

SEA DRAFT JENNIES AFLOAT

THE first detachment of Wrens to serve as full members of a ship's company are settling down in the Type 22 frigate HMS Brilliant.

Fourteen junior ratings, drawn from the first group of Wrens to volunteer for sea service, and who have undergone sea training courses, joined the Brilliant at Devonport last month.

On completion of operational sea training at Portland their ship will be available for tasking anywhere in the world.

Capt. Richard Cobbold, commanding officer of the Brilliant said, "The Wrens will enhance the operational effectiveness of the ship with their specialist skills."

A batch of about 75 WRNS personnel is due to join HMS Invincible as part of the ship's company in late November.

Pictured are five of those who joined the Brilliant. From the left: WRENSTD Catherine Ward, WREN(R) Tanya Luffman, WREN(RO) Debbie Funnell, WREN(R) Melanie Sharp and WREN(R) Helen Smithers. Meanwhile, below, WREN(RO) Wendy Clay salutes as she steps on board to join the ship's company.

Pictures: PO(Phot) Stuart Antrobus, DPM(N).



BUSY JOBS BY SCORE

ABOUT 20 RN and RFA ships have been involved in the British contribution to the multinational Gulf force in a month when patrol work has included several boarding incidents, one with the firing of warning shots across the bows of an Iraqi merchant vessel.

Eight RN warships and four RFA vessels were among the Gulf force as

Navy News went to press. In addition, four logistic landing ships of the RFA were involved in transporting Army equipment from the UK and Europe.

On Armilla duties were HM ships Brazen, London, Gloucester and Cardiff, while on passage home after their Gulf stints were HM ships Battleaxe, Jupiter and York.

Three Hunt class MCM vessels had arrived in the area, as had their support ship HMS Herald, and the forward repair ship HMS Diligence, RFAs involved included Fort Grange, Orangeleaf and Olna.

The RFA logistic landing ships carrying a wide range of equipment, including repair and recovery vehicles, to support the 7th Armoured Brigade were Falklands survivor Sir Tristram, the new Sir Galahad, Sir Bedivere and Sir Percivale.

Meanwhile, work was taking place at Devonport to adapt the aviation training ship RFA Argus for Gulf service.

In the Gulf of Oman in October HMS Battleaxe fired warning shots across the bows of the Iraqi cargo vessel Al Wassiti, and Royal Marines from the Battleaxe and HMS London boarded the ship. US and Royal Australian Navy ships were also involved.

Diverted

In another incident in support of the United Nations embargo, six Marines from HMS Brazen absconded from a Lynx helicopter on to the freighter Tadmur, which had stopped when ordered.

Parties from US and RAN ships also helped in the search, and the freighter was later diverted to a Gulf-state port.

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IN POLL POSITION

A TRIBUNAL has ruled that an HMS Sultan marine engineering artificers' course member is technically a student and so liable to pay only 20 per cent of the community charge.

In what was seen as a "test case" which could affect several hundred ratings, the sailor appealed against Gosport Borough Council's ruling that he should pay the whole charge. Later it was said that the tribunal decision could result in the Council losing £270,000 income a year.

The case advanced by the rating for the reduction was that he was on a full-time course of education at a "relevant educational establishment."

Fareham Borough Council had already accepted that some trainees at HMS Collingwood were liable for only a fifth of the charge.



TOP UP FOR TWO

GULF of Oman top up from the tanker RFA Olna (centre) for supply ship RFA Fort Grange and the Type 42 destroyer HMS Gloucester.

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Endurance test!

SPONSORED slims, exercise bike rides, film and racing evenings and a country fair helped the ship's company of HMS *Endurance* raise over £2,400 for the Peanut Ward at Queen Victoria Hospital, East Grinstead which specialises in plastic surgery for children with burns.

Naafi canteen manager Philip Rogers with his assistant, Andrew Brachen, manned the bar during many of these fund-raising events all of which took place during the *Endurance's* six-month deployment in the Antarctic and he was also on hand when the cheque was presented to Ward Sister Amanda Wood.

"The work that Naafi and HMS *Endurance* do for the

ward is wonderful," said Sister Wood. "Last year they helped pay for 30 new duvets and we're now hoping to raise money to convert one of the old bathrooms into a treatment area."

Cornwall's on the road

DURING HMS *Cornwall's* 10 month deployment the ship's company held a raffle in aid of Children in Need which raised over £1,056.

First prize, a new 1.3L Vauxhall Astra, was won by AB(S) Henrys who was presented with the car by Miss Cornwall on the frigate's return home.



Pulling more than pints

MORE than £1,000 was raised for charity when a team from the Eldridge Pope Brewery, in Dorchester, took part in a sponsored helicopter pull down the runway at RN air station Portland.

Cheered on by team mascot, Terence Legge, the 28-man team pulled a Sea King helicopter of 772 Naval Air Squadron for 200 yards. All money raised will be divided between two schools for the mentally handicapped, Henchard House and Wyvern Special School, and HMS *Osprey's* affiliated charity, Tri-Mar Hospice.

Cash dash for bikers

MEMBERS of the Royal Navy Motorcycle Club based at HMS Sultan, Gosport, will be visiting most of the UK's naval establishments this month in aid of the BBC Children in Need appeal.

As well as raising money from individual sponsorship collecting tins will be rattled at each base and thanks to Honda UK the team will be able to make the 1,600-mile journey in good time on six Pan European ST1100 motorbikes.

Setting off from HMS Sultan the team's route will be: Fri, November 16, HMS *Daedalus*, *Dolphin* and *Nelson*; Sat, 17, HMS *Neptune*; Sun, 18, HMS *Cochrane* and *Gannet*; Mon, 19, HMS *Inskip* and *Royal Arthur*; Tues, 20, HMS *Seahawk*; Wed, 21, HMS *Raleigh*, *RMB Stonehouse* and *HMS Drake*; Thurs, 22, *RMCTC Lymstone*; Fri, 23, *RM Poole*.

After their final visit to Poole the team will ride to BBC South's centre for the appeal at Basingstoke where Rear-Admiral James Carine, Chief-of-Staff to CINCPACVHOME, will present the final cheque.

Individual donations can also be made to the RNMCC Children in Need Appeal Fund, Nationwide Anglia account number 0332/701469399.

Helping Hands

Unseen but not unheard

WHILE the crew of HM submarine *Unseen* prepared for her first basin dive and subsequent sea trials they were also involved with raising money for charity.

Affiliated to the Wirral, HMS *Unseen* has kept close ties with two local charities, the Arrow Park Hospital Children's Ward Appeal and the Christopher Johnson appeal, which aims to raise money for a scanner.

Games nights proved popular with the ship's company but the most successful and adventurous event was a sponsored bike ride.

Ten cyclists pedalled the 210-mile journey from Cammell Lairds, Birkenhead, to Filey, in

Yorkshire, home of their adopted Sea Scouts unit, TS *Unseen*, and £900 was raised during their 84 hour journey.

Members of the *Unseen's* crew were later invited to Arrow Park Hospital where cheques were presented to the two appeals.

A group of naval wives, supported by Gosport's Naval Wives Service, have raised £1,103 for the Special Care Baby Unit at St Mary's Hospital, Portsmouth — the money was raised at a charity ball held at HMS Sultan.

Thanks to a £1,000 cheque presented by members of the WOs' and CPOs' mess at RN air station *Culdrose*, the Guide Dogs for the Blind Association

have been able to buy and train another puppy.

The charity representative for the mess, Colour Sgt. Phil Lambton, assisted by CPO Fred Watts, raised most of the money by holding Friday lunchtime meat raffles.

Flag Officer Plymouth Vice-Admiral Sir Alan Grose presented a £2,000 cheque to children from the Dame Hannah Rogers School, at Ivybridge, Devon.

The money was raised at the FOP charity ball at Mount Wise and will go towards the school's "Build a Bungalow" appeal.

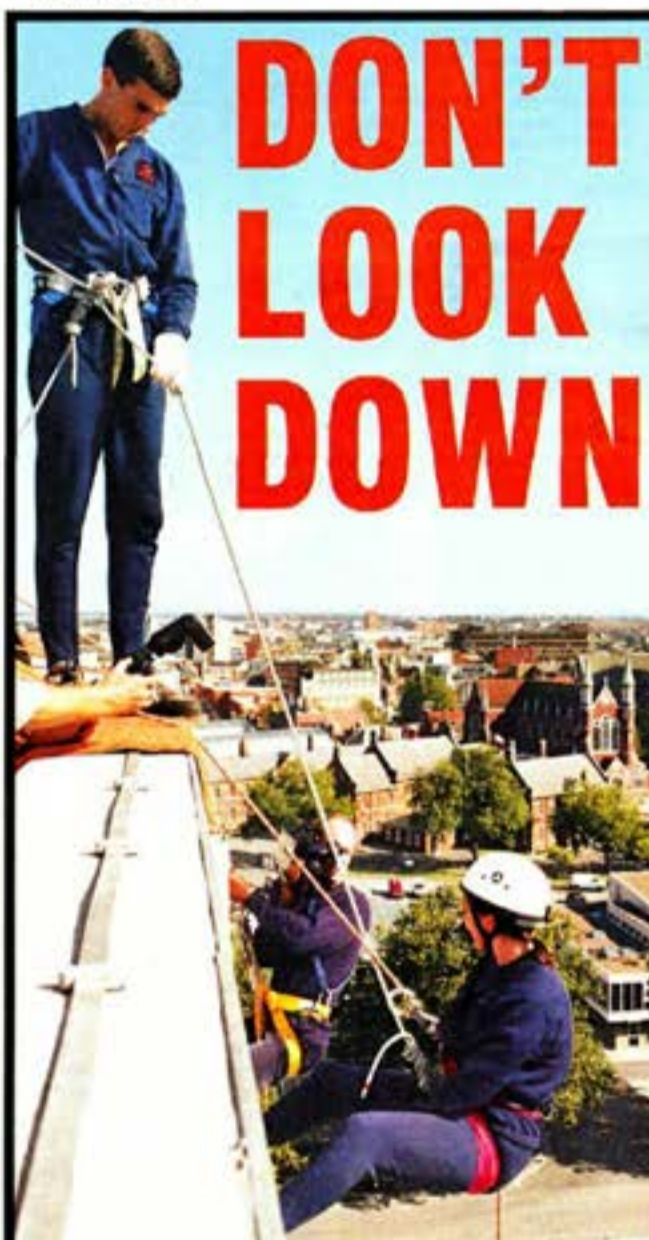
Two weeks on an egg and spinach diet resulted in a much slimmer ship's company for HMS *Minerva*.

During the last leg of her recent round the world trip 30 members of the ship's company embarked on a sponsored slim and after a fortnight following the Mayo diet 20 of the slimmers had stayed the course, some shedding over two stone in weight.

A total of £602.33 was raised in aid of the Transitional Baby Care Unit at Freedom Fields Hospital, Plymouth.

Cashing in on a "cross Channel swim" were 12 officers from HMS *Dryad*, who swam the distance between Dover and Calais in aid of charity.

The officers, all on the Officer of the Watch Course 101, interrupted their training schedule to swim 31 miles in *Dryad's* indoor pool and raised over £500 for naval charities and the Multiple Sclerosis Society.



DON'T LOOK DOWN

AS POPT David Routledge lowered POWRENPT Pippa Cooke from the top of the tallest building in HMS *Nelson*, Portsmouth, the last thing on her mind was remembering to "watch the birdie."

But she did manage a smile for Lieut.-Cdr. Nigel Huxtable, of RNSETT, as she abseiled 13 storeys down Saumarez block in aid of charity.

TV presenter Sally Taylor from BBC's *South Today*, along with 15 other Wrens, also abseiled safely to the ground raising more than £500 for the Royal Navy and Royal Marines Children's Trust.

Picture: LA(Phot) Lou Louis.

A shaggy dog story

AS the Type 42 destroyer HMS *Cardiff* heads back for Armilla duty in the Gulf efforts are underway by the CPOs' mess to raise money for a guide dog, the fifth puppy the mess has bought since 1986.

Before leaving, HMS *Cardiff's* commanding officer, Cdr. Adrian Nance, presented their fourth dog, "Choc," to Mr Reg Civil, Mrs Sheila Kapatien and Miss Elaine Dickson of the Portsmouth branch of the Guide Dogs for the Blind Association.

Also pictured at the presentation ceremony is Miss Annie Harding, of British Airways, who have also helped the mess raise money for the association.



WRENS JUMP TO IT

FIVE Wrens from the Message Handling Centre at HMS *Heron*, Yeovil, took to the skies in aid of Cancer Research and the WRNS Benevolent Trust.

After a full days training at the RN and RM Parachuting HQ at Dunkerswell airfield POWren

Kim Williams, LWren Kerry Smith and Wrens Jacquetta Nanson, Louise Blanc and Wendy Gabbott landed safely after taking part in a sponsored parachute jump raising over £1,000 for their nominated charities.

Perestroika — proof of the pudding

THE Chief of the Main Soviet Naval Staff visited major Royal Navy shore establishments during a five-day visit to the United Kingdom.

Admiral of the Fleet Konstantin Makarov, also First Deputy Commander-in-Chief of the Soviet Navy, was hosted by Admiral Sir Julian Oswald, First Sea Lord.

The visit marked a further step in the dialogue between the British and Soviet armed forces that developed during recent high level visits, most notably those by the Defence Minister, General Dimitri Yazov, in July 1989 and by Colonel General Bronislav Omelichev, First Deputy Chief of the General Staff, in March this year.

While at Portland the Soviet naval chief embarked in HMS London to watch sea exercises with HMS Gloucester, HMS Brazen and the Royal Fleet Auxiliary Black Rover.

In Portsmouth he had lunch in HMS Victory and in Plymouth he went onboard the nuclear powered Fleet submarine HMS Trenchant — and helped stir HMS Raleigh's Christmas pudding, aided here by (left to right) the establishment's youngest sailor, SA Michael Barratt; Captain John Wright, Captain HMS Raleigh; Flag Officer Plymouth, Vice-Admiral Sir Alan Grose and youngest Wren, Wren Nicola Thomas.



Pitcairn plays possum

THE Oberon class submarine HMS Opossum visited Pitcairn Island to help the islanders celebrate the 200th anniversary of the founding of the settlement by Fletcher Christian, leader of the HMS Bounty mutineers.

Opossum's arrival in Bounty Bay was greeted by almost the entire male population of the island sailing out in a longboat to welcome the submarine.

The islanders treated the submariners to a feast ashore which defeated even the hungriest appetites and their hospitality extended to inviting 40 of the 65 crew members to stay overnight in their homes.

In a remarkable 40-a-side cricket match the Pitcairn side, which included one woman, beat Opossum but honours became even when Opossum won a 40-a-side tug-of-war. Once again the redoubtable woman was in the island team.

The visit also enabled Opossum to act as a supply ship and postman for the islanders and crew members helped by conducting repairs to a variety of

equipment and buildings.

Pitcairn Island lies roughly mid-way between Panama and New Zealand. Fletcher Christian and nine of the HMS Bounty mutineers, accompanied by 12 Tahitian women and six men arrived on the island in January 1790.

● Opossum's sister submarine HMS Odin has paid off at the end of 28 years service.

Odin, built by Cammell Laird, was laid down in 1959 and commissioned in 1962.

Submarine stops at Bounty island

She has served with the First and Third Submarine Squadrons and in January this year transferred from Scotland to Devonport where she was

maintained in an operational state prior to being transferred back to the First Submarine Squadron at Dolphin for decommissioning.

DUKE TO UNVEIL FRASER TRIBUTE

THE Duke of Edinburgh is to unveil a bust of the late Admiral of the Fleet Lord Fraser of North Cape in a ceremony in Portsmouth Naval Base on November 9.

Standing alongside Nelson's flagship HMS Victory, the bust is a lasting tribute to the man who won the action against the German battle-cruiser Scharnhorst off the North Cape of Norway in December, 1943.

It proved to be the last engagement between big-gun ships in the Atlantic.

Then Commander-in-Chief of the Home Fleet, Admiral Fraser later became Commander-in-Chief of the British Pacific Fleet, when the Duke of Edinburgh was a First Lieutenant on board one of his destroyers.

Funds for the bust were raised by men and women who served with Lord Fraser during the Second World War.

IN BRIEF

A Victoria Cross awarded posthumously to Albert Septon, of HMS Coventry for his "supreme bravery" in the Battle of Crete in 1941 and valued at £25,000 has been stolen from Coventry Cathedral.

HMS PLYMOUTH, the Falklands veteran frigate, has welcomed onboard more than 30,000 visitors since the ship went on public display on the Clyde in July.

In a symbolic ceremony on HMS Victory's quarterdeck the last active service guides presented a cutlass and two pikes to the new Civilian Corps of Victory Guides, on parade wearing their new senior rating-style uniforms and caps with distinctive badges.

An unusual ceremony took place when a civilian, Mr. Brian Wall, retiring as the last Chief Naval Architect, presented POMEM(L) Ralph Gordon with his Long Service and Good Conduct Medal. PO Gordon is serving with the naval-staffed Hull Vulnerability Trials Unit at Portsmouth, which is part of CNA's department (see back page).

THE National Fleet Air Arm Association was represented at the Battle of Britain 50th anniversary commemorative parade by the national standard, carried by Terry Lowden, and four other branch members. More than 50 Royal Navy and Royal Marines pilots fought in the battle and accounted for 28 enemy aircraft.

Intrepid's happy landings

ON passage to Norway and NATO exercise Teamwork 90, assault ship HMS Intrepid passed the landmark of her 10,000th aircraft landing since re-commissioning in 1985.

Since January 1985 the Intrepid has used 63,000 tonnes of fuel to drive her shafts through 95 million revolutions. As a result she has travelled 170,000 nautical miles at an average speed of 12 knots, visiting more than 50 different ports and participating in more than 20 major exercises. (See also page 28).

Further celebrations came with news that her Communications Department had won the Fleet Comms Trophy.

Computer designed Cromer

HMS Cromer, third of the new Sandown Class single role minehunters, was launched at Southampton last month by Lady Brown, wife of Second Sea Lord Admiral Sir Brian Brown.

Cheaper and lighter manned than the earlier Hunt Class, the class has won an order for six from the Royal Saudi Navy and Vosper Thornycroft are hoping to get up to seven more to add to the current planned fleet of five being prepared for the Royal Navy.

Billed as the first RN ships "designed by computer," Cromer and her sisters HMS Inverness and Sandown are fitted with the world's most advanced variable depth sonar, the Plessey Sonar 2093, which gives them the edge in minehunting capability over their predecessors.

The 500 tonne Cromer also benefits from an automatic ship positioning system and the computerised command system NAUTIS to plan and co-ordinate sonar, ship and weapons operations.

She can operate anywhere on the continental shelf and in more exposed water manoeuvres and keeps station close to her quarry by using vector thrust propellers.

● HMS Cromer moves slowly down the slipway at Vosper's Woolston Yard.

Swops Down South

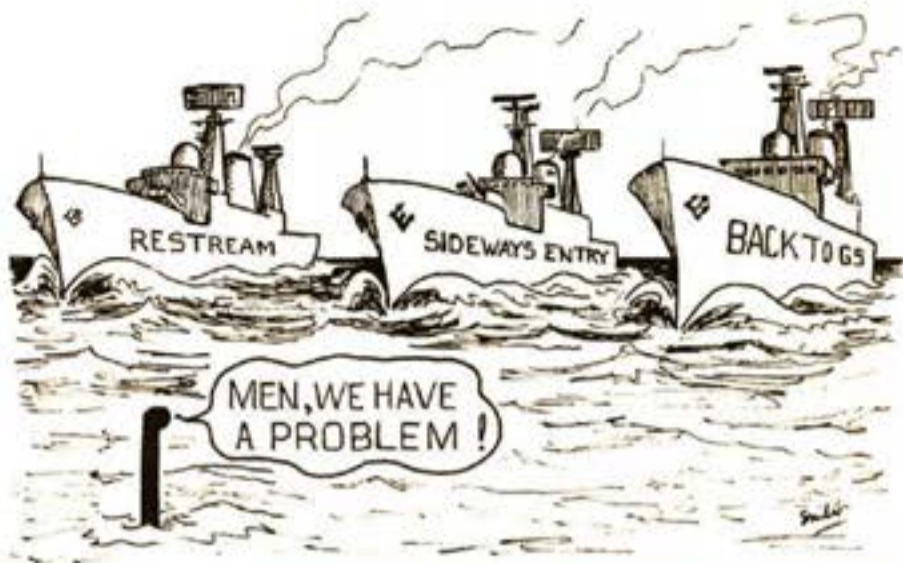
HMS Cumberland sailed from Plymouth last month to relieve HMS Danae as senior vessel on South Atlantic patrol duties.

All the Christmas trimmings were on board, with the festive season likely to be spent in the South Georgia area.

A visitor to the Danae has been the Duke of Kent who made a hectic seven-day tour of the Falkland Islands. He presented a Long Service and Good Conduct Medal to PO David Cooper.



Watch your options for change . . .



Since the last submarine Drafty's Corner, written before the start of the long hot summer when even at Faslane the rain stopped, there has been considerable speculation following the announcement by the Defence Secretary on the 'Options for Change'.

Although these are still only proposals there is no doubt that there will be significant changes within the Submarine Flotilla in the next five years, and many of you must be wondering how you will be affected. (Cue: Drafty's standard plea — keep your drafting preference card up to date!)

It is still too early for us to make any definite statements on any redeployments, restreaming or other changes but perhaps not too soon for any of you who would like a change to start to think about it. To help you, here are some of the options available:

Say if you want to stay

An option that is always open once you have completed your initial commitment of four to five years is to return to General Service. The details are in BR8748 Article 0405.

Incidentally, those 'non-volunteers' who decide to stay in submarines beyond this initial period should let us know by sending a new DPC. Some of you may inadvertently be asking to be sent back to GS.

We ask the question 'are you a volunteer for further submarine service?' We are not asking if you want another submarine — but whether or not you wish to remain in the Submarine Service. Even men serving 18 months notice should answer YES otherwise they may be returned to GS (if eligible) and lose SSP(M).

Submariners go sideways

Recruiting is open to the sideways entry branches listed below and submariner volunteers are as welcome as any others. Transfer is subject to successful completion of the course and will normally carry an automatic return to General Service.

However, drafting clearance is required and certain branches with manning shortages such as MASM, WTRs and STDs would be

Drafty . . . on submarines

unlikely to be allowed to transfer. Each case is taken on its own merit but a phone call to the relevant desk will help clear the way ahead. Details are in BR 8748.

Branches open are: Physical Trainer, Regulator, Aircrewman, Aircraft Controller, Photographer, Communications Technicians, Diver, Seaman, Survey Recorder and Family Services.

Eligible Senior Rates may wish to consider a sideways entry to Coxswain(SM). This is a branch that is always short of suitable applicants. Although the numbers required may decline with the reduction in submarine hulls, promotion prospects should improve as the Coxswain's billet in SSNs and SSBNs has been expanded so that it can now be filled by a Warrant Officer at any time instead of just during and immediately after refit which was the previous restriction. Full details of the prerequisites to be a Coxn are in BR1066 chapter 23 (standby for a change from POOW to SCOOW).

The two month course is academically demanding and a good level of competence in maths and a basic understanding of physics will be a great help. The next course is due to start in Feb 91 and volunteers should follow up phone calls with a C240 ASAP.

Chance for ADHULL —

Current policy dictates that ADHULL is strictly a General Service commitment and submariners are not permitted to undertake ADHULL courses. However, if the forecast reductions in submarine numbers come to pass, it is likely that there may be an opportunity to revise this policy.

We do not know fully the scope or timing of any submarine reductions, but if there is a surplus of MEASMs, clearly some redeployment will be inevitable.

Drafty gets a steady stream of enquiries from submariners with ADHULL ambitions so there is an interest — if you are one such a person, apply by C240 and your name will be noted. No promises can be made, and it may be that to achieve an ADHULL adqual a return to General Service may be required. More details will be published when known.

— and for welders, too

Much the same situation pertains to welding volunteers as for ADHULL. Again, if you are interested apply by C240 and a note will be made of your name for future reference when more details are known. As a matter of interest, although submariner LMEM/POMEMs have been selected for a special welding course to work in nuclear repair, it is not the intention at present to extend this option for mechanics.

So that's almost it for this month. As always, we make no promises other than to try our best to give you what you want. In return please keep us informed through your DPC and your D.O. — who is always welcome to write to us and discuss your division's drafting and career matters.

Soon you will be seeing a new Submarine Drafting Preference Form. This will replace the existing card in a format that is more readily understood by the computer. We have also reworded some of the sections to make it easier to fill in.

Submarine Drafting Section now has an answerphone. We normally only use it in working hours in times of high stress or low manning levels. If you feel a need to leave messages at other times perhaps you could let us know and we will expand the service.

POWren Wendy James has now left the ME Senior Rates desk in the capable hands of POWren Yvonne Giddy. Wren Wtr Kate Somerton-Rees has been relieved by Wtr Shaun Lee on the correspondence desk.



"They're sideways entry exits."

Restreaming is easy

There are almost 1,000 of you in the Patrol stream and the early disposal of two Oberon class SSKs will inevitably mean some reduction in job prospects within the next few years. Restreaming to a nuclear stream is easily achieved by submitting a DPC or C240 but will almost certainly mean most of your future drafts will be to either Plymouth or Faslane. If you think you are at risk why not volunteer early for your choice rather than leave the decision to Drafty?

Careers Office borrowing

There are two types of loan to Careers Offices (notwithstanding compassionate cases).

Firstly, the Director of Naval Recruiting (DNR) asks for volunteers for 2-3 month periods through current DCIs. When he gets names, he asks for 'Drafting Clearance'. Drafty makes a forecast as to whether the volunteer is due for a draft during the period of the loan. If he isn't, drafting clearance is given.

Secondly, a man can ask his unit to be 'lent' to a Career Office for an agreed period of time. This is a local arrangement between the unit and the Careers Office and Drafty is not involved.

The most important factor to consider is that Drafty will not provide a relief for you for either type of loan, therefore your employer must agree to let you go and be a man short.

General Billets may suit

What is a General Billet (GB)? Well, it isn't a posting for a Pongo Officer, but it is a job that you may find suits you. GBs can be filled by any branch where the man's primary skills are not required, such as administration, security or monitoring. BR 14 Annex B lists all the areas that have GBs and which ratings can fill them.

If you want a break from your 'trade', check BR 14 to see what is available to you, then let Drafty know via the DPC that you are interested in a GB. When you are due for a draft it will be considered along with all the other factors at the time.

Health Physics guarantee

You may be aware that the critical shortage of MASM has left many gapped billets in BESD Defiance and Neptune. A short term palliative is being tried. Volunteers from any branch (priority will be given to MEM and WEM) can attend most of the MASM1 course at INM and are then guaranteed 18 months ashore in one of the BESDs in a MASM billet.



"Fat lot of use they are without corks."

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RSR caring for **The Sailor** and his family

Did you know "Aggies" has been helping the sailor and his family since 1876? The sailors of the day asked her 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, Rowner and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, lounge, Coffee Bar etc., to a chat with the Missioner and his wife.

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

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

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

Royal Sailors' Rests

SUBMARINE DRAFTING TEAM

SM Drafting Commander and WO appointee Cdr Guy Strwell (2510)
Non-tech Drafting Officer Lieut-Cdr Chris Charter (ext 2042)
Technical Drafting Officer Lieut-Cdr Tim Casey (ext 2042)
Office Manager, Coxswain's Desk CR5(SM) Steve Wilkins (ext 2516)
WE Senior Rates Desk POWren Yvonne Giddy (ext 2519)
WE Junior Rates (Wren Sue Rodwell (ext 2519)
ME Senior Rates POWren Yvonne Giddy (ext 2518)
ME Junior Rates LWtr Pete Vinay (ext 2512)
Sonar and TS POWtr Kenny Lyall (ext 2517)
Comms S & S and Medical POWtr Ian Joyce (ext 2041)
Tea, Coffee and Correspondence Wtr Shaun Lee

BRITANNIA SAILS THE WORLD ON ROYAL SERVICE

SINCE her commissioning in 1954, Her Majesty's Yacht Britannia has visited practically all Commonwealth countries and very nearly every corner of the world.

She has steamed over 890,000 miles — including seven circumnavigations of the world — rounding Capes Horn and Good Hope and transiting the St Lawrence Seaway and Suez and Panama Canals on numerous occasions.

The Royal Yacht has taken part in 80 State visits and more than 360 other official Royal visits, including five Fleet Reviews. An innovation in Royal Tour programmes, introduced in 1968, has been the holding of business seminars on board.

These are known as Sea Days and 15 have taken place to date, each aimed at promoting British trade overseas.

It is always difficult to identify direct revenue accruing from these functions, but examples are £260m and £350m worth of business directly attributable to the seminars held in Naples in 1980 and Stockholm in 1983.

More recently, an agreement to manage funds worth US\$100m was made while the Yacht was in Port Klang in October last year in support of a State Visit by the Queen and the Commonwealth Heads of Government Meeting.

It is hoped the same success will come from the next venue, Rio de Janeiro this month (November).

Features of Britannia's design are her speed, cruising at 20 knots, and facilities which enable conversion to a 200-bed hospital and casualty evacuation ship in time of war. The large Royal Apartments are admirably suited for use as wards and the accommodation used normally for officials and staff accompanying Royal Households embarked can be used to house the medical teams.

In January 1986 the Yacht was required to fulfil an evacuation task: she was approaching Aden when civil war broke out and was directed to stand by to evacuate refugees. In total the Britannia co-ordinated the evacuation of 1,379 civilians of 55 nations, herself embarking 1,082 men, women and children.

Unusual as it was, she was ideally suited to the task, with lots of space, plenty of boats and the communications necessary for passing information swiftly to the many agencies involved. Only a month after their transformation into one large dormitory, the Royal Apartments were back in pristine condition for the embarkation of the Queen in Auckland.

A major refit in 1987 saw the rewiring of many miles of cable, installation of a Minerva fire alarm system, replacement of the teak deck and many other items, enabling the Fleet's oldest sea-going vessel to continue into the next decade.

There is no doubt the Britannia works very much harder than her predecessors. In 1985 she was away from Portsmouth for 260 days, covering just under 60,000 miles.

A busy, eight-month programme in 1988 saw the Yacht circumnavigating the world. This year she will be abroad for six months; including visits to

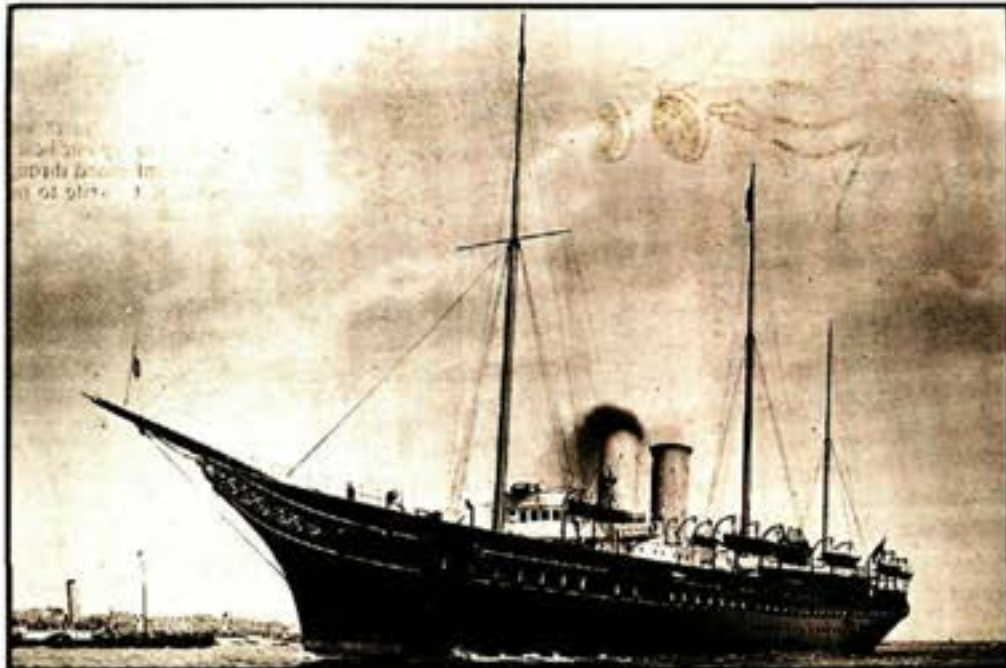
West Africa, Iceland, the West Indies and Brazil.

An ideal platform for prestigious events, the Royal Yacht recently took part in Her Majesty's Review of Cunard vessels, part of the famous line's 150th anniversary.

The Britannia was also the venue for a dinner given by the Queen to celebrate the 90th birthday of the Queen Mother, which was attended by 23 members of the Royal Family.



Tradition built in . . .



ROYAL Yachts have existed since Saxon times, though until the 19th Century they were used mainly as packets across the North Sea and Channel.

The first steam yachts were the three bearing the name Victoria and Albert, which spanned almost 100 years. Many fittings and pieces of furniture from the last of these are preserved and used in HM Y Britannia.

Yachtsmen from the old Victoria and Albert III (above) — the figurehead of which stands at HMS Nelson — who commissioned the Britannia in 1954 would find little change in the Yacht today.

Although a number of warships have borne the name Britannia, the present Yacht's most illustrious predecessor was the racing yacht of the same name, built on the Clyde in 1893 for the then Prince of Wales.

In an outstanding racing career spanning 40 years she carried off prizes in 360 of 635 races, continuing to give a good account of herself, especially in heavy weather, until the last. She was finally taken to sea and sunk in 1936, although her wheel was preserved and is

in use today in the present Yacht.

Like her racing predecessor, the Britannia is a regular visitor to Cowes Week.

Tradition is an important feature in the Royal Yacht, as in the Fleet. The Britannia prides herself on efficient running without the help of a main broadcast system — silent order is a tradition on the Upper Deck.

Royal Yachtsmen rely on word of mouth, very detailed Daily Orders and a highly efficient distribution of "red hot" typed amendments.

They still wear a special blue uniform with white badges and trousers worn outside the jumper with a silk bow at the back. This bow was first worn during the period of mourning for Prince Albert.

Many other special customs remain — for example, by long tradition piping the side is a mark of respect reserved normally only for the Queen. Also, the Yacht remains the only sea-going ship in the Royal Navy to be

commanded personally by an Admiral — the Flag Officer Royal Yachts.

Picture: National Maritime Museum

NEW FLAG OFFICER ARRIVES

NEW Flag Officer Royal Yachts is Rear Admiral Robert Woodard, former Commodore Clyde, a great grandson of Nathaniel Woodard, founder of the Woodard Schools.

He joined the Royal Navy as a cadet in 1958 and specialised in aviation. He served in the Malayan Emergency, and went on to command HMS Ark Royal Rescue Flight and instruct in air warfare in HMS Bulwark.

As FOR Y he succeeds Rear Admiral John Garnier, who had command of the Britannia for five years and whose retirement marked the end of a distinguished career.



Postcards list on page 30

FACTS AND FIGURES

Designed by the Admiralty for use as a Royal Yacht in peacetime and a hospital ship in war. Builder: John Brown and Co. Ltd, Clydebank. Launched: By the Queen April 16 1953. Commissioned: January 7 1954. Displacement: 5,769 tons fully laden. Length: 413 ft. Beam: 55 ft. Draught: 16 ft 6 inches. Propulsion: Twin LP-HP turbines drive through a single reduction gearbox developing 6,000hp on each of two shafts. Range: 3,000 miles at 15 knots. Construction conforms to mercantile rather than naval practice; two Denny Brown stabilisers reduce roll in bad weather from 20 degrees to six degrees. Mainmast: To pass under the bridges of the St Lawrence Seaway when she visited Canada in 1959, the top 20 feet of the mainmast and aerial were hinged so that they could be lowered as required. Complement: Normally 249 on Royal Duty, increased by a Royal Marines Band of 26 for major overseas tours.

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

— THEN —

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

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No hope of a second home

THERE has been mention recently about divorced men not maintaining their ex-wives and dependant children. Mrs. Thatcher has said that more effort will be put into tracking down

Cockchafer in Iraq

The news from the Gulf brings back memories of almost 50 years ago — few people know that we were engaged in war with Iraq in 1941.

HMS Cockchafer, a Yangtze River gunboat, featured prominently before, during and after hostilities.

Most of the ship's company served with the ship in Iraq and the Gulf under appalling conditions — I wonder if any of your readers are survivors of that experience?

— J. H. Tait, Lieut.-Cdr. RNR (Retd.)

these people and making them pay.

Well, I am one who does pay maintenance to his ex-wife and child and by court order I also have to pay the mortgage on the ex-matrimonial home. Exactly what the Government wants.

I have since re-married and have two children with my new wife. Like most people, we would like to have a home of our own and not continue to live in married quarters. Unfortunately I cannot afford to purchase a house in the Portsmouth area, even at the current prices. What are my options?

I thought about buying a surplus married quarter to take advantage of the discount selling price but am not allowed to take part in this scheme because I still have an interest in

a property even if I will never be allowed to live in it.

Deposit

The next thought was LSAP, which has recently been increased. This would be a good way of obtaining a large deposit and thus bringing properties within my reach. Again, I am not allowed LSAP because, as I am paying a mortgage already, I am classed as an existing houseowner.

It seems to me that I am being denied access to certain schemes because I am doing exactly what the Government wants and maintaining my ex-family. What can I do?

I will just have to remain in married quarters even when my 22 years are up, which is in just over four years time. — CPO, Portsmouth.

A bone to pick with Bulldog

CONCERNING your welcome article (September) about HMS Bulldog and her predecessors, the Enigma machine of U110 was not destroyed but captured intact by the destroyer Bulldog in May 1941, together with its all-important high grade codes.

Subsequent histories all stress the vital importance of the Bulldog's achievements.

Your report of the technological equipment installed in the present Bulldog reads impressively. However, at first commissioning, and without benefit of all this kit, we achieved a fixing accuracy rather better than the "plus or minus 5 km" now claimed. — Chester Read, Ashill, Ilminster, Somerset.

● Agreed, it was a better fix than that! The figure should have been printed as 5 metres. Below — HMS Bulldog in 1937.



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THE CARD OF THE MOMENT

Written quotation on request

JACK

BY TUGG



Time to button it up

I WONDER if your correspondent Mr. H. I. Axton (August) is aware that the CPOs' three sleeve buttons were once the prerogative of Chief Artificers only.

This rate was introduced in 1877 — nine years after the introduction of Engine Room Artificers. These men were to bear extra responsibility and paid accordingly. Not until 1924 did the three buttons become dress for all CPOs.

If many artificers are frustrated it is most likely from flak received from other branches who, as far as I can see, had equal opportunity when they were younger to join as artificers (or apprentices) if they could meet the hard, competitive qualification.

Mr. Axton's argument reminds me of the bad feeling engendered over 50 years ago. I would have hoped by now that these carpings would have been a thing of the past. — H. Channon, Ex-CERA, Southsea, Hants

I HAVE followed the pros and cons of tiffies pay and conditions in relation to other branches. The same things were said in 1937 — nothing has changed.

As a boy, I was surrounded by naval family and friends — seamen, stokers, signals and they all gave me the same advice — if you must join, be a tiffy for better pay and conditions. But then it's not everybody's choice.

Outside the RN you may find the non-technical equivalents tend to have higher reward than engineering based employment. It is not unknown for the salesman to earn more than the producer. Also don't kick the one above you, give a hand to the poor so-and-so below! — D. McClaren, Denmead, Waterlooville, Hants.

Don't let a load of trouble!

COULD I warn all naval personnel of the perils of letting their home?

On receipt of my appointment to HMS Gannet, I decided I wished to have my family together as we had just had a six-month period of separation. I was serving at HMS Daedalus and my home is in Somerset. Because of the housing market, it was highly unlikely my house could be sold quickly, so we decided to move into married quarters and let our home.

The house was placed with a reputable property agent who subsequently found a tenant. References were acquired and a legal contract drawn up. For eight months everything was fine, until the tenant stopped paying the rent, which was unacceptable. He was given two months' notice and fortunately for me left on the said date — leaving me short of three months rent, and with an overgrown garden and a not too tidy house.

My family moved back to Somerset at my expense as we were not prepared to go through this again. We are still getting bills for the tenant and this is having repercussions. We have been informed it would be a waste of time trying to recover the lost rent.

One would like to think this was the end of my problems, but unfortunately it isn't. Because I opted for Mobile status (Disturbance and Removal Allowance), I am now a married person living in and as such have to pay accommodation charges and MUFC. I receive no Separation pay and only two warrants a year (already used).

Repercussions

I am looking to change FAMSTAT (this has always been rejected in all similar cases I know of) and to get back to Yeovilton.

Therefore, because I initially wanted to try to achieve family unity, I have in fact ended up achieving the opposite, at a great distance, with large financial implications and little like-

lihood of seeing my family out of leave or extended long weekends.

Be warned by my experience that letting is a very dodgy business where anything could go wrong. If one wants to change FAMSTAT for whatever reason and it is not accepted, the repercussions are ugly and, as far as I am concerned, unacceptable. I urge the powers-that-be to look again at the Mobile/Stable status as it is definitely retention negative. — P. Thompson, WO, HMS Gannet.

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

Gun runners' past record

AGREED, the Fleet Air Arm field gunners did win all five trophies this year (September edition) but the claim that FAA gunners became the first team to win all five trophies in the same year is untrue.

My son-in-law was a Portsmouth Field Gunner in 1986 when they won all five trophies. Not only that, but they did even better than this year's FAA crew, as Portsmouth held then — and still hold — the record for the fastest time ever run (2 min 40.6 secs, set in 1984).

Short memory

I reckon the Fleet Air Arm must think we all have very short memories! — R. R. Hobbs, Eastleigh, Hants.

● Ex-Devonport field gunner CPOSA D. Pitney, of HMS Brazen, also wrote, saying Portsmouth won all five both in mid-1980s and in 1977.

Now it's a battle for Atlantic publicity

ONE had only to pick up any newspaper or magazine recently and there was some write-up or supplement concerning the Battle of Britain. The Royal Air Force Association also have good press coverage.

This is fine and I wish them well in what they are doing.

Charities

But when it comes to the Royal Navy we seem to fall short. I have been a member of the Royal Naval Association for many years and from time to time put forward ideas. But somehow we don't have the same "get up and go" outlook as the Air Force.

Why don't we have a Battle of the Atlantic fund-raising time for all naval charities? You never know, it just might work. — Denis G. Love, RNVR, Chorleywood, Herts.

Thirteen pay days?

With reference to last month's 'Happy New Year Pay' letter, may I suggest a further alternative?

Surely it would be far easier, not to say more convenient, to be paid every 28 days, say on the fourth Friday. This would mean that that we would be paid 13 times a year and it would be easy to implement as we are all on a daily rate. It would also bring an end to the 'February Blues.'

— A G Ashford, POWEA HMS Resolution (stbd).

Letters

Engaging ways of the US Navy

CONCERNING the suggestion about the Second Open Engagement and the MOD response (September), in most cases senior rates sign on for 20E with a view to keeping their options open.

Evidence suggests that, when the 22-year point is reached, a large number decide against it and take the 18-month notice option.

The suggested way of raising funds for an incentive bonus was not only sensible but generous, in favour of the administration. If an allocation of funds by Parliament is the only objection, why not adopt the US Navy policy, whereby the rating actually leaves the Service for a few minutes and then

signs on again. One extra advantage of the scheme would be to give MOD the option to have a change of heart if the rating proved unsuitable in the last couple of years in the LS3 engagement.

— E. Tweedale, CPOWEA, HMS Mercury.

How an SD is short-changed

AS I understand it, a rating who joins the Service at age 23, serves his 22 years and then gets 20E, could actually serve until age 55.

If this is the case then I, as an SD officer, have to leave the Service at age 50 which means my career is somewhat shorter than if I had remained a rating.

Surely this cannot be fair and is the MOD aware of this inequality, particularly when one of the prime incentives for an SD candidate was longer service than if he remained a rating? — Lieut. (SD) Fife, Scotland.

What nonsense about 'cissy sandwiches'

READING about crusts in Naali sandwiches (September), I vividly recalled meal times at the Royal Hospital School in the 1930s. We boys were allowed to take two slices from the bread fanny as it was passed down the mess table from the seniors place at the top of the table.

A one-inch thick and succulent slab of white, crusty bread smothered in margarine was, indeed, an object of much desire and only attainable as you slowly worked your way up to the top of the mess table over the years.

The senior boys, naturally, always hogged the

crusts to themselves. And ten crusts of bread per loaf would have been sheer heaven to us all.

As a Ganges instructor in 1959 I can also remember many a boy happily helping himself to six slices, or more, of bread which always included the crusts. The "advice" given to all boys in those days was "What you take, you eat — and no tucking of any bread slices up your jumper for eating later on the mess decks."

Ganges always ensured days of hard work and play and a real hunger for boys and staff alike — and no nonsense about cissy sandwiches. Bon appetit, Chief. — R. L. Hamlet, Ex-CRS, Chipping, Preston, Lancs.

Navy News

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● Above left: CMEA(P) Richard Curnow watches over Omani Junior ratings while CPO(OPS)(R) Pat Cassidy, above, instructs a class of Omani junior officers.
 ● Above right: The Royal Navy of Oman patrols the Arabian peninsula with a squadron of Exocet-armed Fast Attack Craft, a Landing ship (Logistic) and two squadrons of smaller patrol boats.

On loan in the desert SON

DESPITE increased tensions in the Gulf it's business as usual for one group of RN personnel already serving in the area — those on Loan Service (LS) with the Royal Navy of Oman (RNO).

Over the past 20 years the RNO (until recently the Sultan of Oman's Navy or, as it was affectionately known, SON) has developed from a small number of lightly-armed wooden dhows into a modern navy armed to carry out its international role policing the strategic Straits of Hormuz. And although the stage has now been reached where virtually all its ships are commanded by Omanis the RNO

continues to rely on RN Loan Service, contract personnel and senior ratings, particularly in the training and technical support areas.

At the RNO's headquarters near Muscat the post of Director Planning is filled by a RN captain with a RN commander (S) taking up the appointment of Admiral's Secretary.

The Staff Communicator and Greeny are also LS and the Fleet Maintenance Unit is currently led by a commander (E) supported by two other engineer officers.

At the naval base at Wudam LS personnel are involved with engineering, logistics and training support and facilities there for staff and trainees have developed enormously since the early days when classes were held under the shade of a tree.

Now training blocks are well-equipped with science, computing and language laboratories making the jobs of assistant instructors like Lieut. Geoff Chapman a lot easier.

"It is a challenging task as one is never sure what vocabulary is understood," said Lieut. Chapman.

"However, with my tentative forays into Arabic and the trainees' judicious use of the dictionary we usually come to an understanding.

"The students are very keen and motivated to learn and are always delighted to hear an instructor practise his Arabic!"

Many posts are due to be Omanised and recently, after five years in the post, the last of the RNO's LS commanders, Rear-Admiral Hugh Balfour, handed over to his Omani successor, His Highness Rear-Admiral Sayyid Shihab bin Tarik bin Taimur Al Said.

However, with future projects in hand like that of the appointment of a LS commander (H) to head a team to acquire an ocean-going hydrographic vessel the RNO is likely to call on RN expertise for some time to come.



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● Rear-Admiral Hugh Balfour, right, gets a rousing farewell as he leaves the RNO's headquarters at Murtafaa for the last time.
 ● Above: The 19th hole looks a long way as Loan Service Officer Lieut. Tony Podmore takes time off to relax on the "greens".

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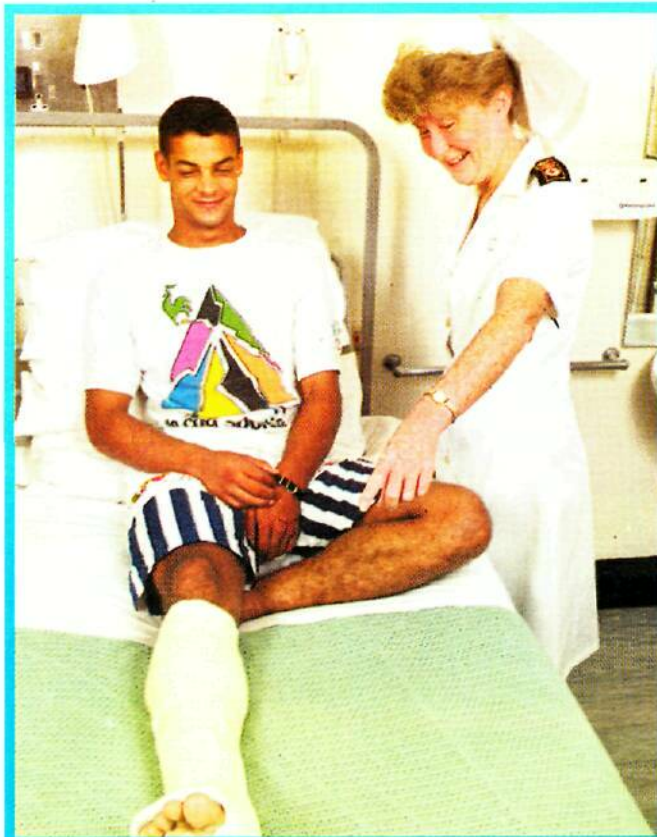
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People in the News



New mould cast for QARNNS

WHEN Trish Hambling was promoted to Chief Nursing Officer recently she created a little bit of history, being the first QARNNS officer to achieve the rank after coming all the way up through the system from raw probationer.

Previous Queen Alexandra's Royal Naval Nursing Service officers to have achieved this rank have all been direct entry nurses, who trained in the National Health Service before joining the Navy.

But Trish joined the QARNNS as a probationary student nurse in 1965, was a rating until commissioned in

1971 and worked her way steadily through the officer ranks. Her service has taken her all over the world.

Pictured (left) getting the benefit of her vast experience — and looking well on the treatment — is Rifleman Ashley Foster, of the 3rd Royal Green Jackets, having a break in RNH Gibraltar.

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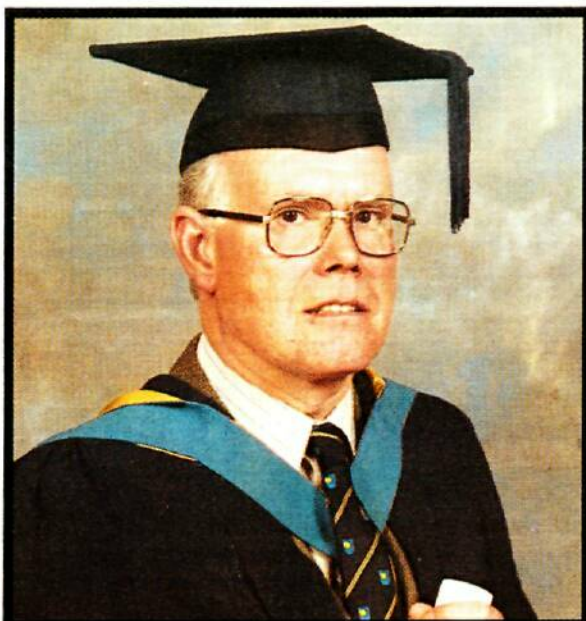
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Rig of the day . . .



SPORTING a very different rig from usual is CPO Barrie Lower, for whom higher education beckoned . . . After seven years studying maths, physics and electronics, Barrie, a radio artificer with 810 Squadron SEA Flight, RN air station Culdrose, has received an Open University degree. Meanwhile, his son, Ian, is carrying on with studies of his own — at Britannia Royal Naval College.



DON'T SIT ON THE FENCE — SIGN UP!

ON A visit to Beamish Open Air Museum in County Durham two old friends were tempted by the offer of good pay and prospects in the Royal Navy.

But the 1913 pay and regulations were probably a lot less attractive on closer inspection.

Trying to read the small print are former-CRS Jack Regan (left) and Cdr. Frank Watton, a former Eng. Lieut. (SD) RN, now serving with the Royal Australian Navy, and in the United Kingdom after a gap of nearly 20 years.

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PEAK OF FITNESS



EVEREST base camp was the destination for a party of WRNS personnel from Plymouth Command.

Their trek — called Everest Adventure — was the first of its kind undertaken by the WRNS and took place only after months of organisation and training.

Pictured with route mapped out and boots dubbed, the happy wanderers about to set out are, from left, POWren (DSA) Lou Ryder (Drake), Second Officer Jan Burfitt (Royal Arthur), LWren (Phot) Gill Sanderson (CTC), POWren (DH) Sue Casey (Drake), CWren (Std) Linda Tapp (Royal Arthur) and Second Officer Charlotte Tasker (Drake).

Picture: LA(Phot) G. J. Meggitt

Jutland vet

VETERAN of the Battle of Jutland, Mr Frank Young has celebrated his 100th birthday at a nursing home in South Wales. He joined the Royal Navy in 1910 and ended his service career as a leading stoker nearly 10 years later, having served in the battleship Bellerophon, cruiser Diana and two of the early submarines.



People in the News

Three faces of Keith Furniss



WARRANT Officer Keith Furniss is to retire from the Royal Navy next month after serving nearly 40 years in uniform — not all of them in the garb of the Senior Service, however.

In 1951 he joined the Life Guards of the Household Cavalry as a trooper (left). He rode as escort in the funeral cortege of King George VI and also escorted the present Queen to her coronation ceremony.

After five years he left the Army and joined the now-defunct City of Sheffield Fire Brigade (centre), where he remained for seven years.

In 1964 he joined the Navy (right) as an aircraft handler and during a career spanning 25 years he served in all the major aircraft carriers, working with Sea Vixens, Gannets, Buccaneers, Phantoms and finally Sea Kings and Sea Harriers.

In HMS Victorious he attended dawn launches of jets in the South China Sea using steam catapults, witnessed a flight deck crash in the pre-

vious HMS Ark Royal, helped fight the last major carrier fire in HMS Eagle and saw action in the Falklands in HMS Invincible.

Going Forth

CAPTAIN Tony Wilks has left Rosyth Naval Base after serving as Captain of the Port and Queen's Harbourmaster Rosyth and Cromarty for the past five years.

But he is not moving far... only across the river to take up the post of Chief Harbourmaster Forth Ports Authority, Leith, where he will be able to maintain his ties with the Royal Navy.

NICE WORK PEOPLE!

ACTING Leading Mechanical Engineering Apprentice Colin Dougal has been made an Honorary Freeman of the Worshipful Company of Plumbers in recognition of his skills.

Colin was the top apprentice metal worker to graduate from the Royal Navy's Marine Engineering School, HMS Sultan, during 1989/90.

● The 1989/90 Boyle Somerville Memorial Prize has been awarded to Lieut. W. B. Rose for his work in HMS Herald, establishing oceanographic data-gathering and quality control routines.

● The excellence of a video made by Director of Public Relations (Navy) Film and Photographic Department has been recognised at the United States Film and Video Festival.

The video, which sets to electronic music a run by the Fleet Air Arm Field Gun Crew, was directed and edited by WO (Phot) Bob Pearce. The production team comprised CWren (Phot) Jill Purves, PO (Phot) George Hunter, Bungy Williams and Stuart Antrobus, and LA (Phot) Paul Cowpe.

● Sgt. Bob Ginn (RAF Brampton) has become the first member of the Royal Marines to win the Adamson Trophy as student of the year at the Joint School of Photographic Interpretation, at R.A.F. Wyton.

● Awarded annually to the officer or rating judged to have made the most valuable contribution to Sea Harrier effectiveness during the year, the Blue Fox Trophy for 1989 has been won by CPOAEA(R) S. Curwen (800 Squadron).

● POMA A.M. Forbes has been awarded the Sick Berth Petty Officers Efficiency Medal for 1989.



The Virginian

SHADES of *Gone with the Wind* as CPO Ric Toyer, a Royal Navy photographer, steps in front of the lens in the guise of a Confederate officer of the American Civil War era...

The damned Yankee in the left of the frame is Ric's colleague at Supreme Allied Commander Atlantic, Virginia, USN PO1 Joseph Dorey. The Southern belle is another workmate, USN PO2 Sharon Dewey, for whom the picture was taken as a leaving gift.

Since 1972 Ric's brother Geoff has been taking part in Civil War re-enactments, so when Ric called in at ports in the deep south in HMS Fearless he picked up some reference books to take home for him.

"Naturally, with the long days at sea, I read all the books before I had a chance to give them to him," said Ric.

Since going to SAACLANT 11 months ago his own interest in the conflict has blossomed and he has visited almost all the Civil War battlefields in the state of Virginia.

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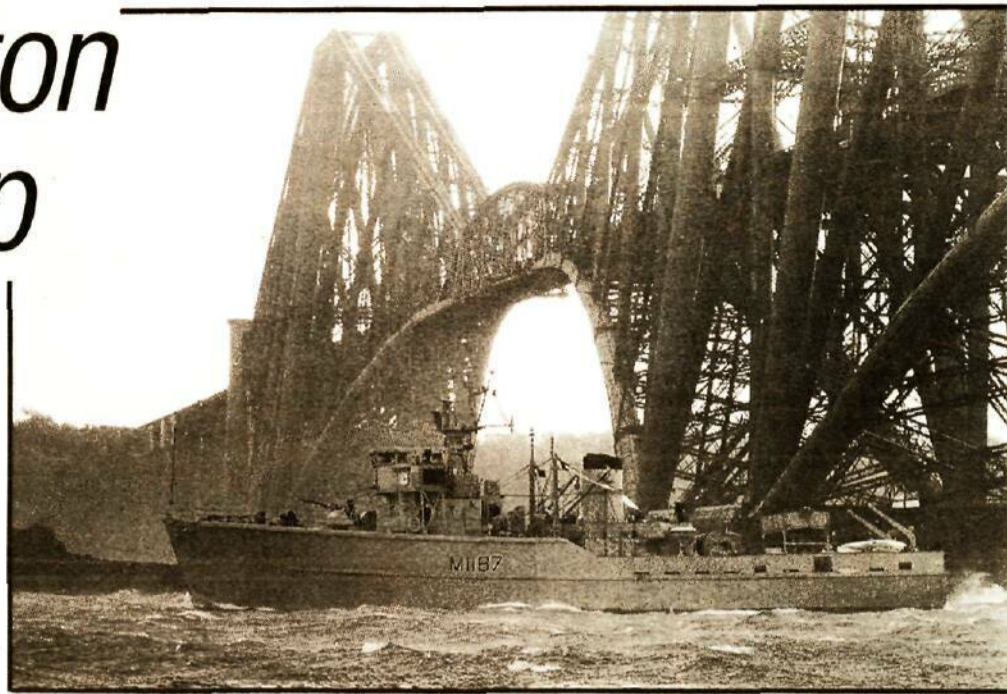
Spey and Upton bridge the gap

HMS Spey became the first ship to sail beneath the world's biggest permanently floodlit structure when Prince Edward pulled the switch to illuminate the Forth Bridge last month.

The River Class minesweeper attached to Forth Division RNR acted as guard ship during the famous rail bridge's centenary celebrations and took part in a two hour son et lumière depicting

its history, when tribute was paid to its role in the Second World War.

● **Right** — After decommissioning at Rosyth the veteran fishery protection vessel HMS Upton is seen passing under the Forth Bridge on her way to her last port of call at Portsmouth. The 34-year-old Ton Class minesweeper transferred to the Fishery Protection Squadron in 1984.



Cornwall's gift to Falmouth

DURING a visit to Falmouth HMS Cornwall provided the Falmouth Maritime Museum with memorabilia of ships of that name.

Included are photographs of the sinking by the cruiser Cornwall of the German raider Pinguin and of Cornwall's own sinking by the Japanese in 1942 — the museum is open daily from 10 am to 4 pm.

Four members of the Pinguin Society spent a day on board the Type 22 frigate during a visit to Kiel. They were rescued by the cruiser Cornwall after she had sunk their ship in the Indian Ocean 49 years ago.

BUSY TIME FOR BRAVE

RETURNING from operations in the North Atlantic HMS Brave visited Portsmouth and took the opportunity to hold a families day and a day for the ship's affiliated organisations and societies.

The Type 22 frigate was also visited by Lady Avril Bryson, her sponsor.

Brave then headed for Lowestoft to pay a courtesy visit to Waveney District, the ship's affiliated district. The ship's company was overwhelmed by the hospitality of the Waveney people.

Raleigh to the rescue

HMS Raleigh's Sub-aqua Club has taken delivery of a brand new rescue boat — thanks to the Sailors Fund and Fleet Amenities Fund.

The Tornado rigid inflatable can carry up to eight fully equipped divers and will be used by the club for sports dives in local waters and for diving expeditions nationwide.

Otus date

THE HM Submarine Otus decommissioning dance, due to have been held on November 30, has been postponed until a date to be notified, probably in February. Tickets already sold for the November date will continue to be valid.

Second Officer Mandy Larcombe, the club Chairman, collected the keys of the rescue boat from Capt. John Wright, captain of HMS Raleigh.

First Aid

The operation of a new training facility at HMS Raleigh has brought the Plymouth Command NBCD and First Aid Training Schools under one

roof for the first time.

Opened by Vice-Admiral Sir Alan Grose, Flag Officer Plymouth, the new school will provide improved administration and training. Type 23 and liferaft training facilities in addition to those previously offered by the two schools.

More than 1000 will receive training in the new facility every year.

NEW QUARTERS AT DEVONPORT

PART of the historic Quadrangle in Devonport's North Yard has undergone a £2m conversion as an accommodation block.

It will be used by sailors of refitting ships and is currently occupied by the crew of the Type 22 frigate HMS Beaver.

The new quarters were opened by the Commander-in-Chief Fleet, Admiral Sir Benjamin Bathurst.

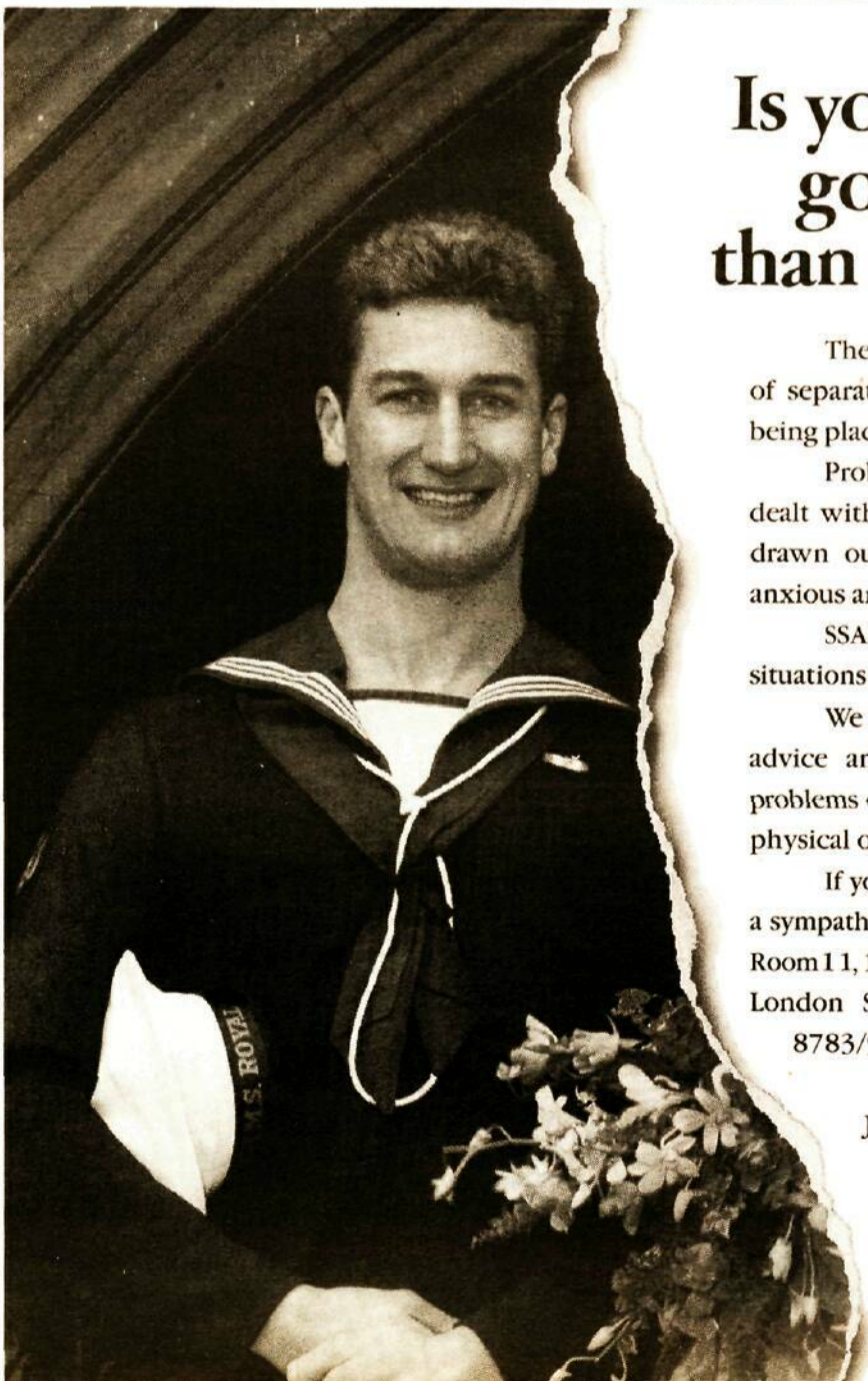
Chart topper

THE Hydrographic Office at Taunton has produced a calendar taking a light-hearted look at some of the symbols used on Admiralty charts.

The original cartoons by Adrian Halliwell contribute to the theme "So that's what it means!"

It is available from Admiralty chart agents or chandlers at

£4.95, or direct from the Sales Section, Admiralty Charts and Publications, MOD, Taunton, TA1 2DN at £5.50 (including p and p). Cheques payable to "The Cashier, Hydrographic Office".



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It could help stop your separation going too far.





Geoff's Naafi card bonus

THE relaunch of Naafi's Budget Card and Charge Card schemes proved good news for Cpl. Geoff Phillips, from the RM School of Music, Deal.

He helped push the number of Service personnel holding the cards through the 100,000 barrier and to mark the occasion Mike Mossman, Naafi's Financial Services manager, presented him with a 14 in. colour television at the shop where he originally applied to join Naafi's in-store credit schemes.



● Cpl. Geoff Phillips is presented with his television by Mike Mossman, Naafi's Financial Services manager, while unit commandant, Lieut.-Col. Richard Dixon, looks on.

New card

After the presentation Cpl. Phillips confessed he'd already bought a television with his new card because it was the easiest way of making such a large purchase.

But he added: "As I've just got married I'm delighted to have another set — especially

as it's a better model than the one I bought!" The newly-designed Budget and Charge cards will be distributed to existing cardholders

and vouchers worth £50 off goods and financial services are being offered to new applicants.

Minimum purchase on the cards has been raised from £5 to £10, while a new payment protection plan, at 18p per £100 owed, will insure outstanding balances against medical discharge and protect payments against hospitalisation.

"Passing 100,000 is an important milestone in the development of Naafi's business," said Mike Mossman.

"The number of customers opting for our cards over the past six years has been tremendous. We will continue to make improvements to the schemes for members of an exclusive club."

Support Welfare society

OPERATING through welfare officers working from six centres around the country the Ex-Services Mental Welfare Society has supported 669 ex-RN and 133 ex-Merchant Navy personnel in the 12 months leading up to September 1989.

Dependent upon voluntary contributions the Society needs support to raise £1m. per year for ordinary running costs as well as £400,000 to extend the Veteran's Home at Kingswood Grange, Surrey.

If anyone wishes to help the Society or would like further information they should write to Capt. George Hayhoe, 8 Village Road, Alverstoke, Gosport PO12 2LF or telephone 0705 503887.

Security hotline

IN a new move to counter the terrorist threat to Service personnel, MOD civilian employees and their families, the Navy has joined forces with the Army in Operation Tigerwatch for a trial period, involving all units in the south east district.

Tigerwatch will be run along the lines of the Neighbourhood Watch scheme only the aim will be to keep people's ears and eyes alert to the ever-present threat of terrorism.

The new scheme, which will be run in collaboration with the Army south east district who have been using the Tigerwatch system for two years, will enable Service personnel and their families to report any suspicious activity or sightings of suspicious vehicles or persons which they feel may be of intelligence value, by ringing a

Freefone number. The number is based on a British Telecom Linkline which will be available, free, 24 hours a day by ringing 0800 727272 and these lines will be manned by trained personnel who can assess the information they are given and act as necessary.

Service personnel are already trained to be alert but the new hotline will bring into the system their wives and families and the many thousands of civilians working in naval establishments.

Girls on board

THE Royal Hospital School, near Ipswich in Suffolk, has long been known as a boarding school exclusively for boys with seafaring connections.

However, a Bill recently passed by Parliament has enabled Greenwich Hospital, which administers the school, to widen its entry policy to include girls.

Development plans are underway to convert boarding and other accommodation as necessary and the first girls will be accepted for entry in September 1991 — the school will be fully co-educational by September 1997.

While the Royal Hospital School will always retain its special links with the Royal Navy and the traditional financial advantages for parents with seafaring connections will be preserved, the new Bill also allows the School to admit some children from a non-seafaring background.

Camping out with Raleigh

CHILDREN from naval families in Plymouth and east Cornwall spent four days camping at HMS Raleigh's expedition centre in Cardinham, on Bodmin Moor.

Good weather meant that 36 children, aged between 10 and 15 years, could take part in many activities new to them including canoeing, abseiling, climbing and moor walking.

The camp was jointly run by Exped staff from HMS Raleigh and staff from Naval Family Services at HMS Drake together with other adult volunteers.

Playtime at Eastney



A FIVE-week play scheme run by Eastney Naval Community Centre proved a big hit with local children, some of whom are pictured above taking part in a fancy dress competition. Aged between five and 12 years the children, from both civilian and naval families, enjoyed

many activities including kite making, T-shirt painting, swimming, discos, beach games and a sports day. The scheme was ably staffed by volunteer mums and dads and plans are now underway for a similar scheme to be run over Christmas.

Learning about the 'good book'



SPENDING a week dressing up in straw and moth-eaten rags hardly sounds like basis for helping children like Felicity Howard (nine), pictured above, to understand the Christian faith. But "Scarecrow" was actually the title drawn on by the Scripture Union at Clyde Submarine Base during their five-day Bible Holiday Club.

Forty-six children of all denominations, ranging in age from four to 11, took part in the activities and by the end of the week the rooms were a kaleidoscope of pictures, collages and maps.

The scheme was so successful that plans are already being made for next year's Bible Holiday Club.

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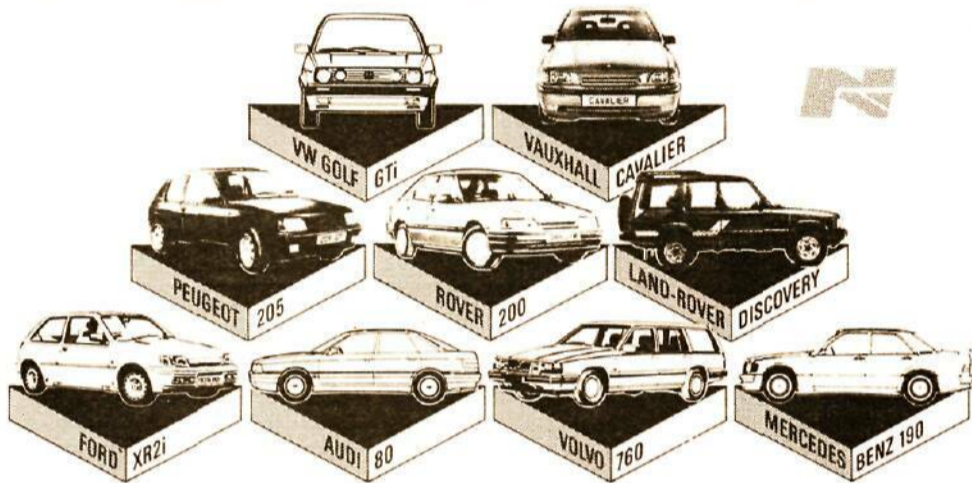
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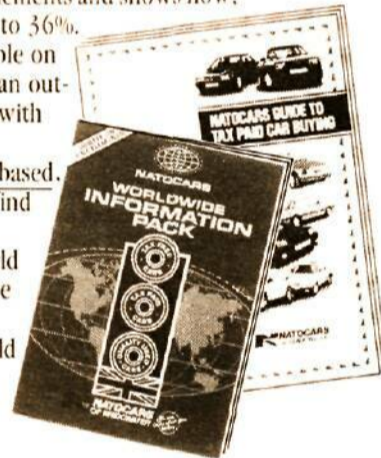
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Get Wise on DCIs

Month's pay to climb Everest

A JOINT SERVICE expedition to climb the West Ridge of Mount Everest (29,028 feet) is planned for the pre-monsoon season (March-July) 1992. It will be 16 strong and approach from the south through Nepal.

Potential applicants should be competent rock, snow and ice climbers with plenty of Alpine experience. They should also have experience and competence at high altitude, preferably in the Himalayas. Applicants are advised to ensure they belong to one of the three Ser-

vice mountaineering clubs before applying.

Further details, including application procedure, are given.

Team members will be on duty throughout the period of the expedition, but will be expected to make a personal contribution towards expenses. All applicants should be prepared to pay up to the equivalent of one month's pay and may have to give up some of their annual leave entitlement.

DCI(Gen) 98/90

Pendant down at Drake

THE appointment of Commodore held at HMS Drake (formerly HMS Vivid) since 1905, has been transferred to the Chief of Staff to Flag Officer Plymouth.

Earlier this year Flag Officer Plymouth became accountable to CINCPAC-HOME for provision of support to the Fleet at Devonport naval base. This placed the Fleet Accommodation Centre and Naval Personal and Family Services functions performed by HMS Drake on an equal footing with other elements of the Devonport base and Plymouth Area organisations.

In recognition of this and to reflect the widening of the Chief of Staff's role under the New Management Strategy and the need to deputise for the Flag Officer Plymouth in all his tasks, the appointment of Commodore has been transferred from Drake to COS to Flag Officer Plymouth. Drake correspondence should now be addressed to: The Captain, HMS Drake.

DCI(RN) 237/90

●Cdre Chris Craig hands command of HMS Drake to Captain David Wixon.

Diminishing returns

THE return of service required on completion of the Leading Aircraft Controllers Professional Qualifying Course is reduced from three years to 18 months. Provision currently exists for courses attracting the shorter return of service, and this change can be applied retrospectively.

DCI(RN) 234/90

Early risers

EARLY promotion to lieutenant-commander on the General List is now possible, as already reported. An announcement provides the full details.

DCI(RN) 224/90

Past masters

WINNERS in the 1989 Naval History Prize competition were:

Officers: Joint first, £200 and certificate of merit, Cdr. K. J. Davidson and Lieut. D. B. Stevens; third, £80 and certificate of merit, Lieut.-Cdr. R. G. Davies.

Ratings: First, £200 and certificate of merit, WO(OPS)(M) M. J. Hudson.

Details are also given of the 1990 competition.
 DCI(RN) 172 and 184/90

New titles

TO rationalise titles within Naval Home Command, there are now new titles of Commander, RN Divisional and Management School (instead of Officer-in-Charge); and Commander, RN Hydrographic School (also replacing Officer-in-Charge).

DCI(RN) 235/90

Survival update

A REVISED edition of the NBCD publication "Survive to Fight," incorporating changes to drills necessitated by introduction of new equipment such as the S10 respirator and the Mark 4 NBC suit, has now been published.

It is issued as a Joint Service publication and being distributed throughout ships and establishments.

DCI(RN) 231/90

Paying for breakages

SPORTS injury insurance has been introduced for members of the Navy's Voluntary Sports Subscription Scheme, as outlined in a recent Navy News article. An announcement spells out all the details.

DCI(RN) 225/90



SEXUAL HARASSMENT AND HOW TO DO IT



"They have to go through your messdeck and they might see the pin-ups!"

OF two announcements concerning sexual harassment, one defines in detail MOD policy on dealing with this question and provides a code of practice for the handling of complaints.

The other, referring to pin-up pictures, says, "Displays in the workplace of material which is of a sexual nature and offensive to staff constitutes a form of sexual harassment and is therefore unacceptable."

"All staff should be able to work in a civilised

environment in which no-one will feel embarrassed or offended, and such material should therefore not be displayed in the workplace.

Complaints

"Management should not wait until complaints are received, but should ensure that any material which staff might reasonably find offensive is removed."

DCIs (Gen) 171 and 172/90

Get Wise on DCIs

Oiling the wheels for Clankies

REGULATIONS for promotion to officer on the Special Duties List in the Marine Engineering Sub-Branch have been significantly revised to allow promotion at the CPOMEA level.

The purpose is to reduce the average age of candidates on promotion; provide a faster avenue of promotion for the above-average candidate; and increase the number of opportunities for transfer from the SD List to the General List.

Candidates will no longer be required to pass the Provisional Examination for ACCMEA before sitting the Qualifying Professional Examination for SD. But the standard of the QPE will remain the same.

The syllabus for the QPE for SD(E)(ME) candidates will incorporate the majority of the syllabi of the Provisional Examination of the ACCMEA and the Marine Engineering Surface Ship Qualification.

The syllabus for the QPE for SD(E)(MESM) candidates has been amended by removal of a significant amount of nuclear physics and plant operation so that a common technical paper can be set for nuclear and non-nuclear candidates. In addition, the syllabus for the SD(E)(MESM) non-nuclear candidates will incorporate the majority of the syllabus for the Provisional Examination for the ACCMEA.

Standard

Format and content of the SD(E)(ME) and SD(E)(MESM) syllabi and examinations have been revised to achieve a common standard for the ME Sub-Branch as a whole. As a result, the Naval Engineering Technology paper will remain a one-part electro-mechanical paper and not change to a two-part paper as previously announced.

This is in accord with the Engineering Branch Development philosophy of integrating "M" and "L" aspects within individual questions.

The announcement, which gives further details of the changes, also says the date of promotion for SD(E)(ME) and SD(E)(MESM) will be aligned. All successful SD candidates to the ME Sub-Branch will be promoted in June of the year following selection.

Implementation details cover the procedure during transition from the old to new format of QPE.

DCI(RN) 242/90

NOW THERE IS COLD AND COLD

IN new arrangements for the scaling of cold weather protective clothing in HM ships and submarines, a clear distinction is now made between "cold weather" and "extreme cold weather" clothing.

Listed are the items to be carried by HM ships at all times and to be issued from a loan pool on an individual basis to "exposed personnel".

Listed too are the garments to be carried in ships and submarines with known commitments in extreme cold weather areas. These are to supplement cold weather clothing.

Among the extreme cold weather clothing are Mark 2 Arctic Mittens (both inner and outer), being introduced to replace PVC mittens for wear in the most exposed situations where thermal protection is a greater priority than manual

dexterity. The changes do not affect protective clothing for ship sentries, where there are now separate arrangements.

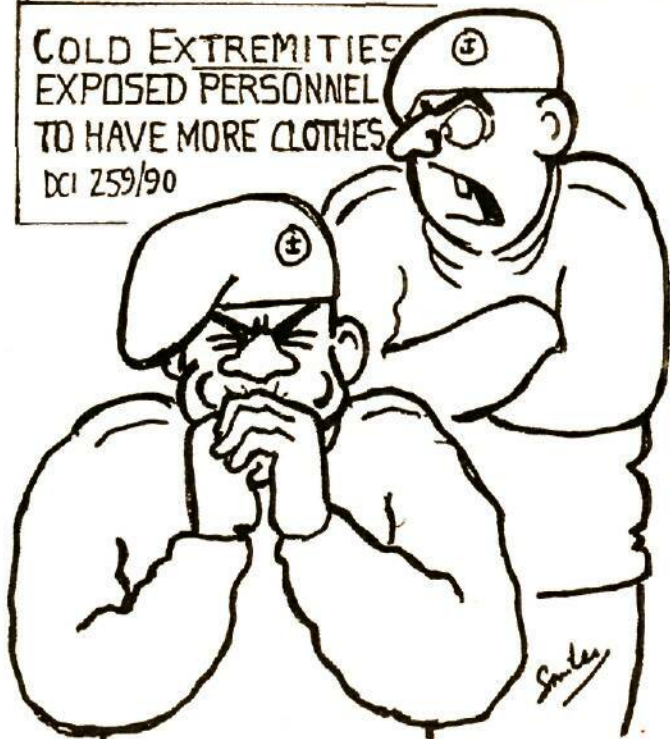
DCI(RN) 259/90

Duty travel scrutinised

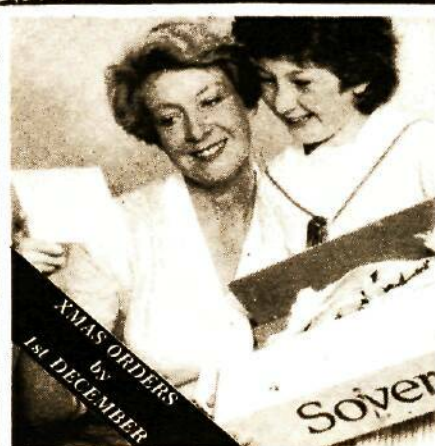
A SURVEY of duty travel by Service personnel and families by rail and road in the UK was carried out in October at the request of the Treasury.

DCI(JS) 97/90

COLD EXTREMITIES EXPOSED PERSONNEL TO HAVE MORE CLOTHES
DCI 259/90



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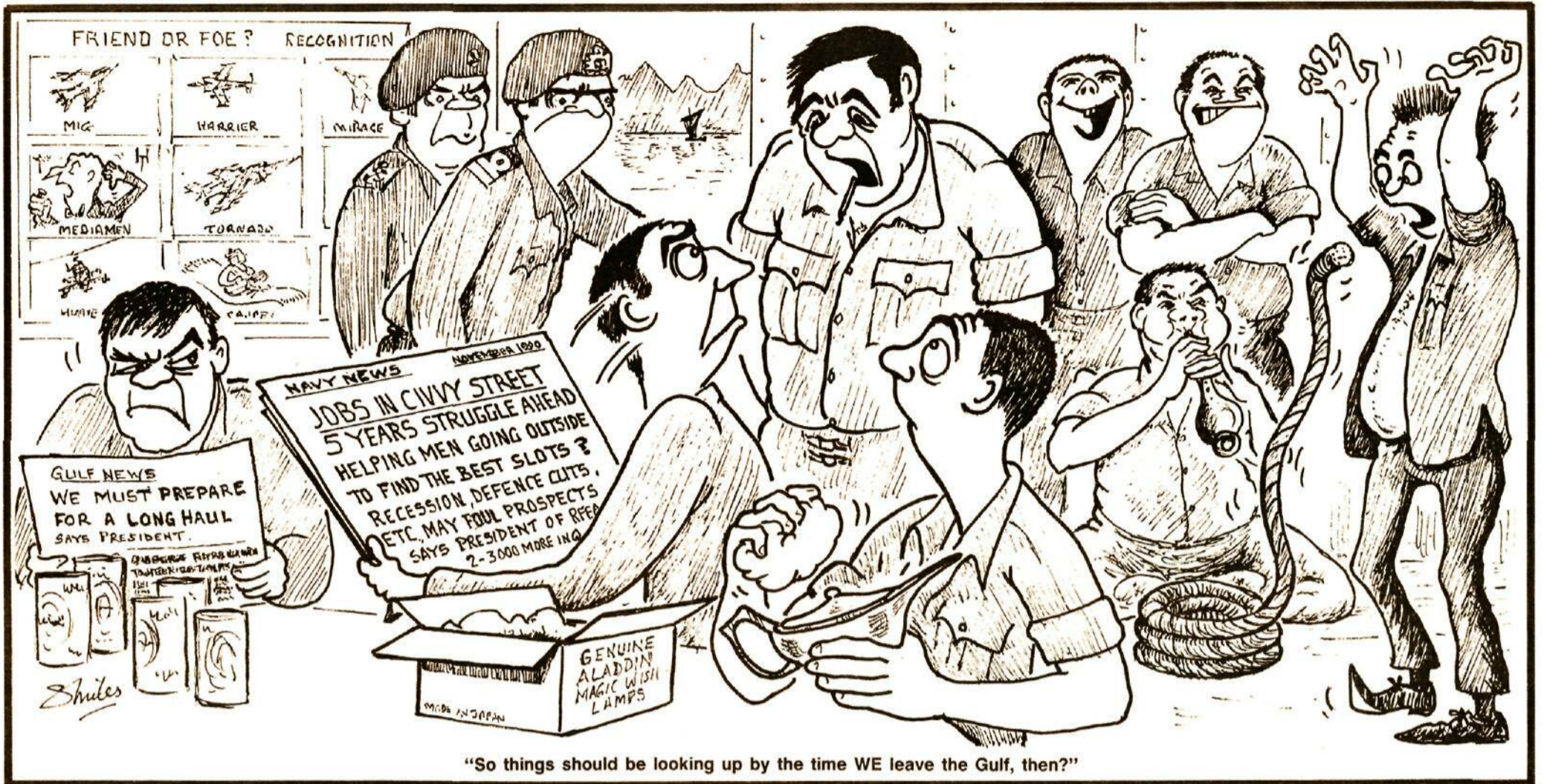
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"So things should be looking up by the time WE leave the Gulf, then?"

NEWSVIEW

Vital support in Service's crisis role

AS WITH other elements of the British Services, numbers of Royal Navy and Royal Fleet Auxiliary personnel involved in the Middle East build-up have continued to grow.

Many specialist skills are represented by the naval contribution, so that besides the task of maintaining patrols in support of United Nations sanctions against Iraq, men and equipment are available to meet a whole range of contingencies up to conflict should that prove the outcome.

While Navy News reports primarily on the activities of RN ships and establishments, and their men and women, there could be no more opportune moment to acknowledge the significant contribution which is made by its closely allied — and essential — service the Royal Fleet Auxiliary.

Familiar sight

The tankers and the floating "warehouses," with their huge range of hardware and foodstuffs, which represent the RFA have become a familiar part of naval deployments, and the close co-operation often takes RN detachments to these vessels, including helicopters, aircrew and maintainers.

With some 10 RFA vessels now drawn into the British contribution to the Gulf multinational forces, including some providing engineering and medical support — and not forgetting the logistic landing ships involved in carrying vital Army equipment from the UK and Germany to the Middle East — the support role of the RFA is sharply in focus.

Close scrutiny

Their vital role is being demonstrated at a time when a huge range of Service activity is under the microscope as future defence needs are examined. This detailed scrutiny is stretching into many corners of the naval scene, with the smaller Fleet envisaged for the mid-1990s implying what is described as "significant rationalisation" of shore support.

While the wider picture of world politics has changed dramatically, and the present crisis must be set against it, the role and impact of our Forces in a menacing scenario cannot but fail to be carefully analysed as the details of the changes which lie ahead are thrashed out.

New challenge for job finders

Skills needed in fierce competition

"THE current employment situation and possibility that the economy may be sliding into a recession — coupled with the defence cuts in manpower — will not make our job any easier over the next five years", the new president of the Regular Forces Employment Association (Admiral Sir Simon Cassels) told the association's annual general meeting in London in October.

He continued, "The aim is a reduction of some 60,000 regulars by 1995. I estimate that we will have to deal with at least an extra 2,000 — 3,000 ex-Regulars a year over the period, taking into account natural wastage and the numbers who register with the Association."

Confidence

Admiral Cassels added, "It is going to be a challenge but we have done it before when there were defence cuts. I have every confidence we will be able to help these ex-Regulars. Remember this is probably the most cost-efficient employment agency in the country where the overall cost of a placing is only £134.

Last year (1989-90) some 27,500 men and women left the Services who were eligible for the association's assistance. About 10,500 of them registered (about 40 per cent) and 5,030 of these were found jobs — just under half. Of those placed, 1,357 were men and women from the Royal Navy and 194 from the Royal Marines.

Total expenditure, mainly from public funds, was £676,614 last year.

The proportion of placings in the private sector during the year was 86 per cent, again reflecting further privatisation and increased opportunities for employment in the service industries.

Ex-Regulars found themselves in fierce competition for good jobs with those who had benefited from employment training and experience in job clubs. Only those who left the Services with a marketable skill had no difficulty in finding employment, while the unqualified were experiencing difficulty in finding work and were forced to accept wages well below their expectations.

It was hoped that many of these unskilled ex-Regulars would revise their attitude towards training, and accept the short-term limitations on their income which occurred during the training period.

Many firms and commercial agencies, aware of the increased opportunities during the demographic trough of using the more

senior manpower of the Services, had asked the association if they could make use of the RFEA's expertise and links.

These opportunities would be exploited where appropriate, but unskilled persons were advised not to accept short-term advantages at the expense of long-term unemployment.

In demand

The general manager, Major-Gen. Derek Crabtree, commented, "As usual, the unskilled and unqualified ex-Regular was the most difficult to place and, coincidentally, the most difficult to persuade to enter training for a skill."

He said the over-45s were more in demand by those firms who recognised that shortages of manpower were bound to occur during the demographic trough in the 1990s.

He also welcomed the establishment of the Tri-Service Resettlement Organisation (TSRO)

which aims to improve the quality of resettlement provision for Services personnel while ensuring that resettlement is complementary to and reinforces recruitment and retention.

The RFEA and TSRO will continue to work closely together.

Free service

The association, together with the Ministry of Defence and the Department of Employment, is part of the Forces Resettlement Service. Its task is to assist all non-commissioned men and women who served with good character for a minimum of three years, or less if discharged on medical grounds, to find civilian employment at the end of their engagements.

They can also seek help at any time, not just for their first civilian job, and the service is free.

Established for over 100 years, the association has 40 branches throughout the UK, with its employment officers maintaining close contact with local employers and Jobcentres.

Their address and telephone numbers can be obtained from unit/ship Resettlement Officers; Corps, Regimental and Service associations; Post Offices; Jobcentres; and local telephone directories.

HOW THE ASSOCIATION HELPS

A NUMBER of examples of jobs found for ex-Service personnel is provided in this year's annual report of the Regular Forces Employment Association.

For those who completed pensionable service these jobs include:

- Hydrographic surveyor in Aberdeenshire for a chief petty officer, aged 40 (£18,000).
- Assistant general manager in South Wales for a staff sergeant, Royal Marines, aged 40 (£12,000).

Electronic service engineer in Hampshire for an RN warrant officer, aged 42 (£18,000).

For those completing shorter engagements the examples provided include:

- Works engineer in Lancashire for a petty officer, aged 36 (£11,500).
- Building manager in London for a chief petty officer, aged 30 (£16,000).
- Court bailiff in Devon for a Royal Marine, aged 27 (£7,500).

B Ae set to sharpen Sea Dart

A £20 million contract has been awarded to British Aerospace (Dynamics) to develop and manufacture a new infra-red fuse for the Royal Navy's Sea Dart area defence missile.

Bird's eyeful?

PO(Phot) Vince Richards had his eye on a bird, too, when he was hoisted high over Portsmouth Harbour to photograph the ship's company of HMS Brave. As he got airborne above the Type 22 frigate's prow a seagull started to take a close interest in him...



The contract is part of a wider development programme, initiated by MOD, to enhance the weapon's combat proven operational capability. The infra-red fuse is a major upgrade intended to extend the service life of Sea Dart.

Sea Dart is currently operational in the Type 42 destroyers, Invincible-class carriers and HMS Bristol.

Meanwhile an order worth about £25 million to supply the Royal Navy with eight 4.5 Mark 8 guns for Type 23 frigates has gone to VSEL. Delivery is scheduled between 1992 and 1995.

An earlier order for four guns was placed in 1988.

The Mark 8 gun, a general purpose weapon complementing other ship defence systems, can fire 25 rounds per minute and has a range of 22 kilometres.



Checkmate for Rooke

HMS Rooke is in danger of becoming cut off from the sea, if this picture of land reclamation at Gibraltar is anything to go by...

The government on the Rock's ambitious project at the northern end of the harbour has been going on for two years and now a big housing development is starting there.

As the shoreline moved out, so did the Flag Officer Gibraltar — Rear Admiral Geoffrey Biggs has lost this title and become Commander British Forces Gibraltar, with command and control of the Joint Services Headquarters and all Service establishments and

units based there.

Day-to-day running of the Naval Base now falls upon the Captain-in-Charge Gibraltar, Captain Richard Wraith, who also takes over as Commanding Officer HMS Rooke.

● Former U-Boat commander Claus Carlsen fulfilled a vow he made 47 years ago when he dropped a wreath from the patrol craft HMS Hart over the position in the Strait of Gibraltar where he gave the order to scuttle U-732. The submarine had been attacked and damaged while on her way to oppose the American landings at Salerno. Thirty-one of his men died in the action.

Engineers are tightening their links

NEW links are being established between the Royal Navy and the Institute of Marine Engineers.

Officers from the Ministry of Defence and the Navy's training establishments met senior members of the Institute's Secretariat to learn more about what the Institute had to offer officers and artificers in the Navy's engineering disciplines.

For some time the Navy's engineering establishments at Manadon and Sultan have had close links with the Institute and now, as a direct result of the meeting, liaison officers have been appointed with Britannia, Collingwood and Daedalus.

These moves show a growing recognition of the role that membership of a Chartered Engineering Institution can play

in the career development of serving engineers of all ranks.

The Institute's objective is to further the scientific development of marine engineering through the wide range of technical services it provides to its members.

Versatile

These range beyond the traditional marine engineering preoccupations of propulsion and other machinery to embrace naval architecture, electrical and electronic systems and, increasingly, offshore structures.

They are relevant outside the

confines of a seagoing career — an important consideration when RN personnel embark on second careers ashore and reach beyond the maritime industries and ship management

into machinery surveying, consultancy, plant engineering, hospital engineering and many other fields where the versatile skills of the marine engineer are employed.

RETURN OF THE HINDOSTAN

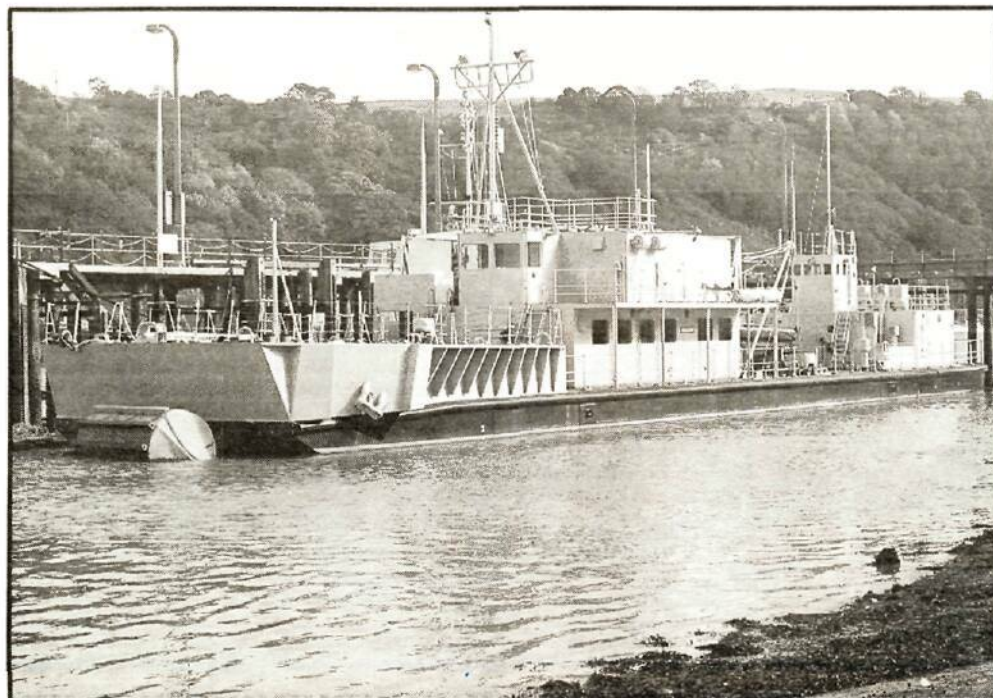
The Hindostan has come back to the Dart — this time in the guise of a barge specially converted to give seamanship instruction to young officers at the College.

Hindostan was the name of one of two old hulks moored in the river and used for training before the Britannia Royal Naval College — which took its name from the other — was built at Dartmouth in 1905.

Practical

More recently, some of the training that will now be done on the barge specially fitted out by DML at Devonport has had to be carried out in the classroom, using photographs and models.

The new Hindostan seen here at her mooring at Sandquay, will introduce the young officers to such practicalities of life at sea at cablework and lowering a boat over a ship's side.



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Heron takes to the air for golden jubilee

HMS HERON, the Royal Naval air station at Yeovilton in Somerset, which celebrated its 50th anniversary this year, is one of the busiest military airfields in the United Kingdom.

One of the largest in Europe, it is also the only airfield to operate helicopters, VSTOL and conventional fixed wing aircraft simultaneously.

The biggest aviation establishment in the Royal Navy employs 2,500 Service personnel and civilians, including 200 Wrens, to support a fleet of 100 aircraft.

Yeovilton is currently undergoing a major rebuilding programme to update both operational and domestic facilities and these improvements should ensure that HMS Heron continues to play an increasingly important role in the Royal Navy well into the 21st Century.

Yeovilton's story stems from a decision by the Admiralty shortly before the Second World War to set up training airfields which were well away from possible enemy attack.

Consequently in 1938 Cdr. John Heath was sent to search for a suitable site in the West Country. He found what he was looking for — a flat area one mile to the east of the village of Ilchester — and airfield construction started almost immediately.

On June 18, 1940 RN air station Yeovilton was commissioned as HMS Heron. In those days it was not a common sight to have the Royal Navy in the middle of Somerset countryside and rumour soon spread that fields were to be flooded and used as a base for naval seaplanes.

However the appearance of the runways soon killed the rumours and the station opened up to operate fighter aircraft which included the Spitfire and the Gladiator.

Since then HMS Heron has grown to become a multi-role station housing the Navy's jump jet Sea Harriers, Sea King troop-carrying helicopters, Hunter and Canberra fixed-wing jets, together with the Lynx and Gazelle helicopters of 3rd Command Brigade Air Squadron of the Royal Marines.

In June, to mark a half-century association with the town of Ilchester, Yeovilton's ship's company were invited by Ilchester Parish Council to become honorary parishioners and to march through the town with "bayonets fixed and drums beating."

A guard, band and parade marched through the streets, watched by a large crowd of residents who joined in the commemorative service which was held in the town square.

The chairman of Ilchester Parish Council, Mr. Derek Moxley, exchanged commemorative scrolls and crests with Capt. Robin Shercliff, commanding officer of RN air station Yeovilton.

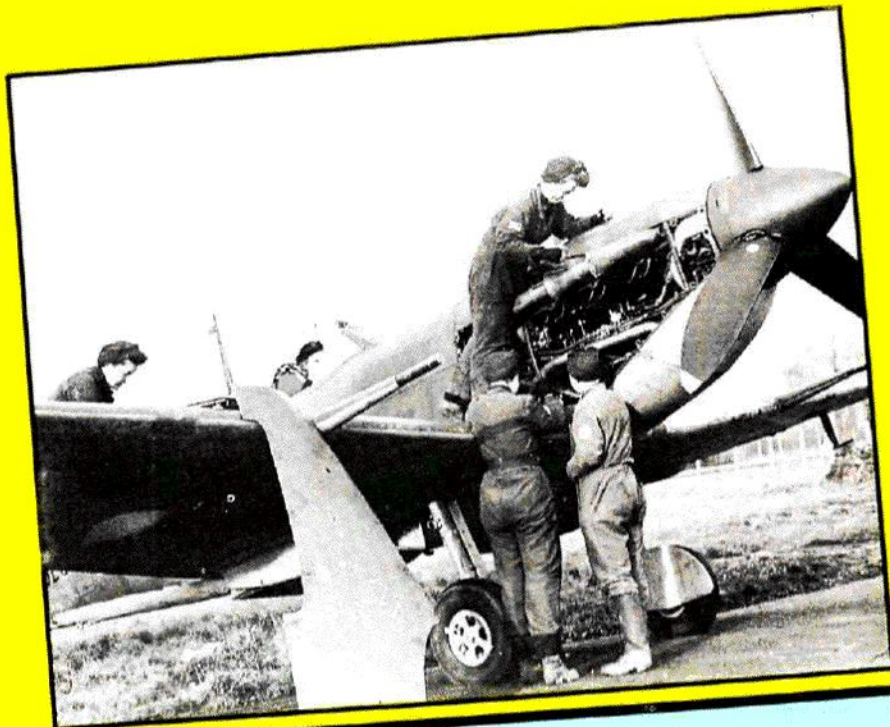
A memorable day concluded with a fly-past of naval aircraft followed by a reception in the town's community centre hosted by the people of Ilchester.

To celebrate the actual 50th birthday Yeovilton welcomed Princess Alexandra as the Royal guest at a jubilee families day. There were departmental barbecues and families and friends were treated to a flypast and displays by naval aircraft.

Princess Alexandra unveiled a commemorative plaque to complement one which had been placed on the control tower 25 years previously to mark the silver jubilee.

The Princess watched a flypast of 85 aircraft representing many of the types which had flown from Yeovilton in the past 50 years — and she so enjoyed chatting to families that she overstayed her visit by nearly 30 minutes before leaving to open a new VSTOL exhibition at the Fleet Air Arm Museum.

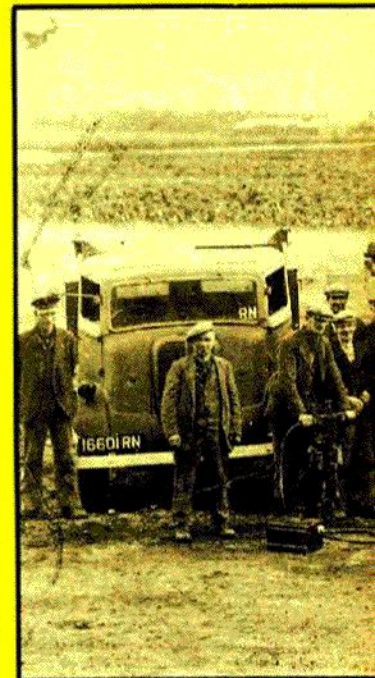
Pictures: PO(Phot) L.A. MacKenzie and LA(Phot) D.E. Trish, HMS Heron.



● Left: Rear-Admiral Michael Layard, FONA, Princess Alexandra and Capt. Robin Shercliff, commanding officer RN air station Yeovilton, watching the flypast of naval aircraft at the jubilee families day.



● Far left: Different aircraft, change in styles ... same job. Wrens of 761 Squadron work on a Seafire engine in 1944 while their modern counterparts of 899 Squadron maintain a Sea Harrier.



air



- Above left: HMS Heron's volunteer band leads the march past.
- Above: Flower girl Stephanie Tyler, above, whose father, PO Colin Tyler, works in Yeovilton's survival centre, pictured with Princess Alexandra.
- Below left: "Where do you want the runway, guv?" The construction team preparing to start work on HMS Heron in 1939.
- Left and below: Knights of the skies, generations apart. Left, Fighter pilots of 807 Squadron standing by their Seafires in 1943 contrast with today's 800 Squadron pilots with their Sea Harriers.



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AFTER FALL OF SINGAPORE. Escaped in joint services ARMAMENT depot ship 'WU-CHANG' to Jarva-

RETURNED TO U.K. Joined HMS BELLONA with Tribal flotilla. Major battles with enemy Narvic class destroyers in channel.

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WRITER THE WARLORDS
PONDERED

THERE have been many journalists whose work has been profoundly influential — but few can claim to have affected the course of history on such a massive scale as Hector C. Bywater.

A convivial hack who died of drink at the age of 55, his work is mostly forgotten now and hardly made him a household name in his own lifetime. Yet he was a key naval strategist whose ideas were held in high esteem by naval and political authorities the world over — and they would follow his vision of the likely course of a war between the United States and Japan almost to the letter.

If Bywater — The Man Who Invented the Pacific War (Macdonald, £13.95) is the story of a man with an obsession, its author, New York Times naval writer William H. Homan, has hardly been less single minded in patching it together.

It has taken him over 12 years and countless interviews with the survivors of those turbulent times — including, most notably for him, a 96-year-old Zen priest who vividly recalled his friend Admiral Yamamoto's insistence that he could hold out against the USA for only a year and a half — "a notion I suspect he got from Bywater".

Yamamoto, it seems, had read Bywater's 1920s classics *Sea Power in the Pacific* and *The Great Pacific War* and adopted his ideas as his own, including the pre-emptive strike on Pearl Harbour he knew full well would "awaken a

sleeping tiger" and lead to ultimate defeat through the American island hopping campaign across the Marshall and Caroline chains that Bywater had also accurately predicted, in the hope that it would deter Japanese aggression.

Ironically, Bywater spent years trying to convince Roosevelt — who believed that such a conflict was impossible, given the distance separating the two countries.

He was no mere armchair strategist. British born, Bywater began his journalistic career with the New York Herald, where he quickly established his reputation with his analysis of the Russo-Japanese war of 1904-5. Returning to London he soon attracted the attention of the Secret Service who employed him as a highly effective naval spy before and during the First World War — work which he found "thankless, perilous and distinctly unremunerative".

Bone weary at the end of it, he indignantly rejected the "paper honour" of an OBE.

Alcoholism was the eventual, classic ruin of the popular Fleet Street pub raconteur he became — his naval connections helped hasten the process, Homan suggests — yet his authority was unimpaired. As naval correspondent for the Daily Telegraph he was the first reporter to reveal that Germany was building pocket battleships — and also the first to ring alarm bells over Japanese plans for a



Hector C. Bywater at about the time he wrote *The Great Pacific War*.

"monster class" that set off the arms race that led to Pearl.

Two broken marriages lay behind him when, after penning an article on the Japanese threat that was "as clear-sighted and clairvoyant as anything he had ever written" he died alone at Richmond, within comfortable commuting distance of his favourite Fleet

Street watering holes, on 17 August 1940.

This brilliant study of a latter-day Nostradamus is wholly engrossing. Unlike his contemporary H. G. Wells, he did not try to popularise his visions of future conflict by creating a fantasy world — and the leaders of the real one were all the more likely to listen. J.F.A.

Dahl spells fantasy

TWO distinctly eccentric fantasies lead this month's 16mm offerings. *The Witches* is the brainchild of writer Roald Dahl, whose fertile imagination has been disturbing children and grown-ups alike for several decades now.

It tells of nine-year-old Luke (an orphan, as tradition demands) who stumbles on the awful truth that the hotel where he's staying with his grandmother is also housing the Annual Convention of Witches, and that a scheme is afoot to turn every child in England into a mouse.

The film skilfully balances the comic, the fantastic and the scary, with stand-out performances from Anjelica Huston, enjoying herself immensely as the Grand High Witch, and Rowan Atkinson as the shambolic hotel manager.

One sad note — the amazing special effects were the last completed work of Jim Henson, creator of the Muppets, before his untimely death earlier this year.

Fantasy No. 2, *Joe vs the Volcano*, opens like some German expressionist classic from the 1920s. Lines of pasty-faced clerks trudge silently through the rain to sit all day in basement offices under flickery fluorescent lights, pens scratching away at meaningless columns of figures.

Among their number is Joe (the irrepressible Tom Hanks, struggling hard to



Grand High Witch Miss Ernst portrayed — warts and all — by Anjelica Huston in *The Witches*.

Screen Scene

seem downtrodden) whose miserable existence takes a turn for the even worse when his doctor tells him it's about to end, thanks to a mysterious incurable disease.

Enter millionaire Lloyd Bridges: a man with only months to live, says he, is just the man I'm looking for. And so Joe is pitch-forked into a hare-brained adventure involving shipwrecks in the South Seas, the bad tempered volcano of the ti-

tle, and a series of encounters with various ladies, all played by the fascinating Meg Ryan.

It's not always easy to decide whether the wild swings in mood and tone were altogether what the film makers intended, but those in search of something a little offbeat should find the picture rather appealing; and the Hanks/Ryan combo is well worth a look.

The other two releases are both sequels *Back to the*

Future 3 has this advantage over *Back to the Future 2* — the plot is a lot easier to follow.

The previous episode contained so much to-ing and fro-ing between its several time zones that it took more concentration than many of us could muster to keep track of which continuum our heroes happened to be occupying at any given moment.

This new and, apparently, final instalment has mostly just the one setting, viz. the Wild West, and on this occasion the paradoxes of time travel don't, thank goodness, loom quite so large. Otherwise, it's the same entertaining mixture of sci-fi, adventure and comedy which made the earlier episodes so popular, with the welcome addition of Mary Steenburgen as the purty school ma'am and a running gag involving Clint Eastwood that gets funnier as it goes on.

The soundtrack of *Die Hard 2* consists mainly of automatic weapon fire and undeleted expletives, as Bruce Willis cusses and kills his way through another encounter with international terrorists.

The approach this time veers a little closer to the world of James Bond, but mostly it repeats the formula of the original by starting the action about ten minutes into the picture and not letting up for a moment until the end credits begin to roll.

— Bob Baker

Boredom of a long distance wreck hunter

ROBERT Ballard's discovery of the wreck of the Titanic in 1985 led many people to ponder the propriety of the opening of maritime graveyards. When he found the Bismarck last year the same doubts were raised — especially since many of those who survived the most celebrated sea fight of the Second World War were still living, along with the immediate relatives of those who did not.

The sense of disquiet was shared on both sides, for there were those who remembered the attendant tragedy of HMS Hood — yet it has been suggested that she too might be a useful subject for exploration.

To what end? In a sumptuously illustrated coffee table decoration, *The Discovery of the Bismarck* (Hodder and Stoughton, £19.95), Dr Ballard says "the risk of rattling old skeletons is worth it". He wants to go on to look for the giant Japanese battleship Yamato, sunk in the closing stages of the war in the Pacific, and "share the excitement of our discoveries... in living colour on live television."

He seems to have proved an inherent weakness in design by showing that part of the Bismarck's stern must have broken off on the surface before she went down — the battleships Lutzow and Bismarck's own consort, the cruiser Prinz Eugen, had trouble in this area — but is the effort of resolving such esoteric problems worthwhile or is it just plain voyeurism?

Ted Briggs, one of the Hood's three survivors, expresses the gut feeling: "She put up a bloody good fight, took on half the ruddy Navy and went down with honours. She should have been left alone and revered as a war grave."

The familiar story of the campaign against the Bismarck is grippingly revived through a series of harrowing vignettes supplied by new interviews with the last remaining members of her ships company — 118 out of 2,400 managed to escape the blazing hulk that may, in the end, have been scuttled.

It occupies the larger portion of the book which alone makes it a good buy, for the mixing in

of the details of the hunt for the wreck is tedious in the extreme.

Attempts to match the excitement of the original drama with the search for the remains plumb an abyss of bathos even deeper than the great ship's resting place, 15,700ft below the surface of the North Atlantic.

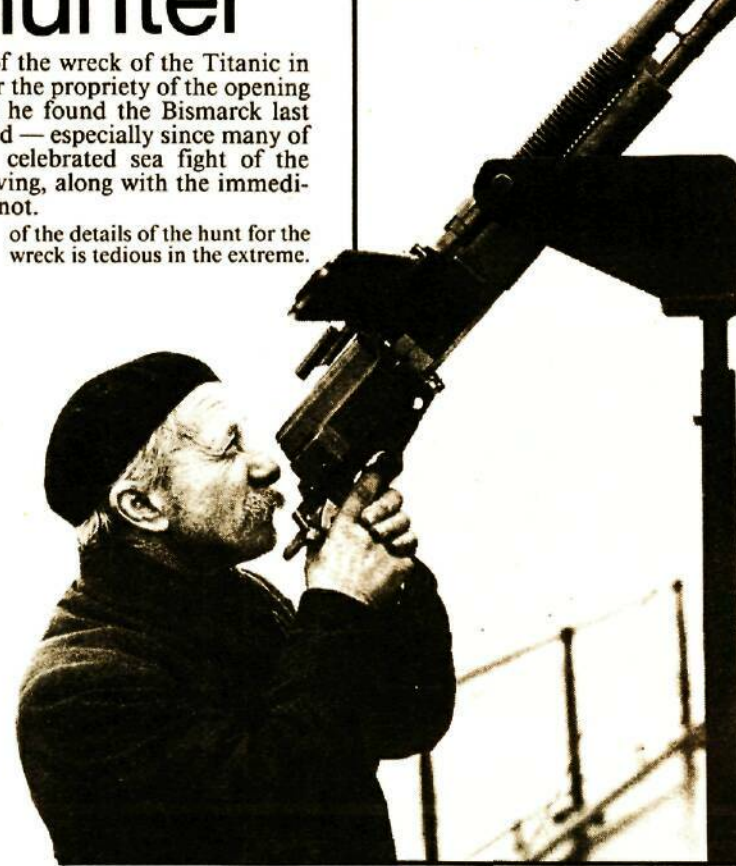
Who wants to know about the games of Trivial Pursuit and the endless video re-runs of "Zulu" and "The Terminator" with which the latter-day high tech hunters of the Bismarck beguiled the long hours of boredom as they searched the ocean bed for clues?

"Then I saw the gun — no, two gun barrels — jutting from a turret. The scarp was the god-damned Bismarck." Ballard yells. Sadly, you wonder who wants to know.

JFA



Below: Not so helpless — a veteran merchant seaman puts in some practice with a Hotchkiss machine-gun.



At Your Leisure

MACHINE-GUNS & MERCHANTMEN, A POTENT MIXTURE

MERCHANT seamen were not always the helpless victims of the U-boat they are usually held to be. Given a fighting chance, some of them took it — and sometimes came out on top.

The heroism and tenacity shown in the stories Bernard Edwards has assembled for *The Merchant Navy Goes to War* (Robert Hale, £5.95) match anything in the annals of the Senior Service — and give the lie to the myth of inferior standards of seamanship smugly fostered by friend and foe alike.

U 42, in her only action of the Second World War, paid the price of underestimating the guts and capabilities of a typical British tramp, the Stonepool. Something short of 5,000 tons gross and "designed to carry maximum cargo at minimum cost," she had an ancient 4 inch gun mounted on her stern with an understandably cynical retired AB gunner recalled to active service for the duration to look after it.

But Friday the 13th of October 1939 did not turn out so unlucky for him when Stonepool elected to fight and run. In the course of a fierce ten minute gun battle, as Capt. Albert White skillfully threw his ship

from side to side to try and dodge the enemy shells, his gun crew — who had hitherto fired only three practice rounds — calmly returned shot for shot.

Though Stonepool was hit time and again — both her lifeboats were smashed and with them her crew's only chance of survival if the worst happened — her part-time gunners eventually found their mark. U 42 crash dived, then returned to the surface with her own gun knocked out and crept unsteadily away.

She was hastily scuttled three hours later when a pair of destroyers arrived on the scene — but these could not stay long to succour the battered Stonepool which was left to struggle home alone. She was lost two years later in the massacre of convoy SC42 off Greenland.

One in three merchant seamen were to perish in a conflict that saw the odds stacked against them in every theatre. Bernard Edwards' splendid epitaph highlights the memorable occasions when the worm turned. JFA

CONTEMPLATING THE FALL OF ENGLAND

WHAT might have happened if Britain had fallen with most of the rest of Europe in 1940 is the subject of two more books this month.

Since all such studies are entirely speculative, it is comforting to assume that Churchill's bulldog defiance would have been an accurate reflection of the nation's corporate will — but after losing the fight on the beaches would we all have battled on to the last redoubt or followed the continental example of largely sullen acceptance with minorities opting for the opposite camps of resistance and collaboration?

In *Invasion Scare 1940* (reviewed in our June edition) Michael Glover argued that Churchill actually encouraged the prospect of a visitation by the Nazi horde in order to stiffen the country's resolve — though he knew, as did the head of Hitler's navy Admiral Raeder, that the project was impracticable, given the strength of the Royal Navy and Royal Air Force.

But in *Britain Invaded* (Century £14.99) Adrian Gilbert alters the facts to convert the admittedly close-run successes of the Dunkirk evacuation and the Battle of Britain to disasters.

The Royal Navy escapes more or less intact to escort Churchill and the Royal family to Canada and thence "for political reasons" to the Bahamas — ironically the real-life wartime refuge of the Duke of Windsor, who is here instead seduced by Rudolf Hess with the offer of "large sums of cash and a chance to play a suitably regal role in post-war Britain" to return as a Nazi puppet with the title of Regent.

The recent mischievous biographies of the former King Edward VIII have made much of his pro-Hitler sympathies to suggest that he was capable of anything. But Gilbert's hypothesis also draws the former pro-appeasement Foreign Secretary Sir Samuel Hoare back to head the "British National Council" and rubber-stamp German administrative decisions — while, paradoxically, the Fascist lead-

er Sir Oswald Moseley refuses to play ball and winds up in the Tower.

Well, you can't libel the dead... It all ends well, anyway — apart from the substitution of Hamburg and Nuremberg for Hiroshima and Nagasaki and a spate of atrocities which translate the excesses of the SS to our own cities and shores — when Hitler is arrested by German army officers and shot after summary trial. The Duke of Windsor, by this time also an inmate of the Tower, has succumbed to bronchial pneumonia — or was he murdered "by the Germans? the British?"

Archive photographs, re-captioned and crudely doctored, illustrate a "A Documentary Reconstruction" that does not justify the extra tag-line "Hitler's Plans for Britain", for his long-term blueprint for the incorporation of the UK into the Greater German Reich is not explored at all.

More seriously, the German military scholar Peter Schenk argues in *Invasion of England 1940* (Conway Maritime Press £20) that Operation Sealion "stands alone as the first planned, large-scale amphibious operation" in the modern sense, since it forged the way in introducing the required technology which none of the First World War experiments by Russia, Austria-Hungary, Great Britain and Germany itself had managed to suit to the demands of a mechanised army.

He details the specialised armada assembled for the job, all the then state-of-the-art submersible and amphibious tanks, artificial harbours, armoured infantry barges, assault boats and transports — but it is the talent for improvisation in commandeering "anything and everything which would float" that excites the attention and offers comparison with earlier aborted projects in 1588 and 1805.

In the end, Hitler was "clever enough to play off the armed services against each other in order for Sealion to become what he wanted it to be: merely a threat". He still had the idea that Britain would acquiesce to German hegemony on the Con-

tinental, believing that her interests lay only in her Empire and that she could be a partner, not an enemy.

If it was only a threat, then it squandered an immense amount of effort, for very little use was made of the knowledge and material acquired during the Sealion preparations.

"The British could breathe a sigh of relief," Schenk con-

cludes. "Sealion was cancelled for political, not military reasons."

But since the whole enterprise had depended on gaining the upper hand at sea and in the air as a preliminary — which the Germans never managed anyway — the decision might have come as a relief to the invasion force, too. JFA

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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 1 October, 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 September.

PO(EW)/RS(W) — Int (9.6.89), Nil; LS(EW)/LRO(W) — Dry, 9; PO(M) — Int (8.12.89), 1; LS(M) — Int (8.12.89), 9; PO(R) — Int (17.6.88), 5; LS(R) — Dry, 12; PO(S) — Dry, 8; LS(S) — Int (8.6.90), 11; PO(D) — Int (8.12.89), 2; LS(D) — 128; 3; PO(MW) — Dry, Nil; LS(MW) — Dry, 1; PO(SR) — Int (9.6.89), Nil; LS(SR) — Int (9.6.89), Nil; PO(SEA) — Int (17.3.89), 5; CY — 146, 1; LRO(T) — Int (6.6.89), 6; RS — 116, 4; LRO(G) — Int (5.12.89), 6; POPT — 396, 1; RPO — 100, 3.

POEM(L)(GS) — Int (16.11.89), 5; LMEM(L)(GS) — Int (6.5.89), 7; POMEM(M)(GS) — 125, 3; LMEM(M)(GS) — Int (7.1.89), 2; POMEM(O)(GS) — Int (7.11.89), 2; LMEM(O)(GS) — Int (26.7.89), 1; POMEM(R)(GS) — Int (6.3.90), 2; LMEM(R)(GS) — Dry, 10; POCA — Int (19.10.89), 7; POSTD(GS) — 490, Nil; LSTD(GS) — Int (21.2.89), 1; POSA(GS) — 351, 4; LSA(GS) — Int (19.10.89), 9; POWTR(GS) — Int (15.12.89), 2; LWTR(GS) — Dry, 6; POMA — 195, 6; LMA — Dry, 5; PO(S)(SM) — Dry, 2; LS(S)(SM) — Int (2.9.88), Nil; PO(TS)(SM) — Int (17.7.90), 1; LS(TS)(SM) — Dry, 1; RS(SM) — Int (14.6.88), 1; LRO(SM) — Int (6.6.89), 1; POMEM(L)(SM) — 230, Nil; LMEM(L)(SM) — Int (21.9.88), Nil; POMEM(M)(SM) — 627, Nil; LMEM(M)(SM) — 345, Nil; POMEM(O)(SM) — Int (5.7.88), Nil; LMEM(O)(SM) — Int (18.6.88), Nil; POMEM(R)(SM) — Int (3.7.90), 1; LMEM(R)(SM) — Int (23.9.88), 2; PO(UW)(SM) — Dry, Nil; POSA(SM) — Int (24.11.89), 1; LSA(SM) — Dry, 3; POWTR(SM) — Int (16.8.88), Nil; LWTR(SM) — Dry, Nil; POCK(SM) — Dry, Nil; LCK(SM) — 438, Nil; POSTD(SM) — Int (20.10.88), Nil; LSTD(SM) — 222, Nil.

PO(AH) — 428, Nil; LA(AH) — 622, Nil; POA(METOC) — 463, 1; LA(METOC) — Int, 2; POA(PHOT) — 918, 1; POA(SE) — 270, 1; LA(SE) — Int (11.7.88), 2; POA(CM) — 497, 2; POAEM(R) — Int (30.6.88), 3; LAEM(M) — 341, 5; POAEM(R) — Int (9.3.89), 3; LAEM(R) — 215, 5; POAEM(WL) — 143, 1; LAEM(WL) — 486, 6; POAC — Dry, Nil.

POWREN(R) — 115, Nil; LWREN(R) — Int (11.7.88), 6; POWREN(RS) — Int (14.6.88), 1; LWREN(RS) — 90, 2; POWRENPT — 135, Nil; RPOWREN — Int (8.11.88), Nil; POWRENCK — 278, Nil; LWRENCK — Int, 1; POWRENSTD — 432, Nil; LWRENSTD — 436, Nil; POWRENSA — 281, 1; LWRENSA — Int (22.6.89), 1; POWRENWTR — Dry, 6; LWRENWTR(G) — Int (10.2.89), 1; LWRENWTR(G) — Dry, Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Int (21.10.88), Nil; POWRENPHOT — 658, Nil.

POWRENAEM(M) — 452, Nil; LWRENAEM(M) — 546, 1; POWRENAEM(R) — Dry, Nil; LWRENAEM(R) — Int (7.7.89), Nil; POWRENAEM(WL) — Int (9.3.89), Nil; LWRENAEM(WL) — Int (29.9.88), Nil; POWRENETS — Int (16.9.88), 1; LWRENETS — Int (14.3.89), 3; LWRENTEL — 449, Nil; POWRENWA — Int (21.6.88), Nil; LWRENWA — Int (11.1.89), Nil; POWRENHYG — 211, Nil; POWRENSA — Int, Nil; LWRENSA — 62, Nil; POEN(G) — 858, Nil; LEN(G) — Int (21.2.89), 1; PORGN — Dry, 2; LMA(Q) — Dry, 2.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR10665 Chapter 22:

POWREN QA — Dry, Nil; POWREN MT — 523, Nil; POWREN TEL — 787, Nil.

Appointments

REAR-Admiral H.M. White, at present Assistant Chief Naval Staff, is to be promoted vice-admiral on February 8 and to be Flag Officer Scotland and Northern Ireland, COMNORLANT and COMNORECHAN in March.

His appointments have included command of HM submarine Oracle and HM ships Salisbury, Avenger and Bristol, and Flag Officer Third Flotilla.

Succeeding Rear-Admiral White as Assistant Chief of Naval Staff in February will be Rear-Admiral P.C. Abbott, at present Flag Officer Flotilla Two.

Rear-Admiral J.F.T.G. Salt has taken up the appointment of Deputy Assistant Chief of Naval Staff (Granby).

Other appointments recently announced include:

Commodore R.O. Irwin, Raleigh as captain, April 2.

Capt. A.B. Ross, Osprey in command, Feb. 26.

Cdr. A. K. Backus, Hermione in command, Dec. 17 (acting rank of captain before promotion on Dec. 31).

Cdr. M.B. Avery, Repulse (Starboard) in command, Feb. 26.

Cdr. P.J.F. Eberle, Marlborough in command, Feb. 5.

Cdr. J.W.R. Harris, Argyll Feb. 11 and in command on commissioning.

Cdr. H.P. May, Hecla in command, Nov. 20.

Cdr. N.R. Owen, Avenger in command, April 12.

Lieut-Cdr. P.R. Brown, Leeds Castle in command, April 24.

Lieut-Cdr. N.E. Fletcher, Middleton in command, March 12.

Promotions to Chief

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

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(EW) — N. R. Palmer (Dryad).

To CPO(MW) — B. V. Hogg (FSU O1).

(COMMUNICATIONS GROUP)

To CCY — I. K. Seager (RNR Solent).

MARINE ENGINEERING

To CMEM(L) — D. P. Parks (Minerva).

To CMEM(M) — J. W. Stanley (CINCNVHOME).

SUPPLY AND SECRETARIAT

To CPOCK — N. P. Allen (Britannia), D. J. Evans (FONA).

Submarine Service

To CPO(OPS)(SM) — L. R. Williams (Renown Port), A. P. Dawson (Dolphin Sm.Schl), N. Slide (Warrior), G. R. Wrigley (RN Party Brawdy), S. Goffin (Unseen), G. M. Henningham (Dolphin Sm.Schl).

FLEET AIR ARM

To CPOA(PHOT) — K. G. T. Sturge (CBF and JS Units HK), B. R. Dobson (Osprey).

To CAEM(M) — I. D. Dalt (Daedalus AES), P. Noden (RNAS Yeovilton).

To CAEM(WL) — G. C. Bishop (Heron).

WRNS BRANCHES

To CWRENGA — L. M. Mackay (Neptune).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in August and September:

CPOMEA — M. S. Allan (RM Poole), R. G. Barker (Dolphin SMMU), P. R. Claridge (Portsmouth FMRO), S. D. Cook (RM Poole), S. F. J. Craig (Liverpool), P. E. Duley (Trafalgar), C. A. Jessop (Portsmouth FMRO), N. W. Maclean (Sceptre), P. T. Mayne (RM Poole), D. Minihinnett (Portsmouth FMRO), N. L. Storrs (Portsmouth FMRO).

CPOMEAL — L. A. Truby (Sheffield).

ACPOEA — A. N. Jackson (Neptune NT), S. J. Malcolmson (Sultan), A. K. McCormack (Dolphin Sm.Schl), S. M. Radcliffe (Defiance FMB), T. H. Read (FOST FMG), R. E. Whalley (Portsmouth FMRO).

ACPOEA(L) — W. Ross (Sultan).

CPOAEA(WL) — J. S. Keenan (Seahawk).

CPOAEA(M) — A. J. Carter (RNAS Yeovilton), D. M. Grogan (RNAS Culdrose), T. J. Street, (706 Sqn Seahawk).

ACPOAEA(M) — J. M. Simpson (RNAS Culdrose).

CPOAEA(R) — I. R. Johnson (RNAS Yeovilton), P. Moss (RNAS Portland), D. Paterson (829 Sqn Osprey), P. T. Sharp (829 Flt, 201).

CPOWEA — M. D. Blampied (Sirius), S. J. Crossley (Dolphin Sm.Schl), C. J. Henning (Sirius), R. A. Malyk (Chatham), D. H. Mott (Sirius), C. Timmis (Resolution Sdbd), R. M. Walton (Neptune NT).

ACPOEA — D. V. Bailey (Resolution Sdbd), B. R. Chalmers (Juno), E. P. Over (Manchester), A. C. Turvey (Chatham), N. A. Ward (Fearless), I. B. Watts (Neptune).

ACTING CHIEF PETTY OFFICER ARTIFICER

Authority was issued by HMS Centurion in October for the following ratings to be promoted to acting chief petty officer artificer:

To ACCWEA — R. I. Ward (NP 1600), S. J. Exley (Cornwall), I. D. Taylor (Capt SM2), G. M. Thorne (Capt SM2), F. N. Sheard (Nelson), B. K. Mitchelmore (Mercury), I. Bourne (Collingwood), M. A. Goodridge (Nelson), N. V. Duckett (Nelson), A. W. Wyld (Defiance), T. J. Hanlon (Collingwood), P. P. Henderson (Nelson), C. M. Longair (Defiance), D. Ross (Cochrane), A. J. Davison (Collingwood), I. C. Campbell (Cambridge), M. Amos (Collingwood), P. T. Spray (Defiance), C. R. Watson (Cochrane), K. Christoforou (Cochrane).

To ACCMEA — L. A. Challoner (Fearless), F. G. McGarrity (Nottingham), D. A. York (Aclarity), J. K. Plowman (Penelope), S. J. Pike (Coventry), D. T. Concurr (Glasgow).



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Karen (26), Keighley, Yorks. Mary (46), Fauldhouse, W. Lothian. Miss P. (21), Stoke-on-Trent, Staffs. Sharon (23), Nottingham, Julie (22), St. Helens, Merseyside. Linda (30), Ilford, Essex. Jackie (26), Warley, W. Midlands. Susan (32), Leeds, Yorks. Maxine (26), Leicester. Sharon (24), Walsall, W. Midlands.

Sigrid (27), Arlington, Texas, USA. Maria (18), Cambridge. Bernie (28), Warrington, Cheshire. Dawn (16), Dundee, Scotland. Kerry (24), Penarth, Glam. Anne (33), Loughbrigg, Dumfries. Sharon (20), Maidstone, Kent. Christine (33), Ammanford, Dyfed. Sandra (25), Arbroath, Angus. Debbie (23), Milton Keynes, Bucks.

Marlene (30), New York, USA. Tracy (17), Cardiff, Glam. Tina (24), Newbury, Berks. Miss C. (28), Hershams, Surrey. Sharon (19), Edmonton, London. Mandy (16), Leeds, Yorks. Wendy (34), Market Harborough, Leics. Patricia (34), Mitcham, Surrey. Sue (22), Betchworth, Surrey. Carole (22), Bradford, Yorks.

Dorothy (23), Aldershot, Hants. Debbie (25), Grimsby, S. Humberside. Joanne (15), Burton-upon-Trent, Staffs. Susan (39), Hitchin, Herts. Mary (33), Ashington, Northumberland. Jane (20), Grimsby, S. Humberside. Amanda (17), Bristol. Gail (25), Wakefield, Yorks. Julie (22), Bradford, Yorks. Sue (31), Pockington, Yorks.

Lin (26), Bradford, Yorks. Vanessa (18), Sheffield. Tracey (22), Brighton, Sussex. Rene (25), Birmingham. Debbie (23), Swansea, Glam. Michele (19), Darlington, Co. Durham. Hilary (31), Harlow, Essex. Tracy (20), Birmingham. Lisa (20), Plymouth, Devon. Lynn (38), Portsmouth, Hants.

Angela (46), Bracknell, Berks. Kerry (17), Birmingham. Christine (38), Witney, Oxon. Vanessa (23), Wandsworth, London. Patricia (45), Thornton Heath, Surrey. Lisa (20), Birmingham. Marion (26), Bournemouth, Dorset. Debbie (16), Ashby-de-La-Zouch, Leics. Angie (19), Reading, Berks. Amanda (19), Sidmouth, Devon. Joan (43), Southampton.

Sue (17), Norfolk. Valerie (31), Fort William, Invernesshire. Toni (26), Bristol. Clare (22), Trowbridge, Wilts. Christine (23), Norwich, Norfolk. Jean (33), Birkenhead, Merseyside. Janice (24), Farnham, Surrey. Jill (18), Northwich, Cheshire. Jacki (17), Kings Lynn, Norfolk. Diane (23), Grimsby.

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June (23), Basildon, Essex. Samantha (22), Norwich. Carolyn (31), Crawley, Sussex. Sue (43), Blackpool. Yvonne (80), Birmingham. Miss J. (29), Thatham, Berks. Mledewy (24), Lowestoft, Suffolk. Rhianon (17), Bridgend, Glam. Angela (21), Wolverhampton.

Officer Promotions

THE following provisional selection for promotion, to date April 1 1991, has been made:

To Superintendent: P. E. Duncan.

The following selections for promotion were made to date Oct. 1 1990:

To First Officer: J. V. Davies and A. M. Fleming.

Lieut-Cdr. G. M. Zambellas, Cattistock in command, May 7.

Lieut-Cdr. G. M. Zambellas, Cattistock in command, May 7.

Deaths

S. Foster, MNE(RMR), RMR Merseyside, Aug. 24.

N. P. R. Maddox, MBE, Lieut-Cdr. RN air station Yeovilton, Sept. 28.

K. J. Walsingham, Lieut-Cdr. RN Hospital Haslar, Sept. 28.

C.C. Pickstone, CPOWTR, RN Hospital Plymouth, Oct. 6.

N.M. Dorkin, S(O), HMS Sirius, Oct. 8.

G.C. Dunn, STD, HMS Invincible, Oct. 8.

G. Newey, Ex-LREM. Served 1937-53, including HMS Galatea and HMS Pickle. The deaths are reported of the following members of the Algerines Association: A. A. Pidcock (HMS Mameluke), W. G. Round (HMS Vestal) and P. Ryall (HMCS Border Cities).

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

M. McGrath, life member and founder member Cork, being chairman for 20 years; also former president RBL Cork. Served 1932-54. Aged 78.

A. M. Ledward, Royal Tunbridge Wells. Third Officer WRNS, 1943-46.

B. Davies, Bridgend. Ex-WRNS.

A. Clarke, Bridgend.

A. Quantrell, Rockingham, W. Australia. Ex-CEA. Served 1939-53, included HM ships Hecla, Glory and Belfast. Aged 72.

L. T. Bushby, Worthing, Dardanelles veteran. Ships included HMS Warrior and Cyclops. Aged 90.

C. Mitchell, founder member Birmingham East and branch sec for three years, also sec No 8 Area 11 years. Member FAA Assn. Aged 63.

J. Smith, Deeside. Aged 65.

S. Pritchard, Deeside. Aged 67.

C. Abbot, secretary and founder member, Skeilmersdale. Also member Coastal Forces and Normandy Veterans' Associations.

G. Tarrant, Andover. Aged 64.

W. H. D. Blunden, chairman and founder member Oswestry, Ex-CSTO, submarines. Aged 73.

P. R. Barwell, vice-president Nuneaton. Ships included HMS Armadale Castle. Aged 92.

T. Richardson, Uttoxeter. Ships included HMS Daffodil. Aged 67.

L. Barrett, Mansfield, ex-CPO, serving 1932-56. Aged 73.

E. Bowlden, life member Portsmouth. Aged 82.

R. Harms, Portsmouth.

R. Sellers, secretary Herne Bay.

B. Hawkey, former chairman Kingston Upon Thames. Ships included HMS Rajah. Aged 64.

J. Wainwright, Wythenshawe.

H. Brookfield, T. Jennings. D. Gregory. C. Southwell, A. Eden, Birmingham Central.

D. Curtis, Reading. Also member Algerines Assn. Aged 68.

H. A. Goldspink, founder member, vice-president, and former chairman Congleton. Also member of Coastal Forces Veterans' Assn. Ships included HMS Dido. Aged 67.

R. Hemming, chairman Brighton and Hove and former member Coventry.

Swop Drafts

CK(A) Wright, W/R Galley, HMS Dolphin, ext 41208, drafted HMS Quorn, Jan. Will swap for any Portsmouth ship, Plymouth also considered.

AB(R) Jordan, HMS Invincible, ext 443, drafted HMS Defiance, Plymouth FMG, Jan. Will swap for any Portsmouth Type 42, preferably not deploying in the near future.

CPOAEA(WL) Eames, 814 Sqn, drafted HMS Daedalus (AES) Jan. Will swap for any Culdrose billet.

CPO(SEA) Dawling, Linton On Ouse (RAF). Will swap for any Portsmouth/Plymouth shore base. Contact: 03474261 ext 218.

LS(R) Fraser (ADAWS), HMS Exeter, deploying Jan. Will swap for any non-deploying Portsmouth ship, or ship in refit/DED in Portsmouth.

PO(M) Farrell, HMS York, Rosyth, ERD, Jan. Sea Dart controller. Will swap for any Portsmouth Type 42 or CVS.

WEM(O) J. Marland, HMS Cleopatra, drafted HMS Osprey FMG, Feb. Will swap for any Portsmouth shore base.

POCK Griffin, HMS Dryad. Will swap for Gosport area draft.

MEM(M) Prades, Scale C, HMS Nottingham, refitting until July. Will swap for any Portsmouth Type 42, or carrier or any Devonport Type 22, deploying. Contact HMS Nelson, Saumarez Block 7-29.

POMEA (ML) Hilton, POs Mess, HMS Battleaxe, drafted North Corner Group, Jan. Will swap for HMS Defiance or any available Plymouth draft.

POCK Willcox, Main Galley, HMS Cochrane, ext 2925. Will swap for any Portsmouth area draft, but anything considered.

WEM(O) Fenney, 3EA Mess, HMS Jupiter, drafted HMS Neptune, Jan. Will swap for any Portsmouth ship, preferably not deploying.

AEM(M)1 Wingham, 2D2 Mess, HMS Ark Royal, drafted RNAS Portland, Feb. Will swap for any RNAS Lea-on-Solent draft.

AEM(WL) Richmond, 702 Squadron Reg. Office, drafted 826 B Flight, Jan. Will swap for any Daedalus or Prestwick draft.

CPO Holloway, 845 Squadron, RNAS Yeovilton. Any CPOAEA(M) drafted Yeovilton/Portland willing to swap for Lee on Solent (AES) contact, CPO Holloway.

WEM(O) Spencer, c/o NP 1600 RFA Dilligence, drafted HMS Cleopatra, Jan. Will swap for any Rosyth ship or shore base.

LCK Yuen, HMS Cottesmore, based Portsmouth from January. Will swap for any Rosyth-based ship.

LCK Currier, main galley, HMS Dryad, ext 428, drafted FSU HMS Cochrane, March 1991. Will swap for any Portsmouth based ship deploying.

POSA Crumpler, drafted to RNWS Crimond (Aberdeen) January. Will swap for any southern billet.

LRO(G) White, HMS Chiddingfold, alongside until May. Will swap for any southern draft or LFS.

LSTD Williams, 3G Mess, HMS Chatham, deploying Feb. Will swap for any Portsmouth ship.

LSTD Bates, HMS Sheffield. Will swap for any Rosyth ship, but Portsmouth considered.

CK Locke, HMS Gannet, ext 308, Scotland. Will swap for any Devonport shore base but any alternative considered except Scotland.

STD Copeman, c/o 2E1 Mess, HMS Fearless. Will swap for any Devonport ship, deploying or not.

WSA Wall, NATO Supply, HMS Warrior, ext 436. Will swap for Culdrose draft.

LSA Kirkland, HMS Seahawk. Will swap for any Devonport shore base or ship refitting or Yeovilton/Portland shore base.

LS(R) M. Powell, (ADAWS), HMS Aradhe. Will swap for any Portsmouth ADAWS ship.

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Warm welcome from Edmonton

WHEN Shipmate Reg Green, of Edmonton branch, paid a visit to Edmonton in Alberta, Canada, he forged a bond of friendship with his Canadian "oppos" who extended a warm welcome.

During his stay a Canadian evening, hosted by Edmonton RCNA president, Shipmate Ray Wells, was arranged during which crests were exchanged. A plaque on behalf of the north London branch of the Royal Naval Patrol Service Association was also presented in honour of the Canadians who served in trawlers during the Second World War.

The standards of Sittingbourne and Dartford branches were proudly displayed at the parade and march past for the rededication and consecration of Sittingbourne war memorial. The occasion was attended by a welcome contingent of "old salts" from Pembroke House who, with shipmates and representatives from other ex-Service associations, formed an impressive parade of over 350 marchers.

Mansfield and District Mess Dinner and Ladies Night, followed the next day by a parade and service, was attended by the General Secretary Capt. Jim Rayner. The branch looks forward to welcoming some old friends when members of the North Russia Club hold their annual reunion in the area.

BRANCH NEWS

An unusual precedent has been established by Christchurch branch since Shipmate Chris Horsup won No 4 Area standard bearers' competition. His promotion to area standard bearer meant finding a relief to carry the Christchurch standard, a task which is now performed by his son Adrian. This family affair came to light at the Royal Tournament when both Horsups attended, carrying the standards of No 4 Area and of Christchurch, respectively.

The commissioning of Caerphilly branch was a proud occasion witnessed by over 160 shipmates and guests from branches throughout No 7 Area and further afield and at the celebration which followed many plaques and pennants were presented to wish "good sailing".

It was also a happy occasion for one of the visitors, Shipmate George Davidge, of Cheltenham branch, who was presented with his silver jubilee membership certificate by

Shipmate Tom Davies, chairman of the national council.

The 60 members of Thumrait branch in Oman, celebrated their 10th anniversary in traditional style. It was a memorable occasion for founder member, Shipmate "Screech" Jones, who was presented with his certificate of life membership. The branch is also involved in fundraising and recently presented £240 to the Royal Navy and Royal Marines Children's Home, Waterlooville.

In its 55th year of commission, the Dagenham branch laid up their standard and dedicated the new in Dagenham parish church. The service was conducted by the Reverend D. E. Spratley and the Lesson was read by Mr. Bryan Gould, MP. The service was attended by 450 shipmates and guests from branches throughout No 5 and No 1 Area.

The Maidstone branch held their first Trafalgar dinner on Oct 30, which was a great success. The branch entertained two shipmates from Ontario, Canada, during their visit to this country.

A party of 31 shipmates from Enfield branch visited Portsmouth to pay their last respects to Shipmate George Anderson, whose ashes were committed at sea. A dedicated member of the branch, he will be sadly missed.

Shipmates from Fulham and Chelsea branch took part in an abseiling event at Charing Cross Hospital in aid of handicapped children.



ROY'S A WINNER

GLASSES were raised by Mansfield branch when Shipmate Roy Cockeram, the branch chairman, pushed out the boat to celebrate not just his substantial win on the pools but also his forthcoming marriage. Roy, who will continue in the chair, is seen here with his fiancée Jane after the presentation of his bumper cheque.

Supervised by the Royal Marines they abseiled 180ft. down the nurses quarters and raised £1,400 in sponsorship to send handicapped children to the new Disneyland in France next year.

Nine shipmates, including two former Royal Marines, took part with Sid Brown, at the grand age of 67, being the oldest participant.

The city of York was the venue for the dedication of the new standard of No 11 Area and the standards of Barnsley and Keighley. Over 250 shipmates representing branches throughout the north east, attended the service in York but regrettably the Area's ex-president, Capt. W. A. J. Bale was unable to attend because of illness. Shipmates wish him a speedy recovery.

A week-end visit to Edinburgh was also enjoyed by 48 members of York branch who send thanks to the Senior Rates Mess of HMS Cochrane for their welcome and hospitality. Plans are now underway to mark the 50th anniversary of the loss of the Second World War cruiser HMS York over week-end March 23/24.

Switched on

ON failing to adopt a ship Henfield branch, which celebrates its 10th birthday in January, decided to adopt the local village church of St Peter's, at Cowfold, West Sussex.

As lighting was badly needed along the churchyard paths, shipmates directed their 1989 fundraising to putting light, as it were, where there was darkness, a gesture welcomed by the vicar, the Rev. Basil Brenton and to raise funds, local firms and companies responded generously with donations and prizes for a lucky dip stall, manned by shipmates, at Horsham Festival weekend.

Thanks to the lucky dip stall, also generously supported by Pussers Rum, sufficient money was raised to provide the churchyard lighting.

The stall raised a further £785, this year to help send a boy or girl to sea in one of the sail training ships. The branch thank all who gave help and support.



Walking the dog

CHEQUE-OUT time for Stourbridge, as branch vice-chairman, Shipmate Dave Weaver, left, presents a £1,649.54 cheque to Mrs Jean Larkin, chairwoman of the Guide Dogs for the Blind Association.

Witnessing the presentation are Mr. Andy Rybalka, with guide dog Ina, and Shipmate Brian Hughes, ex-RM, member of Stourbridge. A sponsored walk to Kidderminster by members of the branch, plus donations from No 8 Area, helped raise the money, with Shipmate Hughes completing the nine mile walk carrying a 120lb pack.

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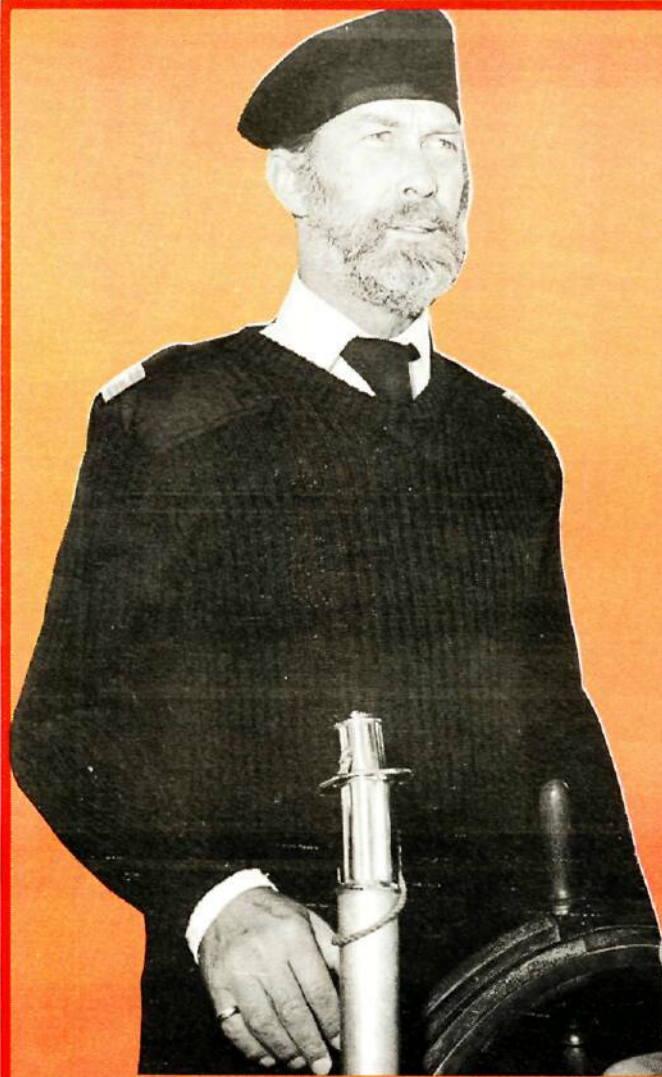
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Logistic Landing Ship RFA Sir Percivale was one of a contingent of Royal Fleet Auxiliary vessels taking part in Teamwork.

Allies pull together

PRINCE Michael of Kent took the helm of Loyal Proctor when he visited the ship's company of the 80ft Royal Naval Auxiliary Service vessel at Scapa Flow in the Orkneys.

Patron of the RNXS, Prince Michael made his visit during Exercise Teamwork 90.

Four days later the Prince was in Gosport, where he toured the RN Submarine Museum, HMS Alliance and Holland 1.

► Nuclear, biological and chemical defence was covered in training. LCpl. Powel (HQ Company 40 Cdo RM) peers out.

Pictures: CPO(Phot) Tom Breully, PO(Phot) Alistair Campbell and LA(Phot) Joe Mercer.



REDUCED and restructured due to the crisis in the Gulf, Exercise Teamwork 90 nevertheless provided valuable training for those units still able to take part.

Seven NATO nations participated, plus France, which, although not part of NATO's integrated military structure joined in line with the normal training arrangements she has established with her allies.

Held in the southern Norwegian Sea and in the waters off Norway, the modified exercise included amphibious landings in Norway's northern Trondelag region by British and Dutch marine and naval forces. NATO's Standing Naval Force Atlantic, for which HMS Campbeltown is flagship, and Standing Naval Force Channel, which includes HMS Cottesmore, participated.

In all, some 85 ships took part — well down on the 200 originally envisaged, but the United Kingdom was well represented, sending about 40 vessels. These included the carriers HMS ships Invincible and Ark Royal, Type 42 destroyers Liverpool and Manchester, and the Type 22 frigates HM ships Sheffield, Coventry and Brilliant.

The Type 21 frigates Ambuscade and Arrow also participated, as did the Exocet Leander HMS Argonaut.

Commodore Amphibious Warfare Staff embarked in the assault ship HMS Intrepid. After the exercise the Intrepid in company with the Ambuscade sailed for Copenhagen.

Other UK participants included five Logistic Landing Ships, among them Sir Percivale, subsequently on Gulf duties, the aviation training ship Argus, also destined for the Middle East, five other Royal Fleet Auxiliary vessels and 13 Mine Countermeasures Vessels.

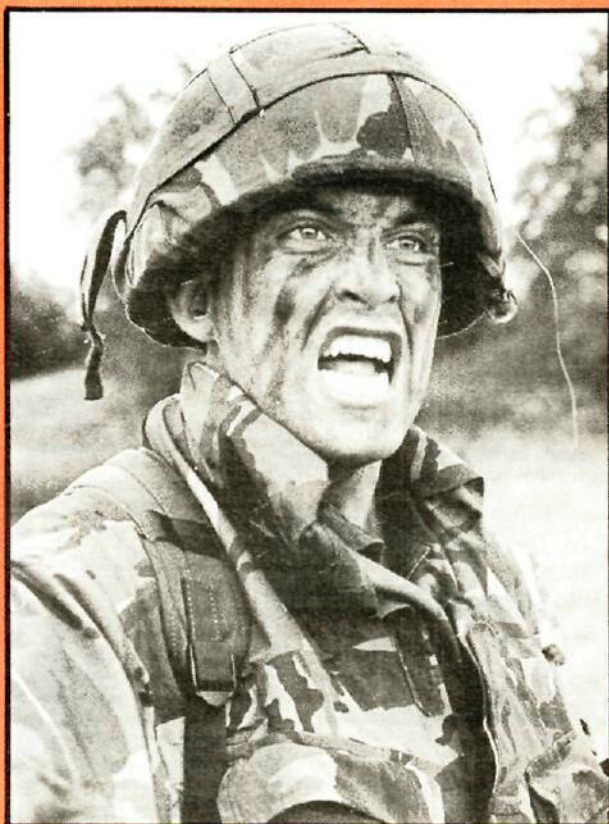
The Exercise included those areas of naval warfare associated with reinforcement/resupply, convoy protection and combined maritime operations (associated with coordinated anti-submarine warfare, surface, air and amphibious forces).

The amphibious landing phase was the final stage of the Exercise and involved some 2,500 men from the Royal Marines and Netherlands forces, combining as a UK/Netherlands task group.

Shortly after forming up in Plymouth Sound the "Jolly Therce", a ship taken up from trade by NATO, was withdrawn for use in the Gulf. This resulted in 42 Commando RM and most of the Commando Logistic Regiment being left behind and taking no further part, much to their disappointment.

After rehearsals in the Scapa Flow area the task force moved to the exercise area of Namsen Fjord.

The exercise concluded with a final attack around the town of Namsos.



Above: A member of 40 Cdo RM makes his presence felt. Right: Commodore Amphibious Warfare Staff were embarked in the assault ship HMS Intrepid for the exercise.

Cornish taste of the Orient

WITH work continuing on the 180-acre site close to Saltash, in Cornwall, the £9m. China Fleet Country Club is rapidly taking shape and looks set to open next May.

Open to all non-commissioned ranks of the RN, RM, WRNS and QARNNS, the extensive golf, leisure and holiday complex has been funded from the sale of the China Fleet premises in Hong Kong.

Membership will be free for full members, wives and their children up to the age of 18 and charges will be made for renting the 40 holiday cottages and use of the golf course and some other facilities.

Everyone else, such as those who have retired from the Service or serving officers, or others closely connected with the Royal Navy can apply for a form of Associate Membership.

Those who live and work in Cornwall or Devon pay £200 a year, while people outside the area will pay only £2 a day or £10 a week for temporary membership while visiting the Club.

Other forms of Associate Membership are weekday and student, costing £100. The last form of membership applies only to a limited number of Full and Associate Members to play golf on a regular basis — they can apply for Golf Mem-



● Aerial view of the 180-acre site, including the Cornish cottage complex under construction, and the 18-hole, par 72 golf course, with Devonport naval base and the Tamar Bridge, top right.

bership for £120 and so avoid paying green fees.

The club is being built on a peninsula of land on the western side of the river Tamar, just north of Saltash with views across the river to Dartmoor in the north and to the hills of Cornwall to the south west.

Construction of the main site is progressing well and this includes restoration of the main historic Skinham farm and

barn which will incorporate the club's main restaurant.

A large leisure pool will have a 75 metre long "flume", rapids, tropical rainstorms and water cannons plus four 25 metre swimming lanes.

Other sports facilities include two glass-backed squash courts, three all-weather tennis courts, a traditional skittle alley, snooker and billiard tables and a 72-par golf course which will

be available to all members and residents.

Early problems caused by last year's dry summer have been overcome, seeding of the greens has started and an irrigation system fitted throughout the course.

Members will be offered special beginners classes on the large practice ground and it is hoped that naval golfing associ-

Chinese dragon makes its mark

THE motif for the China Fleet Country Club being built at Saltash is, appropriately, a dramatic Chinese dragon.

Produced by Cdr. Peter Thomas, staff officer for the project, it will be used to advertise the ambitious leisure development world-wide.

Dragons will feature in a host of promotional schemes leading up to the opening of the club in May next year, and Cdr. Thomas has also used his artistic talent to create some more light-hearted creatures.

He plans "name the dragon" and "spot the dragon" competitions for children and a couple of comic dragons "with the first passports from Hong Kong into Cornwall" will be used to promote nature trails.



● The China Fleet Country Club's dragon motif.

ations will use the course for important fixtures.

Also under construction are 40 fully-furnished Cornish style cottages, sleeping four to six people and ranging from £10 to £20 per cottage per day.

Naval base

The cottages will be ideal for Service families who wish to spend a holiday in the West Country or perhaps stay at the club for a few days while husbands' ships are alongside in Devonport naval base.

Bookings for the cottages are already being made and applications for booking forms can be made either by phone or letter to the China Fleet Club, Raleigh Block, HMS Drake, HM Naval Base, Devonport, Plymouth PL2 2BG (tel. 0752-607085).

Management of the £9m. project is led by Vice-Admiral Sir Robert Gerken, chairman of the China Fleet Club UK Charitable Trust.

The China Fleet Club in Hong Kong dates back to the early years of the century and today's club occupies the first nine storeys of Fleet House.

In 1987 the club sold its interests in the rental income from the offices above it and its lease of the land in exchange for spectacular cash deals.

These transactions are the source of the donation which was voted by the Trustees in Hong Kong and the men and women of the Royal Navy serving there to finance new leisure and recreational facilities in the UK, including the luxury country club in Cornwall.



1991

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We care for these gallant men and women, at home and in hospital. We run our own Convalescent Homes, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R. ... t H. ... n at Pensions Tribunals, ensuring that they receive all that is their due.

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



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

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

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

Only postcards of ships listed here are available.

Abdiel (1968, 1980), Acheron, Achilles, Active (1978, 1987), Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981), Anglesey, Antelope, Antrim, Apollo (fast minelayer), Apollo (frigate) 1972, 1975, 1985, Archer class (Example and Explorer), Ardent, Arcthusa (1970, 1977), Argonaut (1972, 1980), Argus, Ariadne (1973, 1985, 1990), Ark Royal (strike carrier) 1956, 1970, Ark Royal (1986), Ark Royal and Illustrious (one card), Armada, Arrow (1977, 1989), Atherstone, Ashanti (1972, 1975), Auriga, Aurora (1971, 1985), Avenger.

Bacchante, Barrosa, Battelaxe, Beagle, Beaver, Belfast, Berkeley, Bermuda, Berry Head, Berwick (1962, mod. 1, 1983), Bilde-

Ion, Birmingham (1977, 1982, 1987), Blackpool, Blackwood, Blake (1961, 1969), Blazer, Blue Rover, Boxer, Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974, 1990), Broadsword (destroyer) 1962, Broadsword (frigate) 1979, Brocklesby, Brimington, Bulldog (1973, 1990), Bulwark (1955, 1979).

Cachlot, Cambrian, Campbelltown, Camperdown, Caprice, Cardiff (1980, 1989), Carron (destroyer) 1960, Carron (minesweeper) 1985, Carysfort, Cattistock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chatham, Chevron, Chichester (pre-mod), Chiddingfold, Churchill, Cleopatra (1970, 1977, 1989), Conqueror (1972, 1989), Cornwall, Corunna (pre-mod, mod.), Cottimore, Courageous (1973, 1987), Coventry (1979, 1989), Cumberland (1957, 1989), Cygnet (1978, 1988).

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1979), Diamond, Diana, Dido (1965, 1979), Diomedea, Dreadnought, Duchess, Dulverton, Dumbarton Castle, Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1969, 1977, 1988), Engadine, Eskimo, Euryalus (1976, 1986), Excalibur, Exeter, Explorer, Exmouth.

Falklands Island Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (1967, 1982), File (1957, 1982), Fin whale, First Fast Training Boat Squadron (HM Ships Cutlass, Sabre, Scimitar on one card), Fort Austin, Fort Grange, Forth.

Galatea (1968, 1984), Gambia, Girdle-

ness, Glamorgan (1967, 1981), Glasgow (cruiser) 1956, Glasgow (destroyer) 1980, Glasson, Gloucester, Gold Rover, Graf, On, Grenville, Guarnsey, Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecla, Herald, Hermes (1960, 1967, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft (HM ships Wolverton, Beachampton, Wasperon, Yarrton, Monkton on one card), Hubberston, Hurworth, Hydra.

Illustrious, Intrepid (1968, 1979, 1990), Invincible (1981, 1989).

Jaguar, Jersey (1977, 1988), Juno (1970, 1986, 1990), Jupiter (1969, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod, mod.), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindsfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Killisport, 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.

Naiaid, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk (1970, 1990), Nottingham, Nubian.

Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus (pre-mod., 1984), Olwen, Onslaught, Onyx, Oppomus (1977, 1989), Opportune, Oracle, Orkney, Orpheus, Osiris (1965, 1988), Otter, Otus (early and 1975).

Pallister, Peacock, Penelope (1971, 1982), Pederal 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), Rapid, Reclaim (1966, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyll, Roebuck (1966, 1987), Rorqual, Rothesay (1970, 1981), Russell.

St David, Salisbury (1957, mod.), Sandpiper and Petrel (one card), Scarborough, Sceptre, Scorpion, Scyllia (1962, 1984), Sealion (1962, 1984), Sheffield (cruiser), Sheffield (destroyer), Sheffield (1988), Shetland, Shoulton, Sidlesham, Sir Galahad, Sir Geraint, Sirius (1968, 1978, 1983), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign (1976, 1990), Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromness, Stubbington, Superb (1977, 1988), Swifsure.

Taciturn, Talent (1958, 1990), Tartar (1964, 1974, 1982), Tenacity, Tenby, Thebes, Tidepool, Tidesurge, Tiger (1959, 1973), Tireless, Token, Torbay, Torquay (1960, 1976), Trafalgar, Trenchant, Triumph, Trowbridge, Trump, Turbulent, Tyne.

Ulster, Undaunted, Undine, Upholder, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful (frigate), Wakeful (submarine tender), Walrus (early, 1972), Warrior, Warspite (1969, 1982), Whistly, Wilton, Woolston, Yarmouth, York, Zest, Zulu (1966, 1982).

Reunions

HMS Petunia (K79) 1941-45: The third reunion dinner will take place on May 17, at the Angel Hotel, Royal Leamington Spa. For details contact: Mr. G. C. "Tanky" Shaw, 821 Dorchester Road, Upwey, Weymouth, Dorset DT3 5LB.

HMS Strule (ex-Glenarm 1943-44): A first reunion was held at the Union Jack Club in London. For details contact Mr. F. Collett, 8 Silam Road, Stevenage, Herts SG1 1JH.

HMS Brecon (1942): If John Collins DSM, former gunner would attend the Dolphin Hotel, Southampton on November 22, at 1930, he will be welcomed by members of the Wardroom first commission as well as members of the ship's company. Further details from Surg. Lieut. Cdr. James RNR (ret), 59 Caswell Road, Swansea, W. Glamorgan, SA3 4RH.

17th Destroyer Flotilla Assn: annual meeting and reunion dinner will take place at the Royal Sailors' Home Club, Portsmouth on November 17. Further details from: Mr. Rex Smith, Tumblewood Cottage, Brightley, Okehampton, Devon EX20 1RR.

HMS Ladybird (Sasebo, Japan 1950-3) Assn: The 1991 reunion will be held on April 6, at the York Rooms, Sandringham Hotel, 9 Osborne Road, Southsea, Hants. Further details from: Mr. T. W. Cooper, Tara, 28 Hoggrove Lane South, Malton Road, York YO3 9TG.

HMS Loch Killisport (1954-56): A reunion is planned for the crew who transferred from HMS Whitland Bay to the first commission of the Killisport. For details contact: Mr. Ronald Glover, Sycamore Lodge, 71 Barton Hill Drive, Mynster-on-Sea, Sheerness, Kent, or Reggie Ash, 36 Bridges Ave, Cosham, Portsmouth.

HMS Churchill: The ship's company de-commissioning buffet dinner dance will take place on November 30 at the Glen Pavilion, Pittencefield Park, Dunfermline, 1930 to 0010. Tickets £5 per had available from the Supply Officer, HMS Churchill, or from CPO

Jim Nesbitt, Rosyth Naval Base, ext 4045. Cheques payable to HMS Churchill Welfare Fund.

HM Ships Prince of Wales and Repulse: A reunion will take place of former shipmates at Cammell Lairds Social Club, Rock Ferry, Birkenhead, on Nov 24, not Nov 17, as stated. Details from Mr. H. H. McGrath, 54 Finborough Road, Walton, Liverpool L4 9TE.

HMS Vidette (1943/45): Former shipmates who have not yet made contact re the 1991 reunion, contact: Mr. D. J. Sims, 6 Box Tree Close, Delford, Worcs WR8 9BX.

FAA Armourers Assn: Since the formation of the association this year 280 members have joined. For details and dates of next reunion contact: Mr. M. Holdsworth, Aylesham Lodge, Adisham Road, Barham, Canterbury, Kent CT4 6EY.

Grand Naval Reunion IOM: The organisers of the reunion and the Department of Tourism have changed the dates of the 1991 grand naval reunion from April 21-27, to 22-29 April. Further details from Mrs. A. A. Gale, Dept of Tourism, 13 Victoria St, Douglas, IOM.

HMS Emerald Assn: The fourth reunion, held in London, was attended by the president, Admiral Air David Williams and Sir Richard Wheeler, the vice-president. For details contact: Mr. Colin Houldley, 3 Gloucester Road, Willerby, North Humberside HU10 6HW.

HMS Redoubt: The holiday island of Guernsey was the venue for a reunion of former shipmates of the Redoubt meeting up for the first time in 45 years. Further details from: Mr. R. Baker, 14 Saumarez St, St Peter Port, Guernsey.

25th Destroyer Flotilla: The third reunion, held in London was attended by Capt Wyburd of HMS Ursa and Lieut.-Cdr. Des Borders of HMS Ulysses. For details of the fourth reunion to be held in Blackpool in March, contact: Mr. E. Buckner, 26 Dahlia Close, Clacton-on-Sea, Essex.

Calling Old Shipmates

HMS Carysfort (1966-69): Former members of the ship's company interested in a reunion contact: Mr. D. "Jimmy" Green, 56 Rosebery Ave, Gloucester GL1 5EJ, or Mr. Ted Addis, c/o Gloucester RNA, Level 2, Alexandra Warehouse, The Docks, Gloucester.

VS 58 HMS Collingwood, Feb 1942: Mr. Bill Stone, 87 Crescent Ave, Grays, Essex RM17 6AZ, would be pleased to hear from old shipmates, especially, Bob Meads, Syd Guy, Peter Ross, Davy O'Donnell and "Muscles" Coppitt.

LCT 445: Ex-PO Motor Mechanic Trevor Taylor DSM, 24 Fyfield Ave, Swindon, Wilts SN2 5ED seeks news of Wireman "Spider" Kelly of Horwich, Mr. Bolton, and AB Johnny Williams of Mexborough with whom he served during the Second World War.

HMS Kempenfelt (1953-45): Ex-Sto Bill Brain, 159 Peterborough Road, Leyton, London E10 6HH, wants to get in touch with ex-Sto Leslie Holmes, who lived either in Tonbridge or Tunbridge Wells from 1943.

HM Ships Lochy and St Brides Bay 1950/52: Mr. A. F. Smith, 7 Badger Way, Oxon, OX16 9UD, would be pleased to hear from old shipmates. He would also like to know the name of the CO in charge of the working-up base at Tobermory, 1944.

HMS Tracker LST 1952: Mr. J. Parker, 77 Hamilton Crescent, Newtongrange Lothian, would be pleased to hear from any former crew who served when the first atom was exploded, Montebello Islands, Australia.

HMS Algerine (1942): Mr. W. E. (Will) Farmer, 4 Castle Drive, South Cave, Brough, Nth Humberside HU15 2ES, wants to contact Leonard Norman, Jackie Powers, also Reg Mead and Tich Cameron of HMS Concord (1951-53).

Mr. Samuel Hunter, 18 Castle Gardens, Dorking, Surrey RH4 1NY, wants to contact his colleague of 1940, Lieut(E) V. G. Mills RNRV, who came from Ipswich and was known as Peter.

HMS Fantome (1942-43): Mr. J. Nicholas, 188 Runcorn Road, Moore, Cheshire WA4 6SY wants to contact ex-PO Tom (Ginger) Gillard (ex St Vincent).

RN Boxing Team (1948-61): Mr. G. Knowles, 10 Clinton Ave, Lipson, Plymouth PL4 7HA, who boxed for the Navy would be pleased to hear from ex-RN boxers and old shipmates.

HMS Golden Eagle: Will old messmates of HM Ships Narborough, Findhorn, and Flowerdown contact Ex-Tel (S) Ron Newbury, Flat 2, 17 Frances Road, Bourne-mouth, BH1 3RY.

HMS St George: Mr. W. G. Smith, 7 Holy-stone Ave, Whitley Bay, Tyne and Wear, would like to hear from all Old Boys of Drake 196 class, 1945, especially D. G. Davies, C. Ruddick, Rigby, Moat, Brown and Andrews.

HMS Glorious: Mr. D. F. Woodcock, 15 Green Lane, Dalton-in-Furness, Cumbria LA15 8LZ, who lost his father, Master at Arms Woodcock in the Glorious, would be pleased to hear from survivors who knew him.

HMS Raleigh (1959-60): Mrs. Mandy Miller (nee Mandy Douglas), 45 Mulberry Road, North Anston, Nr. Sheffield, Yorks S31 7BH, would like to hear from former Wrens, also from Douglas Harolds and former Sub-Lieut Mike Kaminski.

HMS Danae (1944): Mr. W. Ridgers, 20 Lime Grove, Bellfields Estate, Guildford, Surrey GU1 1PO would be pleased to hear from old shipmates of the "C" and "D" class Danae who served during D-Day.

HMS Deane (1943-45): Ex-sig F. Waites, 36 Richmond Ave, Peterborough, Cambs PE4 6DF, would like to hear from old shipmates, especially Bert (Pony Moore), of Islington.

Empress of Britain: Mr. W. Davidson, 10 Cornwallis Court, Downs Road, Folkestone, Kent, would like to hear from survivors of the Canadian Pacific liner sunk Oct 1940.

HMS Black Swan: Mr. J. Westington, 29 Greensway Road, Highfield, Tavistock, Devon PL19 8HB, wants to contact Mr. David T. C. Tincombe, who was medically discharged from the Navy after being injured aboard the Black Swan when the ship was fired on by the Chinese on the River Yangtze.

HMS St Vincent (1953-54): Mr. A. W. Hermitage, 7A Eastgate St, Winchester, Hants, wants to get in touch with ex-Boy Seaman First Class, Ray Hudson, of Hawke 176, who lived at Cricklewood, Broadway, N. London.

HM Ships Smiter and Cilicia: Mr. Fred Valler, 15 Sanson St, Camberwell, London SE5 7RD, would be pleased to hear from old shipmates (1942-45), especially Tommy Spellman of Dingle, Woody Woodhouse of Preston, Arthur Woon of Manchester and Mike Reed of Liverpool.

HMS Bulwark: Mr. R. L. Swanwick, 23 Wallis Close, Draycott, Derbyshire DE7 3QS wants to contact ex-ERA Ted Boulton of the Bulwark and ex-Chief Airman (AM1) Doug Cribley.

HM Ships Lookout (1942-44) and Westcott (1939-42): Mr. T. Chapman, ex-LTO, 40 Wellington Place, Walton-Le-Dale, Preston, Lancs PR5 4TR would be pleased to hear from old shipmates.

HMS Laforey (Capt D 19): Mr. Albert "Sharky" Ward, 40 Wicklands Ave, Salt-dean, Brighton, Sussex, would be pleased to hear from radar rating AB Home, one of few survivors of the Laforey, or any other survivors.

HMS Favour: Mr. Fred Jenkins, 40 Heol Carnau, Ely, Cardiff CF5 5NE, S. Wales, wants to contact old shipmate Robert Alexander McMillan of Rothesay, Isle of Bute.

HMS Duchess (1939): Mr. Ernest Swinhoe, c/o 41 Anchorsholme Lane, Cleveleys, Lancs FY5 3QH, would be pleased to hear from survivors of the Duchess, which sank December 12, 1939.

HMS Abdiel: Mr. E. W. Breeze, "Dance Barn", Lake Farm, Willand Road, Halberton, Devon EX16 7AN would like to hear from any survivors and would like to know how he arrived on a train in Portsmouth after boarding a floating crane in Taranto.

HMS Ships Wildfire, Forester and Actaon: Mr. G. E. Dolan, 7 Sovereign Road, Southfield 7800 Republic of South Africa would like to hear from old shipmates also of KOS 22 Crete and TTB Binclives.

HMS Illustrious: Mr. D. Murray, 73 Minchery Road, Littlemore, Oxford OX4 4LU, who lost his friend, Ian McLoughlin of Troon, Scotland aboard the Illustrious, would like to hear from survivors who may have known him and get details of the "Illustrious Blitz" at Malta.

HMS Roberts (Monitor) 1943-45: Mr. Charlie Snow, 17 Campshill Road, Lusham, London SE13 6QU, would be pleased to hear from old shipmates.

HMS submarines Alliance, Sleuth, Telemachus, Thule (1947-52): Mrs. McDonald, 24 Roman Road, Bearsden, Glasgow G61 2SL would be pleased to hear from former submariners who knew her father, ex-ERA Leslie George Nicholls.

HMS Redpole (1943-45): Mr. S. Walsh, Endaira, Danehurst, Pitts Lane, Ryde IOW, would like to hear from anyone who knew his father, Stoker "Fin" Walsh. He would also welcome a photograph of the Redpole.

Admiralty House, Mount Wise (1946): Mr. Brian Woodward, 23 Golden Miller Road, Cheltenham GL50 4RD would be pleased to hear from old shipmates with view a reunion.

HMS Gossamer: Mr. Eric Morris (ex-Tel), 40A Edwards Road, Whitley Bay, Tyne and Wear wants to contact old shipmates Steth Rowe (London) Sammy Stenhouse (Edinburgh), Mr. Garty (Nr. Dundee) Mr. McMillan (Glasgow) Mr. Campbell (Stirling), 'Doc' Holben (London S.W.).

HMS Cadmus (1944-46): Mr. T. J. Fisher, 4 Morar Close, Castle Vale, Birmingham B35 7PG would be pleased to hear from old shipmates of the ship's second commission.

Over to You

Biography of the late Sir Peter Scott: Mrs Elspeth Huxley, Green End, Oaksey, Malmesbury, Wilts SN16 9TL, is writing the authorised biography of Sir Peter Scott and would welcome recollections of his service in the RNRV during the Second World War. He served in HMS Broke as First Lieutenant and in HMS Grey Goose as Lieut.-Cdr. He saw action at St Valery, Brest and the Dieppe raid, won the MBE, the DSC and was twice mentioned in Despatches.

HMS Caledonia Deep Sea Scout Group: LSA Burgess, Junior Rates Mess, HMS Guernsey, BFPO Ships has been nominated by the Rosyth Scout District Branch to compile a history of the group and would welcome hearing from former members of the group who have stories or anecdotes.

HMS Wishart: The Rev. M. L. Wishart, 73 Woodville Drive, Pembroke Park, Southsea, Hants PO1 2TQ, is compiling a history of the Wishart and would like to hear from former members of the ship's company who can provide information about the ship's life.

HMS Philoctetes: Mr. A. Edgerton, 95 Lewisham Way, New Cross, London SE14 6OD, who served in Freetown, W. Africa in 1943, in HMG Turcom, would like to know what happened to the Philoctetes and would welcome news of old shipmates.

FIFTY YEARS ON

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

THE Battle of Britain over, the Blitz started. Coventry and Southampton had heavy raids.

At sea the desperate war against merchant shipping continued. 97 merchant ships were sunk, many by surface raiders - Admirals Scheer and Hipper were roaming the Atlantic. Only two German and one Italian U-boat were sunk in return.

Principal events included:

- 2: HMS Antelope sank U31 in the NW Approaches.
- 3: Armed merchant cruisers Laurentic and Patroclus sunk by U99.
- 5: AMC Jervis Bay sunk by Admiral Sheer but successfully defended her convoy. Capt. Fegen awarded VC.
- 8: HMS Havock sunk Italian submarine in North Atlantic.
- 9: Aircraft of 810, 818, 820 squadrons (Ark Royal) attacked Elmas airfield, Sardinia.
- 11: Taranto, Aircraft from 813, 815, 819 and 824 squadrons from Eagle and Illustrious (but all embarked in Illustrious) sank three Italian battleships.
- 16: HM submarine Swordfish sunk off Ushant.
- 18: HMS Dorsetshire bombarded Zante, Italian Somaliland.
- 21: HM corvette Rhododendron sank U104 in NW Approaches.
- 26: Swordfish of 815 and 819 squadrons (Illustrious) bombed Port Laki, Leror.
- 27: Cape Spartivento Force H (Admiral Somerville) drove off Italian fleet from Gibraltar to Alexandria convoy.
- 29: HMS Leander bombarded Mogadishu.
- 30: Lieut. Newgass RNRV awarded GC for disposing of a parachute mine at Garston Gas Works, Liverpool.

* 2 November is a triple anniversary for HMS Antelope. On that day in 1757 and again in 1758 a predecessor captured a French privateer.

Taken from the Royal Navy Day by Day.

Over to You

Southern Hospital, Dartford, 1948: Perhaps someone knows the whereabouts of former Red Cross nurse, Betty Hume, who served in the hospital and married Peter Moore in St Mary's church, Harrogate, Oct, 1948. If so, contact Joan M. Williams, 38 Braceby Ave, Billesley, Birmingham B13 0UR.

Shotley church: To help raise funds for the restoration of Shotley church, ex-Ganges boys will be interested in a short history of HMS Ganges mast, written by Mr. John Webb, 71, Kingsland, Shotley, Ipswich IP9 1ND, titled "Way Aloft" available for £3 plus 50p postage, proceeds of which will go to aid the restoration fund. Cheques payable to: Shotley Church Restoration.

RN Beach Signals Section: Ex-sig R. Wilson, 57 Appletongate, Newark, Notts NG24 1LN, seeks information about the formation of the RN Beach Signals Section and the part played before being disbanded in late 1945. He wants to know if their activities have been incorporated in the RN Commando association.

HMS Fantome: A sailor from the Fantome, who died Dec 7, 1907, aged 32 years, is buried in a cemetery in Cairns, Queensland, Australia. His memorial stone, erected by his "shipmates" is without a name. Cairns City who knows the sailor's name. They should write to: Mr Richard Broniman, 44 Capricorn Road, Kings Langley, NSW 2147, Australia.

HMS Broadsword: A 5ft x 4ft painting of the ship by Mr John Inglis, who died in 1981, was probably landed as the Broadsword prepared for the Falklands. If any of the ship's company can remember where the painting is stored contact: Commander D M Tall, (tel. Plymouth Dockyard 55589 ext 65589).

Historic Medal: Mr J Thomas, 8 Cattybrook Terrace, Cwmavon, Port Talbot, W Glamorgan, has tried and failed to find the owner of an historic medal which he found in Caister, Norfolk, 1946. He would like to return it to a relative of the owner - J97319 PO B18579, C H Lugg, Tel RFR.

Ursula Stuart Mason, D/15 St John's Park, Blackheath, London SE3 7TH, is revising and up-dating her book on "The Wrens 1917-1977". She would like to get reminiscences and photographs from those who served from 1917-1919, from 1939, or in the post 1948 Service and from those who helped in connection with the original book.

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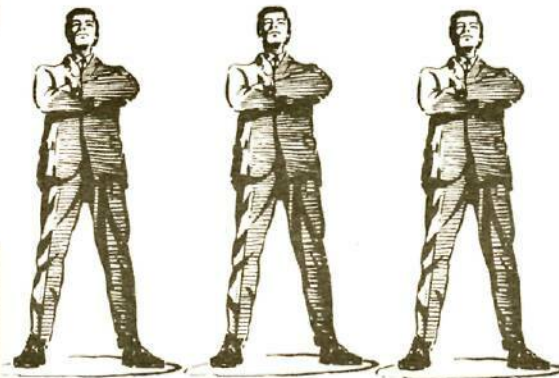
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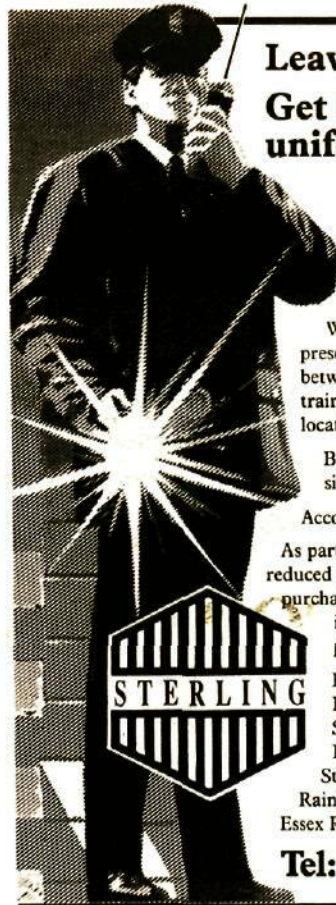
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GOLF TOURNAMENT NAVY SECOND AGAIN

BY HOLING a very tricky, 20ft, downhill putt on the last green at Little Aston Golf Club, the Army clawed their way back to gain a halved match with the Royal Air Force and denied the Royal Navy a share of first place in the Inter-Services Golf Tournament, writes *Lieut.-Cdr. Roger Knight*.

The Navy got off to a disappointing start, losing 8½-3½ to the strong Army side in the opening match. Among the players was Army champion Pte. Rick Smart, a scratch golfer, who only a couple of years earlier was serving in the RAF and had been their champion on a number of occasions!

At lunch the RN were 2½-1½ down to the Army in the Foursomes. Navy points came from the good win by lead pair Lieut.-Cdr. Alan Bray (Temeraire) and Mnc. Greg Smith (Warrior), and a creditable half from Surgeon Lieut.(D) Phil Guest (Sultan) and Lieut. David Brecken (CINCFLEET Rosyth).

In the singles the Navy managed only two points to the Army's six. CPOMEA Steve Stephens (Marlborough), playing in his first Inter-Services, obtained a good win, while Guest and POWEA Jim Thomson obtained halves.

The match against the RAF was entirely different, with the RN playing some excellent golf to secure a 7½-4½ victory. Bray and Smith again won the lead foursomes; Guest and Brecken

obtained a half. And the fighting win by Culdrose pair CPOs Pat Smith and Derek Ashman put the Navy 2½-1½ up

Gritty play resulted in the Navy winning five of the eight singles matches — Guest, Pat Smith, Stephens, Brecken and Thomson were all successful.

Deservedly

This Navy victory meant a three-way tie would result if the RAF beat the Army, but it was not to be and the Army deservedly won the championship for the second year running. The Navy finished second again.

As the season draws to a close, three points deserve mention: Firstly, Phil Guest, RN champion, has not lost any of his Inter-Services singles matches since first picked to play for the Navy four years ago. A magnificent achievement!

Secondly, for the third year in succession the RN have beaten the RAF after many years of being the "Cinderella" of the Inter-Services tournament. Thanks must go to the

commanding officers whose co-operation allowed the team — especially the foursomes pairings — to keep together throughout the season.

Finally, this season the Navy team have been fortunate to enjoy sponsorship from Astra Holdings, this has certainly helped in a sport whose costs increase with its popularity.

After the Inter-Services, the Royal Navy competed in the Cornish Piskey tournament at Newquay. This foursomes match play competition was played in diabolical conditions. The RN, the holders, were beaten in the semi-finals by the Old Shipmates, comprising former Navy players Lieut.-Cdr. Malcolm Edmunds, Lieut.-Cdr. David Codd, Lieut.-Cdr. Brian Grant, CPOs Brian Blaber and Knocker Whyte and PO Peter Darlington. The Old Shipmates went on to beat the Army in the final, to the RN's delight.

The Navy side consisted of Bray, Greg Smith, Brecken, CPO Peter Hayden (Culdrose), LWEM(R) Steve Tinsley (Trafalgar) and Capt. Jim Hunter (Fleet MEO). They had the consolation of winning the Cornish Mugs, the foursomes med-



al competition run concurrently with the Piskey.

In the Ferndown Fox, a 54-hole foursomes medal competition played at Ferndown Golf Club, the Royal Navy team (Bray, AB(D) Mike Southward, Guest and Tinsley) came a very creditable fifth. It must be borne in mind that most of the teams taking part included county players and there were at least two English inter-

PICTURED together (above) for the first time since winning the Navy Golf Cup are (with the clubs) Lieut. Jim Curwen, Sub-Lieut. Ian Mannell, CPO Eddy Edwards and PO George Nichol, who represented HMS Dolphin. Holding the cup is the establishment's commanding officer, Capt. Tony Smith.

SCHOOLIES TEACH PEERS A THING OR TWO...

RAF HALTON saw the tennis players of the Royal Navy Instructor Specialisation continuing a tradition of beating players from the education branches of the other two Services.

Tennis

But the result could not have been much closer, with the RN team beating the Army on a rubbers countback. Both Navy and Army comfortably beat the RAF and drew with each other, keeping the excitement going right to the close of the two days play in autumn sunshine.

First Navy pair, brothers Lieuts. Tim and Rob Reynolds (CINCFLEET) and RAE Farnborough) were undefeated and the second pair, Lieut.-Cdr. Nick Alves (Centurion) and Lieut.-Cdr. Trevor Ward (Manadon) also put in a strong performance.

However, it was the third pair, Cdr. Fred Bumford (Manadon) and Lieut.-Cdr. Dickin Wilkinson (Daedalus) who won the vital final rubber against the Army.

RN COLTS REVIVE TOO LATE

FOLLOWING the inter-command colts trials at Portsmouth, Gosport and Fareham RUFV Colts entertained an enterprising Royal Navy Colts side.

Within the opening ten minutes both sides were awarded penalties which they failed to convert to points. The Navy put Gosport under heavy pressure until Gosport's fly-half, Andy Pinnock, kicked the ball to the Navy's 22, where it was collected by winger B. Webb, who went on to take a try in the 15th minute.

The backs failed to capitalise on the excellent work of fly-half Bruce (Dryad). Gosport continued to attack, stimulating some sound defensive play from full-back Wilson (Culdrose).

Continued pressure from Gosport produced a fine 38th minute try from James Chapman, converted by Barry Lloyd. Gosport scored another try in the 41st minute.

But the Royal Navy came back at Gosport and their constant pressure in the last 20 minutes was rewarded with a 68th minute try by flanker Stokes, converted by Wilson. **Result: Gosport and Fareham Colts 16, Royal Navy Colts 6.**

CS v NAMIBIA AT POMPEY

COMBINED Services will take on Namibia in an international rugby match at the US Ground, Burnaby Road, on November 6 — kick-off 2.30 p.m.

It is expected that Rory Underwood will be playing for CS, together with two members of the England squad for Argentina — Tim Rodber and Paul Hull.

The Navy will be well represented — captain is the RN skipper Lieut. Chris Alcock, who will be joined by LSEA Rob Joy, Sgt. Mick Reece, Mnc Bob Armstrong and Lieut. Ian Dixon RM.

Tickets (at £2 and £4) are available from Lieut.-Cdr. Brickwood, on Portsmouth Naval Base ext. 24193.

Anyone for sockey?

WHEN Mrs Ann England, wife of the Commanding Officer of RNEC Manadon, opened the establishment's new artificial turf pitch there was no deciding whether the footballers or hockey players should try it out first...

So a game of sockey was devised — or should that be hoccer? A first half of hockey and second of football saw the hockey team take the honour of the first ever victory (4-3) on the £350,000 surface.

Pictured watching Mrs England cut the ribbon are the College hockey and soccer squads flanked by Lieut. David Bright, the hockey officer, and Lieut.-Cdr. Catsburg RCN, the soccer officer.



Dymond lost his sparkle

HMS Temeraire was the venue for the 1990 RN Squash Challenge Trophy which saw No 1 seed CPO Nick Dymond (Collingwood) duly gain his place in the final, beating CPO Tony Pritchard (Ark Royal) 3-1 and Lieut.-Cdr. Nick Alves (Centurion) 3-1.

Squash

WOPT Tim Webb (CINCFLEET) had a long, hard game against Sub-Lieut. Frank McEwen, which he won 3-2, going on to beat CPO Norman Brooks (Daedalus) 3-0 in the other semi.

In the final Dymond was not at his best, having only just recovered from injury. Webb took advantage, winning a fairly contested match 3-1. The plate final saw Sub-Lieut. Sam Gilliland (Ark Royal) beat the FRO Lieut.-Cdr. Bob Easson 3-0.

Meanwhile, the Royal Automobile Club hosted an RN select side. The Navy played

well, just losing 3-2 even though one of the RAC team failed to turn up.

CPO Martin Jukes (Culdrose) and Tim Webb won their matches, while CPO Stuart Walters (Vanguard), Sub-Lieut. Robin Young (Ark Royal) and CPO Joe Kearney were beaten. Nick Dymond's opponent was the missing man.

But the hospitality extended was second to none and the RAC was presented with a RN Squash Rackets Association plaque.

Forthcoming events: November 2/3 Inter-Command championships at HMS Drake; November 30-December 2 RNSRA championships at HMS Temeraire.

ATHLETES TARGET HAT TRICK

RUNNERS of the Royal Navy Athletics Club began their winter campaign in the West Country by winning the first Westward League cross country race at St Austell.

The club has won this league for the past two years and is keen to make it a hat-trick — a feat no other club in the league has yet achieved.

Last year the season featured a tremendous scrap between the Navy and Bideford AC. With Bideford finishing second at this year's opening meet another long, hard battle seems on the cards, although this season the Navy runners lead from the start and intend to keep it that way.

Leading runners for the RNAC at St Austell were: 3, Sgt. Terry Pares (42 Commando RM); 5, Cpl. Chris Cook (Commando Log RM); 11, Mid. Andy Simpson (RNEC Manadon); 12, Lieut.-Cdr. Bob Chapman (Drake); 13, LAEM Tony Dunn (Culdrose); 16, Mr Sid Keist (RNR); 22, CPO Paddy Davidson (Cleopatra).

OVERWHELMED IN THE SINGLES

VERY strong opposition was supplied by Cambridge Club of Portsmouth as the Royal Navy Badminton Team opened its 1990-91 fixtures with a match at HMS Sultan.

Cambridge fielded a number of Hampshire county players and as three top Navy players were unavailable the Service side was always struggling in the singles.

Badminton

Only the veteran Lieut.-Cdr. Ian Pike was successful in the eight matches played, but the opportunity was taken to give RN representative debuts to Lieut. Stuart Rippingale (Sultan) and CPO Ian Carr (Collingwood). Rippingale in particular played well, just losing a close three-set match.

The doubles were much more evenly contested, with Lieut.-Cdr. Geoff Rowlands (Osprey) and MEM Nigel Onions (Argonaut) winning two tough matches and just losing their third.

CPO Andy Donaldson (Collingwood) and MEM Ian Shore (Defiance) also won a match,

making the overall result Cambridge 11, Royal Navy 4.

Forthcoming fixtures: November 10, RN v Plymouth (at Plymouth); Nov. 14-16, Inter-Command Championships (Sultan); Dec. 2, RN v Somerset (Yeovil); Feb. 7-9, RN Individual Championships (Sultan); March 23-27, Inter-Service Championships (RAF Halton).

CRICKET AGM

UNITED Services (Portsmouth) Cricket Club will hold its annual general meeting at Burnaby Road, Portsmouth, on November 19, beginning at 1800. All current, past and prospective players and officials are invited to attend.



Sport



QUIXOTIC ATLANTIC JOURNEY

TWO submariners from HMS Defiance took part in this year's Double Handed Transatlantic Yacht Race — and finished second in their class.

PO Nick Carter bought his UFO 34, named Quixote, especially for the event and sailed with CPO Hugh Porter.

The international race takes place every four years between Plymouth and Newport, Rhode Island and attracts some of the fastest multi hulls and mono hulls in the world.

Most of the larger boats are sponsored by international companies, while Nick and Hugh were helped by grants from the Drake Welfare Fund and the Admiral's Fund.

It is now Nick's ambition to take part in the AZAB (Azores and Back) Race in 1991 as a warm-up for the 1992 Single Handed Transatlantic Yacht Race... and eventually to sail single-handed round the world.

Picture: Nick (right) and Hugh aboard the good vessel Quixote, in which they sailed the Great Circle Route across the Atlantic.



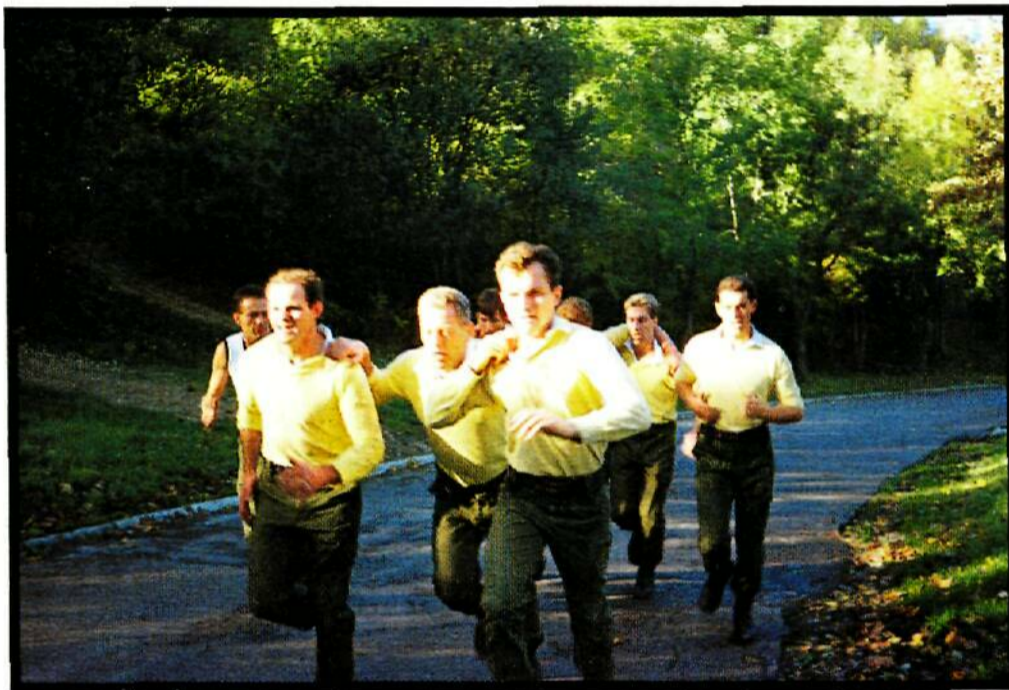
Brave run home with the cup

A TEAM from the Type 22 frigate HMS Brave has won this year's Edinburgh Challenge Cup, a competition contested by senior rates of sea-going ships.

Completing the obstacle course, hare and hounds 2.8 mile run and the cliff and chasm course within the stipulated 24 hour period, the team achieved an aggregate time of 41 minutes and 31 seconds.

The cup was instigated by HMS Edinburgh in 1987 as a measure of continued fitness among sea-going senior rates and as a sign of association with the Royal Navy's Leadership School at HMS Royal Arthur. Previous holders have all been Type 42.

Picture: CPOCT Andrew Mein



YEAR OF UPS AND DOWNS

IN A year beset with problems of rider availability, Royal Navy cycling has ranged from the outstanding to the mediocre, both at individual and team levels.

Cycling

At national level CPO Mike Marchant (Sultan) has put in some creditable performances despite being dogged by ill health. At local level he, PO Craig Phillips (Sultan), PO Chris Absolem (Daedalus), CPO Tom Cunningham (Defiance) and Sgt. Steve Payne (HQ Cdo Forces) have all shown well both in road races and time trials.

Inter-Service highlights include the following: Phillips: 1st 10-mile TT; 1st Hill Climb; 2nd Hilly TT; 2nd 25-mile TT; 2nd 50-mile TT; 2nd Road Race; 3rd Medium Gear 25-mile TT. Marchant: 1st Hilly TT; 1st 30-mile TT; 2nd Medium Gear 25-mile TT. Absolem: 1st Medium Gear 25-mile TT.

The Royal Navy won the following team events: Hilly TT (Marchant, Phillips, Payne), Medium Gear 25-mile TT (Absolem, Marchant, Phillips) and 30-mile TT (Marchant, MEM Alan Stanton (Ark Royal) and LS Bill Hewitt (Collingwood)).

Tom Cunningham was a member of the Combined Services team taking part in a two-day, three stage road race at RAF Bruggen in Germany. He finished 13th overall, claiming first veteran (over 35).

Cherry on top!

SEVERAL fancied shore-based teams had a shock in store when they came up against HMS Charybdis in the Portsmouth Area six-a-side hockey competition.

Cherry-B won the Perseus Cup as the highest placed ship and went right through to the competition final, before being narrowly beaten by HMS Collingwood in a hotly contested match.

Runner-up is the highest position achieved by a ship's team for several years in this competition, traditionally dominated by the area's large shore establishments.

SPIRITED DISPLAYS BY NOVICE BOXERS

THREE novice championships — Collingwood, Naval Air Command and Portsmouth Command — within eight days got the Royal Navy boxing season off to a busy start.

At Collingwood POPT Pete Smale's squad of novices, most of whom were boxing for the first time, put on an exciting, spirited display to entertain the large crowd.

There was a notable performance by LWEM Parsons, who stopped his opponent with a fine left hook, and a gutsy display from WEA App Atkinson, who showed great courage in taking Lieut. Forer to the final bell before losing by a unanimous decision. Forer was named best boxer of the evening.

Daedalus gymnasium was the venue for the Air Command event. This was dominated by the home team, which had representatives in all but one of the finals.

At light middleweight LPT Brown (Osprey) looked impressive as his straight punches overpowered MEM Nekrews (Daedalus) in the first round. Others making their mark included southpaw AEM Geddis (Heron), who knocked out AEA Wilson in the final round of the welterweight final (earning best boxer trophy) and AEA Day (Daedalus), who appeared to enjoy every minute of his middleweight victory.

This year's Portsmouth Command championships were very well contested, with teams from all the local establishments plus HMS Invincible taking part. Twenty-six preliminary bouts were required to sort out the finalists.

The finals got off to a successful start for Collingwood with a first round victory for PO Phil Littlecott, who forced MEM "O" Neil (Sultan) to retire soon after having been put on the canvas by a straight right from the bantamweight petty officer.

However, Sultan gained immediate revenge with MEM

Manson's win over veteran featherweight PO Lisle, for which he was named best boxer. At lightweight MEM Brown gave the Invincible the first of her three victories, while light-welterweight SEA Webb's majority decision over RO Robdrup (Nelson) earned HMS Dolphin's only title.

Collingwood gained another title through the good work of welterweight WEM Lehane, who beat MEA Munro of Sultan. This victory enabled Collingwood to share second place with Invincible for the team trophy.

But with a large and well trained squad, it was Sultan yet again which won the competition, taking titles at light middleweight thanks to MEM Radcliffe, and at heavyweight with MEM Leeman's second round victory over RO Gayle (Mercury). There was also a walkover for MEA Higginson at super heavy.

It didn't all go Sultan's way, however. The furious work rate of MEM Smith (Invincible) gave him a victory over LMEA Wain from the host establishment at light heavyweight.

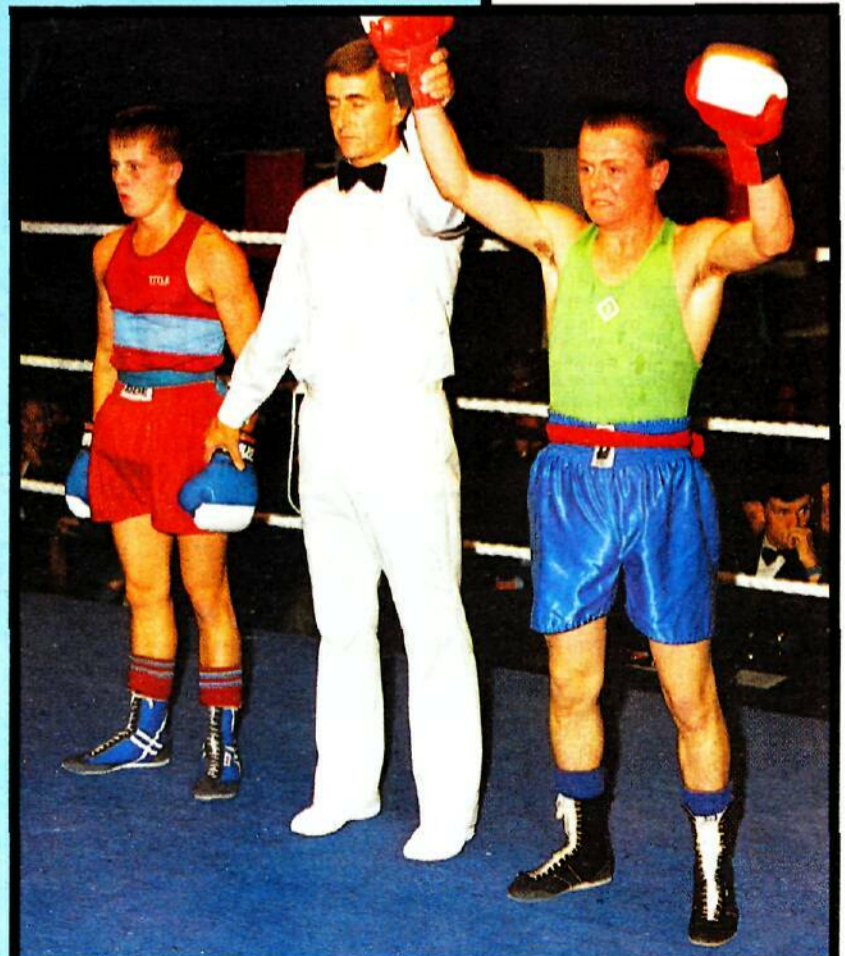
Smith's shipmate, the mean middleweight Std. Ritchie, showed aggression and strength too powerful for AB Thomas (Dolphin) and the referee was wise to stop the contest in the second.

There were wins for WEM Roper and AB Williams in the two special bouts which added to the entertainment on this fine evening of amateur boxing.

Portsmouth Command boxers should perform well when they compete in the Navy Novice Championships, to be held at HMS Nelson on November 7 and 8.

● The new Navy coach POPT Tony Bevel is on the look out for talent in the Fleet or ashore at any level. Training takes place in Nelson gym Monday-Thursday 1630. For further information call Nelson 24290 or 24151.

Right: AB Williams (Nelson) scores a win over MEM Hubbard (Sultan) in a special bout during the Portsmouth Command Novice Championships at HMS Sultan.



CAMPBELTOWN LEADS THE WAY



FLAGSHIP of seven NATO ships, HMS Campbeltown led the Standing Naval Force Atlantic into Plymouth for a three-and-a-half week maintenance period.

Besides the Devonport-based Type 22, commanded by Capt. John Ellis, the flotilla comprised the Gatineau, Canada; Van Kinsbergen, Netherlands; King, USA; Narvik, Norway; Augsburg, Germany; and Sacadura Cabral, Portugal.

Command of the multi-national force rotates between nations and at present it is held by the Royal Navy's Commodore Mike Gretton.

After the Plymouth visit STANAVFORLANT was heading for the United States.

Shipyard may face closure

CAMMELL Laird, Birkenhead, where ships have been built since 1828 and birthplace of many Royal Navy vessels, is up for sale — and faces closure if no buyer is found.

As a subsidiary of VSEL, Cammells are building three of the Navy's new class of diesel electric submarines. Of these, HM submarine Unseen (second of class) is due to start sea trials later this year, with the other two to be launched next February and in January 1992.

Among other submarines built there since the Second World War were two of the Polaris boats, while surface ships have included three Type 42s and, more recently, the Type 22 HMS Campbeltown.

Announcing the hope to sell the yard, VSEL said, "The ori-

ginal MOD plan was to build a substantial fleet of conventional submarines — a programme which would have assured the future of Cammell Laird.

"However, no further orders for conventional submarines from MOD will now be received and the number of surface vessels required is at a point where it is impractical to contemplate more than two building yards being involved in the frigate programme.

"Therefore the possibility of securing the future of Cammell Laird on the basis of warship building is no longer a feasible proposition".

It had also been impossible to return to building merchant ships.

If a purchaser cannot be found Cammell Laird will close on completion of current contracts. Meanwhile, there will be some redundancies in the short term among the work force of more than 2,000.

Atherstone on guard

DRESSED in anti-flash gear, a seaman stands guard as two shipmates load a 20mm gun on board the Hunt class MCM vessel HMS Atherstone during an action stations exercise in the Gulf. The Atherstone, together with sister ships HMS Hurworth and Cattistock, arrived in the area after the long haul from Scotland. There too is the Devonport-based HMS Herald, their support vessel.



THAR SHE BLOWS

A LONG-suffering former Leander class frigate survived a three-year vulnerability trials programme before she was sunk as planned in the autumn.

Based in Portsmouth, the frigate was renamed the trials ship Hulval for the extensive programme which included NBC trials, a major flight deck helicopter fire with the use of foam monitors, underwater shock, blast and fragmentation.

The trials culminated in a major internal blast explosion. The Hulval survived everything — until the final series which were planned to send her to the bottom.

The trials were sponsored by research establishments and specialist technical sections of the Chief Naval Architect and DGME.

But the ship was managed and the trials supported by a small naval unit of one officer, six senior ratings and four junior ratings. They had the responsibility for safety, fire fighting and control of the damage.

● The Big Bang: The former Leander frigate, left, feels the full effect of an underwater shock trial.

Picture: Admiralty Research Establishment

Navy in the Gulf

● From page one

Earlier in the day Marine detachments from the Battleaxe and London had landed on the Al Wassitti from Lynx helicopters. Her master refused to stop until warning shots were fired across its bows by British, US and Australian ships.

MOD commented, "What it shows is that this embargo is working and that there is a great deal of coordination between allied forces in the Gulf."

Later men from the London boarded an Indian merchant ship. No illegal cargo was found and she was allowed to continue on her journey. HMS Jupiter was also involved in a boarding operation.

Visiting RN and RFA ships in the Gulf in October, the Commander British Forces Middle East (Lieut-Gen. Sir Peter de la Billiere) said, "Getting

to know my own forces on the land, sea and in the air will help me to coordinate Britain's efforts with other allied commanders.

He added, "My initial impression today is that morale is absolutely fantastic among our forces and we are fortunate that they are of such a high standard."

Among ships the general visited were the Diligence, with its strong RN marine engineering contingent, and HM ships London and Herald.

Meanwhile the 28,000-ton aviation training ship RFA Argus was being prepared at Devonport for Gulf service, strengthening helicopter and support facilities there.

She will carry helicopters to the Gulf, transport stores and be available for medical purposes, although not classed as a

hospital ship.

Armed and with an extensive flight deck, she is normally used to train helicopter and Sea Harrier pilots and has a mixed crew of RFA and RN personnel. The Argus saw service in the Falklands as my Contender Bezzant before her conversion to aviation training ship.

When HMS Cardiff sailed from Portsmouth on October 1 to become an Armilla ship once more she was retracing well trodden paths, having returned to the UK only three months earlier.

When HMS Brazen left Devonport Mr. Peter White, of Ferranti Computers Systems Ltd, presented the ship with an inter-mess sports trophy in appreciation of the assistance and goodwill of the ship during the CAIS enhancement period.

As the Portsmouth-based de-

Shore support

● From page one

The decline had been faster and to a lower level than expected before vesting date when the term contracts were negotiated. Devonport, with a higher proportion of surface ships work, had seen a particularly sharp drop in load.

He stressed that no decisions had yet been taken on the future workload at Portsmouth. Consultants would be invited to recommend separate arrangements for each of three different workload scenarios.

One was broadly the status

quo; another the status quo less the few refits currently in Portsmouth's programme, leaving the intermediate dockings, other routine maintenance periods and unprogrammed work intact; and the last was to leave only berthing facilities, with the ships docking elsewhere for deep repair or refitting.

The study would also have to consider whether the status of defence support agency would be suitable for the FRMO.

Challenging visit

HMS CHALLENGER, the Seabed Operations vessel which has been put up for disposal at the end of the year, has taken on a new shape.

While in Amsterdam the ship was fitted with a new 85 ton crane which will allow objects to be recovered from the seabed more than 300 metres below.

During the visit the ship's

saturation diving team conducted two five-day training dives and a series of shallow water diving bell operations.

Despite the very limited life left to the ship the Challenger has a full operational programme between now and Christmas, including saturation dives, submarine rescue operations, trips to France, Liverpool and a farewell visit to Falmouth, the ship's affiliated town.

Days in, days out

IT HAS now been confirmed that under interim revised arrangements, major Navy Days are to alternate between Plymouth and Portsmouth each year, and it is planned to hold the 1991 event in Plymouth.

Rosyth and Portland will continue to host Navy Days as at present.

A review is taking place of arrangements beyond 1991.

Clearing the air?

ON newspaper reports that the Royal Navy's specialised clearance divers might be disbanded, MOD said that all aspects of the Navy were under consideration following the Options for Change statement this summer, adding however, "It is highly unlikely that a branch as significant as the diving branch will be disbanded."