

Paul's French connection

This Crazy gang could set anyone on the road to Rouen — but the Royal Navy was there already.

English dancers from the famous Crazy Horse Saloon in Paris briefly adorned HMS Nottingham's focsle while the Type 42 destroyer was in Rouen for the VE Day anniversary celebrations. Their presence also helped put the ship on French TV that evening...

The visit was set up by POWEM(R) Paul French — whose sister-in-law Paulette is one of the dancers photographed here by CPO(Phot) Charlie Gerbex.

● HMS Nottingham visits Narvik and Normandy — see centre pages.



Hurricane ship honoured

CRUCIAL assistance provided by HMS Alacrity in the aftermath of Hurricane Hugo, which devastated the Caribbean island of Montserrat, has been recognised in the Birthday Honours.

The Type 21 frigate was carrying out duties as West Indies guardship when the hurricane struck last September and with RFA Brambleleaf in support she arrived at the island the following day. Members of the ship's company worked round the clock to restore essential services.

The Alacrity's commanding officer, Cdr. Colin Ferbrache, receives an OBE and her executive officer, Lieut.-Cdr. David Goodman, and Lieut. Thomas Elliott both become MBEs.

CCMEA(L) John Balchin and APO(SEA) Alan Stewart were awarded BEMs and squadron aviation officer, Lieut.-Cdr. Euan McNair, was awarded the Air Force Cross.

For their role in providing assistance to the islands of St Kitts, Nevis and Tortola, Capt. Jeremy Carew, of RFA Brambleleaf, receives an OBE and Third Officer Michael Jackson becomes an MBE.

CINCFLEET Commendations. They are: CMEM(M) Michael Adams, RS Stephen Winder, and AFOMEA Mark Edwins.

See also story and picture, page 17. Full Royal Navy awards in Birthday Honours — page 22.

MERLIN'S PROMISE OF POWER

New helicopter contract goes out to tender

TENDERS are to be invited this month for the award of a prime contract for completion of development and initial production of the Royal Navy's Merlin variant of the EH101 helicopter.

During the defence debate in the Commons in June Defence Procurement Minister of State Mr. Alan Clark said, "The specification against which we shall invite tenders calls for the production aircraft to be fitted with the Rolls-Royce Turbomeca TRM 322 engine to provide the extra power needed for the aircraft to fulfil its mission effectively.

"Work on integrating that engine in a development aircraft will now proceed."

Earlier Mr. Clark had said it was more than ever important that contractual arrangements for the EH101 were put on a sounder basis. "Work that has been in hand to prepare a new overall performance specification for the helicopter has now been completed."

During the two-day debate attention focussed on the wide-ranging study now going on within MOD on future defence

needs, over which intense speculation continues.

Referring to what he termed the "Options for Change exercise" Defence Secretary Mr. Tom King later said, "It is obviously the opportunity to make some changes. We are going to respond to the new situation in East Europe and the Soviet Union. But in other parts of the world the situation is remarkably unchanged."

Asked about claims of dissension among Service chiefs, he said he was "grateful at the way the Service chiefs have re-

sponded. They have been involved fully in this exercise. I was warned there would be internal fighting. But I would like to pay tribute to the way the Service side has pulled together.

"We have tried to get away from inter-Service rivalry and have one overall Ministry of Defence approach."

During the Commons debate Mr. King stated that he had said in May that inflation was costing the defence budget a further £350 million in the current year. The forecast of expenditure now suggested the problem was likely to be worse than that.

In train were some short-term changes at the margin of the defence programme to reduce expenditure. In considering short-term measures they had, where appropriate, sought to have regard for the emerging picture from the Options for Change work.



Great dames

THE carrier HMS Ark Royal, one of the RN ships visiting New York lately, sails past the newly-renovated Statue of Liberty. — See also feature in pages 8-9.

Putting the lid on the world cruise

Currently on their way home from Bermuda via Punta del Garda, the Dartmouth Training Squadron ships are expected to finish their round-the-world cruise in Portsmouth later this month.

A/B Derek Thompson (left) and A/B Powell put the finishing touches to two charming examples of traditional costume during HMS Ariadne's visit to Japan. It had taken 25-year-old Tatsue Wakiyama (left) and Yoko Iiki (18) over an hour to arrange their kimonos for their visit to the Leander frigate.

Another highly decorative visitor was the America's Cup, brought on board by the San Diego Yacht Club when the ship made her way across to the US West Coast. L/S Gary McBride (left) and Wtr Jan Thrussell are pictured displaying the trophy during its first appearance on a British warship.

Apprentices

The Ariadne, with her sister ship HMS Minerva and the destroyer HMS Bristol left the UK in January with officers under training and marine engineering artificer apprentices — a second batch were taken on at Hong Kong — for a global tour that also took in India, Sri Lanka, Singapore, Korea, Japan, Canada and the West Indies.



Coastal Forces VC under the hammer

AN UNUSUAL World War II Navy VC was being auctioned at Sotheby's as Navy News went to press last month.

Posthumously awarded to AB William Savage after he was killed manning the forward pom pom on MGB 314 during the night raid on St Nazaire in March 1942, it was also granted in recognition of "the valour shown by many others, unnamed, in motor launches, motor gunboats and torpedo boats, who gallantly carried out their duty in entirely exposed positions against enemy fire at close range."

It is therefore similar to the "balloted VCs" which were given in the early days of the decoration, when it was common for a regiment that had shown exceptional bravery to pick a representative individual to receive it.

Sotheby's had described it as "the VC for Coastal Forces ratings" and put an uncommonly wide estimate on it — £50-100,000.

The record is £110,000 paid in 1983 for the sole VC to be won by a Battle of Britain pilot.



Portland plays at disaster

Practising for disaster — that was the grim purpose of Common Aim 2, which became one of the biggest joint exercises ever mounted at Portland.

It simulated a collision between a cross Channel car ferry, represented by the landing ship RFA Sir Bedivere, and a warship — and realism was the order of the day with a fire in the "car deck" and "casualties" numbering ten dead and 25 injuries with plenty of broken bones and burns.

Over 300 people from 13 professional and voluntary organisations took part, with casualties — including local schoolchildren, the Women's Institute and a group of nurses from Manchester in Portland for a 'Meet the Navy' visit — being transported ashore by Sea King helicopters of 772 Naval Air Squadron and the Weymouth lifeboats.

Rare run for Rosyth trio

EXERCISES with the US, Portuguese and Spanish navies combined with a series of runs ashore around the Mediterranean made for a welcome three-month break in warmer climes for three Rosyth-based ships.

Led by Commander John Madgwick, HMS Berkeley, Chiddingfold and Quorn of the First Minecountermeasures Squadron have been forming part of the Gulf on-call forces.

First port of call — after a popular families day at Portsmouth — was Lisbon where they took part in the Nato exercise Open Gate, keeping busy with diving operations and clearing mines.

A visit to the Canary Islands brought a strong dose of sunshine after a grim Scottish winter which continued as the ships moved into the Med to Majorca — with top-value training provided on the way in a five-day mine warfare exercise with the Spanish Navy.

The squadron was visited by the Commodore Mine Warfare, Cdre Graham Johnston, before departing for Marseilles and Banyuls-sur-Mer. Later there was a short stopover at Gibraltar where a number of wives

and girlfriends joined their menfolk.

At the end of last month the delights of French cuisine were sampled one last time at Bayonne before the last leg of the voyage home — and a reunion with the two ships they left behind.

HMS Middleton is awaiting clearance to begin her refit while HMS Sandown is still in the throes of an arduous trials programme.

Reservists' rope trick

RN Reservists working at Lloyd's in the City of London abseiled 242 ft down from the roof of the building to set a new indoor record and raise £10,000 for the Star and Garter Home for disabled ex-service-men. They had trained by jumping from Sea King helicopters at Yeovilton.

Norfolk signs on

Princess Margaret and the Duke and Duchess of Norfolk attended the commissioning of HMS Norfolk, first of the Royal Navy's Type 23 frigates, at Devonport.

The Princess, who launched the ship in 1987, was presented with a poem by CPO Colin Deeney's eight-year-old daughter Katherine.

Taking part in the service was the Rev Ken Matthews — who served in the World War II cruiser HMS Norfolk during her actions against the battleships Bismarck and Schamhorst.

Also present were representatives of the ship's close affiliations with the county of Norfolk, including the mayors of Norwich, Great Yarmouth and King's Lynn.

IN BRIEF

As Navy News went to press last month two powerboats were poised to attempt the record for the fastest circumnavigation of Britain. Starting — and finishing — off Spitbank Fort in the Solent, the first was manned by a team from the engineering school at HMS Sultan and the second, following a few hours later, by Sea Cadets from TS Stirling at Birmingham.

To commemorate the association of the minehunter HMS Maxton with Dover, Lieutenant Haydn Landless of the Disposal and Reserve Ships Organisation presented the town council with the wheel and name board recovered from her before she went to the breakers yard in Spain.

DURING a visit to the South West, Armed Forces Under Secretary Lord Arran visited HMS Cambridge, the gunnery school at Wembury.

PERSONNEL from HMS St Vincent, London's Royal Naval Administration Headquarters, enjoyed a day's sport and recreation at St Vincent Sixth Form College, Gosport. The college occupies the site of the old HMS St Vincent new-entry establishment, which closed in 1969.

CHIEF of US Naval Operations, Admiral Carlisle Frost, was taken on a tour of the Royal Navy's first submarine, the American-designed Holland 1, when he visited Gosport with the First Sea Lord, Admiral Sir Julian Oswald.

Over 500 youngsters from school Combined Cadet Forces all over the UK visited Portland for the Fleet Air Arm's "Operation Shop Window 90". All had the chance to fly in a Sea King helicopter.

HMS Active can stay in trim with a pair of multi-gyms from the frigate's affiliated town of Burnley. The keep fit kit was presented by the local manager of Great Universal Stores.

ONE of the few "all ranks" messes in the RNR has been given a facelift funded by the Territorial Auxiliary and Volunteer Reserves Association. Manchester's HMS Salford has been carefully restored to blend in with the Victorian decor of its surroundings at Salford's old town hall, a Grade II listed building.

Submarine show-offs!

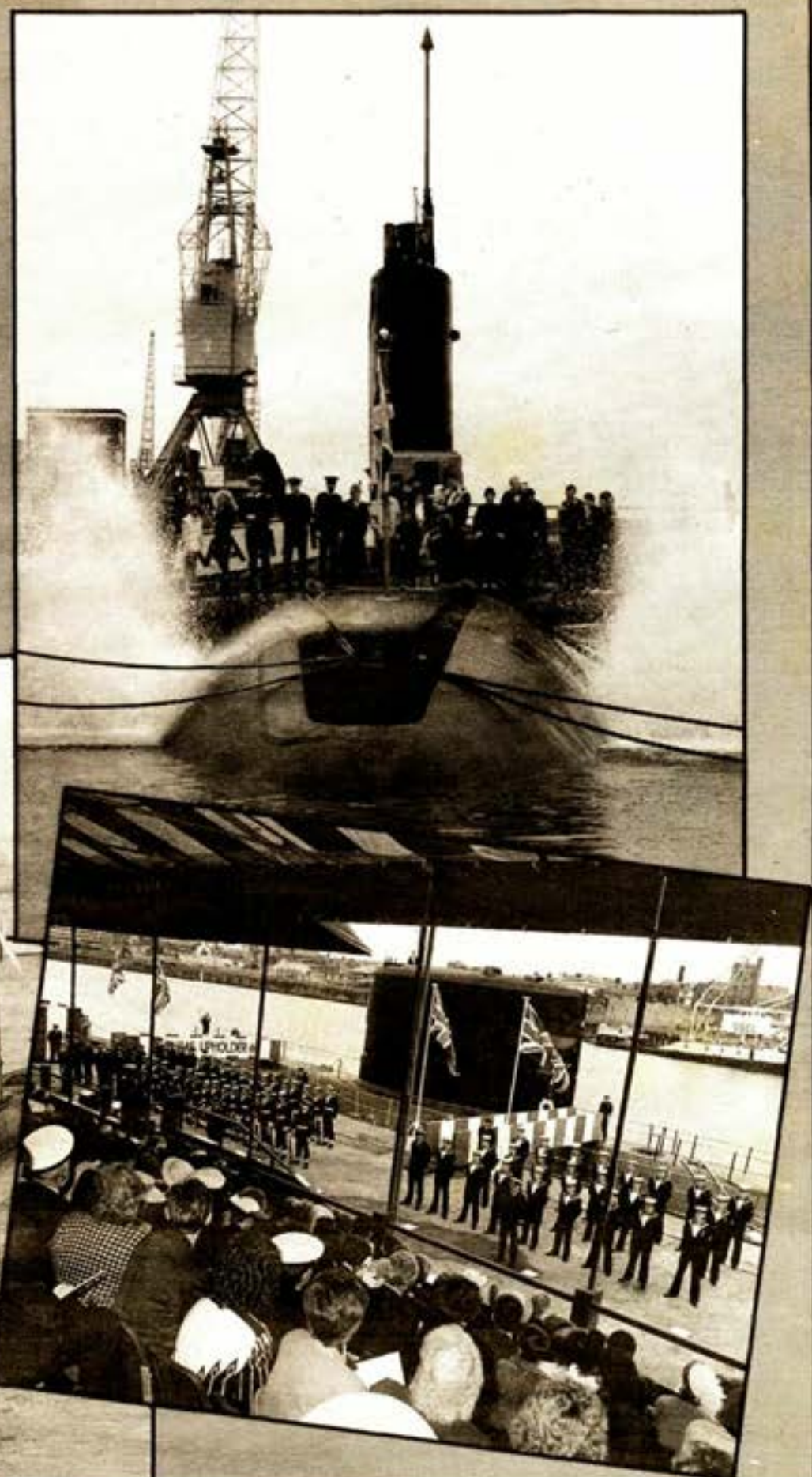
Three submarines had cause to preen themselves last month — HMS Valiant (right), throwing the first families day of her fourth commission; HMS Onslaught (below, left) paying off after five years; and HMS Upholder (below, right) commissioning at Barrow-in-Furness.

The Duchess of Kent, who launched the Upholder in 1986, attended the ceremony at the Vickers yard. The first of the new class of conventional boats that will replace the Oberon class is expected to arrive at Gosport, home of the 1st Submarine Squadron, later this year.

A spate of new buildings to accommodate the Upholders was unveiled there by the First Sea Lord, Admiral Sir Julian Oswald, last month — four new senior rates' blocks and a £6m trainer featuring an aircraft style "flight simulator".

HMS Valiant showed there was plenty of life left in a 24-year-old "nuke" with a spectacular blow of her main ballast tanks. To entertain her guests she fired watershots from her torpedo tubes to simulate an attack on an enemy submarine.

Visits to Newcastle and Kiel, a tour of the Scottish Islands and a last call at Swansea led the Onslaught to her decommissioning at Gosport. Since June 1985 she has steamed 110,000 miles and consumed a million gallons of fuel, her travels taking her to ports as far apart as Valparaiso, Naples and Copenhagen — where she has developed a close liaison with the Danish Navy.



RED NAVY CLEAR-OUT

IN THE context of arms cutbacks and troop withdrawals there has been plenty of encouraging news from the USSR and Eastern Europe, says editor Capt. Richard Sharpe, in the foreword to *Jane's Fighting Ships 1990-1991*, just published.

On the maritime side it has been possible for the first time to draw up a deletions table covering major Soviet warships and submarines which have recently been scrapped or are awaiting the breakers' yard. All are of the vintage of the USS Nautilus, HMS Belfast and ships of that era, and Capt. Sharpe predicts a further 17 nuclear submarines, 80 diesel powered submarines, three cruisers and 25 frigates disposed of in the next year or two as the clearout of 1940s and 50s technology continues.

But balanced presentation of the state of the Soviet Fleet must, he says, include the unpalatable fact that at the same time as these obsolete ships are being paid off the new construction replacement rate is, in terms of tonnage, the highest it

has been in over 20 years for surface warships, and the highest in the last decade for submarines.

Meanwhile, the United States Navy, backed by its principal Western European allies, argued cogently that "Soviet naval capabilities have not yet been affected by the apparent loss of political will to use them, that the Soviets have no intention of surrendering their position as a military superpower and that the US Navy has many commitments and tasks unrelated to the old superpower confrontation."

Rethink

In spite of these arguments, Capt. Sharpe says the US Navy is being compelled to reduce its Fleet and has had finally to abandon its plans for a 600-ship Navy.

In the United Kingdom, as in all NATO countries, the Government was being forced to review its defence policies in the light of the past year's events in Eastern Europe.

This ought to lead to the comparatively simple decision

Jane's surveys the Soviet scrapyards

to strengthen maritime, contingency and reserve forces at the expense of an expensive permanent UK presence in Germany, he says, but there were no signs that this was being reflected in the balance of investment in equipment and personnel as shown in the Defence Estimates released recently.

He also says, "Having effectively made NATO policy almost the only plank of British defence strategy, the UK now has a yawning policy vacuum which requires some fundamental rethinking if the morale of the armed forces is not to be damaged by slowness in adjusting to changing circumstances in Europe."

In the rest of the world Capt. Sharpe highlights the continuing growth of navies in the Indian Ocean and China Seas and the decline, for economic reasons, of those in South America, and in Central and Southern Africa. Japan was

poised to throw off the shackles imposed by the 1,000 mile operating limit and would build large air-capable surface ships. India's maritime expansion continued unabated.

The numbers of modern conventional submarines now exceeds 250 in Third World countries and Saudi Arabia and Malaysia looked likely to be the next nations to join this expanding club.

In this 93rd edition of *Jane's* over 1,200 new photographs have been included and an additional 80 scale line drawings now means that every major operational warship class has its own drawing with annotated weapon systems. Overall the annual rate of change of navies is accelerating and this is reflected in amendments to virtually every entry in the book.

● *Jane's Fighting Ships 1990-91* is published by *Jane's Defence Data* (part of the *Jane's Information Group*), at £110.

Nine in line for Plymouth days

Nine frigates including a visitor from Belgium, BNS West Diep, will be on show at Plymouth Navy Days on 27, 28 and 29 July.

Representing several generations of ship construction, HMS Sheffield, Coventry Amazon, Arrow, Penelope, Minerva, Argonaut and Cumberland will feature on the water, together with the fleet tanker RFA Olmeda and the Cutty Sark Maritime Trust's Brixham trawler *Provident*.

Royal Marines rigid raiders will be taking to the river with the Plymouth lifeboat while boat trips exploring the Hamoaze and other parts of the naval base will operate as usual from Weston Mill Lake.

The enlarged arena will see items provided by the HMS Sultan display team, the Royal Marines Reserves, 29 Cdo Royal Artillery and Ministry of Defence Police dogs as well as the traditional input by the Sea Cadet and Royal Marine Bands.

After last year's break there will be a separate air display

again, featuring Lynx, Sea King and Chipmunk aircraft and the Toyota Pitts Special aerobatic team.

Admission from 9.30 a.m. is via HMS Drake East Gate at £3 per adult and £1 for children and OAPS.

Facelift for Fleet Club

After a £1m face-lift, the Royal Fleet Club in Morice Square, Plymouth has been reopened by the Second Sea Lord, Admiral Sir Brian Brown.

It has taken three years to refurbish the club helped by grants from the Sailors Fund and the Fleet Amenities Fund. The first phase was opened by the Queen in 1988.

Some pain ashore as girls train for sea

THE FIRST Wrens and Leading Wrens who are going to sea in HMS Invincible, Battleaxe, Brilliant and Juno and RFA Argus are now in the middle of their PJTs. This will have led to a certain amount of pain ashore, particularly in COMMENS, as there is no one to fill the gaps left by those doing their pre-sea courses.



"They might've left us enough cups to last till they got back to do the washing up."

NN Drafty on the Ops Branch

Nevertheless, in the longer term, the arrival of WRNS personnel in ships will considerably ease the sea-shore ratio of those who are at the moment on their 'Minimum Time Ashore'.

At the moment, the only male Operations sub-branches that have WRNS equivalents are RO and RADAR, together with PT and Regulating. We hope shortly to open the CT Sub-Branch to sideways entry from those WRNS ratings who have volunteered for Sea Service.

The same will apply to the AC Branch, although it is not strictly under the Operations umbrella. Since the beginning of April ratings have been joining the Service as 'Seaman Operators' (just like the old days!) and they will be selected for Sub-Branches at HMS Raleigh.

This will help us to get the right number of people into each Sub-Branch and avoid the present problems of having too many ratings in some specialisations and not enough in others.

From 1 September it is intended to recruit girls as WRNS Operators for subsequent selections for the EW, Sonar, Missile and CT Sub-Branches. At the moment, we expect the Seaman, Diver, Mine Warfare and Survey Recorder to remain exclusively male, and the Telephonist and Weapon Analyst Sub-Branches to remain female only — but watch this space!

It's the way you tell 'em

What happens to a C230 once it is received by the Drafting Section? The information on it is extracted and recorded on OLADS which stands for On-Line Assisted Drafting System. One copy is then filed.

Universally referred to by Drafting Officers as 'the machine', OLADS holds all kinds of information but contrary to popular opinion the computer does not itself draft anyone — only the Drafting Officers do that.

NDD continually stresses that it needs accurate information from you to enable us to do our job properly and, in the main, we get it. Timely and well-filled out C230s and C240s are our bread and butter — more so when you consider that the Drafting Officer does not have access to S2641s or any other divisional papers. Therefore Drafting Officers continually press for better and more informative C230s — it is all covered by the Data Protection Act.

It's a two way deal, too. Drafting Officers have a wealth of information that they are only too willing to impart to the Employing/Divisional Officers and Senior Rates to help them with their jobs.

We are all aware that life is becoming more difficult as manpower is reduced, so if you think you may have a problem give the relevant Drafting Officer a ring.

That does not mean that the Drafting Officer wants every rating for whom he is responsible to 'give him a bell'. There are just not enough hours in the day to talk to everyone so ratings should make full use of the divisional system. The Employing or the Divisional Officer will decide if it is appropriate to contact Drafty.

If he does, the Drafting Officer can access the machine by name or Service Number. Remember that using name only the machine will initially list all ratings in the Operations Branches with that name — and Smiths and Browns produce long lists. (Ideally Divisional Officers should have their ratings' service number to hand but just his initials will cut down the search.)

Many of you will have seen the new Drafting Preference Form that will soon completely replace the old DPC. A correctly completed trial DPF is reproduced below (it is not yet in its final form). The main advantages of the new over the old are:

- More room for both you and your DO to write what you want your Drafting Officer to see.
- It is easier to calculate leave owed.

Top copy (To C230/Drafting Office) Drafting Preference Form - General Service

Name and Surname: JELLY J, Rank or Rating: A/P (C), Service Number: 0101010

Home address: 123 Main St, London, SW1 1AA, Date of Birth: 01/01/70, Type of Accommodation: Other, Do you consider your accommodation permanent? Yes, Do you have a driving licence? Full, Do you intend to go to sea with less than 2 months' normal drafting notice to get your sea preference? No

Local Foreign Service: No, Sea Service Preferences: No, Declaration: I have completed Section A to E. I understand the needs of the Service and I agree to do what I can to do this. I understand that the Drafting Preference Form is valid for 12 months.

To be completed by Divisional Officer: Recommended for Small Ship: Yes, Recommended for Large Ship: No, Recommended for Life and Death: No, Recommended for Other: No

Wrens (Radar)

Wrens (Radar) will directly replace their male counterparts in the ships named above.

Draft Orders detailing Wrens (R) to the required PJTs and thence to their ships were issued in April and ordered them to join in the specific PQ numbers designated by DNMP.

This gave the WRNS and the receiving units plenty of notice — all in accordance with normal drafting practices. Unusually, however, the Draft Order did not indicate the specific rating to be relieved.

Drafty was aware that he could have chosen the wrong man to be relieved — such as replacing a rating who was just about to complete Task Book 2 to enable him to take the WPE. This is the last rating Drafty wants to disadvantage!

Therefore every Wren(R)'s draft order bore remarks that allowed the ship to designate the rating to be replaced. Drafty, in consultation with Divisional Officers, can then decide the next suitable move for the rating.

Wrens (Radar) Emergency Relief Pool

A number of Wrens(R) will be drafted to the Emergency Relief Pool (ERP) in December 1990. They will remain in the ERP for 12 months at seven days notice for draft although this can be reduced in cases of operational necessity. Wren(R) in the ERP should be fully prepared for Sea Service — kit, jabs and paperwork complete.

Wrens (Radio Operators)

The plan for sending Wren ROs to sea is very similar to that described for Wrens(R). The same ships are involved, with the exception of RFA Argus.

WROs are being trained in the disciplines of RO(G) and RO(T) and will relieve their male counterparts who are in their First Sea Drafts.

The men relieved will be through-drafted to where they are most needed. The first WRO(G) and WRO(T) started courses on 14 May and are all destined to join HMS Invincible on 28 November. Two POWren RSs, four LWROs and a further 15 WROs have been designated to courses to complete the manning of the four ships.

As noted earlier, the move of WROs to sea has presented problems to shore COMMENS whilst training for sea is being carried out, but hopefully this will only be a short term problem.

Wrens (Regulators/Physical Training and Recreation)

A LWren Reg and a CWren PT will go to sea in HMS Invincible — they will directly relieve their male counterparts. It is expected that more will be detailed when the next batch of ships is announced.

The Operations Team

Drafting Commander, Warrant Officers Appointer and Regulators Drafting Officer: Commander Alan Adair (ext 2494)
 Office Manager — Regulators Drafting: CPOW/Tom Finnie (ext 2497)
 Sonar PT MW Divers: Lt Cdr Graham Appoyard (ext 2453); POW/Mark Beale, LWren Dawn Roberts (ext 2441)
 Missile Seaman EW: Lt Cdr Mervyn Dunhill (tbr) Lt Cdr John Beavis, 16 Oct 90 (ext 2454)
 POW/Wr Jeff James, LWren Sarah Todd, LWren Steve Wemyss, Wren W/Donna Hughes (ext 2459)
 COMMS CT Telephonists: Lt Cdr Phil Stimpbridge (ext 2452); POW/Wr John Conway (tbr) POW/Wren Wm Ann John 25 Jun 90 (ext 2442); LWren Peter Ingeps (ext 2495)
 Radar SR and WA: Lt Cdr Peter Young (ext 2457); CPOW/Wren Wm Owen Prior, AB(Sr) Stu Cottage, Wren/WA/Dave Murdoch (ext 2490)



Flowers by Post

- 6 Carnations £7.50, 10 Frezias £5.75, Single Rose £4.50
- 10 Carnations £10.00, 20 Frezias £10.00, 6 Roses £9.50
- 20 Carnations £15.00, 30 Frezias £13.00, 10 Roses £14.50
- Mixed Bouquets £10.00 to £25.00, 20 Roses £21.50
- 6 Carnations & 10 Frezias £10.00, 10 Carnations & 10 Frezias £14.50

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 My/Mrs/Miss My/Mrs/Miss
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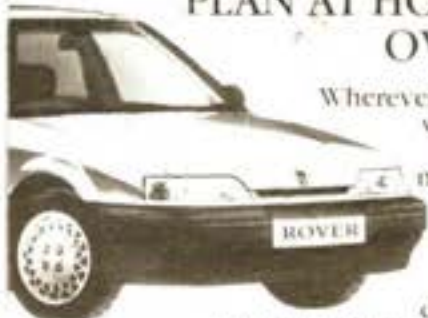
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Sovereign power!



ABOUT to work up with Captain Submarine Sea Training, HMS Sovereign is part of the Second Submarine Squadron based at Devonport.

She was launched in February 1973 by Lady Ashmore, wife of Admiral Sir Edward Ashmore, the then CINC-FLEET, and commissioned the following year.

Second of the Swiftsure class of Fleet submarines, the Sovereign is powered by a uranium-235 reactor. Controlled nuclear fission heats pressurised coolant water, which is fed to the steam generators.

Here the coolant water transfers its heat to a secondary water circuit which boils, producing the steam which is fed to the main engines for propulsion. There is also a back-up diesel-electric drive system.

As a hunter-killer whose main wartime role would be to track and destroy enemy submarines, HMS Sovereign has a comprehensive array of sonars; active sonars to locate targets through sound transmission and passive sonars for listening to noise in the sea.

She is also fitted with an underwater telephone to communicate with other units while dived. A number of echo sounders are fitted to establish water depth below and ice depth above.

The Sovereign has two periscopes — a search periscope for longer range work and an attack periscope for close range. Between them, these provide a sextant for astronavigation and the ability to take photographs while dived.

The submarine's five torpedo tubes are capable of discharging the RN Sub Harpoon anti-ship missile and Tigerfish, an electrically-powered, wire-guided torpedo. Ground mines can also be laid. The maximum weapon load is 25.

HMS Sovereign has a ship's company of about 100, of whom 12 are officers. The company is divided into operations, marine engineering, weapon engineering, supply and medical departments.

Displacing about 4,500 tons, the submarine can dive to depths in excess of 500 feet. She dives by flooding external ballast tanks and surfaces by

blowing the same with air. She is capable of speeds over 25 knots and of sustaining a patrol for over 70 days.

Life on board is made the more pleasant thanks to a fully equipped galley and laundry. A quantity of films, videos and games are carried to entertain members of the ship's company off watch.

Following maintenance in Devonport in mid 1989 and a Sonar 2046 trial, the Sovereign went on to deep water clearance, NATO FORACS ranging and visits to Stavanger in Norway and Cardiff.



FACTS & FIGURES

Length: 274 ft. Beam: 32 ft. Displacement: 4,000 tons light; 4,400 standard and 4,900 dived. Main machinery: One pressurised water-cooled PWR 1 nuclear reactor; two General Electric geared steam turbines; 15,000 shp; one Paxman auxiliary diesel; 4,000 hp; W. H. Allen turbo-generator sets; 112 cell emergency battery with diesel generator and electric motor for emergency drive.

Above: Nuclear powered hunter-killer, HMS Sovereign. Left: Flashback to 1973 and the Sovereign's launch at Barrow-in-Furness. Homebrewed apple wine sent her on her way down the slip. Second of the modified Swiftsure class, she was the eighth nuclear-powered Fleet submarine to be built for the Royal Navy.

Battle honours

Kentish Knock 1652 Orfordness 1666 Sole Bay 1672 Schooneveld 1673 Texel 1673 Barfleure 1692 Vigo 1702 "First of June" 1794 Cornwallis' Retreat 1795 Trafalgar 1805 Calabria 1940 Atlantic 1940-41.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3H4. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

Ruling the waves since Tudor days

SOVEREIGNS are as much in evidence in the history of the Royal Navy as they are in the history of the nation...

The first HMS Sovereign, a great ship of 800 tons, dates back to 1486 and some timber from Edward IV's Grace Dieu was used in her construction. She was built under the supervision of famous architect Sir Reginald Bray and there is reason to believe she was an experimental ship in which new features were tested.

She took part in Henry VIII's First French War (1512-1514) and continued in service for another decade, being broken up in 1526.

HMS Sovereign of the Seas, a first rate of 1,522 tons and 100 guns, followed. She was built at Woolwich by Peter and Phineas Pett between 1635 and 1637. In 1649, with the execution of Charles I, it was suggested she be renamed Commonwealth, but her name was changed only to Sovereign.

Her career until her accidental burning at Chatham in 1696 — when a candle was carelessly left alight in the cook's cabin — was full of incident, resulting in the award of a string of battle honours.

In 1701 the first rate HMS Royal Sovereign was launched at Woolwich. The following year she was flagship of Sir George Rooke, Commander-in-Chief in the expedition to Cadiz. Originally carrying 100 guns, it was proposed in 1763 that she be reduced to an 84-gun ship, but after a survey revealing the extent of repair needed she was broken up at Portsmouth.

Another HMS Royal Sovereign was launched in 1786, a first rate of 2,175 tons and 100 guns. She took part in Lord Howe's action which ended on the "Glorious First of June"

1794 and in Vice Admiral Sir William Cornwallis' celebrated "retreat" from the French Brest Fleet the following year.

The Royal Sovereign was the first ship of the Fleet in action at Trafalgar. She was finally broken up in 1841. Between 1804 and 1832 the second rate 278 ton Royal Sovereign was in commission as the Royal Yacht. Her successor in the name was a first rate of 3,765 tons and 120 guns, launched at Portsmouth in 1857. She was sold in 1885.

Next Royal Sovereign was the 14,150 ton battleship launched in 1891. She was armed with four 13.5 inch guns and ten six inch guns and reached 17 knots. She served in the Channel Squadron, Mediterranean Squadron and Home Fleet, paying off at Devonport in 1905.

Another battleship of the name followed, this time displacing 25,750 tons, armed with eight 15 inch guns and 14 six inch guns and capable of 22 knots.

She commissioned in 1918 and joined the Grand Fleet's First Battle Squadron at Scapa Flow, serving with it until the end of the First World War. Service in the Atlantic, Mediterranean and Home Fleets followed.

Service during the Second World War saw her in the Home Fleet in 1939, on Atlantic escort duties 1940-41, in the Eastern Fleet and in refit in the USA 1942-43 and in UK waters in 1944.

She was lent to the Russian Navy in May 1944 and served as the Archangel'sk until 1949, after which she was handed back and broken up.

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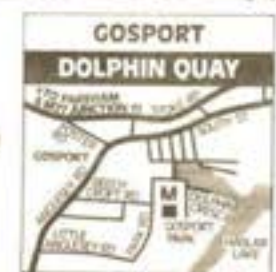
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Diver's helmet finds new home

ONE of the last standard Siebe Gorman diving helmets used in the Royal Navy has found an unlikely home at Winchester Cathedral.

It is now part of a display recording the deeds of one William Walker — "the diver who saved this cathedral with his two hands" — who, between 1906 and 1912, worked beneath the flooded and crumbling foundations

to underpin the walls with bags of cement.

The suit he wore was designed in 1886 — and continued in use, almost without change, by the Royal Navy and Royal Maritime Auxiliary Service until 1988.

Captain Chris Belton, the Director of Marine Services, is seen here handing over the helmet to the Dean of Winchester Cathedral Chapter, the Very Rev. Trevor Beeson.

Watch the birdie!

THE Royal Navy Birdwatching Society (RNBWS) is offering an annual prize for bird photography, open to all.

First prize consists of an engraved tankard and a year's free membership of the RNBWS with the runner-up also being offered a year's membership.

The name of the competition is derived from the Society's emblem, a Sea Swallow (or Arctic tern) and full details of the rules of entry can be found in

the notice board issue of DC's, HTM and FTM.

Closing date for entries is Sept 30 and they should be forwarded to Lieut.-Cdr. B. Witts, HMS Nelson (Whale Island), Portsmouth, PO2 8ER.

The 1989 winner was Capt. R. L. Westwater with his photograph of a white-eyed gull in the Red Sea off Jeddah.

Hannah reveals all at Marine museum

And Jump-Jet story takes off at Yeovilton

HANNAH Snell, the famous female Marine who survived undetected in the Corps for eight years in the mid 18th century, forms the centrepiece of a new exhibition at the Royal Marines Museum, Eastney.

She is brought to life as a "talking head", reminiscing about her extraordinary career from the pub she retired to after completing her service.

It is not a show for the squeamish — live maggots and insects are among the exhibits illustrating food infestation that was part of shipboard life in Hannah's time.

Other scenes from the Marines' history around the same period include the Battle of Bunker Hill — one of the few British successes in the American war of Independence — and the landings at Belle Isle in 1761.

Another interesting exhibition, on view at the Fleet Air Arm museum, Yeovilton, is that concerning the history of the Harrier Jump-Jet.

Housed in the extended Concorde Hall, the exhibition traces the history and development of vertical and short take-

off aircraft (V/STOL) from the pioneer free-flying jet V/TOL device, to the Harrier AV8A.

The exhibition is supported by exhibits loaned or donated by Rolls-Royce, the Science Museum, RN air station Culdrose and the American Department of Defence.

HMS Liverpool's ship's company parade in pouring rain at Trieste to activate NATO's 40th Naval On-Call Force Mediterranean.

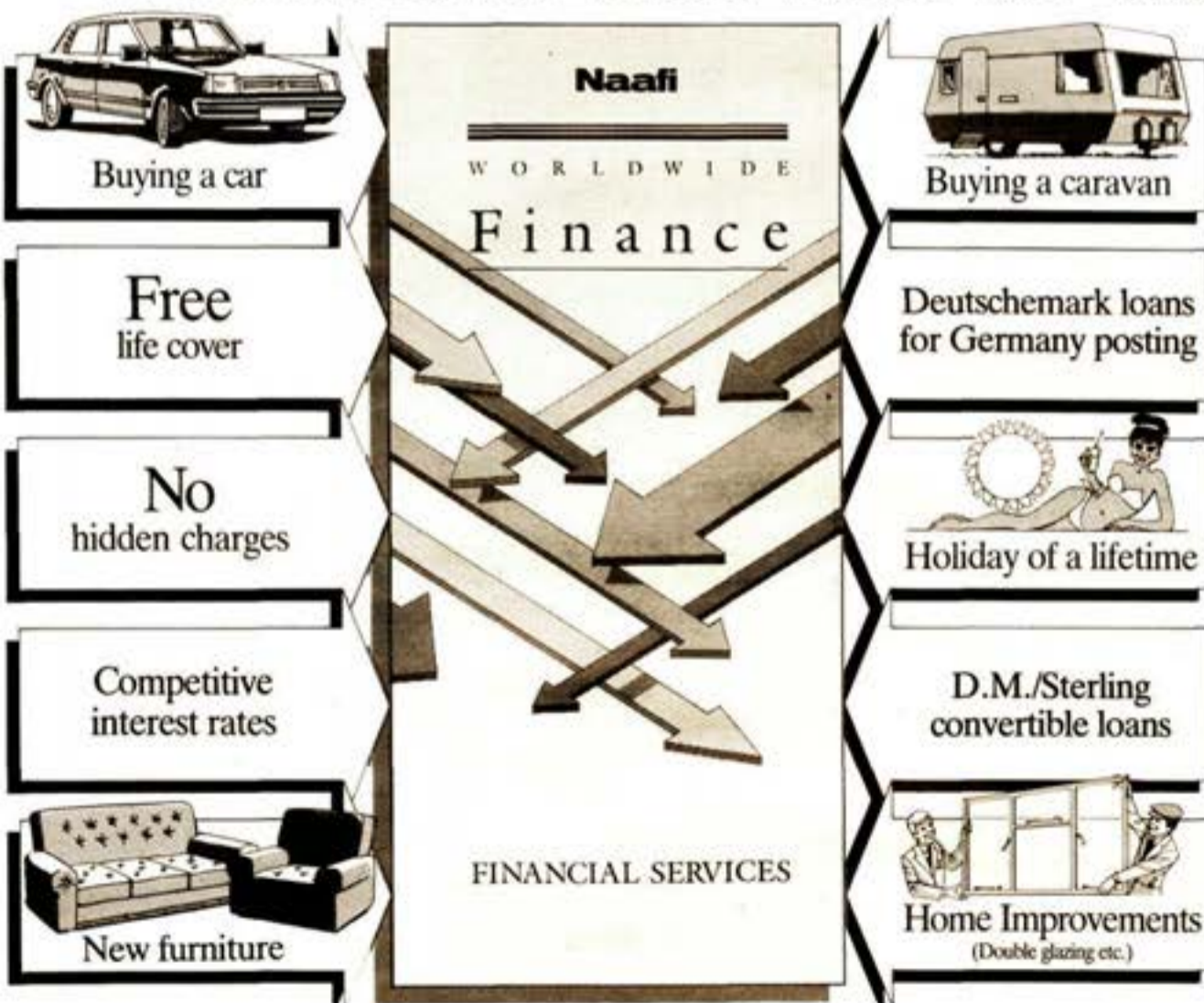
The Type 42 destroyer was joined by ships from Spain, West Germany, Italy, Turkey and the USA to form the task group for the exercise Deterrent Force 1/90 which ended last month.

● A scale model of HMS Liverpool was presented to Merseyside Maritime Museum by Flag Officer Plymouth Vice Admiral Sir Alan Grose to mark Battle of the Atlantic Weekend.



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JACK

BY TUGL



NN

Letters

NN

Why not pay grants into trust fund?

MAY I comment on the letter "Why does the Charge Chief dip out?" and the article "Retain senior rates with cash advance" (June edition)?

'— and don't try to stop me . . .'

WHEN in 1988 I submitted 18 months' notice there was, with the exception of a short informal talk with the commanding officer and my divisional officer, little attempt to find out my reasons, and certainly no attempt to persuade me to change my mind.

I did not complete a questionnaire since I believed it difficult to give reasons then, because I did not really know why I wanted to leave — and still do not know why I left! (Is any of this familiar to notice givers?)

I have been a civilian for almost one year now, and have found the transition difficult to accept. There is no sense of belonging, no brotherhood or camaraderie, such as that experienced in the Service.

Fellowship

I am now self-employed, and therefore have no bosses breathing down my neck, and am responsible only to myself. Good though that is, and good that I can go home at night to my family, I miss the fellowship of Mess life.

How I wish now that someone had taken the trouble to persuade me to remain in the Service. Had they done so, I might never have left before my 20E was due to expire (1997).

I joined the Royal Navy at HMS Ganges in June 1962 and left in July last year.

The motto of HMS Ganges was "Wisdom is Strength". Only now do I realise what that motto meant — there is no strength in being wise after the event. — C. J. Howell, Ex-WO(CY), Coleford, Glos.

I wholeheartedly agree with the Charge Chief's comments on the current situation on Charge Chief's pension and would only add that I feel it iniquitous that a promotion to Charge Chief, for which one is meant to aspire, results in same pension as for those who remain at the CPO level, not meriting or perhaps not wishing for promotion.

I believe that the subjects raised in the letter and article are very much related since your rate of pension decides what in effect will be your final terminal grant. I find the MOD reply, that a cash advance of the terminal grant would in their judgment do nothing to help retention, quite astonishing.

Following my evaluation of my pension/terminal grant with reference to whether I am financially better off to remain on 20E, the figures lead me to think seriously as to whether I am wise to remain on it. There is, however, a way in which I believe retention above the 22 years service could be markedly improved which is of mutual benefit at a no-cost basis.

On serving 22 years one is entitled to a terminal grant. So that this grant benefits those who serve beyond 22 years, why is it not immediately paid into a professionally-managed trust fund — the White Ensign Association could be trustees. Thus while one is serving on 20E the grant would be building to reflect the true financial realities of life.

I feel I have qualified for my terminal grant and therefore why should it not be used to give me a better return for my

investment in the Service. If the terminal grant cannot be used for this purpose, why not do away with it and give me a gratuity of an amount equal to it after tax?

If a young married man with family could see that by staying in the Service, he could, as well as purchase a house, hope to have a sizeable sum that would more equate to his commitment to the Service, it might be a factor in any decision as to whether to give notice. — M. J. Greatbatch, CCCT, HMS Warrior.

□ □ □

I CONCUR wholeheartedly with the views of ACCWEA G. J. Boobier (June). The letter recognises many of the points raised repeatedly by past and present artificers.

The notional pension contribution point is, of course, applicable to all artificers and as the contribution is a percentage, and by definition a differential, it should result in an earnings-related pension. Perhaps MOD could inform us of other public services suffering a similar anomaly.

Pensions and terminal grants are a contentious issue and deserve more attention. The terminal grant requires a drastic overhaul with a very much higher level for long service. By this time, the serving man/woman has abandoned a progressive second career and should be rewarded for this decision.

Any changes would alas come too late for me but I wish all present and future artificers every good fortune in the quest for justice. — A. Barnett, CPOAFA, HMS Seahawk.

Aurora's sheep trial

I would like to confirm Jim Wilcock's records (May edition letter) that in 1944 HMS Aurora transported Wrens from Algiers to Naples — one of our more delightful jobs.

I wonder if his records also include us having a flock of sheep on board. No, not at the same time. This was at the time of the Yalta Conference. They were roped off on the upper deck, and belonged to King Ibn Saud of Saudi Arabia. He was on board for a conference with Winston Churchill and President Roosevelt.

Every morning the Arab butcher cut the throat of one of the sheep and removed the skin, all within minutes, throwing it to any of the lads who were around.

On returning the King to Jeddah we all received 10 pieces of silver. — Johnny Mortimer, Ex-RP2, Old Catton, Norwich.

Papering over the cracks

IT HAS come to my notice of late that the Pusser's issue of loo roll suffers from a serious defect, verified by visits to numerous and widely dispersed establishments.

While I can live with the knowledge that no self-respecting Labrador pup would dare entwine itself in this abrasive, it is difficult to use a loo roll lacking serrations.

The serial demands two hands, results in either a metre of the stuff or a postage-stamp sized scrap, and renders man's second most enjoyable pastime into a cross between escapology and "It's a Knockout".

It must also be costing Pusser a fortune. Help! — (signed) Rawhide, London (and typed on a pink roll without perforations).

Moustaches for a favoured few

THINKING back to about 1946, I seem to recall something in King's Regulations and Admiralty Instructions to the effect that Royal Fleet Reserve men were permitted to retain their moustaches when mobilised, likewise locally-enlisted Maltese stewards.

Where that leaves our man in Mr. Boniface's photograph I cannot imagine.

If you have a copy of "The Royal Navy in Old Photographs" by Wilfrid Pym Trotter (Purnell Book Services, 1975) you will see an illustration showing soap and tobacco issue with a Paymaster watching the proceedings: he has a moustache. — J. H. McGivering, Lieut.-Cdr, RNR (retd).

□ □ □

WHILE serving in HMS Halcyon in the latter part of 1945, we were having a refit in Grimsby. I came across a three-badge Stoker Petty Officer wearing a moustache. I asked him why this was allowed, and he told me that he was a King's Corporal, being some award given in the field during the Boer War or 1914-18. So he informed me.

There were no other Fleet ships in Grimsby at the time, just minesweepers, drifters and trawlers, so he must have been on leave at the time. — D. G. Love, RNVR, Chorleywood, Herts.

'Hidden costs' in advance of pay plan

WHILE applauding the recent decision to increase LSAP to £8,500, I would like to point out the costs, some of which are not advertised.

Tax: Any loan over £1,666 is considered a beneficial loan by the Inland Revenue. Therefore you have to declare to the taxman your loan and pay tax on it. This will reduce your tax code by about £1,275 for the tax year 1990-91, which means you will pay about £318 per year or £26 per month. (Based on current interest rates of 15 per cent on a loan of £8,500).

Insurance costs would amount to £2.83 per month.

Legal charge: As yet unpublished.

Repayment on a loan of £8,500 — £70.83 per month.

Letting your house: If you are drafted non-preference or abroad and quite sensibly let your house, which the Navy has encouraged you to buy with the above "interest free loan", the costs then really mount up.

The Navy charges you interest on the loan at the current mortgage rate. On a loan of £8,500 at current interest rates of 15.4 per cent this works out at £106.25 per month! Get your C240s into Drafty now for your drafts abroad!

Let your house and pay the above, or sell your house and lose out when you re-enter the property market — the choice is yours! And, of course, as the reply to a previous letter in your columns about the Community Charge for personnel abroad, the decision to let or sell one's house must remain a personal one. — CPOWTR. (Serving abroad, with LSAP and letting his house).

● The costs identified by the correspondent are factually correct — but not incurred in the way he describes, says a MOD response to this one. The reply continues:

The taxation of beneficial loans (which was debated in Navy News in September 1984) resulted from a change in the tax law in 1983. At the time

MOD were notified of this change, details were promulgated by DCI and later incorporated within the regulations.

In the instance where an individual lets his property he becomes liable for MOD letting charges but the LSAP is no longer treated as a beneficial loan.

In addition, it is understood that these letting charges, together with a host of other costs, for example agents' fees, inventories, landlord's insurance, are allowed to be set against the taxation of unearned income for rents received. So the letting charges levied by MOD are actually refunded, albeit in the form of a tax deductible allowance.

The legal charge to which the correspondent refers is a one-off payment to an individual's solicitor to provide for a legal charge to be placed on the property in favour of the Secretary of State for Defence.

It is suggested that the Chief write to the taxman so that he is aware of his full entitlement regarding the letting of property.

Don't forget Korea dates

WITH the commemoration of the 50th anniversary of Dunkirk and the Battle of Britain, I felt it important that your readers be reminded that June 25, 1990, will be the 40th anniversary of the Korean War ("the forgotten war").

The Royal Navy was the first British force to take part. Also deeply involved were the Royal Fleet Auxiliary and the navies of Australia, Canada, New Zealand and the Netherlands. — W. L. Gray, Middlesex Branch, British Korean Veterans Association.

Money on the nose

CONCERNING your item (May) about a racehorse named after HMS Charybdis, I would like to mention that in January 1945, while with the British Pacific Fleet, the cruiser HMS Euryalus had a racehorse named after her.

On behalf of the shipmates of the HMS Euryalus Association, I would like to wish the owner and trainer good luck, and hope the Charybdis is as successful as Euryalus was in 1945-47.

So shipmates of HMS Charybdis get your money on the nose as we did all those years ago. — N. R. Comb, Ex-RM, Hon. Treasurer, HMS Euryalus Association, Sunderland.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

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No. 432 36th year

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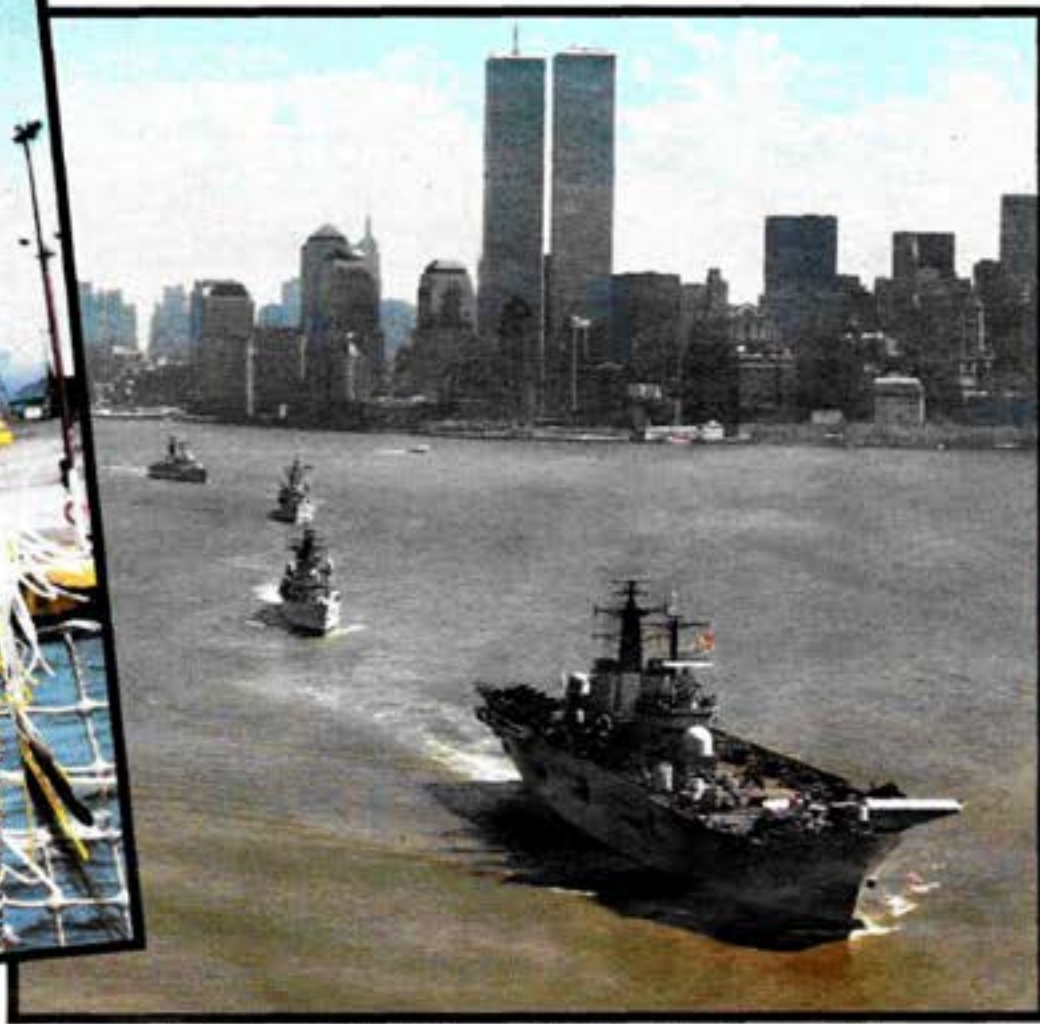
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REAL TASTE OF



Chief Jim Skye, of the Onondaga tribe, presents Capt. Bob Williams with a handmade leather and bead copy of HMS Brave's crest and an eagle feather, the Indian sign of peace.



The carrier Ark Royal heads off to Florida as HM ships Cumberland, Brave and Glasgow set off for Canada.

Brave's 'chief' gets Indian welcome

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"SKENOH Swagwegan!" — a big warm welcome to all of you — was the traditional Indian cry as HMS Brave entered Hamilton Bay on the shores of Lake Ontario.

The Type 22 frigate was on her way to keep an important date with some Red Indians after completing a successful visit to New York where, along with her sister ship HMS Cumberland, the carrier HMS Ark Royal and the Type 42 destroyer HMS Glasgow, she had taken a break from the Marcot deployment in the western Atlantic.

On her arrival in Hamilton HMS Brave was met by the Chief of the Six Nations of the Iroquois, Chief William Montour, and by Chief Jim Skye of the Onondaga who flew out to join the frigate before she entered harbour firing a 21-gun national salute.

During her stay members of the ship's company visited the Six Nations Reserve and took part in a Veterans' Day parade when her commanding officer, Capt. Bob Williams, laid a wreath at the Six Nations War Memorial at Oshweken.

Back in the Brave, Capt. Williams was presented with an eagle feather, a sign of peace which is the greatest honour an Indian can bestow on a fellow warrior and which is not normally presented outside the tribe.

While she was enjoying her first pow-wow with the Indians HMS Cumberland and HMS Glasgow were the centre of attention in Toronto during a nine-day visit.

Niagara Falls

President of the Toronto RNA ex-CPO Norrie Milne joined the ships as they berthed near the world-famous CN Tower to extend a warm welcome and tours were arranged to take members of the ships' companies to Niagara Falls and a nearby Canadian winery.

Over 20,000 people visited the three ships in both cities and after a highly successful stay they left the fresh water of Lake Ontario for the salt water of the north Atlantic to join the Canadian Navy for exercises before returning home.

Pictures taken by LA(Phot) Stuart Reid and HMS Ark Royal photographers.



HMS Glasgow, the Type 42 destroyer, passes the CN Tower, as she enters Toronto.

THE BIG APPLE



A spectacular view of Manhattan's skyline taken from HMS Ark Royal.

Dream date in New York

MANHATTAN'S famous skyline provided a dramatic backdrop for HM ships Ark Royal, Cumberland, Brave and Glasgow during their stay in New York.

And thanks to wealthy businessman Mr. Zachary Fisher, president of the Fisher Foundation which runs the USS Intrepid Sea Air Space Museum, MEM Peter Clives (Glasgow) and LWTR Raymond Morris (Brave) enjoyed an even more spectacular night-time view from the 46th floor of the Marnott Marquis Hotel.

As winners of a competition organised by the

foundation they were invited out on a "dream date" with two New York pageant girls and after a limo drive through Manhattan they went on to enjoy a Broadway show and a romantic drive by hansom cab around Central Park.

As the Cumberland, Brave and Glasgow left New York for Canada, HMS Ark Royal headed south to the sunnier climes of Mayport, Florida.

During their stay several ratings travelled to Georgia to take part in a six-day volunteer project organised jointly by the Georgia State Parks Department and 849 NAS before the carrier left en route for Halifax, Nova Scotia.



Start engines: HMS Ark Royal prepares to leave New York.




The Type 22 frigate HMS Cumberland, with HMS Glasgow alongside, welcomes visitors during their stay in Toronto.



Dressed in waterproof clothing Mid. Robert House, Sub. Lieut. Bob Baines, LPT Derik Norden, LS David Faircliff and Mid. Rob Watts from HMS Cumberland and Glasgow enjoy the view at Niagara Falls.

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Nelson has a Hart . . .



ALBERT Hart? That name rings a bell . . . Well, so it should for Mrs Irene Chambers of Sidcup, Kent, who was recently a guest at HMS Nelson.

Mr Hart, who was Mrs Chambers' grandfather, was the turner who machined the establishment's ship's bell from the rough casting at Messrs J. Stone, of Deptford, London.

The bell was presented by the people of Tyneside to the battleship HMS Nelson in September 1928 to commemorate the building of the ship in Newcastle upon Tyne. The Nelson

was decommissioned and sold in February 1948 and when the Royal Naval Barracks assumed the name the bell came to its present home.

Mrs Chambers was accompanied on her visit by her husband, Sidney. She is pictured above receiving a photograph of the bell from Cdr. Peter Foster, Executive Officer.

Picture: LA/Photo Robbie Hodgson

CHEERS DAVID

SOUTH Coast Shipping, owner of the dredger Bowsprite, has presented a tankard to AB(MW) David Bayliss for his part in rescuing members of the crew when the vessel broke in two and sank.

AB Bayliss now serving in HMS Challenger, was swimmer of the watch on board HMS Upton when she responded to a mayday call from the Bowsprite. A severe gale made it impossible to launch a boat, but AB Bayliss twice went into the sea to help recover survivors.

The men were in such poor shape they would have been unable to reach the safety of the ship unaided and they were not able to help AB Bayliss in their own rescue.



Annabel pages the Oracle

FORMER Wimbledon star Annabel Croft — now a TV action-girl — dropped in on the Faslane-based conventional submarine, HMS Oracle, as part of a exhausting fund-raising event.

Annabel's challenge was to journey around the UK on 100 different forms of transport in as many hours — a challenge she met partly thanks to the Royal Navy. Arriving at HMS Gannet, she travelled by hand-chair lift, a torpedo trolley and a Sea King helicopter from 819 Naval Air Squadron to rendezvous with the Oracle in the Firth of Clyde.

She was winched down on to the casing before taking to the ocean depths, surfacing and transferring to an MOD Police launch and the last patrol craft, Ranger. She was finally put ashore by an RNLI lifeboat.

During her time in the submarine, Annabel was presented with a £300 cheque for CORDA — the Coronary Artery Disease Research Association — the charity for which the challenge was organised.

After this, her first trip in a submarine, Annabel said: "It was just incredible . . . It was a wonderful experience and I am very grateful to the Royal Navy for making it happen."

She is pictured accepting a lift from CPOACMN Billy Briggs (left) and Lieut. Tony Pringle, of 819 Sqn.

LOUISE OVER THE MOON!



FIVE days for two at the World Cup finals in Italy was the enviable prize presented to Wren Louise Graham, winner of a free draw organised by Mars Confectionery through Naafi.

Louise, who is based at HMS Osprey, received her tickets from Mr. Ed Parsons, national accounts manager for Mars, at a presentation in the establishment's Naafi Flying Fish Club.

She said: "I was delighted when I heard I'd won. I follow football a bit, but I'm sure I'll be a bigger fan when I get back."

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A woman of substance



People in the News



ACCOMPANIED by CinC Fleet, Admiral Sir Benjamin Bathurst (second from right), the Prime Minister steps on to the casing of the Fleet submarine, HMS Trafalgar, in the Firth of Clyde.

To the left of Mrs Thatcher is Cdr. Paul Boissier, Captain of the Trafalgar, introducing her to members of the casing party. The PM's hour-long visit included her first dive.

REUNITED IN ORDER TO SERVE

ALPHABETICAL order ensured two old friends would continue to stand side by side despite the passing of the years...



Sub Lieut. Pete Chilcott

Sub Lieutenants Pete Chilcott and Steve Clements were among the SD officers to pass out of Britannia Royal Naval College Dartmouth recently and because of their surnames were given official numbers that differed by one.



Sub Lieut. Steve Clements

Successive numbers first bound them together back in November 1973 when they joined HMS Raleigh. Despite that they hadn't met up in the 16 years before they bumped into one another again at Britannia.

HONOUR FOR RON

CPO Ron Wallace, a long-serving member of the Royal Naval Reserve, has been awarded the Lord Lieutenant's Certificate of Meritorious Conduct in recognition of his exemplary service in HMS President, HQ of London Division.

Joanne's call of the sea

HERE'S a picture that truly spans the history of the Women's Royal Naval Service, with one of the first Wrens presenting a bosun's call to the best GN at TA illustrious, the Walton-on-the-Naze Sea Cadet Unit.

Mrs. Bea Browne (centre), who is 93, joined the WRNS in 1917 and today is a keen supporter of the Walton unit. She handed the bosun's call — an award made annually by the Royal Naval Association — to Joanne Hewitt (15).

Overseeing the proceedings (right) is Chief Officer Liz McCombe, the staff WRNS Officer attached to the Sea Cadet Corps.



Fanfare for Forth five!



IT'S been just like old times for five former members of HMS Claverhouse, the Forth Division RNR at Edinburgh. They all joined the Regular Service and trained together at BRNC Dartmouth. This is thought to be the first time that five officers of the Royal Naval Reserve have attended Britannia together and passed out together as RN/WRNS officers. The quintet pictured at the Passing Out Parade are, from left: Lieut. Derek Swannick, Sub. Lieut. Paul Hannigan, Third Officer Julie Dunthorne, Mid. Darren Houston and Sub. Lieut. James Scollay.

RAF "FIX IT" FOR NAVY FLIER

BACK in the cockpit of a Spitfire thanks to the RAF is former Royal Navy flier Mr. Peter Rae, of Carlisle.

Mr. Rae served with 809 Naval Air Squadron during the Second World War and flew in the Seafire, the "clipped-wing" naval version of the aircraft.

Four decades on, the offer to climb back into the pilot's seat came out of the blue from Sqn. Ldr. Tony Parrini, Carlisle RAF liaison officer. He had heard Mr. Rae playing double bass in a local performance of William Walton's Spitfire Prelude and Fugue.

The retired biology teacher's visit included an evening with instructors and students of the Navy's Elementary Flying Training School at RAF Linton-on-Ouse, where his host was Lieut.-Cdr. Jock Gunning, Senior Naval Instructor.

Said Mr. Rae, "The Spitfire was the most marvellous plane... I never dreamt I would sit in the cockpit of one again. But I had mixed feelings being there. My service was thrilling, but it was tinged with sadness because of the numbers of friends I lost."



LIBRARY BOOK RETURNED 50 YEARS ON

ONE Aussie dollar a week was the fine laid down for overdue library books on board the cruiser HMAS Sydney in 1941.

So when Roy Lee, Principal Scientific Officer at the Admiralty Research Establishment, Funtington, returned one to her present day successor he was hoping he would not be stung for the £2,500 that had built up in the interim.

In fairness, his father had borrowed Ernest Braham's pre-war cult story "Kai Lung's Golden Hours" while serving on loan to the old ship in 1940, when she operated with distinction in the Mediterranean.

Later she returned to Australia — and was sunk with all

hands on 19 November 1941.

Roy had the chance to give the book back when the frigate visited Portland during her current world cruise — she had earlier represented Australia at the Gallipoli anniversary ceremonies — and he was involved in some work on the compatibility of British and Australian naval equipment.

"They were very good about it," he said later. "I'm glad I hung on to it — there can't have been many relics of the old Sydney so I expect they were glad to waive the fine..."



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PICTURED presenting the cheque to Stubbington Ark are back row, from left, LWren Carolyn Armes, Wren Jackie Warmington, LWren Debbie Howe, LWren Karen Calderbank, Mr Mike Ward (in charge of The Ark), LWren Gail Johnson, Wren Caroline Denyer and Wren Jeanette Purnell; front row, from left, Wren Kate Macintyre, Chief Wren Polly Laird, POWren Sue Freeman and Wren Sarah Beighton.

Collingwood's charity boost

RN personnel and civilian staff at HMS Collingwood, the Weapons Engineering School at Fareham, have been hard at work fund-raising for various charities.

Stubbington RSPCA — known as "The Ark" — received a cheque for £454 thanks to 18 Wrens from the establishment.

Last year they took part in a sponsored parachute jump which raised £144 and since then the Wrens have made even more money from a car wash, a tombola stall at the Wives' Club Fayre and from holding their commander, Cdr. David Raines, to ransom.

Because of its geographical location Stubbington Ark has been chosen to set up an RSPCA reclamation unit for sea birds and the funds raised by the Wrens will go towards this new appeal.

A sponsored "Press Gang Chase" by ratings and officers from Collingwood raised £1,500 for ITV's Telethon, with one team, led by Lieut. Richard Trapnell, raising £400 alone. Vice-Admiral Robert Hill, Chief Naval Engineering Officer, started the event by making the

first donation after which the teams went on their way.

Hotly pursued by the press gang they headed off to the TVS studios in Southampton while other teams made their way to a Portsmouth police station.

Unfortunately the press gang were unable to apprehend any team members and consequently the Navy is relieved they no longer do their recruiting in this manner if this is the success rate!

Morning divisions at Collingwood certainly had a new look about them when a civilian platoon took part in the parade and march past during a recent "fun day".

The establishment's personnel were invited to wear silly hats, ties, scarves and badges and their temporary change in uniform raised over £450 for the Save the Children Fund which was presented to the Princess Royal during her visit last month to Collingwood.

Helping Hands

GUN CREW PULLS IN BARRELS OF MONEY

ALTHOUGH it was early days in their calendar Portsmouth Field Gun Crew from Whale Island (HMS Nelson) responded to the organisers' request to use a field gun to start the 1990 Portsmouth Half Marathon.

The team, sponsored by Weathercall, then went on to compete in the race in aid of Chichester Hospital Radio.

All of the team members crossed the finishing line and

they managed to raise £225.

The Field Gun Crew were also present when Lieut.-Cdr. Ian Carlton, Portsmouth Field Gun Officer, handed over the £225 cheque to Mrs Diane Mc-

Kay, Chairman of Chichester Hospital Radio.

As well as supporting the efforts of the hospital radio station they have also adopted another charity, the Royal Navy and Royal Marine Children's Trust.

The men are now all training hard for the current season of events and Total Oil (Great Britain) have pledged £100 to the Children's Trust for every competition run that Pompey win.



Vice-Admiral Robert Hill, Chief Naval Engineering Officer makes the first donation for Collingwood's sponsored "Press Gang Chase".

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Culdrose goes 'stir crazy'

FIVE members of 750 Squadron, RN air station Culdrose, staged what is believed to be the first underwater jailbreak when they escaped from Dartmoor Prison as part of the annual Spastics Society Jailbreak.

An 18,000 litre display diving tank was mounted on the back of a 40 ft. articulated trailer and two divers were immersed in the tank as it was transported from Dartmoor around Devon, Dorset and Hampshire.

A major difficulty occurred when team members Lieut.-Cdr. Mike Chirnside, POACMN John Humfries, CPOACMN Brian Harbisher, POACMN Ginge Tyler and

LACMN Nick Handy were about to set out from Dartmoor.

The water used to fill the tank was so murky that the divers could not be seen but fortunately Blue Watch at Exeter Fire Station came to the rescue and refilled the tank with crystal clear water.

Jailbreakers from Culdrose's Mechanical Workshops also

raised £2,500 for the Spastics Society and the Children's Orthopaedic Ward at Truro City Hospital.

Culdrose's commanding officer, Capt. Terry Taylor, sent manager PO Andy Stancliffe and his team off on their nine-man amphibious bicycle which was one of 70 teams taking part in this year's Dartmoor Jailbreak.

Herald 'cheques in'

WHEN ship's company members from HMS Herald made a visit to Warwick made a visit to Warwick to reaffirm the bond between ship and town Cdr. Peter Jones, captain of the Herald, and four of the ship's company visited Coten End Middle School and Myton Grange Short Stay Home for the handicapped.

Myton Grange is the ship's adopted charity and Cdr. Jones presented the school with a £150 cheque which was part of a larger sum raised when the ship was on survey duties off the coast of Norway.

BILL WRIGHT WAS 19 YEARS A SAILOR... A 4 HOUR MARATHON MAN...

— THEN —

PARALYSED OVERNIGHT

In 1985 just two weeks after completing the gruelling South Downs Way Run, the super-fit Bill Wright was struck down by the crippling Guillain-Barre syndrome

TOTAL PARALYSIS IN 24 HOURS.

Following prolonged intensive care, Bill, an ex-serviceman, qualified for an extended rehabilitation stay at The Royal Star & Garter Home.

Short-term care or long-term residency is costly, with many of the handicapped ex-servicemen needing special care and 24 hour supervision 365 days a year

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Pasha's pushchair

YOUNG Pasha Thompson is "sitting pretty" thanks to the efforts of LRO(G) Michael Elliott from HMS Mercury.

LRO(G) Elliott took part in a sponsored 50-mile cycle ride and raised £1,500 for a custom-built pushchair for seven-year-old Pasha who suffers from cerebral palsy.

For the next five years she will have to wear a metal corset from her chest to her knees to rectify spinal damage and the pushchair will enable her to be as comfortable and mobile as possible.

Pasha is pictured with LRO(G) Elliott during a recent visit to the establishment.

Invincible on target

DURING a recent Atlantic crossing to the USA eight POs from HMS Invincible took part in a four-hour darts marathon and raised £1,037.55 for the charity "Dreams Come True", a charity for under-privileged children.

Members of the fund-raising committee of the Portsmouth Area Hospice also benefited from the Invincible's generosity when they were welcomed on board the aircraft carrier to receive a cheque for £400 from the ship's "charity chest", presented by CPOMA David Handscombe.

The charity has raised over £1.3 million and aims to provide facilities to care for the terminally ill not only in the hospice but also at home.



Jim fixes it for Belfast

TV personality Jimmy (now Sir James) Saville was on hand to take the salute when HMS Belfast welcomed her five millionth visitor since she opened to the public in 1971.

Jimmy — "promoted" to Admiral for the day — presented Jon D'Antonio, a pupil from Park School, Woking, with a certificate and medal and then accompanied the rest of the school party on a special guided tour of the ship which was later followed by a party on board.

The children's visit to the Second World War cruiser was organised by the Variety of Club of Great Britain as part of their work for under-privileged children.

To mark the occasion Jimmy and his brother Johnny who organised the school visit were presented with a ship's crest. Jimmy is pictured with brother Johnny and Johnny's wife Gerda surrounded by children from Park School.

Cumberland 'does a runner' through Lakes

PRIOR to sailing for Westlant 90 a team of eight runners from HMS Cumberland, along with a guest from Workington Athletics Club, repeated a four-day, 250 mile charity run around Cumbria, last undertaken in 1988 when the Type 22 frigate was being built in Glasgow.

Through sponsorship and street collections made en route the team — AB(M) Clive Dunne, LPT Derek Norden, LRO(G) Paul Richardson, WEM(O) Chris Workman, CPO(OPS) Mervyn Bates, LMEM(L) John Knight, AB(EW) Scott Zonfrillo, Mr Jeff Lamb (Workington AC), and Lieut. Phil Ireland — raised £1,700 for the NSPCC (Cumbria area), Sunshine Homes (holidays for underprivileged children) and St Stephen's House, a home for mentally handicapped children.

Highlights en route included a presentation of £150 by British Nuclear Fuels at their Selafield plant and a breathtaking route through the southern Lake District between Barrow in Furness and Kendal.

When HMS Juno, the navigational and marine engineering training ship, paid a courtesy visit to Newcastle upon Tyne

Helping Hands

a team of six cyclists took part in a sponsored bike ride.

Set on their way by Miss Newcastle, Lea Marshall, the riders cycled a total of 450 miles to Portsmouth, raising £800 for the Princess Chula Ward at the Marsden Hospital, Sutton.

Three canoeists from RAF Brampton paddled their way across Scotland in aid of the Services' benevolent funds.

The joint services team of POWren Annette Ludford, Lieut. Paul Curtis, Army, and Sgt. Adrian Page, RAF, set off on their journey from Fort William and paddled over 65 miles to Inverness raising £300 along the way.

Tickets are now on sale for a Grand Charity Ball in aid of the Special Care Baby Unit at St Mary's Hospital, Portsmouth to be held at HMS Sultan.

The ball, on Saturday, July

14, will feature the Brother Lees, Fifth Avenue and DJ Pete James.

Priced £8 the tickets can be obtained by telephoning Mrs Eaton on Gosport 587514 and will include a free drink and a corsage for the ladies.

A sponsored swim by Rosyth Fleet Engineering Centre raised £801.49 for the Maternity Unit at Western General Hospital in Edinburgh.

The money will be used to buy an infusion pump for the special care baby unit.

PO Philip Thorely, a PTI at HMS Gannet, ran the 26 miles of the London Marathon in 3hrs 22mins and in doing so raised £1,145.60 for research into Muscular Dystrophy.

PO Thurley, raised most of the money from sponsorship by his shipmates and Gannet's resident \$19 Naval Air Squadron.

HMS Dolphin's marathon team — LS Paul Bromley,

Lieut. Mac McKenna, WO Craig Weir, CPO George Lanfear, CPO Albert Barlow, CPO Tom Headland and POWren Jackie Bell — also raised money for their chosen charity when they took part in the London Marathon.

Running for ARMS (Action and Research for Multiple Sclerosis) they raised close to £1,000.

When Naafi employee Linda Smith took part in a sponsored run over the assault course at HMS Mercury she received a lot of encouragement and more than a few helping hands as she tackled the obstacles.

Linda, who works part-time at HMS Nelson, Portsmouth, was accompanied by Marie Barber, Julia Eaton and Fiona McGregor, all from Tescos in Cosham, and they managed to raise £407.60 on the day, £322.60 of which came from sponsorship from RN personnel at HMS Nelson.



BED-TIME STORY FROM YEOVILTON

PICTURED enjoying the comfort of a new ripple bed is Christopher Barker a resident at the Elms Children's Home in Curry Rivel which looks after physically and mentally handicapped children.

The bed was presented to Helen Cann and Angela King from the home by PO Brum Teague, Cdr. Bill Covington and CPO Bill Hulston from 899 Naval Air Squadron, RN air station Yeovilton.

The squadron has had close links with the home since it became their adopted charity eight years ago and as well as fund-raising on their behalf they regularly host the children at air days and during the summer months help care for them in swimming pool activities.

ON THE ROAD TO LOURDES

FOR Gareth Burns, son of LSEA M Burns of the Type 42 destroyer HMS Cardiff, a visit to Lourdes with the Handicapped Children's Trust was a trip of a lifetime.

Seen here with Superintendent Nursing Officer Annie Gaughan QARNNS of RN Hospital Plymouth, Gareth, along with 23 children from Service families or Service-adopted charities, enjoyed a week to remember thanks to the sponsorship and assistance from RN personnel.

They were accompanied by Monsignor Ged Laverder, principal RC chaplain to the Navy and Rev. David Lacey, of HMS Raleigh, along with WO Peter Riley, of HMS Heron, who led the Plymouth family group and LENG Wright, of RN Hospital Haslar, who led the Portsmouth group.

The pilgrimage also helped CPO Ian Ross, of HMS Herald, take a weight off his mind.

A sponsored slim on board the Ocean Survey ship raised £263 to send a child on the trip to Lourdes — with CPO Ross losing one stone into the bargain!



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When you next have a run ashore, why not give the one in your port a try?

Family accommodation is available at Rosyth, ring Inverkeithing 413770. Accommodation is also available at Portland ring Portland 821446.

The RSR is funded by gifts, covenants, grants, legacies from the sailor and the general public. Please help RSR to continue to help you. Why not think of a gift through the Give As You Earn Scheme. For more details write to the General Secretary, Royal Sailors' Rests, 2a South Street, Gosport, Hants PO12 1ES.

Royal Sailors' Rests

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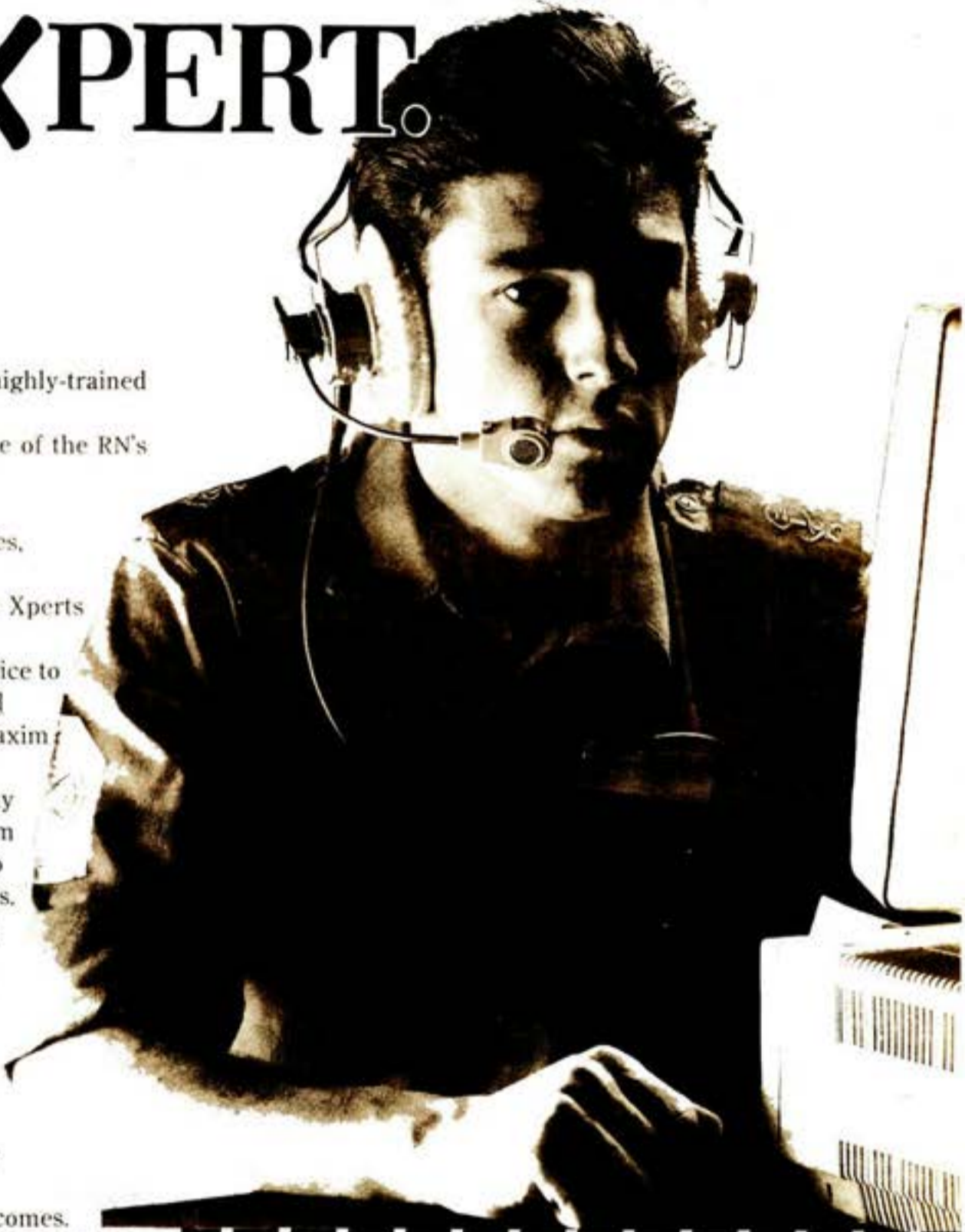
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Better now they've got you taped

ONE of the main aims of the Service Police Tape Recording Code, which came into force this year, is to provide persons questioned by the Service police with comparable safeguards and rights to those enjoyed by their counterparts under civilian law.

Works out to tender

THE decisions to "untie" MOD from the Property Services Agency for all works services from April 1 this year frees MOD from its obligation to place work with PSA and empowers it to seek alternative sources of professional and other works services in the open market.

Involved is the creation of Defence Works Services, and a new announcement gives more detailed information on the organisation and role of DWS which is an in-house MOD consultancy providing support, advice and assistance to MOD and Service users.

DCI(Gen) 83/90

More days to remember

THE Royal Navy Day by Day, the record of naval anniversaries, was first published in 1979. Now a revised and improved edition, updated to include important events of the last ten years, is planned.

Proposals concerning corrections to or omissions from the first edition for inclusion in the next, as well as any suggestions for improvement, would be welcome. Letters should be addressed to Capt. Sainsbury, c/o The National Maritime Museum, Greenwich, London SE10 9NF.

DCI(RN) announcement date May 11

One stop for Stewards

A NEW scheme for award of the City and Guilds of London Institute Certificate 707 Part 1 (Food and Beverage Service) has been agreed between the Royal Navy and the Institute.

Previously it was necessary to pass the Fleet examination for Leading Steward, and then sit a separate City and Guilds examination to qualify for the award of the 707/1 certificate.

A recent reassessment by City and Guilds of Steward training at the RN Supply School has now gained approval for the certificate to be awarded on successful completion of Part 3 and Part 4 training.

DCI(RN) 134/90

PRIZES FOR PROSE AND PICTURES

THE Great Storm: What do you think are the ingredients of a perfect holiday?; How do you think we should pay for local services?

These are the subjects for the 1990 essay for the Lieut.-Cdr. G. W. W. Hooper prize competition which is open to junior ratings of all branches. There are prizes of £80, £50 and £20.

The 1989 winners were: first prize, WTR N. McGrath (HMS Active); second, LWSA L. Sawyer (Naval Base, Portsmouth).

DCI(RN) 125/90

THE 1990 RN Amateur Photographic Competition is again being sponsored by Vickers Shipbuilding and Engineering Ltd and is for colour or black and white print photographs covering any general naval subject which portrays the best modern image of the Service.

The competition is open to all serving in the RN, RM, WRNS and QARNNS other than the Photographic branch, and there are prizes of £250, £150 and £100.

The code also aims to eliminate, as far as possible, potential for disputes over the conduct of such interviews, and to improve the administration of justice within the Services.

While the exact date for implementing this change in procedure will depend on equipment availability and training requirements, it is intended that the Service police will start tape recording of interviews of suspects by Jan 1 1991 at the latest.

The decision as to whether to tape record an interview will lie with the Service police. Where an interview of a suspect has been tape recorded, the Service police report will have attached to it a summary record of the interview.

The Service police will not normally prepare a full transcript of an interview, but may do so in complicated cases such as fraud.

DCI(JS)49/90

WRNR go diving

THE Admiralty Board has approved the new specialisation, within the RNR Port Diver Branch, of RNR Port Diver Officer, and has endorsed the establishment of the WRNR Port Diver Branch.

Port Diver Officers will act as specialist advisers in Port Headquarters, and will be recruited from the current strength of Ships Diver Officers who wish to be transferred to this new branch, from suitable Port Diver CW candidates and from trainees.

WRNR applicants will be recruited from existing branches and from New Entry trainees.

DCI(RN) 128/90

One office for disposal

THE Procurement Executive Management Board has approved the formation of a single disposal sales office at the centre of PE. The new title is Director of Sales (Disposals), which will be responsible for disposal by sale of all surplus ships, aircraft, equipment, associated spares and material from all sources within the Ministry of Defence.

DCI(Gen) 84/90



Get Wise on DCIs



Sing out if you can't hear this

THE dangers of high noise levels and the use of ear defenders are mentioned in a detailed announcement on MOD implementation of the Noise at Work Regulations which came into effect earlier this year.

The announcement says MOD is fully committed to protecting its personnel, both civilian and uniformed, from the effects of exposure to noise by, where reasonably practicable, reducing the noise at source, enclosing it, moving the source (or the people at risk) to a safer place, or by improving maintenance.

Noise, it is stated, is not only injurious to health but can be dangerous by causing poor communication or the inability to hear verbal or audible warnings. "The use of hearing protectors must be considered in this equation and management are to ensure that audible 'attention getters' have a sufficient signal to noise ratio" (signal strength against background noise) and to be of sufficient amplitude to ensure audibility when hearing protection relevant to that particular workplace is being worn.

Visual warning signals should be considered in addition where relevant.

A training video, "Noise, the Law and You", is now available.

DCI(Gen) 94/90

Bridge to promotion

ALL candidates for promotion to the SD List from the Physical Training and Recreation Branch are now required to hold a valid Bridge Experience Certificate as a pre-selection qualification.

DCI(RN) 126/90

— and think about BUPA

THE Bupacare Group for the Royal Navy has now been extended to include the Royal Naval Reserves and the Royal Marine Reserves.

From May 1 a 30 per cent discount is offered on standard subscriptions. This rate depends on group claims experience and is subject to continual review.

The announcement says that since adequate provision is already made for medical and hospital treatment for serving personnel, the scheme is aimed primarily at dependants.

On leaving the Service, personnel are able to obtain the benefits of the scheme for themselves, and the group discount may be retained for life provided membership is registered before retirement.

DCI(RN) announcement dated May 11.

DCI(Gen) 86/90

Sailing into the Arctic

THE adventurous sail training exercise Ultima Thule will take a JSASTC Nicholson 55 into Arctic waters off the West coast of Greenland.

It offers servicemen and women the opportunity of participating in an enterprise not attempted by a Service sailing vessel since the last century.

The exercise will take place in five legs, with crews changing at the end of each leg, between late June and the end of October.

DCI(JS) 55/90



"Take it back — there's only one socket and we need that for the electrodes!"

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

Helo units combine

FOLLOWING the announcement in 1988 concerning reorganisation of naval aircraft support, the Mobile Aircraft Repair Transport and Salvage Unit (MARTSU) and the Naval Aircraft Trials Installation Unit (NATIU) amalgamated to form the Mobile Aircraft Support Unit (MASU) on April 2, 1990.

The many responsibilities of MASU, which is based at HMS Daedalus, include direct technical support to the three Services in the form of helicopter structural damage assessments and specialist repair teams; and provision of a tri-Service helicopter movement, salvage and recovery service.

The backyard or mines. Which would you rather sweep this weekend?

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Age _____ Enquiries from UK residents only



"I bet he's one of them — off to his country mansion to drown his sorrows in drink, too, from the look of it!"

NEWSVIEW

Standing by as the options are examined

WITH talk of forthcoming change the burning topic in defence circles — and no dearth of theories on the implications — it is inevitable that nothing less than definitive news on the way ahead for the Services will still the speculation.

Last month's two-day Commons defence debate provided some general indication of how wide-ranging the "Options for Change exercise" was likely to be.

Letting them know

Asked about the conduct of the exercise and the impact on morale in the Services, Defence Secretary Mr. Tom King said that examining the options for change was being done in what he hoped was an orderly and sensible way within MOD. He went on, "My colleagues and I recognise the earnest importance of letting all Servicemen know what is proposed as soon as we are in a position to do so.

"We shall also inform the House and our allies in NATO as soon as possible. This is not an easy exercise. It is easy to make criticisms. We are attempting to approach the subject with the seriousness that it deserves."

Answering another question, he said, "We are anxious to ensure that in any changes and adaptations that we make, we come out with a balanced force structure and that we take proper regard not merely of front-line conditions but of support arrangements and of the conditions under which Servicemen, who continue to be needed and whose work will continue to be important, operate."

Vital interests

No doubt forming a vital aspect of the complex exercise under way will be the knowledge that, while the threat which has existed for the lifetime of most people now serving has diminished, experience shows that crises of various kinds can — and have — materialised with rapidity in other parts of the world where we have vital interests.

Without doubt too the need for a strong Navy will be stressed by all with naval interests at heart. At the same time everything must fit into the new overall world situation and defence picture. Like the other Services, the Navy stands by awaiting with great interest the outcome and ultimate decision which is, of course, a governmental one.

Community Charge concession plea

WHY DOUBLE CHARGE?

MAY I bring attention to an anomaly in the Community Charge system which I believe discriminates against Servicemen owning their own houses in the area of their choice.

If you leave your home empty while serving in another port area, living with your family (or worse if you were a single home owner), you will be liable to pay the Standard Community Charge (SCC), with an automatic multiplying factor of two, on your property, in addition to paying the full Personal Community Charge (PCC) in the area in which you are serving.

I believe the SCC is more expensive than the PCC in any area (about £15) to take into account the extra administration costs a Council incurs to process this type of charge.

The reason why our empty properties are to be so charged is that they are categorised as second homes, which infuriates me as I certainly do not regard married quarters as my primary or permanent home, or my house as some kind of shooting lodge or weekend country cottage.

There is a method by which this charge may be avoided and that is to lease your house out on a long-term basis (six monthly assured tenancy leases are enough) and not only will you not pay the charge, you benefit from the extra income.

Tell the taxman

I would advise anyone doing this to first obtain permission from their mortgagees, and employ a solicitor and property manager to draw up the lease and look after your interests. Do not forget to let the taxman know.

However, this alternative might not be open for some people — those owning their homes in areas where there is not much demand for rented accommodation.

Some people may further argue that we have other choices to avoid these charges. If you leave your family behind, your wife would pay her PCC at home and avoid the SCC; this, of course, is not an option open to single people. It means that even during a shore draft some

THE situation of Service personnel liable to pay both Standard and Personal Community Charge at the same time is highlighted in this letter — and by the reply which tells of representations for relaxation or changes of the rules.

may be financially forced to live separately. You could move home to your new port area, others might argue. Here are some good reasons why this is not a viable alternative:

- It may require us to move house every three years, and even the allowances provided will not fully reimburse the cost of fees, stamp duty, arranging re-mortgaging etc. Remember the advance of pay for house purchase in reality will only cover these costs for one move and has to be paid back.
- Who can predict what the housing market will do? If the market works against you, you will be a substantial loser. Admittedly it could also work the other way, but under the system as it stands we would be obliged to gamble with our life's investment, our home, in a volatile market.
- I would prefer to own my own house in the area I want to settle in when I leave the Service. It can then be included in drafting preference forms and may increase your chances of a draft near your home, especially your last draft in the Service where job hunting will be easier.

We had similar circumstances where we had to pay the rates for our unoccupied home before. So what is different now?

- The proportion of rates we paid for MQs as part of the rent (between £25-30 per month) was substantially less than two PCCs we pay now in Scotland (last year £50 per month, this year £60 per month).
- The rates have rightly been abolished as being unfair. How can anyone cite the rates in any argument against me when it is a

discredited system. Last year when we in Scotland were paying the CC and rates in England we had the benefit of being able to claim back some of the cost by claiming a single person's CC for the time English rates were paid. We had to provide a statement as proof from the relevant English Council. As yet I have not been able to submit my claim because Medina Borough Council have not replied to my four written requests for such a statement.

● Last year my domestic rates (excluding water) totalled £441. This year the SCC would have been £740 for my home on the Isle of Wight.

I have managed to lease my home so avoiding these extortionate taxes. But a friend in a shore draft away from his preference area, and who owns his home in Cornwall, cannot lease. There is no demand and he has had his house on the market for six months and has had to drop the asking price by a third of the original price — and still has had no takers.

I would like to see a concession for Servicemen and others in similar circumstances so that we are exempt the SCC for only one property we own, if we leave it unoccupied being required to serve elsewhere. I would be willing to pay 20 per cent of one PCC to the local authorities for the benefits of upkeep of the local amenities and policing to protect our unoccupied property. — C. E. Dibsdale, CCME(EL), Faslane.

The multipliers

● From a MOD answer detailing the current situation it is clear there is no simple solution to the problem mentioned. The reply says:

The anomaly referred to by the correspondent arises from legislation which allows the SCC to be levied on the owner or tenant of a domestic property which is not one's sole or main residence.

The legislation defines the SCC as a multiple of the Personal Community Charge (PCC). Different multipliers apply to different classes of property and can be set at Nil, 1/2, 1, 1 1/2 or 2.

Regulations list the classes of property and prescribe the maximum multiplier. Local authorities will set their multipliers each March for the coming financial year — during which they cannot be changed. Although the legislation gives the authorities the power to set multipliers lower than the maximum, the majority

Continued on page 17

Launch puts up the Dukes

Launching the Type 23 frigate HMS Lancaster, the Queen warned against complacency in world politics — and wished her "a peaceful and graceful old age."

The Lancaster is the fourth of the Duke Class frigates and the third to be built by Yarrow Shipbuilders at their Scotstoun, Glasgow yard.

During the ceremony an RAF Lancaster bomber, part of the Battle of Britain Memorial Flight, flew past in salute.

HMS Argyll, latest of the Type 23s to be fitted out at Yarrow's, was visited by the Duke and Duchess of Argyll.

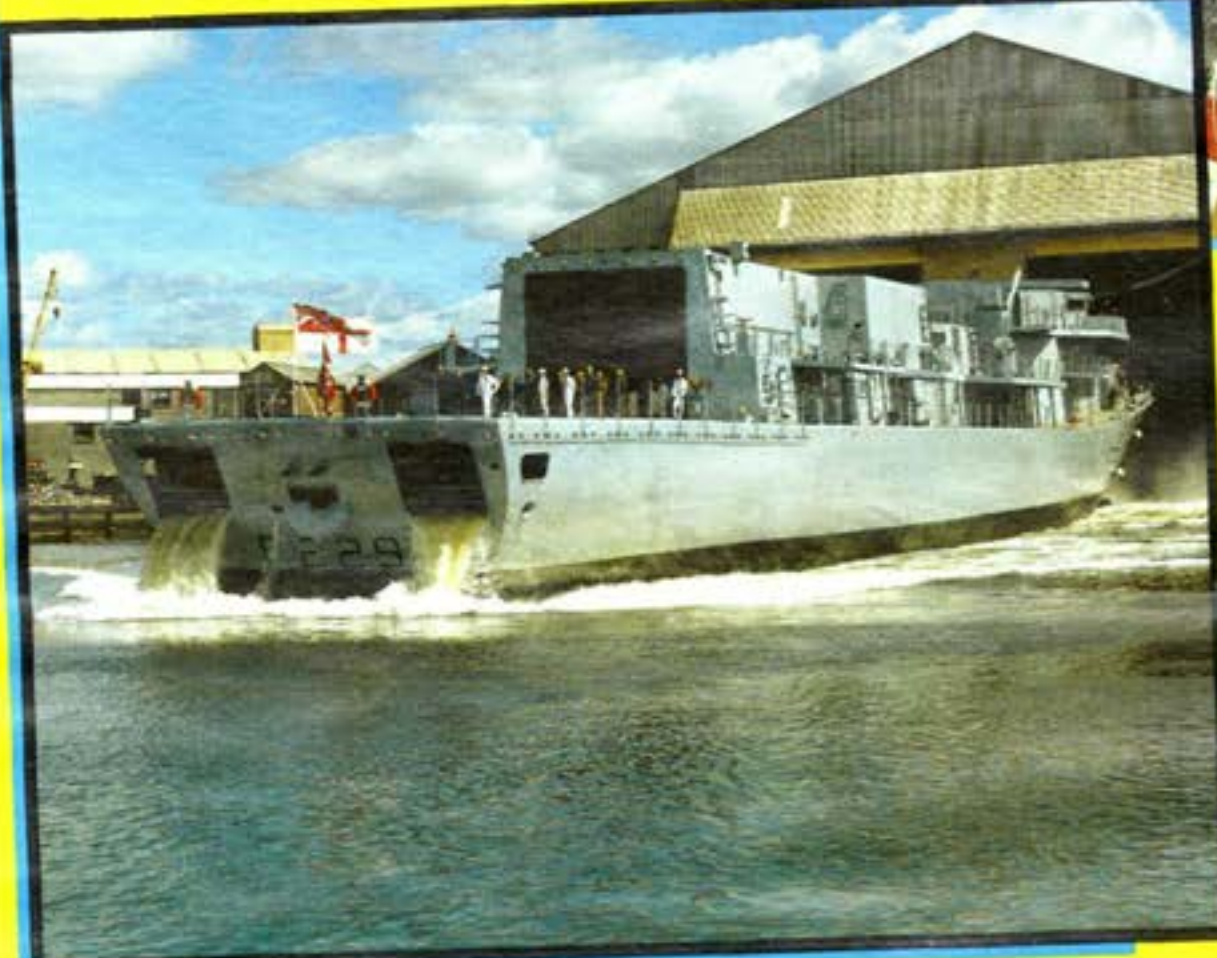
An "Admiral of the Western Coast and Isles of Scotland," the Duke presented Gulf medals to five members of the ship's company before lunching with the men and their families.

The Argyll — the first Royal Navy warship to bear the name since 1915 — is due to come into service early next year.

Nine in Class

A total of nine in the class are on order, five from Yarrow's and four from Swan Hunters. The first, HMS Norfolk, was commissioned at Devonport last month (see page 2).

● The Queen, who was accompanied by the Duke of Edinburgh, is the obvious choice as sponsor for HMS Lancaster — one of her titles is "Duke of Lancaster."



The Lynx that got the Boyd

Lieutenant Commander Euan McNair was on loan from HMS Active when her sister ship Alacrity brought relief to Hurricane-torn Montserrat.

He was flying the Type 21 frigate's Lynx helicopter when it made the first contact with the Caribbean island, which had been totally devastated by Hurricane Hugo.

And since the airfield and jetty were both out of action the entire relief operation depended on him and the Alacrity Flight team.

Over the next four days they were in the air for a total of over 24 hours, making a total of 272 landings, transferring 750 passengers and 63 tons of stores in temperatures of 34°C and 90 per cent humidity.

Now the Flag Officer Naval Aviation has awarded them the Boyd Trophy for the finest feat of aviation of the past year — making the point that "it is doubtful if a Lynx aircraft has ever accomplished so much".

● Lieutenant Commander McNair — who had earlier been involved in the Hurricane Gilbert relief operations at Jamaica — receives the Boyd Trophy from FONA, Rear Admiral Mike Layard.



have chosen not to do so. There is no supplementary charge imposed for administrative costs.

The position of those occupying married quarters and now paying the PCC rather than a rates element in accommodation charges is understood. Community Charge affects the whole adult population of Great Britain and is outside the control of MOD.

The rates elements, which used to be paid, were determined not by the quarter's rateable value, but as a proportion of the accommodation charges which ensured that the least well off were protected. Under the Community Charge this is no longer possible and, in the same way as council tenants, they have experienced a significant increase in their bills for local facilities and services.

The MOD is well aware of the problems, real and potential, created for Service homeowners who wish to declare their families "Mobile". The treatment of Service personnel under Community Charge is exactly the same as that of other citizens. Requests for special consideration were rejected as being against the spirit and intention of the legislation.

However, it is recognised that many local authorities have not used the discretion allowed to them with respect to the SCC and have applied the highest permitted multiplier across the board. The fact that some have used their powers to set lower charges is helpful to a few homeowners but further confuses the issue.

Representations have been made to the Department of the Environment at the highest level calling attention to what many believe to be unfair treatment regarding the SCC.

Although there appears to be little hope of any relaxations by local authorities in the current year, MOD are continuing to represent the case, and lobby vigorously for a change in the treatment of servicemen's homes left empty because of a draft or appointment, if necessary by means of a change in the regulations or legislation.

◀ Continued from page 16

THE M.V. DERBYSHIRE SANK WITHOUT TRACE IN SEPTEMBER 1980 - ALL HANDS WERE LOST.



we still care about their wives and families

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Little big

Veterans go
anniversary
evacuation
the destr



● Left — The RNR fast training vessel HMS Trumpeter provides an escort for the 'Little Ships' across a decidedly calm Channel. Fifty years before it had

● Right and below, left — HMS Alacrity shepherds the fleet of over 100 'Little Ships' across a decidedly calm Channel. Fifty years before it had

● Below — the 'African Queen,' world-weary as ever, was one of the evacuation's first casualties. Inset: dive mine countermeasures vessel HMS Alacrity (left) and A/B Dunlop were among those on constant running repairs.

They did not have to dodge any dive bombers — this time the Channel itself turned nasty.

Part of the miracle of Dunkirk was the flat calm that lasted for 11 days in that late Spring of 1940, so leaving the 'Little Ships' with only the Luftwaffe to worry about.

But when over 70 of them set out again 50 years later there were heavy seas and a brisk north-easterly to battle against.

The 'African Queen' — the very same that featured in the classic Bogart/Hepburn film of the same name — began shipping water eight miles off Ramsgate and had to be towed back there.

Several other small craft had to be returned to harbour — but the great majority made it across the 35 miles from Dover, carefully shepherded by the Type 21 frigate HMS Alacrity, the minesweeper HMS Ledbury and the fast training boats Trumpeter, Puncher and Example.

Many of them were flat-bottomed river craft that had never been meant to go to sea in the first place. And after years of gentle cruising along rivers and estuaries the buffeting they took in crossing one of the world's busiest waterways did them no good at all.

In several cases hardening of the arteries led to heart failure — fuel lines clogged by the sludge stirred up from the bottom of tanks caused engines to break down.

The RN ships' divers were among those willing hands that worked overtime to keep the miniature armada more or less intact as it slowly retraced its path of the evacuation of 340,000 British and Allied troops that was truly a victory in defeat.

Many reports commemorating the event have sought to strip some of the gilding from the legend by emphasizing the panic

and the fear and the disillusionment that gripped many of the evacuees.

No-one who saw the frail little procession that stood out against Force 6 winds and a three knot current to do homage to those who failed to return could doubt the spirit of the rescuers that shone through the darkest moment of the Second World War.

During the Whitsun Bank Holiday week-end 3,000 of the men they saved marched through the centre of Dunkirk and attended a service on the beach where once they had waited under fire before wading waist deep out to the boats — now formed in a large semi-circle half a mile off shore.

Wreaths were laid on the sea and at the memorial in Dunkirk cemetery, where over 800 of those who failed to make it home lie buried.

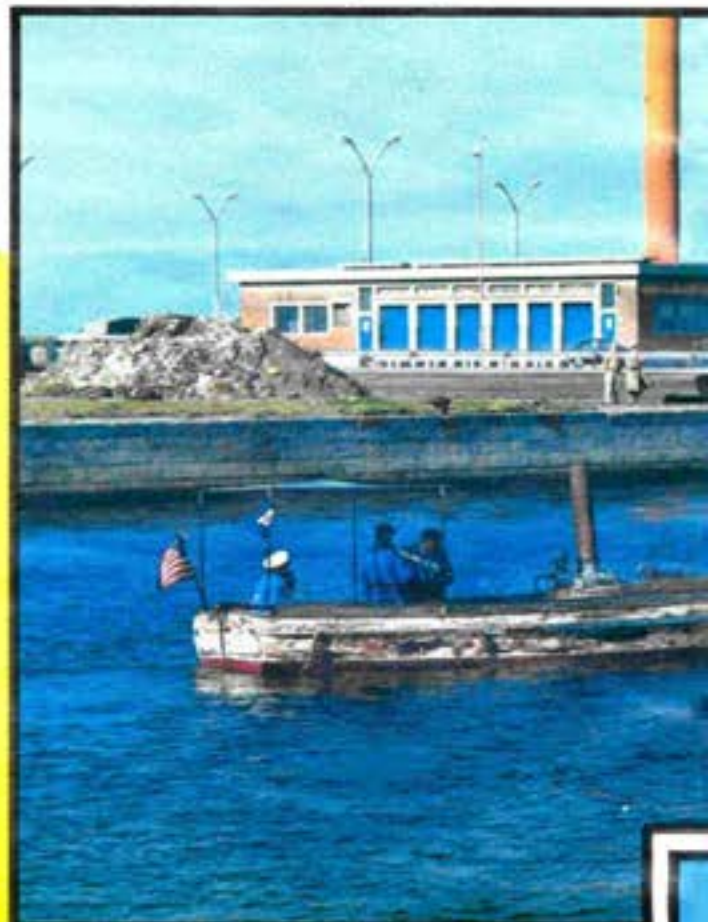
More rough seas

HMS Trumpeter, together with the RNR-manned HMS Pursuer from HMS Sussex at Shoreham, were shortly afterward called to the rescue of another fleet of little ships — yachts that fell foul of rough seas off the Isle of Wight in the round the island race.

They raced to the aid of one, holed and sinking off Dunnose Point and stood by while the air/sea rescue helicopter from Lee-on-Solent winched off nine crew members.

Two more calls took Pursuer to give first aid to injured yachtsmen and finally to tow Solent Clipper, found drifting without a rudder, back to her berth at Cowes.

HMS Alacrity also acted as guardship for the 50th anniversary of the defence of Calais commemoration attended by the Duke of Gloucester.



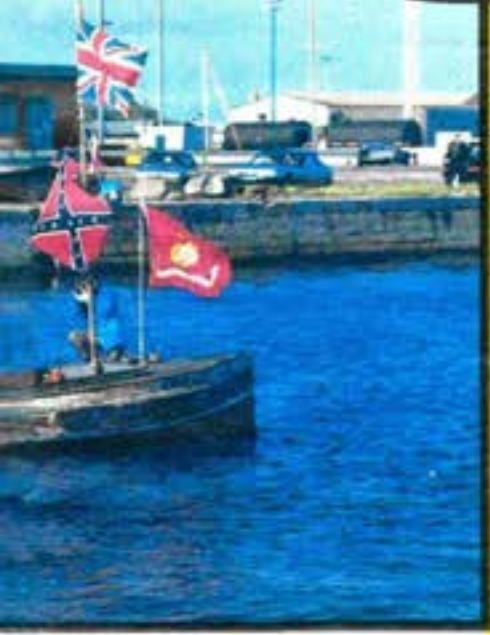
ships, hearts

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NAVY IN NORWAY AND NORMANDY

AS the Narvik battles were commemorated by British, Norwegian, French and Polish veterans, the Type 42 destroyer HMS Nottingham was there to provide a Guard of Honour.

Guest of honour at the ceremonies — which were also attended by Defence Secretary Mr. Tom King (right) and Armed Forces Under Secretary Lord Arran — was the King of Norway.

One of the biggest destroyer actions of World War II, the battles which led to the temporary capture of Narvik in April-June 1940 represented Germany's first serious defeat of World War II.

Most celebrated was the attack in Ofot Fjord led by Captain Bernard Warburton-Lee — who was awarded a posthumous VC — in which the destroyers HMS Hardy, Hotspur, Havock, Hunter and Hostile sank two large German destroyers and damaged five more. Seven merchant ships were also sunk.

Later the battleship HMS Warspite and nine destroyers entered the fjord and sank eight destroyers and a U-boat.

Thick fog

The Nottingham was also invited to represent the Royal Navy at the VE Day anniversary at Rouen.

The chief city of Normandy is also France's fourth largest port and the visit began with a six-hour transit up the River Seine — much of the time in thick fog.

Over 800 locals visited the ship at her berth close to the centre of the picturesque medieval city — and many more watched the ship's company assemble in the main street for the VE Day Parade (below, right).

Pictures by PO(Phot) Brian Bower





Survivors tell their stories

DEREK Hamilton Warner describes some of the trials and tribulations he encountered during *A Steward's Life in the Royal Navy (1943-1961)*. Published by Stockwell, this paperback costs £3.75.

More reminiscences are on offer in *The 13th & 14th Fairmile Flotillas in Burma*, "written and published by those who were there". Primarily written to tell a story which would otherwise be left untold, profits from the paperback's sale will go to the Arakan Coastal Forces Reunion Committee and to the charitable work of the Coastal Forces Veterans' Association.

Copies may be obtained from O. A. Goulden, Quarry House, Stoke Hill, Stoke, Andover, Hants. The price is £11.50 per copy, or £17.50 when Mr. Goulden's first book, *From Trombay to Changi's a Helluva Way*, is purchased at the same time.

EXPLORING THE DARK CONTINENT FOR ITS MYTHICAL INLAND SEA

IT'S HARD to grasp nowadays — when crumpled Coke cans litter the slopes of Everest and an expedition up the Orinoco is liable to pass a Chicken McNugget concession every five miles — that almost without living memory people were able to regard parts of the globe with the same mixture of awe and curiosity that today we can only draw on when contemplating, for example, the Martian canals.

The mystery and excitement of those days is recaptured in *Mountains of the Moors*, the story of the explorers Burton and Speke, who spent much of the 1850s conducting a perilous zig-zag across East Africa in search of an "inland sea",

which they believed provided the source of the Nile.

This expensive, handsome production unflinchingly details the hardships and suffering they went through — ants in the ear, a native spear through the face, blindness, malaria — although literary accounts of the expedition indicate that, if anything the film understates the horrors.

Just as fascinating as their adventures are the characterisations of the two men, both strong, complex personalities, bound to clash sooner or later. In fact their catastrophic falling-out provides the film's last act, a mixture of farce and tragedy.

It's an offbeat, agreeably unfashionable movie which brings to vivid life an intriguing footnote to 19th century history.

History of a peculiarly 20th century kind is at the heart of *Music Box*. An elderly Hungarian who came to America at the end of the

SCREEN SCENE

war, married and raised a family, including a son who served in Vietnam, one day finds the State Department on his doorstep with the news that he has been accused of war crimes and is liable to be extradited back to Hungary to face trial.

Fortunately, the film's British release took place in the very month when the Lords and Commons noisily parted company over the rights and wrongs of this very issue. The drama of the film, as it happens, derives

more from the mystery of whether or not the man is the mass murderer he is alleged to be, rather than from the dilemma of what ought to happen should the answer be that he is (not that it is hard to infer the film makers' position on the matter).

The writer, Joe Esterhaz, previously scripted that memorable thriller, *Jagged Edge*, and in many ways the new film is a re-working of the old. As before, a woman lawyer defends a man who is either a monster or the victim of circumstantial evidence and, again, the script skilfully manipulates the audience's sympathies, now pro and now con, until the pay-off in the final reel.

Jessica Lange as the lawyer and Armin Mueller-Stahl as the old Hungarian are the

stars of this gripping, moving and — as it happens — timely picture.

Look out — here comes *Uncle Buck*. The overweight, boorish slob with a heart of gold whom John Candy first essayed in *Planes, Trains and Automobiles* was obviously too intriguing to drop after only one outing.

The character, barely altered, is recycled in the new picture, and placed in charge of a problem-ridden mess of children whose Mom and Dad have left town to see a conveniently sick relative. The collision between the boundless innocence and goodwill of Uncle Buck and the children's capacity for endless devilry makes for an amusing, entertaining hundred minutes.

— Bob Baker



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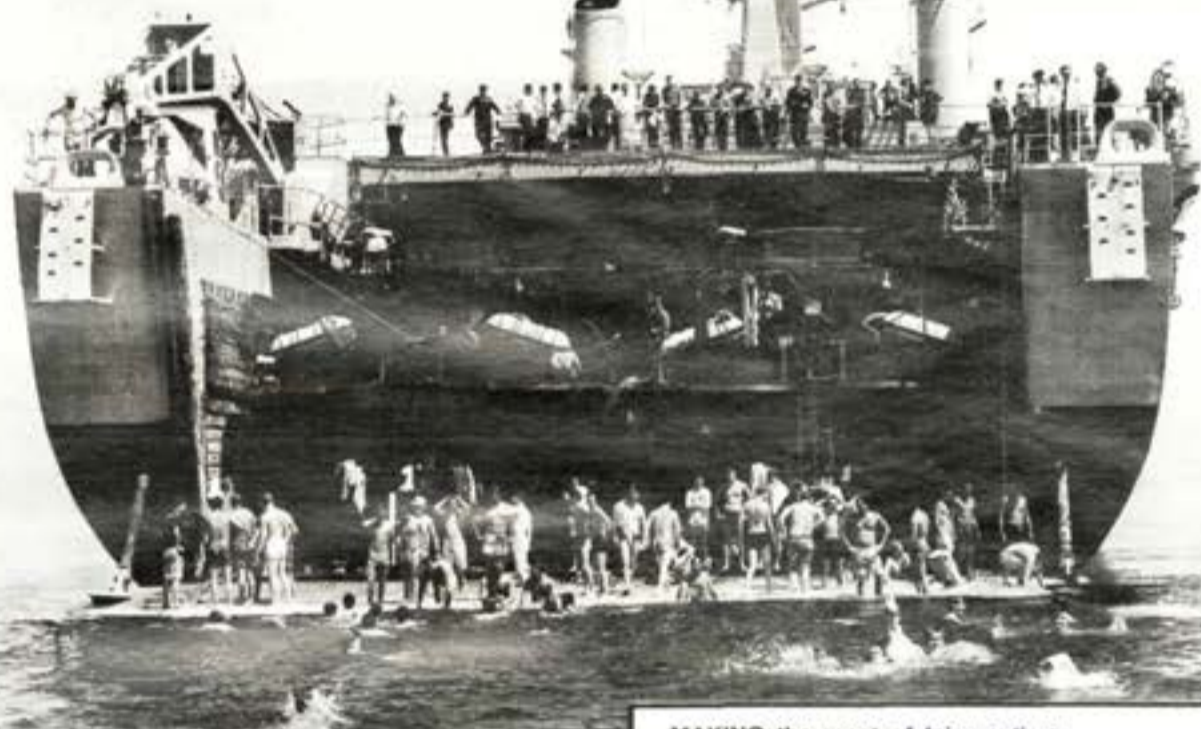
Today the financial advantages of membership comfortably exceed the annual subscription. ARNO offers practical and substantial trade discounts such as a high quality house building and contents insurance scheme at substantial discount and a saving of up to £25 per year on Automobile Association membership, plus legal medical and financial consultations at free or favourable rates.

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Place on the Med



SERVING RN officer, Capt. John Lippiett is the author of *Type 21*, latest of Ian Allen Ltd.'s *Modern Combat Ships* series. Priced £13.95 hardback and illustrated with black and white photographs, it traces the development of the class and gives details of weapons, sensors and machinery.

the raid on St Nazaire. Sketches made while he was serving in various vessels during the Second World War form the basis of Peter Miles *A Gift of Observation*. Forty years on, he has linked the portfolio with a narrative putting the watercolours into context. Published by Buckland Publications, the hardback costs £18.95.

From Horse to Helicopter by John Sutton and John Walker

Books In Brief

Cassell has added three new titles to its Arms and Armour Fotofax series — *Fleet Air Arm 1920-1939*, *British Submarines of World War One* and *US Navy 1942-1943*. Each contains some 90 photos and drawings and is priced £4.95 softback.

The *Destroyer Campbelltown* is the subject of the latest *Anatomy of the Ships* books published by Conway Maritime Press (£18 hardback). Al Ross examines in meticulous detail this ship famed for her role in

traces the transportation of the British Army in war and peace since 1648. It is published by Leo Cooper at £16.99 hardback.

Bernard Ireland offers an informed forecast of things to come in *Sea power 2,000*, published by Cassell's Arms and Armour Press at £14.95 hardback.

All profits from Vic Saunderson's *Plymouth Yesterday-Today* are to be donated to the Cornwall Air Ambulance. As the title implies the softback

MAKING the most of leisure time...

As HMS Intrepid made her way home from Dragonhammer 90 her dock did duty as a ready-made beach on to the warm waters of the Mediterranean.

The exercise landings at Capo Tuelada, Sardinia, in which 40 Cdo RM supported by a Spanish airborne battalion opposed 22 US Marine Expeditionary Unit, had given the ship's company the chance to enjoy the hospitality of a number of NATO units — notably the USS Salpan and the Italian ITS San Marco, both of which provided "an unusual gastronomic experience".

Picture: Joe Mercer

looks back at the city's past through old photographs and then brings the reader up to date with pictures showing how much things have changed. Priced £3.75, it is available from bookshops in the Plymouth/Cornwall areas or from the author at Eastmoor View, 40 Stephens Road, Liskeard, Cornwall PL14 3SX, at the same price.

Lists can be fascinating if they happen to cover your particular subject. Of such specialist interest is John M. Young's *Britain's Sea War: A diary of ship losses 1939-1945*.

This £14.95 hardback published by Patrick Stephens Ltd. looks at the invaluable role

played by the Merchant Navy. It gives a day-by-day account of the movement of those vessels sailing under the Red Ensign, their size, ownership, route and cargo, how they were lost and at what cost.

Careful research also lies behind two new bibliographies. Gower has brought out A. G. S. Enser's *A Subject Bibliography of the Second World War and the Aftermath*, 2nd edition, *Books in English 1975-1978*. And next month Bailey Bros. and Swinfen Ltd. will be publishing Myron J. Smith Jar's *World War II at Sea, A Bibliography of Sources in English, 1974-1989*. They are priced £45 and £30.90 respectively.

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ROYAL DOCKYARD PRIDE OF POMPEY

"The rise and fall of the battleship is in essence the story of the great docks of Portsmouth Royal Dockyard."

So Brian Patterson prefaces *Give 'er a cheer Boys*, latest imprint of its Historical Society, which relies mainly on pictures to tell the tale and thereby cannot help but suggest that today's Naval Base is populated by ghosts.

While the modern Fleet gains immeasurably in firepower, its predecessors clearly surpassed it in majesty and sheer size. Here, in a series of marvellously detailed photographs, we have a graphic reminder of the yard's glory days, when the ships dwarfed the docks, not the other way around, huge crowds gazing up with a mixture of awe and pride as the likes of HMS Iron Duke and King George V slid down the ways.

The sea of faces also recalls the fact that they had a supporting workforce to match in those days. There were 27,000 employed at Portsmouth at the end of the First World War — nearly ten times the number left when the Fleet Maintenance and Repair Organisation took over in 1984.

The last of the leviathans launched there, HMS Sovereign in 1915, entered the water only ten years after the revolutionary all-big gun Dreadnought. But there had earlier been a huge expansion of the facilities that were to give so many of them a home over the next half century and Patterson's study is chiefly concerned with the great building programmes of 1830-1914.

Most interesting of all, perhaps, is "the plan that failed". In 1861 — the year HMS Warrior was launched — serious consideration was given to a scheme to build two huge basins out from the Gosport shore between Blockhouse and Monkton in a triangle reaching a point nearly due south of Southsea Castle.

In the event, there were serious doubts over the reaction of the tide and its effect on the rest of the harbour and nothing came of it.

Meanwhile the vast excavations further up harbour were spread over many years as the new classes of battleship outgrew the docks. Not only did HMS Dreadnought make the

rest of the Fleet obsolete, she also rendered most of its accommodation obsolete.

And so the last of the great docks of Portsmouth were built — and Dreadnought herself was launched there on 2 February 1906, just 130 days after her keel was laid. She was completed by the end of the year — a speed for building a major warship that has never been surpassed.

"Give 'er a cheer Boys" is available from The Portsmouth Dockyard Historical Society at £2.50 (£3.25 pp), to whom cheques should be made out. Order from Mr D. J. Welch, 15 Brecon Ave, East Cosham, Portsmouth, PO6 2AN.

— JFA

Right: HMS Iron Duke was launched on October 12 1912 by Lady the Duchess of Wellington and 60,000 people attended.



At Your Leisure



PICKING OVER BATTLEFIELDS

Gleanings from Gallipoli and Kiel

THERE is something uncomfortably intrusive about battlefield tours, whether conducted on foot or in print.

When the guide is as young as Nigel Steel, 28-year-old denizen of the Department of Documents at the Imperial War Museum, the satisfaction to be found in examining old bones, seems gloriously laid to rest, seems all the more puzzling.

The Battlefields of Gallipoli — Then and Now (Leo Cooper, £14.95) is nevertheless the first of its kind. Only recently have the Turkish authorities allowed tourism to be developed on the beautiful peninsula which is sadly better remembered as the

stinking mire of decomposition and dysentery it became 75 years ago.

And the author's attitude to his subject is curiously dated, recalling the romantic ideals of Rupert Brooke — who died on his way to the landings of 25 April — rather than the realism of the opposite camp of poets who saw nothing glorious in the futility of the mass assaults.

Paradoxically, this goes some way to excuse him — for he does not dwell overlong on details of topography that often make studies of this type so clinical.

Though the human detail he has carefully picked out of the jottings of the participants is often peppered with the language of Boy's Own Paper heroes that jars on modern ears, together with literary musings on the nearby shores of Troy, there is enough hard fact to temper the whole into a single blade of truth.

Thus we have Lockyer, the captain of HMS Implacable, who was "top-hole" in taking his ship "right in along with our boats till the anchor dragged" and gave covering fire for the Royal Fusiliers in "a salutary reminder of what might have been done at other beaches had conditions allowed."

But while for some the distant views of Samothrace from where "the Greek god Poseidon was supposed to have watched the Trojan War" and the sunsets which made "the sea a lake of gold and the sky a lake of fire" were among "the things which made Gallipoli bearable", others only saw the immediacy of death.

The old collier River Clyde, conceived as a kind of Trojan horse by Commander E. Unwin, VC, to try to put 2,000 men ashore on V beach — with tragic result — is the only landmark missing from the scene at Sedd el Bahr today.

Steel laments — along with Compton Mackenzie — that she was not left there to "rust away in red flakes and like the blood of the men she carried be mingled at last with the sea." (Incredibly, she survived a massive shelling, was towed off

and repaired at Malta and was still tramping the Mediterranean with cargoes of coal in the 1950s).

This is surely carrying sentiment too far — but very recently "behind the beaches there have been worse changes."

"It used to be quiet and dignified there... Today V Beach is used for leisure. In the centre the Mocamp Motel stands squarely opposite the point the River Clyde ran aground. It is a drab building cast in the common concrete style... Behind it, flowing down the arid slopes like streams of disfiguring lava, the new and multiplying houses of the village creep steadily on towards the shore..."

It is remarkable how the morale of the combatants on either side could survive through four years of campaigns like this — when the losses sustained by the victors often exceeded those of the defeated.

Yet in October 1918, as Richard Garrett points out in *The Final Betrayal* (Buchan and Enright, £14.95) it was the German sailors, not the soldiers, who brought matters to an end.

Since the personnel of the High Seas Fleet's surface ships had spent most of the two years after Jutland languishing in barracks mutiny was perhaps inevitable. German warships, unlike their British counterparts which were designed to police the Empire, were allocated the minimum of space for accommodation.

It is not their betrayal that is the subject here, however, but that of the politicians who failed to make 1914-18 "the war that will end war" (the words came from H. G. Wells, not Wilson or Lloyd George or any of the "innumerable statesmen" to whom they have been attributed).

This is a well-worn theme and unfortunately Garrett does not succeed in tying all the events of the Armistice and afterward into a single thesis. He has an irritating tendency to restate the obvious and familiar — and worse still to explain it.

He provides a good deal of fascinating anecdote, though —

Great ships of the Great War

TWO encyclopedias now available together provide a definitive guide to the warships of the First World War.

Volume One of Erich Groner's *German Warships 1815-1945* (Conway Maritime Press £30), appearing for the first time in a revised English translation, covers major surface vessels.

It is essentially a continuation of Groner's earlier 1815-1936 catalogue and has been brought up to date by Dieter Jung and Martin Maas — but with the loss of so much of the German naval archive at the end of World War II and the hopeless jumble of what was left it is bound to remain, they confess, "a mosaic assembled from scraps".

Its chief value still lies in the clarity of the standard scale drawings — an advantage which the re-release of *Jane's Fighting Ships of World War I* (Studio Editions, £14.95) lacks, relying instead on the reproduction of original photographs, many of which are now of poor

quality.

Since no others are available, they have been included for the sake of completeness — and compiler John Moore has supplemented the original 1919 material by extracting significant entries from the 1914 edition of *Jane's Fighting Ships*, which remains, as he says, "of enormous value in that it shows the diversity of naval thought, design and application which had taken place in Jane's lifetime."

Had Jane survived into the inter-war years — when naval officers and politicians alike were laggardly in appreciating the lessons of 1914-18, unrealistically calling for submarines to be outlawed and classing aircraft carriers as mere auxiliaries — his comments, Moore concludes, "would have been of the greatest interest."

— JFA

FIRST TIME AND TIDE

ADLARD Coles has published two paperbacks of interest to the sailing fraternity — and those keen to join it. Alan Watts' *Sailing Off the Beach* is a pocket companion for dinghy and board sailors, giving facts about wind, weather and sailing conditions off coasts and inland waters.

Part 2 of the book, which costs £7.99, is a guide to winds on all the coasts of Europe and the Mediterranean; very useful in choosing the right holiday destination.

David Nicolle's *First Time Crew* is subtitled "Everything you ever wanted to know but never dared ask the skipper" and it aims to allay the fears of novice sailors. An excellent survival guide, it covers the essentials painlessly and costs £6.95.

"Now give me a cup of real good English tea" were allegedly the Kaiser's first words when he began his exile in Holland.

The scuttling of the German Fleet at Scapa Flow is treated with sympathy but after exploring at length such phenomena as the influenza epidemic that have no real bearing on the issues at hand the author himself admits his difficulty in reaching a conclusion — and then does it rather well.

He notes that the post-war popular heroes of fiction — Sapper's Bulldog Drummond, Dornford Yates' Berry and John Buchan's Richard Hannay — all returned to lives of comfort and privilege and this "was more than could be said of many of their wartime comrades."

After the Second World War James Bond carried the myth into realms of fantasy more fantastic still — and beguiled yet another generation. — JFA

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Notice Board

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in June:

OPERATIONS BRANCH (SEAMAN BRANCH)
To CPO(OPSR) — S. J. Woodhouse (Amazon).
To CPO(D) — A. Steadman (Det. Exp Ord Sch).

COMMUNICATIONS GROUP
To CCY — S. A. Cahill (Mercury).
To CRS — B. I. Thomson (Ralegh), T. A. Blyth (COMCEN Whitehall), M. T. Davis (ROCKAWANT Portugal).
To CCT — D. W. Coleman (Exchange USA), M. P. Metcalfe (SCU Leyden), K. W. Wilkinson (GCHO Cheltenham).

MARINE ENGINEERING
To CMEM(L) — D. Hutson (RNR Mersey).
To CMEM(M) — R. F. Stothard (Interp), G. S. Bulley (Portsmouth NB).

SUPPLY AND SECRETARIAT
To CPOCK — J. R. Cockcroft (Ralegh Albatross).
To CPOST — J. Willard (Alacrity).
To CPOMA — R. N. Cain (Ralegh), W. A. Dixon (RM Schl Music).

SUBMARINE SERVICE
To CPO(COXX)(SM) — A. M. Rainey (Supert).
To CPO(OPSR)(SM) — M. E. Mullins (Spartan).
To CMEM(L)(SM) — W. F. Hearn (Neptune NT).
To CPOSA(SM) — A. J. Harbison (Neptune).

FLEET AIR ARM
To CPOA(MET) — J. E. S. Simpson (Culdrose BDN).
To CAEM(R) — G. R. Urwin (RNAS Portland).

WRNS BRANCHES
To CWREN(OPSR) — A. M. Duggan (Dryad).
To CWREN DSA — L. C. Wharton (Neptune).

CHIEF PETTY OFFICER ARTIFICER
HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in April and May:

CPOMEA — D. Angus (Defiance FMB), D. A. Bower (Glasgow), W. M. Clancy (Newcastle), E. G. Crawford (Revenge Port), P. A. Gooch (Sultan), M. C. Harris (Charybdis), S. L. Hudson (Swiftsure), S. C. Pass (Sultan), G. A. Rawlings (Defiance FMB), S. L. Rodgers (Sultan), C. J. Rule (Defiance FMB), M. Sharpe (Warspite), R. A. West (Bristol).
CPOEAL(L) — A. Holmes (Illustrator), C. J. Moody (Ariadne).
ACPOEA — K. N. Bower (Neptune NT), G. K. Campbell (Sovereign), M. E. Churchill (Boxer), B. Dawson (Sultan), A. M. Flower (Boxer), D. R. Fox (New Charybdis), G. J. Gooch (Torban), M. R. Hancock (Brave), M. A. Liddle (ACDS Cls), P. M. McGann (Churchill), J. J. Redfern (Renown Sbd), J. P. Royan (Sovereign).
CPOAEA(W/L) — R. C. Sowers (819 Sqn).
CPOAEA(M) — N. W. MacArthur (820 Sqn).

CPOAEA(R) — D. L. Berry (820 Sqn), F. B. N. Cropper (814 Sqn), T. J. O'Connor (849 Sqn A Ft).

CPOEA — B. P. Andrews (Portsmouth NB), J. Ball (MOD DGUW Portland), I. G. Carr (Collingwood), H. M. Doyle (Renown Port), R. J. Flanagan (Neptune NT), L. D. Platt (Norfolk), A. F. Merzies (CFM Rosyth), C. R. Pratt (Collingwood), J. N. Pyne (Sceptre), D. M. Thompson (Ark Royal), W. G. Wiseman (Resolution Port).

ACPOEA — S. A. Cameron (Captain SM2), M. Church (Revenge Port), M. Bogg (CWTA Portsmouth), D. Fattison (Brave).

ACTING CHARGE CHIEF ARTIFICER
Authority was issued by HMS Centurion in May for the following ratings to be promoted to acting charge chief artificer:

To ACCWEA — W. J. McKevitt (CWTA Portsmouth), N. J. G. Hodges (Collingwood), N. P. Cowper (Cdre Minor War V), K. C. Askey (Collingwood), G. O. Jones (Defiance FMB), D. A. Connors (Collingwood), M. C. Somell (Collingwood), E. I. Hudson (Defiance FMB), F. G. Horabin (Portsmouth NB), S. A. Revell (Defiance FMB), M. J. Taylor (Hermione), P. A. Richardson (Portsmouth NB), P. Bennett (Collingwood), M. E. Pickles (Ft Eng Whale Island), J. P. Wilson (Oracle), R. J. R. Scanlon (Renown Sbd), M. J. Russell (Neptune SM10), D. R. Hodges (Dolphin SMMU), K. E. Newman (Neptune SM10), M. J. Cole (MOD DGSM Portland), W. D. Hetherington (Defiance SMMU), R. W. Beach (Neptune SM10).

Awards

AMONG awards recently announced in recognition of distinguished service in Northern Ireland were:
BEM: SGT M. E. J. Down, RM, Mentioned in Despatches; SGT N. L. Davies, RM.

Deaths

M. G. Berry, Acting Sub-Lieut, May 11. D. P. J. Bingham, POWEM(R), HMS York, May 31.
G. R. N. Lunde, MEM1, HMS Superb, June 7.
I. Walker, NA, RN Hospital Haster, June 7.
M. Wicks, PO(S), HMS Ralegh, June 8.
R. Johns, Lieut-Cdr, HMS Dryad, June 9.
R. H. Ashover, Ex-CPO, Served 1927-49, including HM Ships Renown, Warspite and Anson, Aged 86.
J. Broadhead, Ex-OM, Ships included HMS Bicester, Second World War.
D. R. Williams, BEM, Ex-CPOMech 1, Served 1951-90, including HM ships HMS Eagle, Ark Royal, Ariadne and Plymouth.
G. Dowle, RN Patrol Service Second World War.
M. G. Duncan, Ex-SAR Aircrew Diver, Service included RN air station Lossiemouth, Died in Canada, aged 40.
P. T. Aitrib, Ex-CPOCKN, Cumbrina.
L. A. Page, Lieut(Eng), RNVR (ret), Served in HM ships Largs and Eskimo, and LCTs.
E. J. Hayes, Ex-CYS, Served 24 years, including HM ships Warspite, Revenge and Vanguard, and HM submarines Porpoise and Seahorse. Later harbourmaster at Glasgow, the port for Lancaster, Aged 77.

Appointments

SURG Rear-Admiral D. A. Lammiman is to become Medical Director General (Naval) from October 1 in succession to Surg. Vice-Admiral Sir Godfrey Milton-Thompson. He also becomes Deputy Surgeon (Health Services) from October 1, and Deputy Surgeon General (Ops and Plans) from January 1.

Succeeding Rear-Admiral Lammiman as Surgeon Rear-Admiral (Support Medical Services) will be Surg. Capt. F. St. C. Godden. He takes up the appointment at RN Hospital Haster in September in the rank of surgeon rear-admiral.
Rear-Admiral D. M. Pulverball, until recently Director General Aircraft (Naval), has become Director General Procurement and Support Organisation (Naval).
Other appointments recently announced include:
Capt. P. Branscombe, Cornwall in command, Oct. 15.
Capt. B. J. Adams, Captain Naval Drafting, Sept. 21.
Lieut-Cdr S. C. Ramn, Turbulent in command, August 20.
Lieut. G. A. Mackay, Brinon in command, August 3.
Lieut. B. H. G. Falk, Sandpiper in command, Oct. 9.

Honours

ROYAL NAVY awards in the 1990 Birthday Honours List included the following:
KCS — Vice-Admiral K. J. Eaton, Vice-Admiral B. N. Wilson.
CB — Rear-Admiral H. M. Balfour, Surg. Rear-Admiral (D) D. A. Coppock, Rear-Admiral D. M. Pulverball.
CBE — Capt. J. W. G. Bench, Surg. Capt. R. J. Carmichael, Capt. I. P. Somerville.
OBE — Cdr. J. A. Bolger, Capt. J. R. J. Carey, RFA, Surg. Cdr. R. N. Curt, RNR, Cdr. G. D. Ferbrache, Cdr. G. L. D. W. Gough, Cdr. C. R. Hurrey, Cdr. A. P. E. Ling, Cdr. J. Manley, Col. S. J. Pack, RM, Cdr. C. A. M. Parrish, Col. A. W. V. Thomson.
MBE — WO2 B. G. Burgess, RM, Lieut-Cdr C. M. Carleton, Lieut-Cdr J. E. Christie, Lieut. T. F. Elliott, Lieut-Cdr T. A. Gatehouse, Lieut-Cdr D. Goodman, Lieut-Cdr M. J. Harwood, Lieut-Cdr S. M. Henley, Lieut-Cdr B. Higginson, Third Officer M. K. Jackson, RFA, WO2 S. E. Lloyd, RM, WO L. J. Phillips, Lieut-Cdr D. F. Rust, Lieut-Cdr R. F. Sanders, Lieut-Cdr J. M. Sellers, WO J. C. T. Shaw, WO1 D. M. Spolary, Lieut. K. W. Stanbury, Lieut-Cdr C. P. Wren.
Bar to BEM — CAEM(L) P. A. Moncaster, BEM — CCMEA(L) J. E. Baichin, CPOEA G. Bowden, CWEM(R) N. A. Butler, CMEM(M) G. O. Caven, CPOSA D. W. T. Court, LSTO G. R. Hamilton, CPOACM G. A. King, CPOAEA(R) J. G. Kosak, CPOCASA(C) C. B. J. Lancombe, CSO G. T. McDougall, RM, CPO(OPSR) R. N. R. Meades, CDS W. Muldrew, CWENREG K. E. Rickert, WRNR, Musc. T. Rowlinson, RM, APO (SEA) A. Stewart, CPOMA A. White.
Royal Red Cross: ARRC — Superintending Nursing Officer U. M. Winfield, OARNS.
AFC — Lieut-Cdr E. A. McNeil.
Queen's Commendation for Valuable Service in the Air — Lieut-Cdr M. M. D. Mason, Lieut-Cdr N. J. North, Lieut-Cdr R. N. Wan.
LVO — Cdr. A. L. Chilton.
RVM (Silver) — POMEM(M) L. R. Green.

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 as at 1 June, 1990. Intermediaries (int) indicates that personnel 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 personnel are advanced in 'basic date' order. Dates shown against 'int' rosters are the basic dates of the top eligible personnel.
The number following the points (or basic dates) is the number of men who were advanced during May.

PO(EW)(RS/W) — int (17.3.89), 2; **LS(EW)(LRD/W)** — Dry, Nil; **PO(M)** — int (29.9.89), Nil; **LS(M)** — int (9.6.89), 3; **PO(R)** — int (11.12.87), 2; **LS(R)** — Dry, 3; **PO(S)** — Dry, 2; **LS(S)** — int (16.3.90), 10; **PO(D)** — int (29.9.89), Nil; **LS(D)** — 87, 2; **PO(MW)** — int (16.3.90), 3; **LS(MW)** — Dry, 1; **PO(SR)** — int (9.6.89), Nil; **LS(SR)** — int (9.6.89), Nil; **PO(SEA)** — int (9.12.88), 4; **CY** — 136, 4; **LRO(T)** — int (6.12.88), 8; **RS** — int (8.12.87), 6; **LRO(D)** — int (26.9.89), 10; **POPT** — 507, Nil; **RPO** — int (9.3.86), 3; **POMEM(L)(GS)** — int (25.4.89), 1; **LMEM(L)(GS)** — int (19.11.88), 4; **POMEM(M)(GS)** — 69, 10; **LMEM(M)(GS)** — int (7.12.87), 14; **POMEM(O)(GS)** — int (5.9.89), Nil; **LWEM(O)(GS)** — int (18.3.89), Nil; **POMEM(R)(GS)** — int (7.11.89), 1; **LWEM(R)(GS)** — Dry, 10; **POCA** — int (22.5.89), 2; **POCK(O)** — 138, 2; **LCK(O)** — int (18.10.88), 7; **POSA(S)** — 303, Nil; **LSA(S)** — int (23.2.89), 6; **POWTR(S)** — int (8.11.89), 10; **LWTR(S)** — Dry, 7; **POMA** — 285, 2; **LMA** — int (13.3.90), 6; **PO(SM)** — Dry, 2; **LS(SM)** — int (8.7.88), 1; **PO(TS)(SM)** — Dry, 3; **LS(TS)(SM)** — Dry, 2; **RS(SM)** — int (22.3.88), 2; **LRO(SM)** — int (14.3.89), 2; **POMEM(L)(SM)** — 283, 2; **LMEM(L)(SM)** — int (12.4.88), 8; **POMEM(M)(SM)** — 545, Nil; **LMEM(M)(SM)** — 283, Nil; **POMEM(O)(SM)** — int (3.5.88), Nil; **LWEM(O)(SM)** — int (8.6.88), Nil; **POMEM(R)(SM)** — int (6.3.90), Nil; **LWEM(R)(SM)** — int (19.2.88), Nil.

PO(UW)(SM) — Dry, Nil; **POSA(SM)** — int (12.4.88), Nil; **LSA(SM)** — Dry, 1; **POWTR(SM)** — int (16.8.88), Nil; **LWTR(SM)** — Dry, Nil; **POCK(SM)** — Dry, Nil; **LCK(SM)** — 359, Nil; **POSTD(SM)** — int (20.10.88), Nil; **LSTD(SM)** — 142, 1.
PO(AH) — 348, Nil; **LA(AH)** — 553, Nil; **POA(METOC)** — 523, Nil; **LA(METOC)** — int (15.5.89), Nil; **POA(PHOT)** — 920, 3; **POA(SE)** — 201, Nil; **LA(SE)** — int (25.2.88), 4; **POACM** — 482, Nil; **POAEM(M)** — int (3.3.88), 4; **LAEM(M)** — 368, 16; **POAEM(R)** — int (30.6.88), Nil; **LAEM(R)** — 476, Nil; **POAEM(WL)** — 86, Nil; **LAEM(WL)** — 476, Nil; **POAC** — Dry, 2.
POWEN(R) — 167, 1; **LWEN(R)** — 86, 2; **POWEN(RS)** — int (8.12.87), Nil; **LWEN(RS)** — 99, 5; **POWEN(RT)** — 139, Nil; **RPOWEN** — int (8.11.88), Nil; **POWENCK** — 204, Nil; **LWENCK** — int (13.10.88), Nil; **LWENCKST** — 360, Nil; **LWENCKST** — 353, Nil; **POWENSA** — 213, Nil; **LWENSA** — int (13.11.88), Nil; **POWENWTR** — int (28.10.88), Nil; **LWENWTR** — Dry, 6; **POWENWTR(O)** — int (13.10.88), Nil; **LWENWTR(O)** — Dry, Nil; **POWENMETOC** — int (11.1.89), Nil; **LWENMETOC** — int (17.6.88), Nil; **POWENPHOT** — 586, Nil.
POWENAE(M) — 368, Nil; **LWENAE(M)** — 638, Nil; **POWENAE(R)** — Dry, Nil; **LWENAE(R)** — int (7.7.89), Nil; **POWENAE(WL)** — int (9.3.89), Nil; **LWENAE(WL)** — int (29.9.88), Nil; **POWNETS** — int (16.9.88), Nil; **LWNETS** — int (3.11.88), Nil; **LWNETEL** — 760, Nil; **POWENWA** — int (21.6.88), Nil; **LWENWA** — int (11.1.89), 1; **POWENHYD** — 240, Nil; **POWENOSA** — int (11.1.89), Nil; **LWENOSA** — 107, Nil; **POENIG** — 795, Nil; **LENIG** — int (21.6.88), 2; **PORGN** — Dry, 1; **LMA(G)** — Dry, 1.
The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.
POWEN QA — Dry, Nil; **POWEN MT** — 458, Nil; **LWEN MT** — 438, Nil; **POWEN TEL** — 791, Nil.

Pen Friends

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.
Julie (15), Sutton, Surrey, Lindsey (38), Bedworth, Works, Clary (25), 5t, 8t, Cheltenham, Glos, Pamela (19), Mossley, Lancs, Carol (29), Lincoln, Marian (22), 5t, 6t, Burgess Hill, Sussex, Anita (37), 5t, 6t, Battersea, London, Tricia (24), Upper Norwood, London, Tracy (23), 5t, 3t, Doncaster, Yorks, Rosemary (38), 5t, 4t, Southampton, Merseyside.
Martine (20), Cwmbran, Gwent, Jean (48), Wanstead, London, Sue (38), 5t, 9t, Walthamston, London, Wendy (25), 9t, Portsmouth, Judy (21), 5t, 2t, Theme, Yorks, Mans (25), 5t, 3t, St Austell, Cornwall, Patricia (34), Winchester, Hants, Samantha (21), Epsom, Surrey, Aline (19), 5t, 4t, Oidham, Lancs, Sandra (39), 5t, 4t, Southampton.
Valerie (40), 5t, 1t, Kensington, London, Janet (19), 5t, 4t, Dagenham, Essex, Lorraine (20), 5t, 5t, Ormskirk, Lancs, Lynda (22), 5t, 4t, Birmingham, Bridgette (23), Oidham, Lancs, Beverley (29), 5t, 10t, Peterborough, Karen (31), 5t, 2t, Halesowen, W. Midlands, Gayle (25), 5t, 1t, Walsham-stow, London, Hazel (22), Canterbury, Kent, Julie (34), 5t, 4t, Portsmouth.
Danielle (23), 5t, 8t, Plymouth, Devon, Marian (42), Burton Latimer, Northants, Carol (31), Oakley, Dundermine, Lyme (35), Fareham, Hants, Carol (24), 5t, 1t, Birmingham, Karen (28), Acton, London, Julie (19), Horley, Surrey, Annette (29), 5t, 1t, Watford, Herts, Kim (28), 5t, 6t, Gosport, Hants, Tracy (20), Tonyrefail, Mid Glam.
Sandra (26), 5t, 2t, Hartlepool, Cleveland, Joan (60), 5t, 8t, Romford, Essex, Donna (17), Rotherham, Yorks, Anne (16), Wolverhampton, Brenda (49), Fareham, Hants, Angela (32), 5t, 4t, Bayswater, London, Catherine (22), 5t, 4t, Birkenhead, Merseyside, Anouska (19), 5t, 6t, Plymouth, Devon, Linda (38), 5t, 1t, Norwich, Fiona (24), Greenhill, East Kilbride, Caroline (30), 5t, 10t, Nottingham, Luise (15), Bishop Auckland, Co. Durham, Sandra (35), 5t, 9t, Chalfont St Giles, Bucks, Miss P. (25), 5t, 5t, Plymouth, Devon, Karen (18), 5t, 2t, Coltrbridge, Lancashire, Lee (28), 5t, 1t, Gosport, Hants, Aileen (24), 5t, 4t, Spondon, Derby, Mary (34), 5t, 5t, Bathnal Green, London, Debbie (25), Gosport, Hants, Rachel (18), 5t, 4t, Portsmouth, Hants, Maureen (45), Worsling, Sussex.
Mandy (18), Rhondda, Mid Glam, Alison (28), Woking, Surrey, Louise (26), 5t, 1t, Brighton, Sussex, Paula (19), 5t, 6t, Brighton, Sussex.

Swap Drafts

LCK A. Harrison, HMS Active, Will swap for any ship, anywhere but preferably not Type 23.
LS(SEA) Jacks, HMS Nottingham, retiring Portsmouth, Will swap for any Type 22, stretched 42, or carrier, deploying or not.
POWEM(O) Pimen, HMS Penelope, drafted Portsmouth NB Sept, 1990. Will swap for any Devonport shore base or refit ship.
ALS(R) G. Hunter, 30 Mess, HMS Bristol, drafted HMS Nottingham, retiring until Aug. Will swap for any shore base, Scotland, preferably HMS Cochrane.
MEM(M) I. Turner, 3 Echo Mess, HMS Active, deploying Nov. Will consider any Plymouth or Portsmouth ship not deploying.
WRENWTR Johns, HMS Neptune, ext 575(day) or 674(night). Will swap for any Portsmouth draft, preferably HMS Dolphin.
WEM(O) R. P. James, 3rd Mess, HMS Brazen, deploying Sept. Will swap for any Plymouth or Portsmouth ship not deploying between Aug and June 1991.
MEM(M)1 Reaney, (Scale B) HMS Kent, Will swap for any seagoing ship.
POCK N. J. Wilkinson, FOF 3 Residence, Portsmouth, drafted HMS Osprey, July. Will swap for any Portsmouth shore base.
ABR(O) Osborne, drafted HMS Broadwater, Will swap for any Portsmouth ship. Contact ext 3483 or 3648.
ABR(J) Ryder, ADAWS trained, 3D Mess, HMS Bristol, Will swap for Portsmouth ship in refit or not deploying.
CPOAEA(J) Isaac, HMS Invincible, drafted HMS Daedalus (AES), Oct. Will swap for any Yeovilton/Portland second line billet.
LRO(T) M. Hanlon, FOF3 (Sea), Fort Southwick, ext 267. Will swap for any draft, Scotland.
PO(R) Lang, ADAWS Section, HMS Dryad, ext 4373, drafted HMS Edinburgh, Rosyth, Nov. Will swap for any Portsmouth ADAWS ship seagoing.
WRENDSA N. O'Sullivan, Wrens Quarters, HMS Rooke, Gibraltar, BFFO52. Will swap for any Devonport draft, but anything considered.
LS(MW) Stevenson, HMS Nelson, tel Gunwharf ext 24811, drafted HMS Sandown, Dec. Will swap for Rosyth Hunt class.
RO(H) Hume, 3D Mess, HMS Cardiff, Will swap for any Rosyth ship.
LRO(O) Gray, HMS Soberton, Will swap for any seagoing ship.
POAEA(WL) Merril, AMG, RNAS Yeovilton, ext 5316, drafted HMS Neptune, Faslane, Oct. Will swap for any Portland/Yeovilton draft.
WEM(R)1 Ayr, J/Rs Mess, HMS Inskip, ext 26. Will swap for any Devonport shore base, Portsmouth considered.
LWENRO F. Bryan, RNAS Culdrose, Will swap for any Northwood billet. Telephone Culdrose, ext 2159.
MEM(M)2 Lucken, CFM Rosyth, HMS Cochrane, drafted HMS Liverpool, Will swap for any Portsmouth ship, deploying or not.
ALMEM(M) Holmes, LRO(C)111 Faraday Block, HMS Sutan, drafted HMS Ark Royal, Sept. Will swap for any Plymouth ship. Telephone HMS Sutan ext. 2518.
WRENWTR D. Thompson, drafted HMS Cochrane, Sept. Will swap for any Devonport or Portsmouth billet. Telephone HMS Dryad ext 4260.

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FIFTY YEARS ON
A look-back at the wartime operations of the Royal Navy, half a century ago this month:

FRANCE had fallen, Britain stood alone and prepared to repel invasion. Heavy air raids started, concentrating on our southern ports and coastal convoys.
Action was taken to ensure the French Fleet did not fall into enemy hands. Principal naval events were:
1: HM corvette *Gladious* and RAAF Sunderland sank U5.
2: Swordfish of 812 Squadron attacked concentration of invasion barges at Rotterdam.
3: Force H (HM ships *Hood*, *Valiant* and *Resolution*) bombarded French Squadron in Mers el Kébir.
4: Air attack on Portland, leading Seaman Jack Mandle, HMS *Foyebank*, subsequently awarded VC.
5: Swordfish of 813 Squadron (HMS *Eagle*) sank Italian destroyer and merchant ship in Tobruk.
6: Motor boat from HMS *Hermes* and *Swordfish* of 814 Squadron attacked French battleship *Richelieu* in Dakar.
7: Mediterranean Fleet in inconclusive action with Italian fleet off Calabria.
8: HMS *Imogen* sunk in collision with HMS *Glasgow* in fog in Pentland Firth.
9: HMS *Sydney* and five destroyers of 2nd Destroyer Flotilla sank Italian cruiser and damaged another off Cape Spada.
10: HMS *Brazen* sunk in air attack off Dover; *Swordfish* of 834 Squadron (HMS *Eagle*) sank two Italian destroyers in Tobruk.
11: HMS submarine *Thames* sunk by mine off Stavanger.
12: Air attacks sank HMS *Codrington* off Dover and HMS *Wren* off Aalburgh.
13: HMS *Delight* detected off Portland by German shore radar in France and then sunk in air attack.
14: HMS submarine *Narwhal* sunk by aircraft off Kristiansand.
Taken from *The Royal Navy Day by Day*.



Conference reports fall in membership

PRESENTING the national council's annual report to delegates at the 1990 RNA conference, at Portsmouth on June 16, the chairman, Shipmate Tom Davies, said a drop in membership of 2,050 in the past year was a matter of grave concern. This left the association's present total membership at 47,545 — despite the commission of 11 new branches.

While some of the loss was attributed to the withdrawal of the Deeside club from the association, the report stressed the need for a greater emphasis on getting the association's message across to RN personnel, serving and ex-serving.

An excess of income over expenditure of £6,035 in the association's finances in the past year was less than expected, the report stated. This was due to loss in membership and to the

fact that the number of over-age members claiming not to pay subscription had risen to 7,794, resulting in a loss of income of £27,279.

The report went on to praise the response by RNA branches to the 1989/90 Central Charities appeal which had raised £8,000 for the Forces Help Society towards the furnishing of a McKay VC bungalow. In addition branches raised in excess of £53,000 for the Royal Mar-

ines School of Music Relief Fund.

There was praise too for the response, at branch level, to the new system of collecting subscriptions, introduced on Jan 1, 1989. During the first ten weeks in operation it yielded £64,348 to headquarters and had risen to £91,353 during the same period this year.

● More conference news in our August edition.



Abell is willing

SHIPMATE Jack Abell is pictured being "piped aboard" by fellow branch members Pete Shaw, George King and Walter Hurst on his election as chairman of Mansfield District Council.

Cdr. Abell, a member of the Mansfield and District branch, was also present at a concert given by the band of Her Majesty's Royal Marines (C-in-C, Fleet).

The generous profits made on the night will go to naval charities, including another donation to the RM School of Music Relief Fund, making a total from the branch of £720.

The principal guest was Cdr. Dickie Dyer RN (retd.), former captain of the wartime destroyer HMS Icarus.

Mansfield adopted the ship during the war and the concert heralded the start of the Icarus annual reunion held jointly by the district council and the RNA.

Picture: Mansfield Chad

Standards on parade at Abergwaun march

A PARADE was held to mark the dedication of the Abergwaun standard in St Peter's Church, Goodwick, on May 13. The marchers, 300 strong and displaying 28 standards, led by the national standard, paraded through the town to music by the Pembroke Marching Band.

The service was conducted by the Rev. David Edwards, the branch padre, and the lesson was read by Capt. John Kydd RN (retd.) who took the salute at the march past.

The 14th anniversary dinner of Poole branch was a happy occasion, helped by the presence of guest of honour, Shipmate CPO Charles H. Thompson, No 4 Area chairman, who now totals over 40 years' service in the navy.

Members of the branch travelled to Cherbourg on June 8 as guests of their "oppos", the French Naval Association. During a hectic week-end they attended a dinner-dance at the French Naval Officers' Club and an outing for lunch to the Pegasus Bridge Hotel, the first bit of France liberated on D-Day.

At a Spring Dance organised by Stourbridge branch Shipmate Dave Weaver took to the floor to dance a hornpipe in full tropical rig and a sennet hat. He then unveiled his own ship's model of HMS Amethyst and toasts were drunk to absent shipmates and those lost in the Yangtze Incident.

On July 1 members marched from Stourbridge to Kidderminster with their standard for the dedication of the new Kidderminster standard and the laying up of the old. They were accompanied en route by Shipmate Brian Hughes, ex-RM, carrying a 120 lb pack with which he "yomped" during the Falklands War. The aim of the march, and of the "yomp", was to raise cash for the Guide Dogs for the Blind.

A pleasant surprise awaited Shipmate Derrick Watson,



A happy occasion for Shipmate Derrick Watson, founder member and chairman of York branch seen here (right), receiving his certificate of life membership from Cdr. Geoff Harvey RN, branch president and Senior Naval Officer RAF Linton on Ouse.

founder member and chairman of York, on his return from a world tour. In his absence he was awarded life membership of the branch. Also honoured was Sub-Lieut. Brian W. Glennie RM who was elected honorary branch vice president. As CPOWEA (OC) he proved an excellent liaison officer between HMS York and the branch.

Members of Soham branch mourn the loss of Shipmate

Donald Taylor who, aged 14½ years, joined the then RN School of Music as a Band Boy. He went on to serve in many theatres of war seeing service in HMS York, from her commissioning in 1941 until 1944, including the sinking of the German battleship, Scharnhorst.

His love of music remained throughout his life and he was a popular and esteemed member of Newmarket Town Band which provided the music at his funeral service. All donations in his memory will go to

Silver jubilee for Christchurch

THE 25th anniversary celebration of Christchurch branch was a memorable occasion attended by many distinguished guests including Admiral Sir Desmond Cassidi, president of the association.

One of the main highlights was a dinner dance at which over 400 shipmates and guests danced to music by the band of the Royal Marines Flag Officer Plymouth who also provided

the music for the parade to Priory Church the following day.

Thirty-three standards, including No. 4 area standard carried by Shipmate Chris Horsup, were displayed.

Following the parade the guests were entertained to lunch after which Admiral Cassidi presented a certificate of Service to the branch which was accepted by Shipmate Jack Debnam, one of the founder members.

the RM School of Music Relief Fund.

Life, it is said, begins at 40 and this is especially true of the Isle of Wight branch which celebrated its 40th anniversary on May 30. The branch was the first to be formed after the Royal Navy Old Comrades Association was officially reborn as the RNA on May 20, 1950.

Plans are underway for the dedication of Bletchley standard and the celebration of the branch silver jubilee on July 21. The Royal Marine Light Infantry Cadet Band will lead the parade to St Mary's Church and the president, Admiral Sir Desmond Cassidi, has been invited to take the salute at the march past.

A visit to Haven branch by fellow shipmates of Llanelli resulted in a memorable evening, much appreciated by shipmates of Haven who are now in training for a return visit. The branch send thanks to the visitors for the entertainment provided and to all who generously supported the branch in the past year.

There has been a busy social programme for shipmates of Rame Peninsula who enjoyed a "Ruby Night" buffet and dance on May 19, followed by a trip to Exeter Maritime Museum and an evening visit to Silverton branch on June 9. Plans are also being made for a visit to the Royal Tournament.

Over 200 shipmates and guests attended the dedication of Dartford standard and the laying up of the old in Holy Trinity Church. After the service, conducted by the branch chaplain Rev. Peter Lock, shipmates displaying 33 standards marched through the town to music by the newly formed band of ex-Royal Marines and ex-Royal Navy musicians.

The salute at the march past was taken by Rear Admiral A. J. Whetstone, who was accompanied by the General Secretary, Capt. Jim Rayner, Shipmate B. C. Wells, national council member No 2 Area, Shipmate R. Hutt, chairman Dartford branch and the Mayor and Mayoress.

JOURNEY BACK TO DUNKIRK

SEVERAL members of the Greenford branch crossed over to Dunkirk on board the motor cruiser Ben Ryan II to take part in the 50th anniversary ceremony of the evacuation of Dunkirk.

As wreaths were dropped in the circle of small ships Greenford branch played the Last Post and Reveille.

Wreaths on behalf of the branch and Greenford RBL were also cast overboard and Shipmate Alan Robinson, who is now the national standard bearer, lowered their standard during which a minute's silence was observed in

tribute to those who lost their lives.

On the return trip to Poole the branch passed the French destroyer Jean Bart off Calais and as she dipped her ensign Greenford branch duly presented and dipped their standard, a gesture which completed a memorable weekend for all the shipmates who took part.

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Brazen on parade for royal visit



FRESH out of her first major refit, the fourth of the Broadsword Class Type 22 frigates HMS Brazen welcomed the Prince of Wales when the ship held a service of rededication.

And there was a familiar face to greet him, for the Brazen's commanding officer, Cdr. James Rapp, had been the Prince's navigator in HMS Bronington in 1976.

Over 350 guests attended the service including former Foreign Secretary Lord Pym and Lady Pym, the ship's sponsor.

Lady Pym launched HMS Brazen in 1980 and has maintained close links with the ship ever since.

The service was also attended by the newly-appointed Flag Officer Plymouth, Vice-Admiral Sir Alan Grose, along with TS Golden Hind (Plymouth), TS Brazen (Seaham) and TS Mary Rose (Basingstoke), the ship's adopted Sea Cadet Units.

After inspecting Divisions, accompanied by Lady Pym, the Prince presented Long Service and Good Conduct Medals to Sub-Lieut. Chris Talbot and LS Adrian Mantle.

A cake made by POCK Galpin speciality for the rededication ceremony was later cut by Mrs Rapp and the youngest man on board, JS(EW) Parkinson, using the Wilkinson Sword of Peace won by HMS Brazen as a result of a visit to Malta in 1986.

Accompanied by HMS Brazen's commanding officer, Cdr. James Rapp, the Prince of Wales shares a joke with AB(R) Hurrell while inspecting divisions.

Running up a total for charity



AFTER HMS Brazen's rededication ceremony the Prince of Wales started nine members of the ship's company off on a sponsored run in blistering heat the runners headed north covering 450 miles where the finish was timed to coincide with the ship's arrival in Sunderland — their first visit to their affiliated county, Co. Durham, for two years.

Exhausted, but delighted with their achievement, the men raised £7,000 for changes in the county and during their stay they presented both Trout Lane Special School for mentally and physically handicapped children and the Murray House, Chester Home with £750 cheques.

The visit to Co. Durham gave the ship's company a well earned rest before they sailed for Stavanger in Norway to carry out FORAC's ranging.

HMS Brazen is now undergoing Basic Operational Sea Training in Portland before deploying in September.

Catching their breath after a 450 mile run are back row, from left, LPT Jack Daniels, LS(M) P.J. Preston-Jago, Lieut. John Greene, LS(R) Wiggly Bennett, POMEM Clive Elliot, CPO Tim Allport and Sub-Lieut. Mark Turner; front row, from left, MEM Mark Thompson and POWEA Howard Stalker.

Escort role for Active in Africa

THE Prince and Princess of Wales look on as the Type 21 frigate HMS Active performs her duties as royal escort ship during their visit to West Africa.

The Nigerian capital of Lagos saw the first two visits with HMY Britannia and during her escort duties 12 members of the ship's company were presented to the royal couple and a further five served on board the Britannia.

The Active's eight-week deployment included visits to southern Morocco, Gambia, Ghana and the French Cameroons where the ship's flight acted as support and back-up helicopter for the Prince's visit up country to the Karop rain forest.

A quiet visit to Madeira concluded the frigate's successful deployment.



COMBAT STRESS

When his ship was torpedoed... so was his future peace of mind



Leading Seaman R.....tH.....n served right through the war. He was torpedoed in the Atlantic and suffered from exposure. He served in Landing craft, and his home received a direct hit from a bomb while he was there on leave.

In 1945 his mind could take no more, and he spent the next 25 years in and out of mental hospitals. He now lives with us.

Sailors, Soldiers and Airmen still risk mental breakdown in serving their country. However brave they may be, the strains are sometimes unbearable.

We care for these gallant men and women, at home and in hospital. We run our own Convalescent Homes, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R.....tH.....n at Pensions Tribunals, ensuring that they receive all that is their due.

These men and women have sacrificed their minds in service. To help them, we must have funds. Please send a donation and, perhaps, remember us with a legacy. The debt is owed by all of us.

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



To protect those concerned, this is an amalgam of several such case histories of Patients in our care.

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The start of the trishaw race — AB(R) Steve Kennedy (seated) and POWEM Jess Harper show their cool while the Russian team betray signs of tension. In the end, both were beaten — the team from the New Zealand frigate HMNZS Waikato was first across the line with the USA in second place and Cardiff third.



The Royal Marines Band from the Royal Yacht leads the men from HMS Cardiff into the Ships Parade — though heavy rain threatened to cancel the sail-past by the Sultan of Malaysia.

PENANG VISIT FOR CARDIFF

"THREE cheers for His Majesty Duli Yang Maha Mulia Sezi Paduka Baginda Yang Dipertuan Agong Sultan Azlan Shah ... Too late, lads — we've gone past him now."

Fortunately it was not necessary to call the Sultan of Malaysia by name when HMS Cardiff saluted him at the International Royal Fleet Review.

And far from disgracing herself among the 60 ships representing 22 navies that gathered for the occasion at Penang, the Type 42 destroyer came out on top in the attendant sports events.

After marching through the city with the Royal Marines Band of the Royal Yacht, the ship's company beat the USA and the USSR to win the tug-of-war and came third in the golf tournament.

An even more creditable third placing was gained in such eastern specialities as trishaw and dragon-boat racing — in the latter Thailand beat the RN team to second by just 0.4 sec while Singapore was more comfortably first across the line a quarter of a minute ahead.

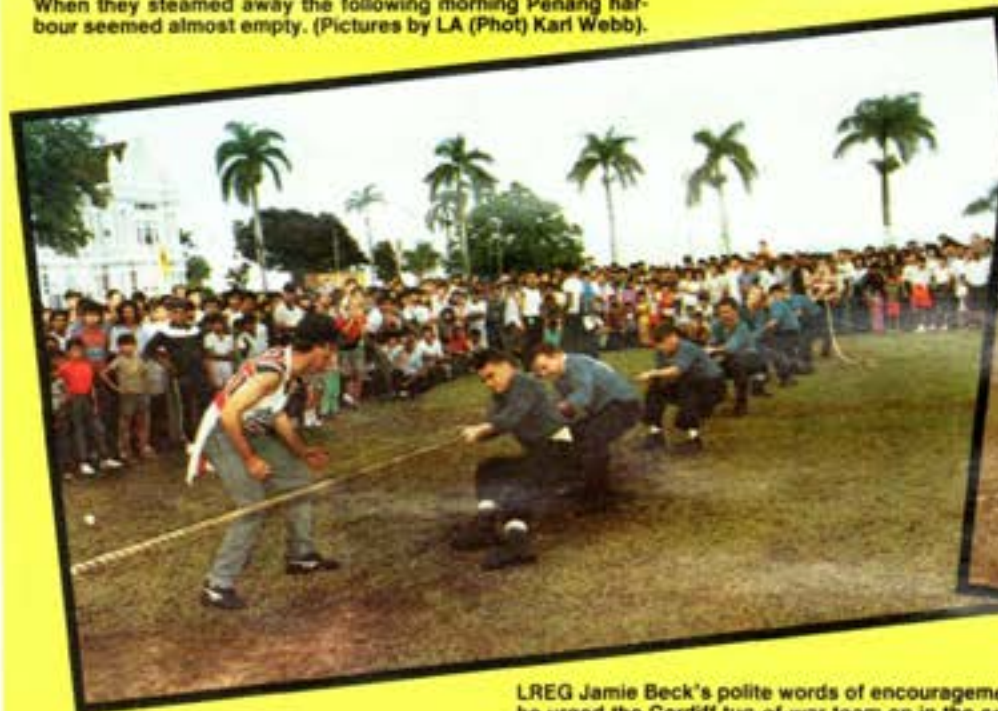
CPO Russell captained the Cardiff's 20-man crew here and gained a place in the final after a very close semi following two days' practice.

On the day of the Sultan's sail-past the rain came down harder than ever and for a while it had to be postponed. But when the clouds finally cleared the ceremonies were able to conclude with a massed fly-past by helicopters from all the ships attending.

At night the lights from the ships could be seen for miles. When they steamed away the following morning Penang harbour seemed almost empty. (Pictures by LA (Phot) Karl Webb).



HMS Cardiff dresses for the occasion — in Penang harbour for the International Royal Fleet Review.



LREG Jamie Beck's polite words of encouragement could easily be heard above the yells of the crowd as he urged the Cardiff tug-of-war team on in the semi-finals against the Russians. The Royal Navy won 2-0 (and went on to beat the USA in the final) but there were obviously no hard feelings when the teams posed for pictures afterwards.



GOLD BLEND

Newcomers to Saudi Arabia are immediately struck by its many modern aspects, but the traditional is never too far away.

Alongside an impressive transformation into an advanced industrial nation are reflections of a Bedouin heritage steeped in age-old values and customs.

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For further information, write enclosing relevant details and quoting ref. no. NN 032 to: Dave Tully, Senior Personnel Officer, Saudi Arabia Support Department, FREEPOST, British Aerospace, Military Aircraft Limited, Warton, Preston, Lancs PR4 1LA. Or telephone Preston 634317.

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At Your Service

Reunions

The Russian Convoy Club (East Anglian branch), annual general meeting takes place at Bramston Sports Centre, Wilham, Essex, on July 7, at 2pm, lunch 12.30pm. Those who require lunch contact: Mr George Ward, 15 Peterhouse Crescent, Woodbridge, Suffolk IP12 4HZ.

HMS Amada (1956-60): A reunion is planned for 1992. Those interested contact: Mr D. R. Stanley, Green Cottage, Ditchat, Shepton Mallet, Somerset BA4 6DZ.

France and Germany Star Assoc: Ex-service personnel RN/RM/Army/RAF, who served in north west Europe, June 1944 to May 1945 are welcome to join branches in Portsmouth and Looe Heath. For details contact: Mr H. G. McCormac, 41 Castle View Road, Portchester, Fareham PO16 9LQ.

World War One Veterans Assoc: At a weekend reunion in Southport, 23 veterans met Shipmate Ernie Powell of Spalding, aged 93, who served in HMS Illustrious. For details of the reunion contact: Mr Nobby Hall, ex-RM, 83 The Crescent, Southwick, W. Sussex BN42 4LB.

HMS Auckland and HMAS Paramatta: To mark the 50th anniversary of the loss of the ships off Tobruk, 1941, a service of remembrance will be held in Portsmouth in June 1991. Details from: Mr J. M. Bennett, "Cheviot", 15 Portview Ave, Portchester, Hants PO14 8LL.

HMS Victorious 1941-45: Mr. Roy Harris, 18 The Alders, Frenchay Manor Park, Frenchay, Bristol BS16 1PP, invites old shipmates who served in the Victorious to join the 1941-45 Victorious reunion association.

HMS Frobiisher association reunion takes place on Sept 1, at the Royal Sailors' Home Club in Portsmouth, followed next day by a service of remembrance in St Ann's church, Portsmouth Dockyard at 1000 hrs. Those who wish to attend contact: Mr C. Connolly, 12 Citizen House, Harvist Estate, Hornsey Road, London N7 7ND.

Algerines Assoc: The Second Sea Lord, Admiral Sir Brian Brown was guest of honour at the association's sixth reunion, attended by 500 members and guests in Portsmouth. Further details from Mr Jack Williams, 395 Lyttam Road, Blackpool FY4 1EB.

HMS Nubian (1964-66): Capt. and Mrs Ed Brown will attend the third reunion to mark the 26th anniversary of the commissioning of the Nubian, to be held at the Gls Assn, Whale Island, Portsmouth on Aug 25. Further details from CPO/DPS(M) Nicklin (tel. 0705 22351 ext 24263 or 0259-43930).

HMY Britannia: It is hoped to form an association of ex-Royal yachtmen. Those interested contact: Mr A. Deane, 76 Hazleton Way, Cowplain, Waterlooville, Hants PO8 9DQ, enclosing a stamped addressed envelope.

HMS Victorious (1941-45) reunion at RN air station Yeovilton, was a great success with "Up Spirits" after the annual general meeting followed by an evenings entertainment in the WOs' & CPOs' Mess. Details from: Mr Ray Kennedy, 5 Elliott Ave, Frenchay, Bristol BS16 1PB.

HMS Poppy: Veterans of North Russian, Atlantic and Mediterranean convoys were reunited after 45 years at a Flower Class corvette reunion held at Royal Leamington Spa. Details from: Mr J. Beardmore, Jasmine Cottage, 209 Petersham Road, Petersham, Richmond, Surrey TW19 7AW.

Convoy Signalman branch of Western Approaches had a successful reunion at the Adelphi Hotel, Liverpool, attended by over 100 members, including 22 Convoy Yeomen. For details contact: Mr L. F. Matthews, 10 Black Pond Lane, Lower Bourne, Farnham, Surrey.

HMS Wescott reunion at the Victory Services Club, London, was a great success and attended by five officers and 21 crew members and wives. For details contact: Mr C. W. "Stormy" Fairweather, 6 Hunting Gate, Colchester, Essex CO1 2XJ.

HMS Duke of York Asan are holding a second reunion at the Royal Fleet Club, Devonport at 4 pm on July 21. Further details from Mr Frank Stevenson, 21 Elm Road, Marnhead, Plymouth PL4 7AX.

HM Ships Zulu, Sikh and Tobruk Veterans Assoc: For details of reunion to be held in Oct, write, enclosing a stamped addressed envelope, to: Mr Tom Cox, 41 Neal Close, Plympton, Plymouth PL7 3YJ.

HMS Ocean Asan: The third reunion dinner will be held at the Claremont Hotel, 324/326 Hagley Road, Birmingham, on Nov 3, ticket only. Details from: Mr A. J. Knowlson, 15 East Ave, Burnage Garden Village, Manchester M19 2NR. The association's meeting on July 28, at the Nautical Club, Bishopgate St, Birmingham, will be a social get-together at which tickets for reunion dinner will be available.

HMS Bicester (L34): The eight reunion held in conjunction with the Bicester branch of the Royal Naval Association was a great success. Further details from: Mr & Mrs. B. R. Iles, 27 Inhurst Way, Tadley, Mr Basingstoke, Hants RG26 6DF.

HM Ships Prince of Wales and Repulse: Mr. H. H. McGrath, 54 Finborough Road, Walton, Liverpool L4 9TE, wants to contact survivors planning to go to Singapore on the pilgrimage organised by Mr Tom Fitzsimmons, to contact him with a view to a reunion meeting in advance of the trip.

HMS Raleigh and West County PTTs reunion takes place on Fri, Sept 21. Further details from: Lieut Mike Cheetham, PTT Office, HMS Raleigh (tel 0752-553740 ext 41222).

25th Destroyer Flotilla (1944-47) A reunion of former members of HM Ships Grenville, Ulysses, Undaunted, Undine, Urania, Uchira and Ursa, will be held at the Union Jack Club, London from 1100 hrs until 2100 hrs on Sat, Sept 29. Those wishing to attend contact: Mr Eric Buckner (0256-432031).

Exmouth Division: Mr E. M. Darby, 7 Kinross Crescent, Fish Hoek 7875, Republic of South Africa, suggests a 50th reunion for Wed, July 15, 1992 and wants someone in the UK to organise this event. He also asks where the MX1024 star boys are and says 57 and 58 are alive and well and together.

HMS Royal Arthur Asan: Members whose numbers are from 350 to 500 (inclusive) are asked to contact Mr John Stephens (Registration Secretary), West View, Buckhorn Avenue, Skagness, Lincs PE25 3DE.

Calling Old Shipmates

HMS Grisee (1943): Mr. John Dove, ex-Gunner, Fern Cottage, Lower Sticker, Nr St Austell, Cornwall, who joined HMS Ganges 1941, would be pleased to hear from old shipmates, especially James Anderson of Kirkcaldy, Scotland.

HMS Springdale (1945-48): Mr. S. R. Kennerley, 28 Green Lane, Davenham, Northwich, Cheshire CW9 8HY, would be pleased to hear from old shipmates of Hong Kong days, especially Jeremy Brown.

Mrs. Jean MacPherson, ex-LWRAF known as "Dusty Miller", The Flat, 16 Park Ave, Leeds LS8 2JH, who served from April 1942 to Nov 1945 as Wireless Telegraphist (W/T) attached to HMS Victorious, would be pleased to hear from former W/Ts of RNWT stations, Scarborough, Winchester and Bower, Caithness.

HM Ships Collingwood (1941/42) and Lightning: Mr. R. Corbett, 14 Heys Ave, Wardley, Swinton, Manchester M27 3DU, is trying to trace Charles Mason, who joined HMS Collingwood Nov, 1941 and went on to serve possibly in HMS Lightning.

HMS Impregnable (1935-36): Mr. T. R. Woodruff, 7 The Row, St Aruans, Chesham, Gwent NP6 6ER, wants to trace members of Classes 102, 103 and 104 and also of classes GC1, 2 and 3, especially those who later transferred to the Fleet Air Arm.

HMS Birmingham: Mr. D. Roberts, 22 Brytan Road, Cymmer, Port Talbot SA13 3EN, asks if there is a HMS Birmingham association, and if not, why not?

HMS Turpin: Mr. Tommy Guest, 7 Brice Street, Dukinfield, Cheshire, who served in the Turpin from her commissioning at Chatham, 1944, until she paid off in 1946, would be pleased to hear from former crew members, especially Harry Osbourne, A. Bailey, Tommy Hoy, and Sailor Milington.

HMS Royal Arthur (Class 137 Feb/March 1941): Mr. Tom Edington, 39 Malvern Road, Gorse Hill, Swindon, Wiltshire SN2 1AT, would be pleased to hear from shipmates of class 137.

HMS Cleopatra (1950-53): Mr. Harry Potter, ex-Sto, The Chase, Studland Ave, Wickford, Essex SS17 0JF, wants to contact ex-Sto Harry Templeman, whom he met aboard the Cleo, Malta, 1952.

367 Squad Royal Marines: Mr. J. Taylor, 4 Pastors Gate, Small Hill, Cannock, Staffs WS11 1JL, wants to arrange a 50th year

reunion when Stan Rose visits the UK from Auckland, New Zealand this month. Ex-Squadmates should telephone 0543-504079.

HMS Royal Arthur (Class 254, May 1943): Mr. R. E. Carter, 166 Little Shaw Lane, Markfield, Leicester LE8 0PP, who served at W/12 Aberdeen, Freetown, Sierra Leone, 1944/45, would like to contact ex-Tell.

HMS Triumph (Mella 1947-49): Mr. B. Wilson (Tug), 12 Pinewood Drive, Binsley Woods, Coventry CV3 2BX, would welcome news of old shipmates of 800 Squadron, especially Fred Curtis, Pete Webb, Norman Leppard and Jack Turner.

HM Ships Kappel and Towy (1942-3): Ex-Ltjg A. E. Evans, 28 Denis Wilson Court, Porson Road, Trumpington, Cambridge CB2 2ES, would be pleased to hear from old shipmates who shared happy and traumatic times on Atlantic and Russian convoys, especially P. Burgess, P. Smith, H. Ashley, K. Thorpe, and D. Leadbetter.

HM Ships Redmill and Affleck: Mr. E. A. Hale, 120 Main Street, Carnwode, Newtownards, Co Down, N. Ireland BT22 2HW, would be pleased to hear from survivors.

HMS Conder 1946-48: Mr. Bud Hays, 3309 Viewmont Drive, Port Moody, British Columbia V3H2L8, Canada, would like to hear from former Art Apps (Air) of Hood and Raleigh Division.

HMS Ganges 1965: Members of 78 recruitment, 950 class, Exmouth Div, interested in a reunion contact: Mr. H. Erright, Catering Office, Greenwich District Hospital, London SE10 9HE.

HM Ships Sansonino and Silvio: Mr. Jack Croft, 100 Holden Lea, Westhoughton, Lancs BL5 3PB, wants to contact old shipmates with view a reunion.

HMS Fligard (Rodney 1931) and HMS Maidstone (1939-45): Mr. Fred Peters, ex-ERA, 8 Clement Street, Rooty Hill, New South Wales 2766, Australia, would be pleased to hear from old shipmates and classmate.

HMS Lookout: Mr. Bob Taylor, 5 Milton Road, Radcliffe, Lancs M26 0DS, wants a good muster for the second reunion at Burnley, on Aug 25, and would like to hear from Tom McGair, Taff Osborne, Taff Evans, and Lofy Gilmour. Stamped addressed envelope would be appreciated.

Over to You

Fast Minelayers Association: The RNCC aim to record the history of the Royal Navy on plastic covers having already featured HMS Adonis in the Battle of Crete. They are interested in producing limited covers on the loss of HM Ships Latona and Welshman. Those interested contact: Mr. Gwynn "Taff" Evans, 68 Beverley Grove, Blackpool FY4 2DE, Lancs.

HM Ships Duckworth, Easington and 53 Squadron: Any information former crew

members can recall of the engagement with the U-516, west of St Nazaire, August 14, 1944, would be appreciated by Mr. Joe Wharton, 194B, Alder Close, Layland, Preston PR1 5 3TT, Lancs.

HMS Grove: Mr. T. M. Halsey, 3 City Livervy Club Close, Seven Springs, Ferrybury Road, Tunbridge Wells, Kent, TN2 4ND would like to hear from anyone who knew his late father, Signalmen Halsey, lost in HMS Grove. He would also welcome a photograph of the ship.



WHO'S THAT GIRL?

ON February 23, 1940, 760 officers and men of the light cruisers Ajax and Exeter marched to Horse Guards where King George VI and Queen Elizabeth, with members of the Cabinet, honoured the survivors of the Battle of the River Plate.

Also present were relatives of those who had been lost in the battle and BBC researchers are now trying to trace the young girl of about 12, pictured above, for a forthcoming series about

Sir Winston Churchill. As the King and Queen took time to talk to the relatives the girl, who had obviously lost someone close to her, became distressed and Churchill comforted her and gave her a reassuring pat on the back.

Any information concerning her should be sent to Mona Adams, Rm 1081, Kensington House, Richmond Way, London, W14 0AX.

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Tourists overwhelm fearless Kenyans

FIVE convincing wins in five games was the pleasing outcome of the Royal Navy rugby tour to Kenya, plus a solid foundation for next season in fitness and coaching.

The tourists took the opportunity to "blood" some young players, including Mne Ian Verner — who showed his thanks by scoring 11 tries, more than anyone else — and Loughborough University naval bursar Jack Rickard.

Rain provided English type conditions for the first game, which was against Kenya Harlequins RFC. It was obvious from the kick-off that the opposition was unlikely to match the power, speed and support play of the Navy forwards.

By half time the RN led 37-3, which rose to 69-3 by the final whistle.

Press comment on the declining state of Kenyan rugby followed and before the second match of the tour — against Mwamba RFC — attempts were made to strengthen the opposition by drafting in players from other clubs.

Despite this the final score of the game was 64-0, with seven tries being scored by 19-year-old Verner.

The third match was against a select XV called Scorpions and was brought forward 24 hours to allow the strongest

Rugby

possible team to assemble. Still, 67-0 was the result in the Navy's favour, a score-line which included 14 tries.

Now the squad of 30 took three days off to visit the Masai Mara Game Reserve. All the large animals the park is famous for came out and allowed themselves to be observed.

Meanwhile, the team's daily training sessions provided another popular spectacle for the rest of the tourists!

Barclays Bank RFC, a top Nairobi club side, played against the RN in the fourth match of the tour and proved how quick and dangerous Kenyan threequarters can be given some worthwhile possession.

But despite failing to play as well as in the previous three games, the Navy side remained too powerful for the opposition and won 51-18.

The final match, played

against a strong Kenyan National XV in front of 2,000 at the national stadium, was the highlight of the tour. As expected, this was to prove the toughest competition and although the Kenyans were unable to match the Navy forward domination, their tackling was tough and fearless throughout.

At half time the Navy led 23-3. The second half was much the same with the Kenyans' fearless tackling limiting the Navy side to four tries. The final score was 45-3.

At the end of the tour, which was sponsored by Lamb's Navy Rum, Rear Admiral Douglas Dow, RNRU chairman, presented prizes to the three best players of the tour. These were Mne Verner, Mne Bob Armstrong, who was totally dominant in the second row and proved his superb fitness by playing in all five matches, and POPT Steve Jones, whose speed and fitness as a wing forward provided an example to the other players, making him unsung star of the three games he played in.



ENTER SAMBA STAGE RIGHT

FIRST outing of the year for the Royal Navy rally team resulted in second place in the 1300cc class and 25th overall in the southwest regional championship, the MRG Somerset Stages Rally.

Driving the new Group A Talbot Samba were Lieut. Rory McNeile (814 NAS) and co-driver Lieut. Mike Beardall (Berkeley). The car never missed a beat thanks to the skill of LAEM Nick Stairmand (706 NAS), PO Dave Doig (849 NAS) and CPO Mick Lawless (814 NAS) completed the crew.

The rally consisted of over 150 miles of high speed motoring. The Samba is pictured above lifting its wheels on the way round a hairpin bend in the Baldon Forest stages.

Fishing for compliments

FIVE teams of six, representing the three Services, MOD/Attaches and the sponsors — IRD(UK) Ltd — competed for the Inter-Services Fly Fishing Challenge Trophy.

The IRD team included three current England internationals, but even so they only managed second place, behind the Royal Navy. The event was fished to international rules at Chew Valley Reservoir and the RN fishermen produced first class results despite gale conditions and heavy rain for most of the day.

As well as taking the team honours, the Senior Service took all individual prizes. Team members were Cdr Bill Jones (Dartmouth), Lieut.-Cdr Robin Everall (DGAN/SU), Cdr Bill Watson (DGME), ex-WO John Woodside, Lieut.-Cdr Danny McFadden RN (retired) and LAEM Ron Tutt (Yeovilton).

WELCOME ALLIES

ALLIED Breweries are once again continuing their generous sponsorship of sport in the Royal Navy for 1990-91.

Amounts awarded to associations are as follows: RN Athletics £1,000, RN and RM Cycling £125, RN Endurance Triathlon £125, RN Fencing £125, RN Golf £125, RN Hang Gliding £125, RN Judo £125, RN Kayak £125, RN and RM Motor Sports £125, RN and RM Sub Aqua Diving £125, RN Squash Rackets £125, RN Swimming £625 (of which £500 goes towards the recent Soviet Navy water polo tour), RN Table Tennis £125, RN Volleyball £125 and RN (Women's) Sports £250.

CS HONOUR DEFENDED

THIRTEENTH position overall was Satquote British Defender's fate in the Whitbread Round the World Yacht Race and if that has a hint of misfortune certainly fate could have been kinder.

After finishing the penultimate leg in sixth place, the Combined Services crew embarked on the voyage from Florida back to Southampton with great optimism. But the dreams took only seconds to evaporate as, five days out, part of SBD's rigging broke and she lost a third of her mast.

With the full backing of the crew, the skipper, Cdr. Colin Watkins held his course. But a further blow — or lack of one — followed with periods of calm. The wind when it came was a headwind!

That the yacht sailed the 2,700 miles home at an average speed of 6.7 knots despite her damage was a tribute to her skipper and crew. Her elapsed time was 143 days 12-42-23.

PLYMOUTH MEANS BUSINESS

AFTER many seasons without playing regular league football, Plymouth Command has come in from the cold and is reasserting itself on the local scene.

Under the chairmanship of Capt. John Dunt of HMS Defiance, a full committee has been appointed, charged with the revival.

Pre-season recruiting is well under way with team managers CPO Steve Rowe (Drake) and CPO Rocky Hebdon (Defiance) — supported by POPT Chic Murray (Comman coach) and LPT Nelly Franse (team secretary) — trying to attract the right calibre of players.

The nucleus of a good squad is taking shape already. The Command will be competing in Division 1 of the Plymouth Combination League and will also be mounting another strong challenge at the Inter Command Tournament later this year.

DML Shield

RAIN failed to stop play in the first DML-sponsored Submarine Challenge Shield golf match, which was played at St Mellion Country Club.

Teams were put up by DML (Submarine Division) and submarines refitting at Devonport Royal Dockyard — HM ships Splendid, Warspite and Opportune.

The result was a 3-1 win for DML, but the match is to be an annual event and the submariners are already planning their revenge.

Individual prizes were as follows: Stableford, Lieut.-Cdr Murray Brown (Splendid); Closest the Pin, Ken Westaway (DML); Birdies, POME Pony Moore (Opportune); Tall Rogers (RN); Pete Fisher, Pete Lyons and Bob Treman (DML); In the water at the 12th Pony Moore. Special prizes were awarded by the team captains to Ian McMillan (RN) and Dave Parsons (DML).



Admiral get your gun!

REAR Admiral James Carine (left), Chief of Staff to CINCNAVHOME, unveiled a commemorative plaque to open a new clay pigeon shooting range at HMS Daedalus then christened it by bagging a few clays from the newly constructed firing stances.

Representing a major step forward in Royal Navy clay pigeon shooting, the club is located on a little used area of HMS Daedalus airfield. It is staffed by enthusiastic servicemen from the area and has obtained the assistance of a professional shooting coach. Inter-club and inter-service competitions should follow in the not-too-distant future.

The club was initially formed in May 1987 by Lieut. Mel Watson, Mechanics Section Officer at Daedalus. The actual firing range was built over the winter of 89/90 by Lieut. Watson, CPO Jim Abern, CPO Clive Jones, LAEM Mick Cross and AEM Tony Morse. A Range Safety Certificate was issued in February and the first shoot followed in March.

Membership is open to all Service personnel and immediate family in the Lee, Gosport, Fareham and Portsmouth areas. Currently, though, the books are full, with 50 members, including 10 ladies. The majority of members are from HMS Daedalus, but HM ships Collingwood, Dolphin, Mercury and Illustrious and St George's Barracks are also represented.

HAUL MARKS MEN'S SKILL

STILL with the marksmen of HMS Daedalus... the establishment's shooting team swept the board at the Naval Air Command skill-at-arms meeting, winning 11 trophies, including the prestigious Seahawk Trophy for the Champion Team-at-Arms.

CPO Nigel Ball, PO Denis Parker and LAEM Martin Carr, all of Daedalus, won individual awards for the X-class in the service rifle competitions. Additionally, the service pistol event was won by Ball and third place taken by Parker.

The sub-machine gun competition was closely contested with CPO Ball eventually having to settle for second place.

To round off a very successful event for HMS Daedalus, the Individual Champion Man-at-Arms and the Ramsay Trophy went to CPO Ball and the Individual JT Class Champion and Heron Trophy winner was his colleague from the establishment, LAEM Simon Chamberlain.

Right: Members of the victorious HMS Daedalus shooting team display their haul of trophies after the Naval Air Command Skill-at-Arms Competition. Individual Champion Shot, CPO Nigel Ball, is pictured centre left alongside Capt. Richard Langton, Captain of HMS Daedalus.





Unique choice

BREAKING with tradition, Devonport Services have appointed a senior rate as chairman of selectors for the coming season. CPOPT Wayne Davies is the first non-officer to hold the post in the club's history.

The appointment of this former Navy Cap, past Club president and former Devon County selector underlines Devonport Services' determination to restore themselves as a major force.

Last season's results — when the club regularly fielded three teams on Saturdays — were the best for a number of years.

A full committee and three teams are ready to meet the challenge of the new season. The club, chaired by Commodore Chris Craig of HMS Drake, will once again be captained by WO Sam Potts and the 1st XV led by the vastly experienced CSgt. Roger Tinson RM. He will be supported by first team manager, CSgt. Nick Holloway (40 Cdo).

NO PAIN NO GAIN

PO DAVE Reed, representing RN air station Culdrose and Cornwall, drew on untapped reserves of strength to win his category of the South West Powerlifting Championships.

The 82.5kg class was closely contested but Dave's magnificent lift of 615kg could not be matched. This was 17.5kg more than his

previous personal best.

He is pictured in action during his winning lift and afterwards with the trophy he won.



Charity clout

THE three charities to benefit from the annual boxing dinner show at HMS Cochrane were the Fife branch of BLESMA, the children's ward of West Fife Hospital and the Scottish Autistic Society. They should share some £1,500.

SUCCESS FOR MANAGERESS

TOLD she'd been summoned to the office of Director WRNS under false pretences — to serve drinks — LWrenStd Julie Lyndon thought for one horrible moment she was going to be trooped!

Nothing of the kind, of course. Instead, Commandant Anthea La... presented her with the RN Women's Sports Officers Award for her contribution to sport over the past year.

Julie, who is currently serving at HMS St Vincent, is the mainstay of the sporting activities for personnel based there. In addition to organising all sport within the establishment, Julie takes aerobics classes and is the manager of the football and rugby teams!



Season begins with five wicket victory

THE Royal Navy opened their season with the traditional two-day fixture against Incogniti at Portsmouth under new skipper Lieut. Robin Hollington RM, writes Lieut.-Cdr. Jim Danks.

Incogniti won the toss and batted and with J. Gordon making 110 declared at 222-4. Some poor fielding failed to back up the bowling; with Sub Lieut. Alex McNeish (BRNC Dartmouth) playing in his first match for the Senior side, the pick of the bowlers.

Indisciplined early batting saw the Navy slump to 63-6 before Lieut. Chris Slocombe (707 Sqn) with 44 not out and Cpl Martin King (Warrior) with 21, rallied the side to reach 140 all out.

Enterprising batting by skipper Nick Gigg (50 not out) enabled him to declare his second innings at 158 for 4 setting the Navy a very sporting target of 241 in what proved to be 51 overs.

The challenge was taken up by PO Paul Barsby (Daedalus) and LWEM Dean Kitching (Exeter) in a sparkling opening partnership of 145 in 125 minutes with Kitching making 76 and Barsby 73. Four further wickets fell before LMEA Dean Braithwaite (Sultan), who was also making his debut in the Senior side, made 18 not out and Slocombe 22 not out saw the RN home with nine balls to go to achieve a fine five wicket victory.

Scores: Incogniti 222-4 dec and 158-4 dec. Royal Navy 140 and 241-5. Result: Royal Navy won by five wickets.

Free Foresters visited Burnaby Road and batting first reached 223-9 declared. Playing normal laws of cricket, the match provided the opportunity for Hollington and LSea Bob Learmouth (Dryad) to

bow their spinners in tandem for nearly 40 overs. Their figures were four for 55 and three for 53 respectively.

Time was short when the Navy batted but they made a

Despite a typically aggressive Stuart Adams, the Navy fell 13 runs short of what would have been a very good win. A much better all round performance

Cricket

good start with an opening stand of 68 before Lieut. Andy Quinlan (3 BAS) was caught for 32, to be followed next over by Barsby who made 35. Wickets fell steadily and as the chance of victory disappeared, the shutters went up with Slocombe (29) and Martin King (19) adding 35 for the eighth wicket before both were out.

In a nail biting finish Lieut. Max Cornish (CTCRM) and Sub Lieut. Guy Lewis (Andromeda) each played out an over as the match ended with the RN still 69 short of their target. A disappointing performance by the side who almost without exception played below par. They nearly lost a match which they were capable of winning.

Scores: Free Foresters 223-9 dec. Royal Navy 154 for nine. Result: Match drawn.

Early lapses in the field let the University batsmen off the hook when the Navy travelled to Oxford. But improved bowling and fielding as the innings progressed restricted the score to 257 for six.

After the early loss of Kitching for 7, Capt. Austin Roberts RM (50) and Barsby (39) added 66 for the second wicket. Capt. Richard Walker then came in and took charge of the innings and he first helped Roberts add 60 for the third wicket and then raised the scoring rate to offer a chance of victory.

Despite the loss of partners, Walker continued to take the attack to the University bowlers and with eight overs remaining and six wickets in hand, a victory seemed possible. However, with Walker's dismissal for an excellent 93 (including 13 fours) Oxford regained the upper hand.

from the side. Scores: Oxford University 257-6. Royal Navy 244 for 8. Result: Oxford University won by 13 runs.

Skipper Hollington asked Middlesex to bat hoping to extract some early life from the Burnaby Road pitch. He was to regret his decision as lunch was taken on the fall of the first wicket when Ian Hutchinson was out for 117 and the score 199, from 38 overs.

After lunch the County side reached a massive 362 for two at the end of their 55 overs. Msn. Andy Proctor (45 Cdo) on his debut in the Senior side was the pick of the bowlers.

Navy batsmen began their innings in a determined mood. With Barsby playing the anchor role, the batsmen tended to get themselves out when looking set for a big innings. With the score at 134 for four Alex McNeish joined Barsby and in an unbroken partnership of 78 saw the Navy to 212 for four at the end of their overs. Barsby made 103 not out, reaching his century in the last over and he was ably supported by McNeish who struck seven fine boundaries, several straight driven, in his 36 not out off just 38 balls.

The opposition bowlers included Test man Angus Fraser. The Middlesex side won by 150 runs on an excellent pitch.

Scores: Middlesex 362 for 2. Royal Navy 212 for 4. Result: Middlesex won by 150 runs.

British Fire Service played the Navy for the first time at Senior level and batted first. Chris Slocombe was the pick of the bowlers with three for 38, and Andy Proctor supported

him with two for 38. Stuart Adams was in splendid form behind the stumps taking four catches, one of which was really outstanding, taking the ball chest high in front of where first slip would have been standing.

Poised for a good finish, the rain intervened; a disappointing finish to a very even contest.

Scores: British Fire Service 224 for 8. Royal Navy 85 for 3. Result: Match abandoned.

The Civil Service reached 270 for seven with some fine attacking cricket. Hollington with three for 30 and Russ Dew two for 31 bowled well in the face of the onslaught.

The Navy slumped to 146 for six and appeared well beaten but Slocombe had other ideas. Facing a run rate of nearly ten runs an over he attacked the bowling. He hit 45 in an innings of just 31 balls (including nine fours and a six) before the bowler took revenge and bowled him. Braithwaite made 16 not out as the Navy innings closed at 207 for seven leaving the Civil Service well deserved winners by 63 runs.

There were some improved aspects in this performance and they must be maintained as with the season almost halfway through only one victory has been achieved. The opportunity has been taken to give experience to potential players.

Scores: Civil Service 270 for 7. Royal Navy 207 for 7. Result: Civil Service won by 63 runs.

In the match against Lavinia, Duchess of Norfolk's XI at Arundel, Lieut. Robin Hollington was called into the squad at the last minute due to injury to Capt. Richard Walker. He proved his worth with a fine innings of 80 not out. He came in with the score at 32 for two and batted through to the declaration at 207 for nine.

Scores: Combined Services 207-9 dec. Lavinia, Duchess of Norfolk's XI 153-7. Result: Match drawn.

Bulldog savages Shetland in Mini Ships Cup Final

HEAVY rain marred the kick-off of the Mini Ships Cup Final, played out between HMS Bulldog and HMS Shetland on neutral ground in Sutton Coldfield.

The teams seemed evenly matched as they tested each other in the first 20 minutes of the game. At this point came a break from midfield by LS(SR) George Adamson leading to a byline cross into the penalty area. This was neatly turned in by CK Jim Howarth for Bulldog's first goal.

After this Shetland applied firm pressure but were unable to capitalise on their chances. Just before half-time, AB Brian Humphries kicked a good through ball to LS (S) Paul Shalders, who flicked it past Shetland's approaching keeper into the net.

LWEM Keith Perks substituted for Howarth in Bulldog's midfield as the teams came out for the second half, and LWEM Peggy Mount took over from MEM Buck Taylor as right fullback.

The Bulldog players stamped their authority on the match with a third goal, coming from LStd Paul Lewsley. He had picked up a loose ball in midfield and passed three players to shoot from outside the area.

Shetland then eased the pressure, leaving gaps in defence. Shalders took advantage to score his second goal and Bulldog's fourth. Adamson made it five with a good solo run and chip past the keeper.

With minutes to go, Shetland managed a spirit-lifting goal, but it was not enough to make a comeback at this late stage of the match. Result: Bulldog 5 Shetland 1.



RFA ship first to be armed

RFA Fort Victoria, named in June by the Duchess of York at a ceremony at Harland and Wolff, Belfast, is a major first for the Royal Navy.

She is the first ship to bear the name; the first auxiliary oiler replenishment (AOR) vessel to be built for the Royal Navy; and is the first RN auxiliary to be armed.

The Fort Victoria will provide the Royal Navy and

NATO with a one-stop supply vessel for a wide range of dry stores and liquids, including diesel and aviation fuels, using a newly developed replenishment-at-sea system.

The new AORs will be able to move independently and

economically to replenish towed array frigates at sea and will be fitted with Vertical Launch Sea Wolf missiles.

In addition, the ships will provide a substantial platform for the operation and maintenance of helicopters, with each ship having two landing spots and a hangar capable of housing three EH101 Merlin helicopters.

The Fort Victoria will supplement the existing RFA fleet of tankers and replenishment ships. Second ship of the class, RFA Fort George, is on order from Swan Hunter Shipbuilders.

Birthday toast for Cherry B

COMMISSIONED in June 1969, HMS Charybdis has just celebrated her 21st birthday on patrol in the Southern Persian Gulf. She has been operating as part of Armilla Patrol, together with HM ships Cardiff and Liverpool, since early in the year.

The Cherry B also sailed the South China Sea to take part in an air defence exercise with the Malaysian, Singaporean and Royal Australian Navies, visiting Sri Lanka and Thailand on the way.

Jungle jaunt

During a two-week SMP in Penang a number of wives and girl friends flew out to visit. Some ship's company members went exploring in the jungle —

and one even made it to Sydney.

While duty ship in the Gulf, there were merchant ship liaison trips, and "cross pol" visits with the Americans. There was also regular communication with the duty Soviet warship.

The Charybdis returns home this month. Meanwhile the Liverpool was warmly greeted when she arrived at Rosyth in June after her five-month deployment.

Glasgow stay for Plymouth

FALKLANDS veteran frigate HMS Plymouth has been towed from her namesake city to Glasgow, where she will be open to the public daily at Plantation Quay, next to the Scottish Exhibition Centre.

But her final "home" remains uncertain, Gosport Borough Council having decided in June that no public money should be spent on displaying the frigate there.

Now there's new faith in Fearless

Soon to celebrate her own rebirth, HMS Fearless marked Ascension Day by inviting the Bishop of Plymouth to conduct the service.

The Right Rev Richard Hawkins held Holy Communion in the assault ship's newly refurbished chapel.

Later he was shown round by the padre, the Rev Mike Harman, meeting many of the ship's company who had helped work on it during the refit which began in October 1987.

Next day Fearless raised steam and turned her port shaft, and is now well on her way to being ready for sea this month.

Wrens are a blazing success

FIREFIGHTING is seen being tackled seriously — and with satisfaction — by some of the members of the POWREN(RS) qualifying course.

At Horsea Island, Portsmouth, they deal with various aspects of fire control, both domestic and for ships.

Tackling a fierce blaze are LWRO Lyn Thatcher (RN air station Culdrose) and POWREN(RS) Rosie Davies (HMS Warrior), who is a volunteer for sea.

Seen relaxing after their efforts (above) are LWRO Dee Westwood (FO Portsmouth) and LWRO Fiona Hills (HMS Warrior).

Pictures: LA (Photo) Dave Hunt

Russian medal — August deadline for applications

THERE has been a huge response to the announcement that more Russian commemorative medals are to be made available to ex-Servicemen who missed the deadline in 1987.

The Medals Section of HMS Centurion was inundated with some 5,000 ap-

plications after it became known further medals would be issued by the Soviet Union.

This decision resulted from the recent visit by Defence Secretary Mr. Tom King to Moscow, where the Russians agreed to their issue.

The medal was struck in 1985 to commemorate the 40th anniversary of VE Day and was awarded to many of those who took part in the Soviet campaign of 1941-45.

In 1987 the Soviet Embassy in Britain said they were unable to accept further applications as the medal was no longer available. The decision left many disappointed ex-Servicemen, including veterans of the Arctic convoys and those who had served ashore at Murmansk and Archangel.

Ex-Servicemen who wish to apply should do so before the end of August as Centurion plans to send the list of eligible applicants to Moscow in September. Applications should include service details, together with ships or units and dates of service, and be forwarded to the Medals Section (RC), HMS Centurion, Grange Road, Gosport, Hants.

All applications will be acknowledged, but because of the big response these acknowledgements will probably take several weeks.

Cornwall arrows in on horizon

HMS Cornwall, currently flagship of STANAVFORLANT, leads ships of the Force in the north of the Bay of Biscay after sailing from Lorient.

Following a work-up phase off the Norwegian coast, the ships are taking part in Exercise Bright Horizon, together with other Dutch and German major units and a number of Norwegian submarines and frigates.

After leaving Lorient the Force was involved in saving a crew member from the Spanish fishing vessel *Trenera* who had been injured in an accident. Doctors from the Cornwall and the *SNS Asturias* were transferred by boat to attend the casualty, who was later flown to Lorient naval base hospital by a *Sea King* from the Canadian frigate *HMCS Skeena*.

The Force ships, pictured left to right, are: *HMCS Skeena*, *USS Stark*, *PGS Bremen*, *HMS Cornwall*, *HNLMa Callenburgh*, *BNS Wandelaar* and *SNS Asturias*. In the background is *RFA Black Rover*.

Picture: LA/Photo Xav Jeffries

Manchester to the rescue

HMS Manchester staged an unplanned demonstration for VIP visitors during Staff College Sea Days off Portsmouth in June when she raced to the assistance of the range safety craft, Sir John Potter.

The craft sent out a Mayday after fire was discovered in her engine room. When the Manchester arrived, Bembridge lifeboat and the Lee-on-Solent SAR helicopter were standing by to evacuate the captain and two crew if the fire got out of hand.

After stopping abeam the craft, the destroyer launched her sea boat to pick up lines, bringing the stricken craft safely alongside, from where the fire could be fought.

CMEM Daley and MEMS Harper and Oscroft boarded the vessel with firefighting equipment and the fire was

quickly extinguished. Later the Bembridge lifeboat towed the craft back to harbour.

Invincible in London

ARRIVING in London for a week-long visit last month, HMS *Invincible* was met by Greenpeace protesters claiming she was carrying nuclear weapons. Six were arrested after they chained themselves to buoys at Greenwich to try to stop the carrier docking.

