

RN destroyers guard the Tomahawk batteries



THE NAVY IN THE GULF



Picture: CPO(Phot) Ric Burch

● Above — MNE Darren Simpson guards a helicopter site while ordnance is moved forward to the war zone.
● Left — HMS Hurworth's battle ensign is hoisted by RO Mike Dawson as she sails up the Gulf to help counter the Iraqi mine threat.

BATTLE STATIONS

WHILE the focus of the first phase of the Gulf War has fallen on the efforts of the Allied air forces, the naval presence has been ever-vigilant and achieved some early successes.

Quick answers to ease anxiety

FASTER communications and casualty evacuation facilities available from the Gulf mean the Navy's welfare services must also have the ability to move more quickly than they could during the Falklands war.

But, with a wide range of support facilities closely linked — and a casualty co-ordination centre now able to make use of HMS Centurion's computer data base — the organisation is confident of a speed-up in flow of information aimed to do as much as possible to relieve anxiety at home.

The long-planned transfer of the Casualty Co-ordination Centre from the Old Naval Academy building in Portsmouth Naval Base to HMS Centurion took place last October.

"Gulf gatherings" for wives have been taking place for several years and their number and regularity has increased as the Iraqi threat developed.

And the Family Link system, which brings families of personnel serving in any particular ship together, has been tested during transits through the Mediterranean.

Telephone help lines publicised in the media brought an immediate response. Though they were intended to deal primarily with casualty inquiries there has been a surge of widely-varied requests for information — from families concerned that ships might be redeployed.

● Turn to back page



Royal Navy units — battle ensigns hoisted for the first time since the Falklands campaign — may become involved in any amphibious assault on occupied Kuwait by providing air defence and minesweeping cover for the huge American Marine force.

They have been closely monitoring the air assault from their ops rooms — so many aircraft are involved that they often appear as a single, slow-moving mass of yellow on the radar screens.

Lynx helicopters from HMS Cardiff and HMS Gloucester played a vital role in an operation to put a group of Iraqi anti-aircraft batteries out of action. These had been set up on

oil platforms off Kuwait and were taken out in a joint operation with US forces.

Twelve Iraqis were taken prisoner — the first to be captured by the Allies.

The Cardiff's flight was joined by HMS London's in a US-led operation to try and capture an Iraqi inshore minesweeper.

After first spotting it — Cardiff's aircraft locked on its Sea

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ROYAL SUPPORT

SOME 1,000 naval family members with people serving in the Gulf attended a morale-boosting Royal event in HMS Nelson where the Queen and the Duke of Edinburgh mingled with guests at a buffet tea, offering their comfort and support in worrying times. Here the Queen chats to one group after enjoying a spell with the younger children, whose afternoon included an entertainment programme. Earlier the Princess Royal visited Rosyth to meet families of Gulf personnel.

Picture: LA(Phot) Fez Parker

Money rolls in for TV appeal

WHILE enjoying a two-day standoff in Douglas, Isle of Man, the Island Class patrol vessel HMS Shetland took part in the Children in Need appeal and raised £530.

Members of the ship's company targeted the town's pubs and hotels requesting donations and despite the driving wind and rain they even auctioned off their clothes to raise money for the appeal.

HMS Shetland's commanding officer, Peter Metcalf RAN, also did his bit by competing in a sponsored run from Douglas to Peel on the west coast of the island.

Keep-fit fanatics from Britannia Royal Naval College, Dartmouth, also burned off a few calories in a sponsored aerobics session in aid of Children in Need.

Over 200 willing participants from Dartmouth Aerobics Club, Dartmouth United FC and Stoke Fleming FC gathered in the college's Quarterdeck under the guidance of instructor Clare Tarr to raise £2,127.



Helping Hands

Wards winners

STUDENTS who have served at the RN Regulating School, HMS Nelson (Whale Island), during the last 12 months have helped raise £300 for the Catherington Wards for children at St Mary's Hospital, Portsmouth.

The cheque presentation was made by Officer in Charge of the Regulating School Lieut.-Cdr. John Jacklin, Course Instructor MAA Kevin Williams and students of LR(Q)C45 who completed their course last month.

Pictured on Catherington Ward 1 are, back row, from left, Lieut.-Cdr. Jacklin, Nurse Fox, WRENSTD Eileen Gibson, AB(M) Mark Emanuel, NA(AH) Brian Petty, CK(C) Andrew Ledington, NA(AH) John Gibson, WRENWTR Ann Averre and MAA Williams.

Front row, from left, are MEM David Gormley, Mrs Francis with her son Saul (3), Mrs Bloaka and her son Samuel (17 months) and LMEM(M) David Simpson.

HASLAR BIKERS

WHEN Pam Piner, Jean Corney and Judy Cunningham decided to cycle from Gosport to Gloucester family and friends sponsored their marathon efforts to raise money for the Patients' Welfare Fund at RNH Haslar.

The three-day bike ride included overnight stays in Andover and Cirencester and there were plenty of opportu-

nities for refreshments organised by pit-stop manageress Ann Ryder.

Pam, Ann and Jean presented Surgeon-Capt. Ian Jenkins and Chief Nursing Officer Virginia Fisher with a cheque for £155. The cycling trip also raised £155 for Gosport War Memorial Hospital.

Wrens pool all their resources

WRENS based at HMS Tamar, Hong Kong, have contributed £220 from the proceeds of their annual poolside party to Interaid, a local charity which helps to educate needy children in Asia.

The cheque was presented to Father Adare Gudakofsky, of Interaid, by Lieut. Isabel Markowski.

The rest of the money raised at the party went to the WRNS Benevolent Trust.

A cake originally made to celebrate the 50th anniversary of the Battle of Taranto was presented to Meneague Hospital by Cdr. Adrian Munns, head of the Supply Department at RN air station Culdrose.

The cake was modelled on the aircraft carrier HMS Illustrious and was made and decorated by POCK Stuart Moor under the guidance of WOCK Terry Davidson.

HMS Sherwood, RNR Nottingham, has raised £400 for the

Shepherd School for handicapped children in Nottingham.

The Writers branch organised a charity night where members of the unit, families and friends supported a range of stalls, raffles and competitions.

A successful "Famine Lunch" consisting of soup and bread and hosted by Mrs Cindy Langton, wife of the captain of HMS Daedalus, Capt. Richard Langton, raised £320 for the Save the Children Fund, boost-

ing the total raised by the Daedalus wives to nearly £500.

Thanks to last year's summer show at HMS Sultan, a donation of £8,000 has been made to the King George's Fund for Sailors.

The Plymouth branch of Cancer and Leukaemia in Children (CLIC) has been given a "helping hand" by the WOs' and Senior Rates' mess at HMS Raleigh.

A charity evening raised £400 for the organisation which provides support for both patients undergoing treatment and their families.

Over Christmas the mess played host to children from Freedom Fields Hospital in Plymouth when they watched the dress rehearsal of Raleigh's panto and CPOCK Mick Rothery baked a special cake enjoyed by 70 young patients at their Christmas party.

Money for CLIC has also been raised at a horse racing night and by holding raffles.

The Petersfield Autistic Community, in Preston have benefitted by over £1,000 thanks to HMS Inskip.

The 45 personnel at the Navy's transmitting station in Lancashire held a charity evening during which £511.44 was raised and a further £550 was collected during a series of social evenings held by the Senior Rates' mess and the North West RNA.



Sally Ann canned!

SOME of the homeless and needy in Southampton enjoyed a warm meal over Christmas thanks to HMS Osprey.

The Rev. Simon Stephens, assisted by STD Mark Sergeant and WRENSTD Clair Goodare, pictured above, organised a food collection and personnel serving on the base voluntarily raided their larders to provide tins and packets of food.

The collection was distributed by Major G Kent of the Salvation Army in time for Christmas.

In tune for charity



VOLUNTEER bands of HMS Collingwood, Dryad and Nelson raised £415 at their annual Christmas concert held in aid of "Leukaemia Busters", the Childhood Leukaemia Research Foundation at Southampton General Hospital.

The concert, one of a series to raise money for various charities, was held at the Navy's Weapon Engineering School, HMS Collingwood, and further concerts, held at

HMS Dryad and HMS Nelson raised money for families with children suffering from cerebral palsy, and the RN and RM Children's Trust.

Pictured during the concert at HMS Collingwood are Drs. David and Bee Flavell, of Southampton General Hospital, Alison Hoffman and Maria West (HMS Dryad), Vicky Bradford (HMS Nelson) and CSgt. Phil Watson.

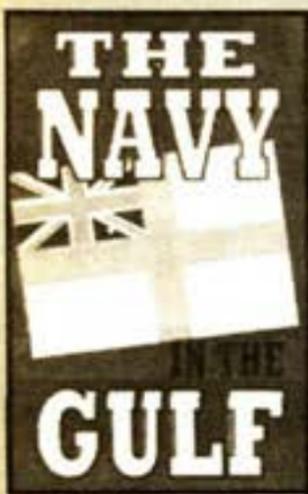
RAINBOW'S POT OF GOLD

HUNGARIAN-style conductive education, the treatment of cerebral palsy, is now available in Hampshire thanks, in part, to the efforts of the WOs' and Senior Rates' mess at HMS Dryad.

For the past 12 months their fundraising has benefited the Rainbow Centre at Furzebrook

School, near Fareham, and they were on hand when the centre was officially opened by Bun-

gle, TV's famous rainbow bear. Representatives from the mess were also delighted to hand over a cheque for £1,800 to one of the centre's pupils Thomas Somerset-How, son of the chairman of the Rainbow Centre Trustees.



Keep smiling through...

Like most other young Britons these days, when the Task Group sailors are off duty they like to keep up with the news — the news from "Neighbours", that is...

Lieut.-Cdr Mike Thornton, Captain of the Fleet Staff Officer at HQ CINC Fleet, Northwood, keeps them up to date. He puts together boxes of vid-

eos and cassettes for despatch to the Gulf ships — and the TV "soaps" are a top priority.

"It's all light-hearted stuff, something to relax with when the pressure eases off for a moment," he told Navy News.

"We have also had free supplies of a number of national newspapers and donations of paperbacks. Penguin Books gave us 2,000 straight off with an extra 200 each month so the lads have got plenty to read. No-one's come up with any nutty yet, though..."

Anyone wishing to donate gifts of this kind to the Gulf ships — and the shore-based squadrons there — should contact Lieut.-Cdr. Thornton on 092 74 26261 ext 7193.

Free aerograms are available to the families and friends of Gulf servicemen at Post Offices. In the last month of 1990 15,500 kg of mail was despatched through the Rn Postal Section at Mill Hill — nearly twice as much as in the previous December.

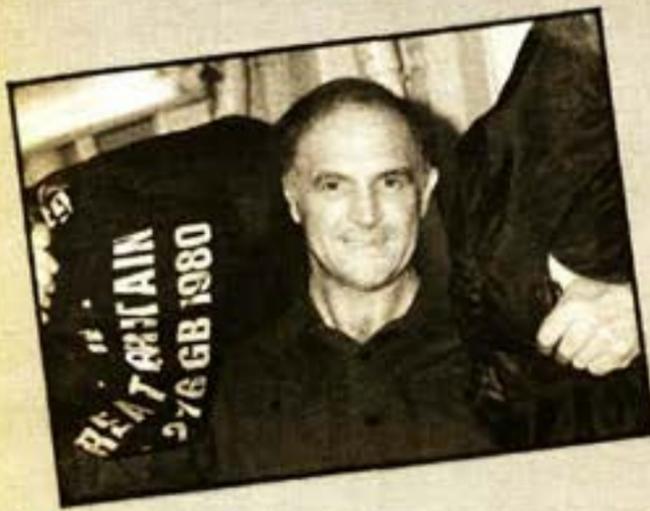
Parcels are being charged at internal UK rates. There are no free telephone calls — but Sir Donald Gosling, head of National Car Parks and the Gosling Foundation recently visited the Gulf ships with a free £7 Phonecard for everyone on board.

The Navy News Pen Friends column is proving a particularly popular feature for some

sailors serving in Gulf ships, too — no fewer than 49 replies were passed on from just one man as a result of a recent column.

● Top right — It was pretty obvious what A/B Dave Honley of HMS Brazen wanted for Christmas. His new tooth — the old one was not lost as the result of enemy action — will be fitted shortly

● Left — Stores officer John Henderson of RFA Fort Grange with bags of mail for the Task Group.



Big screen bounty

"Are you getting enough?" the Prince of Wales asked sailors in HMS Brazen when he visited them in the Gulf just before Christmas — and amazingly they all said "yes".

As President of the Royal Navy Film Corporation he was anxious to ensure the ships were kept well-stocked with movies. In fact some 350 films were shown in the Task Group between August and December, together with 1,200 videos.

As in the Falklands War, film distributors have generously issued a number of pre-releases — a particular hit has been "Air America", seen by the ships' companies a full month before its appearance in the London West End cinemas.

"The 16mm film format is still popular, though the smaller ships rely more on videos," said the RNFC General Manager Capt. Don Hunsley RN (retd)

"Setting up a film camera and screen is obviously a bit of a bother in a confined space, but there's nothing like it for atmosphere — submarines are still our best customers for film."

● Chichester Festival Theatre is offering spare free tickets to the families of people serving in the Gulf. From 2pm on the day of the performance they will be offered any unsold tickets free, limited to four per family. Tel 0243 781312 to check availability.



● Above — the Sailors and Families Advice Bureaux information cell in operation at HMS Nelson (see back page for full list of numbers). Left to right are Mrs Judith Benton, CWREN(FS) Sonia King, Mrs Sue Milner and Mrs Jackie Finch.

● Left — the Duchess of York, visiting RN air station Yeovilton, chats with Mrs Ann Lee and baby son James, whose father is a pilot with 846 Squadron operating with RFA Argus.

● Below, left — The Queen meets Mrs Kathy Leaney and other wives of members of Fleet Diving Unit No. 2 — currently serving in the Gulf — during her visit to Portsmouth with the Duke of Edinburgh.

Pictures — LA(Phot) Fez Parker



BFBS Gulf Specials

Twice a day, the British Forces Broadcasting Service beams programmes to the Gulf ships on short wave radio.

These may be heard from 0920-1000 (GMT) on 15.245, 17.83 and 21.745 MHz and from 1330-1400 on 15.39, 17.695 and 21.735 MHz.

BFBS also has a 24-hour radio station at Al Jubayl, broadcasting on FM — 103.5 MHz and 105.5 MHz in the port area. Gulf ships also receive priority for BFBS's regular dispatch of video and audio cassettes.

Trust Fund

The Ministry of Defence has set up a Gulf trust fund, inviting public donations for families of Servicemen and women killed or wounded in the Gulf conflict.

All of the major UK high-street banks will take donations and British Telecom will make one, linked to the number of credit-card donation calls made on 0898-9000-26.

Alternatively, cheques may be sent direct to: The Gulf Trust, MoD, Room 721, Adastral House, Theobald Rd., London WC1X 8RU.

Divisions that lead to equality

Following the decision to send WRNS personnel to sea the advancement prospects for all RN and WRNS ratings have been reviewed. With the onset of a female community willing, trained and able to fill billets at sea, the historical baseline of female = shore billet will have to be changed to reflect new horizons.

It is hoped that by the time you read this article a formal announcement on the way ahead for roster advancement will have been made. However, because of the considerable amount of work involved in establishing an equitable system of advancement for both males and females the "announcement" stage may not have been reached. Therefore what follows will hopefully provide a framework for you, whether or not you are a volunteer for sea service, to chart your future course.

At the end of the day, the ultimate aim is to have combined RN/WRNS rosters where individuals will be advanced from the top of their respective professional rosters, as vacancies occur, irrespective of sex.

For various reasons this is not yet practicable — only 20% of a ship's company may be female, there are accommodation constraints and the sea-shore ratios need to be realigned.

The following principles are currently being considered as a basis



Drafty Wrens at sea

Short-term plan for separate rosters

from which to attain the long term aim — equality for all. The major changes will impact upon Wrens serving before 1 Sep 90 who are volunteers for sea service. Those Wrens who are not volunteers for sea and RN ratings will continue to be advanced under existing WRNS and RN regulations respectively.

It is generally agreed that recognition should be given to WRNS ratings who volunteer for sea service. It is also widely agreed that those who do not volunteer must retain full career prospects and should not be disadvantaged. To achieve this it will be necessary to operate interim advancement rosters to cater not only for males (RN rosters as now) but also WRNS sea service volunteers (WRNS rosters) and WRNS non-sea volunteers (existing WRNS (SHORE) rosters).

All WRNS personnel who have joined since 1 Sep 90 with full sea service liability will mirror their RN equivalents in terms of training, drafting patterns and qualifications for advancement — but until there is equality for both men and women in drafting to sea and sea employment terms separate advancement rosters will be required. These Wrens will appear on the WRNS SEA roster, with the exception that WRNS ratings who joined post 1 Sep 90 in branches without a RN equivalent will appear only on the WRNS SHORE roster.

In-service Wrens who have volunteered for sea service will appear on two rosters for that rating category: WRNS SEA and WRNS SHORE. Basically, all sea volunteers on achieving a Basic Date will appear on the WRNS SHORE roster. Once they become BSSC/Seamanship qualified will be the catalyst for appearing on the WRNS SEA roster.

To re-iterate — serving Wrens who are non volunteers for sea will remain on existing WRNS(SHORE) advancement rosters and will be advanced from the top of the rosters as vacancies occur.

... those who do not volunteer must retain full career prospects and should not be disadvantaged'

During this interim period of three rosters, qualifications for advancement for WRNS sea volunteers will be progressively aligned to those of their male counterparts at sea as a prelude to total integration.

It will not have escaped your notice that for RN ratings, sea service is often a qualification for advancement to the next higher rate.

Whilst it is intended that this should also apply to WRNS sea volunteers it has to be acknowledged that not every sea volunteer will be given an early opportunity to serve at sea and not every sea volunteer will have had the opportunity to accrue sea service by the time a B13 is issued.

In such instances the sea service requirement for advancement to the acting higher rate may be waived by the Commanding Officer — but it will then become a prerequisite for confirmation in the higher rate.

Also during this period of transition, WRNS sea volunteers will be progressively brought into line with their male counterparts in terms of professional examinations and courses for advancement and confirmation.

WRNS ratings who are drafted to sea will be encouraged to qualify for advancement under the RN regulations, whilst those who are waiting to be drafted to sea will be allowed to continue to advance under the WRNS regulations.

This "buffer zone" will be restricted to the next higher rate only, or a given date (probably 31 Dec 92) whichever is reached first. Thereafter all WRNS sea volunteers will have to qualify for advancement under RN regulations.

The points made above are a guideline on what is being considered. Full details will be issued by DC1 pending amendment to BR 1066.

The Advancement Team

Advancement/Promotions Officer Lt Col Maggie Robbins (ext 2181)
 UC Advancement Office CPO W/ Terry Ashdown (ext 2498)
 S & S Roster (GS & SM); ME Rosters (GS & SM); WE Rosters (GS & SM); Medical Rosters (GS & SM) W/ Andy Collier (ext 2498)
 WRNS Rosters: GARRNS Rosters; Ops Rosters (GS & SM); FAA Rosters W/ W/ Suzanne Towardale (ext 2498)

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Scylla's long odyssey continues ...

LEANDER class frigate HMS Scylla was rededicated in Portsmouth late last year, just over 20 years after she first came into service. The ceremony followed a 10-month "garage refit" undertaken by Babcock Thorn Ltd, Rosyth, and an extensive post-refit trials package.

Guest of honour was the Lord Provost of Aberdeen; HMS Scylla has a long and close association with the city.

Built as a standard Leander class frigate in 1968 at Devonport Dockyard, the Scylla is one of the general purpose ships of the fleet. She is the smallest unit that can be deployed independently on a worldwide basis and can be tasked to carry out a variety of policing and deterrent tasks, as well as playing an important role in more general operations.

In November 1980 she entered Devonport Dockyard for a major conversion refit, the principal feature of which was a completely new weapon and sensor outfit, including Seawolf, Exocet, a new sonar and surveillance radars.

Daunting

This daunting task, which was extended by the Falklands War, was completed in December 1984 and the ship emerged as one of the most complex and powerful of her class.

HMS Scylla's primary role is as an anti-submarine frigate and in Sonar 2016 she has one of the most modern computer-controlled sonars for detecting and tracking submarines.

Exocet provides a highly accurate and reliable surface-to-surface guided missile system

comprising four launchers and their associated firing equipment.

With Seawolf she has a fully automated self-defence guided missile. Two 20mm Oerlikon and two BMARC guns are fitted for use in a "policing role" and also provide a close-range air defence capability. Supplementing her firepower, the Scylla has two triple, shipborne torpedo tubes. These are deck-mounted and deliver anti-submarine homing torpedoes.

Helicopter

The Scylla also carries the Lynx anti-submarine attack helicopter which can be armed with homing torpedoes or depth charges. The Lynx is capable of many other roles, too, including anti-surface warfare, for which she is armed with Sea Skua missiles.

The frigate's main propulsion machinery consists of two controlled superheat boilers and two sets of steam turbines driving twin screws. Electrical power is provided by two steam turbogenerators and two diesel generators. The two double reduction geared turbines produce 30,000 shp.

Before her last refit in Rosyth, the Scylla had steamed 562,686 nautical miles and had operated in the Far East, West Indies, in Icelandic waters during the Cod War, the South Atlantic, Indian Ocean and more

recently the Arabian Gulf. In November 1986 she escorted the Prince and Princess of Wales on their visit to the Middle East.

Although no major enhancements were undertaken during this latest refit, there was extensive equipment refurbishment and replacement. This included structural repairs to the hull, partial retubing of the main boilers, replacement of most auxiliary machinery and refurbishment of air conditioning plants and fuel tanks.

Following the rededication, HMS Scylla visited Aberdeen to re-establish the strong links between the ship, her affiliated city and its people. These date back nearly 50 years, to the time when the city raised £3.5m to pay for the fourth ship of the name.

Hospitality

The visit also gave the ship's company the opportunity to enjoy some excellent Scottish hospitality, before the frigate sailed to Portland to undergo basic operational sea training.

As well as the affiliation with Aberdeen, HMS Scylla has official links with the Household Cavalry Mounted Regiment, Linn Moor Residential School for children with severe learning difficulties, and two Sea Cadet Units — TS Scylla, Aberdeen, and TS Sutton Coldfield.



OF famous savagery — *Clara saevilla* — is the motto of HMS Scylla. Her badge shows a representation of Scylla, white grined, fanned and tailed gold, on a blue field.

FACTS & FIGURES

Builder: Devonport Dockyard. Launched: August 8 1968. First commissioned: February 14 1970. Displacement: 3,200 tons. Beam: 43 feet. Length: 372 feet. Speed and endurance: 28 knots. Range of 4,000 nautical miles at 15 knots. Propulsion: Two controlled superheat boilers and two sets of steam turbines driving twin screws. Complement: 20 officers and 200 ratings. Armament: Exocet surface-to-surface guided missiles; Seawolf fully automated guided missiles; two Oerlikon and two BMARC mountings; two triple shipborne torpedo tubes to deliver anti-submarine homing torpedoes; Lynx anti-submarine attack helicopter which can carry homing torpedoes, depth charges or anti-surface Sea Skua missiles.

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 1956.

Above: Exocet Leander HMS Scylla slices through the waves. She is currently undergoing BOST at Portland.

'TOOTHLESS TIGER' SNAPS UP SIX BATTLE HONOURS

FIVE ships of the Royal Navy have taken the name Scylla, after the sea monster which inhabited a rocky outcrop off the western coast of Greece and devoured the victims of the whirlpool Charybdis.

The previous ship of the name, laid down at Scotts of Greenock in 1939 as a Dido class 5.25 inch gun cruiser, was converted into an anti-aircraft cruiser with eight 4.5 inch, high-angle guns — which led to her being dubbed the "Toothless Tiger".

Forgotten

This nickname was soon forgotten when, on the Russian convoy PQ18, her guns accounted for six of the 33 enemy aircraft destroyed.

Later, while wearing the Flag of Rear-Admiral Sir Philip Vian, Commander Eastern Task Force, at the Normandy landings, she was badly damaged by a mine and towed to Spithead for a new role as a target ship. She was finally broken up in 1950.

It was this HMS Scylla which started the strong connection with Aberdeen. In 1942 Aberdonians raised



Above: Wartime anti-aircraft cruiser HMS Scylla escorts RMS Queen Mary en route to America. Prime minister Winston Churchill was on board the liner.

over £3.5m, more than meeting the £2.75m cost of the ship.

First HMS Scylla, a brig-sloop of 18 guns and 365 tons, was launched in 1809, saw active service off the Isle of Bats and off Ushant,

and was broken up in 1846.

The second ship of the name was a 1,467 ton screw steam corvette with 16 guns. She was commissioned in 1859 and sold in 1882. The third, a 3,400 ton cruiser second class, commis-

sioned at Chatham for the Mediterranean Fleet in 1896 and was sold in 1914.

Battle honours: *Weser 1813, North Africa 1942, Arctic 1942-5, Salerno 1943, Atlantic 1943, Biscay 1943 and Normandy 1944.*

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Sad loss of singer Chick

I READ with interest in "Over to You" (December) the name of Chick Henderson, who was in the Navy and sang with the Joe Loss band before the war.

Roedean rings a bell

YOUR mention of wartime Roedean recalls pleasant memories of that establishment. As a young Leading Seaman, and again as a Sub-Lieut. RNVN, I spent two happy spells there on torpedo and mine courses.

In the dormitories were the famous notices, "If you require a mistress during the night please ring the bell". Much amusement to the matelots.

All around Brighton, garages and workshops were requisitioned for training, and the runs ashore in the bars and drinking dens were quite memorable. — Ted Wilkes, Springfield, Chelmsford, Essex.

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

I was on Channel convoys in 1940-41 and we used to anchor in the Medway and have shore leave in Sheerness. We were in the pub named The Goat, a favourite hang-out, and a sailor was singing "Begin the Beguine" and you could hear a pin drop. They said it was Chick Henderson.

Later I heard of his death. — R. Thorndike, Shirley, Southampton.

□ □ □

ON February 25, 1941, I arrived at Chatham to join HMS Pembroke and take a trade test with a view to becoming an ERA. Among the many artificer candidates in our mess was Chick Henderson who sang for us each evening after we had returned from doing our stint at the MTE in the Dockyard.

His beautiful rendering of "Begin the Beguine" will always be remembered — it still rings in my ears.

After leaving Chatham I never met Chick Henderson again but often wondered what ship he served in before he died in an air raid on Portsmouth.

Does anyone know of a cassette tape containing all Chick's songs? — D. A. Haddock, Wilton, Salisbury, Wilts.

Diving ship's last legacy

ON THE final visit of HMS Challenger to her adopted town of Falmouth a generous donation of £250 was presented by members of the ship's company to the Town Mayor (Cllr. Gordon Harrison) for his Benevolent Fund.

Of this, £200 was donated to the Rotary Club of Falmouth to provide dinner on Christmas Day to people without means for such a meal and without human support from friends and relatives.

The other £50 went to Ardyn House, Falmouth, a home for retired seafaring folk, for them to enjoy more than "cissy sandwiches" on Christmas Day.

On behalf of the community of Falmouth may I express the appreciation of the generosity and friendship of those who served in HMS Challenger. We wish them good sailing for the future. — Eric G. Hawkins, Mayor's Secretary, Falmouth, Cornwall.

How Fraser unfroze a Russian winter

YOUR report (December) of the unveiling of the memorial bust of Admiral of the Fleet Lord Fraser of North Cape called to mind an incident just before the Battle of North Cape. HM corvettes Poppy and Dianella, holed up in the Kola Inlet, received a pre-Christmas visit from Admiral Fraser — who was flying his flag in HMS Duke of York — following his conference with his opposite number the Russian Admiral Golovko.

After visiting the corvettes Admiral Fraser was piped ashore onto a snowbound jetty at Polyarnoe, accompanied by his personal staff and under the ever-watchful eyes of our Rusky Allies.

Suddenly and without warning Admiral Fraser gathered up a fistful of snow and hurled it at his Chief of Staff. Within seconds a short snowfight occurred between these very senior officers, with the astonished Russians looking on.

Before he left us, Admiral Fraser typically enquired after the Christmas welfare of those in the corvettes. Learning that we had no turkeys, still less Christmas puddings, he ordered that sufficient be sent over from the Duke of York.

We in the Poppy sailed on December 23 with a homebound convoy and Christmas Day found us all hove to heading into a Force 11 gale. The heavy seas had swamped our upper deck galley which could not be rekindled.



Our much-anticipated Christmas dinner was abandoned. Instead we managed with corned beef sandwiches as thick as doorsteps and cups of kye laced with rum. It was not until several days later, between Iceland and Scotland in marginally calmer water, that we were able to enjoy with

some relish what was recorded in the ship's logbook as "Admiral Fraser's Christmas dinner 1943".

This gesture was, of course, typical of the man and many years later when he was in his eighties I was able to relate this story to him. — J. Beardmore, Petersham, Surrey.

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Victory's guiding principles

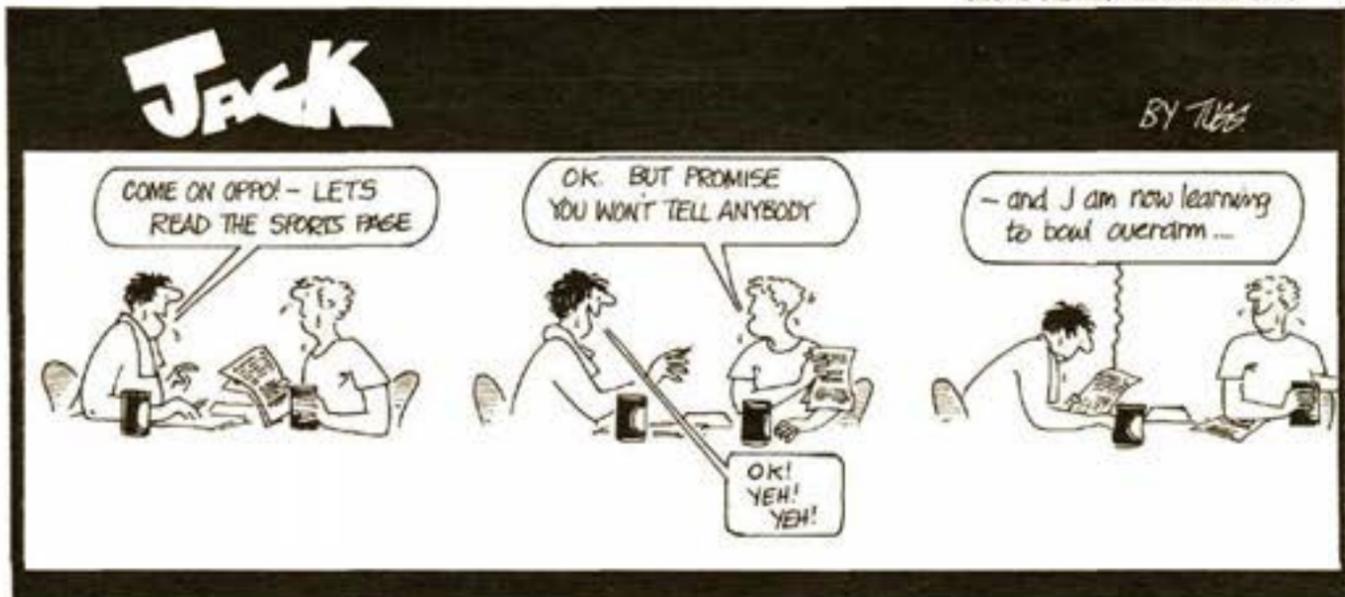
READING the letters (December) about the Victory guides brought back memories of how, when waiting for demob in Pompey Barracks 1946, a notice went on the Master's board for volunteers as Victory guides.

I was picked with five other ratings and we marched down to the Victory. After being shown round for about two hours, and making a note of all the interesting points, we waited for the first visitors.

We were petrified with stage fright at first but soon got used to it. The best part was the tips we got from the visitors as we were only on £2 a fortnight —

30 bob a day was very useful. As your correspondent said, we used to jingle a few coins in our caps and they soon caught on. We had a rhyme but never used it: "This is the spot that Nelson died. Now is time to tip the guide."

Thanks for the memories. From the first of the guides after the war. **Harry Lloyd**, Ex-AB, Clubmoor, Liverpool.



Letters



WRONG PLACE FOR BILL

CONCERNING the item "Brum club together" (December), may I point out that the late Bill Savage was gunlayer of the forward pom-pom of MGB314, the HQ vessel of the St. Nazaire raid, not of HMS Campbelltown.

Bill and his loader, Frank Smith, DSM, who is still with us, kept up accurate fire at enemy gun positions until Bill was mortally wounded. The award was thus a "Coastal Forces" award.

The Coastal Forces Veterans Association will be presenting their final cheque to the Maritime Museum in January and we should, with a bit of luck, approach or equal the Nautical Club's total, collected just from our own membership of under 2,000. — **Len Bridge**, National Secretary, Coastal Forces Veterans Association, Battersea, London.

● Thanks to several other correspondents who wrote concerning AB Savage and his award of the Victoria Cross.

Norfolk not the first to qualify

YOUR item about HMS Norfolk (January) reports that she has the first non-artificer PO to qualify as a frigate Marine Engineering Officer of the Watch.

Could I mention that I qualified in a frigate, HMS Rapid, in 1968 and was borne on the books of HM ships Fife and Endurance as a Unit POME — "Burl" Ives, Ex-CMEM, Carnock, near Dunfermline, Fife.

Change of status for would-be shipmates

I WAS interested to read Hugh Mair's letter (January) concerning RNXS members' eligibility for membership of the Royal Naval Association. While not wishing in any way to question the RNA's right to determine eligibility, I would like to correct two factual inaccuracies in his argument.

Firstly, it is no longer true to say that "the RNXS do not have RN (or RNR) call-up status and are not part of the 'Naval Forces' of the country".

In November 1988 the Navy Board, with Ministerial agreement, approved a new wartime status for the RNXS as RNR List X. Although List X membership is dormant in peacetime, it does, inter alia, impose liability to call-up on all RNXS members. Existing personnel will shortly be signing a legally binding acknowledgement of this, while future members will sign on joining.

As regards being part of the Naval Forces of the country, the RNXS is now officially recognised as a constituent of the "Reserve and Auxiliary Forces of the Crown".

Secondly, it cannot be said to be "on the cards that they may become part of the RNR" — not in peacetime, anyway. Each Service prizes its own ethos and conditions and however effectively they may train together, there is no intention of (and there would be several disadvantages in) carrying out a peacetime merger.

In wartime, of course, with List X activated, they would serve together in the tasks for

which they have trained, in support of the Royal Navy.

I hope that this sets the record straight. — **Michael Hare**, Auxiliary Captain, Command Naval Auxiliary Officer, Office of CINCPACVHOME.

□ □ □

WHEN I applied to be allowed membership of the Royal British Legion, my serving in the RNXS categorised me as "still serving" and my proud membership was approved.

By coincidence, Mr. Mair's letter in your January edition is alongside an article concerning the China Fleet Country Club which confirms that their membership is open to RNXS personnel.

I therefore suggest that the RNA management take stock of their approach to RNXS application as clearly, like our RNR, TA and RAAF brothers and sisters, we are all civilian volunteers, goaded into action only by that certain word — war.

As a postscript, may I add that I was offered RNA membership while attending the Royal Tournament in 1990 as, wearing my RNXS tie etc, I was clearly a "Shipmate".

The RNXS has a definite

role in a period of tension and outright war, but mainly in UK waters, although certain aspects determine events worldwide in the event of war. The RNXS is also allocated to NATO.

So, the Royal Navy's "little cousin" has a true role in life, and definitely forms part of the UK Reserve Forces. — **G.J. Howe** (CNX, RNXS), Southsea, Portsmouth ("still serving").

Kindred spirits

The photograph of HMS Upton decommissioning at Rosyth reminds me of when the former RN chaplain the Rev Tony Upton had his leg pulled by the ship's company.

He was in his office at HMS Cochrane when the phone rang and the CO of M1157 asked him on board for the last issue of the tot.

On that sad day Tony duly appeared — and to his surprise was piped on board, escorted to the bridge and presented with a glass of bubbly.

When he confessed he had no idea why he was being made such a fuss of, everybody fell about laughing — he hadn't noticed that M1157 and HMS Upton were one and the same!

The captain then told him he was probably the only padre in the Navy to have enjoyed the last ceremonial pusser's tot on board a ship bearing his own name.

Tony's Vicar of St Laurence's at Coventry now, — **R H Williams**, Ex RN and RN Scientific Service, Cowplait, Hants.

Riddle of another Sandown

CONCERNING HMS Sandown (Ships of the Royal Navy, January edition), the previous Sandown, a requisitioned paddle steamer owned by the Southern Railway, was not the only former ship of the name since there was an HMS Sandown launched on July 4, 1916.

Also a paddle minesweeper (designed as such), she belonged to the Ascot or Race-course class, being named after Sandown Park in Surrey. She was sold for breaking up in 1922.

The photograph of the cruiser HMS Ajax published in your January edition appears to have been taken as she was

leaving Grand Harbour, Malta, in 1946. — **John M. Maber**, Ashley, Near Box, Corsham, Wilts.

● **Lieut.-Cdr. R. B. Foster** (ret'd), of Twickenham, also wrote concerning the Ajax picture, locating it at Malta by the St. Elmo breakwater and the seaward end of St. Elmo Fort.

NO GLAMOUR IN CONVOY SERVICE

I CERTAINLY agree with Denis Love's letter on Battle of the Atlantic publicity (November).

This RN/Merchant Service campaign, which lasted throughout the war, was a highly dangerous operation resulting in the loss of many ships and lives. For the escorts, mainly small ships, the Atlantic weather and long periods at action stations added to the stress.

Not newsworthy

I served four-and-a-half years in corvettes on convoy duties in the North Atlantic, Med and Arctic. The Battle of the Atlantic was not, and still is not, "glamorous" enough to be newsworthy. The man in the street is aware of it but has little or no idea of what it entailed or how vital it was to the war effort.

Oh yes, publicity is needed, as are funds for the naval charities. — **C. Elles**, Ex-RNVR, West Wickham, Kent.

Funnel vision at Muscat

IN "War and Warships seen with Artists' Eyes" (December) mention is made of the Russian cruiser Askold (as spelt in Jane's 1914) as being the only warship in the world with five funnels — and how this impressed the inhabitants of the Gulf where potency of warships was so measured.

The British Amphitrite, en route to the China station, was diverted to Muscat. She was an armoured cruiser of 11,000 tons and larger than the

Askold — but only had four funnels. Two extra funnels of wood and canvas were erected and smoke led to them. Royal Navy prestige was thus restored.

In the North Russian campaign of 1918-20 the Askold was one of the Russian ships taken over by the RN at Murmansk. In August 1918 she was commissioned into the RN and paid off in April the following year in the Clyde. — **W. F. Braubrook**, MBE Cdr (ret'd), Bexhill-on-Sea, East Sussex.



No. 439 37th year

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All bumf will now be recycled...

IN LINE with a number of other environmental initiatives, it has been decided to extend the use of recycled paper within MOD to include all requirements for letterheaded paper.

This paper, which will have a new Departmental logo, will be in white and the letterhead will be flat printed. For those of three star rank and above there will be a choice between blue and black; for those below that level, the letterhead will be printed in blue.

There will also be continuation sheets for use with the new recycled letterheaded paper, with the new MOD logo printed on it. All letterheaded paper and associated items will bear the recycled paper logo and the wording "100% Recycled Paper."

Where possible, existing stocks of letterheaded paper should be exhausted before changing to the new recycled paper.
DCI(Gen) 237/90



"So they should! After all, we have to put up with recycled beer cans!"

Voices of the Church military

PROPOSALS now approved provide for representation for Anglican Servicemen and Servicewomen and elected dependants of Service personnel in the affairs of their Church.

At present the scheme envisages three levels of representation — the local Chaplaincy Council, the Archdeaconry Synod (one for each Service) and the Forces Synodical Council (Tri-Service).

In the future, application will be made to the General Synod for a more adequate representation in that body once the structure now envisaged is established.

Those who are elected as clerical and lay representatives will be required to attend the meetings of the Archdeaconry Synod and Forces Synodical Council. The lay representatives may be dependants of Service personnel. DCI(RN) 318/90

LAST YEAR FOR BLUE LINERS

WHEN it was announced in 1989 that the Blue Liner cigarette and tobacco concession would be withdrawn at the end of 1991, it was also decided that the price would be progressively increased in April 1989, January 1990 and January 1991.

Details of the prices which came into effect from January this year are now given.

DCI(RN) 316/90

Patient care rewarded

THE Ruth Carter Prize for Nurses for 1990-91 has been awarded to CPOEN(G) B. Ives. The award goes each year to the nurse rating judged to have made a notable contribution towards nursing and patient care in the Royal Navy, with special emphasis on research to improve management or technique in wards and sick bays ashore and afloat.

Recommendations for the 1991-92 award have to be in by March 31 this year. DCI(RN) 311/90

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Orders that may get the boot...

RULES about the acceptance of foreign orders, decorations and medals are spelt out for the benefit of anyone likely to be in the running.

Euro-licence should pass the test

INFORMATION is provided on the new European Community model driving licence which is already being used for certain categories of licence, and comes into effect totally on April 1 this year.

It is described as a generally simple idea but with some fairly complicated aspects.

The announcement also says that the new system has been evolving over a number of years and, while at one stage it posed many problems for the MOD, it had been modified to such an extent that it should now produce few difficulties.

Some of the implications of the new system for the MOD are listed.

DCI(JS) 118/90

In essence the regulations insist that Service personnel, like all others in the service of the Crown, may not accept such awards except in "certain rare and well-defined circumstances."

Anyone learning that "bestowal of a foreign award on them is contemplated should point out that it is the desire of the British Government to be consulted through diplomatic channels before any final decision to confer an award is taken."

Permission

The announcement says that foreign orders, decorations and medals may not be accepted without the Queen's permission and makes it clear that the rules on the acceptance and wearing of orders, decorations, and medals conferred by Heads of Government of foreign states and Commonwealth countries of which the Queen is not Head of State are laid down in the Foreign and Commonwealth Orders Regulations.

DCI(Gen) 217/90



NN Get Wise on DCIs **NN**

Ambitious driving

EXERCISE Roadmaster, the annual British Army Driving Championship, for which entries are also invited from other Services, is designed to test the skills of both driver and navigator to produce a champion crew.

Land Rovers, weighing half or three-quarters of a ton, can be entered, but specialised variants, like ambulances, are excluded.

This year's championships take place in North Humber-side in April.

DCI(JS) 119/90

Fellowships for the good

SERVICE officers aged between 35-45 of at least lieutenant-commander or equivalent rank are among those to whom Defence Fellowships will be available during 1992.

Main purpose of the scheme is to allow pursuit of a chosen subject of study or research, which is of benefit to the Department, at an advanced level in a British university. The fellowships are normally of one year.

Details are also given of the Service Fellowship Scheme for 1991-92.

DCIs(Gen) 228 and 232/90

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

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People in the News



Howzat for a present?

CRICKET crazy CCWEA Nick Hodges couldn't be more delighted with the Christmas gift he received from his wife, Angela — a trip to Australia to see the Ashes.

The surprise took some organising, but the Royal Australian Navy came to Angela's assistance, arranging tickets and accommodation, including a period with a naval family in Sydney.

Nick, who is serving at HMS Collingwood, is very grateful to the Australian Command Personnel Services for helping Angela make his holiday possible.

Before flying out at the beginning of January Nick heard some impartial views on the great game of cricket and likely Test results from Lieut.-Cdr. Drew Hardy, an Aussie currently serving at Collingwood.

Sam the man

RO(T) Sam Cook has been selected as HMS Brave's "Man of the Year" and presented with the special silver bell donated to the ship by the Worshipful Company of Haberdashers for this annual award.

Sam won the title for his unflinching work as a member of the ship's welfare committee, his work on the ship's magazine and TV programmes, and his involvement in organising ship's sports.

PRINCE IN AIR ON AIR

TELEVISION cameras were filming as the Duke of York braved high winds to fly a sick sailor from HMS Campbelltown in the North Sea to hospital.

The BBC crew was on board the Type 22 frigate making a documentary about Prince Andrew's life in the Royal Navy when the sailor suffered a brain haemorrhage.

The dramatic shots are a highlight of "Flight Commander HMS Campbelltown", due to be screened in mid or late February. Produced by Patrick Turley, the documentary took a month to film.

It shows Prince Andrew taking part in a NATO exercise and follows him through a typical day, attending briefings and flying missions in his Lynx helicopter.

ALL SET FOR A MT PLEASANT RIDE



RIDE

MAJOR General Malcolm Hunt surveyed his command at lightning speed from the rear seat of an F4 Phantom, flying out of RAF Mount Pleasant in the Falklands.

But rumour has it that Commander British Forces Falklands Islands had his eye screwed tightly shut for much of the two hour flight!

Thanks a Lott Spike



A HERBERT Lott Award has been made to PO(Diver) Christopher Hughes for his contribution to the safe disposal of almost 60,000 lbs of explosives.

PO Hughes, who is known as Spike, joined the Royal Navy in 1976. In October 1988 he joined the Scotland and Northern Ireland Clearance Diving Unit, Rosyth, as a diving supervisor, explosive ordnance disposal and improvised explosive device disposal operator.

Possessing an exhaustive knowledge of his field, Spike has dealt with over 80 incidents of live ordnance disposal over the past two years. He has also dedicated much of his spare time to giving lectures on the work of the unit to members of the emergency services, the Army and local clubs and associations.

The award was presented by Capt. Richard Smith, Chief of Staff to FOSNI, at Maritime HQ, Pitreavie.

Sm-artificer



Picture: L.Wren/Photo Sally A. Stone

PARADE GROUND MASTER TAKES THE SALUTE



PO(GI) Don Jacobs took leave of the Royal Navy after 43 years service by taking the salute at his final parade at HMS Dryad.

Don, who saw action in the Korean War, has served all around the world, in a total of nine different ships.

Training Instructor at HMS Dryad, ensuring that personnel are fully conversant with the latest military weapons, and that impeccable standards and bearing on parade are constantly maintained.

For the past 11 years he has been Military and Ceremonial

THREE pairs of hands were needed to hold all the awards made to Leading Air Engineering Artificer Apprentice Stephen Benn (centre), top of his class at HMS Daedalus, the Royal Navy's Air Engineering School.

He was helped by Rear Admiral Richard Burn (left) and Capt. Richard Langton, Captain of HMS Daedalus, himself a former artificer. As well as the Condor Cup for the top artificer,

Stephen received book prizes for his craft/technical skills and 'B' Tech academic work, for gaining the highest final results and as the best all-rounder (Halton Prize).

Stephen is currently attending the Royal Naval College Dartmouth, having been selected for training as an air engineering officer. His father, Peter, served in the Fleet Air Arm as a CPO and his twin brothers, Martin and Gordon, are presently serving at RN air station Portland with 815 and 829 Naval Air Squadrons.

US CEREMONIAL FOR RN PHOT



WARRANT Officer (Phot) Denis Turner had his Royal Cyphers pinned on by his wife, Elizabeth, and his commanding officer, Lieut.-Cdr. E. L. Dotson USN, in a unique ceremony performed at the US Navy's School of Photography in Pensacola, Florida.

Said Lieut.-Cdr. Dotson: "WO Turner has contributed so much to the school, I wanted him to have a lasting memory of his experience with us."

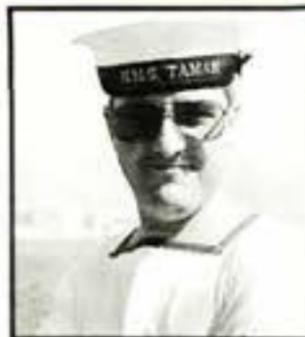
The three USN Chief Warrant Officers at the school put their heads together and worked out a plan to give full honours to their Royal Navy colleague.

These included an RN Colours ceremony, the White En-

sign temporarily flying proudly over the School of Photography, a traditional USN "pinning" ceremony, in which the recipient's spouse and CO pin on the new badge of rank, and parading the ship's company in his honour.

In the unlikely event of Denis' memory fading, the whole event was taped. He is course manager of the video school and his students made their teacher their subject.

Carroll's praises sung . . .



LA Stephen Carroll did not hesitate when a woman was in difficulties in the murky waters of Hong Kong harbour. He leapt the 20ft from the quayside of HMS Tamar to rescue her.

He managed to get her to a lifebelt and together they were towed to nearby steps, from where she was rushed to hospital.

By trade an aircraft handler, Steve is currently a quartermaster on the main gate at Tamar. Fortunately, he enjoys swimming in his leisure time.



People in the News



Hello, old chap(lain)



Geoffrey Walsh



Michael Henley

AS A member of St Nicholas' Choir, HMS Caledonia, in 1965 Shipwright Artificer Apprentice Geoffrey Walsh had his photograph taken with the chaplain, the Rev. Michael Henley (see above).

A quarter of a century later they posed together again after a reunion service for the Old Caledonians' Association; this time as fellow clerics. Today the Ven. Michael Henley is Chaplain of the Fleet and the Rev. Geoffrey Walsh is assistant chaplain at St Ann's Church, Portsmouth Naval Base.

Mr Walsh left the Navy in

1976 and as a prison officer worked with young offenders before attending theological college. Ordained in 1984, he worked in parishes until rejoining the Navy in September.

Pictured (top) after the reunion are from left Mr. Walsh, Mr. Henley and the Rev. John Metters, Chaplain of St. Ann's (and also once chaplain at HMS Caledonia).



So'ton's big guns line up on deck

HARD to believe, but the wardroom members of HMS Southampton (pictured above) have 122 years of service between them, including the one year Sub Lieut. Caroline Robinson has spent before the mast.

All members entered the Royal Navy as ratings. They were photographed shortly after the Type 42 destroyer's 4.5 gun mounting was fitted at Swan Hunter's on Tyneside, where she is undergoing refit. The Southampton will start initial sea trials next month (March).

Pictured left to right are Sub Lieut. Trevor Grace, Lieut. Andy Morris, Lieut.-Cdr. David Prideaux, Cdr. Tony Dyer, the senior officer, Sub Lieut. Robinson and Sub Lieut. Rob Knill.



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Top shots on display

ENTRIES for the second Royal Navy Amateur Photographic (VSEL) Competition reflected the widespread deployments of RN ships during the year with photographs from all over the world featuring in the competition.

The winning entry was taken in the West Indies by LS(EW) Stuart Bell, serving in HMS Alacrity, second place went to LSA Steve Prior with a panoramic view of HMS Endurance in snowbound Dorian Bay in the Antarctic, while third prize was shared by MEM(M) Karl Girdlestone, of HMS Alacrity, with a shot of a USN hydrofoil in the Gulf of Mexico, and LSA Harry Horne closer to home with a picture taken at London's Tower Bridge.

Although the number of entries was somewhat less than for the first competition, the overall quality was very high.

The "lazy-hazy" West Indies atmosphere is well-captured by Stuart Bell's "HMS Alacrity takes a break" with the ship anchored off of Pidgeon Point, Tobago.

Harry Horne records the excitement and colour of the fireworks over the Royal Yacht, HMS Broadsword and HMS Belfast during the Queen Mother's 90th birthday celebrations, in a technically excellent photograph.

The competition, open to all serving in the RN, RM, WRNS and QARNNS, other than the Photographic Branch, is sponsored by Vickers Ship-

building and Engineering Limited (VSEL), with three cash prizes — £250 for the winner, with £150 and £100 respectively for second and third.

Photographs entered for the competition can cover any naval subject, portraying a good, modern image of the Service, and winning entries may be used in PR and recruiting literature (and, of course, are featured in Navy News!).

Pictures for the third competition, which must have been taken since October 1 1990, can be accepted from now until the closing date, November 1 1991.

All entries should be mounted on card, minimum size 5in. x 7in., maximum 8in. x 10in., colour or black-and-white, and each one titled.

The address for entries is: DPR(N) (VSEL Trophy), Room 0375, Ministry of Defence Main Building, Whitehall, London SW1A 2HB.

All photos submitted must have the following information attached: Full name, rank/rate, Service number, Ship/unit and a brief caption — when/where rather than exposure/camera details.



● Above: LSA Harry Horne's third place entry taken during the Queen Mother's 90th birthday celebrations at London's Tower Bridge.

● Right: The winning entry, "HMS Alacrity takes a break", by LS(EW) Stuart Bell.



PRINCESS ON PARADE AT HMS RALEIGH

DURING a visit to HMS Raleigh the Princess Royal took the salute at the first ever Passing Out Parade of direct entry WRNS artificers about to start their technical training and took the opportunity to speak to many of the trainees, including JWRENSTD Catherine Beaton, pictured right.

On her arrival the Princess Royal was met by the captain of HMS Raleigh, Capt. John Wright, executive officer Cdr. Ian Clapham and Rear-Admiral Ian Pirnie.

After a tour of the New Entry Block, where she watched a presentation on integrated training and met New Entry trainees, all of whom had been in the Navy for only four days, she moved on to the Writers' School and swimming pool to view trainees involved in sea survival training.



Falklands remembers River Plate

A TRIPLE plaque presentation in Stanley marked the role of the Falkland Islands in the Battle of the River Plate more than half a century ago.

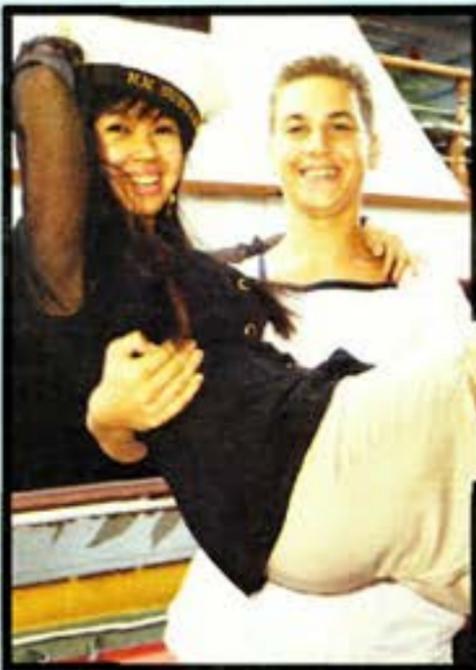
Heavy cruiser HMS Cumberland, predecessor of the present frigate of the name which is now on a tour of duty in the Falklands, was refitting in Port Stanley when the call came to steam at speed to join the affray off Montevideo.

Prominent in the action with the German pocket battleship Graf Spee was the cruiser HMS Exeter. On board in the thick of the action was young Royal Marines officer A. Toase, later awarded the DSC for his part in the battle.

Mr Toase, a resident of Stanley, attended a recent presentation, in which Capt. Geoffrey Billson, commanding officer of the Cumberland and a former CO of the latest HMS Exeter, handed crests of both ships to former Royal Marine Mr John Smith, curator of Stanley Museum.

He also presented a plaque donated by the New Zealand Battle of the River Plate Association.

Opossum world-wide



WHEN Phileas Fogg went "Around the World in 80 Days" he travelled by ship, train, elephant, land-yacht, and, in the movie, by air balloon — but never by submarine. The crew of HMS Opossum may be circumnavigating the world at a more leisurely pace, but the variety of places visited rivals those of Jules Verne's fictional hero.

Tahiti, to a traditional welcome by undulating dancers, decked out in coconut shells, grass skirts and flower garlands.

HMAS Stirling, the Western Australian naval base, was the next port-of-call, where again the local RNA, at nearby Rockingham, proved generous hosts, pleased to welcome their first visit by an RN submarine.

Australia

AFTER this came a month-long maintenance period in Sydney when the ship's company each took a week's station leave to explore the wonders of Oz.

Opossum was hosted by the Australian Navy's First Submarine Squadron, who provided a wide variety of entertainment ranging from diving expeditions to lunch-parties at the racecourse.

The next stage of the journey led around the Australian coast to Adelaide, in company with the submarine HMAS Otway and the frigate HMAS Stuart.

Here the British submarine was a great attraction, with much coverage by the local news media, and nearly 1,500 visitors when she opened to the public. The local RNA branch organised parties for the crew and trips to Barossa Valley, one of the country's famous wine regions.

Java

December 3rd saw Opossum departing from down under, heading up to Indonesia, for a call at Surabaya on the island of Java.

Events here included a trip to see the sunrise over the active volcano of Mount Bromo, visits to Bali, and classic displays of the island's traditional dancers, arranged by host submarine officers of the Indonesian Navy.

Singapore

By December 19th, when Opossum arrived in Singapore, the submarine had been away from home for a total of 222 days — and the sight of the waiting wives, children and girlfriends who had flown out from the UK for Christmas was welcome indeed!

Pitcairn

Her tasks completed in the Falklands, she made a brief visit to Punta Arenas in Chile before the long passage across the Pacific Ocean to remote Pitcairn Island, then celebrating the 200th anniversary of its settlement by the Bounty mutineers.

Despite the fact that the crew of Opossum outnumbered the islanders, magnificent hospitality was received, with feasting, sporting events, and more feasting being the pattern of the visit!

Tahiti

Resuming her island-hopping, Opossum next called at

Falklands

Leaving her home-port of Gosport in May last year, Opossum headed south for her South Atlantic Patrol duties, spending three months in and around the Falkland Islands, and during this time over 1,500 servicemen/women and islanders visited the submarine.

Families' Festivities

Though all the Singapore hotels and stores were constantly playing Christmas carols, with every road adorned with fairy lights and snowmen, it was hard for the crew to believe it really was Christmas, with the temperature around 35C (88F). Christmas Day for most of

the families was spent around the hotel swimming-pools, but back in Opossum at Sembawang Naval Base, the Duty Watch were served their turkey dinner by the officers, ably assisted by the CO's visiting daughters, Victoria and Sarah.



● Above — A warm welcome in Tahiti for ABs Soapy Watson and Jon Garrard.

● Right — HM Submarine Opossum coming alongside at Sembawang Naval Base, Singapore.

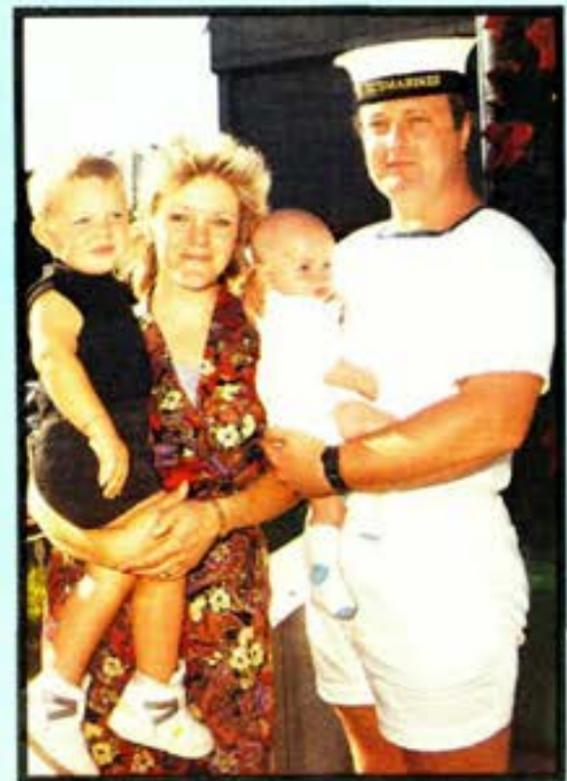
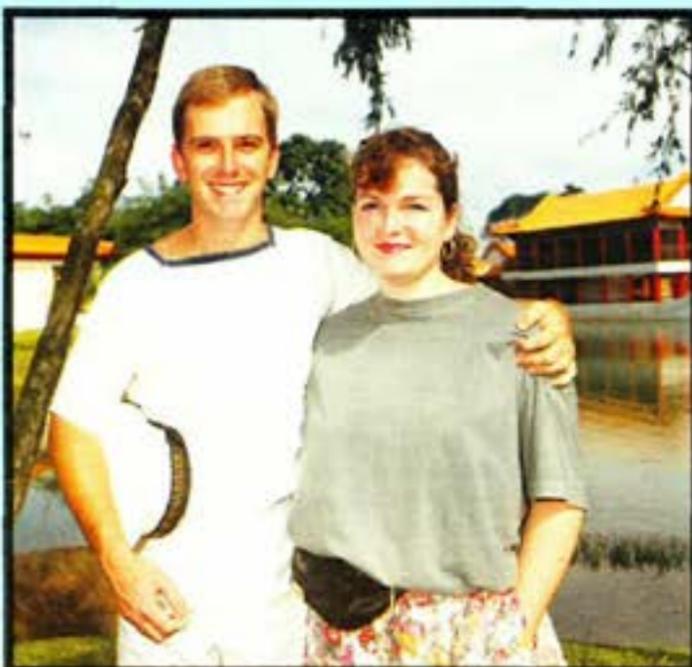
● Lower right — After stumps were drawn and results declared (a victory for the Pitcairners!) at the completion of a stupendous 40-man-a-side cricket match, Opossum's CO, Lt.Cdr. Steve Upright, presents a submarine trophy to Mr. Jay Warren, island magistrate and cricketer.



Singapore Photos by POA(Phot) Chris Webb

● Left — AB(S)(SM) Jon Garrard and his fiancée, Louise, in the exotic setting of Singapore's Chinese Gardens. Louise had flown out from their hometown of Chandler's Ford to be with Jon for Christmas.

● Right — MEM(L) Dan Steward with his wife Jennifer, and sons Daniel, aged two, and Matthew, just 11 weeks old. When his family flew out to join him in Singapore it was Dan's first chance to see his younger son, who was born after Opossum had left on her world voyage.



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Onyx pays off

HMS Onyx, the last of the 'O' class submarines to be built, has finally paid off after 23 years of service, returning to her home at HMS Dolphin, Gosport, after her last deployment which took her to the Eastern Atlantic, with visits to Halifax, Nova Scotia, St. Johns, Newfoundland and Boston, Massachusetts.

During this time she also participated in three exercises, one of which involved the competition for the prestigious Fincastle Trophy, with air forces from Britain, Canada, Australia and New Zealand, and which was won by the RAF.

In a competition of a different kind in Canada, Onyx's Senior Rates' Mess managed to "Steal the Show" — an age-old tradition in the Submarine Service, and the trophy is now proudly held in HMS Dolphin's Senior Rates' Mess.

DUKE IN COVENTRY

WHEN the Duke of Kent visited HMS Coventry during weapon-training operations off Portland, he was able to witness a packed programme, which included a close-range gunnery shot, helicopter operations, a fire-at-sea exercise and replenishment at sea, conducted with RFA Blue Rover.

Renown renews old ties

THE close ties between HMS Renown and 32 (Scottish) Signals Regiment were strengthened when 21 members of the ship's company took part in a parade to mark the presentation of a new pipe banner to 52 (Lowland) Signal Squadron in Glasgow.

During the parade the Lord Provost of Glasgow, Mrs. Susan Baird, presented LS and GC medals to two of Renown's personnel.

CHAOS AT COLLINGWOOD

NEWLY-commissioned HMS Chaos has many of the features and attributes of the Batch 3, Type 22 frigate, including the first letter of her name — but it is extremely unlikely that she will ever put to sea!

For Chaos is actually HMS Collingwood's new operational training simulator, designed to provide a facility for officers training to prepare for sea duties in a four-day "real-time" exercise, conducted in a ship environment with problems presented as they would occur at sea, needing

Gulf ships race ahead



PICTURED making preparations for a "sail past" during Prime Minister Mr John Major's visit to HMS London in the Gulf area, from left, the Type 22 frigate HMS Brazen, the Type 42 destroyer HMS Gloucester, one of the Navy's Mine Countermeasures vessels and the destroyer HMS Cardiff.

Picture by PO (Phot) Stuart Antrobus.

RN team on tour

FOR their Spring programme, the Royal Navy Presentation Team, under the command of Capt. Peter Cowling, and operating in four teams, are visiting the South, South West, Wales, West Midlands, and the North West.

Two teams will visit secondary schools and some societies, while the teams of the Captain and Commander (Cdr. Nick Harris) will present to a variety of audiences, including civic, universities, industry and societies, as well as some schools.

Film show

The presentation consists of a 45-minute talk, with film and slides, followed by a period for questions and discussion.

The civic programme for February and March is:

February: 5 Winchester, 6 Honiton, 7 Wells, 12 Exeter, 13 Bodmin, 14 Truro, 25 Warwick, 25 Llandrindod Wells, 26 Lampeter, 27 Colwyn Bay.

March: 4 Bridgnorth, 7 Leominster, 11 Jersey, 13 Guernsey, 14 Oswestry, 20 Prescot, 21 Rochdale, 25 Ormskirk, 27 Penrith, 27 Lancaster.

Requests for further details, and tickets, should be addressed to: The Team Staff Officer, RN Presentation Team, Room 2120, St. Christopher House, Southwark Street, London SE1 0TD. Tel: 071-921-2056. Fax: 071-921-1356.

Fleet operations progress

● from page 1

Skua missile but was ordered to hold off — they helped cover an American A-6 fighter attack. The Iraqis scuttled the vessel after three had been killed and 22 taken prisoner.

The ships' helicopters are also involved in searches to counter the threat posed by Iraqi patrol boats and drifting mines.

A number of mines found drifting near the Kuwait coast — believed to have broken free of their moorings in bad weather — have been sunk by gunfire from HMS Gloucester and US warships.

All the ships deployed will now have taken the precaution of sealing their inner protective citadels, in which recycled air is used to prevent gases entering the system, against the threat of

chemical attack.

Ships' companies have also been issued with nerve agent pre-treatment tablets.

Commodore Chris Craig, Senior Naval Officer Middle East, said he was satisfied with the way operations were progressing. These include escort work by the Type 42 destroyers Gloucester and Cardiff, whose anti-air missile capability provides cover for the big US units with their arsenals of the deadly accurate Tomahawk cruise missiles.

The Falklands veteran, who commanded HMS Alacrity in 1982, said he was confident of "the morale, conviction and determination" of his people. "We have marched on eight years," he was quoted. "We have newer ships, newer systems and newer capabilities."

His flagship, the Type 22 frigate HMS London, is com-

manded by Capt. Iain Henderson. He was first lieutenant of HMS Plymouth during the Falklands War — and has the benefit of the experience of many officers who also served in that campaign.

After his visit to HMS London just before hostilities began, the Prime Minister sent the following message:

"We are clearly entering a difficult and dangerous period and the discovery of the increasing number of mines in the Gulf only underlines that. But I know if it comes to the worst and there is a conflict, all those on HMS London and her sister ships will match up to the highest traditions of the Navy."

Prince Charles, who spent the night on board HMS Brazen between visiting troops and

the RAF Tornado squadron at Dahrain, was another VIP visitor to the Task Group while Sir Harry Secombe, Paul Daniels and Bob Carolgees were among the welcome representatives of the world of entertainment who have helped lighten the tension on board.

The Brazen revealed her penchant for the native delicacies of her home port when PO Cook Key Lund wrote asking for a pair of Ivor Deswain's Plymouth pasties for each member of the crew. The firm was happy to oblige — 300 "ogies" are now on their way out in RFA Bayleaf.

In peak condition

AFTER previously loading their 4000 kg of stores and equipment into HMS Endurance, the ten members of the Joint Services Expedition to Smith Island flew to Port Stanley for onward passage south.

Team leader WO John Kimbrey RM rejoined the expedition after a short illness and base camp was established at Camp Foster last month.

The tri-Service team aims to explore and climb all the mountains of Smith Island, which lies to the west of the Antarctic peninsula, about 750 miles south of the Falklands.

Red noses on parade

COMIC Relief is back on March 15 with Red Nose Day 3, and funds raised will be devoted to projects in Africa and the UK.

Those wishing to become involved should contact Pam Milman at Comic Relief, BBC TV, Room AGO9, Centre House, Wood Lane, London, W12 7RJ (enclose s.a.e. for participation pack).

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Turtle power

TURTLE mania took over when the Wives' Club at HMS Collingwood held their annual Christmas Fair in aid of the Myasthesia Gravis Association.

The association offers support to sufferers and their families and has been helped by the hard work carried out by the Wives' club.

Their Christmas Fair was a great success raising over £350 on the day but fundraising will continue until March when the total amount collected over the past 12 months will be presented to the association.

SSAFA VISIT

WHILE visiting SSAFA's central office in London Second Sea Lord Admiral Sir Brian Brown took the opportunity to meet up with several Navy wives who were attending a training course at the new offices.

Admiral Brown wrote in SSAFA's 1989 annual report: "In an increasingly materialistic world it is heartening to see that the professionalism, team spirit and comradeship which are such essential elements of Service life also continue to be demonstrated by your volunteer workers worldwide."

Palace date for proud Dads



PICTURED after receiving their George Medals at Buckingham Palace are POACMN David Wallace, left, with Natalie (3) and Douglas (16 months) and POACMN Stephen Wright with Jay (10) and Liana (11).

The two navy divers, from 771 Squadron, RN air station Culdrose, were presented with their medals in recognition of their bravery during the rescue of 40 people from the Pakistani container ship, Muree, which sank in October 1989.

Naafi winner

LUCKY Lieut. David Wilson, of HMS Raleigh, completed a hat-trick of wins when he picked up two air tickets to Vienna in a competition run by Naafi and Air Europe to launch the use of Naafi Budget Card and Charge Card bookings on Air Europe's scheduled service.

Lieut. Wilson, who has won prizes on television's Every Second Counts and The Price is Right, beat 500 entrants by correctly identifying nine destinations and completing a caption and he chose Vienna as his preferred destination from a choice of over 19 scheduled routes.



GULF WIVES GATHER

FAMILIES of men serving in the Gulf in HM ships Herald, Brazen and London enjoyed a Christmas party held at Crownhill Families Centre in Plymouth.

The party, attended by Flag Officer Plymouth Vice-Admiral Sir Alan Grose and Lady Gillian Grose, took place instead of the Plymouth Gulf Gatherings where families of Gulf sailors are able to meet up, share problems and get advice.

The "gatherings" take place on the second and fourth Wednesdays of each month at the centre between 1-3p.m.

Admission is free, as are refreshments and the creche, and families and friends with relations serving or about to serve in the Gulf are welcome to join in the fortnightly meetings — further details are available from the Naval Area Community Officer on 0752 772312, ext. 210 during working hours.

● With St Valentine's Day fast approaching any member of the armed forces serving in the Gulf can now send a bouquet of flowers to a loved one in the UK using Gulfgift, set up by Girobank.

Flowers can be ordered and paid for at any BFPO by asking for Freepay 8661 and to ensure the best chance of gifts arriving for specific dates 14 days should be allowed from the date of order.

Forces Bill helps Service families

FEATURES of the Armed Forces Bill, now before Parliament and incorporating a series of measures designed to bring Service law into line with recent changes in civil law, include updating provisions for deducting Service pay for maintenance of wives and children.

Recent changes in the civil law altered the power of UK courts to make orders, and the changes now being made are to ensure that, where courts have the power to make orders, there is corresponding power to make deductions from the Serviceman's pay.

"Although there are long-standing provisions protecting the pay of Service personnel, we have no wish that they

should escape their obligations to pay maintenance for wives and children, particularly when ordered by a court," said Armed Forces Minister Mr. Archie Hamilton.

Earlier he had told the Commons that the main purpose of the Bill was, like its predecessors, to continue in force for a further five years the Acts which together formed the statu-

tory framework for discipline in the Services.

But much of the rest of the Bill contained provisions designed to bring Service law closer into line with changes in civil law over the past five years as far as this was sensible and practical.

Several clauses make amendments to existing provisions relating to the passing of custodial sentences on young offenders under 21.

Some clauses are concerned with extending the power of Service courts and of commanding officers in the Navy in respect of personal injury cases. "They introduce a new sentencing power which for some years has been available to civilian courts in England and Wales and which reinforces the belief that it is right and proper that an offender should compensate his victim personally to the extent that he is able to do so," said Mr. Hamilton.

Courts martial

Other clauses deal with the sentencing of Service personnel and extend the power of courts martial and of commanding officers in the Navy to award stoppages from pay as compensation to cover personal injury as well as for expense, loss or damage.

There is also a provision for the first time for a statutory right to compensation for miscarriages of justice before courts martial. Grounds and conditions on which compensation will be paid are the same as civil law provisions.

Further clauses deal with the children of Service families "at risk" overseas, and are in response to change in the civil law enacted in the 1989 children Act.

The Bill was read a Second time, and now goes before a Select Committee of MPs.

Richmond club's fund-raising fair

A CHARITY fair held in Britannia Royal Naval College and organised by the College Wives Club (the Richmond Club) has raised £500 towards a local unit in Dartmouth Primary School.

The unit has up to 12 pre-school children and the money will be used to buy a child-size telephone box to aid communication skills.

Pictured with the bumper cheque are, from left, Mrs. Sally Marsh (BRNC), Mrs. Jenny Zagya (Dartmouth Unit) Mrs. Cindy Morrison, wife of Cdr. Christopher Morrison (BRNC) and Mrs. Alison Moffatt (BRNC).



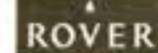
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"Is it all right with your studio if we open fire?"

NEWSVIEW

WITH the Gulf conflict uppermost in the minds of members of the Service and their families, this month's column is contributed by the Chaplain of the Fleet, the Ven. Michael Henley.

Noon—a time for prayer together

NOW that we are finally engaged in a war that we, with our allies, have tried so hard to avoid our first thoughts must be with our men and women. People often talk about "being at the sharp end"; war really is "the sharp end."

Victorian sailors used to say that ships have no back door. It is certainly true that the notion that we are all in the same boat takes on a whole new depth of meaning in wartime.

Everyone in a ship is committed to protect his ship and his shipmates. Our men and women are now committed to a just war whose purpose is to set right a terrible wrong. The time for argument about the case for war ends when the fighting begins. All our efforts must now be directed to help our people in any way we can.

The Archbishop of Canterbury, whose experience in the Second World War included winning the Military Cross, has stated with his bishops that the Gulf war is both just and necessary. The evil we now face must be overcome as quickly as possible to ensure a just and lasting peace and also to minimise casualties.

Our bishops have directed that all parish clergy should be ready to offer full pastoral support to wives and families. Clergy of all denominations have volunteered their services already.

In addition to RN chaplains, the chaplains of the Royal Naval Reserve and Missions to Seamen are now on call to give the fullest support to all who may need them. Throughout the world, including Gulf ports, Missions to Seamen provide centres which are very much appreciated by seafarers and now their chaplains in Britain are mobilized to help families.

Please make the fullest use of your chaplains who are always ready to give advice, support and comfort. Every day prayers will be offered throughout the Navy for a speedy victory and a just and lasting peace. Please join with us, wherever you are, for a few minutes at noon every day to pray for all our friends and loved ones.

God bless you and all your loved ones and bring them swiftly safely home.

Ex-RN VOLUNTEERS AID GULF EFFORT

FOUR hundred members of the Royal Fleet Reserve — personnel who have completed their service in the Royal Navy but still have reserve obligations and "in-date" skills and experience — have volunteered to join up again, to take up posts left vacant by regular Servicemen and women called away for service in the Gulf War.

Letters went out to about 2,500 reservists, engineering, medical, and supply specialists, and 600 replies from volunteers were received.

Several hundred Army and RAF reservists have been called

Reserves to fill the gaps

up after response to similar appeals for volunteer reservists did not produce a sufficient number to meet their requirements.

The 400 selected Navy volunteers re-enter the Service at HMS Nelson initially, before taking up their duties throughout the UK.

They will be required to serve "for the duration of the Gulf conflict", with pay and conditions of service on the same terms as regular Service personnel.

Numbers currently required by the Navy are only a small proportion of the manpower available — the Navy has 25,600 ex-regular reserves and about 6,000 RNR "part-time" personnel, all of whom are liable for service if required.

Meanwhile, Naval Careers Offices have been receiving increasing numbers of enquiries from men and women, many of them ex-RN with no reserve commitments, eager to join up and do their bit, and all of these

calls are being referred to HMS Centurion, where a special unit has been set up to handle them.

One former Wren who called the Portsmouth recruiting centre had left the Navy in 1945 but was keen to take up her duties again as a wireless operator. Lieut. Ray Duckett, officer in charge of the centre said, "She admitted the technology would have moved forward a lot since her day, but was prepared to learn afresh to release a sailor for other duties."

Pennants fly as Britannia's Birds sail away



Patrol boats HMS Peterel (in the lead) and HMS Sandpiper, Britannia Royal Naval College's Navigation Training Squadron, proudly fly their paying-off

pennants as they sail from Dartmouth for the last time. They were played out by the Royal Marine Band of BRNC.

Both vessels have been decommis-

sioned and are being put up for sale. Taking over Dartmouth duties will be HMS Wilton, at present being converted for her new role.

Theatre of operations in the Gulf



THESE realistic scenes were, in fact, an exercise for doctors, medical personnel and nurses as RFA Argus made final preparations in her new role.

Pictured, far left, are Surg. Cdr. Richard Moody, SNO Mary Weall, and (behind her) LMA David Russell. On the right are Surg. Cdr Philip Barker and, (nearest camera) LMA Andrew Geach. Playing the role of casualty for the exercise was LMA Mark Faulkes.

Practice and training in the resuscitation area of PFA Argus, left, is carried out by PORGN Morag Holdsworth, Surg. Lieut Gareth Greenslade and MA(O) Suzy Bell.



HELPING HANDS



● A SEA KING Mark 4, from 846 Squadron, normally based at RN air station Yeovilton, works with the casualty receiving ship RFA Argus in the Gulf.

THE contingency planning, precautions and back-up operations for the Gulf involved establishing first-class medical facilities, both ashore and afloat, to be able to provide best on-the-spot treatment should casualties arrive.

RFA Argus had sailed from Devonport after being rapidly transformed — through great efforts from people both inside and outside the Service — from an aviation training vessel into a primary casualty receiving ship.

She has a 100-bed air conditioned hospital created in one of her giant hangars, and her medical facilities, including operating theatres, are staffed by more than 90 doctors and nurses.

She also carries four Sea King helicopters and personnel of 846 Squadron in the casualty evacuation role.

Meanwhile, RFA Fort Grange has two more Sea Kings from 846 Squadron, and dormant facilities for surgical teams and 20 hospital beds.

● Assisting at 32 Field Hospital RAMC, in the Gulf, is a naval medical team — NP1036 — comprising three surgeons, two anaesthetists and members of the Medical Squadron, Cdo. Logistics Regiment.



HMS HERALD now has one of the first woman doctors to serve at sea in an RN ship.

Surg. Lieut. Anna-Lise Judd, above, joined the ship in the Gulf in December and is Medical Officer for the British minehunters there as well as the Herald.

After training in London at HMS Raleigh she served in RN Hospital Stonehouse.

Meanwhile, another woman naval doctor, Surg. Lieut. Kathy Blaydes, is serving in HMS Hecla which set sail for the Gulf in January.

Pictures: PO(Phot) Stuart Antrobus and Al Campbell, LA(Phot) Kevin Preece and CPOWEA Mark Stevens.

Gifts galore for Granby

PICTURED, far right, are some of the many boxes of seasonal gifts received on board RFA Diligence in the Gulf. Supervising is RPO Stuart Johnston, whose responsibilities as ship's "postman" included their distribution to all on board.

The heavy repair ship Diligence has some 40 RFA crew and 85 naval personnel. It is also home to about 40 men of the forward support unit responsible for repair and maintenance of the mine warfare ships.

While Gulf life has been hard work, there was — before hostilities started — still time for a "run in the sun" for ship's company members of HMS Herald, who covered 10½ miles in temperatures of 90 degrees F.

Twenty people took part in the charity run, following a route once used by camel trains. LSTD Kevin Hall

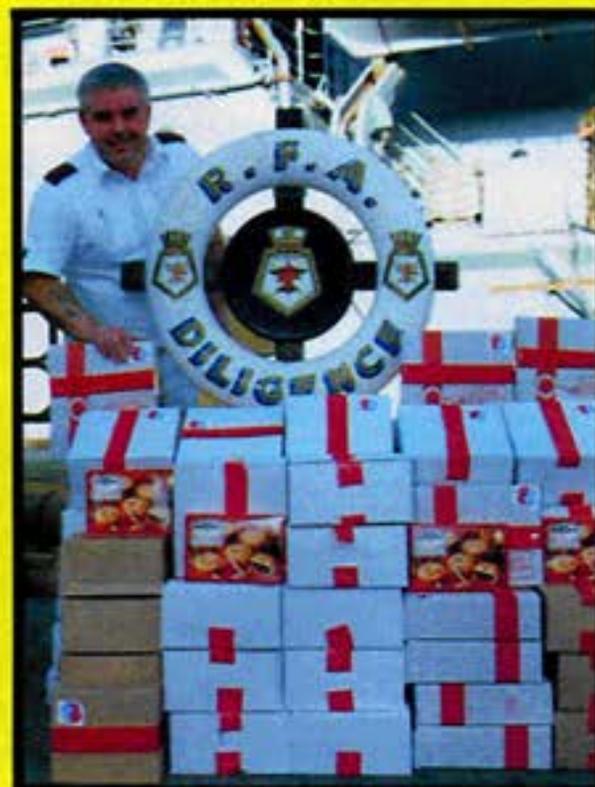


● "Fun run" participants are started by HMS Herald's commanding officer, Cdr. Peter Jones.

came first in a respectable time of 1 hour 15 mins., and runners up were LMEM Dec Kelf, CK Garry

Warnes and CPO Eddie Seaborn, who had organised the run. About £550 was raised

for the charity Quest, which was founded in 1982 to help develop testing for cancer in its early stages.



READY AND W

"THERE is unprecedented and stimulating Allied co-operation, the workload is consistently very high but the operational machinery is all in place and the Task Force is ready for whatever may develop in the days and weeks ahead".

So said the Commander of the Royal Navy's Gulf Task Group and Senior Naval Officer Middle East, Commodore Christopher Craig, as war broke out in the Gulf.

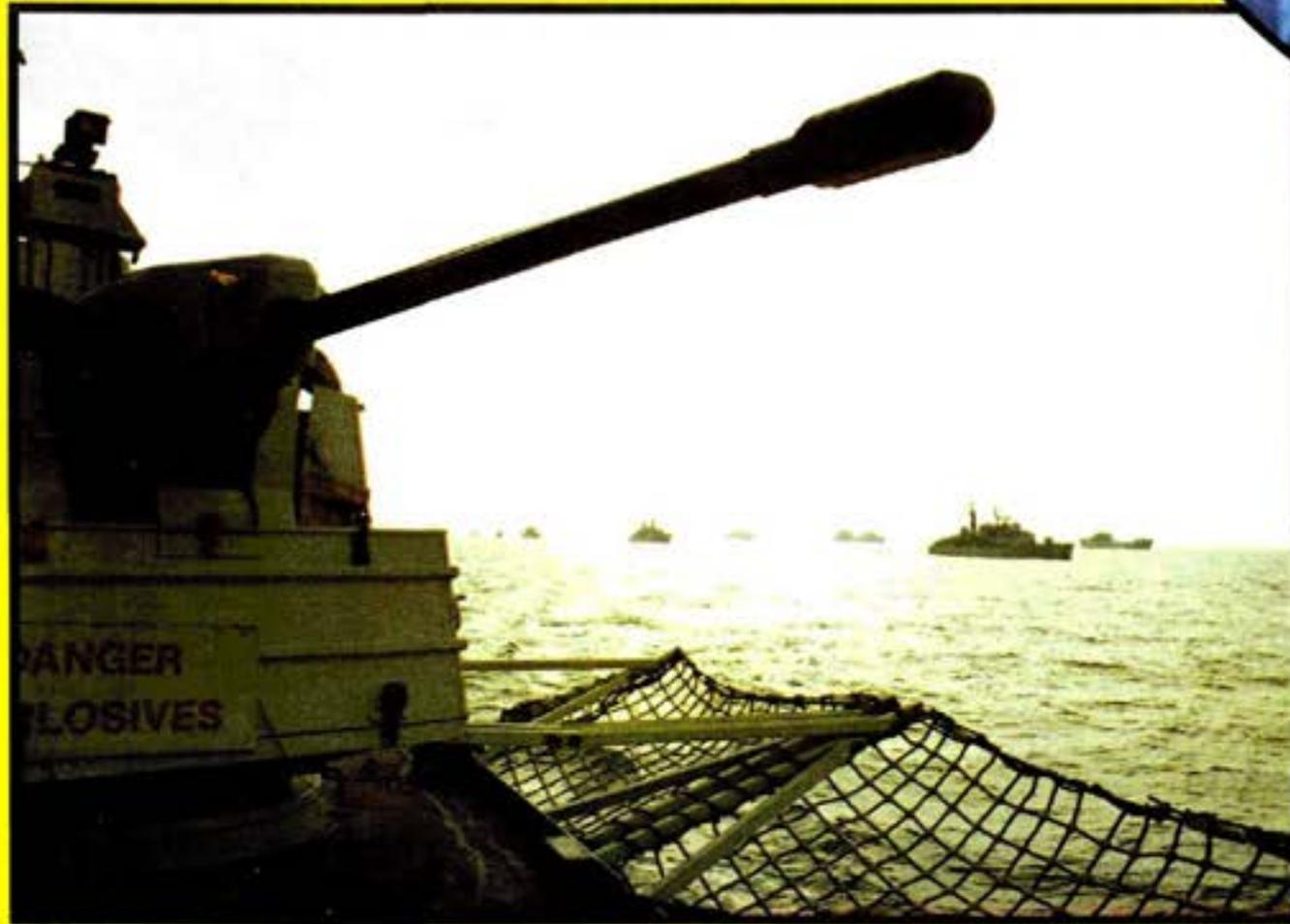
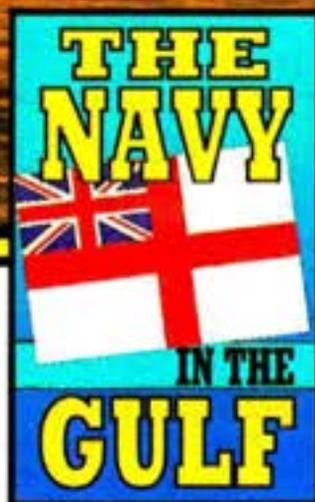
The group of 16 ships, forming the Navy's contribution to the multi-national force ranged against Iraq, included two destroyers, two frigates, three MCM vessels, an MCMV support ship, primary casualty receiving ship, forward repair ship, and a variety of Royal Fleet Auxiliary vessels.

There were also many embarked forces and, in addition, several more ships were shortly due in the area, some of them planned as relief vessels.

Royal Marines air defence detachments serve afloat in RN and RFA vessels and more Royal Marines provide defence of ships alongside.

Ashore the task group is supported by a logistic element, manned by RN and RNSTS personnel, to collect, log, trace and despatch stores and mail to the ships at sea.

For the British naval element in the Gulf the command chain runs from the Chief of Defence Staff in MOD, through the Force Commander at Joint HQ at High Wycombe, to the Commander British Forces Middle East. Operational control of naval forces is delegated to the RN Gulf Task Group Commander, embarked in the flagship HMS London, which is



● Top, left — dawn on the Gulf and the supply ship RFA Fort Grange prepares for another rendezvous.

● Centre, left — the Type 42 destroyer HMS Cardiff exercises with Tornados from the RAF at Bahrain.

● Left — ships of the Task Group assemble in the central Persian Gulf.

WILLING

commanded by Capt. Iain Henderson. Commodore Craig has, under the Staff Operations Officer, Cdr. David Teer, a team of eight officers who run the day-to-day operation of the group. This includes programming, all the warfare disciplines, much administration, maritime and land intelligence and logistics. The team, some of whom also serve ashore, includes a number of ratings.

In many areas, including engineering, the team makes much use of the ship staff expertise.

The communicators and sound rooms are kept particularly busy, and CCY Paul Fewtrell and RS Mark Hoar and their team have been processing some 800 signals a day — a job calling for great humour and patience as well as skill.

Said Commodore Craig, "They epitomise the willing spirit with which the flagship has welcomed the 'invasion' of the staff".

The command planning room is better known on board as the sonar display room, and CPO(OPS)(S) Yorky Cunningham and his team provide the plotting and support elements vital to enable staff maintain the operational picture.

Workloads of the Ops Room teams and the support service have all increased to cater for the extra numbers.

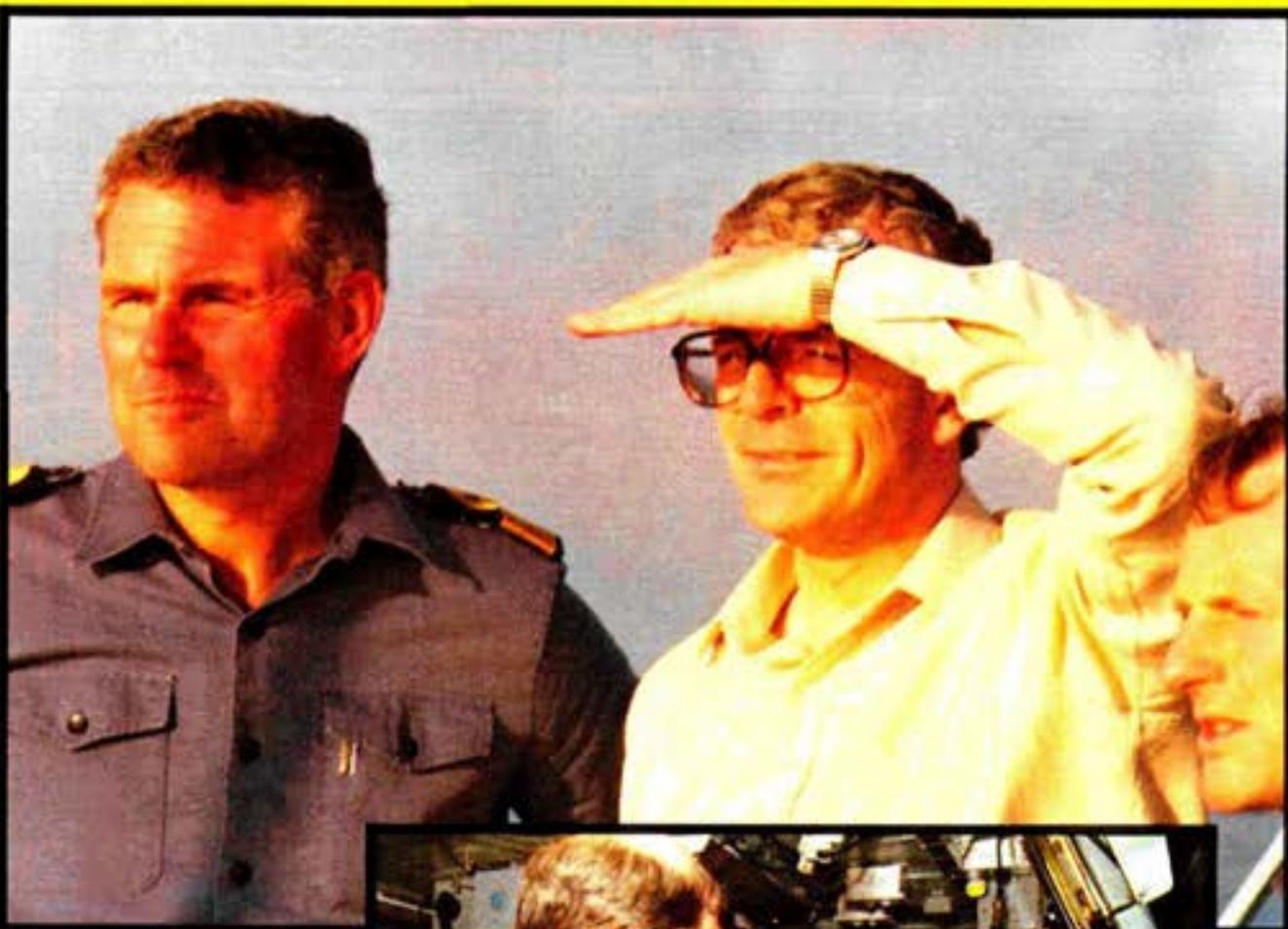
Vital US links

Ashore the logistic support element is run by STO(N) Middle East, and the Officer Commanding Royal Marines controls the RM detachment.

Other vital personnel include the commanding officer of Naval Party 1600 — who is the staff battle damage repair adviser — and the Medical Officer in Charge, RFA Argus, who is a Staff Medical Officer.

There are also RN liaison officers embarked in US ships nurturing vital links with the US Navy.

Meanwhile, further staff members were anticipated to take up their roles in the largest operation in which the Royal Navy has been involved since the Falklands conflict.



● Top — Senior Naval Officer Middle East Commodore Chris Craig takes Mr Major to the bridge of HMS London to review the Royal Navy Task Group in the Gulf.
● Above — In the London's Operations Room her CO, Captain Iain Henderson, briefs the Prime Minister on the Type 22 frigate's command centre.



● Above: cool whites — HMS London at Divisions.

● Right: ABs Luke Stockdale (left) and Jonathan Critchley, two of HMS Brazen's youngest sailors, keep the morning watch.



● Above — HMS London leads the ships in review for Mr Major, HMS Herald leading the main group.

● Centre — Ops Room concentration on board HMS Brazen as the countdown to war neared.



Pictures: PO(Phot) Stuart Antrobus, DPR(N) staff.



That ain't no lady... that's my airplane



Above right: Lady Luck for the bomber crew? It's the riveting *Memphis Belle*.

Left: Anne Archer and Gene Hackman have more than BR Travellers' Fare to worry about on board a trans-Canada express in *Narrow Margin*.



TRAVELLERS across the Lincolnshire flatlands a while back might have been forgiven for scratching their heads and wondering if they'd passed through a time-warp. Was that a B17 bomber roaring overhead? Who were the guys in flak jackets roaring along in that jeep? Strains of Glenn Miller and Vera Lynn seemed to filter through the air...

In fact it was a film unit at work, shooting the terra firma bits of *Memphis Belle*, a 1943-based story of the bomber offensive against Nazi Germany. One question immediately presents itself: why on earth should a British-made film on that subject deal solely with the American side of the operation?

The answer is that originally it wasn't supposed to, but in the realpolitik of mega-budget film making (the backers here included Messrs Fuji and BSB), Milwaukee will win out over Manchester every time, and the screenplay was rewritten accordingly. Nevertheless, it's still a film to see.

The situation it presents is stark and simple. The crew of the *Memphis Belle* have flown 24 missions — one more and they can all go home. The film tells the story of that 25th mission: the strain of the hours leading up to it, the flak-peppered flight over enemy territory, the smoky confusion of the actual bombing and finally the gruelling journey back home.

Technically it's an accomplished job. Those waves of B17's are bound to represent some sort of trickery, but only in a couple of shots does the illusion fail to work. The characters may seem over-familiar (the braggart, the sensitive poetry-writer, the comic relief, etc.) but their experiences and various fates have been excitingly and movingly portrayed.

After planes, trains, *From Hitchcock's classic *The Lady Vanishes to Murder on the Orient Express*, any number*

of thrillers have opted to let the train apply the strain. In *Narrow Margin*, we find assistant DA Gene Hackman escorting murder witness Anne Archer on a trans-Canada express, with the certainty that an assassin or two lurks among their fellow passengers.

The question is who: not the pretty secretary type, surely? And isn't that fat, sinister character too bad to be true? It's a taut, gripping piece, the sort of yarn which, if it were a book, you'd find impossible to put down.

One other 16mm release this month — *I Love You to Death* is a black comedy, relating the tall but true tale of an over-sexed husband (Kevin Kline), his betrayed and vengeful wife (Tracy Ullman) and the most incompetent murder scheme since Tom the Cat tried to dynamite Jerry the Mouse's gorgonzola.

The long central sequence in which dim-witted hit-man William Hurt attempts to despatch Kline via poison and gunshot, with Kline remaining blissfully ignorant that anything at all is amiss, will surely become a classic anthology piece in the history of Hollywood farce.

On the video front, recent arrivals have included a vintage Disney cartoon, *Lady and the Tramp*, a winning tale of doggy adventures; also a more recent example of the Disney output, the live-action *Pretty Woman*, an equally charming tale, albeit in a very different vein, about the romance between hooker Julia Roberts and rich businessman Richard Gere. It is not certain that Uncle Walt would have approved.

— Bob Baker

ROYAL NAVY IN MALTA REFLECTED IN GLASS

VOL 2 of *The Royal Navy at Malta* (Maritime Books £27) covers the period 1907-39 and so will revive many memories; the first album, spanning the years 1865-1906 was chiefly a delight for the historian.

Both books are derived from publisher Mike Critchley's discovery of "a whole basement-full" of glass plates in the Ellis family photographic business — still continued today — in Valetta.

Miraculously they have survived both the ravages of time

and the attentions of the Luftwaffe and the *regia aeronautica* in the Second World War, when Malta was for a while "the most bombed place on Earth".

In almost every case the sharply detailed images of warships are complemented by the grandeur of the island's fortifications. All the pictures were taken on a huge camera mounted in Mr Ellis's dhajisa — the Maltese version of the Venetian gondola — and are a tribute to a photographer with a strong sense of landscape who overcame the practical difficulties imposed by his equipment to produce results that could hardly be bettered today.

He does not dwell solely on the leviathans — there are many charming studies of torpedo gunboats, armed boarding steamers, sloops, yachts and svelte little destroyers whose roles are so often forgotten in the era of all-big gun ships.

There is also a sprinkling of gumily posed groups of dance bands, masonic lodges, individual messes and whole ship's companies — none more poignant than that of HMS Hood, taken on 1 January 1939, which shows the magnitude of the

disaster in human terms that occurred when she was sunk with only three survivors by the *Bismarck* two-and-a-half years later.

For security reasons photography of wartime movements was naturally limited, but the period illustrated makes up most of Malta's golden age with the Royal Navy. Licut.-Cdr. Ben Warlow's captions, unusually detailed for a book of this type, fill in the background.

● In prefacing the 1991-92 edition of his handy pocket guide to *British Warships and Auxiliaries* (Maritime Books £4.95) Mike Critchley focuses on Options for Change — some already realised, most particularly in the submarine force, others still only hinted at — in the light of the current turmoil in the Gulf.

He also makes the point that Norway is currently modernising her own surface forces — and building a new class of submarines in Germany — while the Polish armed forces, according to the deputy defence minister, East-West arms reductions notwithstanding, are keeping a wary eye on the internal difficulties of the Soviet Union.

— JFA



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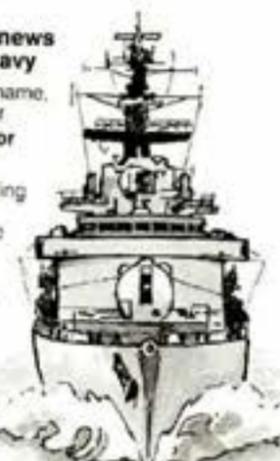
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BLIND COURAGE

AT AN age when anything seems possible for the lucky able-bodied majority, the 21-year-old Bill Griffiths had to adjust to the devastating loss of his eyesight and both hands.

Victim of a booby-trap bomb and prisoner of the Japanese, the Leading Aircraftman from Lancashire had many hardships to endure before his eventual repatriation. Even then the road was far from easy, but Bill's extraordinary spirit fostered by his training at St Dunstan's saw him triumph.

He and co-author Hugh Popham recount the inspiring tale in *Blind to Misfortune*, published by Mandarins at £5.99 paperback.

WAR TO END ALL WARS DISSECTED DAY BY DAY

UNLIKE the sumptuously illustrated *Chronicle of the Second World War* (Longman £29.95) we reviewed in September, the two-volume *Chronicle of the First World War* (Facts on File, £20 each) is a work of reference pure and simple.

Compiler Randal Gray (with Christopher Argyle) has set the bulk of his research in nine dizzying columns across double pages, detailing events on all the main fronts of the conflict, home and abroad, at sea and in the air, with parallel moves on the international scene as they fell on each day.

As such it will be invaluable to the serious student of almost any aspect of the "war to end wars" — which is clearly its main purpose — but it will hardly suit either those in search of a broader view or the casual historical browser who requires a bit of visual prompting.

Causes and effects — perhaps unfairly pinning more blame on the desire of France to avenge the humiliation of the Franco-Prussian War than on the expansionist policies of Germany — are given in an excellent introduction which might have been continued at

intervals to break up the daunting day-by-day diary that follows. Instead we get a Focus on the Fronts in one gulp at the end of Vol I.

Volume II has a valuable Who's Who of over 100 key figures and there is a glossary of terms, useful for explaining the long-forgotten origins of such slang appellations as "Doughnuts" (8-man Carley floats or life-saving rafts), "Gwennie" (the RN equivalent of "Archie", or anti-aircraft fire) and the "Packet of Woodbines" (the five-funnelled Russian cruiser Askold at the Dardanelles in 1915).



Pigs in the middle of the fray

EXPLOITS of the Italian Tenth Light Flotilla would alone give the lie to the popular myth of that country's fighting men being somewhat less than resolute.

In *Midget Submarines* (Arms and Armour £4.95) Paul Kemp traces the development of the famous Maiale ("pigs"), the two-man chariots that were employed most devastatingly against the battleships HM ships Queen Elizabeth and Valiant on December 18, 1941.

Explosive motor boats piloted by a single man — with an ejector seat that would afford him a slim chance of survival if he were thrown clear long enough before impact — were also employed by the Italians and unfortunately lie outside the scope of this book.

Belligerent

The Japanese, curiously the first nation to build midget submarines proper, never made full use of the Ko-hyoteki type that was probably the most advanced of all and finally were the only belligerent power to put their faith in the deliberately suicidal Kaiten guided torpedoes — though German midget weapons such as the primitive Neger, adopted like their Japanese counterparts in desperation towards the end of hostilities, offered little better hope of return for their operators.

These were Army and Navy volunteers — Donitz forbade his U-boat men to touch them.

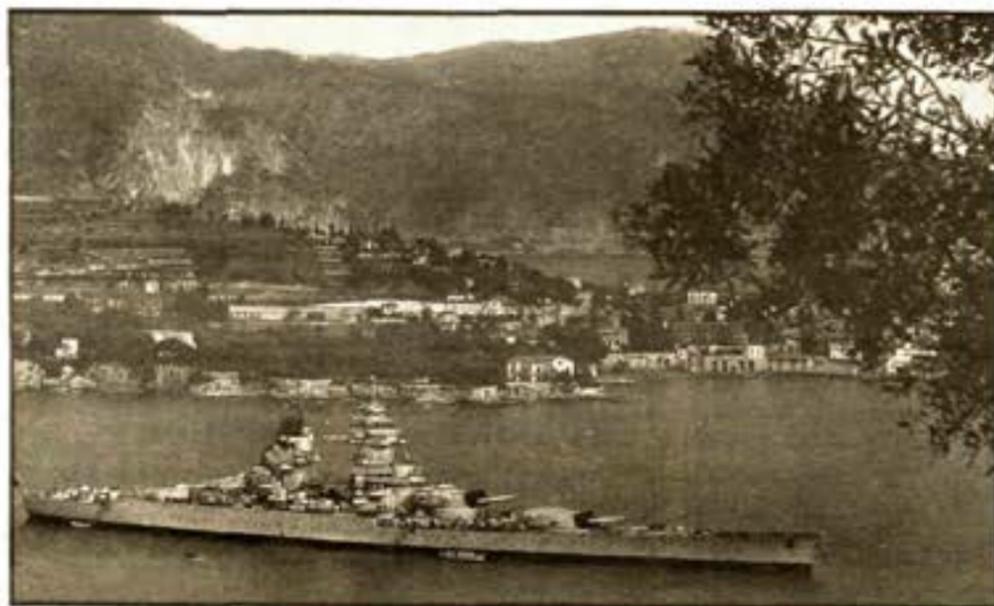
Not surprisingly, the X-craft, best known for the attack on the Tirpitz, got most of the attention here — they were anyhow demonstrably potent weapons of war, saw action in all three theatres of the Second World War and continued in development until the mid-1950s.

But the British also came up with the one-man Welman, "a useless craft which ought never to have been built" and was only used on one operation — a raid on Bergen on 20 November 1943 that met with a "singular lack of success".

Likewise, at the other end of the spectrum, early French battleship designs were often less dangerous than they looked.

In the years following the Franco-Prussian War, as shown in R.A. Burt's *French Battleships 1876—1946*, (price £4.95) presented in the same Warships Fotofax series, the "fleet of examples" featured heavy guns in unorthodox layout and had an extremely high freeboard.

Consequently, they looked grim and aggressive — and the Russians, easily impressed by the impression of power, were quick to produce their own versions.



These pre-Dreadnoughts would fight well in 1914—18 "but could not be expected to resist the latest weapons of war" — they had little protection against torpedoes and armour piercing shells.

Only three capital ships would be launched in the 1930s — the French Naval Staff of the day was already convinced that

the era of the big ship was doomed.

Ironically, the last two, Richelieu and Jean Bart, which were attacked by Allied forces but survived the War, "reflected some of the faults evident in their predecessors and were among the best of the world's last generation of battleships."

JFA

BOOKS IN BRIEF

DRAWING on voice transcripts, technical drawings and black and white photographs, writer Leo Marriott recreates a journey in home waters by one of the Royal Navy's aircraft carriers. From the *Bridge: HMS Invincible* (Jan Allen Ltd, price £8.95 softback), looks at the operations required to keep the ship on course, plus the use of her Harrier aircraft and helicopters.

Two other softback publications look back to campaigns waged — *Balaclava 1854: The Charge of the Light Brigade* and *Ardennes 1944: Hitler's Last Gamble in the West*, written by John Sweetman and James R. Arnold respectively, are additions to Osprey's Campaign Series. Illustrated throughout — the former mostly with drawings and etchings and the latter mostly with photographs, each costs £7.95.

Those wishing to know what merchant vessels are plying the seas, who owns them, where to go to insure them, sell them, repair them, equip them or survey them could turn to the *Fairplay World Shipping Directory 1990-1991*. It costs £45 and is available from Fairplay Information Systems Ltd, PO Box 96, Coulsdon, Surrey CR5 2TE (081 660 2811).

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TRIBUTE TO AN UNSUNG HERO 50 YEARS ON

THE Empress of Britain was the largest merchant ship lost in the Second World War. Specially designed to navigate the Panama and Suez canals — no other merchant vessel of her tonnage could — her ability to carry troops and stores to any part of the world by any route made her a vital asset.

In the 1930s she had been the epitome of glamour, a floating stately home for the very rich. When she visited a foreign port the public was sometimes invited on board for conducted tours — a privilege which the threat of terrorism would nowadays disallow.

A similar attraction does not exist now, anyway; the Empress was the first really big ship ever built for luxury world touring and no other has been her equal before or since.

When, after requisition as a troop ship, she was bombed by a German aircraft 60 miles off the Irish coast on 26 October 1940, she was reduced to a burnt-out shell in a few hours. Two days later, while taken in tow by the Royal Navy, she blew up and sank — as the result of ammunition exploding in her magazine or exploding gases in her oil

tanks formed by the fires that gutted her, the Board of Inquiry assumed.

No-one at the time knew that U-32 — which was herself trapped and sunk by the destroyers HM ships Harvester and Highlander two days later — had delivered the coup de grace.

The full story of *The Floating Inferno* (Patrick Stephens £12.99) is told for the first time by Robert Seamer, who has spliced official documents with conversations and new material supplied by survivors of the action on both sides.

One of them, the ship's surgeon Dr Edmund Delorme, has provided a belated tribute to the courage of the engineer's writer, Jimmy England, a native of Shirley, Southampton who had served in her continuously after her maiden voyage in 1931.

As Delorme worked in the

sick bay — itself swirling with smoke pouring through the ventilator ducts from the fires below — England made five journeys from four levels down, each time carrying an injured stoker on his back. The doctor implored him not to go down again — and the sixth time he did not return.

Delorme was haunted by the unsung heroism of the "magnificent Jimmy" and sought, without success, to have it recognised. He wondered if this "truly apt name was not a nickname" and as such would not have appeared on the crew lists.

Seamer has made his own enquiries and established England's identity. Given the other recommendations for awards made in the aftermath of the Empress's destruction, he might have become one of the earliest posthumous recipients of the George Medal. — JFA



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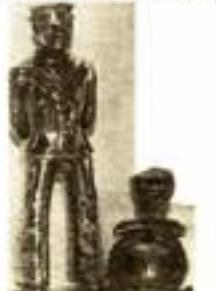


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HMS Grenville 1943-46: Stan Lockyer, 3 Ash Mount, Shafton, Barnsley, South Yorks. S72 8NU (Tel 0276 711645). Would like to hear from Fred Grover and John King, and any other shipmates.

Evenham Sea Cadet Unit: The CO, Lieut. (S) R. W. E. Tyrrell, 28 Jamaica Crest, Mairon Link, Worcs. WR14 1LZ (Tel 0684-566102) is interested in hearing from any ex-instructors or cadets from previous local SCC units — TS Cornwall (1940s) and TS Explorer (late 50s, early 60s) is annual reunion. See please.

HMS St Vincent (Anson 46 Class, 1946-50): John Grace, 19 Darwin Road, Eastleigh, Hants. SO5 4JZ (Tel 0703-616270) would like to hear from any boys who he joined up with.

HMS Burgess (1944-45), HMS Black Swan (1945-46): Ex-stoker Dennis (Geordie) Benson would like to hear from old shipmates with view to a reunion. Contact him at 313 Divis Road, Bucknall, Stoke-on-Trent, ST2 0BJ (Tel: 0782-281872).

HMS Indefatigable (1944-46): Ex-AME Les (Fitz) Watts, 96 Valley Way, Woodbury Rise, Lymouth, Devon EX8 4PD, would like to hear from any ex-AMES, As or Os of 44 Mess, 887 Seafire Sq.

HMS Lincoln (1960-62): Would G. M. Roberts (ME 1) please contact Jim Morrow, at 16 Burton Villas Close, Brixham, Devon TQ5 5JB with view to a get-together.

Memories of "Wacker": Mr. Peter Lee-Hale, of Woodside House, 428 Chertsey Road, Twickenham, Middlesex, TW2 5LP, would like to raise members of the following groups with a view to a reunion: Outspan 137 Class, HMS St Vincent 1949; 1st Boys Mess, HMS Pembury 1951, ship's company members of HMS Concord, Far East Station 1955-56, particularly members of the Seaman Branch. Mr. Lee-Hale also mentions that on a recent Far East visit, he was escorted on a tour of the site of the former HMS Terror by Foo Chew Han who, as a

homeless orphan, was "adopted" by members of the Chief's Mess who re-occupied Terror after the war and was re-named Wacker. Now married with two teenage children, he is chief swimming coach at the Singapore Island Club and also Singapore's Olympic swimming coach.

Rutuan Convoy Club (Devon & Cornwall Branch): Meetings are held at Royal Fleet Club, Devonport on second Tuesday bi-monthly (starting 12 Feb). Enquiries to Bernie Hudson, 12 The Crescent, Exmouth, Devon EX8 2PE (Tel 0395 279358).

Royal Marine Commando 30th Assault Unit: Mr. Charles Smeed (ex CH110990) would like to know the whereabouts of ex-narrator Ronald Edwards, 30th Assault Unit 1945/6, who lived in the Putborough area. Also any other Unit member not in contact with Major Townsend re reunions. Please contact Charles at 469 Reddings Lane, Tyntley, Birmingham B11 2DF.

All Survivors Serving EWs (Golfers): A small nucleus of Golfers are at last proposing to set up an Electronic Warfare (EW) Association. All interested serving/retired Golfers contact CPO/Dps/EW R. J. Lawson, EW Station, Lewin Road, HMS Dryad, Southwick, Farnham, Hants. PO14 6EJ.

LCF 24 and LCF 4, 193 Squad, Plymouth: Ex-Marine Sgt Palmer, 145 Caledon Close, Slavy Road, Bilton Grange, Hatfield HE9 4EQ, would like to hear from anyone of 183 Squad, and anyone who commissioned LCF 24 or served on LCF 4 in Italy, especially Bill Thomas from Luff, Andy Lawton; Ginger Bickerstaffe, Tom Edwards from Port Talbot.

HMS Scorpion (1947-50): Maurice Smith, ex ARMAA, would like to hear from old shipmates, especially ex-Chief Jack Eastwood from Harlow, and any previous shipmates from LCT 955, LCT 1613, DS Ascania and Batory, and Hornet Island (1949-51). Please contact him at 14 The Quadrangle, Endon, Stoke-on-Trent, Staffs. ST9 9DS.

HMS Howe Assn: Mr. Reg Goldsmith, Hon. Sec., of 26 Hamlyn Crescent, Totton, Southampton SO4 3PA, would be pleased to hear from anyone who served in the ship at any time (1942-57). Tel: 0703-852927.

RNAS Culdrose (1955-58): Ex-NAM Barry Smith, Wheel Croft, Fuggles Lane, Carbis Bay, St. Ives, Cornwall TR26 2PS (Tel: 0736-794067), would like to contact any ex-members of Round 10 Mess, especially those who attended his wedding in 1957.

HMS Carysfort (1965-69): Former members of the ship's company interested in a reunion, please contact Mr. D. Jimmy Green, ex POEL, 56 Rosebury Ave., Gloucester GL1 3EJ (Tel: 0452-421037).

HMS Wanderer: Mr. Victor Rothwell, 45 Park Road, Darwen, Lancs. BB22 1B, would like to contact any ex-ship's company with a view to forming an Assn. or arranging a reunion.

Over to You

Coling Star: Stanley Higgins (ex-Arfoer or Stoker) of Liverpool, who was for many years in touch with Rear-Admiral Paul Furse, who died in 1978, is asked to contact Chris Furse, Hogg Hill, Glast, Smarden, Kent, TN27 8XJ.

Dieppe Raid 19 Aug. 1942: A Roll of Honour is being compiled of naval personnel who took part, to be presented to the Mayor of Dieppe on the 50th anniversary of the raid. Present total of names is 2000, which leaves 2400 to find. An ex-shipmate please send details (Name, rank, Service No., Vessel) to Mr. Gordon Hurley, Farthings, Upper Hale Road, Farnham, Surrey GU9 8JG. All letters will be answered.

LCT 228: Arrived in the Inland off Cherbourg, 3 May 1945, with the loss of 20 lives, including my first Sub. Lieut. Leslie Mackinnon DSC RNR. If there are any survivors or eye-witnesses still around, I should be pleased to hear from them — Stan Chapman, 33 Leeward Road, Forestwood F77 7AS (Tel Forestwood 2039).

Royal New Zealand Navy, RNZN 50th Anniversary celebrations: August 29-October 6, 1991. The Fleet will be in Wellington September 21-26 and in Auckland October 1-6. Enquiries to Mr Norman Harlow, 2/165A New Brighton Road, Christchurch, New Zealand.

HMS Ripley (Four-stacker) 1942-43: Mr. Mervyn Williams, 87 Olive Road, Colford, Southampton SO1 6FT has photos of the crew taken at Scapa Flow — anyone wanting a copy please apply to him.

HMS Cossack (1954-55): Among the Naval effects of Col. J. Milton, late President of RMA Stourbridge and District Mess, is a commissioning book, HMS Cossack Far East Station 1954-55. Anyone who served in Cossack at that time would be welcome to have it. Contact Mr. D. J. Weaver, RMA Stourbridge and District Branch, The Royal British Legion Club, Enville Street, Stourbridge, DY8 1XW.

HMS Loch Killisport 1954-56: A reunion will be held in Portsmouth, March 9/10. Please contact Ron Glover, Sycamore Lodge, 71 Barton Hill Drive, Minter on Sea, Sheerness, enclosing SAE for further details.

HMS Bullen (K465): The Third Reunion of survivors will take place at St. Edmunds Hotel, Marine Parade, Gorleston, Gt. Yarmouth on 27th April 1991, dinner at 6.30 pm, overnight accommodation available. Crewmembers not already in touch please contact for further details, Mr. C. W. Riverstone, 31 Sands Lane, Gubton, Broad, Lowestoft NR32 3ER (Tel: 0502-561130).

Battle of the Java Sea (27 Feb-1 Mar 1942): The survivors from HMS Exeter and the destroyers, and those who were prisoners-of-war in Macassar, Celebes and Nagasaki, Japan, will hold their annual reunion at Cavalier Hotel, Barbacombe, Torquay, on March 1 and 2, March 1991. Arrangements for the 50th Anniversary in 1992 will be discussed then. Details from Mr. J. King, 17 Place Le Gallan, St Saviour, Jersey, C.I.

HMS Leander: The eighth reunion will be held at Hartholme, near Burton-on-Trent on Sat. 13 Apr 1991. All ex-ship company, from 1932-1987 will be made welcome. Details from Mack Bagden, 2 Woodcroft Ave, Swadlowcote, Burton-on-Trent, Staffs. (Tel 0293 213789).

HMS Walker and USS: HMS Walker sank USS on the night of St Patrick's Day 1941, taking her crew prisoner. On St Patrick's Day 1991 (March 17th), the survivors of the two crews will hold a joint reunion in Emden. Fifty years on. Any crew member who has not done so is asked to get in touch with Mr. Roy Hemmings, 100 Hill View, Heron, Wex. Bristol: BS5 4QG immediately.

Dover Castle: A reunion has been arranged for Sunday, March 24, 1991 (from Sunday) for WRNS personnel who served in the Caterpillar at Dover Castle during the war. Tickets are £18.50 to include all catering and a tour of the Tower. Please contact Mrs. Fanny Huggins (nee Gore Browne), Brookbridge, 2 Crabtree Park, Fairfield Close, G17 4LT as soon as possible, enclosing SAE for application form.

HMS Serene (1944-48): The 12th annual reunion will be held at The Community Centre, Lingfield, Surrey on April 27, 1991. Please contact Mr. E. Drummond, 5 Green Way, Scarsdale, Leeds LS14 2BJ (Telephone 0532-852222).

Submarine Old Comrades Assn (Merton Branch): Dedication of the standard of the new Merton Branch will take place on March 24, 1991 at Merton Parish Church at St Mary the Virgin (near South Wimbledon tube station) at 11.15 a.m. Known locally as Nelson's Church, Admiral Lord Nelson worshipped there when staying at Merton Place between 1801-05, his pew is still in the front row by the aisle. The dedication will be celebrated afterwards at the RNA Club, Coblers Wood.

Reunions

HMS Bonaventure HMS Hereward (1941): A reunion of survivors and families of HMS Bonaventure and their kind instructors of HMS Hereward, together with members of HMS Head who shared joint manoeuvres, will be held at the Royal Fleet Club, Devonport on 23 Mar 1991 at 7.30 pm, followed on 24th at 10.30 Sunday service at St. Nicholas Church, HMS Drake Advance notifications to Wesley Winton Harrowbarrow, Callington, Cornwall (Tel 0575-562281).

National Fleet Air Arm Assoc: 1991 reunion will be held at HMS Daedalus on 14/15 June. Contact Mr. R. Gadd, 28 Lockwood Park, Sheerwater, Woking, Surrey GU21 9RH.

HMS Laffrey (1941-44): Reunion will take place at guests of Northampton RNA and the Laffrey Sea Cadet Unit on the 50th anniversary of Laffrey's commissioning March-past and memorial service to her 178 dead at All Saints Church, Sun. 24 Mar. Soobance Sat. 23 Mar. Information from Bob Burns on 051-924-5096.

HM Submarine Valiant: 25th Anniv. of First Commission, reunion dinner to be held in Barmston-Ferries, Sat. 20 July 1991. Enquiries to David Yeomans, 6 Dallas Terrace, Hayes, Middx. UB8 4QN (Tel 081-5735538).

Russian Convoy Club (East Anglia Branch): 58 shipmates enjoyed the Christmas Lunch at Witham, but 560 missed the occasion, being in hospital — many thanks for all get-well cards and wishes. Next meeting at The Railway Club, Parkstone Quay, Norwich, Thur. 21 Mar. at 11.30 a.m. (Sun. 12.30) followed by meeting. Names to Mr. G. P. Ward, Hon Sec., 15 Pelham Close, Woodbridge, Suffolk, IP12 4HZ (Tel 02943-3031).

North Russia Club: Reunion on 31 May 1991 at Royal Sailors' Home Club, Portsmouth. Details — Mr. Mervyn Williams, 87 Olive Road, Colford, Southampton SO1 6FT (Tel 0703-775975).

HMS Crossbow (all commissions): Reunion at 7.30 p.m. Thurs. 18 Apr. 1991 at Under Jack Club, Leatherham Room, Waterloo, London. Information from Mr. B. Edmonds, 129 Churchgate, Southampton PO6 7JL.

HMS Coburn K510 (1942-43): Reunion at Southampton, 15-17 Aug. 1991. Former shipmates who have not made contact, inc. survivors of HMS Goodall and anyone from same group — Angela, Farnham Castle, Honeyuckle etc. please contact Len Haydock, Yew Tree Cottage, 94 Grimshaw Lane, Orroark Lakes, L39 1PE (Tel 0695-572944 or 051 8241036).

HMS Middleton L74: Seventh annual reunion at RNA Club, Larrington Spa on Sat. 27 Apr. 1991. Full details in March newsletter. First-owners please contact May Alton, 6 Belmont Park Road, Nantwich, Cheshire, CW5 9HT (Tel 0628-29605).

HMS Wargyle Assn: Calling all ex-Woodpecker — Sixth annual reunion/dinner will be held on 22 June 1991 at Royal Sailors' Home Club, Portsmouth, followed by Dedication Service at St. Ann's Church 18th Naval Base on Sun. 23 June. Details from S. Jeff Baker, 15 Turberville Close, Abingdon, Oxon. OX14 5ER (Tel 0225-528047).

HMS Dorsetshire Assn: The 49th anniversary reunion will be held at the Royal Fleet Club, Mance Square, Devonport at 1800, Saturday, March 30, 1991. All ex-shipmates welcome. Further information and tickets from Herbert Golop, 3 Coltsall Close, Crumette, Plymouth PL5 2PA (Telephone 0752-360478).

Blake Div Artificer Apprentices (Jan 1940): Next reunion at the Royal Sailors' Home Club, Portsmouth, on April 20, 1991. Further information from Mr. B. C. Cobden, 9 St Catherine's Court, Cambridge Drive, Ipswich IP2 9DF (Telephone 0473-663476).

894 and 895 Sigs (Sea Venoms and Sea Vipers): The De Havilland Aircraft Museum Trust is holding a reunion of those who flew or serviced these aircraft at the Mosquito Aircraft Museum, Salisbury Hill, London Colney, nr. St Albans, Herts on Sunday, April 21, 1991 at 11 a.m. The function will also celebrate the 40th anniversary of the first flights of these aircraft and the restoration of the museum's Venoms and Vipers. Further information from Reg Davey, 47 Lynton Mead, London N25 8DG (see page) (Telephone 081 445 0796).

LST Club: The 1991 reunion will be held at the Crest Hotel, Portsmouth, on 13 April. Details from Mr. C. W. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP (Tel 021-747 2418).

HMS Devonshire (1973-77): Those wishing to attend a reunion at HMS Phoenix on Feb 23rd (this month) contact Cherie Moss, Tel 0795-473016.

Sherborne RNA Hospital: The annual reunion/buffet lunch will be held at The Crown Inn, Greenhill, Sherborne on Sat. 27 Apr. 1991. All staff and ex-patients are very welcome. Details from Mrs. D. G. Schofield, The Bungalow, Welling Street, Hookmill, Leighton Buzzard, Beds. LU7 5NF (Tel 0525-210857).

HMS Calvo Old Hands Assoc: Annual reunion at the Royal Sailors' Home Club, Portsmouth on 18 May 1991, from 1100-1800. Anyone interested contact Jack Harries, 72 St Leonards Caravan Park, Harrow Road, West Moors, Wiltborne, Dorset BH27 1AQ (Tel 0204 894121).

Isle of Man (Second World War): Were you stationed in the Isle of Man during the War? If so, why not come to our Grand Naval Reunion, Sat. 20 April 1991, 50th Anniv. HMS Valkyrie, 2nd reunion HMS St. George, HMS 15th Royal Marines at Howstock, RN Patrol Service. Full programme of events, inc. church service and parade, Navy band, film shows, 45's night, railway and coach trips etc. etc. Further details from Isle of Man Tourism, 13 Victoria St, Douglas, Isle of Man. (Tel 0624-674323).

25th Destroyer Flotilla (1943-47): Fourth reunion takes place at the Pleasant Hotel, Bacton, March 22-24, 1991. Details from Mr. C. Buckner, 26 Gable Close, Clacton-on-Sea, Essex. (Tel 0225-420001).

HMS Plym, Monte Bello Atomic Test 1952: The 8th reunion will take place at Tisbury, Kent, on July 6, 1991. Details from Mr. J. K. Murray, 46 Fair Road, Peabehaves, Sussex BN10 8DB (Tel 0273-52027).

HMS Dudson Assn: The first reunion is being held at the Royal Sailors' Home Club, Portsmouth on April 5, 1991. Numbers currently up to 55 but anyone is welcome. Details from Bernie Hudson, 12 The Crescent, Exmouth, Devon EX8 2PE (Tel 0394-279358).

HMS Lauderdale (1955): The 42nd annual reunion will be held at the Royal Sailors' Home Club, Portsmouth on Wednesday, June 15, 1991. Details from George Street, 5 Stroud Lane, Christchurch, Dorset BH23 3QU (Tel 083700).

HMS Glasgow Old Boys Assn: The 12th annual reunion will take place at Portsmouth on weekend July 13/14, 1991. Buffet Dinner on 13th in Victory Club, Memorial Service on 14th at Dockyard Church of St Ann, followed by informal get-together at Portsmouth RNOC Club. Tickets for buffet/dinner £7 from Allan Mercer, 89 Royal Avenue, Widnes, Cheshire WA8 8JL OR Mr. D. Hay, RNOC Club, 85 Lake Road, Portsmouth.

HMS Mermaid (5th & 12th Escort Groups, 2nd Frigate Squadron): The 10th reunion will be held in the WO/CPO's Mess, HMS Dartford, Lee on Solent, on July 27, 1991. All old and new members welcome. Contact Joe Anderson, 123 Ingleborough Drive, Spotsborough, Doncaster, S. Yorks. DNS 7AB (Tel 0902-194546).

HMS Laffrey: The annual Memorial Service to those who lost their lives on 30 March 1944 will be held in Northampton on Sunday, March 24, 1991 on 10.30. The 50th anniversary year of commissioning. Details from Ron Howell, 10 Skipton Close, East Humberby, Northampton NN4 0RB (Telephone 0604-765857).

Combined Ex-Services Assn. of Bridlington: The Annual Conference, Church Parade, March Past and Civic Ban will be held during the weekend June 14-16, 1991. Further information from Mr. John Smyth, Hon. Sec., at 15 Wainode Road, Bridlington, East Yorks. YO16 4BA.

HMS Bristol (WD & CPO's Mess): It is intended to hold a De-commissioning Reunion for all ex-members of the Mess. To take place on board at Portsmouth at 14.00hrs, Sunday, June 23. Admission by ticket only. Numbers are limited and will be issued on first come first served basis. Anyone wishing to attend should apply by April 1, giving dates served as crew member. To CPO's (ex. Holloway or CPO's A 88 Only, WD & CPO's Mess, HMS Bristol, BFPO 56p).



For those in peril

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund for Sailors looks after Naval widows and orphans from two World Wars, the Falklands Campaign and the years between. It is the Royal Navy's and Royal Marines' own particular Charity and the safety net for more than 100 maritime organisations.

Founded by Britain's great Sailor King, George V, KGFS depends on your generosity. We look to you to help us continue supporting our casualties, from orphan care to old people's homes. Your donation and your legacy are vital!



KING GEORGE'S FUND FOR SAILORS

The Safety Net for all Seafarers

FIFTY YEARS ON

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

MERCHANT shipping losses continued to rise — 400,000 tons this month. Some 200,000 tons were to submarines, but 170,000 tons to aircraft and surface raiders, some operating as far afield as the Indian Ocean.

However, the Royal Navy carried the war to the enemy in the Mediterranean and off Somalia where the successful Army campaign against the Italians was nearing its close. With Rommel and the Luftwaffe in North Africa, supporting the Army was becoming a more dangerous business.

- Principal events included:
- 2: 800 and 801 Squadrons from HMS Ark Royal attacked a hydroelectric plant in Sicily. RN5 and 825 Squadrons lost HMS Fox while set mines off Mezzogiorno.
- 7: HQ of Western Approaches Command moved from Plymouth to Liverpool.
- 8: Force H (HM Spar. Malaya and Renouil) bombarded Genoa. Aircraft from HMS Ark Royal bombed Spezia, Pisa and Leghorn.
- 11: HM frigate Endus bombarded Ostend.
- 12: HM submarine Snapper sunk in Bay of Biscay.
- 13: HMS Shearwater bombarded Moosbucht.
- HMS Formidable's aircraft attacked Messina.
- 20: HM submarine Dove sunk by mine off Tarento.
- 21: HMS Formidable's aircraft attack Messina.
- 24: Destroyer HMS Dainty sunk by German aircraft off Labak. HM corvette Terra sank off Derna after being bombed on Feb 22 and 23.
- 26: HM submarine Upright sank Italian cruiser Ansaldo Day off France.
- 27: HMCS Leander sank Italian raider Randa off Maldives.

Taken from the Royal Navy Day by Day

NAAFI REFUND

A TOTAL of £17½ million — over 80 per cent. of the distributable profits — were refunded to customers of Naafi during the year to April 1990, £7 million being in dividend and discount to individual customers, £3.7 million in rebate to units and £½ million to Service central funds.

In addition, units received £5.5 million revenue from gaming machines and £1.2 million from amusement machines.

Overall, sales in the UK over the year rose by 4 per cent but sales in ships rose by over 8 per cent., reflecting the increased level of naval deployment.

The Options for Change study, with proposed reductions in strengths for all three Services, is obviously of concern to Naafi, with its implications for future trade, and steps are already being taken to ensure it remains profitable despite Service strength reductions, it was stated.

Steps are also being taken to persuade customers to use Naafi facilities more. These include refitting, remerchandising and redecoration of premises, with over 100 club and 80 shop projects started or completed during the year.

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S A U D I A R A B I A

T H E F U T U R E

Project Al-Yamamah is a multi-billion pound commitment to supply military aircraft, large scale support and in-depth training for the Royal Saudi Air Force.

It calls for men with the skills, experience and personality to help Saudi personnel build and sustain a modern, self-reliant air force.

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SENIOR AIRCRAFT TRAINING MANAGERS

We are looking for high calibre individuals who have served in the Royal Navy or the Royal Air Force, where they will have attained a minimum rank of Lieutenant Commander or Squadron Leader. Wide experience in the support of modern military aircraft both at station and staff headquarter level is

important. Senior Training Managers must have detailed knowledge and experience of modern training policies and methods which can be adapted to the needs of a developing air force.

In addition to a high salary, free of tax, you will enjoy free accommodation, free messing, free medical care and free life assurance. Travel-paid UK flights complement generous leave and the comprehensive leisure facilities available. Add to that substantial discounts on a wide range of Rover cars for you and your immediate family and you begin to get a measure of this once in a lifetime opportunity.

For further information, write enclosing relevant details and quoting ref. no. NN 070 to: Tony Whitbourn, Senior Personnel Officer, Al-Yamamah Business Office, FREEPOST, British Aerospace, Military Aircraft Limited, Warton, Preston, Lancs PR4 1LA. Or telephone Preston (0772) 634317.



IN SAUDI ARABIA

EVERYTHING YOU MAKE IT

En route to Gulf via SBC

WHEN asked to process 14,000 passport applications for Servicemen preparing to take part in Operation Granby in the Gulf the Services Booking Centre (SBC), in London, looked to the Navy for help.

Four junior ratings from HMS Warrior, Dolphin, Drake and Nelson were drafted in to cope with the workload and within a few weeks passports had been issued to the Service personnel concerned.

Providing visas and passports at such short notice is only part of the work carried out by the SBC and is a reflection of the excellent links the centre has established between London-based foreign embassies and High Commissions.

The main part of the SBC's work involves the booking and ticketing of duty passengers drawn from the whole of the UK onto flights, whether RAF, charter or commercial airlines.

Other tasks include preparing documentation for the movement of some 10,000 families who fly out to join heads of families serving abroad and the Family Documentation and Passport office has even been known to provide advice on the movement of pets, schooling and employment.

The SBC is also the focal point for all Indulgence travel from the UK available to serving members of the armed forces, MOD civil servants and certain direct dependants of these two groups.

Unused seats on RAF and MOD charter aircraft, which are not required for duty pas-

sengers, are ceded to the SBC 48 hours or less before departure for allocation to indulgees.

In excess of 30,000 applications are received annually — but there is never a guarantee that Indulgence seats are secure!

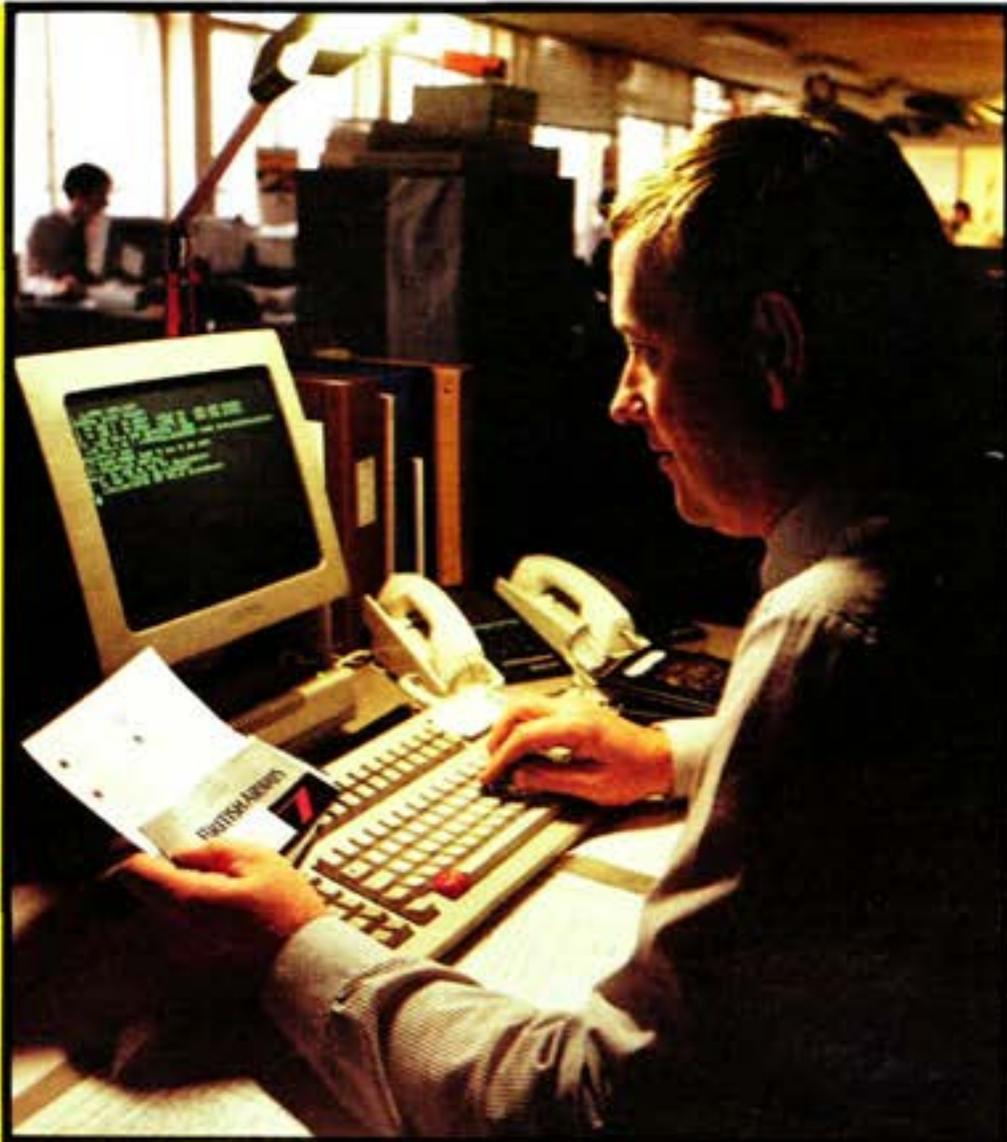
The Navy very often has different travel requirements to the other services and MAA John Stanbrook, who heads the Navy desk, deals with up to 70 calls each day and vets up to 3,000 applications to travel per month.

Flight details are then arranged for naval personnel joining establishments abroad such as those in Hong Kong and Gibraltar and routes are also worked out for those individuals required to fly out and meet their ships in ports all over the world.

Wing-Cdr. Mike Yule, commanding officer of the SBC, believes that after recent reorganisation the centre is well on the way to providing real value for money.

"We have to provide the best booking service for all our customers," he said. "And we have to work out the best deals with the airlines."

"Heads of departments and budget holders are at liberty to approach travel agents to see if they can offer a more attractive option but 99 times out of 100 the SBC is always more competitive."



● Above: MAA John Stanbrook checks the flight details of one of over 3,000 applications made each month to the SBC's Navy desk.

● Left: Only 14,000 passport applications to go! AB(M) Paul Jones (HMS Drake), STD Paul Ibbetson (HMS Dolphin), AB(MW) Zane Billington (HMS Nelson) and LS Shaun Millington (HMS Warrior) get to grips with the paperwork as troops are put on standby for Operation Granby.

● Below: BA sales agent Helen Reid explains to MAA John Stanbrook what discounts are on offer at the SBC's new leisure unit.

Pictures: PO(Phot)
Clive Deer, DPR(N).



BA SERVICE TAKES OFF

BRITISH Airways have always been involved with duty travel arrangements made through the Services Booking Centre — indeed, some £15 million of the MOD's travel budget goes through BA making them the airlines biggest corporate customer.

But with the introduction of a new "leisure" initiative by the SBC's commanding officer, Wing-Cdr. Mike Yule, BA is now offering an extra service — discount facilities on some of their scheduled flights.

The facility is restricted to Service personnel, MOD civilians, their spouses and unmarried dependant children under 25, and reservations can be made, normally by telephone (071-735 9555), at the unit located within the SBC.

Discounts are available on routes to the USA, Canada, Cyprus and northern Europe including Russia, Poland and Czechoslovakia.

"There has always been the need to provide a realistic alternative to the Indulgence system so this is why the new unit has been opened," said Wing-Cdr. Yule.

"This is our first step into the leisure market and if the scheme is successful it could be extended to cover other routes."

● Two free tickets to the USA are on offer in a prize draw to anyone purchasing a BA ticket through SBC before March 1.



Brereton turns to a close

HMS Brereton's long and varied career in the Royal Navy is finally drawing to a close. She is due to leave her home port of Rosyth in April, visiting her adopted town of Seaham en route for Portsmouth and disposal.

The Brereton, one of the original 118-strong Coniston class of mine counter measures vessels, was built by Richards Ironworks Ltd. at Lowestoft and delivered to the Royal Navy in July 1954.

She is currently part of the Third Mine Countermeasures Squadron, on roulement to the Fishery Protection Squadron.

Tasked with patrolling the inshore areas of British fishery limits, she is also available to assist the inshore oil and gas platforms and conduct operations to clear oil spills that might threaten sealife.

Even in her fishery protection role the Brereton can be asked to use her mine warfare expertise, for, almost half a century after the Second World War, many mines are still unaccounted for and fishing boats trawling for a catch still sometimes get more than they bargained for.

On one occasion when she was visiting Seaham, a fishing-boat brought up an unexploded mine and dumped it just outside the nearby harbour of Hartlepool. So the Brereton had the task of first locating the mine before lifting it and taking it to a safe area for disposal.

Sword of Peace

All these assorted tasks highlight the valuable work that the MCM and Fishery Protection Squadrons carry out around the coasts 365 days a year. For this and other professionally outstanding tasks the Fishery Protection Squadron was awarded the Wilkinson Sword of Peace for 1989.

At a ceremony at Rosyth the First Sea Lord (Admiral Sir Julian Oswald) received the award from Mr. Colin Bass, general manager of Wilkinson Sword's contracts division.

The sword was passed to the Captain of the Squadron, Capt. Roy Harding.

Among those present were members of families of the squadron, whose ships spend long periods away from their base port.



Rolling into Crewe

WHEN the crew of HMS Ambuscade visited their affiliated town of Crewe and Nantwich they really got the Rolls-Royce treatment — the world-renowned motor company, based in Crewe, lent them a gleaming Silver Spirit, complete with chauffeur.

As well as being used for official calls by the commanding officer, Cdr. Mike Knowles, the limousine also provided impressive transport for the newly-elected Miss Ambuscade, Miss Kay Moston, when she paid a welcome visit to the ship at her berth in nearby Birkenhead.

The ship has been affiliated to Crewe and Nantwich since 1942, when the townspeople contributed towards the cost of the previous Ambuscade, a 1,200-ton destroyer.

A packed five-day programme included a snooker competition at Crewe Leisure Centre; rugby versus Reaseheath College, football versus the Nantwich local team, and hockey against 22 Cheshire Regiment.

At the charity rowing challenge, held at Queen's Park, competitors rapidly abandoned the rules and reverted to piracy, with all the teams ending up being tipped into the icy waters of the lake. Choques were presented by Ambuscade and the deputy Mayor of Crewe to the ship's charity, the Homeleigh School for children with learning difficulties.

During the return journey to Devonport Flag Officer First Flotilla, Rear Admiral Peter Woodhead visited the ship, and officially presented two Fleet Gunnery Trophies won by Ambuscade during the year — the Beresford Cup for surface gunnery and the Grytviiken Trophy for naval gunfire support.



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Your Plan 2001 benefits will normally grow each year through the addition to the guaranteed sum assured of "reversionary bonuses" (which represent a share in Customs Fund's investment and other profits). Future rates of reversionary bonus depend on profits earned and are awarded at the discretion of the Customs Fund Directors. Once added, such bonuses are guaranteed if the policy remains in full force until the end of the term or on previous death, and they can earn additional bonuses in subsequent years.

What's more — after ten years you may also receive a final (or terminal) bonus thus increasing your savings even further. The terminal bonus, added to the sum assured and reversionary bonuses, is intended to provide a maturity benefit which represents a fair share of the returns achieved by the Fund during the term of the Plan. The full sum assured and bonuses for your policy will then be yours — completely free of personal taxes under current legislation.

Investments

The assets of the Customs Fund include a broad spread of investments, mainly shares and fixed interest securities.

Has Customs Fund a Good Bonus-Paying Record?

Yes, the Customs Fund is a mutual life office and has been awarding bonuses to with-profits policyholders since 1816.

Important Life Assurance

Your initial guaranteed life cover, the sum assured, is determined by your age at application and the amount you save (see Benefits table). The life cover grows as bonuses are added to your policy. By taking out Plan 2001 you can "top-up" your life cover at a modest cost — and normally without a medical examination!

Premiums — To Match Your Budget

Since people have different savings needs Plan 2001 gives you a selection of affordable premium options: £15—£20—£30—or £50 — or more per month.

So regardless of your budget, Plan 2001 has a premium to suit you. Naturally, the more you save each month — the higher your benefits.

Apply Today — For Immediate Benefits

Applying for Plan 2001 is easy. Just complete and sign the Application form together with the Mandate for bank standing order. This will ensure that your premiums will be paid promptly each month.

Notes to Table of Benefits:

In order to provide an indication of the possible benefits that might be paid under this policy, LAUTRO (the regulatory authority for the marketing of life assurance and unit trusts) has made rules which lay down two bases on which future benefits may be illustrated. The figures quoted in these illustrations comply with the rates of return and other factors as set out in the LAUTRO bases, the higher illustration representing a future rate of return of 10.5% per annum and the lower illustration representing a future rate of return of 7% per annum.

These two amounts do not represent the upper and lower limits of the possible amount of the benefit — what is actually paid will depend on the bonuses added to the guaranteed benefits under the policy. These illustrations should not be used as a basis for comparing similar policies issued by other life assurance companies or friendly societies.

The figures in this table are based on the assumption that you are acceptable at the ordinary rates of premium.

The illustration should not be taken as a forecast and the actual policy proceeds may be higher or lower than the amounts illustrated.

IMPORTANT INFORMATION

Surrender Values

A life assurance contract is designed to give the best return if the investment is maintained for the full term. However, should it be necessary to cash the policy in early, a surrender value may be available. The tables below show the possible cash values of various policies at the end of each of the first five years.

If you are a higher-rate tax payer and you discontinue your policy during the first 7½ years of the policy term, you may have to pay tax on the amount by which the surrender value exceeds the sum of the premiums paid.

Age next Birthday	£15 Per Month					£50 Per Month				
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5
30	164	346	547	769	1010	575	1210	1910	2690	3550
40	163	344	545	765	1010	572	1200	1900	2680	3530
50	161	338	536	752	990	566	1180	1870	2630	3460
Total Premiums Paid	180	360	540	720	900	600	1200	1800	2400	3000

The figures for females may be slightly different.

*No surrender value would be payable before 12 monthly instalments have been paid.

The values above have been calculated according to rules prescribed by LAUTRO. The Fund does not guarantee that the amount to be paid, if the contract is terminated at one of the durations specified, will be as high as the amount indicated. The amount actually payable will depend on the bonuses added to the policy and the surrender basis in force at that time.

Effect of Charges or Expenses

The reduction in the investment potential of premiums payable under the Plan 2001 due to expenses amounts to 4.3% p.a. This reduction in yield figure refers to expenses which are expected to be made in respect of the contract and has been calculated in accordance with the basis laid down by LAUTRO. Assuming that the contract is not terminated before 10 years and the rate at which expenses will be made continues unchanged, the deductions to be made in respect of expenses may be expected to reduce the investment return by an amount approximately equal to the above figure.

In the event of any total or partial surrender within the term shown, the actual reduction in yield figure will be higher than shown above.

Cessation of Premiums

If premium payments are discontinued, the policy will be reduced to its paid-up value. Provided death has not occurred, the policy may be revived at any time during the following 12 months on payment of all unpaid premiums together with an addition for late payment. Alternatively the policy may be terminated and any surrender value taken.

Taxation

Proceeds of the Plan are free of basic rate income tax and capital gains tax, according to the Fund's understanding of present law and Inland Revenue practice. The laws relating to taxation may be subject to changes which cannot be foreseen. The Customs Fund is liable for the payment of Corporation Tax on the income and realised capital gains arising from the assets backing this policy.

Commission

The Customs Fund pays no commission to agents, brokers or company representatives.

Statement of the Effect of Inflation

Both the purchasing power of the ultimate benefit and the real cost of any future premiums/investments payable will depend on the rate of inflation over the period of the contract. By way of illustration, the following table shows what £1,000 will be worth in today's money at the end of the periods shown, if the annual rate of inflation over the period is as shown:—

Period (Years)	4% Inflation	7% Inflation	10% Inflation
1	962	935	909
2	925	873	826
3	889	816	751
4	855	763	683
5	822	713	621
10	676	508	386

Notice of Cancellation

You are guaranteed by law 14 days from the day you receive your contract in which to review your documents without risk, commitment or obligation and, if you so wish, to withdraw from the transaction.

The Customs Fund is a member of LAUTRO.

Male Age Next Birthday	£15 PER MONTH			£20 PER MONTH			£30 PER MONTH			£50 PER MONTH		
	Guaranteed Life Cover	Illustrated Maturity Value 7%	Illustrated Maturity Value 10.5%	Guaranteed Life Cover	Illustrated Maturity Value 7%	Illustrated Maturity Value 10.5%	Guaranteed Life Cover	Illustrated Maturity Value 7%	Illustrated Maturity Value 10.5%	Guaranteed Life Cover	Illustrated Maturity Value 7%	Illustrated Maturity Value 10.5%
Up to 30	1396	2190	2610	2166	2960	3530	3306	4310	5370	5587	7590	9040
31-35	1394	2190	2610	2164	2960	3530	3302	4310	5370	5586	7590	9040
36-37	1392	2190	2610	2161	2960	3530	3299	4310	5370	5574	7590	9040
38-39	1390	2190	2610	2159	2960	3530	3295	4310	5370	5568	7590	9040
40	1389	2190	2610	2156	2960	3530	3291	4310	5370	5561	7590	9040
41	1387	2190	2610	2154	2960	3530	3287	4310	5370	5555	7590	9040
42	1385	2190	2610	2151	2960	3530	3284	4310	5370	5549	7590	9040
43	1383	2190	2610	2149	2960	3530	3280	4310	5370	5542	7590	9040
44	1380	2190	2610	2144	2960	3530	3273	4310	5370	5536	7590	9040
45	1376	2190	2610	2139	2960	3530	3267	4310	5370	5528	7590	9040
46	1373	2190	2610	2134	2960	3530	3259	4310	5370	5521	7590	9040
47	1369	2190	2610	2129	2960	3530	3251	4310	5370	5513	7590	9040
48	1365	2190	2610	2125	2960	3530	3241	4310	5370	5506	7590	9040
49	1360	2190	2610	2118	2960	3530	3232	4310	5370	5497	7590	9040
50	1355	2190	2610	2111	2960	3530	3222	4310	5370	5484	7590	9040
51	1350	2190	2610	2104	2960	3530	3211	4310	5370	5476	7590	9040
52	1345	2190	2610	2097	2960	3530	3200	4310	5370	5468	7590	9040
53	1338	2190	2610	2087	2960	3530	3188	4310	5370	5454	7590	9040
54	1331	2190	2610	2078	2960	3530	3172	4310	5370	5441	7590	9040
55	1323	2190	2610	2067	2960	3530	3155	4310	5370	5428	7590	9040
56	1315	2170	2590	2056	2930	3500	3138	4460	5520	5303	7510	8910
57	1305	2150	2560	2043	2900	3460	3118	4410	5360	5288	7440	8860
58	1295	2130	2530	2029	2870	3430	3098	4370	5210	5275	7360	8770
59	1286	2110	2510	2016	2830	3390	3078	4330	5150	5261	7290	8680
60	1277	2090	2480	2000	2800	3350	3052	4280	5100	5247	7210	8590
61	1269	2060	2460	1981	2770	3320	3023	4240	5050	5239	7130	8500
62	1261	2040	2430	1964	2740	3280	2998	4190	4990	5237	7060	8410
63	1252	2020	2400	1944	2710	3250	2968	4140	4940	5231	6980	8320
64	1243	1990	2380	1925	2700	3210	2948	4100	4880	4964	6900	8230
65	1230	1970	2350	1901	2670	3180	2902	4060	4830	4904	6830	8140

NOTE: For female lives the guaranteed life cover is slightly greater at every given age.

APPLICATION for PLAN 2001

Important Notes

- Eligible Persons**
 Under the Customs Fund's Acts and Rules, applications for assurance may be accepted from—
 (a) Present subscribers, their husbands or wives and their adult children
 (b) Any person employed in the service of the Crown or any agency of Her Majesty's Government, their spouses and children.
- Payment of Premiums**
 For those serving in or retired from the Civil Service, annual premiums are deducted by equal instalments from monthly salary/pension. For others, monthly instalments are accepted by standing order.
- Declaration**
 Your answers to the questions on this form will be used to assess the application and you must, therefore, answer them fully to the best of your knowledge and belief. You must give us any information which might be relevant and which could influence our decision. If you are unsure whether a particular fact is relevant, you should disclose it.

 Part or all of the policy benefits might be forfeited if relevant information were to be withheld.
- Terms and Conditions**
 Copies of the completed application and the contract conditions are available on request.

Customs Fund
 LIFE ASSURANCE

ACCESS TO MEDICAL REPORTS ACT 1988 YOUR RIGHTS

Before we can apply for a medical report from a doctor who has cared for you, we need your signed consent on the enclosed application form. However, before signing, please read this note carefully, as it sets out your rights under the Access to Medical Reports Act 1988 together with the procedures for dealing with the reports.

- If you give your consent to our obtaining a medical report you can say whether or not you wish to see the report before it is sent to our Chief Medical Officer. If you do not give your consent, we may be unable to proceed with your application for insurance.
- If you indicate that you wish to see the report, you will be advised if one is requested from the doctor. We will tell him that you wish to see the report and you will then have 21 days to contact him to make the arrangements for seeing it. Of course, the quicker you act, the quicker your application for insurance can be considered.
- Once you have seen a report before it is sent to us, the doctor cannot submit it until he has your consent. You can write to the doctor, asking him to amend any part of the report which you consider to be incorrect or misleading, and have attached to the report a statement of your views on any part where you and the doctor are not in agreement and which the doctor is not prepared to alter.
- The doctor is not obliged to let you see any part of a report if, in his opinion, that would be likely to cause (or to harm) your physical or mental health or that of others, or would indicate the doctor's intentions towards you, or if disclosure would be likely to reveal information about, or the identity of, another person who has supplied information about you, unless that person has consented or the information relates to, or has been supplied by a health professional involved in caring for you. In such cases, the doctor must notify you and you will be limited to seeing any remaining part of the report. If it is the whole report which is affected, he must not send it to us unless you give your consent.
- If you indicate that you do not wish to see the report we do not have to advise you if one is requested. However, you still have the right to see any report that is completed and, having notified your doctor that you wish to see it, you will have 21 days to make the necessary arrangements with your doctor.
- Whether or not you say at outset you wish to see the report before it is sent to us, you can, within six months of its being supplied to us, ask your doctor for a copy. The doctor must provide you with a copy but he may charge you a reasonable fee to cover his costs.

Customs Fund
 LIFE ASSURANCE

The Customs Annuity and Benevolent Fund incorporated
 Founded in 1836
 Company No. AG130 incorporated in England by Act of
 Parliament in 1899
 Dorset House, Stamford Street, London SE1 9PS
 Telephone: 071-465 4726

APPLICATION FOR PLAN 2001

Please answer each question in BLOCK CAPITALS and give careful consideration to any declaration before signing it.

Monthly Premium £15 £20 £30 £40 £100 OTHER £ _____

MR MRS MISS SURNAME _____

FORENAMES _____

ADDRESS _____

DATE OF BIRTH _____ If not serving in the Customs & Excise, certificates to confirm the date and any change of name, should be produced.

TEL. NO. _____

OCCUPATION _____
 (Please give full details)

1. Please state your a) Height _____ ft _____ in Weight _____ lb _____ oz
 b) daily consumption of cigarettes/cigars/pipe tobacco _____

2. Have you smoked any cigarettes during the last 12 months? _____

3. Have you ever been advised to give up smoking any form of tobacco or consuming alcohol (or a specific medical reason)? _____

4. Please state the name and address of your doctor _____

5. When did you last consult a doctor? _____

6. For what reason? _____

7. Are any medicines or drugs currently prescribed for you, or are you receiving any medical or psychiatric treatment or advice, or awaiting surgery? _____

8. Have you ever
 a) been counselled or medically advised in connection with AIDS or any sexually transmitted disease?
 b) had an AIDS blood test? _____

9. Has any insurer ever declined, postponed or accepted an application on your life on special terms? _____

10. Is there any other special feature which might affect your eligibility for insurance? _____

11. Details of simultaneous applications or other applications within the last 12 months _____

DECLARATION: I declare that I have read and understood the important notes on the cover of this application and that all the statements made by me in this application are true and complete to the best of my knowledge and belief.

I have been informed of my statutory rights under the Access to Medical Reports Act 1988, as explained in the notes headed "Your Rights" and, in connection with my current application, I consent to the Customs Fund seeking medical information from any doctor who at any time has attended me, concerning anything which affects my physical or mental health, or seeking information from any insurance office to which an application has been made for insurance on my life and I authorise the giving of such information and I agree that a copy of this consent shall have the validity of the original. I wish (do not wish) to see any medical report before it is sent to the Customs Fund.

I have read any answers completed other than in my own handwriting and confirm that they are correct.

Name _____ Signature _____
 (Delete as appropriate)

MANDATE

Please complete and sign the standing order and return it to Customs Fund with the application.

STANDING ORDER

PLEASE INSERT FULL POSTAL ADDRESS OF YOUR BANK

The Manager _____
 Postcode _____

Sir,
 Will you kindly pay monthly to the BANK OF ENGLAND, LONDON, EC2R 8AH for the credit of the account of the RECEIVER OF CUSTOMS FUND

A/C No. 52080005 SORT CODE 10-00-00T

the sum of* _____
 on the 1st day of each month until further notice and debit my account accordingly. The first such payment is to be made on the 1st _____

Name of account to be debited _____

ACCOUNT NUMBER
 □□□□□□□□

PLEASE CANCEL ALL PREVIOUS STANDING ORDER MANDATES IN FAVOUR OF CUSTOMS FUND

Signature(s) _____ Date _____

*TO BE COMPLETED BY CUSTOMS FUND





NEWS IN BRIEF

DURING HMS Ariadne's visit to Grimsby a party of shipmates from Wakefield were invited aboard as guests of the CPOs' Mess. The visitors send thanks for the welcome and hospitality extended.

Members of Reading were pleased to learn that one of their fellow shipmates, Mr. Anthony Durant MP, was knighted by the Queen in the New Year's Honours List.

An enjoyable weekend was spent by shipmates of Hartlepool visiting Birkenhead and Liverpool branches with a short stop at Wythenshaw branch. They send thanks for the hospitality received. An organised visit, courtesy of Swan Hunter, to HMS Marlborough was most enjoyable.

The Yeovil branch, recruiting at least two new members a month, held a successful Christmas dance which was well attended.

With plans under way to mark the tenth anniversary of the Redruth-Camborne branch members are sorry to have lost their popular standard bearer, Shipmate Bob Brown who has moved to Devon. Bob has been with the branch since it commissioned.

Doha plays host during ship visits

TO THE delight of members of Doha branch in the State of Qatar, Arabian Gulf, six RN ships have visited there since the branch was launched in 1988.

First to arrive was the destroyer HMS Birmingham followed over the horizon by HMS Manchester which arrived in time for members of the ship's company to enjoy a Trafalgar night dinner as guests of the branch.

The present situation in the Gulf has resulted in a further four ships' visits.

At the 1990 Trafalgar celebration, attended by 100 guests, £482 was raised for charity.

A party of 14 shipmates, including five ladies, from Whitehaven and District, spent a weekend as guests of the Senior Rates' Mess of HMS Neptune, the first ladies to be so honoured.

During their stay, they enjoyed a full programme of events including a visit to two submarines. They also scored another first by being invited to attend a branch meeting of the West of Scotland Submarine Old Comrades Assn., an honour greatly appreciated. The visitors send their thanks for a memorable weekend.

They "spliced the main brace" at Dewsbury Batley and Birstall monthly meeting when Shipmate Edward Latham stepped forward to enrol. Having served in HM ships Howe and Vanguard his arrival brought membership of the branch to 100.

His Oceanic Majesty, King Neptune, escorted by his "court barber," were guests of the fifth Mess dinner organised by Kingston-Upon-Thames and attended by 136 members and friends. During the evening, Shipmate Len Stokes was named Shipmate of the Year and the Social Shipmate award went to Shipmate Joan Baprie.

Guests included Shipmate Dave Harding, chairman No 1 Area and Lieut.-Cdr. Peter Mould RNR, commanding officer TS Steadfast.

Members of Barry branch mourn the loss of their presi-

BRANCH NEWS

dent, Capt. W. Ralph Proud, who had retired because of illness. Unfortunately he died before receiving, from the branch, a picture of his first ship, HMS Newcastle, 1937 and by kind permission of Cdr. John Curteis, now president of the branch, the presentation was made to Capt. Proud's daughter, Mrs. M. Brown, in the wardroom of HMS Cumbria.

Thanks to C.P.O. Michael Gladwin, of HMS Shetland, and member of Epping branch, 20 shipmates were entertained on board the ship when she visited London in October. The visitors were given a tour of the patrol vessel which was followed by a social evening in the Senior Rates Mess.

Shipmate Colin Grace, chairman, Hillmorton branch, was presented with life membership by Shipmate Ron Tasker, vice chairman of the association, at a dinner organised by the branch. Sufficient funds have been raised by members to send a cadet from TS Fury for a week's sail training aboard TS Royalist.

Torrential rain did not dampen the spirit of 400 shipmates who marched through the seaside town of Cromer, East Anglia, following the dedication of the new Cromer standard and the laying-up of the old. At the march past, the salute was taken by Rear-Admiral Philip Powlett, the branch president, who has subsequently died and is mourned by branch members. The dedication coincided with the 25th anniversary of the branch.

A party of shipmates from Kettering and Rushden enjoyed a two week holiday in Malta with their wives during which they attended memorial and wreath-laying ceremonies at the RN cemetery at Kalkara and at sea for the crews of the submar-



A distinguished company attended Doha branch dinner held in the State of Qatar, Arabian Gulf. They are, from left: Capt. David Symonds RN, Shipmate K. Wallis (branch chairman), the US Ambassador Mr. Mark Hanbly, Shipmate J. Meakin (branch vice chairman), the British Ambassador Mr. G. H. Boyce and Shipmate B. Cornick (branch secretary).

ines Olympus P36 and P39. The visitors were warmly welcomed by fellow shipmates of Malia RNA and the Royal British Legion whose headquarters were open to them for evenings of dancing, bingo and song.

One of Stockton's Second World War veterans, the late Shipmate Frank Waites, was remembered by fellow shipmates when the new £50,000 function room and bar of the club, in William Street, was named the Kelly Room, after the destroyer HMS Kelly in which he served with Lord Louis Mountbatten. The club, which has been in William Street for the past 28 years, now boasts 435 members.

The New Year kicked off for shipmates of Reigate with a dinner for senior citizen members, expertly prepared and served by members of the branch social committee. The dinner was followed by a cabaret which ended with a community sing-along and a dance.

Support for Gulf forces

IN KEEPING with the support given by the association to the Royal Navy and Royal Marines during the Falklands conflict 3,500 parcels were sent to ships in the Gulf at Christmas.

Every parcel arrived in time for Christmas day with many RNA branches contributing to the cost of the "goodies" sent to the sailors, letting them know they were not forgotten by fellow shipmates.

The association was the first to plan this Christmas gesture and letters of thanks received at Headquarters from HM ships and RFAs plainly show how greatly the "goodies" were appreciated.

Baseball caps and RNA diaries went down a treat with the ships' companies, with the diaries, according to a letter from HMS Cardiff, turning "some of the most cynical matelots into potential yuppies."

Future gifts will take the

form of donations towards beer rations and meantime the association is putting into effect its organisation of help and support for families.

As during the Falklands, it will be in the area of "after-

care" when the association will come into its own. Branches and clubs will offer facilities as meeting places for families who live away from naval ports and establishments.

In brief, the association will do all in its power to ensure the families of the those in the front line will get every help and support on the home-front.

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Cheque boost

CHEQUE-OUT time at Nuneaton branch as the chairman, Shipmate Bill Freeman, surrounded by fellow shipmates, hands a £400 cheque to Shipmate Mick Richards in aid of the Bedworth Volunteer Bureau. A raffle organised by shipmates helped raise the money.



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The hotel is Victorian, close to city centre and Barbican, with cosy bar lounge, comfortable dining room, extensive menu of home cooked specialities incl farmhouse breakfast, 16 bedrooms (1 bridal) all with colour TV, in house video, T.V. facilities. Ensuite available. Discounts to Service Families (owner still serving). Lock-up car park, most credit cards accepted. Please send for brochure & map.

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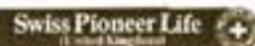
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Victory wins new friends

THE Friends of the Royal Naval Museum, Portsmouth have extended their objectives to become friends of Nelson's flagship HMS Victory, which lies within a few yards of the museum.

Although the Society of Nautical Research takes a close interest in HMS Victory and was responsible for her move into dry dock back in 1922, the society has wider interests and the famous ship has not enjoyed the direct support of a society like those formed for the Mary Rose and HMS Warrior.

Rather than form a new society of friends, it made sense to mirror the close relationship between the RN Museum —

which started as the Victory Museum — and HMS Victory. So the title is now the Society of Friends of the Royal Naval Museum and HMS Victory.

Lieut-Cdr. John Whitehead, Victory's commanding officer, is pioneering a big step forward in presenting Nelson's flagship to the public as she was at Trafalgar.

There is a great opportunity to show details of how those serving in her lived and fought. This needs patient research and effort which can be assisted by volunteers who have time and enthusiasm.

More than 200 possible projects have been identified and the Friends of HMS Victory plan to join with the Society of Nautical Research to bring these exciting initiatives to fruition.

In the museum there is also great scope for voluntary help in research, using the recently-opened library, and Friends already operate a service which helps to answer questions from the public on any subject concerning the Royal Navy.

There is also a special opportunity to become involved in running Royal Navy boats. A steam pinnace and a gig are regularly operated by volunteer crews.

A new team is now intent on

injecting fresh ideas into the Society. While the Prince of Wales remains as Patron, the President is now Admiral of the Fleet Lord Fieldhouse and the Chairman is Rear-Admiral John Warsop, a former Flag Officer Portsmouth.

They are supported by Rear-Admiral Paul Bass as hon. treasurer and Capt. Don Beadle as hon. secretary. The Society has a permanent office in the museum run by the executive secretary, Cdr. Mike Jones.

Anyone who would like to become a Friend and possibly take an active part in its activities should contact the Secretary, Royal Naval Museum, HM Naval Base, Portsmouth PO1 3LR. Tel: 0705-733060 or Naval Dockyard Exchange extensions 23868-9.

Benefits of membership include free entry to the museum for the member, spouse, a friend and up to three children. Free entry to the National Maritime Museum for the member and spouse is also available, together with discounts at the Victory and Museum shop and the Mary Rose and Warrior shops. Visits to other historic and heritage centres are being planned.

The cost of joint membership for husband and wife is £10 a year.

Dining out at Raffles

WITH the opening of the new Raffles restaurant by Flag Officer Plymouth Vice-Admiral Sir Alan Grose HMS Drake can now boast what must be one of the finest Junior Ratings' dining facilities in the Navy.

Fitted out in a style described as "evoking the atmosphere of gracious living associated with the Colonial 1930's", the restaurant has custom-made tables and "Chinese Chippendale" chairs of solid beechwood, delicate-looking but robust enough for years of heavy use.

Deep-pile carpeting and indoor plant displays help to make the facility much more than just a dining-hall, but an area which will also be used for study, relaxation and entertainment, including use on Families' Day for Devonport-based ships and submarines.

Funds to pay for the restaurant, which cost just over £100,000, were provided by the Sailors' Fund, Fleet Amenities Fund, Flag Officer Plymouth's Fund and HMS Drake's own Welfare Fund, which represents personnel from HMS Drake and Defiance, 2nd Submarine Sqn., Mount Wise, Captain of the Port, Captain (Hydrography) and accommodated ships.

SECRET GARDEN

IN 1663 the garden of the Commissioner at Chatham Dockyard was described thus — "He has a pretty garden and banqueting house, potts, statues, cyresses resembling some villa about Rome".

The garden is still in existence at Chatham, and is now open to the public. The banqueting hall is currently being restored, and paths, terrace walls and stone steps which date back to the early 1700s are still in use.

Many old cultivated plants also still survive, including figs, mulberries, japonica and a magnificent 30 foot high bay tree.

An exhibition — "The Secret Gardens of Chatham Dockyard" — is being held from 5 March to 5 April at the Museum of Garden History, St. Mary-at-Lambeth, Lambeth Palace Road, London, showing early maps and models, historic features, garden archeology, and famous personalities connected with the gardens.

The exhibition, with free admission, will be open, Mondays to Fridays, 11 a.m. to 3 p.m. and on Sundays, 10.30 a.m. to 5 p.m.

HMS Osprey's newly-commissioned yacht has been named Osprey of Portland.

The yacht, a 33-foot West-erly Storm class, was purchased with funds raised from the sale of the previous yacht, Catherine of Braganza, and from grants and donations, including the Diocese of Salisbury Forces Welfare Fund, Aldershot Church of England Services Trust, Nuffield Trust, Sea Cadet Corps, Sailors' and Fleet Amenities Funds, RN Sailing Association, Naval Air Command Amenity Fund, Portsmouth Port Fund and various Osprey Funds.

The yacht is available for charter by all Service personnel, with preference to those from HMS Osprey.

Osprey takes to the water



Cornwall's capital visit

THE ship's company of HMS Cornwall enjoyed great hospitality when the frigate was berthed alongside HMS Belfast in the Pool of London.

Their varied programme of events included tours of the Guildhall, the Houses of Parliament and Hampton Court, golf matches and fishing trips, visits to the theatre, and weekends with host families. 90 of the ship's company attended a

lunch given by the Worshipful Company of Leathersellers, with whom HMS Cornwall has an affiliation.

Chief of Fleet Support, Vice Admiral Sir Jock Slater, and Cornwall's commanding officer, Capt. Paul Branscombe,

hosted a lunch on board the ship in commemoration of the tenth anniversary of the Armilla Patrol, the guests including Sir Jeffrey Sterling, chairman of the Council of British Shipping.

During the weekend visit the ship was open to visitors and there was a ship's sponsored 100 x 1 mile relay race in aid of Newham Explorer Scouts.

CALL TO JOIN COUNTRY CLUB

WORK continues apace on the China Fleet Country Club at Saltash near Plymouth, with the £10m, 170-acre sports and recreation complex due to be completed in May.

Letters and leaflets containing information about the club are being sent worldwide to every serving non-commissioned officer and rating of the RN, RM, WRNS and QARNNS to ensure that the club should be fully utilised by those for whom it is being specifically built.

Summer holiday

Bookings for the 40 cottages available for renting at the Club are already high, with most dates in the school summer holiday period now taken, despite following the rules which reserve half of these expressly for Full Members, currently serving in the Navy and Marines.

The very high number of bookings already received for dinners and receptions has led



● General view of the new club, set in the Tamar Valley, Saltash.

to a re-designing of the "Club-Swinger" — the room which doubles as function room and sports hall — to enable half of the existing cavernous area to

become a prestigious venue for special occasions.

The new design, incorporating a large tapestry or roll-up screen to provide the main par-

tion, will ensure that the hall can continue to be used for sporting activities right up until an hour or so before its use as a functions suite.

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Gulf commitments take their toll on boxing

MANPOWER shortages and the commitment of personnel to the Gulf affected the Royal Navy Intermediate and Open Boxing Championships, writes *Lieut. Duncan Forer*.

The unavailability of boxers of sufficient experience resulted in only one open and three intermediate bouts being contested, but the addition of three special bouts to the card gave the sizeable crowd at HMS Nelson's gymnasium the chance to witness some spirited boxing for their entry fee.

The only open class bout was at featherweight between two Royal Marines. Despite a good defence, Mne. Calpin found southpaw Mne. Manley an awkward opponent. Manley's good work with his right earned him a unanimous decision.

In the first special of the evening MEA Manson, who had already gained the intermediate bantamweight title by a walkover, had a lively clash with WEA Hinde, the intermediate featherweight champion also by a walkover. Thanks to

standing counts over his opponent in the second and third rounds, Manson earned the decision.

There was a close contest in the intermediate lightweight bout between S(S) Crumplin of Portsmouth Command and Mne. D. Loader (40 Cdo). Crumplin looked good in the first two rounds but Loader appeared stronger and was more effective in the third, thus securing a majority decision.

The Army provided opponents for two special bouts, with Gunner Morrison beating MEM Smith at light welterweight and MEM Stokes, who has the gift of an exceptional reach when he fully utilises it, getting one back for the Navy over LCpl. Richards at welterweight.

An untidy tussle in the intermediate middleweight final went the way of AEA Day with a unanimous decision over Mne. West. Mne. Crockett had the last word with victory on

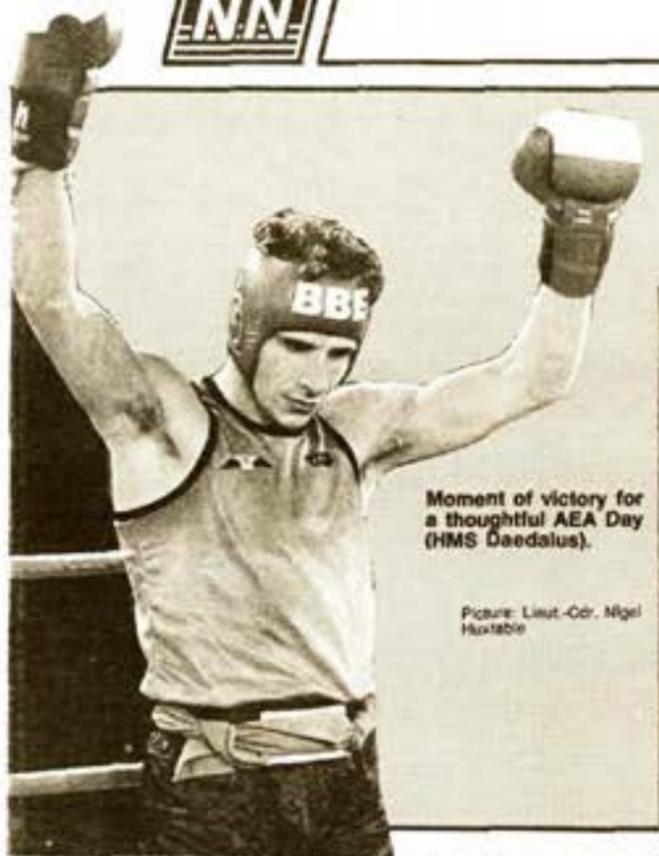
points over MEM Leeman in the intermediate heavyweight final.

The team trophy was awarded to the Royal Marines who, with the addition of two walkovers, had done enough to gain the title without having to face too much opposition.

Now, with the big, prestige matches against the Army and RAF imminent, the Navy will be hoping to be able to guarantee the services of their best boxers.

● Navy boxing has been given another boost with the selection last month of Seaman Kevin Crumplin (Dryad) for the Young England squad.

Crumplin, a former England schoolboy representative, in his first season in the Royal Navy shows much promise for the future. His aggressive style won him praise from Mr Ian Irwin, the ABA National Coach, who was present at the Navy Open Championships.



Moment of victory for a thoughtful AEA Day (HMS Daedalus).

Picture: Lieut.-Cdr. Nigel Huixtable

THE Royal Navy will take on the Army in the boxing ring at HMS Nelson on January 31st. The programme starts at 19.30 and tickets are available in advance from Nelson's Main Gate, priced £2. There will be no tickets available on the night and no car parking within HMS Nelson, except for Service personnel.

Police hold on to whistle

FINAL match before the mid-season break saw the Royal Navy play host to a strong Metropolitan Police team. After 10 minutes the Police took the lead when Pendry chased a long ball through the middle of the Navy defence and scored with an excellent short from 25 yards, writes *Lieut.-Cdr. Jim Danks*.

Twelve minutes later when the Navy forced a corner, Steve Johnson flicked the ball on to Steve Riley, who appeared to be impeded before he could get his shot in, but the referee turned down the appeals for a penalty.

Pendry was again on the mark in the 26th minute when he beat the Navy's offside trap and keeper Jim Mullen from close-range, making it 2-0 for the Police.

At the start of the second half the Navy were playing some good football as they sought a goal, but found the defence in good form. Following a long throw in from Nick Haigh, the ball was handled in the area by a Police defender. Unfortunately Paul Benson failed to convert the resultant penalty and the Police held on to their two goal margin to the final whistle.

February 7 will see the Navy play a crucial South West Counties Competition Cup match against Sussex FA at Burnaby Road (kick off 19.30). Sussex have won all matches so far and a win for the Navy is important if they are to stand a chance of success in their group.

Future RN matches: Feb. 13 v Cornwall FA at Liskard; Feb. 21 v Loughborough University and Feb. 27 v English Prison Service, both afternoon matches at Burnaby Road.

Four fifth players are currently in the Combined Services squad. Recent results have been a 3-1 defeat against Farnborough Town and a 2-1 defeat against a young Southampton FC XI. Despite the scoreline, the CSFA team played some good football and showed a marked improvement on their last performance against the FA XI.

CS played the Vauxhall League on Feb. 5 as their final preparation prior to meeting the Belgian Armed Forces in the first leg of the Kenneth Cup on Feb. 20. Both matches will be played at Aldershot Military Stadium and will kick off at 19.00.

USEFUL DATA THROWN UP BY EXPERIMENTAL TEAM

AN experimental Navy XV met Surrey under lights at Esher RFC on Jan. 16 in the second of the senior squad work-up games of the season, writes *Lieut.-Cdr. John Clark*.

The side, captained on the night by LS Rod Joy (Dolphin/Otter), started in typical naval style with a fiery and determined assault by the forwards that punched holes in the Surrey defence and confined play to the Surrey half for the first 15 minutes.

Several good blind side drives by 2nd Lieut. Mike Tanner RM (West London In-

stitute) rattled the Surrey pack into disarray and led to a Navy penalty that POMEA Kevin Bethwaite (Liverpool) converted into the first points of the evening.

Regrettably those points proved to be the last on the Navy board as Surrey, stung by the early RN onslaught, pulled themselves together and fought back.

A period of end-to-end play entertained the sparse crowd for the remainder of the first half during which an unconverted Surrey try gave the home side a one point lead going into the second half.

This was to see the Navy mauled by a regenerated Surrey side whose pack put the Navy eight under great

pressure, winning good ball from all phases and releasing their backs, whose hard and straight running exposed weaknesses in the Navy tackling and made big inroads into Navy territory.

Such pressure took Surrey to the Navy line where the referee adjudged a collapsed scrum to be the Navy's fault and awarded a penalty try that was easily converted. Further tries, two from pushovers and one from the Surrey backs, added more points to leave them comfortable winners by 24 points to 3.

So then, not a good night for this experimental team but there was some comfort for the selector and for Sgt. Mick Reece (RNR London)

who has been nominated team captain for the season, in the pinpoint tactical kicking of Bethwaite at stand-off, some scintillating breaks by Cpl. Gareth Richards (CTCRM) at scrum-half and the safe hands of Mne. Jim Mayne (Cdo. Log.) at full-back.

Further melding of talent from the ever-increasing pool of players playing first class rugby in the top divisions of the national leagues of England and Scotland will take place over the next few games (Cambridge Jan 30; Oxford Feb 6; CLOB Feb 13; Civil Service Feb 20; Met Police Feb 27) to find the right team to take on the Army at Twickenham on March 23.

AGE OF THE PAYNE...

YOUTH undeniably has its benefits, but the more mature sportsmen and women throughout the Service can take heart from the success of rugby player Allan Payne, still making the headlines at 42.

WO Payne, known as Whacker by his colleagues at HMS Tamar, has just achieved the pinnacle of his playing career — representing Hong Kong in her recent international against Fiji. Sadly, the Colony went down 4-56, but that takes nothing away from Whacker.

The six foot four inch, 16 stone second row forward only took up the game when he was in his late 20s, going on to represent the Royal Navy, United Services Portsmouth, the county of Hampshire and the Combined Services.

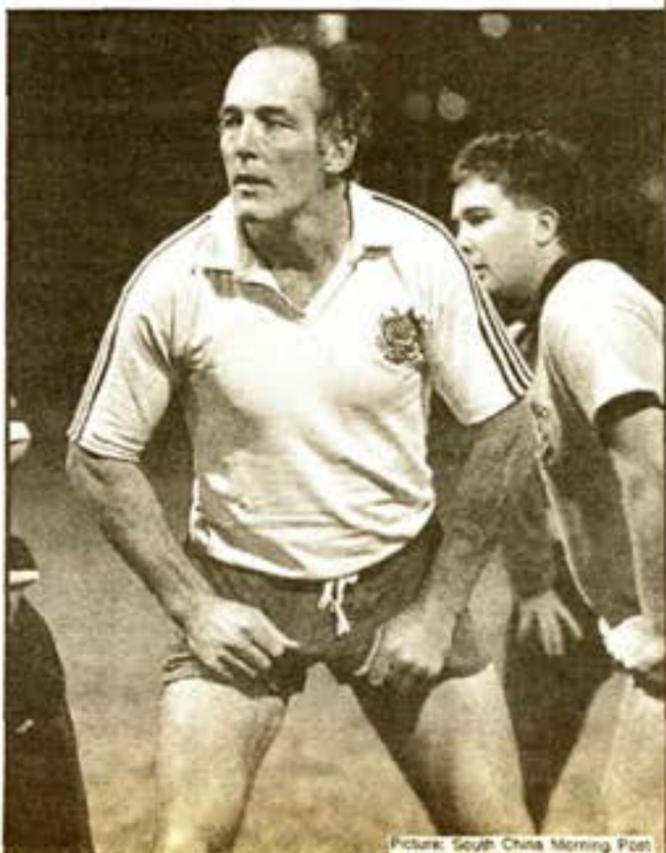
He came to the game via contacts in the Portsmouth field gun crew, for which he was selected four times. Previously, soccer was his sport.

He had considered winding down his rugby career when he was appointed to Tamar in 1989, but with his skills undiminished he was soon snapped up for the Hong Kong squad.

Whacker is willing to admit that these days he has to work all the harder at maintaining his level of fitness, but that's as far as it goes.

"As for my age, I don't really think about it. I keep fit and enthusiastic and just get on with the game — it's only other people who keep reminding me how old I am," he told the South China Morning Post.

Once again he's now considering winding down his playing career... but then we've heard that before.



Picture: South China Morning Post

IN BRIEF

AS THE cross country season continues so does the success of the Navy runners. In the Southern Counties Championships the RNAC team finished twelfth out of 58. First RN runner home was Dave Neal.

He was supported by impressive performances from Ricky Hesledon and Tony Dunn, both of whom finished inside the first 100 in a field of over 1,000 runners.

A team to represent the Navy in the Inter Service Championships at Blackdown on February 15 will be selected after the Navy Championships, to be held in Plymouth on February 1.

While the cross country section is doing well it is essential all track and field athletes who have yet to commence training do so very soon. The new season is only two months away and to enable the RNAAA to build on the sound foundations laid last year, athletes and potential athletes should start to prepare themselves now.

A coaching weekend will take place in Portsmouth (February 8) and those wishing to attend should contact their PT Office for details.

There is also a need for qualified officials and to this end a qualifying course has been arranged in Plymouth (March 18-25). Obtaining a qualification now could lead to a trip to the Olympic Games in the year 2,000, providing — it goes without saying — you develop the skills taught on this course.

You do not have to be a PT rating to obtain a qualification — again, details may be obtained from establishment/ship PT offices.

ROYAL Navy Amateur Swimming Association announces the following courses: RLSS UK National Pool Lifeguard Bronze, February 18-22 at HMS Temeraire. Cost £12.50 per person. (Ref. DCIRN 57/90 Lifesaving Courses Serial 617).

Applications are also invited for the RNASA Proficiency Course, including Officials and Coaches, February 25-March 8 at HMS Temeraire.

Queries and applications for these courses should be addressed to CPOPT Pete Crowley, HMS Temeraire, Burnaby Road, Portsmouth, Hants PO1 2HB (Ext. 25912).

OPEN to all uniformed members of the Supply and Secretariat (including medical and civilian catering contractors), the Royal Navy S&S Golf Championships will be held on May 10. A reserved list of civilian personnel working for or with the S&S will be activated in the event of maximum numbers not being reached. For further details contact WO John Hill at HMS Dryad ext. 4297.

ENTRY forms are now available for the 1991 Royal Navy/Royal Marines Marathon, which will be incorporated in the Gosport Marathon on Sunday, March 31.

They can be obtained from local PT offices or from the Marathon Registrar, 55 Stoke Road, Gosport.

It is intended that the first two RN/RM finishers will book themselves a place in the Royal Navy team for the US Marine Corps Marathon in Washington at the beginning of November.

Trophies and prizes will be on offer for individuals and teams. Any further enquiries should be addressed to Cdr. Brian Davies, Marathon Coordinator, HMS Daedalus, Lee-on-Solent (Ext. 4182).

Racer's back – as good as New



FOR EVEN the most experienced riders, motorcycle racing is a dangerous game. Take Barry Sheen...

After riding bikes without a serious mishap for 16 years LS(D) Roy New (Nelson Gunwarf) came a cropper when he lost the back of the bike at over 100mph on the lake Ss at Mallory Park.

It wasn't so much the coming off that caused the damage but being run over by the rider he had just overtaken. Two broken arms, a broken toe, a wrist requiring pinning and injuries to his left knee and both shoulders resulted.

The enforced time out of the sport came as a great disappointment to Roy. The accident happened in April last year, just a few months after he had bought a new bike — a Spondon RG500 Suzuki, a handmade racing bike capable of speeds of 165mph, or maybe more — with the aim of going up a notch in the sport.

Gradually he and the bike became used to each other; he

rose in the placings and achieved a first in class trophy in the Snetterton Championship.

His first trip to Mallory was going well, with a best finish of eighth and lap times of 59 seconds.

Despite the crash that followed Roy was determined to get back on the bike as soon as he could. His opportunity came late in October with another meet at Mallory. His best placing was 17th out of 35 but he had demonstrated all the courage of the successful racer in going back into the bend where disaster had struck.

There was just one more meeting after that before the season came to a close. And once again no problems.

Said Roy, "The idea was to get back on the bike and race it and not get into any trouble. After being off the bike for six months and after the big crash I was pleased with all my placings against people who had been racing all season."

Although Roy has unlimited enthusiasm he doesn't have unlimited funds and now he would like to hear from anyone interested in sponsoring him.

The new bike, complete with spare wheels and engine, cost him £7,000. Personal equipment, tools and running costs come on top. Each two day meeting costs him £150-£180, excluding any crash damage to the bike.

And last year when he joined HMS Brecon in refit in Scotland he had to fly down before driving to the race meeting.

Sport

THEM INDOORS OH SO CLOSE

RAF Newton in Nottinghamshire was the venue for the Women's Inter-Service Indoor Hockey Championships.

Drawn against the favourites, RAF(W), in the first match, the RN(W) equalised within a minute of the airwomen opening the scoring. First Navy goal came from LWren Claire Worsley. The RAF(W) pulled ahead again, and this time LWren Annette Parry responded with a goal.

The RN(W) pressed forward and LWren Elaine Boughton put them ahead. With nothing to lose, the RAF(W) kept pressing forward and with 20 seconds remaining the hollow sound of the ball striking the backboard echoed round the gymnasium, robbing the RN(W) of victory.

After eight minutes of extra time, Parry put the RN(W) ahead once again, but the RAF(W) were not finished and equalised in the 54th minute. With the final score remaining at 4-4, penalty flicks were required to force a result.

CWren Annette Ludford was first for the RN(W), but the RAF(W) keeper read it well and, diving to her right, just managed to get her stick safely behind the ball. RN(W) keeper POWren Julie Voss also anticipated the first RAF(W) flick

well, but was just unable to keep the ball out of the net.

Worsley was next for the Navy and placing the ball at knee height to the keeper's left could only watch as it was kicked away by the keeper's pads. Voss tried desperately to keep the RN in the match, but the RAF(W) flick again hit the back of the net. One more flick each remained, but the game was over.

CWren Sylvia Johnson at last managed to beat the very acrobatic RAF(W) keeper, but the RAF(W) having scored from their last flick had snatched victory 7-5.

In their second game, which was against the Army(W), the RN(W) attacked from the whistle and were rewarded with a goal in the second minute by Sub Lieut. Tessa Bates. In the fourth minute the Army (W) were awarded a penalty flick, but the RN(W) keeper judged it well and the ball rebounded off the post.

The Army(W) kept pushing forward and after a mad scramble in front of goal equalised. Play then settled down and it was not until the 25th minute that the Army(W) went ahead from a corner. It was now the turn of the RN(W) to apply the pressure and in the 35th minute Worsley levelled the score.

A minute later the Army(W) scored from a corner, going ahead 3-2. The RN(W) tried valiantly to fight back, but were eventually beaten by the clock.

The final match saw the Army(W) and RAF(W) battle it out for the Championship, with the RAF(W) winning.

The Navy team did score a first in one respect at least. Sub Lieut. Bates, currently serving in HMS Juno, has the honour of being the first Inter Service representative from the "Women Afloat".

Representing the RN(W) were: Sub Lieut. Bates, Chief Wren Ludford, POWren Pam Jack, LWren Worsley, LWren Debbie Vout, Chief Wren Johnson, POWren Voss, LWren Parry, LWren Boughton and LWren Jane Dommerhuizen.

SEAHAWK SWOOPS ON HOCKEY TITLE



IN A thrilling, hard fought Navy Cup final, which hung in the balance until the last few minutes, HMS Seahawk eventually triumphed over a resilient HMS Collingwood side by 3 goals to 2.

Seahawk took the lead early in the first half through LAEM Phil Cootes after Collingwood had failed to clear their lines from a penalty corner. But Collingwood responded almost immediately as Lieut. Simon Jenkins ran on to a quickly taken free hit to level the score.

There then followed a long period of tense hockey with the teams finely balanced and both coming close to scoring on numerous occasions. The deadlock was broken when, with 10 minutes to go, Lieut. Mark Coupland ran on to a loose ball, then beat several defenders before crashing a superb shot into the Collingwood net from the acute of angles.

Seahawk's euphoria over the goal soon evaporated, however, when five minutes later CPO Nig Buckley equalised for Collingwood

from a sweetly struck penalty corner to make it 2-2.

With the game apparently heading for extra time, Seahawk once more piled on the pressure and with two minutes to go Lieut. Pete Davies played an incisive through ball to LAEM Simon Game, who coolly slotted it past the Collingwood goalkeeper to clinch the game for Seahawk.

Sub Lieut. Ian Bissett, appearing in his fifth successive Navy Cup final, received the cup from Admiral Abbott. This was the first time Seahawk had lifted the trophy since 1958.

The team photograph shows (back row, left to right) POPT Val Hodgekinson, Lieut. Pete Davies, Simon Game, Capt. Taylor, AEM Andy Driver, Jack Dempsey, Mid. Hattie Jacques, Sub Lieut. John Brunskill, LWrenPT Natasha Bassett, AEM Cliff Kalle and Lieut. Dick Buckland. (Front row) PO Kev Walden, Lieut. Mark Coupland, LCK Dave Benson, Sub Lieut. Ian Bissett (captain), LAEM Tim Taylor, Lieut. Mike McArtain and LAEM Phil Cootes.

A BOB OR TWO!

COMBINED Services Winter Sports Bobsleigh Association is £10,000 richer thanks to sponsorship from British Aerospace (Dynamics). A cheque was presented to Air Commodore Tim Thom, Chairman of the Association, by Mr Norman Barber, MD of BAe (Dynamics).

The 1991 Inter-Service Bobsleigh Championships will take place on the Igls track near Innsbruck, Austria, February 3-9. The Army will be defending the Championship title.

HMS Dryad starred in the RN Women's Inter Establishment Tournaments 1990, reaching the finals of all events and winning three of them.

The Hockey 6s were played at RM Eastney and 15 establishments were represented. The final saw Dryad beat Heron 1-0 after extra time.

HMS Collingwood was the venue for the netball knockout. Again 15 teams participated. The final saw HMS Nelson beat Dryad 14-9. A dozen teams turned out for the badminton at HMS Sultan. The final saw Warrior and Dryad 2-2, with Warrior winning after a points court back.

A straightforward league rather than a knockout competition, the squash tournament took place at HMS Temeraire. Dryad won, with HMS Warrior runners-up.

The indoor hockey event took place at HMS Nelson and 18 establishments participated. In the final HMS Heron beat Dryad 1-0.

Finally, the table tennis event took place at HMS Dryad and the home side triumphed. Result of the final: Dryad 4, Osprey 2. Eight establishments competed.

Last course for Royal Arthur

HMS Royal Arthur, where generations of ratings have sweated it out on leadership courses, is due to close as part of MOD rationalisation plans by the end of March next year.

Its leadership training functions will be transferred to HMS Nelson (Whale Island) in Portsmouth.

Closing too within the next 12-18 months will be the accommodation and administrative headquarters at Furze House, London — HMS St. Vincent.

A third establishment scheduled to close is the RN diesel repair depot, Blackbrook Farm, Fareham.

Explaining that detailed work on the future structure of the RN support area continues, Armed Forces Minister Mr. Archie Hamilton said it was already clear that significant savings would be possible through rationalisation of some functions.

He said the collocation of leadership training with management and divisional training at Whale Island would produce savings in terms of Service and civilian manpower as well as other running costs.

Closure of HMS St. Vincent should produce worthwhile savings in similar areas, as well as receipts from disposal of Furze House, assuming no other defence use for the building was found.

But there would be some costs in terms of lodging and subsistence allowances for personnel accommodated there.

An independent review of repair and overhaul of RN marine diesel engines had concluded there was no need to retain the in-house repair facility at Blackbrook Farm. There would be significant savings by putting the whole repair task to industry, which already dealt with 70 per cent of the work.

It was hoped to be able to offer alternative employment to the majority of civilian staff affected by the closures.

For more than 40 years sailors have been making their way to HMS Royal Arthur, deep in the

heart of the Wiltshire countryside, to train to become leaders.

As far back as 1919 petty officers' courses were set up in the home ports, mainly for parade ground training — one of the locations being Whale Island, to which the RN leadership school now returns.

Leadership training was abandoned at the outbreak of war in 1939, but restarted in 1943 at HMS Excalibur at Skegness (which later became a Butlins holiday camp). After a brief stay at HMS Raleigh, the course was moved to Kingsmoor Camp, an adult new entry training establishment at Corsham, Wilts, in 1947. In 1950 the new entry training section was closed and Royal Arthur became the Petty Officers' Leadership School.

Support for Gulf families

● from page one

volunteers for re-enlistment and abusive "so-called peace people."

"These all add to the workload — but in some ways they reflect the greater awareness of the support we can provide these days," Capt. David Lockyer, head of the Naval Personal and Family Service, told Navy News.

"We are eight years on from the Falklands in developing the Family Service — and we need to be. In 1982 it took time for information to come up from the South Atlantic — but in this situation it arrives almost instantaneously and is widely known before the administrative machine has time to act.

"Then it took three weeks or more for casualties to get back home — now, if someone were injured one night he could be in the UK by the end of the next day, though in practice it might take two or three days.

"There is far greater expectation of support from us because people know it's technically feasible — whether or not it is operationally desirable."

"The point where we are so very different from the Army and the RAF in all this is that three quarters of our families live in their own homes and are not concentrated in camp areas or married quarter patches. The support for people living in those is already there on the doorstep.

"But if something happens to an individual ship — that is when people will naturally want to be in contact with other families and we can draw them all together pretty quickly now."

Co-ordination of information services — the NPFS, chaplains and naval hospitals as well as non-naval agencies like the Social Services, the Red Cross and St John Ambulance — is being done by the Casualty Action Centres at HMS Nelson, HMS Drake and HMS Cochrane.

Almost half the families of ships currently serving in the Gulf live in the Portsmouth area, and Sailors and Families Advice Bureau, staffed by a large pool of volunteer Service wives, are currently operating an information service. This has details of Gulf gatherings and Gulf support groups which are open to all those with relatives serving in the Gulf or Middle East.

● The Royal Navy's 24-hour helpline for casualty reporting is 0345 414544.



FROM RUSSIA WITH LOVE...

BACK on board their ships as war neared, there were memories of Christmas candlelight in the Gulf for these three young sailors, seen casting admiring glances in the direction of the delectable Miss USSR, Maria Keja.

Seventeen-year-old Maria was at the Dubai International Hotel involved in promotional work and took time off to wish the sailors well. Pictured, from the left, are LS James Cameron-Wood, from HMS Cardiff, and WTR Ian Martin and NA-(Met) Tom Wayte, from HMS London.

GULF LINES

Information on services available to families of RN personnel in the Gulf may be obtained from the following:

24 hour helpline (casualty reporting) — 0345 414544
Naval Family Services 0900-1700 — 0705 820932
SAFAB Information:
Eastern Area — Portsmouth 0705 832814
Portland 0305 822542
Western Area — Plymouth 0752 509696
Northern Area — Rosyth 0383 416747
Neptune 0436 71674
Naval Wives Service Mon/Wed/Fri 0930-1130 — 0705 820025
Tues/Thurs 0930-1130 — 0705 580115
Gulf Support Groups
Rowner — Gosport 580115
Hilsea — 0705 696122
Eastney — 0707 734176; Gosport — Gosport 583660 & Fareham 232095
Waterlooville — W'ville 262297; Southampton — 0703 671757; Isle of Wight — 0983 615555; Lee-on-Solent — Lee 553333; Hardway, Peak Lane, Paulsgrove, Drayton, Old Portsmouth, Petersfield and Copnor — 0705 832814
Poole — 0202 67731; Crownhill — 0752 772312; St Budeaux — 0752 555915
Tarnerton — 0752 772470; Chaddlewood — 0752 343225; Radford — 0752 406680
Tavistock — 0752 772312; Saltash — 0752 588611; Callington — 0752 568611
RNAS Culdrose — 0326 574121; RNAS Yeovilton — 0936 22131 ext 5354 or 0936 840551, ext 5354
Rosyth meetings are all at the Families Centre, Rosyth — 0383 416747



● Dawn assembly for MCM support ship HMS Herald and vessels of the naval task group for the "sail past" during the Prime Minister's visit. On the left is HMS Cattistock, with HMS Cardiff behind. Right is HMS Gloucester, with RFA Sir Tristram behind.

Ships shape up

AS NAVY NEWS went to Press, Royal Navy frigates and destroyers involved in Gulf area duty were HM ships London, Brazen, Cardiff and Gloucester.

Operating there too were the Hunt class MCM vessels HM ships Atherstone, Cattistock and Hurworth, and just arrived were sister ships HM ships Ledbury and Dulverton.

Support ship for the MCMs was HMS Herald, with HMS Hecla having sailed from Devonport to act as relief.

Meanwhile, relief major warships had also set sail, including the Portsmouth-based HM ships Exeter and Manchester, and the Devonport-based HM ships Brave and Brilliant, the latter with a contingent of about 15 WRNS members. Support includes RFA Bayleaf.

RFA vessels operating in the Gulf area included the Argus (now in the role of casualty receiving ship), Diligence (forward repair ship), Fort Grange, Oina, Orange-

leaf and several logistic landing ships.

Amid considerable publicity the carrier HMS Ark Royal sailed from Portsmouth in January for exercises with allied navies in the Mediterranean. "But no decision to deploy an aircraft carrier to the Gulf or Red Sea has been taken," it was stated at that time. Her escorts have been HM ships Sheffield and Manchester, with HMS Charybdis taking over the role as the Manchester headed on to take up station in the Gulf. Support included RFA Olmeda.

HMS Battiscombe sailed from Devonport in January, with a contingent of about 20 WRNS personnel, in her ship's company. She was also heading for the Mediterranean and exercises, but is not named for Gulf duties.



● Line-up of the Royal Navy's current Gulf destroyer-frigate force, with HMS Gloucester nearest camera and, behind her, HM ships Brazen, Cardiff and London. Pictures: PO(Phot) Stuart Antrobus