

## WIVES' VIEWS

PROTESTS by some naval wives who oppose the decision that Wrens should serve at sea have taken the form of forceful opinions in interviews and letters, and in petitions.

In several naval areas petitions were received by senior officers, who met representatives of the wives to explain the reasons for the Navy decision and offer reassurances.

Marches included those at Portsmouth and Plymouth — attended by between 20-30 people in each case — with banners in evidence bearing slogans such as "Higher divorce rate" and "Broken marriages".

There have also been reports of letters to the Prime Minister and the Duchess of York.

Some of the anxieties expressed by wives are outlined in the selection of letters published in this edition — which represent views both in favour of and against the decision.

## Jennies now able — how many are willing?

# WRENS SEA ROLE CALL

BY ALLOWING Wrens to serve in combat warships, probably the most emotive decision since abolition of the Tot 20 years ago, the Royal Navy has produced a diversity of strong opinions throughout the Fleet and beyond — not least among Service wives.

The break with tradition, more radical and controversial than had been predicted, opens up a range of opportunities for women, not excluding eventual warship command and the highest ranks of the Service.

## Aiming high



Sights firmly set on the future as Wrens contemplate life at sea: pictured on board HMS Gloucester are, from left, RO1 Jason Pringle, and visitors Wren (Radio Operator) Crystal Simmonds (HMS Osprey) and Wren Caron Wallace, who has been serving at Northwood.

First of the ships in line for boarding by the Wrens are the carriers HMS Invincible and Ark Royal, the assault ship Fearless, the navigation training ship Juno, and a number of Type 22 frigates. Some Wrens are expected to be afloat before the end of the year.

Among the first at sea will be members of the Radio Operator, Radar, and some Supply and Secretariat and Air Engineering categories. An implementation team will also examine ways in which the policy can be extended to all the Operational and Engineering branches. Some QARNNS may also go to sea in due course.

The plan is for the overall proportion of a ship's company to be about 10-15 per cent Wrens, with a single ship maximum of 20 per cent. In the first instance there may be about 50-60 Wrens serving in a carrier.

Serving members of the WRNS will have the opportunity to volunteer and those selected will be given sea training. From a date to be announced all new recruits will be required to accept liability

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Reflecting a possible future Ops Room scene in a major RN warship, this mixed-manning shot, taken on board HMS Gloucester during a visit to the Thames, shows, from left: LS(Radar) Simon Bailey, Wren(Radar) Claire Hughes, Lieut.-Cdr. Malcolm Sillars (Ops. officer), and Wren(Radar) Angela Hares.

Pictures: PO(Phot) Stuart Antrobus, DFR(P).

# 'Women, sailors and Navy will benefit'

— Second Sea Lord

SEA service by Wrens — essential if the Navy is to avoid running into substantial manning difficulties and to give greater career opportunities for Wrens — represents a major change of policy rather than a trial or experiment, it was made clear by the Second Sea Lord (Admiral Sir Brian Brown) in an interview with Navy News.

But he recognised the opposition and apprehension of some wives and said visits would be made to port areas, particularly by his own

Personnel Liaison Team, to talk to wives and listen to their concerns so that they could be taken into account as detailed plans were formulated for the first Wrens to go to sea.

He believed the employment of Wrens at sea would work to the benefit of the women, the sailors and the Navy, and in a tribute to the professionalism of the WRNS in peace and war, said, "Anyone who had experience of what wom-

en have done in war will have no qualms about the operational implications."

Admiral Brown said there would be a prolonged period of evolutionary change, as the number of Wrens and other women — female doctors and perhaps nurses and MAs and so on — slowly built up in various types of ships.

Captain Alan West's report into the future employment of the

WRNS had represented the outcome of six months' intensive study, including visiting all the other navies which had women at sea; finding how they tackled the situation; and what were the problems.

This had provided all the detailed information necessary before the recent decisions had been made.

Admiral Brown said that from the manning point of view the need for the change was undisputed because of future reduced availability of young men to man the

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## Trident plans

IT IS hoped to order the third of Britain's Trident submarines this spring and to issue the tender for the fourth later in the year, it was stated in the Commons Navy debate.

The Navy's nuclear powered submarines are being inspected as they come alongside from their operational tasks "as a prudent precaution", it was also stated. This follows a defect discovered in one of the boats.

The decision to keep submarines at sea on operational tasks pending inspection when they return to port, had been taken in the light of independent safety advice.

"The Royal Navy's submarines operate within tried and tested safety margins and we regard the safety of submarine crews as of paramount importance."

There had been no radiation leak or injury to anyone.

## Ops. Room preview

## STAGING FOR PAY AWARD

THIS year's Services pay award is to be implemented in two stages — one involving a seven per cent increase operating from April 1 and the other effective from next January.

The award also features increases in retention bonuses and an uprating of the X-factor.

For full details, including the new daily pay rates, see page 36.

MORE news and views on inside pages about Wrens at sea, including:

● Readers' letters and pictures — page 17

● Cartoons — pages 7 and 16

# Children tune in thanks to Dryad

A LONG STAY in hospital can be dull, especially for a child.

But thanks to sailors and Wrens from the School of Maritime Operations at HMS Dryad the youngsters on the children's ward at St. Mary's Hospital, Portsmouth, will be able to while away the hours watching their favourite programmes on brand new colour TV sets.

Last year the ratings, who all work in Cook Building, adopted the children's ward and since then over £315 has been raised from a skittle night, treasure hunt and a home-made cake sale.

Handicapped and disabled children from the Gosport and Fareham area were guests of honour at a party held in the Warrant Officers and Senior Rates Mess at HMS Sultan.

With the help of Mess members and their wives the children were entertained with a disco, musical games and quizzes and were each presented with a bag of sweets as they left.

The party is an annual event and is funded by the profits of weekly meat raffles held in the Mess.

Three sailors from the Fleet Target Group, Portland, took to the saddle as a means of raising money for the Dorchester Children's Centre Appeal.

CPOA(E) Hugh Crosby and LAEMs Pete Cripps and Keith Horn proved pedal-power was certainly effective when their three-day cycling ex-

pedition from Land's End to Weymouth raised £130.

Traditional entertainment was as popular as ever when RN air station Culdrose pulled in the crowds for their annual panto.

Raffles held during performances of Mother Goose raised a total of £175.80 which was presented to WO Andy McDonald from HMS Raleigh, the South West's representative for the Handicapped Children's Pilgrimage Trust.

A group of children from St Blazey House, one of the homes supported by the Trust, were given a warm welcome when they attended a performance of the panto.

The Portsmouth Cot Death Research Fund received two

welcome donations from the Seabed Operations Vessel, HMS Challenger.

WO(D) Pete Still presented Mrs. Jean Powell with £700 on behalf of the Senior Rates Mess and Lieut.-Cdr. Timothy Lawrence presented her with £140 from the ship's Welfare Fund.

During the recent Armilla Patrol the Type 22 frigate HMS Brave found time to do some fund-raising in aid of the Guide Dogs for the Blind Association.

Members of the ship's company took part in "horse racing" on the flight deck and a sponsored "rock run" in Gibraltar.

And a cheque for £2,000 was later presented by Capt Andrew Gough to Mr. John Bond and his guide dog Ambie.

After the bombing of the RM barracks at Deal many donations to the Relief Fund came from local people.

Now Wrens from the Royal Marines School of Music are returning the favour and have helped raised money for the Special Needs Playgroup in Deal.

A German "Oompah" party, perfume and knitwear evening, a disco and various raffles brought in £500 for the group which assists children under five who have learning difficulties.

Throughout 1989 members of the Anti-Submarine Warfare Instructors' Association were hard at work raising money for the Elizabeth Foundation, an organisation which cares for small children with impaired hearing.

Various events, including a cycle ride from HMS Dryad to Portland and back, a half-marathon and a sponsored shave, raised £1,300 and the cheque was presented to Mrs. Shirley Metherell by Capt. Anthony Provest, Captain at HMS Dryad and President of the Association.



## Hair today — gone tomorrow

SEEN praying for a spot of divine intervention is Rev. David Lacy, of HMS Raleigh, who gamely volunteered to have his beard shaved off for charity.

His "close shave" raised £60 for the Handicapped Children's Pilgrims Trust (HCPT) which will be taking over 20 handicapped youngsters from Royal Naval families to join the nationwide HCPT Easter pilgrimage to Lourdes later this year.

Assisting the Rev. Lacy in this "hair-raising" feat are WO Andy McDonald, HCPT RN South West Area Co-ordinator, local parishioner Mrs Marie Young, POWren Lorna Wilkins, Mrs Joy Jerrard, verger, Second Officer Helen Sowton and Wren Sarah Bennett.

## Helping Hands

### Dolphin goes to the dogs



### OSPREY'S HELP FOR THE AGED

MONEY raised from HMS Osprey's Charity Sports and Families Day last summer has now found three worthwhile homes.

Two charities which have each benefited from a £500 donation are King George's Fund for Sailors and Cancer Research.

Squadron Leader Derek Barnes (rtd) was also presented with a cheque for £473 for Help the Aged.

### Elderly

The money will go towards the local Piper Life-line project which provides instant help to the elderly in distress via a special telephone emergency centre.

The Families Day events began with a 12-mile sponsored run — won by Lieut.-Cdr. Alvin Rich, commanding officer of 815 Squadron — and a 4x3-mile team relay.

A barbecue then followed with many sections and departments providing stalls and entertainment throughout the day.

TWO canine companions were given a warm welcome when HMS Dolphin played host to the Gosport Guide Dogs for the Blind Association.

Nero, left, and Leon, right, accompanied their owners Mr Tony Castleton and Mr Geoff Pritchard on a guided tour of the establishment.

During their visit Betty Winter, Chairman of the Gosport Association, was presented with a cheque for £1,000 from the Atlantis Club Committee.

She is pictured receiving the cheque from Committee Chairman CPO Mitchell and Dolphin's First Lieutenant, Lieut.-Cdr. John Turner, while committee member LWren Capocci looks on.

### Money for TV appeal adds up

AS the ocean survey ship HMS Hecla prepared to enter Swansea for a four-day visit she was boarded at sea by a gang of pirates.

But it was all in a good cause — for the smiling buccaneers were girls from Swansea GPO who had teamed up with the ship's company to raise money for Children in Need.

Hecla's commanding officer, Cdr. John Page, was forced to hand over £310 raised by the crew plus a ship's crest to placate the raiders and secure their mail.

The crest was later auctioned and thanks to the joint efforts of the Hecla and Swansea GPO £2,000 was raised for the appeal.

The Royal Navy and Royal Marines Careers Office in Birmingham also did their bit by press-gang local citizens into handing over their cash and raised £2,550.

HMS Osprey have finally added up the money they collected for Children in Need which amounted to a staggering £5,150.

Fund-raising events included a bed-push, an Osprey fair in the Boscawen Centre, a "dress as you wish for £1" day and the auction of a flight in a Lynx helicopter held on Gloria Hunniford's Radio 2 show.

### HMS Eaglet to the rescue

ON their way to present medical equipment to staff at Alder Hay Children's Hospital in Liverpool members of the ship's company of HMS Eaglet, Mersey Division RNR, were called upon to provide yet another "helping hand".

They witnessed a hit-and-run accident in which 11-year-old Anthony Quayle was seriously injured and Wren Carol Stevenson immediately gave him life-saving treatment before he was rushed to hospital with a severe fracture of the skull.

Doctors praised Wren Stevenson's swift action which saved Anthony's life and HMS Eaglet are happy to report the young boy has now made a complete recovery.

After the accident they went on to Alder Hay where they presented medical equipment bought with the proceeds of a sponsored field gun-pull.

Over £4,050 was raised and two further donations of £100 were made to the Hillsborough Disaster Fund and the Royal Marine School of Music Relief Fund.

Now HMS Eaglet are claiming a new naval record — 207 blisters on 19 people during the three-and-half-day gun pull!

### Bulldog's crew ride tall in the saddle



WHEN members of the ship's company of HMS Bulldog presented toys to the Plymouth Child Development Centre, at Scott Hospital, they were more than keen to help the children with "acceptance trials".

PO(M) French tested one of the cycles personally while MEM(M) Mick Pinhey and Ck Jim Howarth provided a steadying hand. The Centre, to which the coastal survey vessel is affiliated, is especially designed to meet the needs of handicapped children, and money to buy the toys was raised from various events including a sponsored slim, marathons and tabletop horse racing.

# When the boat came in . . .

HMS NEWCASTLE was given a true Geordie welcome when she returned to Newcastle for a five-day visit.

The city has a special affection for the Type 42 destroyer which was built at Swan Hunter's yard just a short distance from the city centre.

The ship berthed at Teesport to embark the Lord Mayor of Newcastle, Cllr. Terry Cooney, and his wife and daughter for passage up the River Tyne.

Sea cadets and disabled children from the ship's affiliated schools were also on board for the trip. They saw the ship put through her paces and a Lynx flying demonstration.

A 346-mile sponsored run from Portsmouth to Teesport by 15 members of the crew helped to raise money for the ship's charities.

On the marathon the runners were hosted by Oxford British Legion, Leicester Sea Cadets and the Doncaster and Darlington branches of the Royal Naval Association.

Cdr. Hugh Dalglish, the Newcastle's Commanding Officer, presented cheques amounting to £1,650 to Percy Hedley School, Parkway Special School and Ward 26 of Newcastle's General Hospital. The money will go towards buying computers and other urgently-needed equipment.

A ship's company dance was held on board the floating night club Tuxedo Royal, which was also the venue for the Miss HMS Newcastle competition. The winner was Miss Leah Marshall, aged 20, from South Shields.

## Careers forum

Crew members visited the Scottish and Newcastle Brewery to sample beer straight from the tap and later that evening, at a superb dinner, Cdr. Dalglish presented to the company a painting from Portsmouth's Lord Mayor, Mrs. Gladys Howard to mark the 100th anniversary of the brewery and the Portsmouth Guildhall.

A careers forum held on board gave valuable recruiting information to local careers masters and more than 1,000 people visited the ship on the last day.

Sporting highlight of the visit was a soccer match against the Newcastle United Second Team, which included two Irish internationals. The ship's team provided spirited opposition but lost 8-3.

After the match the referee, Bob Stokoe, who was Sunderland's manager when they won the FA Cup in 1973, presented the players with new "Maggie" football strips.

The team then returned to United's St James's Park for lunch and a tour of the ground.

After a busy and enjoyable visit, the ship sailed with CCF cadets and Miss HMS Newcastle on board for passage to the river entrance.



● Making a big splash with HMS Newcastle is the Type 42 destroyer's new pin-up, 20-year-old Leah Marshall, from South Shields.

## IN BRIEF

CAPT. Michael Caswell has taken up his post as British Naval Attaché in Moscow. He fills a gap left since Capt. Chris Meyer's "tit for tat" expulsion last June.

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A SERVICE was held at the Church of St Peter and Paul, Cudrose, Cornwall, to bless and dedicate four kneelers made by members of the Association of Wrens in memory of Mrs. Paddy Goodwill, late Chairwoman of the West Cornwall Branch of the association.

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A GARDEN of remembrance is to be laid out at the spot where an IRA bomb killed 11 bandsmen at the Royal Marines School of Music in Deal, Kent, last September.

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ONE of the original Downton pumps on board the Victorian ironclad HMS Warrior has been restored to working order — thanks to the skill of apprentices from HMS Sultan, the Navy's marine engineering school at Gosport.

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THE Devonport-based Type 22 frigate HMS Brilliant has won the Fleet Communications Trophy.

Flag Officer Flotilla One, Rear-Admiral Peter Woodhead, presented the trophy to the Brilliant's Commanding Officer, Capt. Richard Cobbold, and made other awards to outstanding crew members.

# For courage in the air —

CHIEF Petty Officer Aircrewman Julian Grinney has been awarded the Air Force Medal for his brave conduct during two daring search and rescue operations carried out on one stormy night off the Cornish coast.

In the first incident his Sea King helicopter from Royal Naval Air Station Cudrose was scrambled to assist a Spanish trawler pitching and rolling in heavy seas with an injured seaman on board.

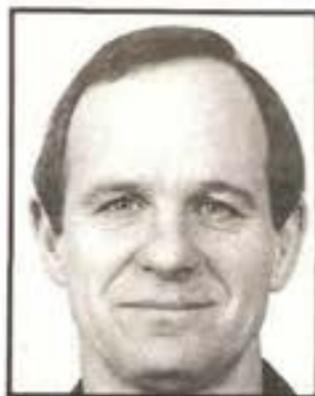
Conditions were too dangerous for a non-aircrew medical assistant to be lowered to the trawler's heaving deck, but despite the risks Chief Grinney (38) volunteered for the task.

On the hazardous descent to the deck he was nearly lashed by the ship's swaying mast and rigging and he struck the side of the vessel.

But once on board he was able to organise the safe recovery of the injured seaman, who was in urgent need of medical treatment.

Within minutes of returning to Cudrose, CPO Grinney was airborne again — this time to help in the rescue of four crewmen from the Korean vessel Secil Japan, which was drifting onto rocks at Hells Mouth, on the west coast of Cornwall.

His calm leadership and assistance ensured a successful



● CPOAcnm Julian Grinney, rescue despite the perilous conditions.

The medal citation states: "His professional conduct throughout both these hazardous search and rescue operations was of the highest order."

The aircraft's first pilot during the rescues, Lieut. Darrel Nelson (35), who was on secondment from the US Coastguard to RNAS Cudrose, has been awarded the Queen's Commendation for Valuable Service in the Air.

# KING GEORGE FUND HANDS OUT £1.5m

MORE THAN £688,000 was allocated to 46 Royal Naval charities by King George's Fund for Sailors during 1989.

## — and daring down below

A Royal Navy search and rescue diver who risked his life at the scene of a diving accident, has been awarded the Queen's Commendation for Brave Conduct.

Acting Petty Officer Aircrewman Adrian Rogers (34) was in the 772 Squadron duty Sea King helicopter which went to a diving accident eight miles south of St. Catherine's Point, on the Isle of Wight.

Winched down to the tender from which the team of civilian divers had been operating, he discovered that one diver had been recovered, suffering from decompression sickness, and one was still missing.

As the second diver had been missing for 70 minutes, PO Rogers decided to enter the water and search the wreck as best he could with the limited amount of air in his breathing apparatus.

On reaching the seabed his depth gauge read 38 metres — eight metres more than the limit to which he had been trained.

When PO Rogers found the diver, the casualty was upside down, his mouthpiece had come out of his mouth and one of his equipment straps had become snagged on the wreck.

### Risked own safety

By the time he had freed the diver he was coming perilously close to running out of air.

When PO Rogers slipped the casualty's diving weights both he and the diver began in his own words "to rocket to the surface." PO Rogers was now in danger of suffering an embolism and so carried out a free ascent.

The bravery citation says: "Rogers had knowingly risked his own safety to ascertain whether the missing diver was still under water or had managed to surface and had drifted away from the diving boat."

"In so doing he consciously dived to a greater depth than that for which he had been trained and beyond the design of his diving set."

"His courage and clarity of thought under the most physically demanding and mentally distressing circumstances were of the highest order."

This figure represents over 45 per cent. of the £1.5m. allocated to nearly 90 charitable institutions for seafarers by the fund.

Founded in 1917, King George's Fund for Sailors disburses grants to charitable institutions covering all areas of seafaring — the Royal Navy, merchant shipping, fishermen, RNLI and oil rig support.

One of the Royal Naval charities to benefit most from KGFS grants in 1989 was the Royal Naval Benevolent Trust, which received £210,250 to support pension funds and a residential home for ex-seafarers, Pembroke House, Gillingham, Kent.

The Trust provides welfare grants totalling more than £1m. to 850 seamen and their dependents around the country every year.

Other Royal Naval charities to feature in the KGFS grants list included the Royal Naval and Royal Marines Branch and Special Duties Officers' Benevolent Fund, and the RN and RM Childrens Trust for seafarers dependants, which received £50,000 and £35,000 respectively.

Hugh Lawson, the fund's Director General, said: "The increase in the fund's grants reflects the amount of hard work our supporters put in to raise money and to whom we are very grateful."

"As in previous years, our grants' allocation was boosted by legacies which helped to push us through the magic £1.5 million mark."

# Computer games at Mercury

New computer-based tactical fleetwork trainers for interpreting and plotting signals have been installed at HMS Mercury, the Royal Navy's communications and navigation school.

Developed by Westland System Assessment Ltd, they replace the old electro-mechanical trainers in use there since the early 1960s and allow instructors to conduct much more realistic "games" — particularly in the warfare scenario,

where injections can be made to represent up to 20 different contacts, including aircraft, submarines, helicopters, missiles and mines.

The new system also enables students to select ranges and display either true or relative pictures on their own visual display units.

Alterations of course and speed are simply put in by keyboard, giving them more time to practise their skills in the use of signal books.

# Ordnance mechanics find their prospects brighten

With WE Drafty's "Green Scene" having been relatively stable over past months the only marked feature has been the increased numbers of WEM(R)s recruited and now finding their way into their first ships.

This month's article will therefore concentrate on the business of DPC preferences declared to Drafty to help ensure people have the best chance of getting the job they want.

## PJT's

Pre Joining Training courses are very much part of a draft for weaponeers and packages can now extend for up to 9 months for WE Senior Rates who will be maintaining the newer, more complex equipments now entering the Fleet.

This means drafting desks are looking ahead some 9-12 months to fill jobs at sea.

While this generally gives nicely extended notice for sea it can sometimes mean relatively short notice for a shore move to start PJTs — usually at Collingwood!

If this just means a man moves within the Portsmouth area this is merely inconvenience to the employer; but for the Plymouth and Rosyth natives it can come as an unwelcome surprise — particularly when Drafty has 12 months or less notice of the move, as happens with some promotions and the selection for SD.

Drafty obviously tries to minimise such inconvenience and MOD consideration is

being given to whether this out-of-area short time can be compensated.

## Preferences

The imbalance between the number of sea and shore jobs in the different port areas is an inevitable consequence of a modern Navy which must be constantly changing and updating, and which for strategic reasons has to be spread around the country.

That and the main career training and PHTs and WEs centred on Portsmouth mean that it is most important to maximise one's preference choices on the Drafting Preference Card (DPC).

## Pierhead jumps?

Sometimes these are an inescapable part of Naval life and not even Warrant Officers are

# Drafty ... on the WE front



"Hey, Cinderella — your chariot awaits."

## WHERE THE JOBS ARE

The jobs split is obviously important in working out individual choices and chances.

Feedback from Drafty's visits to ships and shore establishments has confirmed the need and while BR 14 provides details of shore billets the sea billets have been less easy to access. A table of the main ones is given here and a

full version (plus an expanded version of the BR 14 list) will be circulated in the ships of the Fourth Frigate Squadron.

If this is found useful the information will be made more widely available. (SWEOs will be given the details).

UNIT TYPE	CCWEA ADC	AD	CEW	CWEM (R)	POWEM (R)	LWEM (R)	WEM (R)	CCWEA WDO	WD	OC	CWEM (O)	POWEM (O)	LWEM (O)	WEM (O)
TYPE 21		14	6	6	6	24	36	6	16	6			24	36
TYPE 22	14	62	20	14	4	72	92	12	60	18	14	42	72	112
TYPE 23	3	4	2		1	3	6	3	4	2			4	6
TYPE 42	12	45	12	12	33	80	93	12	55	34	11	23	69	159
LEANDER	13	39	22	14	17	48	99	13	44	17	14	22	31	91
CVS	3	10	5	3	11		40	3	14	7	3	3	15	28

Fleet are urgently studying proposals for the CWEM(O) to run a technical section.

These could be introduced on a ship-by-ship basis initially as men and jobs fit. Thereafter the changes would be included in schemes of complement.

## More room at the top

Opportunities for promotion continue to be excellent. The fast career progression at the junior levels and the low notice-giving at the more senior levels point to the career satisfaction being achieved.

At the top echelons, the varied portfolio of interesting and

challenging jobs has undoubtedly contributed to the zero rate of notice by WE Warrant Officers over the past year.

It would, however, be unrealistic to expect this particular record to continue, or extend into other ranks, as Open Engagements by definition mean that options will be exercised to ensure the best transition possible

into civilian life after a full Naval career.

One of Drafty's aims is to ensure that such notices are not exercised because people got their preferences wrong — in terms of what they actually wanted; or indeed of what was in the realms of the possible! Make the DPC work for you!

## Weapons engineering drafting team

Drafting Commander and WE Warrant Officers Appointer — Cdr. Richard Jenkins (ext. 2524), Apps/Art/Can/Office Manager — CWREN Sue Bailey (ext. 2526/2524).  
Ordnance Drafting: Lt. Cdr. Mike Lintell — (ext. 2511); POWTR Brian Coulthart; LWREN Trace Robertson; LWTR Paddy Patrick (ext. 2511/2526);  
Radio Drafting: Lt. Cdr. Les Medlock (ext. 2525); POWREN Mitch Kiseley; LWTR Phil West; WREN Emma Davies (ext. 2525/2527).



"This might help you out."

## What happens if you achieve the rank of Disabled Ex-Sailor?

You'll need looking after. You may need specialist care.

Erskine Hospital exists to provide such attention. Since 1916 over 40,000 ex-Servicemen and women from every branch of the armed services and the merchant navy have been tended here.

Erskine works outside the National Health Service, so its survival depends on voluntary support. With 360 patients, Erskine needs £3.5 million a year.

Donations, which will be acknowledged, should be sent to Iain W. Grimmond, Treasurer, Room NN3, Erskine Hospital, Bishopton PA7 5PU. Please make cheques payable to Erskine Hospital.

**ERSKINE**

exempt. However saying 'yes' on your DPC to going to sea early does not mean you are volunteering for a short notice move.

Rather it gives your Drafting Officer the flexibility to get you your preference where possible.

It may allow him to draft the Rosyth man, say to the Rosyth ship of his choice one or two months early, rather than finding that on the exact date the man is due for sea there are only Portsmouth ships available.

To show you are not a volunteer for a pierhead jump you can answer 'no' to the next DPC question which asks if you are prepared to go to sea without the normal drafting notice.

Consequently a yes/no man maximises his chance of getting his preference without prejudicing his drafting notice.

## Swop drafts

Swop drafts are another way to get what you want and the columns in Navy News are read by the Drafting Officers with interest.

They sometimes find volunteers for jobs they wanted to fill anyway from the column and make the point that a C240 would probably have produced a quicker (and satisfactory) solution.

Regrettably it is also apparent that some of the bids are not possible as they involved requests to swop between types of service.

Coming ashore on a swop with sea time still owing would not work as it would inevitably mean through drafting — possibly at short notice — to sea again.

If in doubt ask your divisional officer, or send in a C240 to see if the proposed swop is practicable and can be approved.

## Foreigns

In general only volunteers go LFS and if you want to be considered mark your area preference — or put 'worldwide' if applicable — and remember the tick to show that you opt for this above your UK preference.

## Ordnance

Career prospects are being enhanced for the Ordnance Mechanics with increasing emphasis on technical employment as their responsibility for explosive accounting lapses.

Already POWEM(O)s are running launcher and close range weapon sub sections and



# Trenchant at the cutting edge...

TRENCHANT — fifth of the Royal Navy's Trafalgar Class submarines — was sent down the slipway under a splash of Pusser's Rum instead of the more traditional English wine.

She was launched by Lady Meriel Hunt, wife of Admiral Sir Nicholas Hunt, former Commander in Chief Fleet, on November 3, 1986.

A nuclear powered Fleet submarine, her role is to seek out and destroy enemy ships and submarines anywhere in the world. She was built by Vickers Shipbuilding and Engineering Ltd, Barrow, and underwent sea trials from the middle of February to the middle of April 1988.

Displacing 4,730 tonnes surfaced (5,208 submerged), HMS Trenchant is 85.4m long. Her power is generated from a uranium fuelled reactor. Primary coolant water under pressure is pumped through the core, taking heat to steam generators. Here secondary water is boiled, producing steam to drive the main engines and electrical generators.

The process is ideal for a submarine as it does not depend on air. Any fresh water required for both machinery and domestic use is produced on board. The reactor is backed up by a large battery.

Two steam turbines provide the propulsion, giving speeds in excess of 25 knots. For slow speed manoeuvring, there is a retractable motor known as the eggbeater.

HMS Trenchant can carry up to 25 weapons, including the RN Sub Harpoon, Tigerfish and Spearfish. She was the first and is still the only production Spearfish submarine.

Both active and passive sonar are fitted and on-board computers use the data they provide to produce firing solutions on targets and control the wire-guided weapons in the water.

The submarine is very quiet, using the most up-to-date noise reduction techniques to avoid counter-detection. Radio equipment on board enables the Trenchant to send messages to and receive them from any part of the world, by conventional means and via satellite.

Satellites are also used for navigation. When dived, the inertial navigation system, SINS, produces an accurate position without the need for regular fixing.

As the Trenchant may sub-



Above: A year into her first commission, HMS Trenchant's programme includes a number of Spearfish firings. She is the only production Spearfish submarine to date.

merge for more than 70 days at a time, space is carefully used to pack away all the stores and food required for her sea-going complement of 15 officers and 105 ratings.

The medical department monitors levels of oxygen, carbon dioxide, carbon monoxide and other gases on board, all of which are carefully controlled. Every opportunity is taken for recreation ashore, and films and videos are regularly shown on board to help fill free time.



Battle Honours: Malaya 1944-45

## ADMIRAL JOINS REUNION

AMONG the guests at the launch of the latest HMS Trenchant was Vice-Admiral Sir Arthur Hezlet, illustrious captain of the wartime submarine of the name, and some of his crew.

Close links are maintained between the companies of the two submarines.

An association of Trenchant "old boys" came about when former Leading Stoker Roy Broome set about organising a reunion of his wartime colleagues.

The grand reunion — with Vice-Admiral Hezlet as guest of honour — took place in Manchester and it was the crew's first meeting in 40 years.

Roy can be contacted at 33 Gleneagles Road, Flixton, Manchester.

The present HMS Trenchant also maintains a close tie with her affiliated town, Llanelli.

## Facts and figures

Length: 85.4m. Breadth 9.83m (moulded). Draught: 9.5m. Speed: in excess of 25 knots. Diving depth: in excess of 175mm. Armament: Five 21in. weapon tubes. Machinery: Pressurised water-cooled reactor, generating steam for geared turbines. Laid down: April 1984. Launched: November 1986. Commissioned: January 1989.

# WWII JAPANESE DESTROYER AND CRUISER OUTFOXED

ONE of 59 T Class submarines, 15 of which were war losses, the previous HMS Trenchant was built at Chatham and commissioned in 1944.

She sailed for the Far East in May of that year, arriving at Trincomalee in early July. Her first taste of action came on August 9, when, as part of the 4Sqn, she sighted an enemy store-carrier and a motor gun-boat.

The submarine surfaced and opened fire, which was returned by the gun-boat's three-pounder and machine gun. But the Trenchant's sixth round hit the bridge of the gun-boat, which burst into flames.

The submarine then turned her attention to the store carrier which blew up and sank after four hits. By this time the gun-boat had recovered sufficiently to resume firing, but, before long, her crew abandoned her and she sank. The Trenchant picked up 14 survivors.

The exploit which was to be the Trenchant's crowning achievement came in June



Above: Conqueror of the Japanese heavy cruiser Ashigara, the Second World War submarine Trenchant.

1945 as she patrolled the entrance to Banka Strait, Palembang, Sumatra. She learned that a Japanese heavy cruiser escorted by a destroyer had been sighted.

That night, while the Trenchant was on the surface recharging her batteries, she saw a Kamikaze Class destroyer approaching. After a brief skirmish the submarine submerged while the destroyer swept seawards in a search pattern, vainly attempting to locate the Trenchant as she lay in wait for the cruiser.

The following morning the submarine sighted her target, the Nachi Class cruiser Ashigara, at a range of

about six miles. Heavily laden with troops bound for Singapore, the Ashigara was hugging an inshore route.

The Trenchant closed as far as possible in the shallow water and, aware that she was lying inside an Allied minefield, fired a full salvo of eight torpedoes.

When the smoke cleared away, the Ashigara had stopped, was listing heavily to starboard and was burning fiercely. As a Japanese destroyer approached at full speed the cruiser rolled over and sank, leaving the Trenchant to make her escape seaward.

This action removed the only serviceable Japanese

heavy cruiser from the area on the eve of the Australian landings in Borneo. The Trenchant's CO, Cdr. Arthur Hezlet, now Vice-Admiral Sir Arthur Hezlet was granted a Bar to his Distinguished Service Order and awarded the Legion of Merit by the Americans.

The Trenchant remained on active service after the War, continuing to serve in the Mediterranean until 1959. She was sold for scrap in 1963.

The first HMS Trenchant was a modified R Class destroyer, commissioned into the 15th Flotilla, Grand Fleet, in 1917. She was sold for breaking up in 1928.

## Full postcards list page 30



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# Why do tiffies get still more differences?

WHY is it that so many differences continue to be made between the artificer and the non-artificer pay and promotion structures? (DCI RN 305).

Their professional career training now exempts the artificer from having to have two O Levels Grade C or better, for promotion to warrant officer.

Is it not enough that the artificer structure already offers the opportunity for a higher pay scale and position, — i.e. that of charge chief?

Surely, it would be fairer to all if the non-artificer were also considered for promotion with the one GCSE O Level in English, the second being replaced by an assessment in professional and specialist ability, or is it that we do not conduct career training? — **M. Surman**, CPO(OPS)(M), HMS Raleigh.

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

## Bounty Boys going adrift

I READ with interest your article (January) about the Foudroyant and the decision to keep her at Hartlepool.

I wonder how many readers know that during the Second World War she was one of the training ships and establishments used as intakes for Sea Cadets who joined the RN under the Bounty or "Y" scheme as communicators?

My oppo Fred Panton and I joined her in 1943 as Boys (2C). Along with Bill Hobbs we are now trying to keep the Bounty Boys Association afloat and would dearly love to hear from any ex-Bounty boys who may be interested in swinging the lamp once in a while.

We "powder monkeys" who have served the RN in wooden walls are comparatively few and far between these days. May we ask that any old Bounty interested contact either Bill Hobbs on 0923-773805, Fred Panton on 01-228-2379 or myself, Jack Brown, on 01-228-7237.

Our founder Lieut. (SCC) Frank Storey, RNR, died last year and we three feel he would have liked to know that someone has taken over the helm. — **J. W. Brown**, London, SW11 5UY.



## THIS WAS THE ONE WE MEANT...

"That's not the Cossack," not a few of our readers told us after we carried a picture to mark the 50th anniversary of the Altmark rescue last month.

Well, it was — it just wasn't the right one, that's all...

The photograph in fact showed the C Class destroyer launched in May, 1944, part of a series of 24 of which only eight saw service in the Second World War.

She spent much of her working life in the Far East, returning home in 1959 to be broken up in 1961.

Her predecessor, pictured here in 1939, was the one that freed the 303 British seamen in the famous raid in Josing Fjord. She sank west of Gibraltar on October 27, 1941, four days after being torpedoed by a U-boat. Sorry about the confusion.

Admiral of the Fleet Lord Lewin points out that readers can keep up with wartime anniversaries by consulting "The Royal Navy Day by Day". First published in 1979, this book is now being revised and any corrections, omissions or additions should be addressed to the Editor, Captain A. B. Sainsbury, c/o The National Maritime Museum, Greenwich SE10 9NF.

Picture — Wright & Logan

### Reverting to type

ON variety of ships (January), where has ex-PO G. K. Smeeton been since he came out? Only two types of offensive warships in the modern Navy?

I also was in the "good old Navy" and my experience was that if anyone had a couple of commissions on a certain type of ship, Drafty was disposed to ensure you had a similar type to avoid a long-winded orientation.

Today's types are many and are often upgraded and modernised. — **Bill Manners**, Ex-PO, Sidcup, Kent.

### Prime value of Plymouth

CONCERNING the efforts to preserve the Falklands veteran frigate HMS Plymouth, can't the powers-that-be see what an excellent aid to recruitment having an (almost) modern warship open all the year would be?

Three cheers for the Plymouth volunteers here in Plymouth who have done a grand job. But why don't MOD just give them the ship? They'd see their money back ten times over. — **P. S. Walker**, CPO, Plymouth.

### War graves in Romania

AFTER the entry (January edition) about the naval ratings from HMS Mersey buried in Romania, a number of your readers kindly contacted me.

It appears that after the Armistice in 1918 the Mersey was ordered to the Danube, but due to the fierce winter in the Balkans she was laid up at Braila with the crew living ashore. A number of them died from the flu epidemic raging in Europe at the time. — **B. M. Duckett**, Blackpool.

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JACK



## Upheaval of those border crossings

REGARDING the article "The Scottish Navy — is it becoming a reality?" (January), we were annoyed to read of the problem of upheaval from the South Coast to Scotland.

Surely this is not a singular problem? What about the upheaval problems of Scottish families, and their being sent Down South? Surely it's as bad for them, but we never seem to read about that.

It's about time the South Coasters took off their blinkers and stopped feeling so sorry for themselves being drafted to Scotland. After all, many Scots do not want to be drafted Down South.

As was stated, "once bitten, forever smitten." Scotland is a lovely country. — The Wrens of Yellow Watch, HMS Neptune.

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

## HOW EX-RNs CAN USE HOME CLUB

I AM writing on behalf of three ex-RN, plus myself, who are all RNA members to complain about the Royal Sailors' Home Club in Portsmouth.

I and other ex-RN men who served their time when the building was being constructed had a compulsory deduction from our pay — a third of a day's pay which in those days was fair money. Now, on a recent visit to Pompey, we were not allowed to enter the club or use any of the facilities.

What about the day trippers who would like to go in just to take a trip down memory lane and reminisce about the days of old spent in there? — A. R. Rizzo, Leicester.

● In reply the club explained that ex-RN members can use the club by joining as a life member (minimum donation £40) or as an annual member (£5 joining fee, plus £6 annual subscription).

RNA members can use the club either by becoming members as described — or if their branch takes out country membership at a fee of £20. This allows all members of that branch to use the club.

# 'Happy chief' is right where he wants to be

I JOINED the Royal Navy in 1965 direct from school which was in the far outback known as the Isle of Wight.

Since 1986 I have served on the Staff of CSO(E) Portsmouth and was due to be released in December 1988. I opted to extend my engagement by one year at a time and was then selected for the Second Open Engagement, which I accepted. When I am finally released into the great wide world

of civvy street, it will be the first interview for employment in my life.

Mine is a post which at times demands a certain amount of tact, diplomacy and guile. It suits some people but not others.

The onus always falls back to the good old Divisional Officer

who first sights a draft order for his new staff member and then meets him/her the day the person joins.

To assist transition from Service to civvy life I have often wondered why, from chief level, there is not an interview system to fit the round peg into the round hole and maybe even arrive at a senior rate who is not only in a position he wants to be, but also happy!

This theory not only applies

to Engineering posts but also positions where previous personal requirements are a prerequisite. Obviously manpower, time and Centurion's computer can be "food for thought" for the ever-recurring word retention.

A happy Senior Rate in a post where he is wanted and he wants to be — what is the Navy coming to? — Les Gosden (A Happy Chief), CWEM(O), Portsmouth.

hoped to produce a booklet outlining the history of the unit. We are seeking any information, photographs and memorabilia about the unit from its formation until today.

It is also hoped to include a history of the various HMS Harriers that have served the Royal Navy over centuries. The last seagoing Harrier was a Halcyon class minesweeper. If anyone has information, photographs and memorabilia they would be willing to pass on, this would also be gratefully received. Welcome too would be memorabilia of HMS Nubian, which was Milford Haven's adopted wartime ship (and after whom the unit was originally named).

## Group

It is also intended to form a TS Harrier Association as a support group for the unit. Such an organisation might be a focus for ex-Harrier personnel if such an association does not already exist.

Anyone wishing to assist in any of these matters should reply to me — Rev. A. W. Huckett, Sub-Lieut. (SCC, RNR), Officer in Charge, TS Harrier, 7A Castle Hill Road, Steynton, Milford Haven, Pembro.

## Letters

# Are promotions at a standstill?

AFTER waiting with bated breath for the promotion signal last October, I and no doubt a few more of my POSA colleagues were surprised to find only three people had been selected for promotion.

After years of having reams of names on the signal, due to people coming to the end of their time — with fresh blood being injected into management level of the branch — this year it would seem that the up and coming people have had the skids pulled from under them.

The Second Open Engagement appears the cause of the situation, creating a stagnant promotion roster.

If the advancement roster continues the same as last year it will only add to the number of ratings putting in their 18-month notice and will have the opposite effect from that sought. MOD will have retained the senior CPO and the junior rates, but the middle ground of experience will have gone outside long before their turn comes up for promotion.

I personally can wait, but some will find the waiting just not worth it. — POSA, BFPO ships.

● In reply HMS Centurion stated:

We all fully recognise that in the non-technician branches where there is a pyramidal structure with Warrant Officers at the top and Able Rates at the bottom (SA is a prime example of this), men must leave in order to cause vacancies and generate advancement and promotions.

It is precisely because of this that the numbers of Senior Rates in each category by calendar year length of service to whom 2OE may be offered are limited by a quota system, con-

trolled by MOD, which is designed to ensure that any consequent effects on advancement and promotion remain firmly under control.

In principle the system requires that the average length of time for promotion to CPO should not, as a result of the award of 2OE places, be extended by more than three years.

Your reader may be interested to know that on average a Stores Accountant can expect to serve 5.2 years as a Petty Officer before being promoted to CPO (5.1 years in 1985) and that overall he would have served, on average, 16.3 years man's service by the time he is promoted to CPO (17.1 years in 1985).

Notwithstanding the introduction of 2OE, over the last four years there has been no significant change in length of service for promotion to the next higher rate.

## The right angle . . .

NAVY News appeals to different people for different reasons. And it's instructive, perhaps to know why the young are attracted. These are the reasons listed in a letter written recently by a deputy headmistress to her local RN and RM Careers Office:

- The Librarian likes to have it on show in the library.
  - It keeps us up to date with naval news.
  - The variety of material and the style of presentation is good.
  - The Games Club like the craft pictures for reference purposes.
  - The Brownies use old copies for cutting up and sticking on to their travel collage.
  - The Sixth Form boys would miss the many angles of Miss Globe and Laurel!
- Wouldn't we all?

## Navy News

No. 428 35th year

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# THE TASTE OF SUCCESS

## Silver collection at Salon Culinaire



Part of the Royal Navy Cookery School's Wedding Breakfast entry that won a silver medal in the British Open Cookery Championships at Hotelympia.



Silver medals for RN Cookery School instructors — left to right are WOck Trevor Nelson, CPOck Phil Ashman, CPOck Graham Wilkinson and POck Des Wallington.

"LADY Oswald and I will never look on Duck a l'Orange in the same way again."

The First Sea Lord had witnessed a vivid display of the culinary arts at the Royal Marines recruiting stand at Hotelympia, venue for the British Open Cookery Championships.

While the rest of the team put their skills to serious use with a range of fare from the field kitchen, WO Mickey Northfield was amusing his patrons with some by-play involving a plastic duck and an orange — dropped into a kettle of boiling water and returned to view as a cook-in-bag ready meal.

But elsewhere convenience foods were definitely off the menu as 25 RN/RM cooks and stewards showed off the top range of their talent to earn no less than 24 awards — nine silver and seven bronze medals with eight Certificates of Merit that make up one of the most successful tallies ever in this international competition.

WOck Trevor Nelson — himself earning a silver and a bronze — led the team. Another silver award went to the Team Buffet, which combined his skills with those of his fellow instructors at the RN Cookery School, Chief Cooks Phil Ashman, Graham Wilkinson and POck Desmond Wallington.

Cpl Jimmy Mann (RM Poole), with a celebration cake, and POck Ian Franklin (HMS Charybdis), with a show platter of crustacea, were also among the silver medalists.

A civilian member of the team, chef "period appointee" Miss Pam Dunford (HMS Heron), won a bronze for a superb sculpture in fat.

The live "cook and serve" competition, which requires strict teamwork between cook and steward to prepare and set out a meal in an hour, brought a silver and two bronze medals for teams from HMS Gannet, HMS Sultan/Raleigh and HMS Raleigh/Rooke trained by WOStd Jones.

### Winning cocktail

The RN side of the recruiting stand was managed by CPOStd Dave Deady, who won two Certificates of Merit for napkin folding and cocktail mixing.

His winning cocktail was tried out on unsuspecting members of the public before the competition — one of the reasons why the stand became so popular with visitors during the day!

**Results:**  
Silver Medal — WOck Trevor Nelson, CPOck Phil Ashman, CPOck Graham Wilkinson and POck Des Wallington (Collective Buffet); Cpl Jimmy Mann (Celebration Cake); and POck Ian Franklin (Show Platter of Crustacea); CPOck Phil Ashman (Show Platter of Game); POck Tony Alcott (Cook and Serve) and Wren Std Justine Griffin (Cook and Serve).  
Bronze Medal — WOck Trevor Nelson (Int. Service Cold Luncheon); POck Dave Galpin (Show Platter of Game); Miss Pam Dunford (Works in Fat); LCk Hank Marvin, Wren Std Debbie McNaire, Ck Matt Wright and Wren Std Wendy Murden (Cook and Serve).

Certificate of Merit — POStd Wayne Mitchell (Works in Fat); CPOck Dave Scott (Show Platter of Meat); CPO Dave Scott (Show Platter of Game); WO Ron Heddicker (Wedding Cake); CPOStd Dave Deady (Napkin Folding); POck Ian Franklin (Int. Service Live); and POck Dave Galpin (Show Platter of Poultry).

● Pictures by PO(Phot)s Stuart Antrobus and George Hunter.



POStd Wayne Mitchell from HMS Warrior, with the allegory of the death of Nelson worked in fat that won him a Certificate of Merit.

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# Points North

## Two's company at York . . .

The Chiefs' Mess in HMS York, not the front bar of the Woolpack, was the venue for Emmerdale star Glenda McKay's 19th birthday party.

Glenda, who plays Rachel in the long-running TV series, visited the Type 42 destroyer with co-star Malandra Burrows (Kathy) when she pulled in to Hull (below) for a visit to her

affiliated namesake city of York.

The pair are pictured here pouring the bubbly with the ship's CO, Captain Anthony McEwan, First Lieutenant, Lieut. Cdr Nigel Overington and the Mess President, WO Keith Trotter.

The five-day visit made a welcome opportunity to renew old ties following a recent maintenance period. Seventy members of the ship's company attended a civic reception on the first day and later some of them had the chance to meet up with the Emmerdale characters again on their home ground at Yorkshire TV — at the Woolpack, of course.

Rowntree Mackintosh replenished the ship's supply of Yorkie bars — Captain McEwan traditionally presents one to anyone performing above and beyond the call of duty — and hosted a small party for a visit to the factory.

The CO was called upon to read a text at Evensong at York Minster, which 30 of the crew attended at the invitation of the Dean.

When the York left Hull, another of her affiliations called to say farewell — a group of Phantoms from RAF Signal 74 Squadron flew in formation over the ship as she departed King George Dock for continuous operational sea training at Portland.

Pictures by PO(Phot) Stuart Antrobus



## . . . and ten crowd into Dundee



Dundee Harbour was a hive of bustling activity when ten British and foreign warships arrived for a week-end visit to the home city of Captain Scott's Discovery.

Six were berthed in Victoria Dock alongside Scott's famous Royal Research Ship used for his first Antarctic expedition of 1901-04 and the hulk of the 19th century frigate Unicorn.

These six make up the NATO Standing Naval Force Channel, whose mine countermeasures vessels have the vital job of keeping one of the world's busiest sea lanes open in time of crisis.

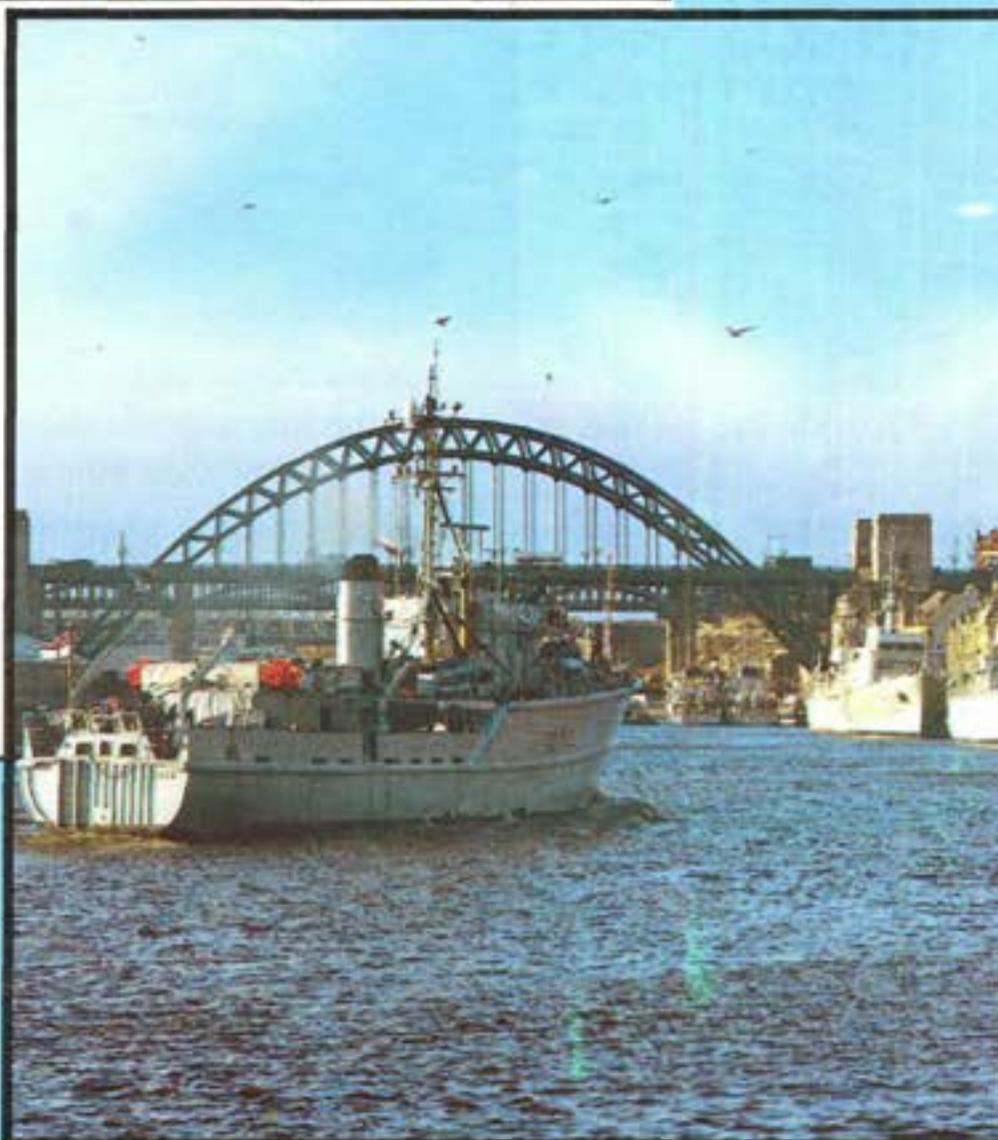
Under Commander A. L. Maas, flying his flag in BNS Godetia, the other ships were BNS Bellis from Belgium, HMS Cattistock, FGS Cuxhaven from Germany and HNLMS Middelburg and

Hooqveven from Holland.

The other four — Rosyth-based HMS Sheraton and HMS Wilton, Iveston and Hubberston from Portsmouth — belonged to the Third Mine Countermeasures Squadron under Commander Robin House.

For eight days before the visit, the ships had all been exercising together in the North Sea and had earlier called at Newcastle-upon-Tyne, where one of the STANAVFORCHAN ships, the Dutch HNLMS Sittard was forced to remain behind with a fuel contamination problem.

● Other MCM3 ships calling on this occasion including HMS Brinton, seen here (right) approaching the quayside by Newcastle's new Courts building.



# Fishy business

THE Royal Navy's two Castle class offshore patrol vessels still remain a world apart.

While HMS Dumbarton Castle is engaged in fishery protection duties in the UK waters her sister ship, HMS Leeds Castle (see page 14) is 8,000 miles away patrolling around the Falkland Islands.

The two ships will not meet again until 1991 when the Dumbarton Castle takes over the task in the South Atlantic and the Leeds Castle returns home for refit followed by fishery protection duties.

## Dumbarton and Leeds patrol miles apart

For the Dumbarton Castle a visit to Amsterdam was followed closely by a visit to London, with the Captain Fishery

Protection embarked.

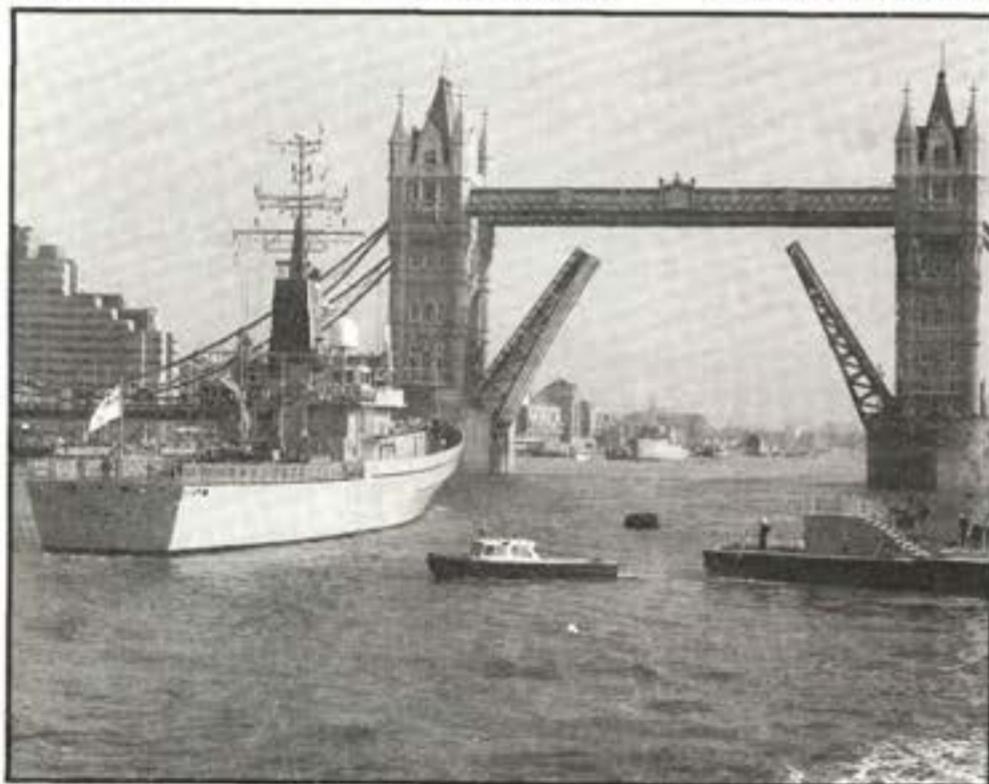
The ship hosted functions aimed at developing relations with the fishery institutions and community in London. Members of Billingsgate Market, the Ministry of Agriculture Fisheries and Food, and the Editor of Fishing News were invited on board.

### Children

During a "home town" visit to Dumbarton affiliations with the town were reaffirmed — especially the close tie the ship has with the Elmwood School for deaf children.

The ship's company presented the school with a video camera bought with money raised on board.

● While on patrol the Dumbarton Castle arrested two fishing vessels whose skippers were fined a total of £30,000 for illegally fishing for haddock.



HMS Dumbarton Castle pictured leaving London through Tower Bridge.



The offshore patrol vessel HMS Dumbarton Castle is pictured against the background of Dumbarton Rock during a home town visit.

## TYNESIDE CHEER

WHEN the fishery protection minesweeper HMS Lindisfarne sailed into the Tyne on a courtesy visit the crew had a special delivery awaiting them on the quayside.

special consignment of Newcastle Exhibition Ale to refresh the ship's company.

The Lindisfarne's commanding officer, Lieut.-Cdr. Tom Carter, said: "It was a most unusual delivery but we were delighted to receive it and it has been put to very good use."

Local folk group Lindisfarne were there with a

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# People in the News



Above: Former Wren Mrs Margaret Holroyd (now 92) and CWren Maggie Edson.

## Modern Wren meets Lord Jellicoe's driver

FIFTH recruit into the Women's Royal Naval Service, Mrs Margaret Holroyd (nee Bassett) is today one of the few female residents of the Royal Star and Garter Home in Richmond, Surrey.

Now 92, Margaret can look back on a long and active life. Between 1917 and 1919 she was personal driver to Admiral Lord Jellicoe.

Other work around the same era included delivering materials for airfields.

Margaret recently received a visit from CWren Maggie Edson, who will be running on behalf of the Home in the London Marathon. Five other Wrens will be joining her on the run.

As much as £1m more could be raised if another of the Home's residents, war hero

Charlie Hankins, succeeds in his bid to travel from Lands End to John O'Groats in a 50-year-old, hand-operated invalid carriage.

Charlie, who lost both legs and the sight of one eye and suffered gunshot wounds to his chest while serving with the Army in North Africa, will set off on the 950-mile route on July 21.

Over recent years the amazing 70-year-old has raised over £250,000 for the Home. His latest effort will benefit the Erskine Hospital for Disabled Servicemen, Glasgow, as well as the Star and Garter. There will also be parties for disabled children.

Anyone wishing to make a donation can telephone a premium rate Charityline number — 0839 777770 — for recorded details.

## THE WRITER STUFF!

IT WAS the Senior Service's gain when Jo-Anne Peet decided to make the switch from the Women's Royal Army Corps to the Women's Royal Naval Service.

WrenWtr. Jo-Anne won the prize for being the best RN Writer trainee of 1989. She was presented with the award by Mr. Brian Emmence, chairman of the Royal Naval Writers Association.

Jo-Anne has now joined the staff of Flag Officer Plymouth.



WrenWtr. Jo-Anne Peet.

## Chelsea fun

CHELSEA Pensioners Mr. Herbert Tolhurst and Mr. Albert Pound are pictured during a visit to HMS Phoebe. They spent a morning touring the frigate while she was alongside in Devonport.

The tour concluded in the CPOs' mess with lunchtime drinks... which may account for the confusion.

Pictured from left (we think) are Chief Stoker Roderick Cameron, Mr. Tolhurst, Lieut.-Cdr. Grant and Mr. Pound.



## SNOOKERED

SNOOKER star Ray Reardon presented John Gavin with an autographed book to mark his success in reaching the quarter-finals of the Rothmans-Naafi Snooker Tournament.

John, a civilian worker at Rosyth Naval Base, also played three frames in a friendly against Ray and thoroughly enjoyed his day at RAF Lyneham. Eventual winner of the tri-Service competition was Cpl. Bill Bowditch of RAF Oakhanger.

## Well grilled

LEADING Steward Stephen Burgess' knowledge of British military campaigns on land (1688-1763) was put under the spotlight when he appeared on Mastermind.

Stephen scored 15 in the specialist subject round and took the total to 26 after the general knowledge section. He finished equal second.

Based at HMS Raleigh, Stephen travelled to Bristol University for the filming.



## PIPPING REST TO POST

STAR treatment was in order for Chief Officer Pippa Duncan when she assumed command of HMS Warrior, operational HQ of the Royal Navy and home to the Commander in Chief Fleet, AOC 18 Group RAF, Flag Officer Submarines and Channel Command NATO.

She is the first WRNS officer to take command of a major RN establishment, other than the old HMS Dauntless, former WRNS new entry establishment.

Chief Officer Duncan's responsibilities include security, housing and general administration at HMS Warrior, base to nearly 1,000 servicemen and women.

She joined the WRNS in 1966 and was commissioned in 1969.

Above: Chief Officer Duncan, flanked by PO Wayne Fletcher and Wtr. Peter Doolin, faces a barrage of press photographers.

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# Don't lose out on lost leave

BECAUSE the scope for compensation from public funds is limited, Service personnel are advised to insure against the possibility of leave arrangements being altered for Service reasons, resulting in forfeited holiday payments.

Naval leave and travel regulations list the rare occasions when a Serviceman is entitled to compensation from public funds for holiday payments forfeited as a result of cancellation or curtailment of leave by the Service.

The arrangements for refund specially exclude losses which arise from the cancellation of a holiday due to the normal exigencies of the Service. These exigencies are taken to include, among others, last-minute changes to ships' programmes, short notice drafts, and altered leave dates due to increased security states in naval establishments.

The altering and cancellation of leave has always been one of

the factors taken into account by the Armed Forces Pay Review Body in assessing the X-factor in Service pay.

Personnel are advised that any insurance taken out to cover the risk should contain wording along the following lines: "The insured, being a member of HM Forces, having arranged leave cancelled due to the exigencies of the Armed Forces, the underwriters will pay any irrecoverable payments for travel and accommodation. Proof of posting/drafting or cancellation of leave must be supplied by the commanding officer or other similar military authority."

A number of insurance brokers and travel agents already sell policies which in-

clude this specific Service risk, but if Servicemen find difficulty in obtaining suitable cover they are advised to contact: The White Ensign Association, HMS Belfast, Symons Wharf, Vine Lane, London, SE1 2JH; or the Secretary to

the Armed Forces Investment and Insurance Brokers' Committee, BIBA House, 14 Bevis Marks, London EC3A 7NT, who will provide the names of brokers selling this type of policy. DCI(RN) 9/90



"My old lady's got a policy that pays up if I come home on leave."

## Crews wanted for three little ships

TO commemorate the fiftieth anniversary of Operation Dynamo, the evacuation of Dunkirk, it is planned to deploy three Nicholson 55 yachts, with berths for 36, from the Joint Services Adventurous Sail Training Centre at Gosport to Dover and Dunkirk between May 20 and June 3.

Selected personnel for the venture, to be known as Exercise Dynamo, will form crews on a tri-Service basis, and it is intended that each crew will

have at least four members under 21.

Details of criteria for applicants are given; also an outline of the programme which includes sailing from Dover to Dunkirk led by vessels of the Association of Dunkirk Little Ships and escorted by RN vessels; a ceremony off the Dunkirk beaches; and sailing to Ramsgate for welcoming celebrations.

Afterwards the JSSTC craft will visit Fecamp and Cherbourg before returning to Gosport. DCI(JS) 9/90

## An era ends at Gosport

THE RN Armament Depot, Priddy's Hard, Gosport, closed at the end of 1989 after 200 years' existence.

The explosive storage and maintenance tasks have been transferred to RNAD Gosport, and the Management Studies Centre has gone to RNSI Copenacre.

It is anticipated that the Naval Ordnance Museum and its artefacts, housed in the Old Powder Magazine at Priddy's Hard, will eventually become the responsibility of a body of trustees and that the MOD will retain no material interest. DCI(Gen) 219/89

## New spotlights on officers' training



"We feel we should cut our losses."

NAVAL Advisory Boards have been introduced to examine the cause of a junior officer's failure during training or the reason for a request to withdraw voluntarily from training. They will make recommendations on the future of these officers.

For many years Naval Air Command has employed the Naval Aircrew Advisory Board to examine the cases of all aircrew and air traffic controllers who have failed in any aspect of flying or ATCO training, become unfit to fly for any reason other than medical, or wish to withdraw voluntarily from training. This system ensures that the best use is made of expensive manpower investment that might otherwise be lost to the Service.

### Benefits

The cases of non-aircrew officers under training who either apply to withdraw voluntarily from training, or who fail at any stage in their training, have not usually been examined as closely as by the NAAB. Now a similar body will consider cases involving members of the X, E and S specialisations and make recommendations.

Benefits expected include: A common approach to each case, an interview with individual officers, and ensuring that their future employment is in the interests of both the man and the Service. Junior officers will also be aware that their cases are being considered in detail at higher level.

The move could also mean that overall retention may be

## Get Wise on DCIs

improved. Information will be gained on the reasons for both failure and voluntary withdrawal, which will be of use in preparing future recruiting and training strategies.

The NABs will not examine failures and withdrawals from BRNC Dartmouth as the college is considered well able to advise and counsel new entry officers, and to respond to any unusual degree of wastage during initial training. DCI(RN) 11/90

### Adventure courses

JOINT Service adventure training courses cover a wide range of activities, among them: free fall parachuting, gliding, mountain activities (including canoeing), caving and rock climbing), sub aqua diving, and sailing.

Some courses are UK based, others overseas, including the Alps, Norway and Cyprus.

Full details of the 1990 programme and how to apply are provided. DCI(JS) 1/90

### Thin ICE

EXPERIENCE of the Marine Engineering Artificer Candidate Early Selection process announced last year has revealed that a rating drafted to a surface ICE ship may be delayed in qualifying for attendance at the provisional selection board.

To remedy this situation, ratings serving in surface ICE ships may be recommended for attendance at the board when they hold a partial, rather than a full, AMC.

Ratings will still be eligible for selection from the Enabling

Course roster only when they have passed the provisional examination for advancement to acting leading marine engineering mechanic. A full AMC remains a prerequisite to attempt this examination. DCI(RN) 4/90

### Re-structure for radar

A RECENT wide-ranging review of WRNS(R) training at SMOPS recommended changes to course structure aimed at more adequately preparing women for their Fleet operational and training tasks.

As a result of the review the WRNS(R) course structure has been completely redesigned with the major emphasis placed on their peacetime and wartime operational roles. DCI(RN) 13/90

### Getting the hang of it

PEOPLE interested in hang gliding should study the 1990 programme detailing the courses run from the Joint Services Hang Gliding Centre, Cwrt-y-Gollen, Criclowell, Powys.

The centre runs Elementary Pilot and Club Pilot certificate courses throughout the year. It also organises both the annual Inter-Service championships and an annual Joint Service flying expedition overseas.

Eligibility and application details are given in the announcement. DCI(Gen) 229/89

## OFFSHORE REGATTA SET FOR JUNE

THE 15th Services offshore regatta takes place between June 27-30, providing opportunity for inter-Service competition in offshore yachts, racing individually and with representative teams from each Service.

SOR 90 is being organised on behalf of the Association of Service Yacht Clubs by a Joint Service Committee, led by the Royal Navy. It consists of two races: The Princess Elizabeth Challenge Cup to be sailed in the Solent, starting on June 27; and the SOR main race from the Solent to St Peter Port, Guernsey, starting on June 28.

In addition to the main race, to be sailed in three divisions, there will be a shorter course for yachts in a cruiser division. There will not be a return race. DCI(JS) 5/90

## MORE P2 U ELBOW?

THERE is a new procedure for ratings who are medically unfit for the physical aspects of petty officer and leading rate leadership courses at HMS Royal Arthur.

The new arrangements mean that Service hospital consultants are authorised to place individuals in the permanent medical employability category P2 U or L3 and stipulate the local physical limitation (for example, P2 U3 — local physical limitation right elbow).

When an individual is drafted to a leadership course, HMS Centurion will send a copy of the medical restriction certificate to the rating's commanding officer for completion by the medical offi-

cer. Either a paper scrutiny or physical examination will be conducted, and a certificate sent at least 28 days before the course to Royal Arthur. There the training staff will decide whether or not to accept the rating for leadership training. If the rating cannot be accepted, the draft order will be cancelled.

It is stressed that this procedure will only apply to people who are medically unfit for the physical aspects of leadership training, but who are in all other aspects fully employable in their rate and branch.

Ratings with greater limitations will continue to be managed in line with current practice. DCI(RN) 12/90

CARING FOR RSR

# The Sailor and his family

"Aggie" has been helping the sailor and his family since 1876. The sailors of the day asked Miss Agnes Weston to provide them with a Pub with no beer, as near to the dockyard gates as possible. Today's Rests in Devonport, Portland, Portsmouth, Rosyth, Rowley and St Budeaux continue to provide an alcohol free haven with a range of facilities from TV, snooker, computers, badminton, squash, live-a-side football, lounge, coffee bar etc. or a chat with the Missioner and his wife.

Why not give the one in your port a try when you next have a run ashore? Family accommodation is now available at Rosyth. Please telephone Inverkeithing 413770 for further information.

The Royal Sailors' Rests is funded entirely by gifts, grants and legacies from the general public. If you would like to help us continue to help you, why not think of a gift through the Give as You Earn scheme.

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**Royal Sailors' Rests**



# Victory for new homes

WHEN the Agamemnon Housing Association's Victory Court in Gosport is completed later this year 37 flats will be available to ex RN/RM, WRNS and Naval Nursing Service personnel and their widows/widowers.

The cost of £2.4 million for Victory Court has been donated by the Victory Housing Society which, after 57 years of providing low rent for serving naval ratings has now disposed of its properties using the income to finance three Sheltered Housing projects.

When the development at Gosport opens it will contain eight two-person and 29 one-person unfurnished flats along with many additional features including a guest room for friends, launderette, hairdressing room and a communal lounge/kitchen.

Although the association has a large waiting list for its flats anyone who is of State retirement age can still apply for a place at Victory Court.

For further information contact the Manager at Swiftsure Block, HMS Nelson, Portsmouth.



## Surplus married quarters are sold

MORE than 2,240 surplus married quarters have been sold to Service personnel through MOD's discounted sales scheme since it started on December 1 1983.

In addition, about 220 surplus quarters were sold to Service personnel through the MOD's non-discounted sales scheme which operated from April 1981-November 1983.

This was reported in a Commons written answer, which also stated that records were not maintained of surplus quarters which may have been sold to Service personnel outside these two schemes.

## Family Life

# Rules for separation allowance 'unfair'

THE view of many Service personnel that the rules for paying Separation allowance are arbitrary and unfair to individuals is mentioned by the Armed Forces Pay Review Body in its 1990 report.

The case for making changes is strong, believes the Review Body.

But there would be additional cost in implementing these changes, and MOD has concluded in the light of many other demands on the budget, that the rules should not be changed this year.

"We regret this, as we believe that the case for introducing these changes is strong. We hope that MOD will be able to find the small additional resources required next year."

Mentioning that the allowance is paid to married personnel separated from their families "subject to complex rules concerning time and distance", the Review Body recalled that they said in 1988 they wished to reconsider the structure of the allowance.

"MOD has told us that the principal aim of separation allowance is to compensate for

## But Pay Review Body regret 'no change'

the emotional stress of separation, while asking us to take into account the possible financial costs involved when considering the appropriate rates."

MOD had identified changes which should overcome some of the difficulties highlighted in recent reports — but because of cost had concluded the rules should not be changed this year.

The Review Body also commented on the furniture hire charge which is a component of married quarters charges.

"MOD told us that the assumptions we made overestimated the average life of furniture and proposed that the charges be increased to take account of this."

"We note, however, that most married quarter occu-

pants can now choose to rent unfurnished, moving their own furniture at public expense. We regard this as a very positive development: many families prefer to live with furniture of their own choice.

"Indeed we consider that it might be possible in future to regard unfurnished accommodation as the norm, with MOD hiring out (or employing agents to hire out) furniture to those who required it. The cost could then be recovered through separate charges reflecting the cost of this service."

The report said MOD had readily agreed to look into this suggestion. "In the meantime we have continued to allow for furniture hire in our recommendations without changing the assumptions about its life."

## LIKE FATHER, LIKE SON

WHEN Lieut.-Cdr. Richard Read decided upon a naval career little did he know how closely he would be following in father's footsteps.

For 22 years ago his father Chester was the first commanding officer of HMS Bulldog and he was more than proud to see the family tradition maintained when son Richard took command of the coastal survey vessel in October 1988.

Memories of his time on board Bulldog came flooding back when Capt. Read, RN ret'd., took a turn around the ship at Devonport as a special guest of his son.

"It is a very proud moment," said Capt. Read. "The ship is doing remarkably well for a 21-year-old although the big difference is in the level of technology."

## Falklands visit

AMONG the 60 relatives who set off from Brize Norton on the last official visit to the Falklands were 13 who were travelling to the island for the first time.

A £40,000 donation from British Aerospace to the Families Association helped make the journey possible for families of the men who died in the conflict in 1982.

Whilst there the visitors were also taken to the Volunteer Point penguin site and Sea Lion Island.

## White Ensign on line for advice

THE old saying that there's no such thing as a free lunch can extend to the world of financial advice, some people may have discovered.

### SSAFA'S up in the air

THIS year's International Air Display in aid of the Soldiers', Sailors' and Airmen's Families Association will take place on Sunday, 10 June at RAF Church Fenton, North Yorkshire.

Amongst many displays will be the Royal Marines Free Fall Team, the Red Arrows and the Battle of Britain Flight.

With wide knowledge of the complex financial scene, the registered charity the White Ensign Association continues to provide a consultancy service for present and retired members of the naval service.

Insurance brokers, financial consultants, stockbrokers, investment specialists and others exist because there is a need for their services. While some may appear to make no charges, in fact they thrive on either the direct or indirect commission which their business generates.

There are safeguards available to the general public in the form of regulatory bodies and everybody should ensure that they only deal with recognised financial advisers, preferably independent rather than tied.

Check that insurance brokers and general financial advisers

are members of the Financial Intermediaries Managers and Brokers Regulatory Association (FIMBRA); insurance companies are members of the Life Assurance and Unit Trust Regulatory Organisation (LAUTRO); and stockbrokers are members of a recognised Stock Exchange and the Securities Association (TSA).

Uniquely the Royal Navy is provided with its own financial safeguard in the form of the White Ensign Association.

To assist with this important advisory role, the association is now on the MOD(N) Telephone Exchange (Empress State, extension 8852) as well as British Telecom (01-407 8658). The office is on board HMS Belfast, Tooley Street, London SE1 2JH.

It is suggested you telephone before making any major financial decision. This will ensure that you will receive free, confidential and unbiased advice.

## Sultan goes on show



EACH year HMS Sultan, the Royal Naval Marine Engineering School at Gosport, raises thousands of pounds for local and service charities through its annual summer show.

Last year's event was no exception and proved so popular that HMS Sultan was able to double the donation to the Soldiers', Sailors' and Airmen's Families Association.

At a special presentation a cheque for £1,000 was handed over to Capt. A. J. Wale, RN ret'd., far left, Chairman of the Appeals Committee for Gosport and Fareham by Capt. Robin Bradley, far right, of HMS Sultan.

Also attending the ceremony were Lieut.-Cdr. Roger Good, HMS Sultan's Charity Fund Supervisor, and Cdr. E. R. Gaskin, RN ret'd.

## Messages and Roses

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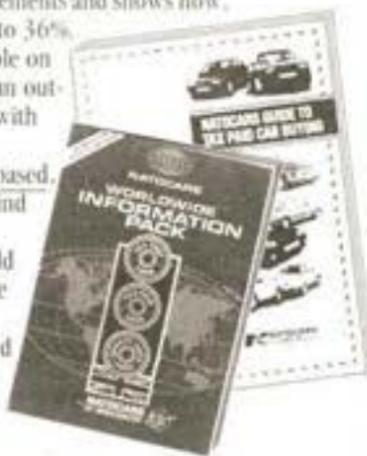
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## Roebuck 'pools' her resources

**SURVEYING** the placid waters of a swimming pool at Portland was an odd assignment for HMS Roebuck - but it made a pleasant change from standing around on windswept cliff tops.

The coastal survey ship's Lieut. Neil Boughton took his theodolite to the HMS Osprey Boscawen Centre pool to check its length for competition use.

He is seen here with APO(SR) Sharky Ward, using infra-red measuring equip-

ment from the ship's sophisticated arsenal of high-tech aids used to chart the seabed.

Another kind of pool has also been occupying the Roebuck lately. While under maintenance at Devonport, the ship's company have renewed links with their affiliated town, Didcot in Oxfordshire, and raised £200 for the General Hospital's local hospital's new physiotherapy bath by staging a fancy dress sponsored run.

## Tally ho!

**DURING** a visit to their affiliated town of Dulverton, members of the ship's company of the mine countermeasures vessel HMS Dulverton followed the local stag and fox hunts across Exmoor.

Having followed in vehicles in the morning some sailors even rode with the hunt on borrowed horses in the afternoon.

Four sailors who cycled from Rosyth to Dulverton were able to present £800 in sponsorship money to the town's Abbeyfield Old People's House project as a result of their efforts.

A visit was also made to the ship's affiliated Sea Cadet unit TS Dulverton at Burnham-on-Sea.

Uniforms worth £400 were handed to the cadets. The money was raised during the ship's seven-months deployment with the Standing Naval Force Channel.

## Anniversary landing on Falkland Islands

**TO** mark the 300th anniversary of the first recorded landings on the Falkland Islands, HMS Leeds Castle re-enacted the occasion for a ceremony at Bold Cove.

On 29 January, 1690 Captain John Strong's ship Welfare was blown off course from a voyage to Port Desire on the South American mainland.

He named the stretch of water which divides the two main islands Falkland Sound after the then Treasurer of the Navy Viscount Falkland and the name was soon afterward applied to the whole group.

Until last year the details of the landing remained undiscovered in Captain Strong's log kept at the British Museum, which contains much detailed

and surprisingly accurate navigational information.

He writes how he "sent our boat on shoar for fresh water and we did kill abundance of geese and ducks," noting that "there is a great many good harbours in this sound" with Bold Cove being "about eight leagues within ye Cape on your starboard side."

## Flag

The Leeds Castle - an off-shore patrol vessel which has now spent over a year on station in the South Atlantic, providing a vital link in the defence of the Falklands - anchored there for the re-enactment ceremony.

Her commanding officer, Lieut.-Cdr. Graham Davenport, landed by boat with LRO(T) Peter Butt bearing a Union flag which he presented to the Governor of the Islands, Mr William Fullerton - who planted it in a specially constructed memorial cairn. The ship then gave a 17 gun salute.

## PORTLAND'S 'DUCK' IS FLYING HIGH

**PORTLAND** Harbour's floating dummy deck, the only one of its type in the world, received its 75,000th "guest" - a Lynx helicopter flown by the Flag Officer Naval Air Command, Rear-Admiral Mike Layard.

The Royal Naval Aircraft Lighter 50, affectionately known as "The Duck", is used by the Flight Deck Training Unit to train flight deck officers in the art of marshalling an aircraft onto a moving platform.

Lieut. John Clare, the Duck's officer-in-charge, organised a celebration party attended by Rear Admiral Layard, Capt. Robert Payne, commanding officer RNAS Portland, members of the Air Department - and most important, the Flight Deck Training Team who have ensured the safe landing of all helicopters since the unit was formed in 1972.

# Devonport takes a battering

## Much damage in 100mph gales

Worst hit by the latest series of storms was Devonport, where the severest weather ever recorded in the Naval Base caused widespread damage.

The Patrol Boats HMS Petrel and HMS Sandpiper were berthed alongside each other on the sea wall next to No 4 Basin and the two ships' companies were long engaged in a desperate struggle to keep them from battering each other as winds gusted up to 100mph.

Here a floating crane tied alongside the Royal Marines training ship Messina broke adrift and was blown onto a small RMAS vessel — which started to take in water and had to be pumped out.

Alongside No 3 Wharf the Type 21 frigate HMS Alacrity took a heavy buffeting while as the gales swept Plymouth Sound the Type 22 frigates HMS Sheffield and HMS Battlement dragged their anchors and were forced to take to the open sea.

At Torpoint the RFA Argus threatened to part her mooring lines and six RMAS tugs were

needed to keep her in position.

### Evacuated

The frigate complex was evacuated when a large section of the roof blew off. Throughout the dockyard roads were closed and traffic diverted as roofing materials and masonry rained down.

Other naval bases escaped relatively lightly — but at Portsmouth the 100ft aircraft lighter RNAL 54, under tow on her way to refit at Devonport, was blown ashore when the hawser snapped and beached below Southsea Castle. As the strong winds continued, it was four days before she could be taken off.

● Ray Farnden (58), a member of the Gosport and Yeovilton branches of the National Fleet Air Arm Association who was working on the National Trust property Uppark House near Chichester, was killed when scaffolding collapsed on him.



● Patrol boats HMS Sandpiper and HMS Petrel are too close for comfort as Devonport is swept by its worst recorded storm. Picture — LA(Phot) Iggy Smith

## Targeted on video

Visiting HMS Collingwood, Admiral Sir Jeremy Black, Commander in Chief Naval Home Command, tried out OBVACT, the new portable computer-based simulator for close range weapons.

Fitting almost all of the Navy's current close range guns, the simulator injects a high definition television picture into the aimer's sight.

## Few slip through this net...

FISHERY Protection Squadron minesweeper HMS Upton has been enjoying spectacular success in rounding up miscreant fishermen...

Five of 14 suspect vessels boarded on her latest tour of duty were escorted alongside for prosecution. A French stern trawler and four Belgian beam trawlers were arrested for a variety of offences including EEC logbook irregularities and illegal stowage of gear within the six-mile limit. The Belgian beam trawler Rubens was boarded

and illegal blinders — attachments used to reduce the mesh size — were found in both port and starboard nets. The skipper was later fined £3,350. His catch, valued at £19,560, and the blinders were confiscated.

The same period also proved eventful for CMEA(P) Bob Mallinson and his team. They carried out three main engine changes — one each in Devonport, Rosyth and Portsmouth.

After a break in Rosyth, the Upton is now back at sea on Fish Patrol.

# The clever fish that caught the Sealion

"If at first you don't succeed try, try again" could be the motto of HMS Otus. (Actually, it's "not 'Out of the deep I am ready'").

For after two runner-up places in the Kelvin Hughes Sealion Trophy HMS Otus has now won it outright for 1989.

First presented to the Submarine service in 1975, the Sealion Trophy is awarded for proficiency in torpedo firings and was last won by a diesel boat in 1978.

● Pictured at the award presentation are, from left, Mr Howard Richardson; Dr Martin Jones, managing director of Kelvin Hughes; Lieut-Cdr. Philip Mathias, commanding officer of HMS Otus; Lieut-Cdr. Mike Davis-Marks, and Capt. Tony Smith, with many of the successful tactical weapons team in the background.

● Pictured at the award presentation are, from left, Mr Howard Richardson; Dr Martin Jones, managing director of Kelvin Hughes; Lieut-Cdr. Philip Mathias, commanding officer of HMS Otus; Lieut-Cdr. Mike Davis-Marks, and Capt. Tony Smith, with many of the successful tactical weapons team in the background.



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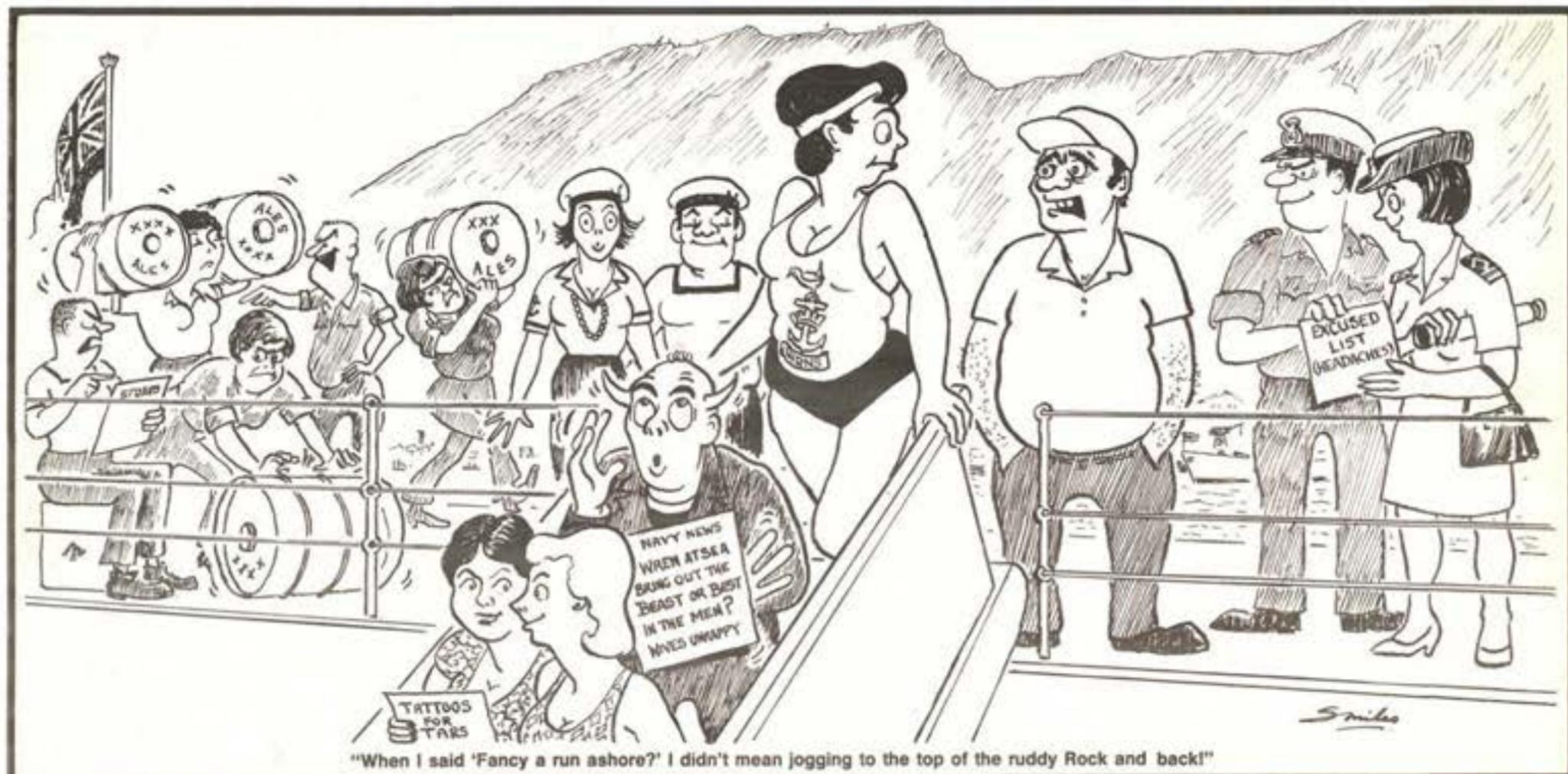
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"When I said 'Fancy a run ashore?' I didn't mean jogging to the top of the ruddy Rock and back!"

## NEWSVIEW

### So it's steady as she goes...

THE Wrens-at-sea news has been met variously with pleasure, hostility, relief, disbelief — and warnings of the collapse of marriages and of an exodus of men leaving by ultimatum of their wives.

Such a policy decision, aimed to help the manning situation and offer more career opportunities to women, obviously involved deepest deliberations, in full awareness of feelings likely to be aroused. Now it remains for reassurance but, above all, sensible implementation of the move, to dispel anxieties.

The professionalism of the WRNS, not forgetting Second World War service in operational environments, is widely admired. While the soothsayers have a field day, the Wrens now look hopefully towards the time when the presence of girls in uniform at sea is accepted as yet another aspect of life in a blue suit.

## WRENS SEA ROLE

From page 1

for sea service throughout their careers.

Announcing the Wrens-at-sea decision in the Commons, the Armed Forces Minister Mr. Archie Hamilton said, "Present plans do not include extending mixed manning to the submarine flotilla, but early studies will be conducted into the employment of women as naval aircrew and in the Royal Marines."

"Separate work is in hand to determine how women can serve at sea in ships of the Royal Fleet Auxiliary."

A survey about a year ago showed just under 50 per cent of serving Wrens were interested in volunteering, but it is believed that a smaller percentage of the more senior Wrens would be interested. A signal seeking an indication of numbers interested in each category involved has gone out, but the actual call for volunteers will not come until several specific issues, including some relating to pay, have been clarified.

WRNS ratings will retain their titles, but the question of WRNS officers adopting RN ti-

ties is being considered. Some uniform changes will be needed for sea service.

There are no plans for full integration of the WRNS into the Royal Navy at present, although this is a possibility for a later stage.

The ships involved will be those where Wrens can be accommodated without need for extensive and expensive alterations. Facilities will be provided to ensure a proper degree of privacy for men and women, but other changes will not be made.

It is believed that, with appropriate rules in place, self-discipline, loyalty and a professional attitude to work on the part of both men and women will ensure that ships' operational capability and discipline are maintained and minimise any occasional attachments between male and female colleagues.

The Naval Discipline Act has adequate provision for disciplinary action should the need arise.

The study being carried out into opportunities for women to fly cover in particular anti-submarine and AEW helicopters.

# Rules on board will be clear

From page 1

Fleet. "Unless we are prepared to employ women more widely, we are going to be in substantial manning difficulties."

"But sending women to sea is also the key to being able to get much better value for money out of those very high quality women who are keen to serve in, and contribute to, the Navy in the fullest possible sense."

"I am delighted that we will now be offering this much wider career opportunity and I know that they will react very positively."

"My Navy Board colleagues were absolutely unanimous that the right way to go forward was to employ women in warships in the surface Navy as widely as we reasonably could, within the sort of limit in any ship which experience in other navies has shown to be the optimum balance."

"It is not going to be a vast number of women at sea, but is going to be an important element of female manning. I see no reason why it shouldn't work to the advantage of the men and to the advantage of the Navy."

## Reservations

Asked about the antagonistic attitude of some of the naval wives, he said, "I think the reservations expressed by many wives are entirely understandable. It is a shame that in the way these decisions have to be taken in Whitehall we are not able to go out and discuss this sort of change of direction with wives in advance."

"I see no reason why we should not be able to reassure wives in the sense that accommodation and facilities on board provided for women and for men will have a proper degree of privacy."

"There will be clear, common-sense and entirely practicable rules — a minimum of them — but they will be very important ones governing the conduct between the males and females on board. Careful briefings will be carried out with ships' companies, both male and female."

The admiral continued, "There are advantages for the men and for the wives in women serving at sea, particularly to help those men whose sea-shore ratio situations

are currently very tight, and also in relation to the gapping of billets. Our ability to employ Wrens at sea and also therefore to have more Wrens in the Navy will be helpful in reducing the number of gapped billets as a whole and thus easing some of the pressures on naval personnel."

"There are, of course some things that the women are not so able to cope with as well as men — some of the heavier duties. But there is plenty of scope for getting the right balance and also, of course, for sharing out the elements of domestic chores, so that women take their fair share."

Asked about suggestions by some people that there should be all-female ships, Admiral Brown said it was not a practical proposition because before you had all-female ships you must have Wrens with considerable sea experience and it would be many years before that position was reached.

"So it's really not a runner and I believe it is also not a sensible way forward. We are talking about mixed ships which will be able to exploit the combined qualities of men and women to the best possible extent."

On the question of injury or death to women in a combat situation, Admiral Brown said the Navy Board and Ministers were clear that, in agreeing to serve in combat ships, women would remain regardless of the task. That tasking would not take account of the fact that women were on board. "Obviously, if you were in that situation, it is a possibility that some women could be injured or killed."

## Same basis

He said that Wrens going to sea would become eligible for the Longer Service at Sea allowance. The X factor would need to be reviewed on a Tri-Service basis. Of more immediate importance was



ADMIRAL Sir Brian Brown, Second Sea Lord, who explains here why Wrens are going to sea.

The picture was taken on board HMS Endurance in the Falklands, where the admiral met members of the ship's company and presented a BEM and four General Service Medals.

the principle of "All of one company" used for men's pay rates.

"When we send Wrens to sea we are concerned they should be paid on the same basis as men and we are sending a paper to the AFPRB about it very shortly which they have agreed to consider as soon as they receive it."

The admiral said that sending Wrens to sea was not in any way a trial or experiment but a change of policy. But there was no question of carrying it out regardless of expense, and some ships — older ones and perhaps some of the smaller ones — would be ruled out because of the cost of providing the necessary facilities.

"As with any major change of policy, the Government requires a full evaluation after three years. But this is a policy which will be with us for as long ahead as anyone can see."

On rosters for sea service, the admiral said it was difficult to see how they could be on exactly the same basis for men and women. "We would expect that women will be moving towards a similar type of sea-shore ratio situation to the men and certainly we expect the impact of women serving at sea will help in some of the branches where they have particular problems of sea-shore ratios, especially some which are on minimum time

ashore and in which the Wrens are currently serving."

"We are also looking at the possibility of opening other branches in the surface Navy to Wrens as quickly as we reasonably can — Mechanics, Ops Branches, Seaman Officers, for instance."

## No qualms

Admiral Brown ended on a personal note, saying, "I was brought up among the Wrens during wartime. My father ran a radar station in the Isle of Wight where the whole ship's company were Wrens and I know how highly he thought of them in what was then an operational environment."

"I am aware of the enormous contribution which many Wrens made during the war in running large picket boats and so on in very bad weather, handling them extremely well and as gun crews in some areas."

"I think that anyone who served with them and had experience of what women have done in war will have no qualms about the operational implications."

Comments by the Second Sea Lord on questions of recruiting, retention and conditions of service will appear in next month's edition.

# Dipping into our big postbag on Wrens at sea, this selection reflects both criticism and praise

AFTER the Government announced the decision that Wrens are to serve at sea, there were strong suggestions by some Service wives that we are man-eaters and man-stealers. We have listened to a great deal of silly and unjustified comment. Now we would like to have our say.

You have all heard the saying "It's a man's Navy". Well, now it's our turn to prove it can be a woman's Navy too. It seems there are those who think we only want to serve in ships to oggle and flirt with the men. WE DON'T!

We are hard-working girls and we joined the WRNS to have a fulfilling and worthwhile career. We have now been offered the chance that many of us have hoped for, and we intend to prove that we can do as good a job as any sailor. So why do there have to be so many nasty and spiteful remarks to spoil it all?

A comment by a Service wife reported in a local paper has made us really seethe. It read, "We trust our husbands, but we don't trust the Wrens". Can we remind the person concerned that (a) Most of us already have husbands or boyfriends who, incidentally, are happy for us to serve at sea and (b) As we love and trust our partners (the majority of whom are seagoing), what makes you think that we want your men anyway?

We are delighted to hear of this major change in policy. We are extremely proud to be Wrens, and to be considered by our superiors as hardworking and professional women who will succeed at sea. — From all Wren ratings of the Top offices and Retinue staff, Flag Officer Plymouth.

NEVER mind the accommodation problems or sexual implications, consider the harsh, brutal, realities of warfare at sea.

Have the protagonists, or eager and naive potential participants of the scheme, considered the effects of a missile warhead exploding among human beings inside a strong steel box?

What woman would wish to deliberately put herself into such a situation? Even worse, what man would knowingly put a woman into it?

During the Second World War the WRNS did a splendid job and released men for sea service. But I wonder how many fathers would wish to see their daughters in a sea battle. Not this one. I have far too much regard for women to condone such brutalisation of their sex. — M. Ayling (RN 1940-72), Bognor Regis, Sussex.

CONCERNING the decision to — at long last — allow Wrens to serve on board HM ships, and the criticism shown by narrow-minded naval wives, I write in defence of the WRNS.

The WRNS is a highly professional Service of which I was proud to be a member for 22 years. I cannot see the difference between working alongside men ashore and at sea.

As a naval wife myself once I trusted my husband when he was in a foreign port, and always believed marriage was based on trust. So ladies give the WRNS a chance to show what they can achieve at sea and trust your husbands who will come home faithfully to you. — C. R. Corby (Mrs), Ex-CWRENWTR(G), Eastney, Southsea.

## Chella's sea appointment

Second Officer Chella Franklin, seen with CINCFLFLEET (Admiral Sir Benjamin Bathurst), joined the first-of-class HMS Norfolk last month as Deputy Weapons Engineer Officer, in the forefront of the new policy.

She joined the WRNS in 1986 after completing her BSc in mechanical engineering and trained at RNEC Manadon before loan duty for the Norfolk's trials last year. She also became the Navy's first woman ship's films officer.



I AM appalled over the go-ahead for Wrens at sea. I think it will wreck more marriages and relationships than enough.

Have the people who made these decisions really thought about the implications and extra strains it will put on marriage and steady relationships? To my mind putting temptation in the way will only increase the divorce rate and bring mistrust into relationships that wasn't there before. So more personal problems and welfare cases will be brought "into work" so to speak and morale will drop.

I also feel that if the policy-makers think they have manpower problems now, they will find an even greater shortage in the future as many wives like myself will be encouraging their husbands to leave the Service, and it will prove false economy.

If Wrens wish to serve sea time why not give them their own ships — small patrol vessels — and leave the bigger ships to the men? Mixed ships may prove a recipe for resentment and disaster. Naval wife, Dartmouth.

# WRENS: YOUR VIEWPOINTS

IN AN emergency situation such as fire on board at sea, the fire party or whoever is directly concerned may have to open heavy hatches, don breathing apparatus and haul an unconscious man up a sheer ladder.

This feat of strength is barely obtainable by fit men. I cannot see how even the strongest woman could cope.

Moreover, relationships WILL strike up in the tension of conditions on board ship — discipline/self discipline stands no chance against Mother Nature.

I am all for women serving on board ships — as long as these ships are all female crews. — Ex-PO Greenie, Guildford, Surrey.

MESSDECK comment will be varied as both sides of the argument for WRNS at sea get a good airing.

But I wonder how many old salts are turning in their hammocks in that great doxyard-in-the-sky, in particular the old and bold Gunnery officers and instructors.

To them the smell of cordite and the fumes of gunfire was perfume. Now the wafts of the genuine perfume will abound along the passageways and messdecks.

The saving grace is that one old gunnery term is likely to be revived on board — the Powder Room — although unlikely to be frequented by burly three badge matelots. — R. Saunders, WO(OPS)(M), ARE(Portsdown) Portsmouth.

I AM sure the Navy will be losing a lot of good men. Isn't it enough that our husbands or boyfriends spend months away. It's hard enough, the separation, but putting Wrens on board is like putting a match to a gasoline station.

There is enough heartache and broken marriages. This news will only lead to more marital problems and arguments.

When interviewed, one Wren said the wives should be trusting. There is little trust now among a few Navy wives who believe that when their husbands' feet touch down in another port, trust goes out of the window.

I'm glad to say not all of our husbands are like that. Even so, I am glad my husband is one who will not go to sea with any Wrens as he is shortly leaving the Navy. And it's not only some husbands they'll have to watch, but the women too.

Good luck to the wives who have to go along with this stupid idea. They will need it.

Women have no part in warships. It's a man's world — but sadly, soon I think, a single man's world. — Navy wife, Gosport.

AS SOON as the announcement was made that Wrens would be allowed to serve on board ships at sea, naval wives had to make an exhibition of themselves on television.

It is obvious that some marriages must be shallow if they have no trust in their husbands' fidelity to work alongside Wrens. Is it because the Wrens are smart, intelligent and vivacious that they are worried?

There has always been a jealousy regarding the WRNS — and so it will continue ashore and afloat. — M. Daly, Ex-POWRENWTR, Plymouth.

IN VIEW of the WRNS announcement, does this mean we can get a true new production of the "Sod's Opera" classic Stokerella? — Banjo West, Ex-Mech, Portland.

AS TWO naval wives and mothers (ex-WRNS), we would like to offer the opinion of the sensible majority.

As in any marriage — Service or civilian — trust is required and Wrens going to sea will not alter that fact. The high divorce rate in the Navy has been due to long separations, and husbands (like wives) who are liable to stray will do so no matter where they are.

The WRNS is professional and highly skilled. And don't forget some of them are married.

If a wife feels threatened, perhaps she has reason. We would say that the majority of naval wives are prepared to welcome the change. And as mothers of daughters, we are glad that equal opportunities have reached the RN. We wonder if these moaning wives would feel the same about equal pay.

And we would like the media to know we are not all neurotic and jealous naval wives. — Two naval wives, Rosyth.



Sampling life in the Operations Room of a major RN warship are four Wrens(Radar) from HMS Dryad.

Their visit to HMS Gloucester in the Thames coincided with the announcement that Wrens are to serve at sea.

Pictured from the left are: Wrens(Radar) Claire Wogan, Emma Dodd, Amanda Morris and Rebecca Dale.

PO(Phot) Stuart Antrobus, DPR(N)

## Director delighted

NATURALLY I am delighted. If you had said two years ago that I would see this change during my time as Director I wouldn't have believed it. — Commandant Anthea Larken, Director WRNS.

AS WITH most decisions made for reasons of expediency, the one to allow Wrens to serve in warships may well prove counter-productive. Far from solving any manning deficiency, it is likely to exacerbate it as married men, under pressure from wives, queue up to leave.

Putting Wrens in warships is the latest in a series of modernist fads that has caused matelots to be dressed in flared trousers or skin-tight No. 8s and civilian contractors to be cleaning 'tween decks and catering ashore.

Whatever criticisms may be levelled at the Admiralty they are certainly not fusty or conservative. — CPO, BFPO 58.

MY colleagues and I are wondering if there are any plans to enlarge the diameter of escape hatches in HM ships. We feel the size of existing hatches is not sufficient to accommodate the average Wren.

An alternative to the expense of enlarging escape hatches might be to pay male members of the crew an allowance to compensate for the additional hazards. Why not call it the W-factor? — Leading Hand, Hong Kong.

DOES anyone realise the changes that will have to be made with the way Jack describes things?

Humping party? Berthing party? Ship's company lay aft? The list seems endless.

AB will revert to a honey-producing flying insect. A and A will mean two deaf sailors. And Gangway will mean "excuse me".

Fire retardant stockings and undies? Bigger ELSA's to take in the hair styles? Fabric softener in the Naafi?

If this is so, is Surg. Cdr. Jolly going to issue a change or two to his book Jackspeak? And if he is, we can treat it as a BR? — CPOSA, Plymouth.

## Rising to challenge

On the one hand it opens up important new opportunities for members of the WRNS; on the other, it will expose them to all the potential dangers of service in naval vessels, dangers from which they have hitherto been shielded. I am sure that the Service will, as ever, rise to meet the challenge. — Armed Forces Minister Mr. Archie Hamilton.

Photographs from the albums of four ships who have been "across the pond" — with news from HMS Invincible, Cornwall, Phoebe and Brilliant.

# Under western



THE sunshine state of Florida lived up to its reputation and provided a warm welcome for HM ships Cornwall and Invincible during their deployment to the Western Atlantic and Caribbean.

Five weeks alongside at Mayport led to many new links being forged with US Navy personnel and local families before the ships sailed to take part in the American exercise FLEETEX.

When the Type 22 frigate Cornwall sailed to Mayport from New Orleans two groups from the ship opted for "alternative" transport.

One group took the ship's Landrover and drove to Mayport calling in at Pensacola air base on the way for some flying with the US Navy.

The second group were dropped on the west coast of Florida in the ship's 30ft jumbo Gemini.

More than 320 miles and four days later the 16-man team arrived at Daytona beach having successfully

navigated their way across Florida along the inter-coastal waterways.

During her stay in Mayport the Cornwall was hosted by USS Stark and the two ships are now serving with NATO's Standing Naval Force Atlantic.

## Flying checks

For the aircraft carrier Invincible the stay in Florida meant her squadrons were deployed to US Navy airfields.

800 and 849A conducted primary role training against a variety of modern US Navy fighters while 814 completed routine flying checks.

At the beginning of this year HMS Invincible arrived for a five-day visit to Norfolk, Virginia, flying the flag of Vice-Admiral Sir Alan Grose.

Along with 40 other units, including the American aircraft carrier USS Eisenhower, STANAVFORLANT and the British frigate HMS Phoebe, Invincible took

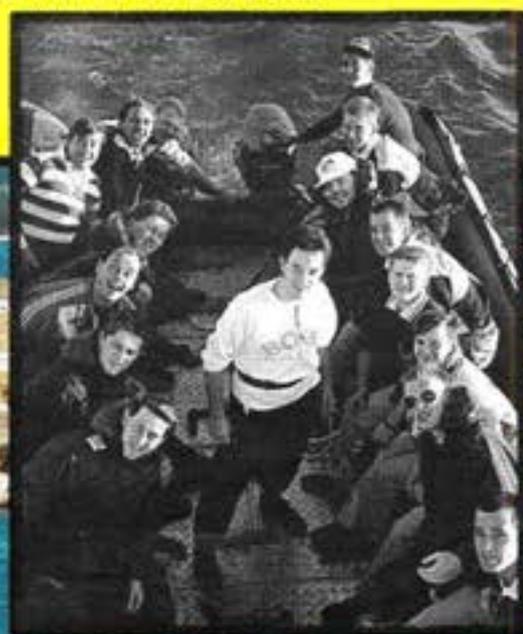
part in FLEETEX which began off Norfolk and finished two weeks later in the Puerto Rican exercise areas.

Following the post-exercise discussion in Roosevelt Roads, she then sailed for a short visit to Barbados before returning to the UK at the end of February.

The Type 22 frigate HMS Brilliant has also completed a successful deployment to the Western Atlantic culminating in a visit to the Caribbean island of St Thomas.

During her stay the ship's company welcomed on board the new Miss Brilliant, Britt Crawford, a resident of the island who hopes to visit the ship during summer when she returns to the UK.

## A warm welcome the sunshine



# n skies

## n welcome from nshine state

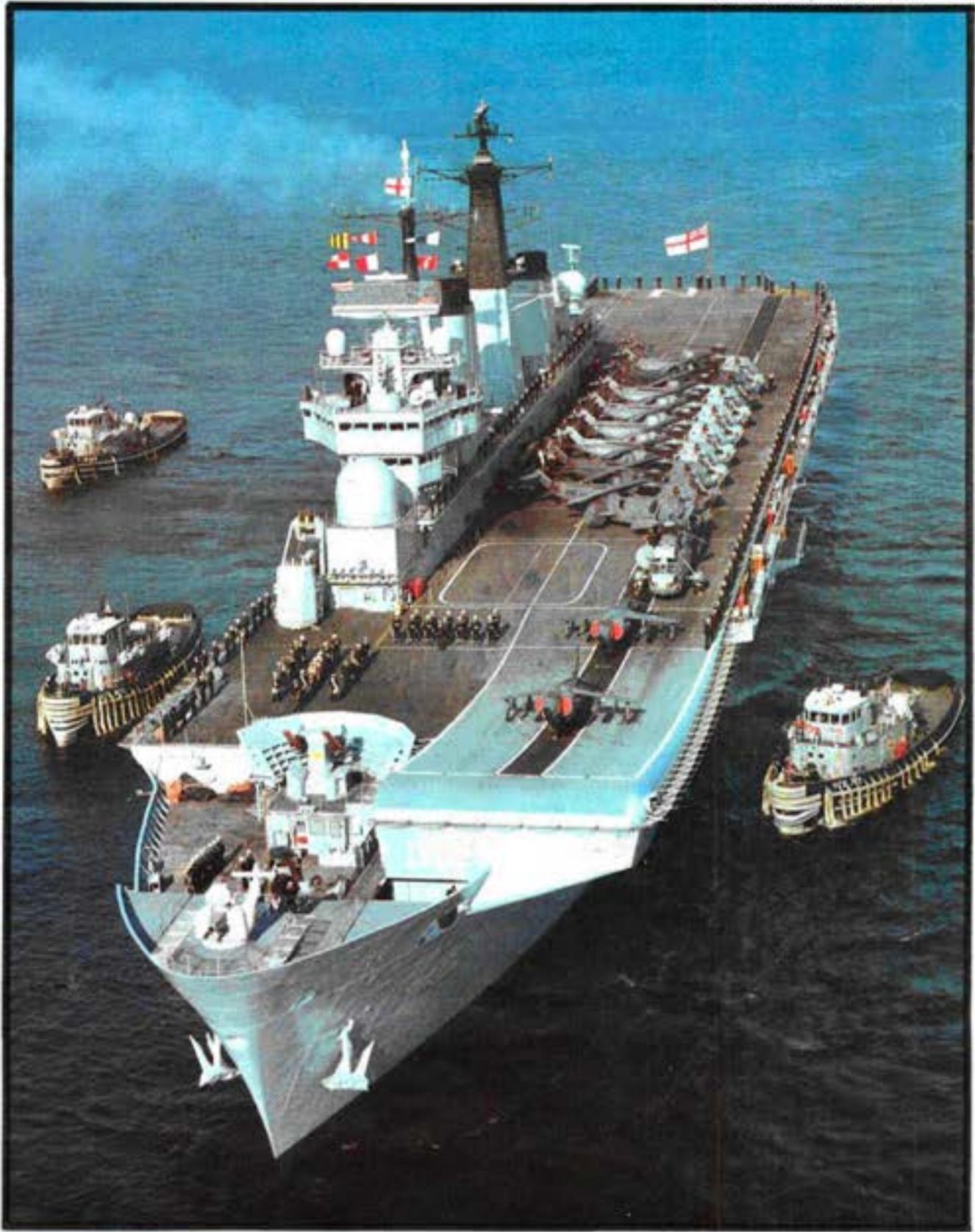


● *Left — Midshipman Kenny Bell welcomes the new Miss Brilliant, Britt Crawford, on board HMS Brilliant during a visit to her Caribbean island home of St Thomas.*

● *Far left — HMS Invincible approaches Norfolk, Virginia followed by the tanker RFA Owen and the Leander Class frigate HMS Phoebe (below) and is escorted by tugs as she comes into harbour (right).*

● *Below right — Captain Mike Gretton with Miss Virginia, who visited HMS Invincible shortly after the ship arrived in Norfolk.*

● *Below left — HMS Cornwall sails from Mayport, Florida. Inset — the 16 man team who navigated their way across the state's inter-coastal waterways in the ship's jumbo Gemini.*



*Pictures by LA(Phot) Vince Richards*





# Achilles bows out after 20 years service

AFTER a visit to her adopted town of Port Talbot the Leander Class frigate HMS Achilles — wearing her paying off pennant — returned to Portsmouth at the end of January for the last time. Achilles completed her final deployment as part of the Dartmouth Training Squadron and now awaits a decision from the Ministry of Defence about her future. Commissioned in 1970 Achilles has served in the Far East and as a Royal escort ship and has seen two round-the-world deployments.

## SHEFFIELD SURVIVORS VISIT BRITISH ESK

WHILE on Armilla patrol in the Gulf the Type 42 destroyer HMS Manchester sent a very special merchant ship liaison team to visit the MV British Esk.

The team consisted of five men who were serving in the destroyer HMS Sheffield when she was sunk in the Falklands War and who were transferred to the British Esk for passage to Ascension Island.

Seven years on they found that although the captain and crew had changed, the British Esk

was very much the same and the visit brought back emotional memories for the Sheffield survivors.

During a visit by Manchester to Qatar local Cub Scouts presented Lieut.-Cdr. Chris Mervik, the first lieutenant, with thousands of can ring pulls to raise money for the ship's charities.

The Cub Scouts had been collecting ring-pulls since the Manchester's last visit to Qatar two years ago.

They were one of many groups of youngsters who were entertained on board during the five-day visit.

# Navy hosts 'gong show'

MEDALS and awards galore were presented by Flag Officer Flotilla One, Rear-Admiral Peter Woodhead, when he visited the Type 21 frigate HMS Amazon.

When nearly ten per cent of the ship's company mus-

tered to receive their awards and gongs there was a distinct shortage of space on the flight deck for the rest of the crew.

Admiral Woodhead presented 13 General Service Medals with Gulf clasp, two Long Service and Good Conduct Medals and three Herbert Lott awards.

He then presented to the ship the Ferranti Operational Effectiveness Trophy for the Fourth Frigate Squadron.

Admiral Woodhead (right) is pictured presenting the Ferranti Operational Effectiveness Trophy to Cdr. David Lewis, commanding officer of HMS Amazon.

● MEN serving in the Mine Warfare, Diving, Demolition and Seamanship School at Portsmouth who took part in Armilla Patrol and mine clearance duties in the Gulf have received their General Service Medals and clasps.

The medals were presented by Capt. Paul Du Vivier, Captain Training at the School of Maritime Operations at HMS Dryad, Southwick, during a visit to MDDS.

The commanding officer of MDDS, Cdr. Tim Hildersley, commanded the initial Mine Countermeasures Force in the Gulf.



## Golden jubilee for Raleigh

HMS RALEIGH, the Royal Navy's new-entry establishment at Torpoint, Cornwall, was 50 years old in January and to celebrate the event past and present Captains and officers held a golden jubilee mess dinner.

Guest of honour was the Second Sea Lord, Admiral Sir Brian Brown, who was Captain of the Establishment from 1984 to 1986.

The present HMS Raleigh was commissioned on January 9, 1940 as a shore establish-

ment to train ratings called up under the Military Training Act of 1938.

Raleigh has continued to train naval ratings except for a short period in 1944 when the establishment was used by the United States Navy as an advanced amphibious base.

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## SUBMARINES AND SUBMARINERS — HISTORY AND ACHIEVEMENTS

SWISS chemical engineer Paul Akermann spent ten years slaving over his *Encyclopaedia of British Submarines 1901-1955*, but it was a labour of love.

Surprisingly, he had never set foot aboard a British submarine until after he finished the task, but an invitation to spend the day at sea in HMS Conqueror put that right.

The hardback *Encyclopaedia*, largest work published to date by Maritime Books, is priced at £60 and there is a limited edition of 500 copies.

Introductory chapters explore submarine design, propulsion, operation, armament and equipment. The book then examines the boats class by class. Numerous scale drawings and a section of black and white photographs illustrate the work.

Another impressive piece of research is *Seedie's List of Submarine Awards for World*

War II, compiled from contemporary Admiralty records.

Using the same database as in his "Seedie's Roll of Naval Honours and Awards 1939-1959," Bill Chatterton Dickson (Seedie) highlights awards, from MID upwards, made for service in British submarines (including midget submarines and chariots), Allied submarines, submarine flotillas and submarine depot ships.

These are set out ship by ship, listing together those honoured for the same action. Foreign awards to British submarine personnel are also shown.

Priced £20 (plus £2 postage), the hardback list is available from Ripley Registers, Dormer House, Tisbury, Wiltshire SP3 6QQ. Overseas postage rates on application.



## Salty airs

ADMIRERS of salty sea songs will be pleased to hear that ex-matrot Cyril Tawney has produced a second helping of 20th century songs of the Royal Navy.

The first went down so well that a sequel was required and devotees of the naval ditty — whether evocative, sad or humorous (ranging from the suggestive to the downright ripe) — will not be disappointed in the new cassette "Round the Buoy".

There is a mixture of pace and style in numbers like *Bell Bottom Trousers*, *Can a Dockyard Matey Run?*, and the *Matrot's Prayer*. Some have their own special tunes; others are naval lyrics set to the melodies of the day.

"Fill a large glass of rum before listening," advises Mr. Tawney (both vocalist and guitarist), who is helped by Arch Tawney and the *Duty Watch* (John Wright, Michael Kaye and Eric Eades of Leeds No. 2 branch Royal Naval Association).

Details of purchase of the cassette — and of the book "Grey Funnel Lines" from which the songs are taken — are contained in an advertisement on this page.

## Venomous account lovingly detailed

FOLLOWING his appointment to TS *Venomous* in 1985, Sub-Lieut. Robert Moore decided to delve into the history of the V and W-class destroyer from which the Sea Cadet Unit took its name.

Four-and-a-half years of research has produced *A Hard Fought Ship — the Story of HMS Venomous*. Running into some 150 pages and illustrated with a score of black and white photographs, it tells the story of the ship from her launch in 1919, through her distinguished war years to her paying off for disposal in 1946.

Proceeds from sales of this book — which includes many quotes from the men who served in the destroyer — will go to TS *Venomous*. Copies are

available from Sub-Lieut. R. J. Moore, RNR, 99 Holywell Drive, Loughborough LE11 3JX, priced £6.95 incl. postage.

# Yahoo cannot be serious!

THIS month's offerings are a mixture of the unconventional with the tried and true.

Most offbeat of the lot is *The Dream Team* which might be described as *One Flew Over the Cuckoo's Nest* revised by Alfred Hitchcock.

The plot revolves around four harmless psychotics on a day trip to New York who are left stranded in the city when their keeper disappears after witnessing a gangland killing.

Most of the film is played for laughs with hilarity sometimes collapsing into bad taste.

But it's sharp and inventive, with Michael Keaton — fresh from playing the brooding Batman — turning in a performance of raw-nerved energy.

Energy is the keynote of the Australian comedian named, so he assures us, *Yahoo Serious* and of his film *Young Einstein*.

Both he and the film were a great success on their native turf and hopes arose that a new *Crocodile Dundee* had arrived.

But *Yahoo* is just too eccentric for some tastes — the idea of a teenage Einstein living on a Tasmanian apple farm, conducting weird experiments with beer, inventing rock 'n' roll — well, it's not your average *Police Academy* episode.

## Screen Scene

It's worth checking out though, and those who like it will like it a lot.

Boldly going into areas one might not expect is *Star Trek 5 — The Final Frontier*.

### Prophet

It's one of those films where it's necessary to be careful about giving away too much of the plot, but basically it concerns a sort of inter-galactic Old Testament prophet who offers to guide the *Enterprise* (fresh from refit by the look of her) to the legendary planet of *Sha Ka Ree* where, he insists, God lives — the final frontier indeed.

Certainly this film is the most oddball addition to the series so far and one of the most intriguing.

From Captain Kirk and the final frontier to *Indiana Jones and the Last Crusade* — and we're on much more familiar territory here.

Once again the adventure-archaeologist dons his leather

jacket and trilby ensemble and sets off to snatch a priceless religious relic from under the Nazis' noses.

The master stroke this time is the introduction of Jones Sr. in the person of Sean Connery, effortlessly taking control of every scene in which he appears.

Otherwise the action is as spectacular, the chases as fast and furious and the stuntmen as gainfully employed as in previous chapters of the saga.

Lastly, *See No Evil, Hear No Evil* has the slightly dubious idea, for a comedy at least, of teaming a blind character (Richard Pryor) with a deaf character (Gene Wilder) and putting a gang of killers on their trail.

In fact the two principals are both such pros that the film is a thoroughly entertaining and cheerful piece of work — although it's a pity the writers couldn't come up with a more interesting plot for Pryor and Wilder to operate in.

— Bob Baker

## WARSHIP REVIEW

*WARSHIP 1989*, in its new annual format, is international in its coverage. Feature articles include Royal Navy anti-aircraft ships; naval and mercantile conversions 1934-43; the US Navy and the steam engine 1815-1870; and the *Katyusha* — Soviet submarine cruisers.

There are a dozen features, plus a review of the year — including reviews of the year's new naval books. Edited by Robert Gardiner and published by Conway Maritime Press, *Warship 1989* costs £20 hardback.

## RETURN TO DUNKIRK

A VAST flotilla of small ships and boats answered the call. They came "... from all along England's southern and south-eastern coast, from ports big and small, from shipping towns and yachting harbours.

"Some mariners would forever be convinced that the extraordinary, uncharacteristic calm which ruled the sea during most of the ten days of Dunkirk, permitting the evacuation to proceed ... was literally heaven sent because 'God had work for the British nation to do'."

The story of Dunkirk has been told before, but certainly bears retelling, not least in the run up to the 50th anniversary of the evacuation in May. Norman Gelb gives a day-by-day reconstruction of events in *Dunkirk — The Incredible Escape* (published by Michael Joseph at £15.99 hardback).

The book commences with a quote from J. Glenn Gray — "war reveals dimensions of human nature both above and below the acceptable standards of humanity." And it goes on to touch on both extremes, including first hand accounts from the men on the beaches and

those responsible for the rescue operation.

It tells of one minesweeper which "had to be removed temporarily from the operation when a bout of weeping broke out among the crew."

The book says 30 officers and men of another minesweeper had to be put ashore after an outbreak of what was described as "mass hysterical epilepsy".

However, of Admiral Ramsay's signal to warships to report their readiness for the final evacuation Gelb reports: "Drained of energy, many of the men who were called upon to reply and who had repeatedly risked death shuttling back and forth to Dunkirk would have preferred to bow out. But all ships reported either that they were 'fit and ready' or that their crews were prepared to serve in any capacity."

Above: Front cover detail from *The Withdrawal from Dunkirk* by Charles Conall (Imperial War Museum).



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# Notice Board



## Points

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 February 1, 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 January.

**PO(EW)/RS(W)** — Int (9.12.88), 2; **LS(EW)/LR(W)** — Dry, 2; **PO(M)** — Int (9.8.89), Nil; **LS(M)** — Int (9.8.89), Nil; **PO(R)** — Int (11.12.87), Nil; **LS(R)** — Dry, 2; **PO(S)** — Dry, Nil; **LS(S)** — Int (9.6.89), 3; **PO(D)** — Int (29.9.89), Nil; **LS(D)** — Int (19.6.87), Nil; **PO(MW)** — Dry, 2; **LS(MW)** — Dry, Nil; **PO(SR)** — Int (9.6.89), Nil; **LS(SR)** — Int (9.6.89), Nil; **PO(SEA)** — Int (17.6.88), 1; **CY** — 170, 1; **LRO(T)** — Int (22.3.88), 4; **RS** — 109, 2; **LRO(G)** — Int (14.3.89), 6; **POPT** — 509, 2; **RPO** — 184, 1.

**POEM(L)(GS)** — Int (22.1.89), 2; **LME(L)(GS)** — Int (16.7.88), 5; **POEM(M)(GS)** — 127, 7; **LME(M)(GS)** — 134, 15; **POEM(O)(GS)** — Int (5.9.89), 4; **LME(O)(GS)** — Int (24.1.89), 6; **POEM(R)(GS)** — Int (5.9.89), 6.

## Points

**LWEM(R)(GS)** — Int (13.12.89), 8; **POCA** — Int (23.2.89), 2; **POCK(GS)** — 155, Nil; **LCK(GS)** — 179, 12; **POSTD(GS)** — 470, 1; **LSTD(GS)** — Int (21.6.88), 1; **POSA(GS)** — 303, Nil; **LSA(GS)** — Int (23.6.88), Nil; **POWTR(GS)** — Int (17.3.89), Nil; **LWTR(GS)** — Dry, 13; **POMA** — 350, 2; **LMA** — Int (11.7.89), Nil; **PO(S)(SM)** — Dry, 1; **LS(S)(SM)** — Int (23.5.88), 1; **PO(TS)(SM)** — Dry, 3; **LS(TS)(SM)** — Dry, 5; **RS(SM)** — Int (8.12.87), 3; **LRO(SM)** — Int (8.12.88), Nil; **POEM(L)(SM)** — 342, Nil; **LME(L)(SM)** — Int (9.10.87), 5; **POEM(M)(SM)** — 545, Nil; **LME(M)(SM)** — 284, Nil; **POEM(O)(SM)** — Int (1.3.88), Nil; **LWEM(O)(SM)** — Int (15.12.87), Nil; **POEM(R)(SM)** — Dry, 1; **LWEM(R)(SM)** — Int (1.12.87), 1; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 156, Nil; **LSA(SM)** — Dry, Nil; **POWTR(SM)** — Int (5.4.88), 1; **LWTR(SM)** — Dry, Nil; **POCK(SM)** — Dry, 1; **LCK(SM)** — 359, Nil; **POSTD(SM)** — Int (20.10.88), Nil; **LSTD(SM)** — 152, 4; **PO(AH)** — 348, Nil; **LA(AH)** — 575, Nil; **POA(METOC)** — 523, 1; **LA(METOC)** — Int (16.6.89), 2; **POA(PHOT)** — 1,016, 1; **POA(SE)** — 201, Nil; **LA(SE)** — Int (30.9.87), Nil; **POACMN** — 482, Nil; **POAEM(M)** — 85, Nil; **LAEM(M)** — 486, Nil; **POAEM(R)** — Int (30.5.88), 2; **LAEM(R)** — 317, 1; **POAEM(WL)** — 68, Nil; **LAEM(WL)** — 497, Nil; **POWREN(R)** — 267, 4; **LWREN(R)** — 178, 5; **POWREN(S)** — 102; **LWREN(S)** — 230, Nil; **POWRENPT** — 139, Nil; **POWREN** — Int (8.11.88), Nil; **POWRENCK** — 204, Nil; **LWRENCK** — Dry, Nil; **POWRENSTD** — 360, Nil; **LWRENSTD** — 425, Nil; **POWRENSA** — 247, 1; **LWRENSA** — Int (20.10.88), 3; **POWRENWTR** — Int (18.8.88), 1; **LWRENWTR** — Dry, 10; **POWRENWTR(G)** — Int (14.7.88), 1; **LWRENWTR(G)** — Dry, Nil; **POWRENMETOC** — Int (14.7.89), 1; **LWRENMETOC** — Int (17.6.88), 1; **POWRENPHOT** — 588, Nil; **POWRENAEM(M)** — 368, Nil; **LWRENAEM(M)** — 908, Nil; **POWRENAEM(R)** — Int (6.7.89), Nil; **LWRENAEM(R)** — Int (28.4.89), 2; **POWRENAEM(WL)** — Int (3.11.88), 1; **LWRENAEM(WL)** — Int (29.9.88), 1; **POWRENETS** — 98, 2; **LWRENETS** — Int (20.10.88), 1; **LWRENTEL** — 789, 1; **POWRENWA** — Int (21.6.88), Nil; **LWRENWA** — Int (11.1.89), 1; **POWRENHYG** — 297, Nil; **POWRENDSA** — Int (20.2.89), Nil; **LWRENDSA** — 112, Nil; **POEN(G)** — 795, Nil; **LEN(G)** — Int (16.2.88), Nil; **PORG(N)** — Dry, Nil; **POWRENQA** — Dry, 1; **POWRENMT** — 458, Nil; **LWRENMT** — 438, Nil; **POWRENTL** — 951, Nil.

## Promotions to Chief

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

**OPERATIONS BRANCH (SEAMAN GROUP)**  
To CPO (OPS)(EW) — M. G. Murden (Bristol), K. R. Baker (CNOCS Group), K. S. Stevenson (RNIR COMCENTRES);  
To CPO(OPS)(M) — A. P. Meyer (Dryad);  
To CPO(OPS)(R) — R. Wyatt (Dryad);  
To CPO(OPS)(S) — P. J. White (Dryad), P. J. Sully (Broadsword);  
To CPO(D) — J. Carlin (SMOPS Nelson).

**(COMMUNICATIONS GROUP), REG. PT and R.**  
To CCY — D. S. Henderson (Chatham);  
To CRS — I. G. Cooper (RNU RAF Edzell);  
To CCCT — J. A. English (Centurion), S. Reed (MOD CNSO SCU), P. F. Lane (DCHO Cheltenham);  
To CPOPT — R. A. Reed (RNH Hester).

**MARINE ENGINEERING**  
To CMEM(L) — R. V. Cheshire (Blackwater), C. A. Caspades (Newcastle), S. Maruscha (Cornwall);  
To CMEM(R) — 458, Nil; **LWREN MT** — 438, Nil; **POWREN TEL** — 951, Nil.

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To CPO(OPS)(M) — A. P. Meyer (Dryad);  
To CPO(OPS)(R) — R. Wyatt (Dryad);  
To CPO(OPS)(S) — P. J. White (Dryad), P. J. Sully (Broadsword);  
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To CMEM(R) — 458, Nil; **LWREN MT** — 438, Nil; **POWREN TEL** — 951, Nil.

## Promotions to Chief

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

**SUPPLY AND SECRETARIAT**  
To CPOCA — W. D. Cunningham (Forest Moor);  
To CPOSTD — H. T. Nichol (Broadsword), D. A. Owens (FO Portsmouth);  
To CPOWTR — G. L. Hately (Gloucester), C. S. Dunne (Raleigh), I. A. Sinclair (Neptune), C. J. Holder (Exeter).

**SUBMARINE SERVICE**  
To CPO(S)(SM) — M. Kettleton (Trenchant), I. R. Wells (ARE Teddington);  
To CRS(SM) — A. S. Clark (Neptune Base Ops);  
To CMEM(L)(SM) — M. Ellis (Churchill);  
To CPO(CWREN) FS — S. B. Taylor (Nepton).

**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 January and February:  
CPOMEA — G. C. Frost (Newcastle), R. D. Meeson (Alacrity);  
CPOMEA(L) — C. H. J. Graham (Brazer);  
CPOMEA — M. J. Lisle (Cleopatra), J. R. Longdon (Sultan), W. M. Scott (Rosyth FCI), M. J. Tong (Royal Arthur).

## Promotions to Chief

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

**CPOAEA(WL)** — T. J. Buck (Seahawk);  
**CPOAEA(M)** — K. M. Mohale (Seahawk);  
**CPOAEA** — I. G. Chashon (CWA Portsmouth), S. J. Dunne (CTF 345), S. P. Niland (Resolution Stbd), M. A. Pigrim (Beaver), D. P. Redhead (Resolution Stbd), R. J. Stoopman (Resolution Stbd), D. J. Whitney (Brazer).

**CHIEF PETTY OFFICER TECHNICIAN**  
HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in January and February:  
CPOCTL — M. R. Hardy (MOD CNSO SCU), D. Morgan (MOD CNSO SCU), M. L. Price (MOD CNSO SCU).

**ACTING CHIEF ARTIFICER**  
Authority was issued by HMS Centurion in January for the following ratings to be promoted to acting chief artificer:  
To ACCWEA — D. G. Roch (POST FMG), J. W. Eldon (POST FMG), C. Pidgeon (Reulse Pt), G. P. Shaw (Upholder), R. D. Millington (Dolphin), W. Dower (Dolphin), R. N. Bowman (Dolphin SMM), M. E. Ostridge (Portland BDN).

## Deaths

**POA(Phot) T. M. Dunkley**, CINCIBER-LANT, January 17.  
**A. J. Bombac**, Lieut.-Col. January 25.

**K. L. Harkness**, CBE, DSC, Capt. (ret.). Service included both world wars. Commanded HM ships Winchester, Fearless and Sheffield. Aged 89.

**P. N. Charlton**, DSC, DFC, Lieut.-Col. (ret.). Served 1938-58. Second World War Fleet Air Arm fighter ace. Ships included HMS Courageous, Glorious, Ark Royal and Victorious. Destroyed six enemy aircraft, plus two "probables". Baled out or ditched into sea four times. Aged 72.

**A. B. Combe**, Lieut.-Col. (ret.). Served 1912-24 and during Second World War. Was Midshipman in HMS Lion at Jutland, later ships included HMS Coventry, Renown and Voyager.

**J. Rake**, Lieut., TAS (ret.). Ships included HMS Protector, Bulwark and Penelope. Aged 69.

**J. Waterworth**, Ex-SBA, Served Second World War, including HMS Quantock and Abercrombie. Mentioned in Despatches. Member Burnley and Penite Ex-Naval Assn. Aged 79.

**P. R. Palmer**, Served in HM submarines Sovereign, Resolution, Renown and Revenge. Member Hull SOCA. Aged 39.

**G. R. Woolway**, Ex-POMEM(L). Served 24 years. Aged 42.

**P. Glasswell**, Ex-CAA, Served 32 years, ships included HMS Vengeance, Triumph, Unicorn, Ark Royal, Hermes and Eagle. Aged 86.

**R. Halloway**, Member York branch RN Patrol Service Assn. Aged 68.

**E. Scragg**, HMS Comus Comrades. Leeds.

**J. Percival**, Member Hull branch SOCA. Aged 64.

**A. Sherratt**, Ex-STO.1. Ships included HMS Mary Rose. Member Algrines Assn.

**N. C. Wain**, Ex-Commissioned Engineer. Served 24 years, including HMS Valorous, Ramilies, Emerald, Endeavour and Suffolk.

## Deaths

**F. Fowler**, President North London branch RN Patrol Service Assn. and member North Russia Club. Aged 73.

**R. C. Corlett**, Cdr. (ret.). Served 1935-66, including submarines. Member Lunedale branch SOCA. Aged 79.

**D. V. Magon**, Ex-AB, Served Second World War, including submarines. Member Lunedale branch SOCA.

**D. Nelson**, MBE, Lieut. (ret.). Served 40 years. Aged 81.

**M. Davies**, Ex-WT, Served Second World War, including HMS Dianthus. Aged 70.

**E. C. W. Sanger**, BEM, Ex-CPOCK. Served 23 years, ships including HMS Hood, Frobbisher and Vengeance. Aged 78.

## ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

**S. Moss**, vice-chairman, Solva and St. Davids, and standard bearer for many years. Ships included HMS Witch, Adventure, Rodney and Caradoc. Aged 72.

**G. Beale**, Fleet Street.

**G. Stanley**, Birmingham East. Served in HM ships Zeland, Amazon, Hannibal and Vendicive. Aged 70.

**D. (Bill) Leverton**, Stoke-on-Trent. Aged 72.

**C. W. G. French**, welfare officer, Newton Abbot, for many years. Aged 79.

**J. Boon**, Salford.

**J. C. Usher**, Salford.

**G. S. Scott**, Harrogate. Ex-CMECH. Served 22 years, ships including HMS Ark Royal, Gurkha and Lynx. Aged 52.

**J. Histon**, W. Rhodes, G. Allan and Ex-Wren Ann Kyle, Birmingham Central.

**T. H. E. Bowden**, Swindon. Ex-POSTD. Ships included HMS Gloxina and Verberna. Aged 82.

**A. Sims**, oldest member Yeovil. Joined RN in 1915, serving until 1937. Aged 93.

**R. C. Mitchell**, Swindon. Jutland veteran, serving as an AB in HMS Champion. Aged 90.

**L. Bates**, North Reddick. Aged 55.

**Cor. J. W. Milton** (ret.), president Stourbridge for 30 years. Aged 72.

**Jacqui Ward**, founder member of ladies fund-raising committee, Delboie. Aged 51.

**J. Wright**, Bromsgrove. Survivor of HMS Barham. Aged 72.

**W. Dorville-George**, Bloxwich. Aged 82. Christina Forth, Cress and District.

**J. W. Armstrong**, Tyne. Ex-SPO. Aged 82.

**W. Hall**, Tyne. Ex-Cox. Aged 77.

**Kathy Cross**, Reading.

**F. J. Jaggard**, Braine. Served in HMS Shropshire, Moline, Spanker, Chequers and Campana. Also member Algrines Assn. Aged 67.

**F. Brown**, Lincoln. Aged 66.

**N. A. Catterall**, Newcastle. Aged 66.

**M. Hamblton**, former branch and club secretary Gravesend. Welfare officer and representative No. 2 Area committee.

**B. Elliott**, Brighton and Hove. Ex-STD, serving 22 years. Aged 50.

**R. Kendall**, R. Radbourne and I. Brunning (founder member and deputy standard bearer), Peterborough.

**S. Sadler**, Portsmouth.

**E. Meadows**, Banbury.

**R. Sole**, Life member, Doncaster. Aged 77.

**R. A. Maplett**, Hinckley. Ex-RP2. Served 13 years including HMS Revenge, King George V, Wren and Theseus. Also member Corvettes Assn. Aged 66.

## Merit Medals

THE name of WOMAA R. H. Tomsett was omitted from the list supplied, and published last month, of Meritorious Service Medal awards to RN and RM personnel for the first half of 1990.

## Swop Drafts

**LS(M) Willis**, CWS25, drafted HMS Jupiter, May, deploying. Will swop for non-deploying Portsmouth ship, or shore base. Contact HMS Dryad, ext 4563.

**CK MacPherson**, HMS Sirius, retiring Oct. Devonport. Will swop for any deploying ship, anything considered.

**CK(C) A. C. Ashmore**, TRAF Galley, HMS Raleigh, drafted HMS Active, June, deploying November to March. Will swop for any Devonport ship, retiring or not deploying.

**WRENSTD A. Lenihan**, HMS Raleigh, ext 41504 or 41272, drafted HMS Seahawk, April. Will swop for Raleigh or Yeovilton draft.

**POMEM(L) Middleton**, CMEM(L) DESIG, drafted HMS Sultan Part 3, January. Will consider any sea or Devonport/Rosyth shore base. Contact POs Mess, HMS Boxer.

**MEM(M) McKay**, LRQC, HMS Sultan, until May, drafted HMS Nottingham, retiring July. Will swop for any ship deploying.

## Appointments

TWO promotions to flag rank are announced among recent appointments.

Commodore R. H. Burn is to be promoted rear-admiral and to be Director General Aircraft (Navy) in succession to Rear-Admiral D. M. Pulverstaff from June 12.

Capt. J. G. R. Mussen, at present Captain of HMS Cochrane, will be promoted rear-admiral and become senior Naval Member of the Directing Staff, Royal College of Defence Studies, in succession to Rear-Admiral J. F. T. G. Salt.

Other appointments recently announced include:

**Capt. D. A. J. Blackburn**, As Commodore Clyde. June 20.

**Capt. W. K. Hutchison**, Argonaut in command. June 26.

**Cdr. J. R. Fanshawe**, Cleopatra in command. June 12.

**Cdr. J. M. Knowles**, Ambuscade in command. June 15.

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## 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.

**Carolyn** (17), 5r, 7in, Aberdeen. Ann (33), 5r, 6in, Canterbury. Kent, Jennie (23), 5r, 8in, Ermsworth, Hants. Samantha (23), London. Margaret (50), 5r, 11in, Shaftesbury, Dorset. Jan (36), Aberdeen. Lynda (26), 5r, 6in, Walthamstow, London. Nicki (21), 5r, 4in, Grimsby, Humberside. Linda (29), 5r, 2in, Douglas, Isle of Man. Jocelyne (27), St. Lucia, WI.

**Tracy** (22), 5r, 3in, Sedgely, W. Midlands. Pauline (39), 5r, 11in, Turro, Cornwall. Karen (25), 5r, 4in, Rotherham, Yorks. Sheena (19), 5r, 4in, Glasgow. Lynne (47), 5r, 4in, Redruth, Cornwall. Christine (32), 5r, 3in, Manchester. Mandy (21), Skelmersdale, Lancs. Sandra (28), 5r, 6in, Grimsby, Humberside. Kay (32), 5r, Cambridge. Tracey (18), 5r, 3in, Staines, Middx.

**Jean** (33), 5r, 4in, Lowestoft, Suffolk. Rebecca (58), Loughton, Essex. Christine (30), 5r, 3in, Rhyl, Clwyd. Julie (19), 5r, 7in, Salford, Manchester. Susan (35), Bury, Lancs. Bernadette (20), Formby, Mersey-

side. Sue (27), Cramlington, Northumberland. Sarah (26), Oxford. Marian (42), 5r, 11in, Northampton. Diana (17), 5r, 6in, Bradford.

**Julie** (33), 5r, 6in, Potters Bar, Herts. Veronica (43), 5r, 4in, Whitley Bay, Tyne & Wear. Julie (21), 5r, 3in, Greenford, Middx. Olive (32), 5r, 3in, Newcastle-upon-Tyne. Sharon (30), 5r, 4in, Potters Bar, Herts. Kareine (20), 5r, 3in, Newcastle-upon-Tyne. Maria (22), 5r, 4in, Hampton, Middx. Sharon (27), 5r, 3in, Cambridge. Patricia (41), 5r, 4in, Northampton. Cindy (32), 5r, 2in, Dundee.

**Kerry** (29), 5r, 8in, Grimsby, Humberside. Wendy (27), 5r, 8in, Plymouth, Devon. Carol (43), Chatterham, Glos. Wendy (17), 5r, 6in, Whitehaven, Cumbria. Susan (35), 5r, 2in, Hatfield, Herts. Sara (20), Alavston, Derby. Pat (36), 5r, 3in, Oldham, Lancs. Gwendoline (35), 5r, 3in, Plymouth, Devon. Joanne (17), 5r, 6in, Whitehaven, Cumbria. Joyce (53), 5r, 3in, Shaftesbury, Dorset.

**Caroline** (15), Castletown, Sunderland. Joanne (16), 5r, 8in, Accrington, Lancs. Lisa (25), 5r, 3in, Mt. Druitt, NSW, Australia. Carol (43), Sunderland. Tyne & Wear. Sandra (30), 5r, 3in, Manchester. Wendy (33), 5r, 3in, Bodmin, Cornwall. Samantha (16), 5r, 5in, Lincoln. Sarah (19), 5r, 5in, Barborough, Worcester. Sandy (31), 5r,

## Appointments

Other appointments recently announced include:

**Cdr. A. F. M. Taylor**, Renown (Starboard) in command. April 17.

**Cdr. I. R. Whitehouse**, Sovereign in command. June 1.

**Cdr. P. H. Jones**, Herald in command. April 24.

**Lieut. G. W. Pettitt**, Kingfisher in command. May 29.

**Lieut. S. J. L. Turnbull**, Redpole in command. July 15.

**Julie** (26), Runcom, Cheshire. Maxine (26), 5r, 5in, Devon. Sandra (26), 5r, 10in, Plymouth. David. Lesley (18), Whitehaven, Cumbria. Chrissy (33), 5r, 4in, Morecambe, Lancs. Dawn (18), Dover, Kent. Karen (17), Letchworth, Herts. Jeanette (25), 5r, 5in, Woodside, London. Pauline (31), Washington, Tyne & Wear. Kaye (18), 5r, 5in, London.

**Rebecca** (17), Mirfield, Yorks. Chris (34), 5r, 6in, Chesham, Gwent. Roseann (25), Arbroath, Tayside. Janet (30), Basingstoke, Hants. Debbie (31), 5r, 8in, Sudbury, Suffolk. Veronica (30), Coventry. Anne (25), 5r, 2in, Nottingham. Susan (26), 5r, 1in, Royston, Herts. Alison (19), 5r, 3in, Plymouth, Devon. Carol (40), 5r, 4in, Plymouth, Devon.



# Toast to silver jubilee

AS the count-down begins for Christchurch silver jubilee celebration, to be held over weekend April 7/8, the branch extends a warm invitation to shipmates throughout No 4 Area, and further afield, to support this happy event.

The celebration will kick-off on Saturday at 7.30pm, following No 4 Area annual general meeting, with a jubilee dinner-dance at Pointings at which the guest of honour will be the President, Admiral Sir Desmond Cassid.

Music will be provided by the Royal Marines Band, Flag Officer Plymouth, and the cost, including dinner, is only £5 per head. Hand fund-raising by the branch has enabled tickets to be subsidised.

On Sunday, April 8, at 10.45am, standards will muster outside the Royal British Legion for the parade to Priory Church, led by the Band of the Royal Marines. The ceremonies over, there will be a buffet lunch in the Upper Ballrooms of the Royal British Legion for shipmates and guests.

A party of shipmates from Kettering branch along with members of Northampton SOCA and representatives of RNA branches in the Leicestershire area, visited Malta to pay tribute to the memory of those lost in HM submarine Olympus.

By courtesy of Major G. Cini and men of the First Regiment of AFM Malta GC, the party were taken by patrol boat to the position where the Olympus went down. After a short service, conducted by Father Debono, chaplain of the Royal British Legion, wreaths were cast on the water on behalf of men serving today. RNA and ex-service association branches.

A service was also held at the RN cemetery, Kalkara, where several submariners, including those from the Olympus, are buried. The service was conducted by Rev Colin Westmorland, former RN chaplain of HMS St Angelo.

During the visit the party were entertained by the Malta branch which aims to establish its own headquarters provided the money can be raised. A return trip to Malta is planned for Remembrance Sunday.

Members of Lewes organised a New Year celebration at which life membership was presented to Shipmate A. M. Tay-

## BRANCH NEWS

lor, the branch secretary, to mark 19 years in office. The presentation was made by Shipmate S. E. Adams, the branch vice president.

An appeal for CPO Barry Stokes to take part in the world archery championship in Australia (Nov edition) brought a response from Rosyth and Fife branch and from the Scottish Area who all raised cash to sponsor the trip.

Members of Wisbech branch were delighted to hear at their annual general meeting that their fund raising activities (the branch boasts 54 members), over the past year raised £1,000 for naval charities.

Shipmates of Chesterfield are walking tall since the branch secretary, Shipmate Arthur Webber was invited to take the office of Mayor of the town and they wish him every success.

Branch headquarters is now at the Royal British Legion at Glumangate and members meet on the second Tuesday of the month.

Rame Peninsula Branch hope there will be a good turn out when they dedicate their standard at HMS Raleigh on Sunday, March 25.

The ceremony will be followed by a social evening at the same venue with entertainment being provided by Shep Woolley.

All members and their guests are invited both events.

At Bristol branch annual general meeting Shipmate Paul Watson was elected branch chairman replacing Shipmate Keith Robinson, who stood down. During his seven years as chairman, Shipmate Robinson witnessed a growth in membership and helped the branch achieve its own club having used HMS Flying Fox for many years. The following shipmates were also elected officers: Graham Biggs (treasurer), Eddie Whelan (branch and club PRO). The eight-hour sponsored skittles branch organised by the branch raised a total of £640.

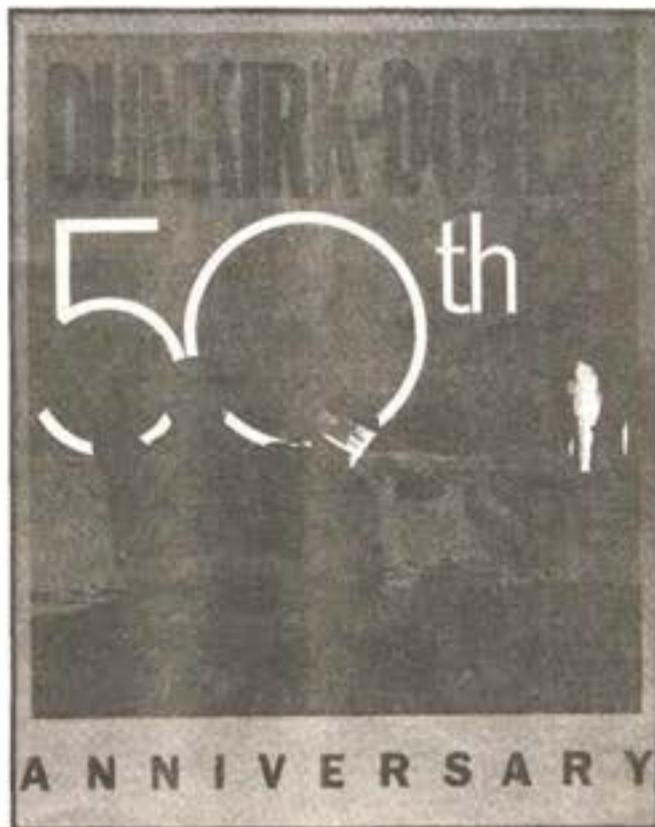
# National standards still flying high

THOSE who love ceremonial and value the contribution made by the standard bearers of the association will be heading for Deal, in Kent, on May 20, for the national standard bearers competition which will be held in the RM Barracks.

This annual event, a great day out for competitors as much as their supporters, offers an added attraction this year — the re-introduction of the open

standard bearers competition. This will be held following the day's big event.

Deal and Walmer branch plan to extend a warm welcome to their visitors. A social evening has been arranged in their honour on Friday May 19 in the Deal and Walmer club in North Barracks. This will be followed on Saturday by a buffet dance and prizegiving in the



## SPIRIT OF DUNKIRK

AN eye-catching poster from Dover Museum's exhibition which opens in May commemorating the 50th anniversary of the evacuation of Dunkirk.

Alan Goodearl, historical researcher at the museum, would like to hear from anyone who took part in the operation, codenamed Operation Dynamo.

He can be contacted on 0304 20166.

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# Pilgrimage to Far East

MEMORIES came flooding back for 53 ex-servicemen and women when they made a military pilgrimage to the Far East.

The group, which included members of the RNA and Association of Wrens, flew to Singapore where, on their first day, they held a Remembrance ceremony at Kranji Military Cemetery and where they also made a special visit to Changi Prison before moving on to Hong Kong.

At the site of the old Shampahupo POW camp on Kowloon-side they held another Remembrance ceremony and planted trees in memory of those who had died and suffered there.

The Royal Hong Kong Regiment also arranged a special ceremony at Sai Wan Military Cemetery where thousands of British and Commonwealth servicemen and women are buried.

Patrick Pielou is now in the process of organising an Ex-Services Tour and Pilgrimage to Egypt, to take place later this year, and would welcome applications from any ex-Royal Navy personnel and ex-Wrens.

If interested, please write to him at 2, Emperor's Gate, London, SW7 4HH.

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Further information is available from The Director of Admissions, Morrison's Academy, Crieff, PH7 3AN, Scotland. Telephone: 0764 3885.

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Prospectus from the Headmaster, Ian Halford, M.A. (Oxon)

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# Campaign to save Falklands frigate

HOPES of saving the frigate HMS Plymouth as a memorial to the Falklands campaign have been revived with the news that a national newspaper is backing the appeal for donations to buy the ship.

The Ministry of Defence intended to use her for target practice and sink her.

But now they have agreed to sell the frigate to the Warship Preservation Trust for £200,000 — Plymouth's scrap value — and the Sunday Express is supporting the campaign to raise that total.

HMS Plymouth took four direct hits from Argentinian bombs, all of which failed to go off and the surrender of Argentine forces in South Georgia was signed in her wardroom.

The campaign has already received a great boost from Sir Donald Gosling, a well-known benefactor of naval charities.

Sir Donald, who served aboard HMS Leander in the Mediterranean during the Second World War, has pledged to match pound for pound all money received — a promise worth £100,000.

Donations can be sent to HMS Plymouth Appeal, Sunday Express, Ludgate House, 245 Blackfriars Road, London, SE1 9UX.



# 'UFO' brought down to earth

AN unidentified flying object was recently sighted hovering over King Hal's Castle at Portland, Dorset.

On closer inspection it turned out to be an 1812 cast iron cannon, weighing 27 cwt., which was being airlifted by helicopter onto the castle ramparts.

The cannon — an 18 pounder — came from the English Heritage Workshops in Totnes, Devon.

A Sea King from 772 Naval Air Squadron helped out by lifting the cannon into its final resting place.

The ground work was carried out by Flt. Lt. Nick Nichols CPO Bill Hookings and Sqn. Ldr. Brian McCormack from the Joint Air Transport Establishment at RAF Brize Norton.

The Sea King, crewed by Lieut.-Cdr. Jack Lomas, Lieut. Ian van Onselen and PO Aircrewman Peter Turner, carried out the intricate manoeuvre, which left the cannon facing the right direction, only needing to be pushed the last few feet under the ramparts.

# Updated training for supply officers

HMS Ceres, the Royal Navy Supply School's "secretarial simulator" has been brought right up to date for the junior supply officers of the '90s.

The simulator allows the JSOs to practise the tasks of a captain's secretary in a mock-up ship at sea.

## Destroyer

It is brought into use as the JSOs reach the end of their professional training and prior to

their first appointments.

Introduced in 1974, the simulator was based on a County class destroyer, was later updated to a Type 42 and now simulates conditions on board a Batch II Type 22. Main instigator of the recent update was CPO/Tr Ian Caldwell. First Officer Leslie Smith was also instrumental.

## School

HMS Ceres — named after the former RN Supply School — was re-dedicated by the Chief Naval Supply and Secretariat Officer, Rear Admiral

David Allen, when he visited the Officers' Training School at HMS Raleigh.

On hand to explain the finer points of the simulator was Cdr. Keith Ridland, Commander Royal Naval Supply School.

# FIRE AWAY

UNDER the watchful eye of Sub-Lieut. Paul Hill and AB Paul Stewart, Pearly King Jerry Whybrow, of Hornsey, tried his hand as a gunner aboard HMS Humber, a River class minesweeper, when the London Division of the Royal Naval Reserve, HMS President opened her doors to visitors.

More than 1,000 people crowded into the headquarters during the open day including civic dignitaries from the local community, sea cadets and boy scout troops.

The most popular attraction, despite the displays of hardware, proved to be Chief Chef David Scott who joined the reserves after completing 22 years service in the Royal Navy.

His demonstration of cake decorating drew a vast crowd and looking at his handiwork it was easy to see why he was chosen to decorate a wedding cake for the Prince and Princess of Wales.

# Model presentation

THE builder's model of a Trafalgar class nuclear-powered submarine has been presented to the Lancaster Maritime Museum by Vickers Shipbuilding and Engineering Ltd. of Barrow-in-Furness, Cumbria.

HMS Trafalgar, launched at VSEL's Barrow yard in 1981, was the first of a class of seven Royal Navy submarines. The final two — Talent and Triumph — are in advanced stages of production.

The local affiliation with Royal Navy submarines started when HMS Dreadnought was "adopted" in 1963 by Morecambe and Heysham Borough Council.

Following local government reorganisation in 1974 this relationship was assumed by the much larger Lancaster City Council of which Morecambe became a constituent part.

HMS Dreadnought was decommissioned in 1982 and is currently at Rosyth awaiting disposal.

# Viewpoint wins film award

VIEWPOINT RN, the video magazine, has won the gold medal in the magazine format section of the International Film and TV Festival of New York.

Viewpoint is produced for the Royal Navy by World Wide Pictures Ltd, London, and the award was given for the Summer '89 edition.

# Rum do!

THE Royal New Zealand Navy is believed to be the last navy in the world to scrap the daily tot of rum. The rum ration ends on March 1.

## Education and Miscellaneous

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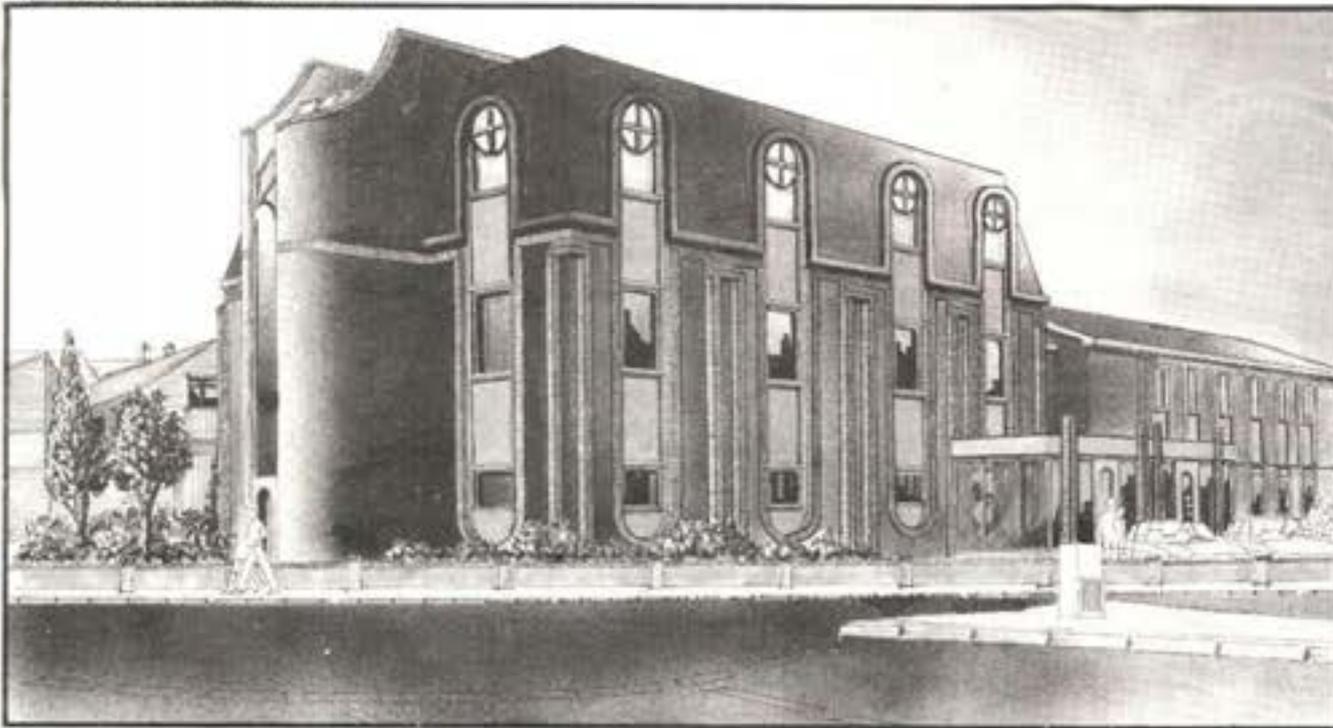
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● An artist's impression of the Royal Naval Benevolent Trust's planned new offices at Portsmouth.

# Trust spends £1m on welfare

THE Royal Naval Benevolent Trust spent a record £1.3 million on welfare payments and administration in the past year.

This expenditure was highlighted by Vice-Admiral Sir James Kennon, President of the RNBT, at the Trust's annual meeting.

Admiral Kennon pointed out that even when taking the Retail Price Index increases into account, the call on Trust funds had risen significantly during the past five years.

Mr. John Edwards, presenting the accounts for the year ending March 31, 1989, said ordinary income had increased by 9.9 per cent. to £1,305,500 and ordinary expenditure by

17.8 per cent. to £1,258,462. The excess of £47,038 was well below the figure of £120,000 the previous year. Legacies totalling £171,754 were less than half of the previous record year.

Donations and voluntary contributions rose by 7.1 per cent. to £151,220, but income from NAAFI rebate had fallen behind the rise in the cost of

## CAREFUL INVESTMENT KEEPS PACE WITH INFLATION

living and only represented 7.8 per cent. of ordinary income compared with 25 per cent.

back in the 1970's.

Grants to individuals rose by 17 per cent. to £784,815, annuities to £197,301 — and a total of £1,009,541 was made in welfare payments.

Mr. Edwards said that over the past five years applications had gone up by 25.5 per cent., applicants assisted were up by 21.8 per cent. and annual expenditure on grants had increased by 56.2 per cent.

Fortunately, investment income and welcome but vital surpluses had enabled additions to be made to the investment holding leading to much needed increased dividends.

This had allowed the Executive Committee to lift the level of welfare expenditure progressively to keep pace with inflation and meet the ever-increasing requests made to the Trust for financial assistance.

### Furniture

The Chairman of the Grants Committee, WO Harry Burke told the meeting that the average grant to individuals had risen from £154 to £175.

Furniture and furnishings topped the list of requirements followed by the more traditional requests for clothing and to meet energy accounts. Credit card and trading account debts had increased significantly.

Admiral Kennon thanked all who had made donations to the Trust, singling out three main contributors — King George's Fund for Sailors; the Greenwich Hospital and the Royal Naval Association.

The President said a continuing vote of thanks was also due to all associations, individual units, volunteers and local committees who helped with the work of the Trust.

He added: "Gone are the days when there were lots of people in the Service to assist with the welfare of the Navy.

"Today's Navy has a very full time job on its hands and these volunteers and their commanding officers who spare them to help the Trust are the backbone of the RNBT."

Admiral Kennon paid tribute to the work of Rear-Admiral William McClune, who had

# Work starts soon on new headquarters office block

ADMINISTRATION of the Royal Naval Benevolent Trust is to be centralised in a new office block to be built in Portsmouth at a cost of £750,000.

The move of the head office staff to co-locate with the Portsmouth staff will take place in late 1994.

Vice-Admiral Sir James Kennon, President of the RNBT, told the annual meeting that before the move happened the Tipner Road site in Portsmouth would have to be redeveloped.

Since the demise of the old Naval School of Motoring, the Tipner Road site had been under-used and was ripe for development.

### Computers

Admiral Kennon explained that James Lane House would be refurbished and a new office block constructed to house the co-located staff. Work would start this year and be completed by mid-1991.

While the cost of £750,000 was not insignificant, it would be a useful investment in terms of property.

The President added that the Trust was carrying out a study for the use of computers for the RNBT's administration and grants work so that an effective system could be obtained without incurring excessive costs.

# Falklands fire family refurnished

WHEN former Able Seaman John Ferguson (29) finished his time in the Navy — much of it spent serving in the ice patrol ship HMS Endurance — he decided to settle in the Falkland Islands.

But his dreams of the simple life on the farm he set up on Weddel Island were shattered on 25 April last year when the house burned to the ground.

He and his family — he is married with two young children — lost everything they had — and while the Falkland Islands Company were able to provide him with another house he still needed £2,000 to buy furniture.

### Interests

The Royal Naval Association at Port Stanley wrote to the RNBT and the Grants Committee came up with £1,000 — and wrote to other charities to make up the difference.

Eventually another £1,350 was collected from the RNA, the Royal British Legion, SSAFA and Lloyds Patriotic Fund — a fine example of how kindred interests can work together to meet the kind of disaster that struck John Ferguson and family.

# Speech aid for Clive

MOTOR neurone disease has left ex-CPO Writer Clive Pickstone paralysed from the waist up and his speech has become laboured and slow.

He tires easily — which further weakens his powers of communication and makes him all the more frustrated at not being able to make himself understood.

But now Clive, who joined the Navy in 1955 and lives with his wife and daughter at Newton Abbot, Devon, has the use of a portable communication aid bought by the RNBT Grants Committee, which covered the full cost of the £615 Possum Communication 100 recommended by his speech therapist.

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**£22,000 a week**

The size of RNBT's present average weekly expenditure in grants and allowances

BY THE NAVY FOR THE NAVY

The Royal Naval Benevolent Trust makes no appeals to the public. It relies on canteen rebates, voluntary donations, investment interest and legacies, to carry on its important work.

Applications for assistance to the Grants Committee:  
2a Tipner Road, Portsmouth, Hants, PO2 8QR  
General inquiries to Head Office, High St.,  
Brompton, Gillingham, Kent, ME7 5QZ

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For further information, write enclosing relevant details and quoting ref no. NN 005 to: The 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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Only postcards of ships listed here are available.

Abdiel (1968, 1980), Achéron, Achilles, Active (1978, 1987), Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Alamein (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981), Anglessey, Antelope, Antrim, Apollo (last minelayer), Apollo (frigate 1972, 1975, 1985), Ardent, Arctura (1970, 1977), Argonaut (1972, 1980), Argus, Ariadne (1973, 1985, 1990), Ark Royal (strike carrier 1956, 1970), Ark Royal (1966), Ark Royal and Illustrious (one card), Armada, Arrow (1977, 1989), Atherton, Ashanti (1972, 1975), Auriga, Aurora (1971, 1985), Avenger.

Bacchante, Barrosa, Battenberg, Beagle, Beaver, Belfast, Berkeley, Bermuda, Berry Head, Berwick (1962, mod. 1, 1983), Bideford, Birmingham (1977, 1982, 1987), Blackpool, Blackwood, Blake (1961, 1969), Blazer, Blue Rover, Boxer, Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1984), Britannia (1958, 1974), Broadsword (destroyer 1962), Broadsword (frigate 1976), Brocklesby, Bronington, Bulldog, Bulwark (1955, 1979).

Cachalot, Cambrian, Campbelltown, Camperdown, Caprice, Cardiff (1980, 1989), Carron (destroyer 1960), Carron (minesweeper 1985), Carysfort, Cattislock, Cavalier, Centaur, Challenger, Charlybids (1971, 1983), Chevron, Chichester (pre-mod. mod), Chiddingfold, Churchill, Cleopatra (1970, 1977, 1988), Conqueror (1972, 1989), Cornwall, Corunna (pre-mod. mod), Cottesmore, Courageous (1973, 1987), Coventry (1979, 1989), Cumberland (1967, 1989), Cygnet (1978, 1988).

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1974), Diamond, Diana, Dido (1965, 1979), Diomedea, Dreadnought, Duchess, Dulverton, Dumbarton Castle, Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1959, 1977, 1988), Ergadine, Eskimo, Euryalus (1976, 1986), Excalibur, Exeter, Explorer, Exmouth.

Falklands Islands Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (Cruiser 1956), Glasgow (destroyer 1980), Glasserton, Gloucester, Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Harland Point, Hecate (1967, 1976), Heda, Herald, Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft (HM ships Wolverton, Beachampton, Wassperton, Yarriston, Monkton on one card), Hubberston, Hurworth, Hydra.

Illustrious, Intrepid (1968, 1979, 1990), Invincible (1981, 1985), Jaguar, Jersey (1977, 1988), Juno (1970, 1985), Jupiter (1959, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkiston.

Layburn, Leander (pre-mod. mod), Ledbury, Leeds Castle, Leopard (1951, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Kilisport, Loch Lomond, Lofoten, London (1964, 1980, 1987), Londonderry (1968, 1980), Lowestoft (1964, 1982), Lyness, Lynx (1957, mod. 1, mod. 2).

Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Middleton, Minerva (1968, 1979), Mohawk, Mounts Bay, Murray.

Nasid, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk, Nottingham, Nubian.

Oceon, Ocean, Ocelot, Odin, Omeda, Olympus (pre-mod. 1984), Owen, Onslaught, Onyx, Opossum (1977, 1989), Opportune, Oracle, Orkney, Orpheus, Otis (1965, 1988), Otter, Otus (early and 1975).

Palliser, Peacock, Penelope (1971, 1982), Peterel and Sandpiper (one card), Phoebe (1972, 1978), Plymouth (1963, mod. 1, mod. 2), Pollington, Porpoise (1959, 1979), Protector, Puma, Quorn.

Raleigh Inshore Squadron (Manly, Mentor, Millbrook on one postcard), Rapier, Reclaim (1966, 1974), Republic, Relentless, Reliant, Renewal, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyd, Roebuck (1966, 1987), Rorqual, Rothersey (1970, 1981), Russell.

St David, Salisbury (1957, mod.), Sandpiper and Peterel (one card), Scarborough, Sceptre, Scorpion, Scylla (1962, 1984), Season (1962, 1984), Sheffield (cruiser), Sheffield (destroyer), Sheffield (1988), Shetland, Shouton, Siddesham, Sir Galahad, Sir Gerard, Sirius (1958, 1978, 1983), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign, Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromness, Stubbington, Superb (1977, 1988), Swiftness.

Taciturn, Talent, Tartar (1964, 1974, 1982), Tenacity, Tenby, Theseus, Tidepool, Tidesurge, Tiger (1959, 1973), Tereless, Token, Torbay, Torquay (1960, 1976), Trafalgar, Tranchant, Triumph, Trowbridge, Trump, Turbulent, Tyne.

Ulster, Undaunted, Urdine, Upholder, Ursa, Valiant, Vanguard, Victorious, Vigil, Vigo, Virago, Wakeful (trigate), Wakeful (submarine tender), Walrus (early, 1972), Warrior, Warspite (1989, 1982), Whetby, Wilson, Woolston, Yarmouth, York, Zeal, Zulu (1968, 1982).

## Over to You

**Eden Camp Museum:** Wartime Britain is brought vividly to life at Eden Camp, Milton, N. Yorks. Occupying the site of a former prisoner-of-war camp, the 22 original huts have been transformed to bring to life the sights, sounds — even the smells of wartime Britain. Each hut boasts its own theme from 'The Rise of Hitler to The Blitz', including a Forces Reunion hut, where ex-service men and women may leave their names and addresses. The camp opens daily from 10 am to 5 pm, February 14 to December 23. Further details from tel. 0653-897777.

**Air Training Corps:** A 'Roll of Honour' is being prepared to celebrate the 50th anniversary in 1991 of the formation of the Corps. Ex-Cadets, not yet contacted, who received awards or decorations contact: The Commanding Officer, Headquarters, Dorset/Wiltshire Wing ATC, 18 Main Road, Boscombe Down, Amesbury, Wilts SP4 7JY and send the following details — ADCC or ATC Squadron, number and name, rank, service RAF, Navy, Army, decoration or award.

**HMS Sheffield:** Lola Stevens Beane, 10 Bowlane, Horse Shoe Road, Southampton SO4 0BMA, would like to contact Mr. Richard Stubb and his wife Patricia and two daughters who lived in Bermuda when Mr. Stubb served in the Sheffield, last known address, Basingstoke, Hants.

**SS Aquila:** Mr. F. A. Rogers, 4 Wingfield Close, Ditherington, Shrewsbury SY1 4BH, would like to hear from survivors of SS

## Calling Old Shipmates

**HMS Vimiera (1940-42):** Mr. W. P. Vaughan, 112 Norman Road, Leytonstone, London E11 4RL, would be pleased to hear from survivors of the Vimiera.

**HMS Shark:** Ex-Lt-Sub Ray Alway, 1 Churchtown, Gwennant, Cornwall TR16 6BD, would be pleased to hear from survivors of the submarine Shark or any of the POWs.

**HMS Cabbala, Vesper Class, 1943:** CYS R. M. Mitchell, 10 Britannia Way, Dorchester, Dorset DT1 2QR, wonders where and how the girls have fared? Contact: 0305-280198.

**HMS Hesperus (1945-46):** Mr. E. Shields, 10 Renfrew Street, Hill Lane, Liverpool L7 8PB (tel. 051-263-3978), wants to contact his old shipmate named Newton, who came from Liverpool and was better known as 'Scouser'.

## Over to You

**Aquila, especially ex-Lt Air Mechanic William Churchhouse, who may have known Acting Leading Air Mechanic Walter (Jack) Rogers, believed lost in the Aquila, August 19, 1941.**

**British Pacific Fleet, May 31:** is the last call for memories/stories for possible inclusion in 'Kamikaze', by Stuart Eadon, 3 Waterside House, Upton upon Severn, Worcs WR8 0JD (tel. 06846-2848).

**HMS Stonecrop:** Mr. R. Rowbottom, 43 Zetland St. Dukinfield, Cheshire SK16 4EH, would welcome information about the ship's Bible, signed by the crew and presented to her adopted town of Dukinfield during the ship's visit. Any information appreciated. The Stonecrop was adopted by Dukinfield towards the end of the Second World War.

**HM Submarine G9 (1917):** Mr. Warwick Cary, 209-211, The Promenade, Sans Souci, Sydney, New South Wales 2219, Australia seeks information about the late Lieut. Col. The Hon. Byron Plantagenet Cary DSO, lost in the G9, 1917.

**TS Danae SCC:** The North Herts Unit of the Sea Cadet Corps celebrates its 50th anniversary this year and a reunion is planned for June. The Unit, based at Hitchin, Herts, has been called TS Lionel Halsey and TS Lord Lloyd. Former cadets are asked to contact: Lieut. (SMC) R. J. Carter RNR, 3 Freewaters Close, Ickleford, Hitchin, Herts SG5 3TG.

**HM Ships Chaser, Lofoten, Stalker:** Mr. C. W. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP, would be pleased to hear from old shipmates.

**HM Ships Formidable, Khedive, Triumph:** Mr. Roy 'Poi' Mainwaring, 48 Watlows Lane, Bescot Grange Estate, Walsall, W. Midlands WS2 9BY (tel. 0922-27738), would be pleased to hear from former members of 888, 808 and 800 Squadrons.

**HMS Zulu (1941):** Mr. H. J. Gordon, 73 Raize Street, Saltcoats, Ayrshire, Scotland, would welcome news of old shipmates.

**HMS Tyne (1952):** Mr. Allen (Jan) Bunch, 24 Windsor Road, Andover, Hants SP10 3HX (tel. 0264-56340), wants to contact members of the 'Hamilton Cup' racing whalers crews or any old shipmates.

**HMS Lanka (1945):** Mr. A. W. Booth, ex-Tel. 16 Smith House Avenue, Brighouse, W. Yorks HD6 2LE, wants to get in touch with old shipmates of Colombo W/T Station, also of class W 217, HMS Royal Arthur 1942, with view a reunion.

**HMS Formidable:** Mr. J. H. Simpson, 10 Holly Road, Golborne, Warrington, would like to hear from old 'Formids' of 1841 and 1842 squadrons, especially George Smith, Terry Mac, both of Manchester, Tony Proctor, Dickson and Ginger Kennedy of Yorkshire.

**HMS Lapwing:** Mr. Edward Murt, 11 Camerons Street, St Ives, Cornwall, and other survivors of the Lapwing lost in Russian waters, will commemorate the 45th anniversary of the sinking on March 20, at the Naval Memorial, Plymouth Hoe, at 11 am. A welcome is extended to old survivors and their families.

**HMS St George (1939-40):** Mr. Doug Newell, 5 Glebe Road, Didcot, Oxon (tel. 0235-814341), wants to contact any member of Drake 51 class or meet up with them in Douglas, IOM, in April.

**HMS Resolute (1930-45):** Mr. Eric Marks, 3 Kendal Avenue, Thornton Cleveleys, Blackpool FY5 2LY (tel. 0253-826300), would be pleased to hear from old shipmates interested in a reunion.

**HMS Speedy (1942):** Mr. Cliff Lea, 22 Oakleigh Avenue, Glen Parva, Leicester LE2 9TH (tel. 0533-776537), would be pleased to hear from old shipmates.

**HMSL 3018:** Mr. Ron Patten (General), 69 Cannon Hill Road, Coventry CV4 7BT (tel. 0203-419207), would welcome news of old shipmates of the Stokers Mess and the ship's soccer team.

**HMS Penn (1943-46):** Ex-C/M C. G. Betts, 7 Nutfields, Sittingbourne, Kent ME10 4JJ, wants to contact old shipmates of No 5 and PO's Mess.

**HMS Malaya (1937-40):** Mr. G. E. 'Gillie' Potter, 11 Custance House, Queen Street, Honiton, Devon EX14 8JA, wants to get in touch with the secretary of the Malaya Association and survivors of the boat's crew.

**HMS Zulu:** Mr. Tom Cox, 41 Neal Close, Plympton, Plymouth PL7 3YJ (tel. 0752-346377), would be pleased to hear from old shipmates, especially Lieut.-Col. Greenock, also Lt. Esplin, G. M. Hutchings, Baron Dawkins and Tom Gahan.

**HMS Gavotte (1940-44):** Mr. Norman Parkinson, 27 Meadowgate Lane, Spalding, Lincs PE11 1NF (tel. 0775-722390), would be pleased to hear from old shipmates.

**SOCA London branch:** Ex-submariners are welcome to the branch meeting of the association, held on the second Wednesday of the month at the Union Jack Club, Waterloo, at 7 pm. Further details from Mr. S. G. Wood, 70 Monkswood, Oakwood Hill, Loughton, Essex IG10 3LR (tel. 01-508-0290).

**HM Ships Arrow & Clan Lamont:** Mr. R. H. Garville, 31 Beach Crescent, Kidlington, Oxford (tel. Kidlington 2381), would be pleased to hear from old shipmates of the Arrow (1940/41) and of the Clan Lamont (1944/45).

**Old Bustrians Assn:** An inaugural meeting and social evening will be held on April 6, at 8 pm in the Fairwater Conservative Club, Ely Rd, Cardiff, to form a Wales and west England branch of the association. Old Bustrians and those serving welcome. For details contact: Mr. Frank Lynch, 57 Egremont Road, Penylan, Cardiff CF2 5LP (tel. 0222-489063).

**HMS Eagle:** Survivors 18th reunion will take place at the Royal Sailor's Home Club, Portsmouth on Aug 11, tickets for buffet, 27 per head. Details from: Mr. A. Goodenough, 3 Brompton Rd, Reading RG3 3HY (tel. 0734-573783).

**HMS Cotton (K510) fourth reunion** will be held at Southport, Aug 11 to 18. Limited vacancies for short stays and weekend bookings. Survivors of HMS Goodall also welcome. Further details from: Mr. Len Haycock, 24 Mill Street, Ormskirk, Lancs L39 4QD (tel. 0995-570170 or 051-924-1036).

**HMS Caledonia (1940-44):** Artificer apprentices of Anson Div., are invited to a golden jubilee celebration in Oct. Details from: Mr. Dan Cole, 48 Clive Grove, Pochester, Hants PO16 9RR (tel. 0705-374759).

**HMS Coventry (cruiser):** The Old Hands Association reunion will take place on May 26, at HMS Sussex (ie. Brighton). Further details from: Mr. Bert Stenning, 11 Eileen Ave, Rottingdean, Brighton (tel. 0273-305193). The association would be pleased to hear from any of the relatives of those lost onboard, Sept 1942.

**HMS Chinkara** first reunion and nostalgia weekend for those who served at the landing craft base in South India, will take place

**HMS Phoebe (1946-47):** Mr. P. W. Saunders, 5 Coldharbour Lane, Harpenden, Herts AL5 4NG (tel. 0582-761988), wants to hear from old shipmates, especially Angus Kerr of Glasgow.

**RNAS Lossiemouth 1959:** Does anyone know the whereabouts of ex-CPO David Hoising stationed at RNAS Lossiemouth, and a keen glider? If so, will they contact on behalf of ex-CPO John Davies, Mrs. A. Sander, 3 Jobson Close, Watchbury, Hants RG28 7DZ. She would also like to hear from former friends of her father, CPO John Davies.

**HM Ships Eastbourne and Mariner (1946-47):** Mr. Jim Perry, 24 Moss Lane, Swinton M27 3RZ, would be pleased to hear from old shipmates, also of HMS Raleigh, Mess 14, November, 1943.

**HMS Bellona (1942-45):** Mr. Charles Reeve, 60 Woodford Road, Chesdale Hurles, Cheshire SK8 7JS (tel. 061-485-1866), would like to hear from any ex-communications ratings, especially Desmond Blackwell, Peter Collier, George Wiles, Johnny Hannocks. They may be interested to know that a Bellona reunion is held annually in London.

**HMS Conn (K509):** Mr. Eddie Hale, 120 Main Street, Carnodone, Newtownards, Co. Down, N. Ireland BT22 2HW (tel. 0247-861407), would be pleased to hear from old shipmates, members of the wartime 1942-45, 21st Escort Group of destroyer escorts, especially of the Conn.

**HMS Princess Astrid and LCS 25:** Mr. F. B. Grant, 84 Cornston Drive, Edinburgh EH10 5QT (tel. 031-447-2803), would like to know if any member of the crew of LCS 25 at the time of the Deppa raid, 1942, also officers who served in the Princess Astrid.

**RN Patrol Service Association:** The association has many branches across the country and would be delighted to welcome new members. Those interested contact Mr. John Dunn, RHPSA (Naval Museum), Sparrows Nest, Lowestoft, Suffolk NR32 1XG (tel. 01-218-2586).

**HMS Conna (1952-53):** Mr. E. Bath, 25 Ludlow Towers, Stockport SK5 6JL, would welcome news of old shipmates, especially Ray Norman of Leicester, Sammy Tubbs of Boston, Lincs and Ray Nelson of Burnley.

**HMS Osprey, Dunoon (1939-45):** Mr. H. J. Arnold, 79 Ash Grove, Maidstone, Kent ME16 0AD (tel. 0622-53650), would like to know if any reunion is planned of ex-Asdic, especially SDC's, Wrens and Conn Swann.

**HMS Nelson 1968/69:** Ex-PO Rag Jamie B. Meeks, 99 Walker Avenue, Barossa, Troon, Ayrshire KA10 6RU (tel. 0292-214322) is anxious to trace the whereabouts of old shipmate Barry Edler, who lived in married quarters at Hisea and was a Fleet Master at Arms around 1963.

**HMS Newcastle:** Mr. Percy Goodall, ex-three Badge Seaman and Ganges button boy, whose service from 1930-62 included a remarkable continuous draft to HMS Newcastle from 1938-50, would like to hear from old shipmate Charlie from Manchester. Replies to 29 Furze Field, East Wiltshire, near Chichester, West Sussex.

**HMS Gavotte (1940-44):** Mr. Norman Parkinson, 27 Meadowgate Lane, Spalding, Lincs PE11 1NF (tel. 0775-722390), would be pleased to hear from old shipmates.

**SOCA London branch:** Ex-submariners are welcome to the branch meeting of the association, held on the second Wednesday of the month at the Union Jack Club, Waterloo, at 7 pm. Further details from Mr. S. G. Wood, 70 Monkswood, Oakwood Hill, Loughton, Essex IG10 3LR (tel. 01-508-0290).

**HM Ships Arrow & Clan Lamont:** Mr. R. H. Garville, 31 Beach Crescent, Kidlington, Oxford (tel. Kidlington 2381), would be pleased to hear from old shipmates of the Arrow (1940/41) and of the Clan Lamont (1944/45).

**Old Bustrians Assn:** An inaugural meeting and social evening will be held on April 6, at 8 pm in the Fairwater Conservative Club, Ely Rd, Cardiff, to form a Wales and west England branch of the association. Old Bustrians and those serving welcome. For details contact: Mr. Frank Lynch, 57 Egremont Road, Penylan, Cardiff CF2 5LP (tel. 0222-489063).

**HMS Eagle:** Survivors 18th reunion will take place at the Royal Sailor's Home Club, Portsmouth on Aug 11, tickets for buffet, 27 per head. Details from: Mr. A. Goodenough, 3 Brompton Rd, Reading RG3 3HY (tel. 0734-573783).

**HMS Cotton (K510) fourth reunion** will be held at Southport, Aug 11 to 18. Limited vacancies for short stays and weekend bookings. Survivors of HMS Goodall also welcome. Further details from: Mr. Len Haycock, 24 Mill Street, Ormskirk, Lancs L39 4QD (tel. 0995-570170 or 051-924-1036).

**HMS Caledonia (1940-44):** Artificer apprentices of Anson Div., are invited to a golden jubilee celebration in Oct. Details from: Mr. Dan Cole, 48 Clive Grove, Pochester, Hants PO16 9RR (tel. 0705-374759).

**HMS Coventry (cruiser):** The Old Hands Association reunion will take place on May 26, at HMS Sussex (ie. Brighton). Further details from: Mr. Bert Stenning, 11 Eileen Ave, Rottingdean, Brighton (tel. 0273-305193). The association would be pleased to hear from any of the relatives of those lost onboard, Sept 1942.

**HMS Chinkara** first reunion and nostalgia weekend for those who served at the landing craft base in South India, will take place

on May 25, at Stratford-Upon-Avon. Those interested contact: Ex-MEOP 103 Colin 'Butch' Baker, Malkin Farm Cottage, Blackpool Old Road, Lt Eccleston, Preston PR3 0YD (tel. 0995-70485).

**RN Regulating Branch** second reunion will take place in Portsmouth on Sept 15. For details contact Mr. David Lodrick, Deputy Naval Provost Marshal, Portsmouth, enclosing stamped addressed envelope.

**HMS Unicorn:** The next meeting of the association will take place in Birmingham, on Sat, Sept 22. Those interested contact Mr. E. Bosworth, 3 Arundel Close, Hamel Hempstead HP2 4QR sending stamped addressed envelope.

**HMS Plym (Oct 1952):** Former crew members who took part in the Atomic Test, Monte Belle, not already in touch, contact: Mr. S. K. Murray, 40 Fife Road, Peacehaven, Sussex BN9 8QB (tel. 0273-582037), with view a reunion.

**HMS King Alfred** reunion at Howe was attended by former staff and trainees, who during their stay were welcome guests of the Commanding Officer of HMS Sussex and given a tour of the HMT minesweeper, HMS Anon.

**Weapons Mechanics Association** annual reunion will take place on April 6-8 in the Warrant Officers and Chief Petty Officers Mess, HMS Dolphin, Further information from D. J. Brazier, 67 Brewers Lane, Bridgemary, Gosport (tel. Fareham 286276).

## Reunions

**Leros 1943:** A reunion of German, Italian and British participants in the fight for Leros, September, 1943, will take place at Leros, in June. Details from: Mario Valdes, Italian ex-Submarine Association, 1936 Sateranzo, Via del Gozzano 37, Italy.

**HMS Comus Comrades** annual general meeting will be held at the Rectory Hotel, Greenfield, Leicester, on March 31, followed by a meal and social evening. Further details from: Mr. C. W. Murrin, 17 Friars Orchard, Fetcham, Leatherhead, Surrey KT22 9RL (tel. 0372-377928).

**SRB Frobiisher:** Members of the Sea Ranger crew will celebrate the 50th birthday of the Frobiisher on May 5, at Chertsey, Surrey and welcome former members of HMS Frobiisher. Those interested contact: Mr. G. D. Bassett, 77 Links Road, Ashstead, Surrey KT21 2HL.

**Sherborne RNA Hospital:** A reunion buffet lunch will be held at the Crown Inn, Greenhithe, Sherborne on April 28, 12.30 pm for 1 pm. Tickets £8 per head. Those interested contact: Mrs. D. Schofield, The Bungalow, Watling Street, Hockliffe, Leighton Buzzard, Beds LU7 9NF (tel. 0525-210897).

**HMS Redoubt (1942-45):** Plans are underway for a reunion of old shipmates to be held in Guernsey, Saturday, 22 September. Further details from: Mr. Sam Morley, The Ridgeway, Northaw, Herts EN8 4BG (tel. 0707-872726). Mr. Morley would also like to hear from old shipmates of HMS Verulam (1940-45).

**Jervis Div FAA Art Apps (1945):** A 45th anniversary reunion is arranged for August 18, at the Royal Sailor's Home Club, Portsmouth. Further details from: Mr. John Platts, 15 Kingsmead Avenue, Stubbington, Nr. Fareham, Hants PO14 2NC (tel. 0329-663392).

**Regulators:** A reunion for serving and non-serving regulators will be held at Portland on March 23. Further details from: MAA Brayshaw, c/o RN Provost Nlgrs, Portland (tel. 020311 ext 2064).

**HMS Jamaica:** The annual reunion of former members of the Jamaica will be held on August 4, at the Royal Fleet Club, Devonport. Further details from: Mr. Sydney Westall, 64A Ditching Rise, Brighton, E. Sussex BN1 4QP (tel. 0273-895118).

**HMS Lance (G87):** A reunion will be held on April 21, 11.30 am, at the Civil Service Club, 61 Scotland Yard Street, London WC1. Details from: Mr. Lofy Bennett, 111 King Charles Road, Surbiton, Surrey KT5 8PD (tel. 01-399-0996).

**HM Ships Bonaventure and Hereford (1941):** A reunion of survivors of the Bonaventure and their families and of their rescuers of the Hereford, will take place on March 24, 7.30 pm, in the Royal Fleet Club, Devonport. There will be a service in St Nicholas Church, HMS Drake the next morning. Further details from: Mr. Wesley Wilson, Harrowbarrow, Callington, Cornwall (tel. 0579-50230).

**HMS Crossbow:** Former members of the ship's company, all commissions, are holding a reunion in the Union Jack Club, London on April 19, 7.30 pm. Details from: Mr. Bernie Edmonds, 129 Churchgate, Southport PR9 7JE (tel. 0704-214232).

**10th Destroyer Flotilla (1944-45):** A gala reunion will take place at Plymouth over the weekend May 25 to 27, for former members of HM Ships Ashanti, Tartar, Eskimo, Nubian, the Polish destroyers ORP Blyskawica and Fiorian, also welcome are former members of HM Ships Black Prince, Bellona, Afridi, Bedouin, Cossack, Gurkha,

Maori, Mashona, Metabele, Mohawk, Punjabi, Sikh, Somali and Zulu. Further details from: Mr. J. J. F. Bull, 1 Pearls Close, Beckton, East Ham, London E6 (tel. 01-511-9216).

**HMS Dorsetshire (1930-42):** The 48th reunion will take place at the Royal Fleet Club, Devonport on April 14, 1990 hrs, followed next day by a service in St Nicholas Church, HMS Drake. Details from: Mr. Bert Gollop, 3 Colshill Close, Emsesette, Plymouth PL5 3PA (tel. 0752-360478).

**Fleet Air Arm Association:** The Essex branch welcome new members to their monthly meetings on the second Thursday at Braintree RNA Club. Those interested contact: Mr. George Hawkes, 28 South Street, Braintree, Essex CM7 6QH (tel. 0375-21133 or 513062).

**30th Entry RAF Halton Aircraft Apprentices** are holding a reunion at Solihull in September. Former members who transferred to the RN 1938/39, contact: Mr. Vic Phillips, 66 Fleet Way, Shalfleet, IOW PO30 4PP (tel. 0983-78640).

**HMS Lauderdale (L95):** The 41st reunion will be held at the Royal Sailor's Home Club, Portsmouth, on June 27. Details from: Mr. Ian Gardner, 27 Brookmead Avenue, Bickley, Bromley, Kent BR1 2JX.

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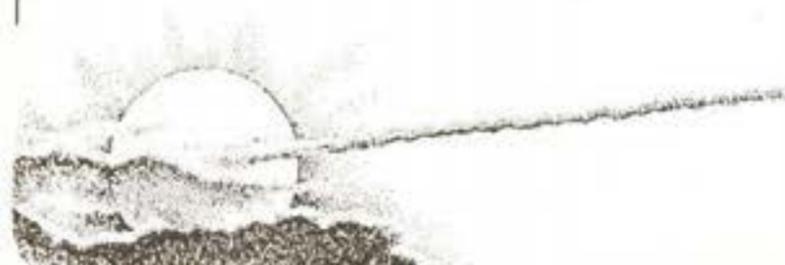
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## Veterans' squash a three-way tie

DESPITE fielding three strong teams — seniors, veterans and under 25s — only the veterans managed a win against the RAF in the Inter-Service Squash Championships, held at Lee-on-Solent Squash and Tennis Club.

The seniors were beaten 5-0 by the Army, although CPO Stuart Walters (Nep-tune) came close, losing 10-9 in the fifth game. The under-25s managed one win, thanks to Wtr. Jason Youdale (Centurion). The veterans fought very hard, just losing to the Army 3-2. WOPT Nobby Hall (Temeraire) and Cdr. Robin Bawtree (MOD) both had splendid wins over the very strong opposition.

Against the RAF, the favourites, on the second day the RN seniors could make no headway and lost 5-0. NAM Craig Robinson (Osprey) won one match for the U25s.

Again the veterans played well. Hall retained his 100% record. Bawtree pulled back from 2-0 down to win and WOPT Tim Webb (FOP) had another long five-game match.

With the RAF veterans beating the Army veterans 3-2, the veterans competition finished with a three-way tie. The RAF beat the Army seniors and the Army U25s beat the RAF to take the junior title.

Combined Services are sponsored by Teachers Whisky and a representative presented the prizes.

## Lilley on top form for championships

ALTHOUGH unable to get the better of the exceptionally strong Army team, the Navy girls pulled off some notable victories in the Women's Inter-Service Squash Championships to secure second place.

It was a great team effort, but POWren Alison Lilley and Wren Wendy Barron were particularly impressive. Alison hit top form and became the only member of the RN team to win both her matches, an achievement unrivalled in recent years. Hers was the only match dropped by the Army throughout the tournament.

Wendy, a newcomer to the team, showed maturity and determination to recover from a seemingly hopeless position (0-2 and 4-7 down) to win a vital five-game match against her talented RAF opponent.

POWren Carol Shaw achieved a memorable win against the awkward and very determined RAF

number two, while Second Officer Trish Cunnison got the better of the RAF's first string player in three games.

In the all-Navy plate final Carol Shaw got the better of Wendy Barron in four games to carry away the trophy for the third successive year. In the main event Trish Cunnison reached the final only to lose to Staff Sgt Kathy Johnstone, the CS No. 1.

To round off a most successful three days, both Trish and Carol Shaw were selected for the Combined Services squad which hopes to tour Northern Ireland later in the season.



Above: The Royal Navy power pack lending their weight to the RN's 20-3 victory over Combined London Old Boys.

## VOLLEYBALL SIDE STILL UNBEATEN

HAVING defeated Torese 3-0 earlier in the season, the Royal Navy volleyball team travelled to Exeter for the return match with high hopes.

But the West Country lads made them work for their victory this time, with the match going to five sets. The win maintained the team's 100% run this season.

Two home fixtures followed for the RN, but neither Priory nor Weymouth Jewson posed a threat. The Navy side took both matches 3-0, to extend their winning streak to nine games in a row.

## Simpson holds promise

BLUSTERY rain and sleet did not deter from the performances of runners taking part in the Navy Cross-Country Championships at HMS Raleigh.

There were no surprises in the winners of the men's and ladies' events — Lieut. Robison (Air) and LWren Gale (Air) respectively. New find Mid. Andy Simpson (BRNC) gave a very promising performance to win the Under 20s race.

The veterans race was won by Lieut.-Cdr. Bob Chapman, who also plays an administrative role in cross-country.

The team event was won by the Royal Marines, narrowly ahead of Air Command. The Under 20s team race was won quite convincingly by Ports-

mouth after an inspiring performance by MEA Merrighan of Sultan.

Air and Scotland won the ladies team event and Plymouth Command clinched the veterans title.

Prizes were presented by Mr Gordon Piere, former world record holder.

West Country runners of the RNAC are poised to retain their Westward League Cross-Country Championship after a marvellous win in atrocious conditions at Tiverton.

# POWER-PACKED RN OPTIMISM

AVID followers of Navy Rugby will no doubt be among the 10,000 heading for Twickenham on March 10 for the annual Army/Navy game, writes Lieut.-Cdr. John Clark.

This game, the 75th since the sides first met in 1878, will be the 12th to be sponsored by the Willis Faber Group.

The magnificent Willis Faber Trophy, currently on temporary loan to the Army, will once again be the prize for the winning side which, it is confidently predicted will be wearing dark blue jerseys!

Since Christmas the Navy have drawn against Surrey (14-14) and beaten Devon (23-0),

Cambridge University (14-8) and Combined London Old Boys (20-3), but it has been the manner of victories rather than

## NN Rugby

the victories themselves that has been most impressive.

As POPT Brian Powell (Collingwood), the team coach, has observed the side is now playing as a good club side rather than a representative one. The spirit is good, morale is high and the players are motivated and enjoying their rugby.

The most pleasing feature of this revitalised Navy side is the effectiveness of the front five drawn from POWTR John Hirst (Nelson), LAEA Russ Coulthard (Culdrose), LS Rob Joy (Dolphin), Lieut. Barry Howarth (CTCRM), LCpl. Steve Trench (40 Cdo) and Mne. Bob Armstrong (CTCRM).

## Teamwork

The Navy has traditionally had difficulty competing up front but this season opposing packs have been rocked backwards by the superb technique and teamwork of the Navy players. Indeed the whole squad is playing so well that the selector, Cdr. Chris Tuffley, has

the unenviable task of deciding who will be in his starting line up against the Army and who will be on the bench.

One difficult decision will be who to place in the back row, where Mne. John Bryant (40 Cdo), POPT Steve Jones (Drake) and Sgt Mick Reece (DNR), all of whom have had outstanding individual performances this season, have been joined by LPT Ian Russell (Raleigh), one of the stars of Plymouth Albion's recent success, who has rejoined the Navy.

To have strength in depth is, however, any selector's dream and with eight or nine backs vying for first choice places competition and commitment is high.

This then could be the Navy's year and with Lieut. Chris Alcock (Culdrose) leading the side for a record sixth successive year the second Saturday in March should see the Navy well on their way to their first inter-service championship for three years.

Buy a ticket for the Army/Navy game and get a free ticket for the Navy/RAF game on 24 March 90. Tickets are available from: Lieut. Cdr. H J Brickwood MBE Royal Navy, Hon. Sec. RNRU, HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB. Tel (0705) 822351 Ext. 24193.

# COMMONWEALTH BRONZE FOR BOXER

ROYAL Marines Commando Mark Edwards, who boxed his way to a bronze medal for England at the Commonwealth Games in Auckland, has announced he is to hang up his gloves.

Middleweight Mark will now return to his unit, 40 Commando, after a highly successful career in the Navy boxing squad, including the ABA middleweight title.

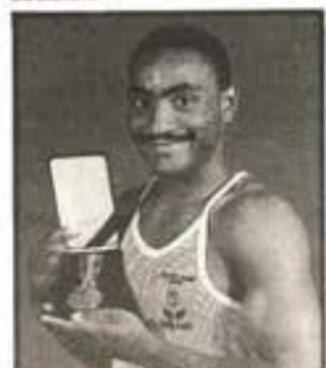
In the opinion of national coach Ian Irwin, Mark was extremely unlucky not to have brought back gold from New Zealand. He took little time to get the measure of his first opponent, Indian M. Killekar, forcing the ref. to stop the contest early in the second.

His next match was against New Zealander Michael Bell. Mark once again dominated throughout.

In the semi-final Mark was drawn against Chris Johnson of Canada, who had beaten him in the final of the multi-nation Canada Cup last year.

Mark was determined to beat his man this time and after a good first round, followed by a similar performance in the second, he looked to finish the stronger of the two in the third.

But the judges did not agree and he went down 3-2 on a split decision.



Mne. Mark Edwards

Meanwhile, the soldiers proved almost unstoppable, powering their way to an 8-2 victory (including four walk-overs) over the Navy in the Inter-Services Team Championship decider at Aldershot.

The two victories came cour-

tesy of Mark Edwards, who took a unanimous decision over Pte. Glen Williams, and Mne. Les Hudson. Hudson took a points victory over Army light-heavyweight LCpl. Carl Baker.

Injury and illness left Cambridge University with only five boxers, two having their ring debuts, for the annual fixture against HMS Sultan.

Only one of the students, southpaw Matthew Idle, was able to secure a victory. He took a majority decision over LMEA Paterson in the light middleweight bout.

Two boxers from Gosport ABC were also on the bill and the clash between MEM Michael Smith and Mark King was the most entertaining of the night.

Both boxers produced and took some dynamic punching and each took three standing counts before the majority decision was awarded to Smith.



Mne. Les Hudson (left), of 45 Commando, on his way to a majority points win over Army light-heavyweight, LCpl. Carl Baker.

Picture: SOLDIER



# BOBBERS BRING HOME BOUNTY OF TROPHIES

COMPETING in the 1990 Fosters Inter-Services Bobsleigh Championship held in the Italian Alps in February, the RN and RM team left Cervinia with a fistful of trophies.

Team captain and current NATO Cup holder, PO Bob West (Yeovilton) was placed third overall, beaten only by two GB international drivers.

He was braked by his Yeovilton colleague AEM Steve Day, who has since gone on to compete in senior World Cup events. The pair also won trophies in the concurrent Navy Bobsleigh Championship for best driver and best brakeman

respectively.

Navy No. 2 driver, LAEM Chris McCulloch (Portland), long-serving anchorman for the

## **NN** Bobsleigh

RN team and braked by AEM Steve Holdsworth (Culdrose), won the President's Prize for achieving progressively faster and personal best times for every lauf throughout the championships.

Not to be outdone, Navy No. 3 driver CPO Gary Warner (sponsored by the POs' Mess Yeovilton) won the Novice Trophy. He was braked by Cpl. John Morgan (42 Cdo), who has survived 13 crashes at Cer-

vinia in his three years of sliding.

Navy No. 4 driver, AEM Chris Gadeke (Yeovilton), was

braked alternatively by two other Field Gunners, LAEM Steve Roche (Culdrose) and POWtr. Steve Hampton (Haslar). He was unfortunate to break two fingers in the course of a high speed capsized.

After two days of exciting racing held in excellent snow and ice conditions, with temperatures down to -8 degrees C, the Army became outright winners of the overall competition for the first time since

1984.

The winning margin was some 6.5 secs; the Royal Air Force (last year's winners) came second. The three top Navy crews have now moved on to compete in the British Centenary 2-Man Bobsleigh Championships at St Moritz.

The team continues to enjoy a close liaison with Vincents Self Drive Hire Ltd, and their support is greatly appreciated.

● This is to be Cdr. John Lane's last season running the team after five years in the job.

Right: Push! Tenths of seconds count in the "start time" at the top of the track.



## Welcome lift for skiers in Megeve

ROYAL Navy skiers came from behind to finish ahead of the RAF for the first time in eight years and not far behind the Army in the British International Ski Championships held at Megeve, France.

The downhill was held on a fast but bumpy course and there was some spectacular skiing. Mid. Geoff Choat (BRNC) — last year's "find" — was the fastest RN skier, finishing fifth of the British Services racers. Team captain Lieut. Nick Brewer (771 Sqn.) was close behind.

### Cousins

The other two RN team members whose times counted towards the team result in the downhill were Sub-Lieut. Richard Colley (Sandown) and Acting Sub-Lieut. Jerry Grogono (BRNC), who are cousins. It is believed this is the first time cousins have raced in the inter-services event.

The giant slalom on the following day was held in poor conditions. Several falls left the Navy still lying ninth out of 11. As well as the Army and RAF there were eight Services teams from other countries competing.

Overnight the temperature dropped and the slush froze. The slalom course proved too much for no less than 27 of the 65 starters. The RAF failed to get four individual finishers down the two courses and the RN, by dint of "hanging in there", pulled up to fourth overall with the Army equal second.

Brewer again skied excellently to take third place in the slalom and was third British finisher overall. He collected two awards from the Duchess of York, patron of the Combined Services Winter Sports Association.

Cpl. Dave O'Connor (CTCRM) was presented with the situation of having to finish on no less than four out of the five courses in order that the Navy could post a team result, two of the earlier members having fallen.

That he did so with considerable aplomb is a great tribute to his skill and ability to withstand pressure.

Finally, skiing is an expensive sport and the financial assistance of the Fleet Amenities Fund and the Sailors Fund towards the team's training costs is very much appreciated.

### Women

With three falls (but no submissions!) the RN Women's ski team finished fourth in the women's Inter-Services Alpine Ski Championship.

Stiffest competition came from the British Army team; having regained the trophy from the RN women last year, they maintained their lead this time.

Best individual performance for the RN Women came from POWrenPT Carol Strong (Raleigh), the leader, who was fourth in the slalom, sixth in the giant slalom and fifth overall. Next was WrenWtr(AB) Andrea Hart (Eaglet), who was 13th overall.

Carol and Second Officer Viv Price (Manadon) may be representing the Navy again in August as part of the combined team travelling to the Australian Defence Force Championships.

# BEST AT CRESTA!

RN CRESTA team, sponsored by Save and Prosper, maintained their form to win the Inter-Services Cresta Championships for the fifth consecutive year.

In doing so they equalled the record set by the Army in 1979 for the longest undefeated reign, and have put the Navy ahead in terms of number of wins since the event began in 1954 (RN 13, Army 12 and RAF 11).

This season the emphasis has been on new riders and new toboggans, with two complete novices — AB Pat Riley (NP 1008) and Lieut. Phil Ireland (Cumberland) — and two experienced riders converting to new, fast toboggans called plazers.

The novices began well, as did the plazer converters. Mnc. Graham Ainge (Intrepid) adapted his style quickly to the extra sensitivity of the plazer. Lieut. Tim Dathan (Cumberland) took longer, but progressed steadily.

Coaching was first undertaken by team captain Lieut-

Cdr. Steve Trotter (Thunderer) and Lieut. Andy Jeffrey (Centurion). This was then passed to team coach PO Ed Nuzum. Also joining the squad were two experienced riders, CPO Nick Morgan (Sultan) and AB Miles Hedley (Osprey).

All was going swimmingly until Riley suffered a bad fall, breaking two vertebrae. Fortunately it transpired he would make a full recovery in time.

After the first course in the championships the Navy had established a small but significant lead over the RAF (three secs). More importantly, all six men in the team had finished their first ride without mishap and with extremely solid times. The Army and RAF had each lost a man.

After the second course, during which Dathan and Morgan departed the track, the RN were still 2.7 seconds ahead overall. The pressure was on for the remaining four, all of

whom had to finish. They did, clinching honours for the Navy for the fifth consecutive year.

In the individual placings, Trotter came first, winning the Lord Trenchard Trophy (and also the Auty Speed Cup for the fastest single ride — 56.36 sec). Ainge was fourth, Jeffrey fifth and Hedley ninth.

To cap it all, Ireland won the Harland Trophy, a handicap race run concurrently with the Inter-Services Championships for team reserves, ex-service-men and Reserve personnel.

The squad record their many thanks to Save and Prosper, without whose generous support RN Cresta would simply cease to exist. Many thanks, too, to Hertz (Europe) for free use of a car, invaluable in saving travel and transport costs and also as a "hospital vehicle". And finally, thanks to Flag Officers Funds and the Admiralty Welfare Equipment Fund.

## SKIPPERS WANTED FOR SAIL ADVENTURE

HMSTC Adventure will be deployed to Scottish waters in Exercise Scot-sail 90 from May 8 to June 17. Skippers — offshore or coastal — from any Command wishing to act as mate for any leg should contact the Project Officer, Lieut. A. M. Gregory, SRO to FOSNI, HMS Cochrane (ext. 2785/3628) as soon as possible.

The outline programme is as follows: May 8-17 Gosport to Kyle of Lochalsh, May 18-24 Western Isles, May 25-30 Western Isles, June 2-9 Rosyth via Caledonian Canal and June 9-17 Gosport via Dutch visit.

Although it is expected that crews will mostly come from the Scotland Command, volunteers from other Commands will be considered on application.

## Entries low but standard high

ENTRIES were down for the Royal Navy Badminton Championships held at HMS Sultan, but the standard of play was exceptionally high.

Newcomer MEM Nigel Onions beat MEM Ian Shore in the men's singles final. But Ian returned with his partner POWEA Andy Donaldson to win the men's doubles, beating Lieut. Steve Williams and Lieut.-Cdr. Geoff Rowlands in the final.

Geoff was another who bounced back, winning both the veteran men's singles and veteran doubles with partner Lieut.-Cdr. Rhod Palmer.

The restricted men's doubles went to Lieut. Stuart Ripplingdale and LWEM John Frisby, while another newcomer, SEA(S) Steve

Losh, won the Under 21s singles.

In the ladies' competition Wren Angie Best won the singles, defeating Second Officer Louise Say in the final; but a partnership of Angie and Louise could not beat Wren Tina Ryan and LWren Kathy Pike in the final of the ladies' doubles.

The mixed doubles final was won by MEM Shore and LWren Chris Houghton, who beat Andy Donaldson and Tina Ryan.

Finally, the RN badminton team took a victory over a Plymouth leagues representative side by eight games to four in the squad's most recent match.

## DEFENDERS' FAILURE SEIZED AT CHISWICK

A PROMISING start by the Navy in the traditional match against the Civil Service at Chiswick led to a good chance to open the scoring on the half hour, writes Lieut.-Cdr. Jim Danks.

Although the goal did not materialise 15 minutes of heavy pressure followed.

In the second half, AB Kevin O'Donnell, who had a fine shot turned over the bar by the keeper in the first half, again came close to putting the Navy ahead. This time his shot hit the crossbar.

In the 70th minute the Civil Service took the lead when Patey, their centre forward, netted from close range after the defence failed to clear a cross. The civil servants denied the Navy forwards any further opportunities and ran out winners 1-0.

After a visit to Lancing to meet Sussex FA on March 8, the Navy players will face the first of this season's Inter-Service Tournament matches, when they take on the RAF. The game will be played at Burnaby Road on March 14, kick off at 1930.

The Navy's second inter-service match will be away to the Army at Aldershot on March 27 (kick off 1930).

Combined Services lost 4-0 in their match against a Vauxhall League XI. Marines Sgt. Tiv Lowe and Cpl. R. Wilson were members of the CS squad.

This year's Kentish Cup dates are as follows: April 18 Belgian Armed Forces v. Combined Services (venue to be notified); May 2 Combined Services v. Dutch Armed Forces (Aldershot Military Stadium 1930); April 24 Dutch Armed Forces v. Belgian Armed Forces

## Famous five

Five members of the PT Branch have helped Devon County rugby team win promotion back to division one.

Three of them are players — POPT Cas Clay (Raleigh), POPT Bob Penfold (Argonaut) and POPT Steve Jones (Drake). The trio played in all the Toshiya County Championship games.

Meanwhile, the squad selector is CPOPT Wayne Davies (Drake), who was first capped by Devon in 1980. And POPT Colin Tichias (Stonehouse) is the physio.

## GREEN GAUGES TARGETS WELL

IN HER final year — and after 11 years of shooting for the WRNS — POWren Brenda Green was Top Shot at the Inter-Services Women's .22 Rifle Championships.

Awarded the Tait Trophy in the Inter-Services match at RAF Uxbridge, Brenda, who is serving at HMS Mercury, had a score of 198 out of 200. Overall, the WRNS team was beaten by the WRAF, who led by nine points.

The WRNS Medal and the Newcomb Trophy for the top shot on aggregate went to LWren Carole Watson from HMS Sultan.

# Ten sail from the Rock for far-flung duties



## Award means some soon — and a bit later

# BONUSES GET A BOOST

INCREASED retention bonuses and an uprating of the X-factor were features of the 1990 Services pay report, whose recommendations were modified by the Government's decision to implement the award in two stages.

In line with several other public sector groups, Service personnel covered by the AFPRB report will receive seven per cent from April 1. The balance, including the retention bonuses, operate from January 1 1991.

From that date the new scales will range from 9-9.3 per cent for officers and 9.2-10 per cent for ratings above the April 1989 scales.

Overall it represents an average increase for the Services over the year from April 1 1990 of 8.1 per cent.

In the Royal Navy the enhanced bonuses schemes apply to ratings (whose 18 months notice is not in effect) on reaching the 4.5 and 7.5 year reckonable service point.

All of these people whose Open Engagement bonus is payable in 1990 will receive a total bonus of £1,650, comprising the current £1,000 when due, plus an additional £650 on January 1 1991. Those with OE bonuses due in 1991 will receive a total bonus of £2,350.

Bonuses payable on or after January 1 1992 will be £3,000 each.

Retention bonuses will also be payable at the 4.5 and 7.5 year points to people not on OE bonus-earning terms (for example LSR, CSI) but £1,000 will be deducted to take account of present committal pay arrangements.

The level of the X-factor will be increased by .5 per cent to 10.5 per cent for Regular Servicemen and 9.5 per cent for Regular Servicewomen.

Submarine pay will be uprated in line with the military salary, subject to staging. But from January 1 1991 nuclear propulsion senior ratings' pay will be restructured to two rates based on nuclear qualification.

A higher daily rate of £6.14 will be created for nuclear chiefs of the watch and a lower rate of £4.18 will be paid to Category B watchkeepers.

Flying pay for officers is to be restructured, and flying training pay abolished.

### Separation

Other items of additional pay will be uprated in line with the military salary, subject to staging.

The following daily rates of Separation Allowance will apply: From April 1 — outside NW Europe, £2.84; within NW Europe, £2.25. From January 1 1991 — outside NW Europe, £2.90; within NW Europe, £2.30.

Offsetting the increases will be the new charges.

For the new accommodation charges for England and Wales, the domestic rates element has been removed on introduction of the Community Charge and a water charge of £80 a year for married quarters and £40 a year for single accommodation added.

### NEW PAY DETAILS

From April 1 the charges for Grades 1, 2 and 3 married quarters will range from £930.77 to £2,331.09 for officers and from £450.38 to £1,101.96 for ratings. From January 1 the equivalent charges will range from £942 to £2,387 for officers and from £456 to £1,128 for ratings.

For single quarters the charges will range from £349.23 to £966.34 for officers from April 1, and from £106 to £579 for ratings. The equivalent charges from January 1 will range from £350 to £986 for officers and from £106 to £591 for ratings.

Although a rates element will no longer be included in

accommodation charges overseas, a facilities charge will be introduced as a contribution to the cost of providing services. The charge will be set at a maximum of £246 a head (£492 per married quarter) but will be tapered for those in the lower ranks and the lower grades of accommodation.

Under these arrangements, for the first year no-one will be more than 50p per head a week worse off than they would have been under the previous rates charges at April 1 1990 price levels.

Single food charges are to remain unchanged at £2.60 a day. The married unaccompanied food charge will be £1.37 a day from April 1 and £1.40 a day from January 1 1991.

### Revised

Explaining why the method of calculating food charges has been revised, the AFPRB says that in the case of the single charge, the eating costs of single adults living alone may no longer be the most appropriate model for Service personnel using messes. They also refer to a change in their approach concerning missed meals.

On the married unaccompanied charge, they say that taking a number of factors into account — but also knowing

Seven RN warships and three RFA vessels sail together from Gibraltar for different parts of the globe.

The Dartmouth Training Squadron, consisting of HM ships Bristol, Ariadne and Minerva and RFA Fort Austin, were off on the round-the-world deployment Endeavour '90.

Another four, HM ships Cardiff, Charybdis and Liverpool and RFA Bayleaf, were heading for Armilla tasks.

The other pair, HMS Ambuscade and RFA Fort Austin, were on their way to South Atlantic duty.

that many people considered themselves disadvantaged by MOD's 1988 Review of Allowances — they concluded that the charge for the married unaccompanied should this year be increased by 10p a day, broadly in line with expected food price inflation.

### Full study

The AFPRB also commented on "Pay as you Dine," saying that on visits they often hear that personnel would prefer to pay for meals they actually eat. "MOD has doubts whether introducing a PAYD system would be cost effective. It may be that the present system does in fact offer Servicemen and women the best value, but we consider that the decision should be based on a full study of the advantages and drawbacks of PAYD."

"MOD has agreed to undertake a study and we shall return to this issue when this is completed."

The salaries of officers of flag rank were dealt with by the Top Salaries Review Body, and the eventual award represents 6 per cent at the first stage on April 1.

A supplementary report on Medical and Dental officers' pay is being issued by the AFPRB.

## THE RATES — STAGE BY STAGE

EXAMPLES of new naval daily rates of pay from April 1 are as follows. The remainder of the award is reflected in the figures shown in brackets, which are effective from Jan 1 1991:

**Top Salaries:** Admiral of the Fleet, £259.92 (£262.33); admiral, £209.10 (£210.96); vice-admiral, £148.37 (£151.51); rear-admiral £125.17 (£129.59).

**General and Supplementary List officers:** (on promotion and top rates): Captain, £94.82-£113.59 (£96.59-£116.05); commander £82.23-£99.87 (£83.90-£92.74); lieutenant-commander, £59.81-£71.63 (£61.93-£73.11); lieutenant, £47.44-£55.15 (£48.42-£56.28); sub-lieutenant, £28.32-£40.22 (£28.90-£41.04); midshipman, £19.88-£24.71 (£20.29-£25.21).

**Special Duties List officers with 18 years rating service:** On appointment, £55.99 (£57.11); over three years, £59.04

(£60.23); over eight years, £63.11 (£64.39).

**WRNS officers:** Probationary third officer, £28.07 (£28.64); third officer on confirmation, £31.02 (£31.66); second officer on promotion, £47.01 (£47.98); first officer after eight years, £70.97 (£72.45); chief officer on promotion, £81.48 (£83.14); superintendent on promotion £94.29 (£96.05).

In the following categories the figures given are for the Uncommitted rate. In all these, except those for Young entrants, 30p a day should be added if people are on the intermediate rate, and 75p a day for those on the Career rate.

**RN Artificers, Medical and Communication Technicians (Uncommitted rate):** Warrant officer, £53.03 (£54.12); CCPO, £51.06 (£52.11); CPO(A), £49.09 (£50.10); CPO(B), £47.21 (£48.18); PO, £41.83 (£42.89); A/PO, £39.90 (£40.72); 4th class technician, £34.85 (£35.85); Leading Art, £32.88 (£33.43); 5th class technician, £27.58 (£28.33).

**RN other branches (Uncommitted rate):** Warrant Officer, £48.95 (£49.96); CPO(A), £43.32 (£44.22); CPO(B), £42.54 (£43.42); PO(A), £38.75 (£39.55); PO(B), £38.05 (£38.84); LR(A), £34.85 (£35.65); LR(B), £32.68 (£33.43); AB(A), £27.58 (£28.33); AB(B), £25.90 (£26.61); AB(C), £22.58 (£23.19); Ord(A), £19.01 (£19.54); Ord(B), £17.47 (£17.96).

**Royal Marines (GD, Tradesmen and Musicians) (Uncommitted rate):** WO1, £48.95 (£49.95); WO2, £46.19 (£47.15); CSGT(A), £42.77 (£43.65); CSGT(B), £41.93 (£42.80); CSGT(C), £41.09 (£41.95); SGT(A), £38.75 (£39.55); SGT(B), £38.05 (£38.84); SGT(C), £37.72 (£38.50); CPL(A), £34.85 (£35.65); CPL(B), £32.68 (£33.43); CPL(C), £30.69 (£31.46); MNE1(A), £27.58 (£28.33); MNE1(B), £25.90 (£26.61); MNE1(C), £22.58 (£23.19); MNE2(A), £19.01 (£19.54).

**Male GARNNS (Uncommitted rate):** WO Band 7, £53.03 (£54.12); CPO(A) Band 5, £41.19 (£42.05); CPO(B) Band 5, £40.31

(£41.14); PO(A) Band 5, £38.43 (£39.32); PO(B) Band 5, £37.67 (£38.46); LDG(A) Band 2, £34.85 (£35.65); LDG(B) Band 2, £32.68 (£33.43); AB(A) Band 1, £24.39 (£25.07); AB(B) Band 1, £22.71 (£23.35); AB(C) Band 1, £19.39 (£19.93); Ord Band 1, £17.47 (£17.96).

**Young entrants (Uncommitted rate):** Junior RN and RM, under age 16½, £9.74 (£11.19); age 16½, £10.87 (£11.19); age 17, £13.19 (£13.58); Art apprentices and PMT: First year, £12.86 (£13.24); second year, £16.54 (£17.02); third year, £20.20 (£20.78).

**Female GARNNS, WRNS ratings and female Careers Service ratings (Uncommitted rate):** WO Band 6, £48.50 (£49.51); CPO(A) Band 5, £40.82 (£41.67); CPO(B) Band 5, £39.93 (£40.78); PO(A) Band 4, £34.66 (£35.37); PO(B) Band 4, £33.92 (£34.62); LDG(A) Band 1, £31.37 (£32.09); LDG(B) Band 1, £29.22 (£29.89); AB(A) Band 1, £24.16 (£24.84); AB(B) Band 1, £22.51 (£23.14); AB(C) Band 1, £19.22 (£19.75); Ord Band 1, £17.31 (£17.79).

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