampoline-netball event during HMS Rooke's sports-it's a Knockout-village fete extravaganza. Next on to the trampoline is Wren Hazel Robb.

Pictures: LA(Phot) Danny du Feu.



Rock 'n' roll!

THERE was plenty of fun and games for the families of personnel serving in HMS Rooke during two recent carnival events. One was a sports day for families combined with a "village fete" and an It's a Knockout event, and the other a regatta for Rooke families held at Coaling Island.

Four teams took part in the Knockout competition on the football pitch opposite Rooke on August 21. They were the Regulators, HMS Rooke, Rooke Club Punk Rockers and a team from the British Forces Broadcasting Service.

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SSAFA SCENE

Soldiers' Sailors' and Airmen's Families Association

VITAL LINK

The grandmother of a soldier serving in Germany died. His mother contacted her local SSAFA office in Berkshire to reach her son.

The SSAFA representative asked the Ministry of Defence to pass the message to the soldier's Commanding Officer. Within two hours the soldier was on the telephone to his astonished mother who later wrote to SSAFA:

"I have been told that SSAFA gets things done quickly, but I never thought it was as quick as that! I will always know where to come if I am in need again."

SSAFA is in the communications business in a big way — locally, nationally and internationally.

Grant aid

Through local communications SSAFA ensures that anyone who is in need and eligible for help can get in touch quickly.

Last year, over 44,000 cases of every kind were handled by SSAFA. This year, the total is likely to be even greater.

SSAFA has direct access to Service and Regimental Funds. Last year £136,083 was disbursed on behalf of King George's Fund for Sailors, the Royal Naval Benevolent Trust and other funds for seafarers in direct grants. Trustees of many of those funds readily acknowledge that they could hardly operate without SSAFA.

Always there

On a national level SSAFA, along with many other welfare organisations, draws attention to issues of the day; national legislation, the fight to increase the Death Grant, welfare rights for Service and ex-Service families.

Every SSAFA division can reach — and can be reached — from any location overseas where UK Servicemen and women and their families are stationed. Thus SSAFA acts as an international communications link.

One recent case concerned a Naval Rating, badly injured whilst serving in a remote part of the world. The RN Family Welfare Officer contacted SSAFA's local representative who broke the news to the Rating's family.

For the next ten weeks the only communication the parents had with their son was through SSAFA, who acted as go-between, comforter and friend.

SSAFA IS HERE

THROUGHOUT this sad summer of fighting in the South Atlantic, despicable bomb attacks on soldiers in London and the continuing horrors of Northern Ireland, SSAFA has been ready as always to reassure the families, share their worries and give immediate, practical help and advice when needed.

Backed by nearly a century of experience of family welfare, SSAFA's vast nationwide network of voluntary representatives went into top gear to support the Task Force families left behind.

Godsend

Financial help to an elderly mother enabling her to buy decent clothes to attend a memorial service for her son killed in the Falklands... grants to help relatives with rail fares to travel across the country to visit their injured family heroes in military hospitals... money for relatives unable to afford decent overnight lodgings whilst they visit their wounded... this is the daily work of SSAFA. To each recipient it represents a godsend.

Week after week as the toll of dead and injured mounted,

voluntary workers in SSAFA's London Headquarters wrote letters briefing SSAFA local representatives in towns and villages all over Britain with details so that they, in turn, could visit the families to offer help, comfort and good counsel where needed.

This same stalwart support was there following the sickening bomb outrage in London on July 20th against bandmen of The Royal Green-jackets and guardsmen of The Blues and Royals.

SSAFA's Head Office Senior Welfare Advisor was immediately summoned to St. Mary's Hospital, Paddington where injured bandmen were taken. Amidst the carnage and horror he offered every help which the SSAFA can give.

The same offer was made without further delay to the

Riflemen's Aid Society.

The wife of one seriously injured bandman left her two children with their grandmother while she rushed to be with her husband. SSAFA's local representative called to see the grandmother and straightaway gave financial aid, for she had temporarily given up work to look after the children.

Trusted

The families of all those Servicemen killed were visited by their local SSAFA representative a few weeks after the bomb incidents. Whatever problems the future might hold — housing, schooling, financial or compassionate — it is a tremendous help to have an understanding SSAFA representative who knows the area and is a trusted friend, to depend on.

And long after the Falklands have faded from the headlines and in the years to come SSAFA in the cities and the shires will still quietly be at the service of the families of those who served us all so gallantly.

The family friend you can depend on

Bells, balls & building bricks

BELLS, balls, building bricks and all things basic to monitoring the progress of the very young are now included in a new "SSAFA Child Development Kit."

The idea for a standard kit came from Miss Ann Vernon, Director of SSAFA's Nursing and Social Work Service.

"At six weeks a child should hear and turn to the sound of a small bell being tinkled," she explains, "and should focus on and follow a ball being dangled on a piece of string. At fifteen months, a child will retrieve a rolling ball and should be able to put one building brick on top of another to build a tower."

Miss Vernon joined SSAFA as a Nursing Sister in Hameln ten years ago, bringing with her a private collection of rattles, spoons and pieces of string.

Because every SSAFA Sister was using different toys for these screening procedures, when she became Director in 1980, Miss Vernon set about producing a universal kit.

Content

Miss Eileen David, Deputy Director SSAFA (W. Europe), consulted the command paediatricians in Germany who advised as to the basic content, and Miss Vernon wrote to a leading manufacturer, Learning Development Aids, in Cambridge-shire.

The SSAFA Child Development Kit made its debut at the beginning of this year and is now used by all SSAFA Sisters in clinics and parent's homes to discover any minor defects, which can be corrected before a child begins school.

Mr Dennis Blackmore of Learning Development Aids, feels that there might be a more widespread appeal, saying:

"We are now considering marketing this most useful kit to local area health authorities."

GOOD SHOT



This happy band of dartists and designers are (l. to r.) AB Burch, Pat Plumridge, PO Clark, Linda Kidds, Beryl Hehir, PO Wren Beattie, Pam Beavill and Wren Butcher.

"SSAFA often kept my shipmates in touch with home and helped with their families' problems," says Glyn Evans, ex-leading Seaman and now Chairman of the Design Council Social Club in London's Haymarket. So he decided that the Club's first ever darts marathon should benefit the Association.

Six teams, including two sailors and two Wrens from the Royal Naval Communications Centre, Whitehall, raised a "bull's eye" £275 for SSAFA.

Number one

A top total of £120 was raised by Linda Kidds, the Design Council's Exhibition Display Organiser, thanks chiefly to her mother's generous colleagues at Tesco's Headquarters. She scored over 1,000, much to the amazement of her boy friend, CPO Nigel Dobbs, serving on board HMS Invincible in the South Atlantic.

"Nigel was very chuffed when I wrote and told him about my score," says Linda. He didn't think I would ever get as much."

Perhaps he had forgotten how accurately Linda aimed Cupid's Dart.

SSAFA IS FOR YOU

The Soldiers' Sailors' and Airmen's Families Association works independently offering confidential help, advice and friendship to the families of Service and ex-Service men and women, including the Reserve Forces, wherever they may be.

THREE OF THE BEST

WIN A CAR

A bonanza of fantastic prizes awaits the lucky winners of this year's SSAFA 3-Car Draw. Top prizes are three super Ford Fiesta cars, sponsored by Natocars of Bridgwater, and there are 50 fabulous runners-up prizes including a three-piece suite from Boardmans Furnishers of Lancashire and a colour television from the Services Sound and Vision Corporation.

Tickets cost just 25p each and are available now in books of 10 from: SSAFA, Dept NL, PO Box 5, London SW1H 9BZ or from SSAFA branches and committees at home and overseas.



GIVE A ROSE

"It would have pleased my father tremendously that a memorial should take the form of something living and be of benefit to Servicemen and their families," says the Countess Mountbatten of Burma, Vice-President of SSAFA.

The glorious clear yellow Mountbatten Rose has been named Rose of the Year and you can order it now. The rose bushes, bred by Harkness of Hitchin, sell at £2.75 each plus postage and packing. For each one sold SSAFA receives a donation of 50p.

Send s.a.e. for an order form to: SSAFA Rose, PO Box 5, London SW1H 9BZ.

SEND A CARD

A super selection of SSAFA Christmas Cards including a bargain pack (10 cards for 50p), wrapping paper, tags and stationery is now available. Send s.a.e. for a colour leaflet/order form to: SSAFA, PO Box 5, London SW1H 9BZ.

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:
Sheila (22), divorced, 5ft. 2in., brown hair, blue eyes, Taunton, Somerset.
Veronica (18), single, 5ft. 3in., blonde hair, hazel eyes, Ascot, Berks.
Elsie (21), single, 5ft. 4in., brown hair, blue eyes, Bolton, Lancs.
Lynn (16), 5ft., brown hair, blue eyes, Prescott, Merseyside.
Stephanie (17), single, 5ft. 4in., brown hair, brown eyes, Chiswick, London.
Sue (22), divorced, 5ft. 4in., brown hair, blue eyes, one son, Davenry, Northampton.
Mary (20), single, 5ft. 3in., chestnut hair, blue eyes, Hinckley, Leics.
Debbie (16), 5ft. 3in., blonde hair, blue eyes, Hull.
Sandra (31), separated, 5ft. 3in., brown hair, green eyes, three children, Sutton, Surrey.
Claire (15), 5ft. 5in., brown hair, brown eyes, Alton, Hants.
Fiona (23), single, 5ft. 1in., blonde hair, blue eyes, Leicester.
Jill (24), single, 5ft., blonde hair, blue eyes, Leicester.
Linda (33), divorced, 5ft. 5in., dark hair, hazel eyes, Ryde, Isle of Wight.
Carolyn (19), single, 5ft. 6in., auburn hair, blue eyes, Dewsbury, Yorks.

LoVina (25), single, black hair, brown eyes, Ghana, W. Africa.
Jan (33), single, 5ft. 5in., blonde hair, blue eyes, Newhaven, Sussex.
Sally (19), single, 5ft. 7in., brown hair, hazel eyes, Redditch, Worcs.
Pam (31), divorced, 5ft. 2in., brown hair, hazel eyes, Southsea, Hants.
Mary (32), single, 5ft. 6in., blonde hair, blue eyes, Catterick, N. Yorks.
Jayne (24), single, 5ft. 4in., brown hair, hazel eyes, Bracknell, Berks.
Linda (20), single, 5ft. 6in., brown hair, blue eyes, Stourbridge, W. Midlands.
Karen (16), brown hair, blue eyes, West Watford, Herts.
Christine (28), divorced, 5ft. 2in., brown hair, two children, London.
Yvonne (25), single, 5ft. 5in., blonde hair, blue eyes, Stoke-on-Trent, Staffs.
Lesley (25), divorced, blonde hair, blue eyes, Camberley, Surrey.
Elizabeth (19), dark hair, dark eyes, Ghana, W. Africa.
Lily (19), dark hair, brown eyes, Ghana, W. Africa.
Pauline (49), divorced, 5ft. 4in., brown hair, brown eyes, Southsea, Hants.
Lee (38), divorced, 5ft. 7in., auburn hair, green eyes, two daughters, Selby, Yorks.
Julie (16), 5ft. 1in., brown hair, green eyes, Hemel Hempstead, Herts.
Sharon (15), 5ft. 4in., fair hair, blue eyes, Rhosifelin, Twyn, Gwynedd.
Irene (18), single, 5ft. 5in., fair hair, hazel eyes, Slough, Berks.
Helen (25), divorced, 5ft. 9in., blonde hair, blue eyes, two children, Taunton, Somerset.

Wendy (24), separated, 5ft. 5in., fair hair, blue eyes, one child (11), Crews, Cheshire.
Helen (25), single, 5ft. 7in., brown hair, green eyes, Carlisle, Cumbria.
Alli (16), 5ft. 7in., blonde hair, green eyes, Ipswich, Suffolk.
Maryann (19), single, 5ft. 4in., brown hair, brown eyes, London.
Yvonne (18), 5ft., brown hair, blue eyes, Birmingham.
Caroline (22), single, 5ft. 2in., brown hair, brown eyes, Balham, London.
Michelle (18), single, 5ft. 1in., chestnut hair, green eyes, Dudley, W. Midlands.
Jacqui (22), single, 5ft. 7in., blonde hair, hazel eyes, Selly Oak, Birmingham.
Helen (17), single, 5ft. 2in., dark hair, blue eyes, Camberley, Surrey.
Maureen (24), divorced, 5ft. 6in., brown hair, hazel eyes, Portsmouth, Hants.
Margaret (25), single, 5ft. 2in., fair hair, hazel eyes, Hebburn, Tyne and Wear.
Heather (34), divorced, 5ft. 6in., fair hair, hazel eyes, one daughter, Nelson, Lancs.
Juliet (28), separated, 5ft. 5in., auburn hair, blue eyes, West Country.
Debbie (21), single, brown hair, green eyes, Pirbright, Surrey.
Susan (18), single, 5ft. 5in., brown hair, green eyes, Ormskirk, Lancs.
Jenny (39), single, 5ft. 6in., auburn hair, hazel eyes, Wimbledon, London.
Agnes (50), widow, 5ft. auburn hair, green eyes, West Boldon, Tyne and Wear.
Beth (16), 5ft. 4in., brown hair, green eyes, Kilmarnock, Ayrshire.
Deborah (16), 5ft. 5in., brown hair, hazel eyes, Bishop Auckland, Co. Durham.

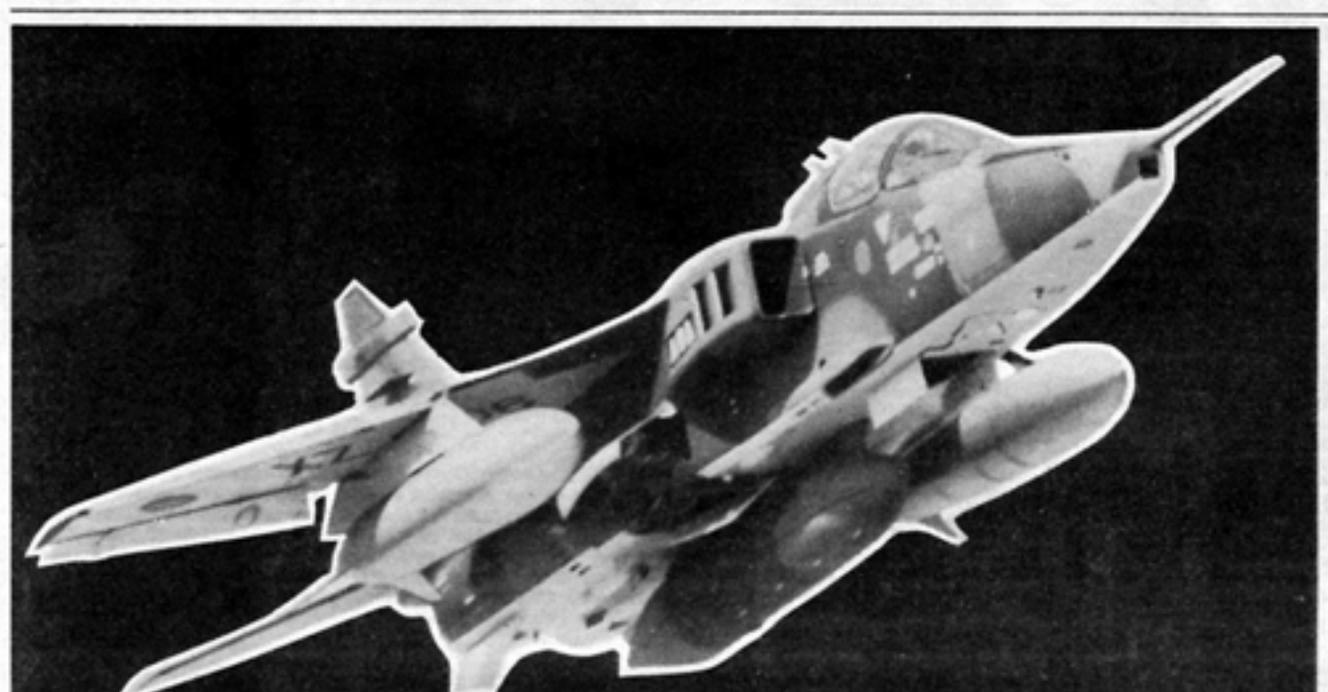
Sara (26), single, 5ft. 6in., brown hair, blue eyes, Swindon, Wilts.
Joanne (16), 5ft. 6in., brown hair, hazel eyes, Kilmarnock, Ayrshire.
Rosanne (22), single, 5ft. 6in., blonde hair, green eyes, Eastbourne, E. Sussex.
Miss E. (18), single, 5ft. 5in., blonde hair, blue eyes, Cowdenbeath, Fife.
Kim (19), single, 5ft. 6in., brown hair, blue eyes, Coventry.
Bridget (33), single, 5ft. 7in., dark hair, brown eyes, one son (3), Kettering, Northants.
Bernadette (21), single, 5ft. 4in., red hair, blue eyes, St Helens, Merseyside.
Trisha (23), single, 4ft 10in., auburn hair, blue eyes, Dagenham, Essex.
Angela (21), single, brown hair, brown eyes, Worthing, Sussex.
Tracey (20), single, 5ft. 1in., brown hair, blue eyes, Kingstanding, Birmingham.
Cheryl (28), single, 5ft., brown hair, green eyes, Sutton Coldfield, W. Midlands.
Ann (28), single, 5ft. 5in., red hair, blue eyes, Castle Bromwich, Birmingham.
Denise (21), single, 5ft. 2in., blonde hair, blue eyes, Hamov, Mdx.
Karen (15), 5ft. 6in., blonde hair, blue-grey eyes, Helensburgh, Scotland.
Anita (15), 5ft. 2in., brown hair, blue eyes, East Brighthelm, Notts.
Sarah (15), 4ft 10in., brown hair, blue eyes, Martock, Somerset.
Mary (36), divorced, 5ft. 3in., brown hair, hazel eyes, three children, Portland, Dorset.
Mandy (18), single, 5ft. 4in., brown hair, blue eyes, Portland, Dorset.
Valerie (41), divorced, 5ft. 6in., blue eyes, Gosport, Hants.

Suzy (26), divorced, 5ft. 4in., blonde hair, blue eyes, Stockport, Cheshire.
Elaine (31), divorced, 5ft. 5in., red hair, hazel eyes, two children, Dewsbury, W. Yorks.
Miss M. (17), single, 5ft. 5in., blonde hair, blue eyes, Leeds.
Pauline (32), single, 5ft. 2in., brown hair, grey eyes, Hebburn, Tyne and Wear.
Margaret (21), single, fair hair, blue eyes, Northampton.
Damian (30), single, 5ft. 4in., brown hair, hazel eyes, Welling, Kent.
Judith (24), single, 5ft. 2in., brown hair, brown eyes, Bristol.
Callym (21), single, 5ft. 7in., brown hair, blue eyes, Bristol.
Carol (22), single, 5ft. 2in., brown hair, brown eyes, Southend-on-Sea, Essex.
Nicola (16), 5ft. 3in., brown hair, brown eyes, Orskirk, Lancs.
Jill (24), single, 5ft. 5in., blonde hair, blue eyes, St Agnes, Cornwall.
Diane (17), single, 5ft. 1in., blonde hair, blue eyes, Leeds, Yorks.
Miss S. (18), single, 5ft. 5in., blonde hair, hazel eyes, Sheffield.
Julie (34), single, 5ft. 2in., black hair, brown eyes, Hammersmith, London.
Wendy (18), single, 5ft. 6in., auburn hair, blue eyes, Walker, Newcastle.
Ann (26), divorced, 5ft. 6in., brown hair, blue eyes, Portsmouth, Hants.
Susan (24), single, 5ft. 1in., brown eyes, Exeter, Devon.
Irene (20), single, 5ft. 5in., brown hair, hazel eyes, Portsmouth, Hants.
Linda (16), 5ft. 7in., brown hair, brown eyes, Abbey Wood, London.
Janette (21), single, 5ft. 1in., brown hair, hazel eyes, one son (2), Nelson, Lancs.
Margaret (36), separated, brown hair, hazel eyes, Harborough, Leicestershire.
Valerie (25), single, brown hair, hazel eyes, Durham.
Julie (16), 5ft. 5in., brown hair, blue eyes, Wythington, Manchester.
Valerie (37), single, 5ft. 6in., brown hair, brown eyes, one son (9), Thornton Heath, Surrey.

Sandra (15), 5ft. 5in., brown hair, hazel eyes, New Malden, Surrey.
Sarah (16), 5ft. 4in., brown hair, blue-grey eyes, Farnborough, Hants.
Lyn (20), single, 5ft. 7in., fair hair, blue eyes, Portsmouth, Hants.
Stella (35), single, 5ft. 5in., brown hair, green eyes, Canvey Island, Essex.
Mary (20), single, brown hair, hazel eyes, Havant, Hants.
Eileen (36), divorced, 5ft. 6in., brown hair, blue eyes, two sons, Colchester, Essex.
Angie (19), single, 5ft. 5in., brown hair, blue eyes, Northampton.
Lorraine (37), divorced, blonde hair, blue eyes, three children, Melksham, Wilts.
Ann (22), single, 5ft. 2in., dark hair, Leicester.
Angela (22), single, 5ft. 1in., fair hair, blue eyes, Benfleet, Essex.
Annett (33), divorced, 5ft. 5in., brown hair, brown eyes, Southampton.
Karen (29), divorced, 5ft. 6in., blonde hair, blue eyes, one son (3), Kettering, Northants.
Sharon (22), single, 5ft., blonde hair, blue eyes, Heanor, Derbyshire.
Janet (22), single, 5ft. 5in., auburn hair, brown eyes, Walsall, W. Midlands.
Doty (45), single, 5ft. 4in., brown hair, brown eyes, Florida, U.S.A.
Mandy (19), single, 5ft. 6in., auburn hair, blue eyes, Birmingham.
Karen (19), single, 5ft., brown hair, blue-grey eyes, Plymstock, Plymouth.
Carol (41), divorced, 5ft. 4in., dark hair, hazel eyes, Shaftesbury, Dorset.
Margaret (50), widow, 5ft. 11in., fair hair, blue eyes, Shaftesbury, Dorset.
Patricia (18), single, 5ft. 5in., blonde hair, green eyes, Poplar, London.
Wendy (23), divorced, 5ft. 2in., blonde hair, blue eyes, one daughter (2), Pembroke Dock, Dyfed.
Ivy (57), widow, 5ft., brown hair, Stevenage, Herts.
Jackie (24), divorced, 5ft. 6in., fair hair, blue eyes, Woking, Surrey.
Deborah (18), single, 5ft. 5in., fair hair, brown eyes, Sheffield.
Sharon (18), 5ft. 5in., brown hair, blue eyes, Portsmouth, Hants.
Emma (46), divorced, 5ft. 9in., blonde hair, blue eyes, one son (16), Corby, Northants.
Annette (20), single, 5ft. 4in., brunette, blue eyes, Eastbourne, East Sussex.
Theresa (19), single, 5ft. 2in., brown hair, blue eyes, Binfield, Berks.
Pat (32), separated, 5ft. 4in., blonde hair, blue eyes, two children, Southampton.
Elaine (39), divorced, 5ft. 7in., brown hair, hazel eyes, Pyle, Glam.
Jo (19), single, 5ft. 4in., blonde hair, grey-green eyes, Hatfield, Herts.
Geraldine (22), separated, 5ft. 5in., brown hair, hazel eyes, one daughter, Greenford, Mdx.

Tracey (18), single, 5ft. 7in., brown hair, blue eyes, Selly Oak, Birmingham.
Valerie (46), widow, 5ft. 4in., brown hair, blue eyes, seven children, Kenmay, Aberdeenshire.
Ann (29), single, 5ft. 3in., brown hair, green eyes, Ealing, London.
Elaine (19), single, 5ft. 2in., fair hair, blue eyes, Farnborough, Hants.
Lynne (23), single, 5ft. 5in., fair hair, blue eyes, Benfleet, Essex.
Mandy (23), single, 5ft. 3in., blonde hair, green eyes, Chesham, Glos.
Lyn (27), divorced, 5ft. 6in., brown hair, blue eyes, one daughter, Chesham, Glos.
Linda (22), single, 5ft. 6in., brown hair, green eyes, Preston, Lancs.
Ann (35), divorced, blue eyes, five children, Plymouth, Devon.
Caroline (22), single, 5ft. 3in., brown hair, brown eyes, Fareham, Hants.
Helen (20), single, 5ft. 4in., brown hair, grey eyes, Fareham, Hants.
Jayne (36), single, 5ft. 4in., dark hair, blue eyes, Plymouth, Devon.
Kimberly (24), single, 5ft. 6in., blonde hair, grey eyes, Bridgewater, Somerset.
Karen (21), single, 5ft. 8in., black hair, brown eyes, Preston, Lancs.
Tan Lai (17), single, 5ft., black hair, black eyes, Selangor, W. Malaysia.
Margaret (29), single, brown hair, hazel eyes, one daughter, Jedburgh, Roxburghshire.

Teresa (18), single, 5ft. 6in., brown hair, hazel eyes, Spalding, Lincs.
Shelly (25), single, black hair, black eyes, Ghana, W. Africa.
Susan (34), separated, 4ft. 11in., blonde hair, blue eyes, one son (10), Dewsbury, W. Yorks.
Tracey (19), single, 5ft. 1in., brown hair, blue-grey eyes, Chatham, Kent.
Helen (15), 5ft. 3in., fair hair, blue eyes, Southsea, Hants.
Sue (19), single, 5ft. 4in., brown hair, blue eyes, Plymouth, Devon.
Lucy (19), single, 5ft., brown hair, brown eyes, Frome, Somerset.
Eve (44), divorced, 5ft. 5in., brown hair, blue eyes, two children, Sandown, I.O.W.



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IN THE RUNNING WITH HEARTS AND SOLES

THESE six Wrens from HMS Daedalus put their hearts and soles into raising money for the South Atlantic Fund. They ran in relay from Brighton to Le-on-Solent, and hope to be able to forward about £500 to the fund. From left to right are: Wren DI Rogers, PO Wren Tina Burton, Wren Jan Turley, Wren Beryl Nicholson, Wren Trudy Allitt and PO Wren Sally Dale. Wrens Michelle Lettis and Lynne Herthill collected the bucket of cash on which the runners are cooling their overworked feet.

Picture: LA(Phot) Richard Drew



SPORTY DIDO JOINS SNIFFLE

LEANDER frigate HMS Dido will form Britain's contribution to the Standing Naval Force Atlantic until April next year, when she is expected to enter refit before transferring to the Royal New Zealand Navy.

After taking part in the major Nato Exercise Northern Wedding in September,

the Dido took over STANAVFORLANT duty from her sister-ship HMS Arethusa.

For most of the summer the Ikara-armed Dido was in dock in Gibraltar, where her ship's company undertook 210 sports fixtures and welcomed wives and families for a holiday.

Her teams competed in three Top of the Rock races, MEA Bathard achieving

second place in the Fleet Championships for January-July. In addition the ship's company clocked up a very fast time in the 100 x 1 mile baton relay, as reported in our sports pages this month.

The Dido's seamen played against resident soldiers in a 24-hour pool marathon which raised over £200 for a local leukaemia fund. And before docking,

while on passage to La Maddalena in Sardinia, £567 was raised for the South Atlantic Fund through a country fair organised on the flight deck by the POs' Mess.

Purpose of the visit to La Maddalena was to take part in celebrations which marked the centenary of the death of Garibaldi, who united the Italian states.

Mine men clear path for cables

TWO Royal Navy minehunters have been playing a vital role in preparing for four new electricity power cables to be laid across the English Channel.

HM ships Kirkliston and Nurton searched the seabed between Folkestone and Sangatte to ensure that there were no mines or other wartime explosives on the route that the cables would take.

The minehunters, serving with the Second Mine Countermeasures Squadron at Portsmouth, operated from Dover during most of September, carrying out sonar searches with their high-definition equipment.

As part of a project financed by the EEC, naval divers from HMS Neptune have blasted a 60-metre long underwater channel in Iona Sound to carry water from the Gulf Stream to warm Iona's 12th-Century Abbey, in a project to preserve it.

Savile's travails

RADIO ONE listeners to Jimmy Savile's Sunday programme were treated to the dulcet tones of a troop of Royal Marines recruits gasping their way over a 30-mile route march.

Jimmy was at CTCRM Lympstone for a very successful open day, and decided to jog along with his tape recorder when 168 Troop went out on their 30-miler, the last test on their Commando course. After the march, Jimmy ran the final ten miles back to camp.

He also put in an appearance at a "Beat Retreat" ceremony performed by the CTCRM Band at Sidmouth.

At last we've found where to get the best technical trainers in the world.

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The subject of training is very much on our minds at the moment.

As part of our continuing involvement in Saudi Arabia, we're planning the next phase of a training programme that's designed to boost the RSAF's ability to look after the navids, line communications, ground radar and radio, computer and ATC radar

systems we've installed throughout the Kingdom.

As part of our plans, we need more highly experienced electronics technicians to pass on the benefit of their skill and experience to RSAF personnel.

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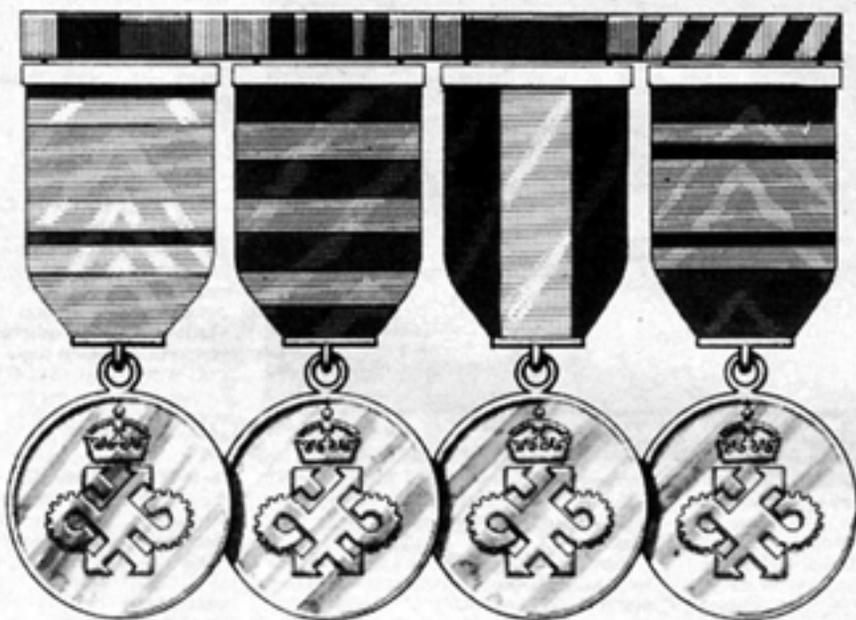
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SWOP DRAFTS

AB(EW) Catter, HMS Raleigh, drafted HMS Royal, accompanied or unaccompanied, Dec. Will swap for Plymouth shore base or Devonport ship. Contact Plymouth 52027.

WEM(O) Coulthard, FOSNI P/Reserve ext 309, drafted HMS Dolphin, Oct. Will swap for anything north of the border.

MEM(M) Deveney, 112 Fegen Road, St Budeaux, Plymouth, drafted HMS Active, Nov., three years. Will swap for any Devonport leader or Type 22.

LS(EW) Mills, 9 Mess, HMS Achilles, Chatham until Dec., then Portsmouth. Will swap for any Devonport ship.

STD Smart, 028 Mess, Yeovil Block, HMS Heron, drafted 826 Squadron, RN air station, Culdrose, Dec. Will swap for any seagoing ship, any area.

MEM(M) S. Montgomery, 3K Mess, HMS Euryalus, due to deploy after Christmas. Will swap for any Devonport shore base or ship in long refit.

LCK Coote, 20 Mess, HMS Ambuscade. Will swap for any Portsmouth ship or shore base.

AB(M) Clemon, 2 Mess, HMS Herald, DED Devonport until Dec. Will swap for any Portsmouth ship refitting or not deploying.

LRO(G) Albrighon, RNR/RAF Common, P/Reserve, Rosyth. Will swap for any ship or shore base.

WEM(O) Renison, HMS Bristol, drafted HMS Neptune, mid Oct. Will swap for any Portsmouth ship or shore base.

WEM(R) S. Penneck (Scale A), 3P Mess, HMS Antrim, deploying Nov. Will swap for Portsmouth ship in refit, or shore base.

WEM(R) J. R. Smith, 3P Mess, HMS Glamorgan. Will swap for any Plymouth ship.

AB(S) G. Russell, 25 Selsey Close, Haying Island, Harb, drafted HMS Glamorgan, Portsmouth, refitting until May. Will swap for any Plymouth ship, preferably Type 21.

LMEM(M) A. Wood, Saumarez Block, HMS Nelson, drafted HMS Glamorgan, Portsmouth, refitting until May. Will swap for Type 21, 22, or 42.

MEM(M) R. P. Hall (AMC), 3W Mess, HMS Galatea, deploying. Will swap for any ship in refit or not deploying, anything considered except Portsmouth.

LSA Pearsall, 3E Mess, HMS Apollo, drafted HMS Heron, Yeovil, Dec. Will swap for any Devonport shore base. Contact Naval Stores Office, HMS Apollo.

STD J. Capper, 6T1 Mess, HMS Illustrious. Will swap for any smaller ship, preferably Portsmouth.

CPOST P. A. Stains, CPO's Mess, HMS Nelson, drafted HMS Antrim, Nov. Wishes to know if any CPOST is interested, in a seagoing billet.

AB(M) Platten, 5 Mess, HMS Bacchante, drafted HMS Donade, Portsmouth. Will swap for any Devonport ship or shore base (FMS, FRG).

WRENTR(G) B. Edwards, HMS Heron, ext 209. Will swap for any Portsmouth draft.

AB(R) S. J. Canner, Royal Naval Display Team, HMS Excellent, drafted HMS Plymouth, Rosyth, Jan. Will swap for Portsmouth ship.

LS K. Drake, 2K Mess, HMS Brazen. Will swap for any Portsmouth ship, refitting or deploying, preferably Type 42.

CK N. Brodshire (Scale B), Bedford 10, HMS Cambridge, drafted HMS Yarmouth, Rosyth, Nov. Will swap for any ship or shore base except Scotland, preferably Devonport or Portsmouth.

CK Kelly, 3M S/W Mess, HMS Anisidro, deploying Nov. Will swap for any Scottish ship or shore base.

LRO(G) P. Udy, c/o Common, HMNB Portland. Will swap for anywhere, Plymouth area.

AB(S) Jarvis, 3E Mess, HMS Glamorgan, refitting Portsmouth. Will swap for any Devonport or Chatham ship.

CK Forbes, HMS File. Will swap for any frigate, Scotland.

MEM(M) M. Richardson, c/o Maccs, HMS Pembroke, drafted HMS Londonderry, Portsmouth, Jan. Will swap for any other ship.

MEM(M) G. T. Brown (AMC), HMS Jupiter, refitting Plymouth. Will swap for any gas-turbine ship. Telephone (0752) 553318.

AB(S) Evans, 35A2 Mess, HMS Hermes. Will swap for any Plymouth shore base or ship in refit or not deploying.

LWEM(R) Carr, 3R Mess, HMS Brazen, Devonport, deploying. Will swap for any Portsmouth ship, refitting or in service.

LWEM(M) Pilkington, c/o Freshcoot, HMS Raleigh, drafted HMS Danae, Nov. Will swap for Type 21 or 22 or HMS Liverpool. Contact above address or telephone ext 333 or Long Eaton 2771.

LSTD Brown, 3EA Mess, HMS Euryalus, due to deploy, Jan. Will swap for Plymouth ship in refit or shore base.

LS(EW) Haughian, Comms Mess, HMS Naad, Devonport. Will swap for any Portsmouth ship, preferably not deploying, or shore base.

LCK T. Foster, Ajax Galley, HMS Raleigh, drafted HMS Hermes, Portsmouth. Will swap for any Devonport ship or shore base.

LSA P. Salem, 47 Houghton Road, Woodchurch Est., Birkenhead, Merseyside, L49 5JF, telephone 051-6789-9588, drafted HMS Torquay, Jan. Will swap for any Type 42.

WRENTR(G) L. Healy, HMS Neptune, telephone Faslane ext 6340. Will swap for any London (President / Whitehall) draft.

LSTD R. Croughan, 3R Mess, HMS Brilliant, Plymouth. Will swap for any Scottish-based ship deploying or not.

AB(R) Wright, 501 Mess, HMS Illustrious. Will swap for any Plymouth ship or shore base.

MEM(M) Gregory, BSO Pay Office, HMS

Centurion, drafted HMS Rothesay, Rosyth, Dec. Will swap for Portsmouth or Chatham ship, preferably Chatham.

ASTD Grove, HMS Seahawk, drafted 824 Squadron, Jan. Will swap for any seagoing ship.

MEM(L) Richardson, 113 Mess, HMS Cochrane, drafted HMS Danae, Will swap for Rosyth ship.

LS(S) Whalley, 3M(S) Mess, HMS Euryalus, Devonport, due to deploy Jan. Will swap for Devonport frigate refitting but not deploying, or Plymouth shore base.

AB(R) Bignell, 30 Mess, HMS Antrim, deploying Nov. Will swap for Portsmouth shore base or ship not deploying.

LCK W. R. Watson, 38R/PS Mess, HMS Diomedea, drafted HMS Zulu, Nov., Portsmouth. Will swap for Devonport ship or shore base.

CK A. G. McManus, 2G Cooks Mess, HMS Gurkha, Portsmouth, deploying. Will swap for any Rosyth-based ship.

CK M. Wheaton, 7, 34 Saumarez Block, HMS Nelson, drafted HMS File, Portsmouth, deploying July. Will swap for any Scottish ship or any ship deploying.

LWRO Howells, Mountrise ext 3093, drafted RN air station Culdrose Common, Nov. Will swap for any Plymouth draft.

LMEM(L) S. Viney, HMS Duxford, Faslane, attached to Glasgow and Strathclyde University. Will swap for any Portsmouth draft.

MEM(M) G. P. Swales, (AMC), 3J1 Mess, HMS Fearless due to deploy, Spring. Will swap for any Portsmouth or Devonport ship not deploying.

LMEM(L) J. L. Snell, Jutland Block, HMS Colingwood, drafted HMS Andromeda, Nov. Will swap for any Portsmouth ship.

CK S. Wheeler, 2F Mess, HMS Gurkha, deploying. Will swap for any Rosyth ship.

LSA Lacey, 3E2 Mess, HMS Ajax, Devonport. Will swap for any Portsmouth ship.

RO(T) Cameron, c/o Common, Faslane, (before 0830), drafted HMS Arrow, Jan. Will swap for any Rosyth ship.

LS(MW) M. Lambert, Harbour Training Ships, HMS Sultan, will swap for a seagoing ship, preferably based at Rosyth.

CA M. A. Smith, HMS Plymouth, in Rosyth refit until Dec. Will swap for any Portsmouth ship, Ring Rosyth 3368.

RO(G) M. L. Lennon, 7-31 Saumarez Block, HMS Nelson, drafted FOF3, Will swap for Forest Moor, Whitehall, Northwood, or anywhere of interest.

WEM(O) P. T. Redstone, FRG Portsmouth Dockyard, drafted to HMS Londonderry. Will swap for Rosyth ship.

LSTD M. T. Bower, 3E Mess, HMS Benwick, Portsmouth, Jan. Will swap for any Devonport ship or shore base.

POINTS LEADERS

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

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

The numbers following the points (or basic dates) is the number of men who were advanced during August.

PO(EW)/RS(W) — Int (29.10.81), 3; **LS(EW)/LRO(W)** — Int (20.4.82), 3; **PO(M)** — Int (28.10.81), 1; **LS(R)** — Int (11.3.82), 1; **PO(S)** — Int (29.10.81), 1; **LS(S)** — Int (15.9.81), 1; **PO(D)** — Int (18.11.81), 3; **LS(D)** — Int (19.5.82), 4; **PO(MW)** — Int (4.7.80), 1; **LS(MW)** — Int (8.7.81), 3; **PO(SR)** — Int (24.7.80), 1; **LS(SR)** — Int (5.8.81), 3; **POPT** — Int (10.6.80), 1; **RPO** — 286, 1; **RS** — 109, 1; **LRO(G)** — Int (23.3.82), 5; **CY** — Int (9.9.80), 1; **LRO(T)** — Int (8.12.81), 3; **PO(SM)** — Dry, 1; **LS(SM)** — Int (16.12.81), 4; **PO(TS)(SM)** — Int (14.7.81), 1; **LS(TS)(SM)** — Int (16.7.81), 1; **RS(SM)** — 300, 1; **LRO(SM)** — Int (15.6.82), 1; **PO(UW)(SM)** — Dry, 1; **PO(MEM)** — Int (2.3.82), 2; **LMEM(M)** — Int (16.9.81), 7; **PO(MEM/L)** — Int (16.7.81), 2; **LMEM(L)** — Int (10.9.81), 4; **PO(ME/O)** — Dry, 6; **LWEM(O)** — Int (23.5.82), 8; **PO(ME/R)** — Dry, 10; **LWEM(R)** — Int (25.2.82), 10; **PO(MEM/MSM)** — Int (20.11.80), 1; **LMEM(M/MSM)** — Int (15.8.81), 1; **PO(MEM/MSM)** — Dry, 2; **LMEM(M/MSM)** — Int (22.6.82), 3; **PO(WD)(SM)** — Dry, 4; **LWEM(O)(SM)** — Int (24.6.82), 3; **PO(ME/R)(SM)** — Dry, 2; **LWEM(R)(SM)** — Dry, 1; **PO(WR)** — Int (29.1.81), 4; **LWTR** — Int (22.3.82), 5; **POSA** — 464, 1; **LSA** — 85, 5; **POCA** — Int (4.1.81), 2; **LCA** — 137, 1; **POCK** — 694, 1; **LCK** — Int (10.6.80), 1; **POSTD** — 446, 2; **LSTD** — 160, 2; **POMA** — 102, 1; **LMA** — 202, 1; **POAEM(M)** — Int (25.7.80), 2; **LAEM(M)** — Int (5.4.81), 1; **LAEM(WL)** — Int (27.2.81), 1; **LAEM(W)** — 135, 1; **POAEM(R)** — Int (5.4.81), 1; **LAEM(R)** — 65, 1; **POA(AH)** — 108, 1; **LA(AH)** — 111, 1; **POA(SE)** — 750, 1; **LASE** — Int (1.8.80), 1; **POA(PHOT)** — 418, 1; **POA(MET)** — 574, 1; **POACM** — Int (17.7.80), 3; **POWREN AEM(M)** — Int (14.11.80), 1; **LWREN AEM(M)** — 105, 2; **LWREN AEM(WL)** — Int (12.6.81), 1; **LWREN AEM(R)** — Dry, 1; **LWREN CK** — Int (24.3.81), 1; **LWREN CK** — Int (22.7.80), 1; **LWREN TEL** — 149, 1; **LWREN DSA** — Int (8.9.81), 1; **LWREN DSA** — 99, 2; **LWREN MET** — 677, 1; **LWREN MET** — 196, 1; **LWREN PHOT** — 557, 1; **LWREN PHOT** — 134, 1; **LWREN(R)** — 278, 1; **LWREN(R)** — 183, 1; **LWREN RS** — Int (9.12.80), 1; **LWREN RO** — 130, 1; **LWREN STD O** — Int (9.6.81), 1; **LWREN STD O** — 147, 1; **LWREN SA** — 81, 1; **LWREN SA** — 81, 3; **LWREN TSA** — Int (18.12.80), 1; **LWREN TSA** — 295, 1; **LWREN WA** — Int (17.7.80), 1; **LWREN WA** — 246, 1; **LWREN WTR G** — Int (10.2.81), 1; **LWREN WTR G** — Int (9.7.80), 1; **LWREN WTR P** — 102, 1; **LWREN WTR S** — Int (20.10.81), 1; **LWREN D HYG** — 167, 1; **LWREN REG** — Int (3.3.81), 1; **LWREN PT** — Int (10.2.81), 1; **LWREN SA** — 81, 1; **LWREN TSA** — 295, 1; **LWREN WA** — 246, 1; **LWREN WTR G** — Int (10.2.81), 1; **LWREN WTR G** — Int (9.7.80), 1; **LWREN WTR P** — 102, 1; **LWREN WTR S** — Int (20.10.81), 1; **LWREN D HYG** — 167, 1; **LWREN REG** — Int (3.3.81), 1; **LWREN PT** — Int (10.2.81), 1; 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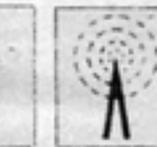
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England call for U-21 pair

THE NAVY hockey team flies to Washington on October 8 to defend the J. F. Kennedy Memorial Trophy won so handsomely last October. As usual, the side is a mixture of experience and youth, and with several key players unavailable, will have to play at top form to retain this prestigious international trophy.

On a different international front, MEM Cleaven Faulkner (HMS Hermes) and WTR Dave McMeakin (CNH) have taken part in a training week with the England Under-21 squad.

At home, US Portsmouth are going from strength to strength. The club attracted 70 players to pre-season training and are fielding seven teams a week plus, for

Hockey

the first time, a women's team. Anyone in the Portsmouth area interested in regular hockey with US should contact Lieut.-Cdr. Alan Walker on HMS Sultan extension 2354.

BATTLE

There could be an interesting battle in Division 2 (West) of the Sun Life League South, where RN air station Cudrose, HMS Figard and RNEC Manadon are all competing for promotion to Division 1.

Plymouth Command players interested in local league hockey should contact Lieut.-Cdr. Westwood on Manadon 482 for details. ● A combined HMS Sultan-HMS Centurion team beat HMS Seahawk 3-0 in the final of the RN Women's Inter-Establishment six-a-side tournament at RM Eastney on September 11. Twenty-four teams took part, with HMS Osprey and HMS Daedalus reaching the semi-finals.

Swimming

So cold Wrens first

VERY COLD water temperatures turned the Inter-Service and Royal Navy long distance swimming championships in Lake Bala, North Wales, on September 1 into something of a trial by ordeal.

Despite the cold, Navy swimmers did remarkably well. First three men home for the Navy were MNEs Steve Lawrence (RM Poole, 1hr. 15m.) and Simon Jackson (Sig Troop 45 Cdo, 1:22), and Lieut.-Cdr. Peter Stephens (MOD), who finished the 3½-mile course just two seconds behind Jackson.

Their overall placings in the Services race were third, fourth and fifth.

In the women's race, held concurrently over the same course, Wren Val Alderton (Osprey) was first freestyle to finish, in 1hr. 43min., and Wren Kim Newton (Whitehall) was first breaststroker home in just over two hours.

First Lady

LWREN Louise Addy (CTCRM Lympstone) achieved two firsts in the show jumping competition at the Royal Tournament. She became the first woman to win the Prince of Wales Cup, and followed it up by winning the Princess Anne Cup.



THAR SHE BLOWS ...

UP she goes ... The Navy's new indoor tennis centre in Burnaby Road, Portsmouth, takes shape on September 1 as 20,000 cubic metres of air is pumped under the plastic "balloon."

The 40ft. high dome covers three carpeted courts built to international specifications. Changing rooms have yet

to be built, and players using the centre are advised to arrive in tennis gear. The courts should be ready by November 1.

The £110,000 centre is the result of a joint project by the RN Lawn Tennis Association, the Fleet Amenities Fund, Portsmouth City Council, the Sports Council and the National Playing Fields Association.

Courts are available to both RN Per-

sonnel and civilians, and can be booked through the supervisor on Portsmouth 830736. Membership is free to naval personnel, and charges range from £3 an hour (£4 for non-members) per court on weekday mornings to £5 (£6 for non-members) at week-ends.

More information can be obtained from the RNLA Project Officer, Cdr. R. Lane, c/o Base Education Officer, HMS Nelson (ext. 24129).



Above — The victorious Plymouth Command golf team. Left to right (back) are LWEM (0) Steve Lambert, PO David O'Sullivan, CPO Jack Pearce, CPO Brian Wright and Sub-Lieut. Stephen Grieve; Lieut.-Cdr. Brian Grant with the cup; and Lieut. George Stretton, the veteran of the team, taking a well-earned rest!

Hermes wins Fleet sixes

HMS HERMES A beat HMS Fearless in the final of the Portsmouth Area Fleet six-a-side cricket competition. HMS Falmouth lost to Hermes in one semi-final after beating HMS Glamorgan in a play-off, and Fearless overcame HMS Intrepid's challenge in the other semi-final. A team from HMS Rhyll travelled from Chatham to take part, while HMS Zulu landed a team while the ship was at sea.

In brief

Apprentice wins top ski prize

MORE than 80 competitors took part in the first RN dry ski slope championships at the Hillingdon Ski Centre, Uxbridge, on September 10. Top individual prize went to MEA App Richard Dobson, who is still under training in HMS Caledonia, and the Warrior Cup for the Establishment team slalom event went to HMS Daedalus.

Sub-Lieut. Duncan Reid (Heron) and Lieut. Sam Brooke RM (42 Cdo) were second and third in the individual dual slalom knockout. Winner of the ladies' individual event was POWren Pat Barber (RNR South), with

POWren Alison Mathieson (Warrior) the runner-up.

The Inter-Command dual slalom trophy was won by the Royal Marines' team of Lieut. Richard Madeley, Lieut. Sam Brooke, Capt. David Nicholls and MNE Cameron Frater.

A six-man team has been chosen to represent the Navy in an Inter-Service invitation race at the Daily Mail international ski show at Earls Court in November.

Telecom on right lines

A NEW event in the flyfishing calendar took place at Chew Valley Lake on August 18 when the Royal Navy took on a S-W Postal and the Telecom Recreation Association in an 11-a-side boat competition.

The Telecom side won the team prize by a margin of 3lb. with a bag of 24lb. 15oz. Prize for the best individual bag went to Mr. Bob Huntley of MOD(N), Foxhill, Bath, who took 8lb. fishing for the Navy.

Bugler Clark of the Royal Marines from RN air station Yeovilton won the best rainbow trout award with a fish of 1lb. 13oz.

Production car trial

A production car trial, including a class for four-wheel drive vehicles, is to be staged by the RN and RM Motoring Association at Seaton Barracks, Plymouth, on November 7. Entry forms and details are available from the event secretary, Mrs. B. Benson, Sandpiper, Linkadells, Colebrook, Plymouth (Ply 337295) or Sub-Lieut. J. R. Carruthers at RNEC Manadon.

PTIs get up Hoy

THREE PTIs serving in Scotland have made a successful assault on the Old Man of Hoy, Orkney, one of the hardest rock climbs in Great Britain. The three were Sgt. George Kent (HMS Caledonia), and CPO Jeff Russell and Cpl Chris Butler of JSMTCC Ballahulish. They took nine hours to complete the 450ft. climb, but the hardest part was getting down in four long abseils.

Tall Ships success

WIND and sea conditions proved ideal for the BRNC Dartmouth and RNEC Manadon sail training yachts which took part in the 1982 Tall Ships Race from Falmouth to Lisbon, and they filled the first six places in their class.

Manadon entered Galahad and Gawaine, and Dartmouth entered Gryphis, Martlet, Leopard and Pegasus.



Richard Dobson

Plymouth win by short head

Golf

Nobody won all their games this year but Sub-Lieut. David Brecken (Active) won 4½ out of five and has the distinguished record of being unbeaten in these championships for the past three years. Cdr. Richard Moore (DNW) won 3½ out of four and CPO Jack Pearce, the Plymouth manager, halved his only match and also remained unbeaten.

Several players won four out of five games — Navy Champion Lieut.-Cdr. Malcolm Edmunds (Cudrose), PO David O'Sullivan (RNH Plymouth) who was playing in his first championships, Mne Bill Parker (3 Cdo Bde), CPO Clive Shinn (Collingwood), Lieut. George Stretton (DNR Swindon) and Lieut. Peter Woodings (Collingwood).

Another newcomer to the match play, CPO Pat Smith (Cudrose) did well and won three out of four, while Navy golf stalwarts Lieuts.

THE 1982 Inter-Command match play championships were held at Hayling Golf Club on September 6-8 and produced the closest possible result. Plymouth Command won when PO David O'Sullivan bravely holed a shortish putt on the 18th green to win the last game of the last match, writes John Weekes.

The excitement built up on the final day with any one of four Commands in with a chance of victory. Portsmouth fell at the morning foursomes fence but came back in the afternoon singles to beat Naval Air and prevent them from winning the championships.

Plymouth and Fleet / Medway fought out the final match knowing that whoever won would be champions. The three-game all result was just enough to give Plymouth the edge but both teams deserved congratulations on some very fine golf.

The league table for the five matches played by each Command was:

	Matches	W	D	L	For	Agst	Games	Pts
Plymouth	3	1	1	1	17½	12½	3	3
Fleet/Medway	2	2	1	1	18	12	3	3
Portsmouth	2	2	1	1	17	13	3	3
Naval Air	2	1	2	1	16	14	2½	2½
FM	2	1	2	1	14½	15½	2½	2½
Scotland	0	1	4	0	7	23	½	½

SPORT

TOUGH START FOR BOXERS

A NEW and very tough representative match ushers the Navy's top boxers into the season on October 27. The match is against a Liverpool Select Team at Liverpool, and is certain to reflect the home side's status as the strongest amateur boxing base in the country.

Two days later the Navy meets North East Select on a £15-a-head dinner show bill to raise money for the South Atlantic Fund. Venue is Newcastle's Gosforth Park Hotel.

Boxing coach CPO Tony Oxley is hoping to have most of his star names available, including AB Wayne Green, his international light-welterweight, who had talked about hanging up his gloves.

But Green has trained hard during the summer and is anxious to have another good season.

BOWING OUT

One man who is definitely bowing out at the end of this season is Tony Oxley himself. He has a six-month extension to see the season through, but will be handing over more and more to CPO Alan Dolman.

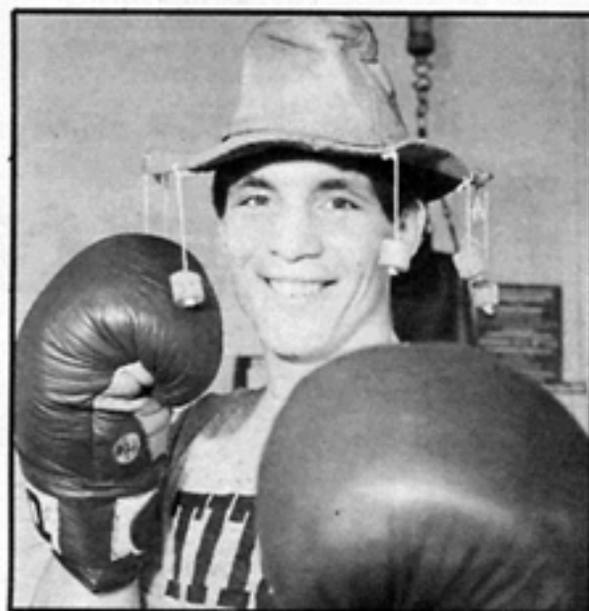
Super heavyweight MNE Keith Ferdinand had a very disappointing European Under-19 championship in early September. The huge Marine was knocked out by an Italian in the third round of his first bout at Schwerin, East Germany.

With Adrian Elliott, the ABA champion, retiring, Ferdinand is likely to be regarded as England's number one super heavy this season.

IN CONTENTION

Two others in contention for top honours are MEM Brian Kearney, heir apparent to Green's crowns, and heavyweight MEM Ned Rawlins. Kearney, who was with HMS Broadsword in the South Atlantic, has been involved in training week-ends with the Young England squad, and Rawlins needs only the confidence to go with his undoubted ability to break through in a division desperately short of genuine talent.

Portsmouth Command novice championship finals take place in HMS Nelson on October 6, and the Plymouth and Naval Air novices a week later.



AB Nick Croombes dons appropriate headgear before flying off on September 18 with the England boxing team to take part in the Commonwealth Games in Brisbane, Australia. "Cruiser" Croombes, who is based in HMS Nelson, is the Royal Navy and Combined Services light-middleweight champion. The hat is courtesy of Masquerade, Albert Road, Southsea.

Picture: PO(Phot) Radar Thompson.

SQUASH TO HAVE OWN NAVY CUP

A BRAND NEW competition starts this month for squash players in the Navy. It is the Navy Cup, open to ships and establishments and run on similar knockout lines to the Navy Cup competitions held for cricket, rugby, hockey, and soccer.

It will be based on four areas — Plymouth, Scotland, and Portsmouth east and west — beginning in October and building up to the final in March.

The idea for the competition came from Lieut. Brian Donachie (PT Office, HMS Sultan), who would like to receive all entries by October 25.

A great deal of coaching has gone on during the off-season, and experimental Under-25 sides have played, and lost, five friendly fixtures.

There was a disappointing turnout for the senior and Under-25 trials held in Portsmouth at the beginning of September, but the standard of play was most encouraging.

CUMBERLAND CUP

Navy captain CPO Frank Smith leads the Navy team in an effort to win promotion in the London-based Cumberland Cup league for the third successive year. This season the side plays in Division 3.

CPO Geoff Huggins and Navy coach PO Alfie Halford are both eligible for the Navy Over-35 team which has been entered for the national tournament and has every chance of doing well.

Important dates this season are:

- November 12-13, Inter-Commands at CTCRM Lympstone;
- December 10-12, the Challenge Trophy at US Portsmouth, open to naval players uncapped at Inter-Service level;
- January 27-30, Navy Opens in HMS Collingwood. Organisers are looking for more Under-25 entries.
- February 9-11, Inter-Services at RAF Uxbridge.



Picture: LA(Phot) Phil Bell.

Cup sparks goals riot

THERE were goals galore in the first round of the Navy Cup, with nine sides netting five or more, writes Jack Sheppard.

Pentathlon

Nowak so close to a medal

LPT Jim Nowak came very close to an individual medal in the national modern pentathlon championships in London last month. Only a poor score in the shooting let him down, and he had to be content with seventh place out of 48.

The Navy entered two teams and finished fifth and ninth out of 11.

RN A team — LPT Jim Nowak, HMS Dryad (5017, 7th); Sub-Lieut Tim Kenealy, HMS Collingwood (4,964, 10th); LPT Danny Boon, HMS Anadine (3,962, 30th).

RN B team — LPT Dave Neagus, HMS Dolphin (4,169, 26th); MT4 Pat Dupleavy, HMS Cochrane (3,585, 35th); LPT Micky Fishery, HMS Heron (3,553, 37th).

Fixtures

OCTOBER

- 2-3 — Sailing: Invitation Cup (Barrt Green); Golf: RN v Cornish Fishery (Newquay); Hockey: U21 Inter-Command championships (indoor and outdoor) (Plymouth); 3 — Kayak: Longridge (M) (Berk); Modern Pentathlon: Regional Blathlon (Sherbourne); 5-10 — Rifle: Inter-Services air weapons matches (Cardiff); 8-11 — Hockey: JFK international tournament (Washington DC); 9 — Badminton: RN v Isle of Wight (HMS Sultan); 10 — Modern Pentathlon: WFRS South West Blathlon (Sherbourne); Kayak: Kennet-Newbury (M) (Newbury); 12 — Indoor Hockey: RNWMA v Southampton (Eastleigh); 13 — Angling: Inter-Services coarse (Tadpole Bridge, River Thames); 16-17 — Fencing: RNWFA v Leicester Magna (Leicester); Equestrian: Inter-Services (Tweseldown); 24 — Equestrian: Army hunter trials (Larkhill); Volleyball: RN v Andover, and Colchester (Colchester); 29 — Boxing: RN v NE Counties (Newcastle); 30 — Football: RN v Gosport Borough (Youth) (Gosport); 31 — Kayak: Falmouth (M) (Cornwall); Netball: RNWMA v East Hants (Portsmouth).

NOVEMBER (first week)

- 2 — Football: RN v Fareham FC (Fareham); 3 — Football: RN v Southampton FC (Portsmouth) and RN v Sussex Intermediate (Eastbourne); 5-6 — Hockey: Inter-Command championship (Portsmouth); 6 — Rugby: RN U-21 v Worthing (Portsmouth, 1430).

Soccer

Cpl Tiv Lowe and POPT Tommy Johnson to fly the flag.

Combined Services won all their four matches, beating the Jamaica Defence Force 4-0 in the final, then went on to defeat Bermuda Athletic Association 4-0 in a friendly.

Beginners' badminton

BADMINTON coaching courses for beginners are planned for HMS Drake (November 13-14) and HMS Collingwood (January 15) in a search for new talent. The Inter-Command tournament takes place in HMS Sultan on October 27-29, and the RN individual championships on February 23-25.

Invincible claims relay trophy



HMS Invincible's record-breaking 100 x 1 mile All-Comers relay team pictured on the flight deck after they had set a new best time of 9hr. 35min. 25sec. Fastest individual time was 5min. by WEA2 Chris Taylor. The relay was run in a temperature of 75 degrees F (in the shade) off Ascension Island while the ship was on her way home. It was the ship's 155th day at sea.

SEVERAL attempts have been made on the two Fleet 100 x 1 mile relay races in recent months, with HMS Invincible laying claim to the All-Comers record and HMS Dido putting up the fastest time for the Norfolk Baton Trophy.

The All-Comers is open to ships and Fleet-connected shore bases with complements of 500 or more, while the Norfolk Trophy is for ships and squadrons of less than 500 men.

The Dido completed her race in 9hr. 52min. 4sec. along Gibraltar's South Mole on July 31. The trophy for this event was lost with HMS Coventry, but a new one has been made.

FLIGHT DECK

HMS Invincible carried out a 100 x 1 relay at sea on her way back to Portsmouth. Her time of 9hr. 35min. 25sec., achieved on the flight deck, smashed the All-Comers record and bettered by an hour the times set by HM ships Sheffield and Antrim at sea.

HMS Hydra's ship's company flirted with frostbite to carry out a 100 x 1 at Port Stanley (see Page 19) and the frigates HMS Antelope and HMS Minerva have probably achieved the feat in the worst possible conditions — Force Ten gales.

TARTAR'S BROADSIDE



HMS TARTAR proves that the naval broadside is not a thing of the past. The picture of her firing her two 4.5in. guns in the English Channel was taken by POACMN Horton from the Tartar's Wasp helicopter during the frigate's work-up period at Portland.

Thousands may miss the vote

WITH TIME running out for inclusion on the next electoral register, thousands of naval personnel are still denying themselves the right to vote.

Since the start of the Service voting schemes there has been a slow but steady increase in the number of personnel registered as Service voters.

But an official announcement says that despite this improvement, 38 per cent of naval personnel are still unregistered.

The next electoral register will come into effect on February 16. Only those names appearing on it are entitled to vote at Parliamentary and local elections.

Service voters with qualifying addresses in England, Scotland and Wales must have completed, signed and dated their registration forms by October 10, 1982.

December 15

Completed registration forms must have reached Electoral registration officers by December 15.

Service voters do not have to re-register annually. Their names are carried forward automatically from year to year when the annual Register of Electors is prepared, and are only removed on completion of Service career or at their request.

Service personnel may only be included on the register if they are registered as Service voters. Details are in DCI(RN) 424.

'Is the future fleet the best we can afford? My answer is an emphatic 'no'.'

First Sea Lord's note of warning

IN A searching assessment of Britain's maritime defence requirement — which has gained wide publicity for its criticisms of the 1981 Defence Review — the First Sea Lord, Admiral Sir Henry Leach, strikes a solemn note of warning for the future.

The Royal Navy, he says, must retain three Invincible-class anti-submarine carriers, and have more operational destroyers and frigates with more effective weapon systems.

"All these aspects are within the sensible and balanced limits of the current defence budget," he says. "Unless they are implemented we shall be dangerously deficient at sea in the future."

Lecture

Admiral Leach's comments were made in a private lecture to the Royal United Services Institute for Defence Studies in London on June 9 and published in the Institute's journal last month.

After discussing Western and Soviet naval strategies and the maritime balance, Admiral Leach insists that the UK can contribute best to NATO by maintaining its lead at sea among the European members.

Protection of the reinforcement routes in tension and war was fundamental to NATO's deterrent posture and an important, though not the prime, commitment for maritime forces.

Our task

"Our primary task, with our allies, is to deter; that is, to maintain peace by preventing war," he said. Effective deterrence involved maintaining a high state of readiness, being well equipped and trained, and operating in and out of the NATO area whenever and wherever the situation demanded.

Admiral Leach stressed the great flexibility which maritime power offers and the need to keep options open to deal with the unforeseen.

Against this backdrop, he turned to the 1981 Defence Review, commenting: "The informed recognise that it was done in a hurry, involved prejudice, and was driven by short-term politico-economic expediency rather than long-term strategic sense."

In addition to having to bear virtually the whole bill for Trident (a project which

Admiral Leach unequivocally supports) cuts of several billion pounds were applied to the naval programme over the next nine years — more than twice those borne by the Army and seven times those by the RAF, on top of substantial and unbalanced reductions the previous year.

Limits

Faced with the limits set by the Government's plans the Royal Navy had to make hard decisions in order to retain the most effective Fleet we could afford.

"Such decisions are not without penalties," said Admiral Leach. "Abandonment of mid-life modernisations will increase a ship's seagoing availability but at the expense of progressive obsolescence."

"Periodic weapon system updating is fundamental to effective countering of the threat and provision for it, whether more or less cost effective than the criticised modernisations, will have to be made."

"And shifting a substantial part of the training load to sea will save on shore training costs but will reduce the time

ships are at their full operational capability."

On the Falklands crisis, Admiral Leach tells of his pride at the Royal Navy's response — "There can be few more convincing demonstrations of the flexibility and effectiveness of seapower."

Looking to the future, the Admiral points to a demanding list of tasks for our ships, submarines and aircraft in Britain's major contribution to NATO's overall maritime effort.

"To meet them we will still be maintaining a substantial and balanced fleet and will be introducing a range of new weapon systems."

Questions

"But two questions must be asked: Will this be enough? and are the shape and size of the future fleet the best we can afford?"

"My answer to both is an emphatic 'no'."

Admiral Leach, who drew on 45 years of naval experience to deliver the lecture, retires as First Sea Lord in December on promotion to Admiral of the Fleet and is succeeded by Admiral Sir John Fieldhouse.

Freedom of London for Admiral Leach



ADMIRAL Sir Henry Leach, the First Sea Lord, is pictured with Lady Leach in the Guildhall Courtyard after the Admiral had received the Freedom of the City of London on September 16.

His nomination for the Freedom by the previous Lord Mayor of London, Col. Sir Ronald Gardner-Thorpe, was in recognition of the close links between the City and the Royal Navy.

Trident trim benefits ships

THE ROYAL NAVY's conventional forces stand to benefit most from a multi-million pound saving on the support arrangements for Trident missiles.

A decision announced by Defence Secretary Mr. John Nott last month that the servicing of the missiles will be carried out in America means that all the previously-planned facilities for this purpose at Loch Long, Scotland, will not now be needed — although some new facilities will be required.

Mr. Nott said that since the decision to procure the Trident II strategic weapon system, ways have been studied to exploit the "commonality" with the United States to "reduce the cost of the Trident programme

and so benefit our conventional forces and especially our naval forces."

Compared with Polaris, Trident would be a major technological advance — components would be more reliable with a longer life.

"The intention is that the missiles should remain in their tubes in our submarines throughout their seven-to-eight year commission."

Longer period

"This is a much longer period than in the case of Polaris, and such periodic servicing as is necessary will be carried out in the submarines themselves by British personnel." Unlike Polaris, it would not therefore be normally necessary for us to remove the Trident missiles from submarines during their

commission, a factor which had led to the decision to use the planned US facilities at Kings Bay, Georgia, for the initial preparation for service of the Trident missiles and their refurbishment at the end of the submarines' commissions.

"These revised arrangements will apply only to the missiles themselves: our nuclear warheads will be held in the UK."

The longer commission time would enable the Royal Navy to keep three submarines in the operating cycle for a high proportion of the time.

● Mr. Nott announced on September 1 that he is to retire from politics at the next General Election, a decision he had taken in December 1981.

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