

Praise for 'brilliant' relief work

A FORCE FOR GOOD

HUNDREDS of thousands of lives were saved by Royal Marines' relief work in Iraq and Bangladesh, Defence Secretary Tom King told the House of Commons last month.

On the plight of the Kurds he said: "We asked our commando brigade to undertake an incredibly difficult task. The brilliant way in which it discharged its duties is a measure of the confidence, training and absolute commitment."

"Others have played their part, but none was better than 3 Cdo Bde.

Some 40 per cent of the Corps had been deployed in Operation Haven.

Colonel Robert Tailleur, Director Royal Marines

Operations, commented on the "welcome contribution" of 400 Dutch marines of the 1st Amphibious Combat Group, together with 600 army engineers and medical personnel, who had lately shared the same Norwegian winter training period with 3 Cdo Bde.

Young marines on the ground had to cope with the "harrowing experience" of dealing with a flood of sick, starving refugees while remaining alert to the dangers of direct Iraqi action, mines and unexploded ammunition and disease — including meningitis, malaria and cholera.

"A lot of young men grew up very quickly in the moun-

tains of Northern Iraq," he said.

Mr King concluded with the estimate that 15,000 Kurds had perished: "This is tragic — but very many more could have died."

On the same day Mr King sent a message to Captain Barrie Dickinson, of RFA Fort Grange, praising his crew and the embarked Fleet Air Arm and Royal Marine teams for their work in Bangladesh following the devastating cyclone.

Some 400 tonnes of relief supplies were distributed in six Rigid Raiders and four Sea King helicopters to survivors near the Burmese border

● Turn to page 40



HALLO MY DARLINGS!

DARLING from Darlington: Visiting her affiliated town of Middlesbrough, HMS Jupiter acquired a new Miss Jupiter, 18-year-old student Jessica Alexander, chosen by a discerning panel of judges at the ship's company dance at a local nightclub.

The new Mayor of Middlesbrough, Cllr Eddie Bolland, took passage in the ship to Middlesbrough for the visit, which was two years from the frigate's last call and proved an outstanding success.

Among the busy sporting, social and visit pro-

gramme was one by the commanding officer (Cdr. Mike Manning) and 16 ship's company members to Middlesbrough Football Club, where the ship was presented with the team football strip.

More than 2,500 people went on board during the afternoon the ship was open to visitors.

● Jessica Alexander is seen celebrating her election as Miss Jupiter, ably supported by WEM Colman, LS(S) Lester, RO Watson, WTR Bradney and AB(R) Butchart.

Picture: Evening Gazette, Middlesbrough.

Girls go westering

PICTURED while taking part in exercises with ships and submarines of the US, Dutch and French Navies in the western Atlantic are HMS Invincible and the Type 42 destroyer HMS Edinburgh.

On the final day of the exercise the Invincible and the Dutch frigate Piet Hein operated together against an American submarine and, while the two ships were in company, they exchanged female personnel for several hours.

The Westlant exercise over, HMS Invincible went on to visit Barbados.

Picture: PO(Phot) Darby Allen.

Crispin dry

WITH the Royal Navy ready for the Gulf war and waiting for hostilities to commence, Commodore Chris Craig, then Senior Naval Officer Middle East, requested a suitable codeword to indicate to ships the outbreak of war.

"Suitably ringingly, I asked for 'Agincourt'," he said.

"I was given 'Walkman'!"

"My 14-year-old son would have been delighted. Henry V turned in his grave."

● How the RN fitted into the overall Gulf war pattern — see page 18.

Gulf forces in capital form

THE QUEEN took the salute at the Mansion House when 1,000 servicemen and women marched through London at the invitation of the Lord Mayor for a "Welcome Home" celebration for Britain's Gulf forces.

All those taking part served in the Gulf during the conflict, and after the parade all were entertained to lunch at the Guildhall, where they were joined by the Prince and Princess of Wales, representatives of the Government and opposition parties, and by wounded servicemen, former hostages and prisoners of war and by the next-of-kin of servicemen who died in the Gulf.

Commander-in-Chief Fleet's Royal Marine Band, at the head of the parade, led the 200 Navy and RM personnel, marching in five detachments — three Royal Navy, each made up of officers and senior and junior ratings, one of Royal Marines, and one comprising members of QARNNS, WRNS, RFA and STO(N).

Overhead during the parade, the fly-past of 67 aircraft in-

cluded three Sea Kings — two Mk 4s representing 845, 846 and 848 Naval Air Squadrons, who flew in the desert with land forces and at sea in RFAs Argus and Fort Grange, and one Mk 5 for 826 Squadron, who carried out mine search operations from RFA Olna.

Of the four Navy Lynx helicopters participating, two were from ships flights of HMS Gloucester and HMS Cardiff, whose Sea Skua missiles accounted for a number of Iraqi craft.

HMS Gloucester was alongside in the Port of London, together with HMS Atherstone and RFA Sir Percivale, as part of the "Welcome Home" event.

● Portsmouth's Guildhall was the venue for a further parade and reception last month, with a thanksgiving service for the safe return of the city's sailors.





London calling

MAKING her first visit to the capital since her return from the Gulf as the Royal Navy's command ship in the war to liberate Kuwait, HMS London was quick to thank the children of St Bartholomew's Hospital for their support during her long months away.

Twenty of them were invited to a party on board the Type 22 frigate as she tied up in the Pool of London for a five-day call — and when members of the ship's company looked in at Bart's, Kenton Ward was presented with a cheque for £2,000.

The children had deluged the ship with letters and drawings while she led the British task group and it is now planned to publish these in a book in aid of cancer research.

The London was also quick to pay her dues to the Constable of the Tower — a custom dating back to 1381 when warships had to pay him for the privilege of anchoring under the protection of the Tower's guns.

With all due ceremony, the usual "payment" of two barrels of wine was handed over to the resident Governor and Keeper of the Jewel House, Major General Christopher Tyler, by the ship's commanding officer, Captain Iain Henderson.

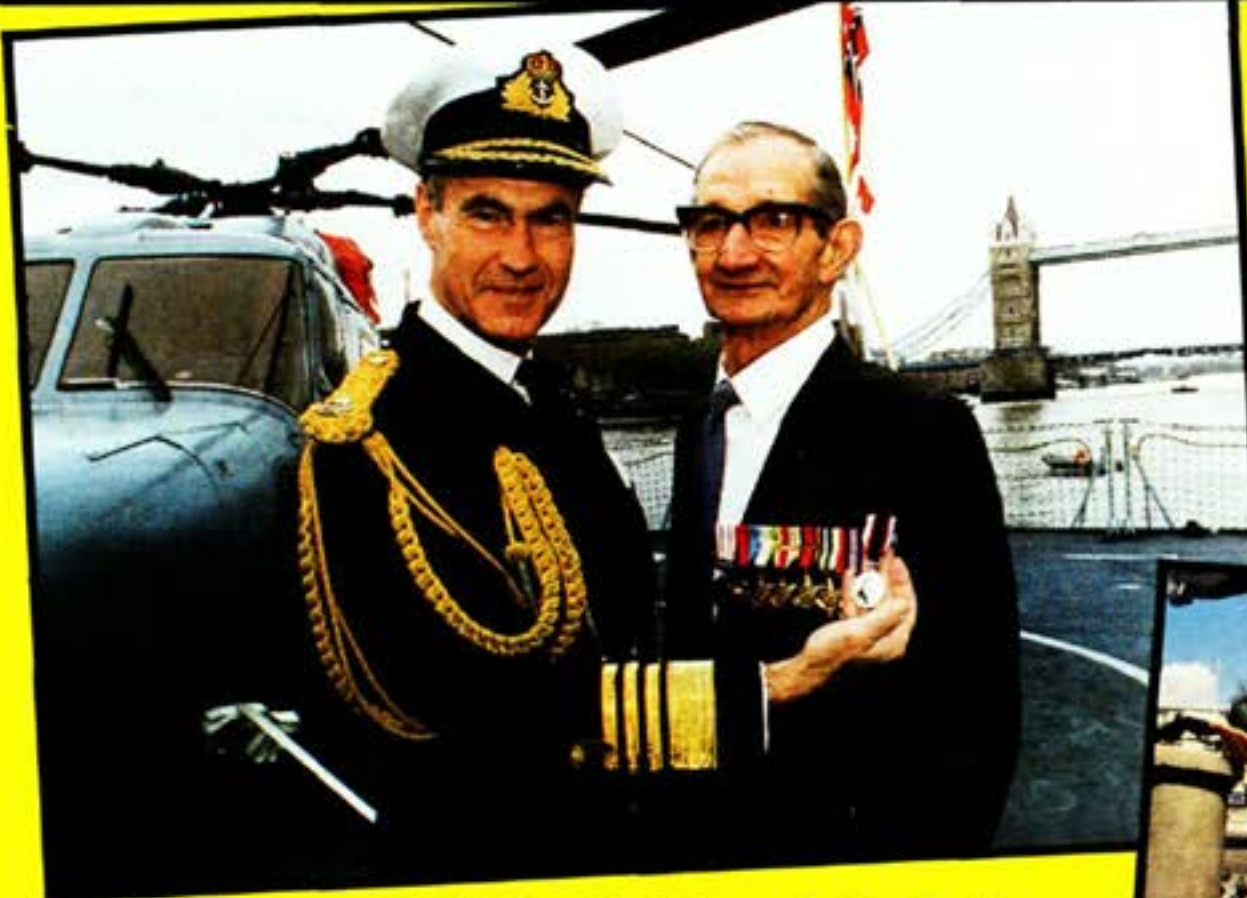
Close ties with the Worshipful Company of Mercers, the Royal Regiment of Fusiliers and the Guild of Freemen of the City of London were renewed and the ship's company took full advantage of invitations to visit such attractions as the BBC Television Centre, the Black Museum at New Scotland Yard and the Houses of Parliament.

First Sea Lord Admiral Sir Julian Oswald was twice on board. First he presented 82-year-old ex-PO Bill Cutting with his Royal Fleet Reserve Long Service Medal — 50 years late.

It had only been noticed that Bill, who joined the Royal Navy in 1926, served 12 years before joining the Reserve in 1938, and was recalled a year later for war service, had not received his medal when he sent in his records to volunteer for duty in the Gulf conflict . . .

On his second visit Admiral Oswald hosted a reception for the General Council of British Shipping in recognition of the close links between the Royal Navy and the Merchant Navy.

- Top, left — HMS London berths alongside HMS Belfast.
- Centre, left — Bill Cutting receives his Long Service Medal, 50 years after he qualified.
- Centre, right — Three of the ship's company who cycled 250 miles from Plymouth to raise £1,000 for the Children's Cancer Research Unit at Bart's. Left to right at journey's end are CCPO Chris Smith, CCPO Mick Metcalfe and CPO Paul Cunningham.
- Below, left — CPO Al Bennett salutes the Chief Yeoman Warder of the Tower Dennis Harding as he arrives with the customary "dues."
- Below, right — Later he escorts the payment of wine to the Constable, received by the Governor of the Tower, Major-General Christopher Tyler.



Pictures: PO(Phot) Stuart Antrobus.



Harriers winded

ROYAL Navy Sea Harriers were grounded for three days for safety checks when a pilot from HMS Ark Royal reported "constrictions" in the controls.

He made a safe landing ashore and the problem was traced to a pneumatic high pressure air line running to the aircraft's controls.

After round-the-clock checks had been carried out on aircraft from HMS Ark Royal and HMS Invincible and the training squadron at RN Air Station Yeovilton, the flying ban was lifted.

It meant the Invincible had to lead the opening performance of Staff College Sea Days without her Sea Harriers, but they were back on board the following day, enabling their pilots to show off their capabilities to tri-Service audiences.

Weaponry

Joining Invincible out in the Solent were the Type 42 destroyers HMS York and HMS Cardiff, the Type 22 frigate HMS Cumberland and the mine countermeasures vessel HMS Berkeley, plus the Royal Fleet Auxiliary Blue Rover.

Between them they showed the Navy's wide range of air, surface and underwater weaponry to more than 500 officers from the three Service Staff Colleges, plus members of the Royal College of Defence Studies, Members of Parliament, representatives from the universities and delegates from a number of foreign navies.

Royal rescuer

Three days adrift on a makeshift polystyrene boat, a 21-year-old Cuban refugee is taken on board HMY Britannia, on her way to Bermuda from Florida after the Queen's visit to the United States. He was later handed over to the US Coast Guard off Miami. Picture: L/A(Phot) Dave Hunt



IN BRIEF

Arrow hits the mark

OPERATION Lassie (Ladies at Sea Scheme Initial Event) proved a success when HMS Arrow, on patrol in the Falkland Islands, gave 70 tri-service women their first taste of life afloat.

An air defence exercise with F4 Phantom jets from RAF Mount Pleasant provided the opportunity to use the ship's 20mm guns and fire-fighting exercises followed a tour of the ship.

The Royal Navy Birdwatching Society offers an engraved tankard and a year's free membership to the winner of its annual photographic competition which closes on September 30. Details from Lieut.-Cdr. B. Witts at HMS Nelson.

Portsmouth's Warship Weekend last month raised £3,000, divided among HMS Cardiff, Newcastle and Atherston welfare funds, South Africa Lodge Children's Home, St Mary's Music Foundation, the Royal Naval Benevolent Trust, King George's Fund for Sailors and the Lord Mayor's Appeal. Six thousand visitors saw the ancient and modern warships on display.

VIA simulators provided by the Royal Navy, visitors to the David Lewis Centre for Epilepsy's summer fair at Warford on July 13 will be able to experience the thrill of flying a helicopter, driving a fast patrol boat, skiing down a slalom slope and touring the guided missile destroyer HMS Manchester.

RFA pair save 'blue' boy

COMMANDER-in-Chief Naval Home Command Admiral Sir Jeremy Black has commended two members of the Royal Naval Auxiliary Service for their prompt actions which saved the life of a seven-year-old boy.

Naval Auxiliaryman Andrew Kench and Qualified Naval Auxiliaryman Albert Newberry were operating a Gemini inflatable near West Float, Birkenhead, when they saw little Martin Lynch floating face down in the water.

Albert pulled the unconscious boy into the dinghy and Andrew set about resuscitation, though the child's body was blue and swollen. By their joint efforts Martin revived before the emergency services arrived.

Smuggler jailed

A CHINESE smuggler who attempted to run down the crewmen of a Navy Searider has been sentenced to 2½ years by a Hong Kong court.

The incident, reported in April, occurred when the Searider was hit by a high-powered sampan during a night-time anti-smuggling operation by HMS Peacock.



Fearless takes a beauty spot

Scarborough's own Tamera Harwood was crowned Miss Fearless when the amphibious assault ship called at her newly adopted town before deploying to the Caribbean.

The pretty 18-year-old (right) later toured the ship, whose visit had attracted world-wide attention via publicity provided by members of the Royal Navy Amateur Radio Society.

More than 1,000 contacts were made with well-wishers as far away as Malaysia, Australia, Cyprus, Ascension Island and the USA — many of whom were unaware of the practice of a town adopting a ship — including merchant ships at sea, RAF bases and the Operation Juno stations set up to communicate with Britain's first astronaut, Helen Sharman, on board the Mir spacecraft.

They will all receive a special souvenir postcard of HMS Fearless, giving details of her links with the resort.

On arrival in the British Virgin Islands, the Fearless launched a dawn assault (above) on Beef Island — with the Governor's permission, of course. Her Rigid Raiders are seen here leaving 'mother' for picturesque Long Bay beach — where the Fourth Assault Squadron was able to set up an operations base in record time.



All change for the submariner

So far 1991 has seen crews released from Warspite, Churchill, Conqueror, Odin, Onslaught, Otus and Onyx, but to compensate for this, we have around 80 men in the Devonport disposal group and 80 more standing-by Unseen and Ursula.

When you read this there should be over 100 in the two Vanguard crews. Of the 100 or so more who will be joining Vanguard in the next 6 months, several are already on course — the Trident Bulge, as it is called, has now definitely arrived!

In the eight months since the last Submarine Drafty's Corner, when Options for Change was the main theme of the article, Operation Granby has taken prime position in all our minds. The extra drafting load combined with additional watchkeeping and security tasks for Centurion staff, hopefully, did not affect too many of our customers! If it did we apologise.

We can assure you that all is now back to normal and the dreaded 'answerphone' has retired, for most of the time, back into the cupboard. Similarly most of those ratings whom we plucked from their normal jobs to the Gulf have now returned. We would like to thank all those volunteers who came forward and made our life that much easier.

Up-date on Options for Change

Options for Change is causing a redistribution of boats and men, the most obvious being the reduction of O boats and moves from SM2 to SM3. Clearly this will mean a redistribution of manpower, and there are going to be a lot of men retraining to SSNs/SSBNs from SM1 and a lot of SM2 men going North.

The outcome is that Faslane will have roughly the right ratio of sea jobs to shore jobs, Devonport will have very few non technical shore jobs and Gosport will have lots of shore jobs for Senior Rates but very few sea jobs.

The sensible advice is "if you want sea and shore jobs in one area — move to Faslane". Get the new DPCs in now. Incidentally we are still looking for JR WEMs for Trident.

Changes to your draft orders

The advent of NMS (New Management Strategy) has naturally affected us and has caused an increase in the number and complexity of draft orders. There is also an increasing use of the remarks section in order to try and clarify the draft orders... do ensure that you read these remarks.

NMS also means that unless the Scheme of Complement

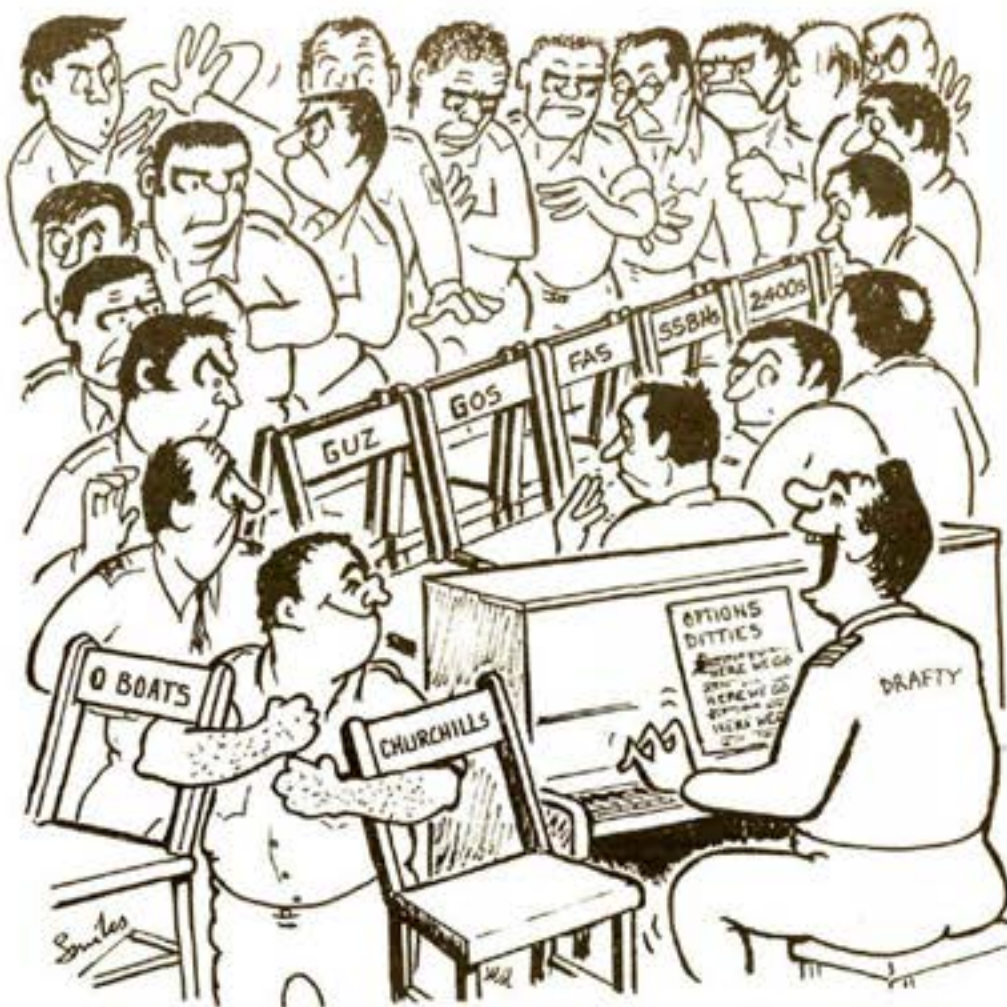
shows turnovers, adquals etc you will not get them. Moreover additional men will be shown as such on the manpower bill and the CO may well have to pay for them.

The Pt III situation has changed and a man is now allowed 12 weeks from completion of training (either on the jetty or in a Boat) before being put into a complement billet,

and the qualified man is drafted ashore to fill the gaps.

We also need information about all your ADQUALs. If you look at the back of your draft order it shows what the computer thinks you hold. Do ensure that C17Is are raised for your PJTs, courses etc and don't forget to include all the sporting and adventurous training ones.

You don't want to miss out on one of the few married accompanied drafts because it required a man with a driving licence and we didn't know that you had one!



SUBMARINE DRAFTING TEAM

SM Drafting Commander and WO Approver — Cdr. Guy Street
Drafting Officer (Technical) — Lt. Cdr. Tim Casey
Drafting Officer (Non-technical) — Lt. Cdr. Chris Charter
Office Manager and Cox's drafting — CPO Willy Wilkes
ME Senior Rates — POWRN Yvonne Giddy
ME Junior Ratings — LWTR Patsy Venn
WE Senior Ratings — POWRN Tony Plummer
WE Junior Ratings — LWTR Sue Rowell
Sonar and TS — POWRN Vivian East
Comms, S & S and Medical — POWTR Andy Wyle
Office Clerks — Wren Sara Tiley

NN Drafty ... on submarines NN

Invitation

We are always glad to receive personal visits and phone calls from DOs and Divisional Senior Rates, but there seems to be a growing number of personal enquiries that overload the system.

Phone calls are notorious for being misinterpreted. WE NEVER PROMISE ANYTHING, but its amazing to see how often a "we'll look at it" or "it may be possible but we will check" is claimed in further correspondence to be a confirmed draft.

People seem to only hear what they want to... pause for thought: The value of drafting information can go down as well as up.

Going foreign?

We are often asked about foreign drafts. In general they are few and far between (look at Annex B to BR14). However we are always after Sonar and the odd TS volunteer for Gibraltar.

Sadly the CCMEA who asks for Bermuda is wasting his time — nearly all the foreign billets are for the OPS branch.

Complete success

We have two success stories to report. In November we mentioned the POMEM/LMEM welding course and the special training course for MEM/WEM for health physics monitoring. Both these courses have now completed and the ratings concerned are now providing much needed support in the relevant shortage areas. There are currently no plans to extend either schemes but as ever, watch this space!

But some things stay the same

Life today may be full of change and uncertainties but, just to prove that some things never change, we show below a comparison between the Drafting Officer's notes of 1939-1945 with our own comments on the situation in 1991.

1942 PROCEDURE FOR SENDING FOREIGN DRAFTS.

Before proceeding in these drafts it was decided that all ratings should be issued with a Next of Kin Form which had to be completed and handed in immediately before leaving Fort Blockhouse. Also in order to help the immediate friends of these ratings and to safeguard security, a postcard could be completed by the ratings in the following manner: "John Snagg, A.B. C/JX.176134, My new address will be HMS ...".

The blank was completed and the card despatched when it was considered that security would not be broken.

1991 All officers and ratings are required to render a Casualty Notification Form S537 whenever the information changes and on joining an HM Ship or establishment (QRRN Chapter 51)

1944 SPARE CREW

Early in 1944, it was suggested by Director of Personal Services that the term "Spare Crew" might well be abolished in the S/M Branch, following a similar proposal concerning the Coastal Forces by the Commander in Chief, Mediterranean.

Admiral (S/Ms) objected on Docket No N.5867/44 and Admiralty Letter N.5867/43 dated 1st July, 1944, ruled that "Spare Crew" outside the Landing Craft Flotillas should remain known as such in continuation.

1991 The term "Spare Crew" has survived and there are approximately 75 ratings in the O class and 2400 Spare Crews. Spare crews for the SSNs and SSBNs are not nominated and short term reliefs are provided from the parent squadron whenever possible.

1942 PERSONNEL FOR NEW CONSTRUCTION WHILST BUILDING AT YARDS

In September, 1943, Captain (S) 10, at Malta, suggested a scheme for a building party of experienced 'U' Class S/M Officers and Ratings to be established at Vickers Armstrongs Yard, Barrow-in-Furness.

The object was to give help and guidance to young commanding officers and new ratings, in order to overcome to some extent the inexperience of New Construction crews, which at that time contained an increasing proportion of young officers and ratings, when going into operational work in the Mediterranean after the initial working up.

1991 Whilst the role of the Administration Support Group at Barrow has changed, the concept remains and a small team of a Warrant Officer Coxswain, 2 LWtrs and a Wtr currently support the Vanguard Class Submarines building there.

1943 SUBMARINE DRAFTING OFFICE STAFF

Submarine Drafting Office Staff. The addition of one Wren was applied for and approved in October, 1943, to assist in the Engine Room Section which had had no increase of staff for an unrecorded number of years.

The Staff thereupon stood as follows:

Seaman Drafting Coxn	Engine Room Drafting Chief Stoker	Writers Drafting Office PO Writer
*1 Lg. Seaman	*1 Lg. Stoker	1 Wren (travelling)
*1 A.B.	*1 Stoker	1 Wren (typing)
1 Wren	1 Wren	1 Wren (messenger)

*one of these ratings always on duty day and night in the office.

1991 — The Submarine Drafting Office Staff comprises:

Seamen, Comms & Medical 2 Po Wtr	Technical 2 PO Wtr 2 L Wtr	General 1 CRS 1 Wtr
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This smaller team, assisted by the OLADS (On Line Assistance to Drafting) computer, draft around 7000 submarine ratings as opposed to the 5000 ratings in the Submarine Service in January 1942.

And Finally...

SUBMARINE NUMBERS FOR 1945

Admiralty letter N.057060/44 was issued on 24th June, 1944, and gave outlined, and rather vague, particulars for the manning of the Fleet for 1945.

1991 — No comment!


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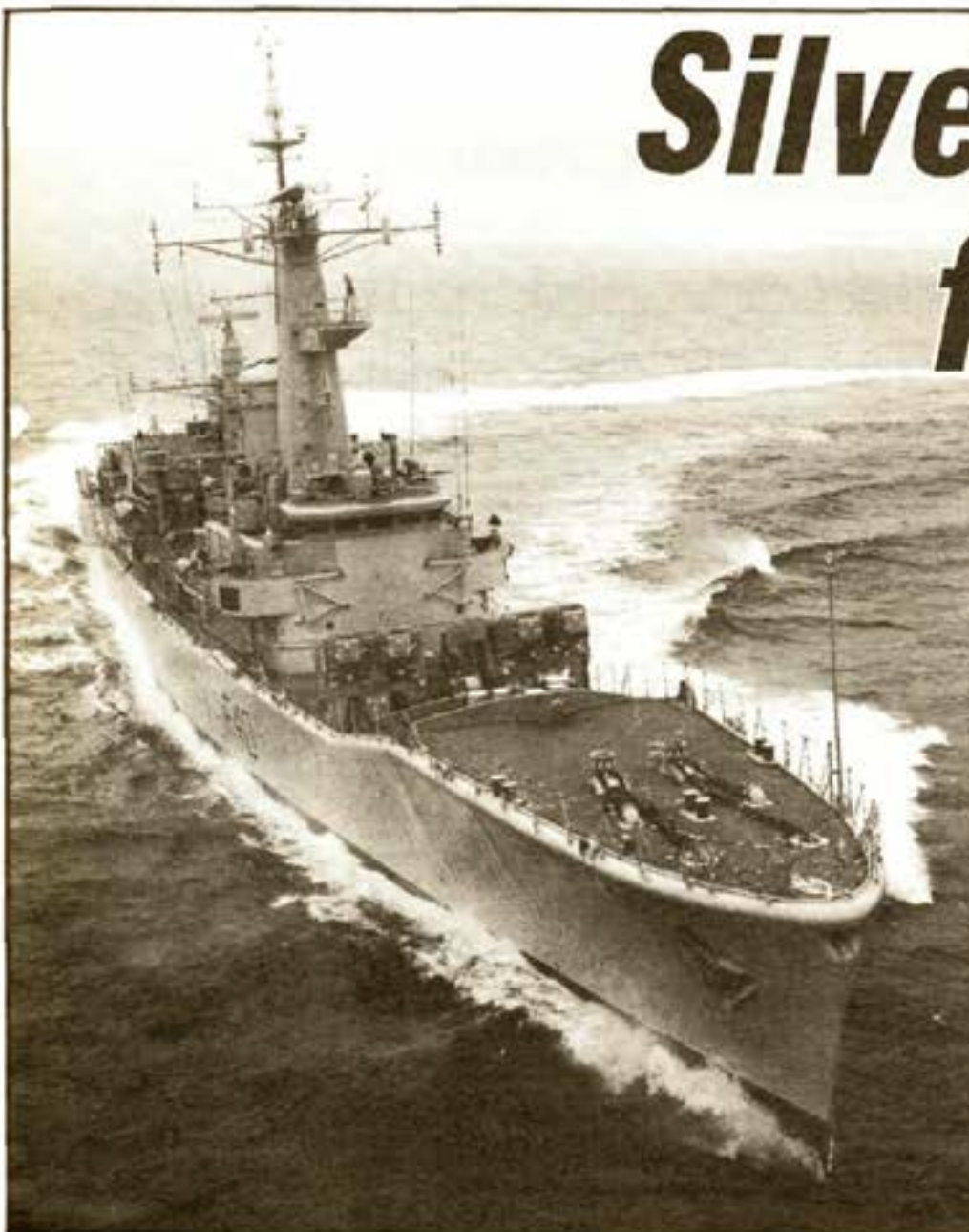
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Silver anniversary for star Sirius

HMS Sirius, the "Star of the Fleet", has rejoined the Seventh Frigate Squadron and the operational fleet after an extended 18-month refit carried out in Devonport Dockyard by Devonport Management Ltd.

This was probably the last Leander refit to be conducted by DML for the Royal Navy, with the introduction of new warships.

During the refit, HMS Sirius had new generators installed, her hull was strengthened and repaired, and some of her old equipment and weapons were removed.

Modifications were also made to her accommodation; the changes were required because the Sirius is the first towed array Leander frigate to have WRNS personnel on board. At present there are four WRNS Officers Under Training and one complemented officer serving in her. Twenty Wren ratings of nearly all branches are due to join her next month.

The end of the refit has seen a busy period of sea trials, including live firings of the Sea-cat missile system, three-inch rockets and the 20mm guns. The ship also took the opportunity for a routine visit to Falmouth for a sunny weekend in May.

On June 19 the Sirius celebrated a quarter of a century in



Heaven's light our guide is the motto of HMS Sirius, whose badge is derived from the dog star, Sirius. This also appears on the coat of arms of the City of Portsmouth.

built by Portsmouth Dockyard. She was launched on September 22 1964 by Lady Woods, wife of the then Commander-in-Chief Portsmouth.

She has a long association with the city of Portsmouth (and her other affiliations are with 5th Regiment RA, the "Dragon Troop"; TS Sirius (Birmingham); TS Sirius (Hayes and Harlington); TS Benbow; 40F (Maidstone) Squadron ATC; Hele's School, Plymouth; and Loreto School, Doubletrees, Plymouth.

During the refit members of the ship's company visited Loreto School to help with painting, decorating and fund-raising, taking with them at the appropriate moments Christmas presents and Easter eggs.

Battle honours

Trafalgar 1805 Belgian Coast 1914 Zeebrugge 1918 Mediterranean 1942 Malta Convoys 1942 Arctic 1942 North Africa 1942/3 Sicily 1943 Salerno 1943 Aegean 1943/4 Normandy 1944 South France 1944.

the Fleet. She was commissioned on that day in 1966. The seventh Royal Navy ship of the name, HMS Sirius was laid down in August 1963 and was one of the last warships to be

Flag Officer Plymouth, Vice-Admiral Sir Alan Grose, was guest of honour at the rededication ceremony marking HMS Sirius' acceptance back into service after 18 months in refit. The Sirius (above) has just celebrated 25 years in the Fleet.

Flagship of the First Fleet

TWO hundred and four years to the day after the first HMS Sirius in company with ten other vessels departed Portsmouth for the epic voyage to Australia, a lasting monument was unveiled in the city.

The First Fleet as it came to be known, carried the founders of the first European colony at Sydney cove in Australia. Now the people of Ku-ring-gai have presented the people of Portsmouth with a sculpture of the Fleet's flagship, the Sirius.

The unveiling took place in the

city's Cascades Shopping Centre, where the monument has been situated. Among those in attendance were Flag Officer Portsmouth, Rear-Admiral David Bawtree, the High Commissioner for Australia, Mr Richard Smith, and members of the Britain/Australia Society.

The Lord Mayor, Cllr. Syd Rapson, pulled the cord and he was accompanied by other members of Portsmouth City Council. The present HMS Sirius was represented by Lieut.-Cdr. Bruce Ross, PO Bell, RO Long, CK Grima and Weapon Engineer Murray.

Full postcards
list page 26

Facts and figures

Displacement: 3,100 tonnes. Length: 115m. Beam: 12.5m. Draught: 5.6m. Aircraft: Lynx helicopter. Armament: Exocet surface-to-surface missiles; SeaCat surface-to-air missiles; anti-submarine torpedoes; two 20mm guns. Propulsion: Two double reduction geared turbines, two shafts, 30,000 shp, giving a speed of about 30 knots. Complement: 20 officers; 228 ratings.

HONOURS EARNED THICK AND FAST IN WARTIME

BEFITTING ships named for the brightest star in the sky, HM ships Sirius have achieved some shining highlights in two centuries of service.

The first ship of the name — as important to Australia as the Mayflower was to America — was commissioned as flagship of the First Fleet in 1786.

A rough-and-ready commercial cast-off that the Royal Navy had bought cheaply from the East India Company, she had been built six years earlier, but within a year been almost totally gutted by fire. She saw service in the American War before her great journey to Botany Bay.

The 20,664 mile voyage took 252 days at an average speed of 3.4 knots. After the departure of the merchant ships, once a camp had been established, HM ships Sirius and Supply were left to protect the colony. In 1791, while delivering supplies to Norfolk Island, the Sirius was wrecked.

The second Sirius was one of only four frigates at the Battle of Trafalgar. She was the first ship to spot the French Fleet early on the morning of October 19.

There were quiet careers for the third (launched 1813; broken up 1862) and fourth (launched 1868; sold 1885) ships of the name, though the latter took part in the blockade of Dahomey, Niger in 1876-77.

Next ship to bear the name was a screw class cruiser of 5,770 tons launched in 1890. Apart from Rear Admiral Hood's bombardment of the Belgian coast in 1914, this ship, too, had an uneventful life, but she gained some notoriety when sunk as a blockship in the Zeebrugge raid in 1918.

In her three years of war, the sixth HMS Sirius won no less than nine battle honours. In Warship Week 1942 the people of Portsmouth raised £1.3m to enable completion of a Dido class cruiser being built there.

Having escaped bombs even while she was under construction, the new HMS Sirius engaged a German bomber near Spithead on her very first day of sea trials.

Very briefly, her illustrious service included: 1942 — Arctic, Malta Convoys and Mediterranean; 1942/3 — North Africa; 1943 — Sicily and Salerno; 1943/4 — Aegean; 1944 — Normandy and South France.

During 1945 she continued to operate in the Mediterranean and in October was off the coast of Palestine. She was reduced to the Reserve in 1948 and broken up in 1956.



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ENGLAND'S RELIEF AT LADYSMITH

AS WE enter the season for Field Gun runs, this postcard in my possession, relating to events in the Boer War which inspired the Royal Tournament competition, may be of interest.

Addressed to a Miss M. England in Clarendon Road, Southsea from her 'loving brother G', it is a well-known type produced at Ladysmith during the siege. Contemporary Navy Lists have a Lieut. George England serving in HMS Terrible, which was on her way to relieve HMS Powerful on the China Station when she arrived at Durban as war broke out in October 1899.

Many of the ship's company were landed to form part of the Naval Brigade attached to the Natal Field Force which was to relieve Ladysmith and Lieut. England was in charge of one of the two 4.7 inch guns set on field mountings that accompanied them.

The 'Terribles' left Ladysmith on March 11, 1900 and at the end of that month sailed on to China — where they were soon embroiled in the Boxer Rebellion.

In his message to his sister, England thanks her for sending him a toothbrush and promises to send back some stamps. These were unobtainable during the siege — as the postcard, which he has des-

patched on his arrival back in Durban, informs.

The reverse has a sketch of Ladysmith Town Hall and a panorama of the town and surrounding hills indicating the locations of the naval guns and the opposing Boer positions. — Peter Phillips, Lieut.-Cdr. (Retd), Southsea.



Any waivers on PAYD menu?

Letters

THERE has been a lot of talk over the years about the benefit of a system of Pay As You Dine and, as mentioned in the 1991 Armed Forces Pay Review Body report, a study is being undertaken with a view to having the first findings available in 1992.

It is probably true that the single person who spends most of his career living in Service accommodation will benefit, but how many actually do this? I would like to quote a few examples of when personnel are not going to benefit:

● The married man who is serving unaccompanied and living on board a shore establishment at present pays only the married man's food charge. With PAYD everyone will pay

the same and I'm sure this will be even more than the single food charge at present.

● Married and single personnel who are normally victualled in a seagoing ship who are temporarily landed for either planned or unplanned reasons currently enjoy food charge waivers for the first 30 days. Will there be such a waiver for

PAYD? I think not. This is particularly relevant to the Submarine Service.

● Married and single personnel who are not paying food charges at a current place of duty who are sent on a course/detached duty do not have to pay for their food for the first 30 days. Again, will there be such a waiver with PAYD? I think not.

● Currently married and single personnel who are living out and are required on board for less than 48 hours only pay for food provided during normal working hours. This will not be the case with PAYD; you will have to pay for every meal.

● When married and single personnel are admitted to hospital or sick mess they receive

free food. Will this be the case with PAYD?

● Will personnel such as POST Seafarers still get their missed meals payment for meals missed when at sea?

You may think I am writing this because it would benefit me, as a married man who eats like a horse, not to see PAYD introduced, but you would be wrong.

I have less than four years left in the Service and, knowing the speed at which MOD works, I will probably be outside before any decision is made. However, I would like to urge Service personnel to think carefully before pressing too much for this system to be introduced because there are bound to be just as many losers as winners. — P. Hobbs, CPWTR, Portsmouth.

Reserve a place for aircrewmen

I READ with interest your article (May) regarding pilots and observers of the RNR Air Branch undergoing training at RN air station Portland. Some were flying Sea Kings with 772 Squadron while others flew with 814 Squadron in the ASW role.

It can only be of benefit to the Royal Navy that these men, with their wealth of knowledge and experience as ex-RN aviators, serve in the reserve forces, and are able to supplement the Fleet Air Arm squadrons in

time of operational necessity.

Is it not rather strange and sad that the aircrewman, who may have himself amassed thousands of flying hours in the Search and Rescue/ASW role along with his pilots and observers as part of the same Sea King crew, finds that there is no place for him in the RNR Air Branch, nor any equivalent specialisation in the RNR itself.

The aircrewman would require no more training than a pilot or observer in order to remain current, particularly in the SAR role.

The RN gets good value for money from its commitment to the Air Branch; however, it could achieve better value for money by opening the RNR Air Branch to rating aircrew as well as officers. — R. J. Scott, LACMN, HMS Gannet.

Skimmers in the 30's

ALTHOUGH the item (April) on the "skimming dish" refers to it being in use during the 1940's, it first came into service in the period 1935-36 when the Home Fleet flotillas (the E's and F's) acquired them.

For anyone who has access to "The Royal Navy In Focus 1930-39" the photograph of HMS Express taken in 1938 clearly shows the "skimmer" in its stowage abreast the foremost funnel. — R. D. Jones, Wootton Bridge, Isle of Wight.

● Lieut.-Cdr. Richard Smith (ret'd), writing from Genoa, Italy, makes the same point, saying that as an AB in HMS Eclipse in 1937 he was coxswain of the skimmer. He was also captain's coxswain in HMS Inglefield as a LS in 1938, the skimmer being similar to the one pictured in the April edition.

Shanghai memorial

FOLLOWING the recent letters concerning the destroyed cemetery at Shanghai, I feel sure your readers would wish to know that for some years past a memorial service has been held at St. Ann's Church in Portsmouth Naval Base.

The service has been attended by at least 100 shipmates and guests each year to pay our respects to the 15 shipmates from HMS London who were killed in Yangtze incident of 1949.

My association tries to hold the memorial service as near as possible to April 21 each year. If any readers from the other ships involved wish to attend, please contact me. The next service is arranged for April 26, 1992.

It is intended that a memorial to all shipmates will be in place in time for the 45th anniversary of the Yangtze incident in April 1994. J. S. Parker (Chairman HMS London, 1947-49 Association), 13, Bromyard Crescent, Paulsgrove, Cosham, Hants.

I NOTED the item about lost graves in Shanghai and wondered if it was generally known that the small naval cemetery on Wie Hie Wie island in North China was also desecrated.

This came to my knowledge some years ago. I have a set of photos of the funerals of two members of HMS Medway's ship company who died in an accident in 1938 and were buried there. These pictures are available for copying should any relative wish. — S. W. Johnson, 37 Hansard Drive, Gilberdyke, Near Brough, HU15 2TT.

Illustrious shipmates

IT APPEARS that Ben Harvison has claimed (letters, May) the record for keeping in touch with old shipmates.

May I relate my experience? I served in HMS Illustrious with Paddy Barry, MBE, of Waterford, Irish Free State, in 1915. We also served in HMS Vengeance in 1916 and parted at Devonport on paying off.

We have kept in touch over the years with correspondence and photos and we met again 71 years after at Portsmouth at the reunion of the Illustrious on board the present carrier in 1987. — E. F. Powell, Spalding, Lincs.

Hair-raising complaint

SINCE joining the Royal Navy in 1975 I have seen a few changes.

I agree that changes are inevitable, with today's ships, technology and reduced manpower. I agree that Wrens should go to sea and become equal to the male sailor in all respects. They should draw the same pay; do the same job and have the same responsibilities.

However, when someone who is equal and in the same job as me has two main differences (one being she is female, and the other that she has a choice in the length she can keep her hair), I feel compelled to ask for the only change that I can ask for. I would like the choice — no not to become a female — but the choice of which length to wear my hair.

I don't think a man with longer hair would be an embarrassment to the Service in this time of equal opportunities. Other European navies have introduced what I ask for, to good effect.

When will the Royal Navy follow suit? — R. A. Bennett, LS(M), HMS Danae.

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Jack

BY TUGG

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MIGHT AS WELL BE AT HOME WATCHIN' THE BOX. IT AINT REAL SAILORIN' NOT LIKE REAL SAILORIN' USED TO BE.

A PLOUGHMAN

WHAT WERE YOU THEN?



Letters



Blanket coverage

REGARDING your letter "Cover Story" (May), I recollect how on January 4 1937 I was issued with a personal blanket (black stripe) when I joined Figgard Block, Chatham, as an artificer apprentice.

Having used it throughout my service career and occasionally thereafter, I decided to pass it on to my Labrador retriever Chutney, to line his bed.

It's still in an excellent condition even though it is chewed regularly and dragged around the house and garden, and remains undamaged.

They were made to last in those days! N.D. Ferris, Clansfield, Portsmouth.

□ □ □

I HAVE a Pusser's blanket (still in use) which was issued to me when joining HMS Danæ in July 1939. What is more, my two children were born on said blanket — one in 1944 and the other in 1949. — G. Hignett, Ex-LS, Widnes, Cheshire.

□ □ □

I STILL have several items of kit issued to me in HMS Ganges in November 1930.

The list includes kitbag, bedding, ditty box, blue comforter, housewife, service jersey (now in poor state), blue handkerchief (used for many years now when pressing trousers), flannel, wooden name type. — K.D. Williams, Ex-YS, Worcester.

Happy landing

ON TUESDAY April 30 a helicopter from HMS Gannet had to make an emergency "pit stop" in a field near the village of Skelmorlie, Ayrshire.

I wish to compliment the crew on an excellent piece of "how it's done in the Service". — G.M. McCabe, Ex-Royal Yachtie, Largs, Ayrshire.

Rebate plan hopes dashed

I WONDER if anybody else has heard about the little-publicised case of Bradford Council versus a merchant seaman, in the High Court, concerning the DOE guideline about the six month "out of the country" rebate scheme?

It has been rescinded, and in future all personnel will have to pay the whole 12-month charge, even if they are out of the country for 11 months. Seems a bit harsh on poor old Jack again.

As I understand the ruling, a ship cannot be counted as a permanent place of residence, as it is a vessel for the plying of trade and commerce. Does this apply to one of HM warships?

This also raises another question — what will happen to the single lads who have actually left home and live on board? Can their local council, in all honesty, charge Jack for the full year, at his parents' address, when he may only go home for the occasional leave period? I do not think so.

As for the married sailors, why should they pay for the whole year when they may only be here for three months? After all, their spouse is still paying their charge for the services they use.

Ever since this Community Charge was introduced last year, the sailor has been penalised time and time again. In our own particular situation, as we live in MQs, we were not eligible for transitional relief, which meant an increase of 60 per cent in one fell blow.

With only one wage coming in, that's a whole lot of money to be found from somewhere. We did not have a high standard of living to start with, but it dropped even lower.

Now at last there is a glimmer at the end of a very long

tunnel. I have been told that MQs will now qualify for transitional relief, but that does not compensate us for the money we lost last year.

So for those of you who thought you would be saving some money on your spouses' long deployments, disappointment is awaiting you.

The MOD wonder why men are leaving the Navy. This sort of treatment is a prime example of how not to make them feel valued. My husband has had enough, and after his 12 years service is completed, he will be leaving. — Naval wife, Gosport, Hants.

● Before commenting on the points raised, the Director of Naval Service Conditions (Capt. Andrew Ritchie) made clear that the RN had no control over Community Charge law and that it was not for the Service to comment on the fairness or otherwise of the law of the land. He went on:

The tax is on the individual and the RN recognises that the individual has the right to negotiate with Community Charge Registration Officers, both in nominating their place of registration and also in appealing against a CCRO's decisions.

In their communications with CCROs, commanding officers only provide the information required of any landlord and do not act as collecting agencies.

Having said that, as DNSC I am only too aware of the effect of taxation on the disposable

income of personnel. To that end I do my utmost to ensure that the interests of Royal Navy families are represented if it appears that they are being disadvantaged when compared to their civilian counterparts, and in the CC field I feel that we can claim a measured level of success.

For example, the requirement for mobility has been recognised in the interpretation of many of the Standard Community Charge rules, but all of these concessions have had to be achieved within the framework of the law.

Service men and women are not treated as a special case. This option was specifically ruled out by the Government when the CC was first introduced. It is not for me to debate the rights and wrongs of this decision but your correspondent may wish to consider her reaction if, as a civilian, she lost her individual status in Community Charge law because her husband was in the Royal Navy.

Reduction

As your correspondent points out, families in MQs were not eligible for the Government's transitional relief scheme but will now be eligible for its replacement which is called the Community Charge Reduction Scheme. Again the original ineligibility resulted from the interpretation of the law which put several classes of property outside of the qualification parameters.

In other words poor old Jack in his MQ was not the specific target and is not alone in not being compensated for last year's payments.

Yes, I was aware of the Anderton case, and I am very conscious of the disruption that movement of the goalposts can cause when it comes to balancing a tight budget. I have been awaiting DOE advice on the Anderton case for some time and have now received their guidance.

Indeed, it seems that the judgment in the case has negated the original assumptions concerning the liability for CC of personnel who are away from England for over six months.

I use the word England quite deliberately. I am at present also awaiting further guidance on a Scottish case, which is liable to result in an opposite in-

Proof that you are who you say you are . . .

IF I turn up at the doors of the China Fleet Country Club dressed in my Tyrolean hat and lederhosen, how do I prove I am a retired chief petty officer of the Royal Navy?

Certainly, I am still in possession of my Service docs but they are a bit on the bulky side to carry around as a means of documentary proof.

Two years ago I wrote to HMS Centurion pointing this out and suggesting that on leaving the Service each member be

given the opportunity of purchasing a credit-card sized "ID Card".

The card could show rank on leaving, official number and years served. It need not contain a photograph and neither would it be an official document or pass. It would simply be a convenient way for an ex-serving member to show to the RNA/British Legion/Union Jack Club/Fleet or Sailors' Home Club, or whoever, that he was who he claimed to be. J. Stuart, Stuttgart, Germany.

Last song for Zulu

I WAS interested to read your book review (May) of Durban's Lady in White. It brought back memories of my days as a POME in HMS Zulu. We had sailed from Rosyth for a Gulf/Far East (1971) trip and, being named Zulu, our South African port was Durban, as a courtesy to the Zulu tribe.

I can well remember hearing the "Lady in White" singing and we were all fell in for entering harbour or leaving.

On our homeward trip, while coming up the west coast of Africa, we received a signal that the "Lady in White" had died, and were told that the Zulu was the last warship she sang to. — T. Wesley, Third Engineer officer, MV British Enterprise Four.

Gold date for a dog

IT WILL be of some interest to my old shipmates and bring back memories to those who served in South Africa during the Second World War that it would have been our old pal Just Nuisance's golden anniversary on June 1.

He was officially married to Adinda in 1941 at Hout Bay, Cape Province. The bitch wore a flowered head piece for the occasion.

Many of us were thankful for Nuisance's protection when we had been ashore — he wouldn't leave us until we were able to stand up for ourselves! And he even escorted us on train journeys.

On June 1, I raised my glass in memory of our canine shipmate the late AB Nuisance and his bride. May they rest in peace. — Jack Coulter, Mixenden, Halifax, West Yorks.

Anyone lost an ensign?

I HOLD a White Ensign which was found by a Monsieur Pierre Dumont on the beach near Villers sur Mer, Normandy, in 1944, who kept it until a recent trip to London when he handed it in at MOD in Whitehall.

The Ensign is in a tatty condition with no indication of which ship it was flown on. However, it may be of use to some unit or museum.

Anyone interested can contact me on 071-218-3818. — D. N. Lovatt, WO(RS), London.

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

A top-hole place to blat around . . .

THERE has been correspondence recently criticising the running and organisation of the golf course at Southwick Park.

I have for the past two years been tournament director for the Supply and Secretariat Golf Championship which has been held at Southwick Park, as well as being one of the silent majority of members of the SPNRC, and I have nothing but admiration for all the staff of Southwick Park from the manager to the lads who work on the course.

They are the most helpful bunch of people

one could imagine. How anyone could criticise the overall administration is beyond me.

Golfers and those lads who just want a "blat around" while on make and mend have to book. OK, that's fair. Name me any good course anywhere which doesn't have bookable tee-off times and, what's more, name me any course which would let those who have never played golf before have a "blat around" unsupervised.

Thank you all at Southwick Park for a magnificent S and S Championship. All 96 players had a great day and we'll be back next year without a doubt. — C.J. Hill, WOSTD, HMS Dryad.



No. 444 38th year

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ORACLE LOOKS TO THE FUTURE



HMS Oracle, the last of the Oberon Class submarines to complete a major docking period is pictured leaving Rosyth before returning to Faslane, where she has been based since 1967, to continue her fifth commission as part of the Third Submarine Squadron.

HMS Oracle, the third ship to bear the name, was built at Cammell Lairds, Birkenhead and was first commissioned in 1963.

She is presently under the command of Lieut.-Cdr. David Humphrey and previous commanding officers include the present FOSM Vice-Admiral Sir John Coward and FOSNI Vice-Admiral Sir Hugo White.

ISLAND REUNION

THE Isle of Man was the setting for a week-long reunion of around 200 ex-Navy personnel who underwent training there during the Second World War.

A packed programme included the unveiling of memorial plaques at the sites of the former bases, HMS Valkyrie at Douglas Head, HMS St George at Cunningham's Camp, Ronaldsway Airport, formerly a naval air station HMS Urley, and at Peel, in honour of the Royal Naval Patrol Service.

Attractions

Opportunities were also taken to enjoy the many attractions of the island and a variety of social events included the traditional "Sod's Opera" and a dance, with music by the Bluejacket Band from RNAS Culdrose.

The week ended on a formal note, with a parade along Douglas Promenade, the salute

being taken by Rear-Admiral James Carine, followed by a thanksgiving service at the Sea Terminal.

● A grand parade through the streets of Skegness by some 300 members of the Royal Arthur Association, headed by the Royal Marines Band of CINC-FLEET and a guard of honour from HMS Juno, berthed nearby at Grimsby, marked the occasion of the granting of a "Charter of Freedom" between the townspeople and the Association.

Links between Royal Arthur and Skegness go back to the Second World War when the Navy took over the Butlin's Holiday Camp in the town as an induction camp, HMS Royal Arthur, which, in 1946, transferred to Corsham.

A week in politics

STUDENTS from RNEC Manadon were given an excellent opportunity to learn at first hand about the workings of the British political system and to hear the views of some of Parliament's key defence experts on the future of the Royal Navy.

During a week-long visit to the Palace of Westminster, the students met the Speaker, Mr Bernard Weatherill, and had briefings with defence spokesmen from both sides of the house.

As well as touring the house, the students sat in on Prime Minister's Question Time and observed the Defence Committee at work.

One of them, Sub-Lieut. Robert Steel, said: "It was an invaluable opportunity... it gave us a useful insight into the role of Parliament in defence decision making and scrutiny."

And Lieut. Jonathon Worthington, a politics and defence

studies tutor at Manadon, said, "Wherever possible we always encourage visits to complement

studies at Manadon; one week in a practical environment is worth three in a classroom."

SHEFFIELD EXPEDS

DURING their Mediterranean deployment members of HMS Sheffield's ship's company took every opportunity to take to the hills to explore the local terrain, with adventure training expeditions in Portugal, Greece and Italy.

In Portugal a team of 11 ventured into the remote areas of the Yerez National Park, near Oporto, for two days enjoyable walking and at Palermo, in Sicily, the expedition ventured up in to the mountains above the harbour to an abandoned castle from which magnificent views of the area, were available.

The smaller team of seven, who participated in the Panahaiko Mountains trek, in Greece, were accompanied by four local guides of the Greek Alpine Club, experiencing tough conditions, with muddy and then snowy routes most of the way making the going difficult.

It's great outdoors

VOLUNTEERS are required to fill instructor billets at the Naval Air Command Mountain Centre at Bethesda, North Wales.

The centre, run by the Air Engineering School, HMS Daedalus, provides adventure training in outdoor skills such as mountaineering, rock-climbing, abseiling and canoeing.

Anyone interested and who is capable of obtaining, or in possession of, a Unit Expedition Leaders (UEL) qualification, and/or canoeing or climbing experience, should contact the Resource and Initiative Staff Officer at HMS Daedalus (ext 4226).

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GANNET FLIES TO THE RESCUE



WHEN a Sea King helicopter of 819 squadron located an old aero engine, lying half submerged in a stream in the Grampian Mountains near Braemar, it was the beginning of a project involving many Navy and Sea Cadet personnel, which culminated nearly two years later at the wardroom at HMS Gannet, Prestwick, on the occasion of the 50th anniversary of the Battle of Taranto.

The engine, a Bristol Pegasus from a wrecked Swordfish aircraft, was recovered and brought back to the Sea Cadet Corps Engineering School, located at HMS Gannet. All the cadets on marine engineering courses participated in the restoration work, finally finishing off by adding a Swordfish propeller which had been located at Prestwick.

One of the many cadets who worked on the project was Enzo Stefanelli of Newburn SCC. He was born in Taranto, and his grandfather was a gunner during the Second World War.

The restored engine and propeller, pictured

above, are now on display at HMS Gannet, a fitting permanent memorial to those earlier Naval aviators who flew the "Stringbags" in the raid on Taranto back in 1940.

The National Trust in Scotland enlisted the aid of 819 squadron from HMS Gannet in an attempt to halt environmental damage caused by crashed-aircraft souvenir hunters on its mountains in Arran.

At least 10 aircraft crashed on Arran's mountains between 1941-45 and of particular interest to the unlicensed "aircraft archaeologists" was a B17G Flying Fortress bomber which flew into the side of Ben Nuis (2,597ft.) a few days before Christmas 1944.

Five crew members and four passengers died at the cliff-face which is so remote that, unlike other crashes, most of the wreckage was buried at site.

However, years of erosion had uncovered much of the wreckage which 819 Sqn were called upon to remove by helicopter.

All on the level for flying duty

FEMALE applicants for flying duties will be selected in competition with their male counterparts, says an announcement which outlines procedures for entry by women into naval aviation or, in the case of those serving, for transfer.

In the case of new entry officer aircrew, the recruiting, selection and career opportunities will be the same as those for male aircrew as laid down in Career Regulations.

For in-Service transfer, the guidelines are contained in BR 8374. But exceptionally WRNS officers of all specialisations who were in service before May 1991 (the earliest date on which women officers were able to enter the RN with the

ability to choose, before entry, a specialisation that included flying) may apply for transfer to flying duties, provided they will be under 26 on December 31 1991.

Recommended candidates will take aircrew aptitude tests at RAF Biggin Hill and, if successful, attend the Central Air Medical Board, Seaford Park, to determine their fitness for flying duties.

Those who pass both tests will be considered by MOD and may be provisionally selected for either observer or pilot training. They will then have to take and pass observer and pilot grading before being eligible to start flying training.

Among the conditions of service are that WRNS officers must be no more than 27 at the start of flying training. All in-Service officers on an eight-year Short Career Commission will transfer to a 12-year SCC for aircrew duties on successful completion of operational flying training.

WRNS ratings serving before May 1991 who wish to transfer to flying duties in the pilot or observer specialisations will be required to do so through the Upper Yardman Scheme, the provisions now applying equally to female candidates.

The Aircrewman branch is a sideways entry branch and open to candidates from all non-technician branches. The provisions involved now also apply to female candidates.

WRNS officers of the Engineering specialisation (AE Sub-Specialisation) are eligible to apply for flying duties as maintenance test pilots.

DCI(RN) 123/RN

Granby no drawback

ANY adverse effects on advancement of personnel deployed on duties as a result of Operation Granby have been considered.

To provide the basic information from which appropriate adjustments can be calculated in the future, the inclusive dates and numbers of days served during Granby deployment are to be noted in the Advancement Qualifications box on page 3 of the Service Certificate for RN ratings, and under the Miscellaneous Courses heading for Royal Marines.

As an added precaution that adjustments are not overlooked in the future, and to ensure that fullest possible information is available when required, commanding officers are to consider how a rating's advancement is likely to be adversely affected, and to arrange for this to be recorded on a special C2641 report.

Examples of the sort of items which should be recorded are delays in attaining the following: Professional qualifications; sea service; educational qualifications; NBCD qualifications; petty officers' leadership course attendance; leading rates' leadership course; naval swimming test.

Particular reference should be made to delays or cancellations of courses or draft orders.

The announcement outlines how existing regulations already cover most of the likely effects, and also how aspects not covered may be dealt with. Any special circumstances not covered may be referred to MOD.

DCI(RN) 81/91

Cooler at Colchester

UNDER previous regulations, sentences of detention could not be awarded to members of the QARNNS and WRNS unless approved facilities could be made available.

These now exist as a tri-Service Female Wing at the Military Correction Training Centre Colchester and sentences of detention may be awarded to QARNNS and WRNS ratings from June 1 this year.

Two Wrens have recently been sent to Colchester for disciplinary offences.

DCI(RN) 122/91

Fund well supported

MEMBERSHIP of the Royal Navy and Royal Marines Dependents' Fund at July 31 last year stood at 51,341, representing about 98 per cent of all eligible personnel.

DCI(RN) 83/91

Total membership of the RN and RM Officers Dependents' Fund on the same date was 9,246 (92 per cent).

Maximum grants of £3,000 were paid to the dependants of subscribers who died during the year.

Annual subscriptions to the funds remain unchanged — officers at £2.40 (which has been held since 1985) and ratings at £1.80, unchanged since 1981.

DCI(RN) 112/91

The Russia Course

THE Royal Navy continues to need a number of officers trained to interpret standard in foreign languages to fill posts as naval attaches and defence advisers and their assistants, and to act as escort officers either at home or in the relevant foreign country.

There is a particular need for Russian interpreters, and volunteers for this language training are especially welcome.

DCI(RN) 83/91

Strictly a paper exercise

IF you can't see the wood for the trees, or perhaps can't see the trees at all, it's partly because the three Services, MOD and the Procurement Executive between them use 10,000 tonnes of paper each year — and that amounts to quite a few small woods.

The production of paper, even recycled paper (which will become increasingly available in MOD) involves in its manufacture the consumption of energy and the emission of greenhouse gases which are damaging to the environment.

Protecting the environment by minimising wastage of paper is one initiative which can be taken immediately and at no cost — many other environ-

DCI(RN) 121/91



"Do I log this as a 'Flight Familiarisation,' sir?"

Get Wise on DCIs

mental initiatives take time and money. Saving paper is something everyone with MOD, Service or civilian, can do by looking at the amount of paper which they, and their part of the organisation, consumes and making reductions where possible.

The announcement goes on to list a series of practical steps which can be taken immediately to help.

DCI(Gen) 84/91

Deep suited



MARK 9 Submarine Escape and Immersion equipment is being introduced into RN service, having satisfactorily completed all trials.

Developed from the Mark 8, the Mark 9 escape and survival suit is provided for submariners to escape from a sunken submarine from any depth down to 180 metres and survive on the surface for 24 hours; and for wear when abandoning a submarine on the surface.

The enhanced characteristics of the equipment are outlined in the announcement.

DCI(RN) 85/91

Watch on waste

THE Government's emphasis on energy efficiency measures is stressed in an announcement which outlines the part that the Services, the Procurement Executive and the MOD have played, and have still to play.

It also re-states the schemes through which units/establishments and individuals can be especially recognised for exceptional achievements in the search for energy efficiency measures.

DCI(Gen) 94/91

New look at ME training

TWELVE years on from Engineering Branch Development, the opportunity is being taken to take stock of the training and employment of Marine Engineering artificers and mechanics, and to consider what changes are required to ensure that they are best fitted to meet the challenges of the 1990s and beyond, while making the most efficient use of training resources.

Employment surveys of ME artificers and mechanics have been conducted to determine the extent to which current career and specialist training actually matches employment at sea and ashore.

The results of these surveys will be used by the Marine Engineering Branch Development Team, formed to carry out a comprehensive review of all ME artificer and mechanic career and specialist courses, and to recommend changes.

These changes aim to lead to manpower savings through "de-enrichment" and more efficient use of resources, and to give greater job satisfaction to artificers and mechanics by providing training which is better matched to their jobs and makes more use of their potential.

The review of training by the ME Branch Development Team is due to continue between June this year and June 1992.

Personnel who were not involved in the employment surveys and who have constructive suggestions relating to the training and employment of ME artificers and mechanics are invited to forward their comments to the Head of the Marine Engineering Branch Development Team at HMS Sultan.

DCI(RN) 114/91

Hallmarks of quality

TASKS of the Directorate General of Defence Accounts (DGDA), now formally established as a Defence Support Agency, remain the same. But as an agency it will have a more formal relationship with MOD exemplified by the establishment of what are termed Service Level Agreements which will define customer requirements in terms of the quantity and quality of service to be provided.

Customer satisfaction will be monitored by Functional Customer Groups set up for each of the main functions of financial services, pay and bill paying.

DCI(Gen) 92/91

Degree in defence

ARRANGEMENTS are detailed for the new in-service Bachelor of Arts degree in Maritime Defence, Management and Technology provided by RN Engineering College Manadon in conjunction with BRNC Dartmouth and RN College Greenwich.

DCI(RN) 82/91

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THIS September sees the start of the Royal Navy sports lottery, with a series of prizes each week based on either soccer or cricket results. The object is to generate funds to benefit all aspects of sport and recreation within the Service at Representative, Command and establishment/ship level.

As previously reported in Navy News, there will be six prizes ranging from £2,000 to £75 each week.

All members of the RN, RM and RN(Women) Services can take part, and in the first instance 24,804 tickets will be available for sale at 75p a week, making a total annual outlay of £39. Minimum

period for participation will be three months (at £9.75).

Payment for the initial three months will be stopped at source at HMS Centurion and afterwards successive monthly stoppages will be made until a participant decides to withdraw.

Applicants will be restricted initially to one ticket per person on a first-come first-served basis, but in the event of under-subscription purchases of up to three tickets will be permitted.

The announcement provides full details of application method. The forms are being widely distributed, and are also available from the Lottery Manager in HMS Temeraire (Portsmouth Naval Base, extension 23806).

DCI(RN) 121/91



People in the News



Cooks and stewards serve up a treat

RNAS Culdrose's team of Service and civilian cooks and stewards continue to add to their stockpile of trophies. Competition work in a range of classes has won them five cups, four gold, five silver and six bronze medals and seven certificates of merit.

Success was struck again recently at the Cornwall College Salon Culinaire. Pictured are (back row from left) WRENSTD Lucy Thomas (bronze medal, Cook and Serve team event cup),

Capt. Terry Taylor, commanding officer of Culdrose, WRENSTD Terry Later (gold medal flambe sweet), and Mrs Liz Parker (silver medal marzipan figures). Front row (from left): ACK

Gary Latham (certificate of merit decorated gateau) and JACK Knocker White (bronze medal cook and serve, certificate of merit for vegetable preparation and team event cup).

Nick wins by a head



POCK Nick Brown of the wardroom galley, HMS Neptune, bakes an exceedingly good cake...

After his skills as a confectioner won him a gold medal at the Royal Navy's Salon Culinaire, he went on to triumph in L'Ecosse Gastronomique, held at the Scottish Exhibition and Conference Centre in Glasgow.

His cake was decorated on the theme of past Derby winners and as well as taking a gold medal in its class it was elevated to the table of honour for best in show.

Nick also showed well against stiff, international competition at the Hotel Torquay Gastronomique.

NICE WORK ALL ROUND

TRAINEE pilot Sub-Lieut. Paul Hannigan (705 Sqn. RNAS Culdrose) has been presented with the Three Nines Award by Sussex Police.

Paul was chosen for the part he and three



Sub-Lieut. Paul Hannigan.

Royal Marines played in bringing a burglar to justice. Having seen the crime committed in Chichester they gave chase and caught the culprit.

A framed award certificate was presented to Paul at Sussex Police HQ by Sir Allan Green, Director of Public Prosecutions. Meanwhile, the miscreant was also attending an official gathering — he was brought before Chichester magistrates and fined £150, with £1,118 compensation and £35 costs to pay.

NEW commanding officer of HMS Trafalgar is Lieut.-Cdr. Bob Mansergh, lately officer-in-charge of the Submarine Command Team Attack Trainer in Devonport.

Bob, one of the last officers to pass the conventional submarine-based Command Course (Perisher) in 1987, is the first to command a nuclear submarine without having previously driven a conventional boat.

And at 33 years of age he is one of the youngest nu-



Lieut.-Cdr. Bob Mansergh, clear submarine skippers. He took over the Trafalgar from Cdr. Paul Boissier.

WELL done indeed to former Lieutenant-Commander Robbie Robinson on the award of his doctorate of literature.

As a TAS and diving officer, Robbie served for considerable periods at HMS Vernon "between ships". He retired from the Royal Navy in 1971.

The doctorate was awarded for his study of the historical novel and its impact on the understanding of British naval history.

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NN People in the News **NN**

WELL BLOW ME!

PO DUSTY Miller got a right earful during Divisions at the Royal Naval Hospital Gibraltar for the visit of Surgeon Rear Admiral Frank Golden.

It came courtesy of Bugler Andrew Roebottom, a part-time soldier with the Gibraltar Regiment, which assumed responsibility for the defence of the Rock following the recent withdrawal of the Regular British Battalion.

Dusty, operating theatre manager at the RN Hospital, met Andy when he was first posted to Gib in 1989. Divisions allowed them to renew an old friendship with a bit of a fanfare.



CARE BY KERR

Rock faces ... Tamar bods

SWINE FEVER

WITH all those admirers Salty, Gibraltar's only pig, probably wouldn't leave the Rock even if he sprouted wings ... Or would he?

He was presented earlier this year by the then Chief of Staff, Lieut.-Col. Tony Blanch, to the Land Force Commander, Brig. David Lewis, at his leaving dinner, and has been thriving ever since.

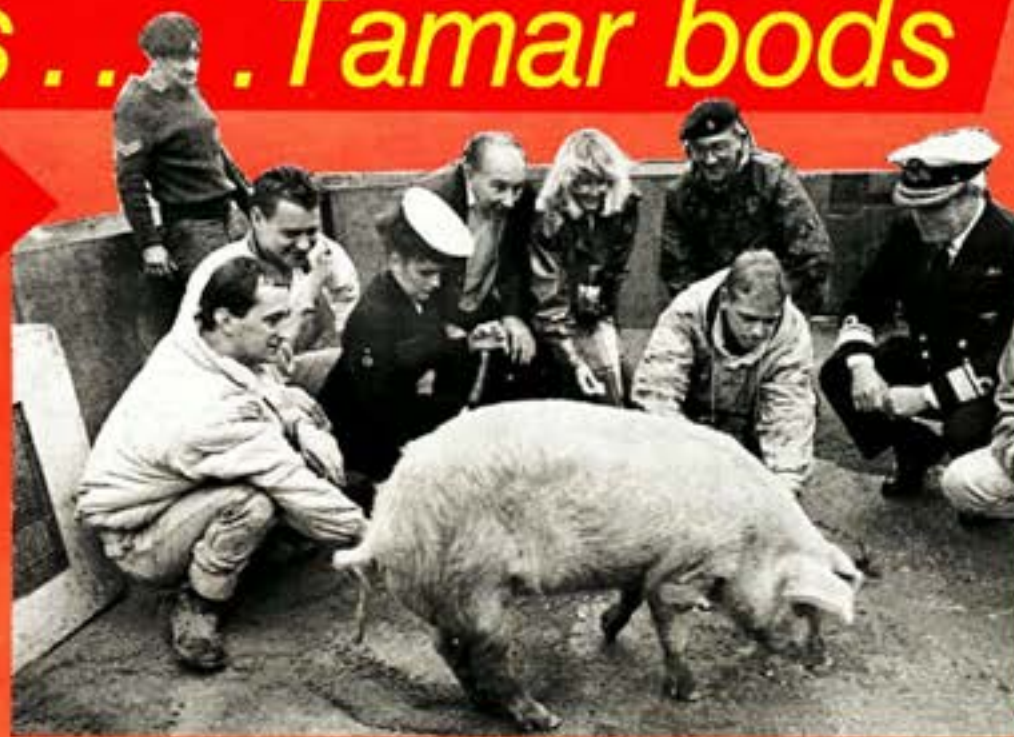
Having outgrown his pen at the official residence of Commander British Forces Gibraltar, Rear Admiral Geoffrey Biggs, Salty was offered a spacious sty at Lathbury Barracks.

The Gibraltar Regiment, vastly experienced handling

Barbary apes and Bonnellis eagles, made sure the pen was secure, because this is a pig with a history of going AWOL.

During the original presentation dinner Salty escaped and was nabbed entering the Holiday Inn Hotel in the centre of town.

"Obviously, he has got taste," commented the manager, handing him over to the Gibraltar Police, who slapped Salty in the cells for the night.



LEN(G) Terri Kerr of the Royal Naval Hospital Gibraltar has been awarded the British Empire Medal for her outstanding calmness, professionalism, organisation, care and compassion during and after the bombing of the Royal Marines School of Music, Deal, in 1989.

She was presented with her medal by the Governor and Commander-in-Chief, Admiral Sir Derek Reffell.

Terri joined Queen Alexandra's Royal Naval Nursing Service in 1986 as a qualified Enrolled Nurse (General) and served in RN hospitals Haslar and Stonehouse prior to Deal and Gib.

BURNED BERTH

A BURNS/Burnes night at HMS Tamar turned into a celebration for two when one of the guests was away at sea and the fourth sharing the name was out of action on crutches.

The gathering was the brainchild of Lieut. Pennie Burne WRNR, Executive Officer of the Hong Kong Naval Control of Shipping Group. But she was delighted to welcome her one guest — her husband, Cdr. Tim Burne, XO of HMS Tamar.

The pair (right) are due back in Britain soon; Tim to become Commander Specialist and Seamanship Training HMS Raleigh, and Pennie to rejoin HMS Vivid.

● Ceremonial Divisions were held on the Bull's Nose, HMS Tamar, to mark the 150th anniversary of the Royal Navy first setting foot on Hong Kong Island. Every division in the establishment took part — including the crews of the three patrol craft and representatives of HK NCS Group.



GOING HOME: FEELING FINE

FULLY recovered from injuries they received when USS Princeton was damaged by an acoustic mine in the Gulf, PO Michael Padilla (left) and Seaman Jesulito Aino were delighted to be reunited with the Limey doctor who treated them.

Surgeon Lieut.-Cdr. Steve Johnson (centre) served on board the primary casualty receiving ship, RFA Argus, during the Gulf War. Now working at the Medical Centre in HMS Tamar, he caught up on the progress of Michael and Jesulito when the Princeton called in at Hong Kong on the long journey home.



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Remembering the Battle of Crete

THE FRIGATES HMS Danae and HMS Juno represented the British Fleet at Souda Bay, Crete, for the ceremonies to mark the commemoration of the Battle for Crete, in which over 30,000 Commonwealth, Greek and German servicemen died, 50 years ago.

At the ceremony at the cemetery at Souda, attended by the First Sea Lord, Admiral Sir Julian Oswald, tribute was paid to the professionalism and bravery of all those who took part in the epic battle.

As well as the Armed Forces representatives, many survivors of the Battle attended, including hundreds of German veterans along with their former enemies from New Zealand, Australia, Britain and Greece.



The Battle began on 20 May 1941 with German bombing, an airborne assault and attempted seaborne landings. The Royal Navy's task was to prevent the invasion from the sea, and a total of 61 RN and seven other Allied vessels were involved in the defence of the island, nine British warships being lost during the fierce fighting that ensued.

On 27 May it was decided to evacuate Crete and in four nights the Royal Navy picked up 18,600 of the 32,000 stranded soldiers. The Navy also prevented an enemy landing by sea until the German airborne forces had captured the island.

Despite the considerable hazard from German air attack, Admiral Cunningham continued the evacuation right up to the last moment, commenting that while it took three years to build a ship it would take three hundred years to rebuild a tradition.

● In Plymouth, survivors from the crew of the cruiser HMS Gloucester (the Fighting G) which was sunk off the Greek island with only 84 saved from her 700-strong crew, held a remembrance service for their fallen comrades, and in Portsmouth former crewmen from HMS Fiji held a reunion together with comrades from the two destroyers, HMS Kingston and HMS Kandahar, who rescued them when their cruiser was sunk by dive-bombers during the battle.



Pictures:
Above — LMEM Michael Shrubsole, of HMS Danae, mounts guard, arms reversed, as Australian servicemen pay their respects at the Battle Memorial at Souda, Crete.

Photo by LA(Phot) Fez Parker

Left — HMS Kelly, the destroyer commanded by Capt. Lord Louis Mountbatten, was one of the British ships lost off Crete, and wreaths were laid at his statue in Whitehall at a ceremony attended by Countess Mountbatten and personnel from HMS Mercury, seen, left to right, PCT Rob Andrew, WRO Lisa Howells, WRO Hayley Wombell, RO2 Chris Holden and RS Barry Miller.

Photo by POA(Phot) Stuart Antrobus



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JUTLAND MEMORIAL SERVICE



HMS MINERVA's Guard present arms as the ship, in company with the German destroyer Moelders (in picture) and HMS Ariadne, sails over the site of the war graves of the Royal Navy destroyers Ardent and Turbulent and the German cruiser Rostock, on the 75th anniversary of the Battle of Jutland.

After the memorial service, the sounding of the last post and the following minute's silence, wreaths were laid on the sea and a rifle salute fired — a moving and poignant ceremony shared by the descendants of two former enemies who now work closely together as allies.

Photo: Lieut. Martin May

Red Plum endures icy waters



● Above: The ice patrol ship HMS Endurance steams through the impressive landscape of the Lemaire Channel.

● Right: Stores are dropped off on Smith Island in preparation for the Joint Service Expedition to climb Mount Foster.

● Far right: The ice floe closes in as HMS Endurance makes her way through The Gullet on passage to Faraday.

● Below right: ABs Robbie Roberts (back) and Taff Rodgers pick their way through the ice while searching for a route through The Gullet.

● Below: MEM(L) Sharky Ward gets the full treatment during the traditional "crossing the line" ceremonies.

Pictures: LA(Phot)
Dizzy de Silva.



AS THE inhospitable waters of the Antarctic slowly opened up to both scientific and commercial interests, hydrographic work carried out by the ice patrol ship HMS Endurance proved invaluable in providing up-to-date maps of previously uncharted coastlines and waterways.

Returning to her home base in Portsmouth after her 22nd annual deployment, HMS Endurance brought back information from two major hydrographic surveys in the Bismarck Strait and Antarctic Sound.

In addition her two Lynx helicopters flew 2,628 miles of vertical photography to assist with the accurate mapping of the area.

The Endurance often operates thousands of miles from the nearest shore base and on her latest deployment came close to becoming trapped in the ice floe en route through The Gullet to Faraday.

Nicknamed the Red Plum — so-called because of her red hull designed to show up against the frozen landscape — she visited seven foreign bases, including those manned by the USSR and Argentina as well as three British Antarctic Survey bases in the area.

Other highlights of her six-month deployment included the embarkation of the Joint Service Expedition on to Smith Island in their attempt to conquer the previously unclimbed 7,900ft. Mount Foster along with visits to foreign ports in Brazil, Uruguay, Chile, Panama and the USA.

The Red Plum is particularly proud of her "green" reputation and while keeping a friendly eye out to ensure the region's delicate ecological balance remains pollution free, great care is taken not to discharge oils or contaminated water into the sea, all sewage is specially treated and rubbish is stored for disposal back in port.



Caring for HCPT

ENJOYING the sunshine outside the Shrine of Lourdes are 14-year-old Michelle Murchie and Sister Annie Gaughan OARNS, pictured during the annual visit to France made by the Handicapped Children's Pilgrimage Trust (HCPT).

Led by WO Peter Riley, from FOST, and LEN(G) Gary Wright (now with Operation

Safe Haven in Iraq) 24 youngsters from Portsmouth and the South West made the trip to

the world-famous shrine. One helper, LWEM Nick Addison, from HMS London, even gave up his leave after returning from the Gulf to lend a helping hand.

The week's programme included swimming, horse-riding, picnics in the Pyrenees and a fancy-dress party as well as visits to the shrine.

HCPT RN is well supported by ships and establishments throughout the Fleet and organisers thank all those who helped give the children a holiday of a lifetime.

For information on volunteering to be a helper or to nominate a handicapped child for the 1992 pilgrimage, contact either the Secretary, Sub.-Lieut. Yeomans, HMS Sirius, or WO Peter Riley, FOST.



WREN CLICS

POWREN Chris Rankin, of HMS Raleigh, has been hard at work raising money for CLIC (the Cancer and Leukaemia in Children Trust).

Having raised £1,300 for the charity last year Chris went on to organise a grand raffle and was able to present a further £2,000 to CLIC representative Mr Graham Parkinson.



Feat of clay

SET amidst the leafy fringes of a Hampshire bluebell wood, the Navy's Clay Pigeon Shooting Association staged their first-ever sponsored charity event and, thanks to the clay-pigeon shooters, the Royal Naval Benevolent Trust is now some £15,000 better off.

Led by CINNAVHOME Admiral Sir Jeremy Black, over 100 guns loosed off over 7,000 rounds at Sherfield Manor.

The 20 five-man teams, from industry, serving person-

nel and private individuals, all paid for the privilege of taking part so the RNBT could profit directly from the proceeds of commercial sponsorship which had been arranged by most teams.

First place went to HMS Daedalus (sponsored by GEC Avionics) but the highest-scoring team against the 75-bird flush came from HMS Osprey. Runners-up overall were from HMS Heron.

Admiral Sir Jeremy Black is pictured in action bringing both barrels to bear at the RNBT shoot while Rear-Admiral David Allen stands by for his turn.



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UP IN ARMS

WRENS from HMS Nelson and Collingwood received "political" backing for a charity climb up Mount Snowdon in aid of Action and Research for Multiple Sclerosis (ARMS).

Putting aside their party differences Norma Major, Glenys Kinnoch and Jane Ashdown were on hand to wish the ten Wrens good luck before they joined 59 other teams on their uphill task.

Each team aimed to carry an MS sufferer up the mountain in a wheelchair and the Portsmouth Wrens hoped to raise over £1,000 carrying national ARMS chairwoman Anita Best pictured centre.

Stir crazy at Dryad

WHEN Cdr. Antony Du Pont dropped the chequered flag on Officer of the Watch Course 109 at HMS Dryad 15 officers set off on a 24-hour sponsored jailbreak, raising £375 for the children's ward at Queen Alexandra's Hospital, in Cosham.

The object of the jailbreak was to get as far away from HMS Dryad as possible, without any money. Lieuts. Simon Chapman and Mike Slater travelled some 586 miles as far as Inverwy, near Aberdeen, while Sub.-Lieuts. Paul Beattie and Peter Olive made it to Paris.



Danae's saddled in Spain

BEFORE decommissioning, the Leander Class frigate HMS Danae raised £2,000 for the Nightingale Ward for Children at Chesterfield Hospital after a gruelling 800-mile bike ride.

PO(EW) Chris Vellacott, AB(R) Barry Kenyon and MEM(L) Darren Thomas cycled the length of Spain, riding over the Cantabrican Mountains, Sierra de Guadarrama and the Sierra Nevada, climbing to heights of 1,400m, and experiencing weather conditions ranging from snow and rain in the north to the sweltering heat of the south.

The money will go towards a general fund and will be used to buy specialised apparatus including a neoscope and an E.C.G.

Repulse riders battle on!



CYCLISTS from HM submarine Repulse raised over £1,000 for Rotherham District Children's Hospital by completing a 310-mile sponsored ride from Clyde Submarine Base to the hospital.

Despite battling against appalling weather conditions and steep gradients the team completed the four-day bike ride on schedule and were met at the hospital by their commanding officer, Cdr. David Russell, and Mayor of Rotherham, Cllr. Maurice Kirk.

The submariners were also given a heart-warming and noisy welcome by the children, followed by a tour of the ward during which most of the cyclists were talked into giving away their "Repulse Riders" tee-shirts.

Money raised during the ride, organised by LS(TS) Paul Marriott, will be used to buy urgently-needed equipment for the children's ward.

Picture: Rotherham and South Yorkshire Advertiser.

Helping Hands

Sentinel meets her match

ON a visit to Stornoway, the patrol vessel HMS Sentinel was challenged to a game of football by Class 6/7 from Stornoway Primary School.

In a hard-fought match (which the ship's company declared was anything but clean!) the team from HMS Sentinel were narrowly beaten 4-3 by the home side.

During the half-time interval Lieut.-Cdr. David Lee, MEM Billy Aitken and CCMEA(P) Fred Davies presented the school's special unit with a £100 cheque which will help fund a forthcoming trip to Inverness.

A run of only 2.7 miles did not appear to be much of a challenge for POs from HMS Minerva so they decided to run the distance uphill to the Top of the Rock, in Gibraltar, raising over £600 in sponsorship.

The money brought the Minerva's grand total to £1,064 which will benefit the Scott Hospital Child Development Centre, Plymouth.

As well as providing £200 worth of toys the POs have also bought a video recorder, computer printer and a stereo for the centre.

Over the last year staff from Cook Building at HMS Dryad have been hard at work raising funds for Cancer Research at Southampton General Hospital.

Raffles, cake stalls, a French night and sale of cuddly toys brought their total to £600 and in addition four members of staff were sponsored to take part in the Portsmouth Half Marathon.

The cheque was presented to Professor Michael Whitehouse by PO Malcolm Hitchings and will be used to purchase microscope filters.

Miss Cornwall, 18-year-old Donna Crawford, flagged away the ship's company of the Type 22 frigate HMS Cornwall when they took part in the ancient ceremony of "beating the bounds".

Different modes of transport were used by each mess to cover the 450 mile boundary including bicycles (POs' mess), a yacht to round the Scillies (Wardroom) and a Cornish gig (WE Junior Rates).

Over £2,500 was raised and will be divided between the various mess charities.

A class of Weapon Engineers from HMS Collingwood travelled to High Ashurst Activity

Centre, in Dorking, to build the first obstacle of a new assault course.

The centre caters for schools and children's organisations and relies on voluntary groups to help maintain the camp.

HMS Centurion's annual Superstars competition, in which entrants are sponsored in aid of the Mayor of Gosport's Charities, raised £402.

The competition, which includes a canoe relay, one and a half mile run, golf skills, gym tests, basketball skills and an assault course, was organised

by CPOPT J. J. Jones and was won by DRORM.

The Mayor of Gosport, Cllr. Sid Leyland, visited HMS Centurion on the final day to present prizes and later received the cheque for £402 from CPO Jones which will go towards the final target figure for Northcote House.

A "superb" effort from a team of runners from HM submarine Superb raised £500 for the Great Ormond Street Children's Hospital Fund and the Stafford Hospice.

They took part in a sponsored

run from Plymouth to their affiliated town of Stafford, covering a distance of 250 miles.

Local RE unit, 1 FSTRE, came to the rescue when a road surface collapsed in Gibraltar and among the group who helped erect a 10 bay Medium Girder Over Bridge was LS Pete Johnson who is on permanent detachment from HMS Rooke.

LS Johnson took to his new duties immediately but denies rumours that he is about to retrain as a combat engineer!

Miles of smiles



IN addition to providing information about the Navy, a PR stand at the Motor Show North, in Manchester, also organised collections for charity.

The King George's Fund for Sailors benefited by £850 and a further £300 was donated to

a local charity, the Hope Hospital Special Care Baby Unit.

Pictured with the cheque is Lieut.-Cdr. Peter Boraston, MEM Griff Griffin and LMEM Mac MacFarlane, from the stand manning party, and Julie Smith and Jill Grimshaw who ran the creche during the show.

FUN RUN FOR FEARLESS



MARKING the inaugural visit to her newly-adopted town of Scarborough, a team of runners from the assault ship HMS Fearless took part in a sponsored run in aid of the Mayoress's Community Fund.

The Fearless team left Portsmouth and ran 400 miles in relays, arriving at Scarborough's Town Hall just as their commanding officer, Capt. Stephen Meyer, was making his first official call on the Mayor and Mayoress.

Sponsorship raised £500 which was matched by a local firm, McCain Co., and a further £400 was collected en route.

Pictured at the presentation are front, from left, Capt. Stephen Meyer, Mayor Cllr. Charles Mann, CPO(OPS)R Spike Hughes, Mayoress Joyce Tate and Peter Burman, production director of McCain Co.; back, from left, POPTI Marty Farrow, LMA Topsy Turner, LA(AH) Smudge Smith, NA(AH) Stevie Mears, Surgeon Lieut.-Cdr. Gio Sidoli, PO(AH) George Barrell and Sgt. Stan Fitzpatrick RM.

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The Sailor

and his family

Did you know "Aggies" has been helping the sailor and his family since 1876? The sailors of the day asked her to provide them with a "Pub with no Beer", as near to the dockyard gates as possible.

Today's RSRs in: Devonport, Portland, Portsmouth, Rosyth, Rowner and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, live-a-side football, Computers, lounge, Coffee Bar etc. to a chat with the Missioner and his wife.

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

Family accommodation is available at Rosyth, ring Inverkeithing 413770. Accommodation is also available at Portland ring Portland 621446.

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

Royal Sailors' Rests

Joyful return for Rosyth's minehunters

MONTHS of anxious waiting were over for the families and friends of HM ships *Dulverton* and *Ledbury* when the minehunters returned to Rosyth from the Gulf.

Commanded by Lieut.-Cdr. Colin Welborn and Lieut.-Cdr. Frank Smyth respectively, the *Dulverton* and *Ledbury* left the Rosyth-based Fourth Mine Countermeasures Squadron in December last year to perform the difficult, and at times dangerous, task of ensuring the safe passage of Allied warships through Gulf waters by searching for, and when necessary, destroying Iraqi mines.

Back in the somewhat safer waters of the Forth the ships' companies returned from their

five-month deployment to a rousing welcome home and are now enjoying some well-earned leave.

● Below: Relatives and friends crowd the dockside at Rosyth as HM ships *Dulverton* and *Ledbury* return home from the Gulf.

● Right: Members of the ship's company of HMS *Dulverton* look forward to seeing their families while HMS *Ledbury* follows behind, steaming under the Forth Bridge.



TRUSTING IN THE LORD!

AIMING to build "a Christian conference and holiday centre" for Service personnel and their families, the newly-formed Cornelius Trust has begun negotiating for an estate near the Ross-on-Wye valley.

It hopes eventually to provide an informal "home from home" at prices all ranks can afford, run by ex-Servicemen and offering programmes such as week-end seminars, outward bound ventures and private or group holidays.

An appeal for £500,000 has been launched to fund the first

part of the project to buy and set up a suitable property with enough land to allow for caravan and tented accommodation prior to the development of the permanent buildings. Details from The Cornelius Trust, Havelock House, Barrack Road, Aldershot (tel 0252 311222).

Pushing the boats out

HMS *Inverness*, the Navy's latest minesweeper, was given a warm welcome in her namesake town during the ship's inaugural visit for her official commissioning ceremony.

The town of Inverness generously contributed several thousand pounds to ensure that their ship would be commissioned in its "hometown," with the District Council allocating £3,500 from its Common Good Fund for overnight accommodation for over 100 wives and families of the ship's company.

The Lord Lieutenant of Inverness, Lieut.-Cdr. Lachlan MacKintosh of MacKintosh, and the Provost of Inverness, Mr. Allan Sellar, were among

the local dignitaries at the commissioning ceremony, pictured right, and guests of honour included Admiral Sir John Webster and his wife, Lady Webster (who launched HMS *Inverness* in February, 1990) and Flag Officer Scotland and Northern Ireland, Vice-Admiral Hugo White and Mrs White.

Representatives from the Sussex village of Chiddingfold, along with Commodore Charles Freeman, Commodore Minor War Vessels, and Mrs.

Clare Forman, were the guests of honour at the re-dedication ceremony in Rosyth of the mine counter-measures vessel HMS *Chiddingfold*.

Mrs. Forman is the daughter of the late Lady Kennon, who was the ship's patron, so it was she who cut the re-dedication cake during the ceremony, assisted, in keeping with tradition, by the youngest member of the ship's company, 17-year-old Seaman Andrew Surtees.

HMS *Chiddingfold* has just completed a seven-month refit and now returns to operational duties with the First Mine Countermeasures Squadron, under the command of Lieut.-Cdr. Keith Riches.

The second and third of the new Duke Class frigates, HMS ships *Argyll* and *Marlborough*, have been commissioned in Devonport.

Lady Wendy Levene, wife of Sir Peter Levene, former Chief of Defence Procurement, launched HMS *Argyll* in 1989 and is pictured, left, at the commissioning ceremony inspecting the ship's company with the Type 23 frigate's commanding officer Capt. John Harris.

HMS *Argyll* will now undergo a period of trials and becomes fully operational early next year.

Devonport was also the setting for the re-dedication ceremony of the Leander Class frigate HMS *Sirius* (see page 5, Ship of the Month).

Mrs Kate Aiken, wife of the commanding officer Cdr. James Aiken, below right, cut the re-dedication cake ably supported by 16-year-old JMCM Craig Greenwood, who joined the Navy in July last year.

● Second of the Upholder Class submarines HMS *Unseen* came into commission last month at a ceremony in Birkenhead.



Wilton's new role

HMS *WILTON* has arrived at Dartmouth to become the Royal Naval College's Navigation Training Ship, following her conversion to the role at Rosyth.

The conversion work involved the installation of a purpose-built navigational classroom aft, and accommodation for the officers-under-training. Her mine-hunting equipment has been retained, so she retains a reversionary role as minehunter or command ship.

Tea-time for Exeter wives

OVER 30 wives of personnel serving on board HMS Exeter accepted an invitation to tea in the Victory Club at HMS Nelson, Portsmouth.

Accompanied by Mrs Susie Essenhigh, wife of the ship's commanding officer, Capt. Nigel Essenhigh, the ladies were welcomed to the club by Commodore Chris Hebron.

Many of the wives also brought along their children who all enjoyed an afternoon's entertainment which included videos and a bouncy castle.

The Type 42 destroyer returned home last month after six months away and was the last ship that saw action in the Gulf to return to Portsmouth.



Family Life



FAMILY SUPPORT FOR MISSING LINK

THE suggestion by an officer's wife that more co-operation from some men serving afloat would help the operation of the Link Families Organisation has produced a response agreeing that the service should be used more often — but believing that it really depends on the families themselves.

Writing about some of the ships involved in the Gulf conflict, our earlier correspondent thought the LFO, which allows

information to be passed from family to family, was a "marvellous idea". But if men wanted support from home the families must be kept in the picture.

information to be passed from family to family, was a "marvellous idea". But if men wanted support from home the families must be kept in the picture.

Information

"The men in the ship are responsible for putting their loved ones on the list, and many of them will not do it."

Now, Mrs. J.E. McAlpine writes, "Unlike your previous correspondent, I found that I was always kept abreast of any relevant information and was, I hope, able to pass it on and keep all the other families

aware of the situation as it happened."

In her letter, Mrs. McAlpine, also the wife of an Executive Officer, her husband having served many months in the minchunter HMS Atherstone in the Gulf, says, "It is also important to be able to deal with any problems or queries that arose at home. I found that whenever I was unable to help, the Family Services in Rosyth were a great back-up and always ready to give assistance at all times."

"Rather than families sitting waiting for 'phone calls, it is always possible to get help and information from your local FSO in an emergency."

Agreeing that the Link service should be used more often "but that this is down to the families themselves," Mrs. McAlpine adds, "If the MOD

don't have any important news, the Links can still be a useful method of keeping in touch with other naval families.

"Once the system is in operation it is quick and easy to implement and can be a lifeline to many people. The more we use it ourselves, the better the results."

Lifeline

She goes on, "With the conflict in the Gulf having constant coverage by the media, there is often the problem of misinformation of war. I don't think this is something which can be helped. As naval wives we should all know how quickly situations can change, especially during a conflict, and the information given out by the media should not be treated as gospel."

Special needs group formed

A LOCAL branch of the Forces Children's Support Group has been formed in Portsmouth by wives who met during the Gulf crisis.

Concerned about what they considered lack of information and resources in the area in general they were able to help each other by uniting their efforts.

Knowledge

All families with special needs children have their own experiences to relate and the opportunity to share knowledge gained through them could help others, particularly new parents.

As the response to the support group grows, information gained and news from similar groups will be passed on in the form of a news letter.

Parents interested to hear more and to help others can contact CCMEA(H) Adrian Rowe on Portsmouth Naval Base, ext. 23471, or write to 44 Deeside Ave., Fishbourne, Chichester PO19 3QF.

Gulf leaflet

A SPECIAL leaflet has been issued by the Naval Family Service for personnel who served in the Gulf and for their families.

"Welcome Home" highlights the difficulties experienced by both those who served during the conflict and those who waited at home and suggests ways in which families can avoid some of the common pitfalls, as well as listing confidential advice and counselling services.

Personal services

THE new Naval Family Services Centre, in Churchill Square, Heliensburgh, has been opened by Director General of Naval Personal Services, Rear-Admiral Douglas Dow.

There to welcome him was Carole Cornish who took over as Naval Senior Social Worker on the retirement of Lieut. Charles Nelson.

The new centre houses the Naval Family Services, the Sailors and Families Advice Bureau and the Estates Community Officer as well as a small hall which will be used by support groups at Faslane's naval community. The office is open to clients from 0900 to



● Carole Cornish

1600, Monday to Friday, and will enable Naval Personal and Family Services to run drop-in coffee mornings, small groups and more specialised support activities.

Home buyers in the market

ABOUT three-quarters of the Royal Navy's married personnel are house owners.

This was stated in a Commons written answer on home ownership among all the Services, the figure for married Army personnel being 26 per cent and for the RAF 49.

The figures are based on the latest survey which covered home ownership and was carried out in 1987-88. The category of married includes those widowed, divorced or separated.

Over 200 Service and ex-Service families in urgent need of housing are to be offered new homes. The houses will be available

as a result of a £10 million share issue by a business expansion scheme company, Patriot Assured Tenancies — the Royal British Legion Housing Association will manage the properties.

The two or three-bedroom homes will be bought or developed by Patriot in the south of England and will be available for rent, with the option to buy a share of the property at a later date.

Further information is available from The Housing Manager, RBL Housing, PO Box 32, St. John's Lane, Penn, High Wycombe, Bucks NP10 8JF.

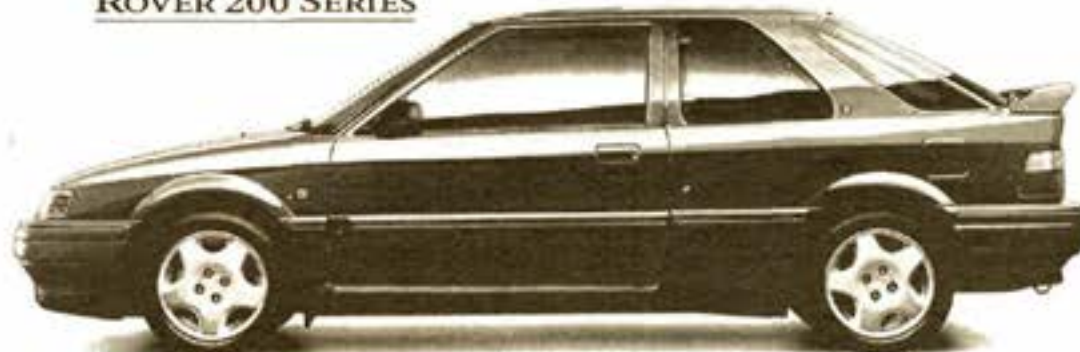
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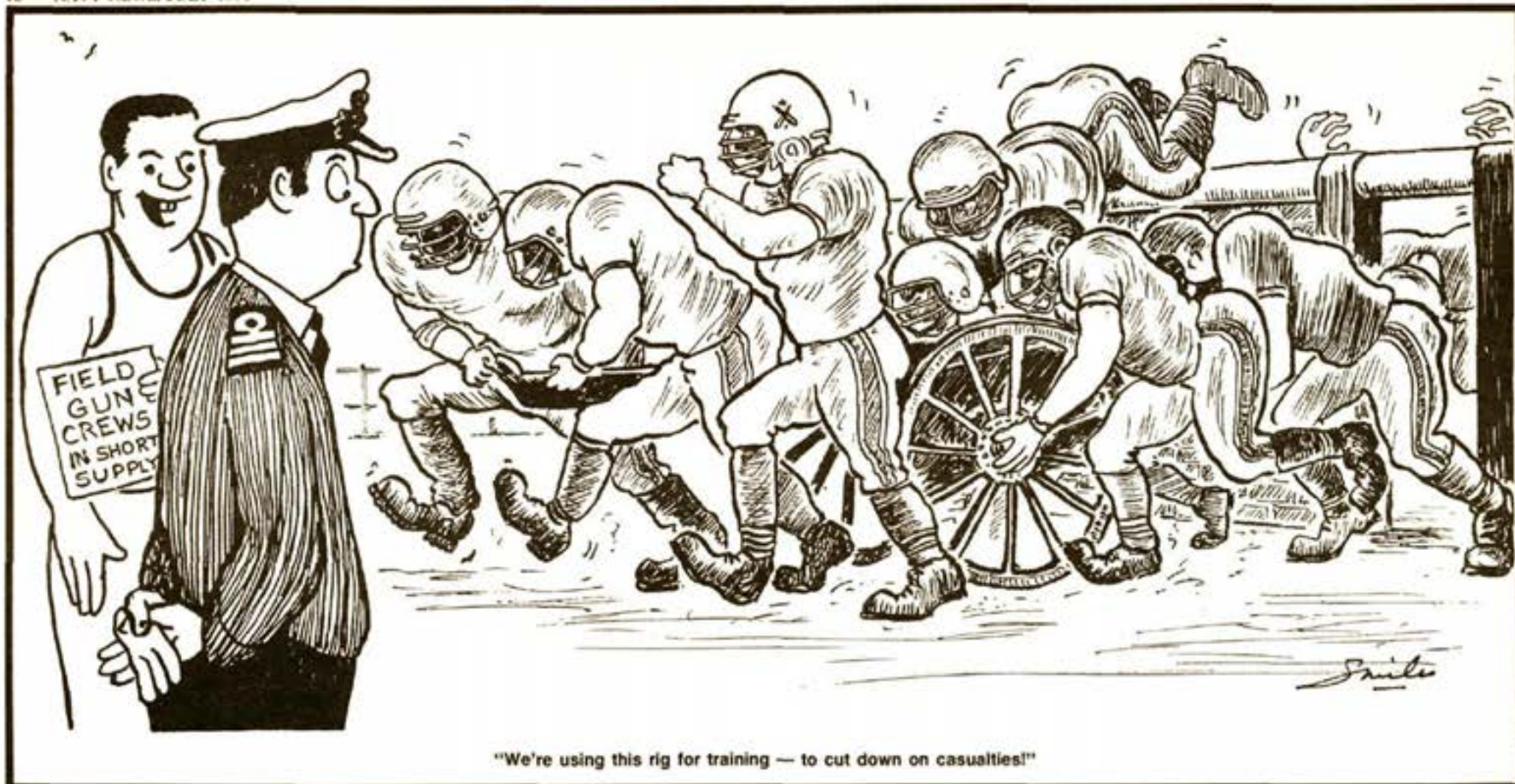
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"We're using this rig for training — to cut down on casualties!"

NEWSVIEW

Saints and sensibility

SINCE women started serving at sea in RN and auxiliary ships those who predicted problems of one sort or another have doubtless watched for examples to emerge. Well, one or two events have now hit the headlines, including the court martial of a naval lieutenant and an officer of the WRNS.

Yet it remains unlikely whether any of this has altered the entrenched views — whether for or against — expressed when the women-at-sea policy was announced.

In post-court martial correspondence in a national newspaper one retired vice-admiral expressed doubts how "anyone ever imagined that you could take a group of healthy young men and women and lock them up together for weeks at a time without a few of them succumbing to the temptation to jump into bed with each other."

He also reminded that the Navy is "not manned by saints, but by human beings with all the frailties that go with that species."

Some, of course, will say hurrah for a few frailties. But even in an area as sensitive as this, where genuine worries are easily generated, should policy be determined by frailties? If practical sensible measures are taken and rules laid down, backed by disciplinary procedures (applying equally to both sexes), the real question is whether the policy is right for today's Navy. So far the policy appears comfortably to outweigh the "evidence against".

Carry on running

THE so-called English summer (whatever happened to global warming?) sees the Services involved in a series of ceremonial and public relations events such as the Royal Tournament, Beating Retreat, Trooping the Colour, and a variety of open days.

Finding naval people for such events is no easy matter in times of manpower stringency (hence the concern for their welfare in this page's cartoon), and busy commanders could be forgiven for inquiring whether people should be "spared" for such events when tasks remain constant.

So, nothing apparently being sacred, participation in the famous Field Gun event came under close scrutiny and, with Gulf commitments increasing the pressures, the decision to run was deferred until the last possible moment.

But now the Field Gunners are up and running — and promising, as ever, excitement in plenty for visitors to this month's Royal Tournament.

THE high availability rate of ships and helicopters, close co-operation between the Royal and United States Navies, and a kaleidoscope of impressions of the dangers and successes of the Gulf war at sea featured in a detailed picture of the conflict presented in London by RN officers.

Included was glowing tribute from Commodore Chris Craig, who was Senior Naval Officer Middle East, to the performance of Task Group personnel which allowed 26 ships to steam 93,000 miles and 18 helicopters aloft to fly over 2,500 hours.

Commodore Craig said the British Task Group was formed around the Armilla Patrol warships of Group X-Ray which expanded progressively to a balanced capability of 16 ships and later swelled to a peak of 26.

Evolving maritime strategy was built unashamedly around United States Navy sea power, with the planned four carrier battle groups very much at its heart.

Conduct of operations could be simplified into three essential phases, one overlapping the other two. Firstly, carrier-launched air attacks supplemented by Tomahawk cruise missile firings were to be sustained as long as required and then, beneath the air umbrella of US Navy combat air patrols, it was planned to roll units up the Gulf progressively, crushin, Iraqi surface and air opposition until sea area denial had been fully achieved. This provided the platform for the third and final phase, the inshore operations.

Sea Kings were to be worked hard maintaining logistical linkage over some 500 miles from their original Jebel Ali base and then from Bahrain as they all advanced up the Gulf. In the event, these six helicopters alone were to fly 1,100 hours in just 43 days and nights; meanwhile two more squadrons of Royal Navy Commando Sea Kings were many hundreds of miles westward supporting the Allied armies in the desert.

With the start of war, Tomahawk and carrier-borne aircraft streamed past the RN flagship HMS London. "Something of a gap in United States Navy capabilities was filled most successfully over the first fortnight or so by the Lynx-Sea Skua combination, which had an undue impact on the main Iraqi combatants," he said.

When sea area supremacy was declared they were able to start rolling north, taking the battleships, their escorts, the minehunters and their supporting supply vessels for the inshore phase.

At this stage the tactical plan included clearing an area of swept water from which the battleships could bring down constant fire on Iraqi positions.

It was inevitable that the British mine clearance force would need to be the most exposed and in support virtually all the RN and Fleet Auxiliary forces were deployed into the northern Gulf. Iraqi minelaying charts which became available after the war showed over 1,200 mines placed covertly to snare Allied ships approaching the Kuwaiti coast.

The last 12 days and nights of war in northern waters were the most tense and demanding for the Task group, and tended to be remembered in kaleidoscopic impressions — the five Hunt class ships always exposed forward; the constant threat of mine explosions; and a sapping uncertainty over drifting mines, by night in particular.

'We were self-sufficient; thus we were always available'

There was also the action teams' awareness of the limited warning time against missile and rocket attacks so close to the enemy defences; the constant pounding of the 16-inch guns hitting targets 20 miles up and down the coast as the land advance continued; and the constant preoccupation over the vulnerability of our exposed forward units as they were finally working within point blank range of the Kuwaiti coast.

"Finally there was the night of the Silkworm missile firings, which vividly demonstrated what might have been and indeed the high risk game that we were in part involved in at this time, and there was the Gloucester's great success in shooting it down over the force, with the debris falling close astern of the flagship.

"And then, very suddenly, very unexpectedly, it was all over. There was a very busy and unpleasant aftermath clearing port approaches and the dangerous Kuwaiti coastal waters — over 1,000 mines have now been destroyed. There were our divers removing explosives from the five main ports and there were our helicopters working all along the ravaged coasts, re-supplying, mine searching and transferring personnel."

Stressing how vital was the importance of "sustainability" — not just logistics but logistics plus aloft maintenance and repair — Commodore Craig said, "All of my forces were at sea from well before hostilities until the war's end. There was no need for base support. This is a lasting tribute to our Royal Fleet Auxiliary. We were self-sufficient; thus we were always available."

He said the versatility and availability of the embarked helicopters hugely extended the weapon and sensor range of parent ships, in addition to providing logistical links over a vast track of ocean. There was classic co-operation between the Royal Navy and the USN, very much the heart of success in the front-line phase at sea.

Commodore Craig referred to the remarkable availability of two of the Task Group's most used and arguably most successful platforms — the Lynx helicopter and the Hunt MCM vessel. "However, overall I was delighted with Task Group availability figures on all fronts, although the benign environment is always a bonus for the commander aloft."

"No ship was unavailable for operational tasking due to material defeat throughout the war, despite lengthy and very hard work-ups and virtually all ships remaining constantly at sea for an average of 50 days and nights. Helicopter usage was as high as the Falkland campaign, averaging nearly four times peacetime rates. Over the 43 days each Sea King flew over 160 hours, while each Lynx flew more than 100 hours.

"But there is little doubt in my mind as to my greatest pleasure and pride in Task Group achievement — it was at the performance of the people. That our 26 ships steamed 93,000 miles; that our 18 helicopters aloft flew over 2,500 hours; that countless operational tasks were all successfully completed in the highest risk areas from missile and mine; that more than 200 underway replenishments were completed; and that all of this took place without any damage to platform or person, is a tribute to only one thing, and that is the quality of our people and the excellence of their training — we intend to continue with both."

Lieut-Cdr David Livingstone, HMS Gloucester's Lynx pilot, described the destruction of enemy landing craft, patrol craft and minelayers, saying ten modified and enhanced Lynx Mark 3 helicopters took part in the conflict.

Armed with Sea Skua, the aircraft were initially operating at considerable ranges from

● Continued on next page

Helicopter usage 'as high as the Falklands'

Little ships put on a big show

HMS Hecla, Brecon, Brocklesby and Bicester joined 27 other MCMVs and support vessels from France, Holland, Belgium, Italy, Germany and the United States in taking time off from mine clearance duties to come together for a unique review in the Northern Arabian Gulf.

The ships, forming the Western European Union and United States mine clearance task force, have since been joined by three Japanese minesweepers in the international effort to open up sea routes into Kuwait.

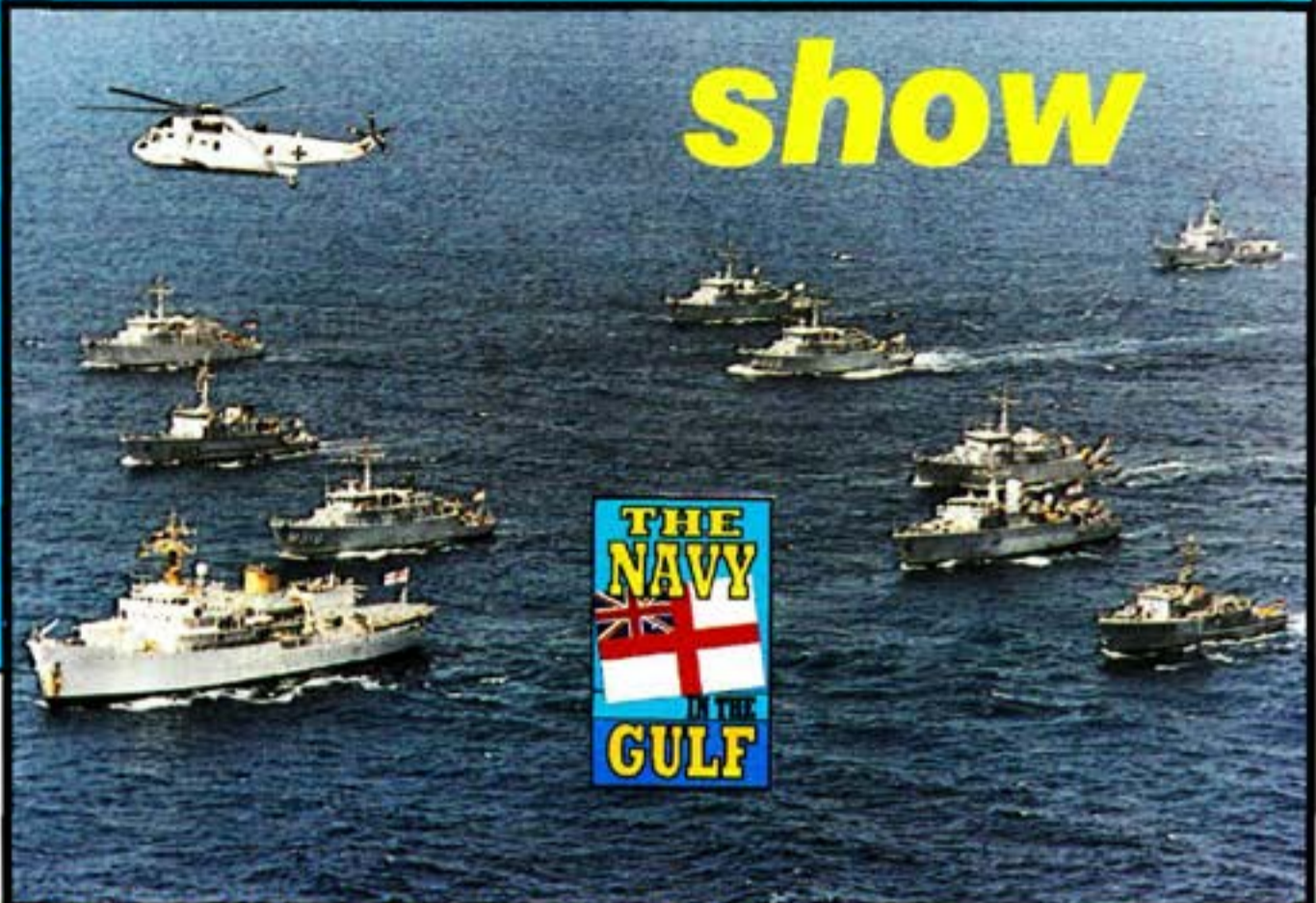
"If ever there was an occasion to demonstrate the cohesion of the multinational MCM Forces this was surely it," commented Cdr. Mike Nixon, Commander TU 321.1.9, from the Command and Support Ship HMS Hecla.

By this time, of the estimated 1200 Iraqi mines laid during the war the task force had cleared 955. The Royal Navy, as befits the acknowledged world experts in mine warfare, took the lead as WEU Co-ordinator at the start of the post-war clearance operation, passing the role to the French

last month.

The Hecla sailed from Devonport in early January arriving in theatre mid February, to take over from her sister ship HMS Herald. Brecon, Brocklesby and Bicester arrived in mid March to relieve the ships which had taken a prominent role in the Gulf War — Dulverton, Ledbury, Atherton, Cattistock and Hurworth. At the same time MCM4 relieved MCM2 in Command of the Task Unit.

The mine clearance task is expected to be completed by the beginning of next month when HMS Hecla, the last remaining RN ship that took part in the hostilities, commences her return passage to Devonport while the three Hunt class MCMVs return to their home bases of Portsmouth and Rosyth.



● HMS Hecla, with HMS Brocklesby astern, leads the MCM Fleet Review, 50 miles southeast of Faylakah Island, Kuwait — the biggest gathering of mine countermeasures since the Second World War. HMS Bicester and Brecon also took part, with the RFA Sir Galahad. Seven helicopters of seven nations flew overhead — in this picture a Sea King of the German Navy is featured.

● From page 18

their parent ships, and regularly over 100 miles, their equipment allowing safe operation to within three miles of hostile shorelines.

Some very long sorties were recorded, the longest being one of seven hours by HMS Gloucester's Lynx.

Co-operation between the Air Arms of the Royal Navy and US Navy was outstanding throughout.

Strike missions were carried out day and night. Missiles success rate was over 80 per cent and decoys, if they were ever used, were not effective in seducing the missiles.

During the conflict 26 missiles were launched by the various Lynx and successful strikes carried out against 12 vessels. Five of the aircraft achieved 100 per cent availability records, with the other five airframes registering very good rates. Overall the Lynx-Sea Skua combination achieved outstanding success against potent targets.

Cdr. Jon Scoles, Commander 2nd MCM Squadron, who commanded the MCM Task Unit during Operation Granby, outlined ship enhancements, exercises, surveys, co-operation with other navies, particularly the USN, and the role of support ships and teams.

Describing work on clearing a transit lane towards Kuwait, he said the buoys and ground mines were detected and neutralised. The absolute priority for the Hunts was to clear a 41-mile long route into the fire support area to enable US battleships to bring their guns to bear on the enemy.

"Despite coming under enemy attack the Hunts remained on task and completed all operational commitments, which speaks volumes for the professionalism and determination of the British sailor."

After the ceasefire the work of the Hunts and Diving Unit personnel continued unabated and routes were cleared into the Kuwaiti ports. Ash Shuaibah was cleared first and, because of the shallow depth of the harbour and the large quantity of oil, the clearance was undertaken by the clearance divers — a challenging and dangerous task. They cleared many types of ordnance and encountered many bodies in the water.

The Hunts had now completed clearing routes into the Kuwaiti ports and had now joined other MCMV forces operating in the Northern Persian Gulf in clearing known minefields.

Col. Robert Tailour, Director Royal Marines Operations, spoke on RM duties in the Gulf war, including air defence detachments at sea, boarding parties, landing craft detachments supporting the minesweeping operations, medical support ashore and afloat, and participation in Naval Commando helicopter squadrons.

He also described RM participation in Operation Haven in Northern Iraq and Turkey and in Operation Manna in Bangladesh.

● During questions there was reference to the remarkable scale of activity represented by the constant flow across ship Ops Room screens during the Gulf war. At one stage up to 500 tracks were showing on one radar display in about a 200 mile radius — something, it was said, to help keep motivation and vigilance very high!

Pooped at the post . . .

HMS Brilliant rescued 11 Arab sailors from a capsize racing dhow in the Gulf.

The Type 22 frigate was 25 miles off the coast of the United Arab Emirates when her lookouts spotted the stricken dhow "Winning". Her commanding officer Captain Toby Elliott sent one of the ship's boats to assist and found that the hull was floating just below the surface.

As the navigator, Lieut. Alan Horsley manoeuvred alongside the 45 ft vessel, divers were sent into it to fix flotation bags.

Once the freeboard was brought above the surface, the Brilliant's high capacity pumps could be used to pump her out and she was then taken in tow to the port of Jebel Ali.

Despite having spent three hours in the water, the 11 yachtsmen were unharmed.

"Delighted to help — bit of a dhow racing man myself," Captain Elliott told Winning's Racing Master — who said he had been leading a race when the dhow was "pooped by a follow-

ing sea."

● HMS Charybdis returned to Portsmouth last month after nearly six months Gulf alert duty in the Eastern Mediterranean.

Brave's faces list



HMS Brave, having taken over as Flagship for the Senior Naval Officer Middle East from HMS London, has since received a string of VIP visitors including Prime Minister John Major, Defence Secretary Tom King and the C-in-C Fleet, Admiral Sir Jock Slater.

Here making his final visit to the Royal Navy was the wartime Commander British Forces General Sir Peter de la Billiere. He received a farewell gift from the departing SNOME, Commodore Christopher Craig — who was later pulled away from the brow of the Brave astride a captured Iraqi ZSU 24 cannon.

The Type 22 frigate has now handed over to HMS Coventry and is due to return to Devonport in the middle of this month. She will be the last major warship to return from service in the Gulf War.

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Operation Manna

Fort Grange lands 400 tons of stores in cyclone-stricken Bangladesh

RFA FORT GRANGE has received the thanks of the Bangladesh government for her vital role in the cyclone relief operation.

The Fleet Replenishment ship completed Operation Manna, Britain's relief effort, on June 3 after two weeks of intensive work by her helicopters and Rigid Raiders.

As the ship left her anchorage off Cox's Bazar, the country's Prime Minister and Foreign Secretary praised the work of the joint UK-US task force.

"The success of the Bangladesh government's relief operation was largely attributable to the British and US naval aid," said Foreign Secretary Mustafizur Rahman.

He passed on his thanks and those of the Prime Minister, Mrs Begum Zia, to the Fort Grange. During the operation the ship's four Sea Kings and six Rigid Raiders delivered more than 400 tons of stores.

In the last few days of the operation the ship rode out a tropical depression which at one stage threatened to become another full-blown cyclone.

Fortunately the storm was not as intense as expected and there was no need for the Fort Grange to extend her stay to provide further immediate relief.

The Sea Kings' last missions on June 2 involved the transfer of stores from the ship to a hospital on Kutubala Island. They also returned four nurses, working for the charity Concern, who had been evacuated from the vulnerable island before the storm.

As the monsoon closed in, the Fort Grange's aircrew and aircraft had faced an increasingly stiffer test to keep supplies moving.

The four embarked Sea Kings — two of D Flight, 826 Naval Air Squadron, and one each from 845 and 846 NAS — had to contend with violent, blinding rainstorms; and conducted deck operations made difficult by deteriorating sea state and by swift changes in direction of the strong pre-monsoon winds.

While flying between storm clouds one of the aircraft was struck by lightning. "It was like flying through the middle of a giant sparking plug," said the pilot, Sub-Lieut. Richard Williams of 846 NAS based at Yeovilton. "I felt a jolt and heard a bang. It was one of the biggest surprises of my life."

Sub-Lieut. Williams maintained control and the aircraft returned safely to the Fort Grange where it was found that the tip of one of its rotor blades had been distorted by the lightning strike.

As conditions worsened near the end of the operation, a helicopter from 826 Squadron came down in the sea near the ship. Its five crew and passengers were rescued without injury, but as the tropical depression gathered in intensity the Sea King sank and attempts to recover it were abandoned.

Mrs Zia sent a message to the ship in which she praised the skill and courage of the Royal Navy aircrews and expressed her concern at the loss of an aircraft and her relief that all on board were unhurt.

"They hoped that God would send someone to save their lives."

The senior naval officer co-ordinating the British effort, Commander Mike Norman, said much of the work the British had been asked to do by the Bangladesh government involved the positioning of supplies for use when the monsoon started.

"However, our reconnaissance missions discovered two or three isolated communities which received little or no aid and which we were able to help directly. It was a very rewarding and moving experience to meet the people whose lives we were helping to save."

Cox's Bazar district, largely composed of low-lying islands, was one of the areas worst hit by the cyclone. Out of the district's 2,225 square kilometres, 1,831 had been affected. More than a million people needed aid.

In one district alone 51,000 people had died and 10,000 were still missing.

A few days earlier an isolated island population of 1,000 had been saved from starvation by a Sea King airlift.

Four tons of relief supplies donated by the charity CARE were flown to the low-lying island of Sonadia following a reconnaissance mission which discovered their plight.

"If these people had not received supplies they say they would have died," said CARE worker Mrs Sajeda Begum. "They are fisher people, but now they cannot fish because they have lost their boats and their nets have been damaged."

"They had some food here sent by the Red Crescent, but that was nearly all gone. Now they are very happy. They hoped that God would send someone to save their lives. Their belief was very strong."

At CARE's request the Navy had provided a helicopter to check over isolated communities in the Cox's Bazar area which suffered the full force of the cyclone.

"These places are cut off and little or no relief had been sent since the disaster," said Commander Norman.

"Some communities have been relatively unaffected, but on Sonadia we found an isolated group of people who had lost everything in the storm. All about us were pitiful heaps of timber



and corrugated iron sheeting. In some places only a stone doorstep remained to show where a house had stood."

Enduring a gruelling boat expedition of 40 miles, 18 Royal Marines delivered four tons of food to Dhalghata village on Matarbari Island.

The Marines, manning five Rigid Raiders, found that half of the island's 14,000 population had perished in the cyclone and tidal wave.

They headed up poorly charted waterways from their boat camp at Cox's Bazar at the request of the Bangladeshi authorities. It was a testing mission. "Throughout the unloading we worked up to our knees in mud," said Warrant Officer Peter Moore in command of the unit. "The temperatures were fierce and the humidity made it feel like a sauna."

● Above: Kutubala Island is typical of the many devastated settlements. The paddy fields are inundated and the only buildings are makeshift shelters erected after the cyclone struck.

● Inset: RFA Fort Grange arrives off Cox's Bazar.

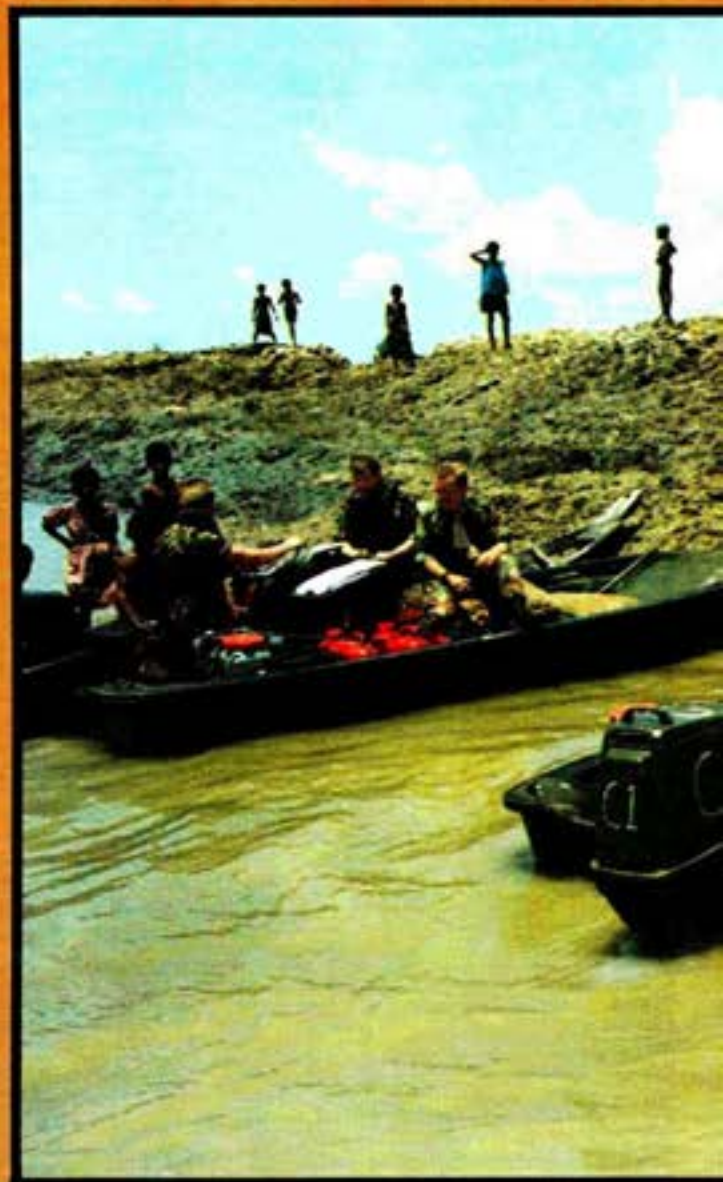
● Top right: Cooking oil for Dhalghata.

● Right, top: 826 Sqn's D Flight loads up with relief supplies at Cox's Bazar.

● Right, bottom: In drenching humidity, Royal Marines prepare for another mercy mission through poorly charted waters.

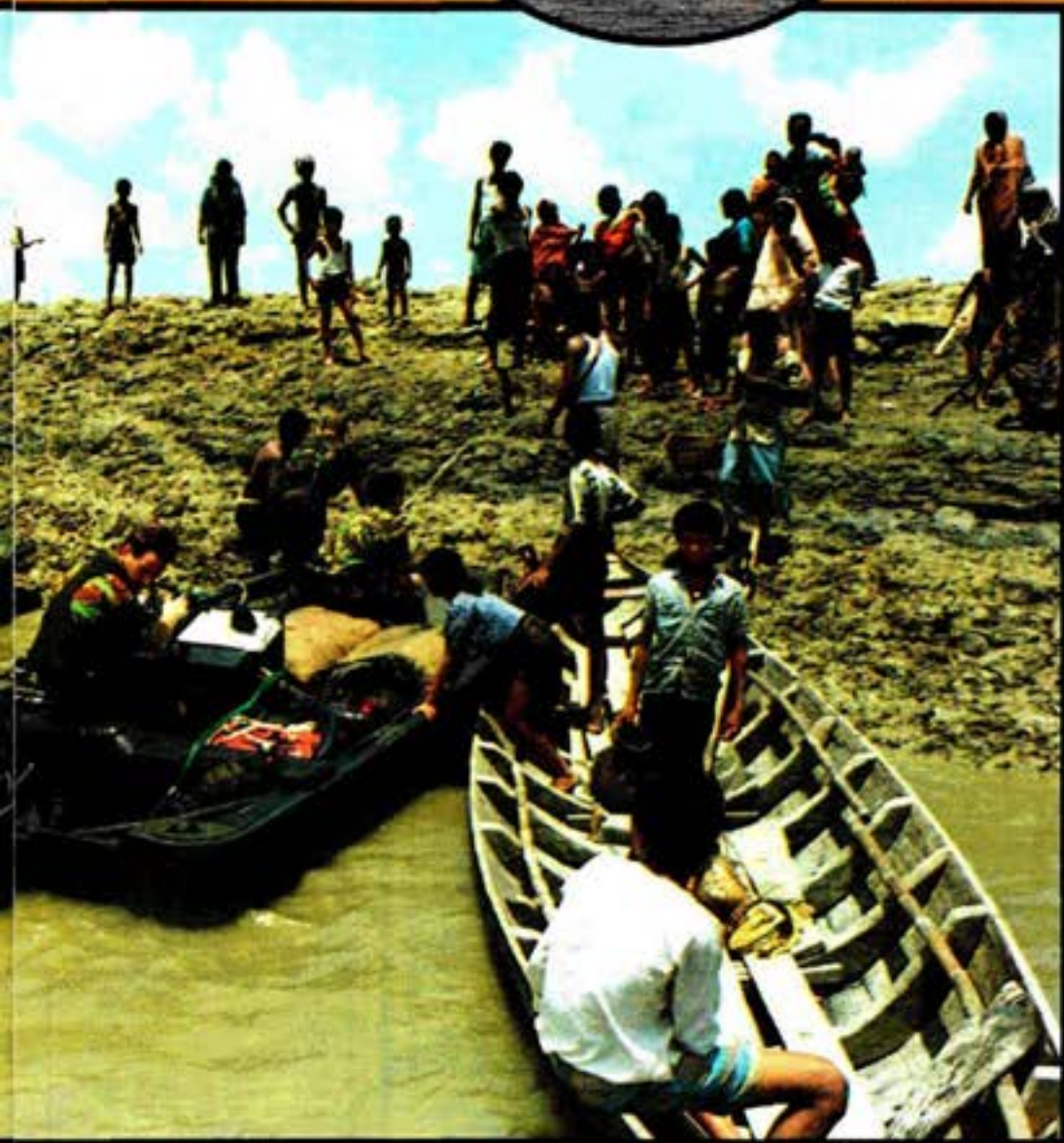
● Centre: On arrival, they are greeted by starving survivors on an island where half the population has perished in the tidal wave.

● Below: Lieut.-Cdr. Brad Reynoldson co-ordinates the air drops from the airfield at Cox's Bazar.





**Report: Anton Hanney
Pictures: LA(Phot) Bob Moir**



AN ADAPTABLE ELITE



Royal Marine bandmen receive 30 months of intensive training from which they graduate with the ability to switch from brass compositions to concertos and jazz with fluent dexterity. But "Bandies" are fighting musicians — very much part of the commando force.

Upwardly mobile AB

NOW out in paperback is H. J. Messer's account of the two years he spent on the lower deck, from September 1939 until September 1941.

His first ship was HMS Curlew, an AA cruiser, sunk in May 1940. For the remainder of the war he served in Coastal Forces both at home and abroad as a rating in an ML and as an officer in MTBs.

Able Seaman RNVR is certainly evocative, but some of the author's observations on his fellow man are sweeping

and some of his behaviour genteel.

"My leading seaman friend and I would read Shakespeare aloud together and how he enjoyed it." One wonders what the rest of the mess thought. Perhaps they were too well-bred to say.

(Published by Merlin Books at £6.95). —LC

COMING at a time when the future of the Corps is the cause of some debate, **The Royal Marines** (Doubleday £20), a sumptuous photographic essay by John Robert Young, is a mixed bag of propaganda and criticism — and all the more effective for that.

There is much here that its hierarchy would wish unsaid — and as much that is pertinent and valuable. The chief merit of this study is that it is delivered from a non-partisan viewpoint that, while often trite and sometimes missing the point entirely, bears careful reading by those who worry over a high recruitment rate that is now matched by an equally high rate of departure from its ranks.

While the current Commandant General, Lieut-General Henry York la Roche Beverley, in part justifies the continuance of a 300-year-old institution by pointing out that it takes up just 1½ per cent of the naval budget — "Our equipment is not highly sophisticated, nor very expensive" — that is hardly enough.

The keynote is its adaptability: the "twilight of Empire bushfire-type force" busy itself in almost every post-war confrontation is currently showing its worth as a robustly humanitarian influence in Kurdistan, where honest strength of purpose and training in an

arduous environment have seldom been combined to better use.

In the words of one of their padres: "Marines on the whole are well known for being soft as butter inside . . ."

They are criticised for being inherently chauvinistic — more so that their naval counterparts. Many of the Wrens who work with them have mixed feelings — yet one makes the telling comment that they "tend to appreciate people who give as much as they get."

There are the usual comments from old hands that today's recruits get it pretty soft — the author himself avers that they now go through a training programme "not unlike that of athletes being groomed for Olympic stardom."

For dress and ceremonial purposes the US Marine Corps is issued with patent leather footwear — why not ours, he asks? Yet, unlike his American counterpart the Royal Marine NCO does not project an "over-creased, sanitised look . . . He is spruce, rather than flash . . ."

This sounds like another sort of elitism, yet it is well suited to the modern Marine, who is better educated, tends to come from a middle class family and, not surprisingly, questions orders.

On the matter of retention, the present Commandant General's immediate predecessor, Lieut-General Sir Martin Garrod, is realistic: "There is no dissatisfaction with the Corps. It is more a perception that the grass may be greener on the other side. It is also a reflection on society. Young people are moving about far more than they ever did in the past."

He is referring here to the short-term careerist. But the officer who "almost made it" and decides to leave at 45 rather than wait for a golden handshake at 51 can still benefit from a sound preparation for life — even if some of the Corps' ways still appear outwardly anachronistic.

As Young records, ex-Marines have "fitted into all areas of society, and not only into the obvious niches like the police, fire service or the security industry: "They are neither dilettante nor snobbish . . . they will 'yomp' their way to success" whether it be in the building trade or a leading financial house — or the House of Commons. — JFA

Why they are flocking to see Silence of the Lambs

HORROR upon horror! Laughs are at a premium in this month's trio of film releases, although a selection of chills, goose bumps and whitened knuckles is absolutely guaranteed.

It's common knowledge by now — or if it isn't, J. Arthur Rank's publicity department wasted an awful lot of money — that the suggestion of pastoral tranquillity contained in the title *The Silence of the Lambs* has precisely nothing to do with what happens up there on the screen: this is the film with not one serial killer but two.

In terms of what you actually see, the movie is quite restrained by current standards; but it brilliantly conjures up an atmosphere of menace, a feeling that some dreadful event is only a couple of shots away.

And in the monstrous character of Dr Hannibal Lecter the film seems, quite unexpectedly and no doubt unintentionally, to have created an anti-hero for our times. The moral implications hardly bear thinking about but, at this writing, a "Hannibal the Cannibal" T-shirt is the smart thing to be seen wearing. (Incidentally, Hannibal first appeared in a novel called *Red Dragon* — *Lambs* is its sequel — which was filmed a couple of years back as *Mankuster*, available from the RNFC Video Library.)

It remains to pay tribute to the outstanding acting of A.

Hopkins and J. Foster, and to note that your appetite for this sort of spinechiller is ev-

Screen Scene

idently as great as ever; the film took a record-breaking £2½ million in the first few days of its UK release, and *The Return of the Lambs* may be awaited with anticipation and not a little trepidation.

In his way as monstrous as Lecter, though on a more domestic scale, is the apparently ideal husband played by Patrick Bergin in *Sleeping with the Enemy*. Charming in public, at home he becomes a violent, sadistic neatness fetishist, with a wife perennially covered in bruises. Since the wife is played by Julia Roberts, who combines vulnerability and voluptuousness to devastating effect, audience sympathy for her plight is guaranteed.

Desperate to break free, she fakes her death and assumes a new identity in another town, while the husband, who has seen through the charade, relentlessly goes about tracking her down. Perhaps the most frightening shot in all this

month's offerings is one of a bathroom rail containing three neatly folded towels — quietly signalling that our heroine is in deep, deep trouble . . .

It may be recalled that *Predator* was an alien big-game hunter who believed the Earth offered as much challenge as a Scottish grouse moor, until he encountered Arnold Schwarzenegger. Ah, but they never learn, these aliens. Arnold couldn't make the scene this time round, and in *Predator 2*, Danny Glover — Mel Gibson's partner in the *Lethal Weapon* films — gets to handle a case all by himself.

Instead of the Central American jungle of the original, the sequel is set in the big city jungle of Los Angeles, where cop Glover is puzzled, though not entirely displeased, by the hordes of heavily armed gangsters suffering messy demises on his patch. As he begins to suspect some unearthly presence is involved, the creature decides to add a few policemen to its bag, and the scene is set for a showdown which, like the rest of the film, is high-tech, wall-to-wall rough stuff. Maybe next month things will be a little calmer. — Bob Baker

Men at arms

OSPREY Military Press has released books 321 to 324 in its Men-at-Arms Series. Each £5.99, they are *French Medieval Armies 1000-1300* (Nicolle and McBride); *Armies of Bolivar and San Martin* (Hooker and Poulter); *French Army 1870-71 Franco-Prussian War Imperial Troops* (Shann, Delperier and Bion); and *German Combat Equipments 1939-45* (Rottman and Volstad).

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When naval heavyweights drop their guard

IT IS remarkable that of all the great British admirals of the Second World War only one — Fraser — has been the subject of a modern biography.

In *The Fighting Admirals* (Leo Cooper £16.50) Martin Stephen sets out to review a whole gallery of them by examining their roles in a dozen or so campaigns and the often close relationships they enjoyed with each other — which when coupled with an intense loyalty to the Service produced an absence of "bitchery" in their own memoirs that was not so surprising as he seems to think.

They had, after all, been at school together — and Dartmouth, as he acutely observes, had advantages in the relevance of its academic curriculum, the fostering of esprit de corps — non-team activities like sailing allowed room for individual character development — and, perhaps most surprisingly, dis-

cipline over the rest of the country's public schools in the late Victorian and Edwardian eras. Even the food was better.

So "the good boys came out on top" — and to some degree they were of similar colour. Some were better at staff work, some had more aggressive spirit than intellectual brilliance — and the latter were more likely to find favour with Churchill, who according to Cunningham, wore down First Sea Lord Dudley Pound, who had not only to fight a war "but muzzle a bulldog in his backyard at the same time."

Churchill's dealings with his admirals are perhaps the least controversial part of this study, however — for the author is intensely critical of all of them, apart from Ramsay, the saviour of Dunkirk, for whom he freely confesses a strong partiality: His "courage, tenacity, good humour, intelligence, aggression, decency" make him a collective symbol of "all that was good in the Royal Navy in the Second World War." Above all, he was a good delegator.

Ramsay's judgment was sometimes far from sound however. As late as 1928, he showed no real awareness of the submarine threat, writing: "So far as modern technical and tactical development have proceeded, no submarine ... can neutralise the action of stronger surface vessels, though the submarine can cause a great

expenditure of effort."

Too often Dr Stephen parades long lists of virtues and faults without offering any evidence to illustrate them. He comes down heaviest on Cunningham, who "showed no real understanding or grasp of air power, dismissed technology with the certainty and finality that only true ignorance can bring ... he was bad at using a staff and bad at planning". His two major victories "could just as easily have been defeats" — and as for being the most highly-acclaimed fighting admiral of the war "it is doubtful that he earned his privilege."

Devotion

Yet if he could be "jealous", "spiteful", "puritanical" and "intolerant", how does all this equate with the "inspirational figure capable of arousing utter devotion among those who served with him?"

Max Horton, whose "unpopularity was unequalled by any other admiral except Vian" is treated more fairly. None of these men were tolerant of failure — few leaders of any kind are, for ambition, whether personal or for the greater good, is hardly well served by the incompetence of subordinates. But Horton was generous to those who had the guts to stand up to him — or openly confess to a weakness, which in a Service conditioned to maintain-

ing a stiff upper lip took courage indeed.

A submarine captain who asked him to be relieved, citing sleeplessness, over-sensitivity to noise and smell as his reasons, instead of receiving the curt dismissal he expected, found a sympathetic ear in one who remembered that many of his fellow COs in the First World War had suffered in the same way.

In attempting to derive psychological insights from the trivia of his subjects' correspondence, Dr Stephen occasionally slides into bathos — and some tortuous prose. As of Ramsay's sailorly eye for a pretty woman: "It must be stressed that there is nothing unhealthy in the references ... merely that they display a vigorous enthusiasm for appraising some of the more evident external features of the girls he meets."

But he points out that comments on the opposite sex are rare among naval officers of the period — well, in their surviving writings anyhow, where if they do appear are usually in "a bawdy or smutty context", or as the enshrined emblem of "mother" or "sister".

If Ramsay is indeed "unique in steering a course between the two", enjoying the company of women and blessed with "a professionalism and aggression underpinned with a deep sensitivity", today's emancipated



Above: "Saviour of Dunkirk" Admiral Ramsay (left) listens attentively enough as Admiral Vian, author "of one of the most tedious war memoirs," makes a point.

Navy may well see him as standing in a class of his own. — JFA

In for the duration

FOR Hostilities Only (The Book Guild £14.95) is a workmanlike novel that also does service as a documentary of the experiences of civilians temporarily drawn into the Senior Service by the exigencies of war.

Eric Grimshaw translates his personal experience in destroyers with North Atlantic convoys and in the Far East into the tale of Ted Grainger, drafted as an Able Seaman, whose brief romance with a young girl killed in the bombing of Plymouth forms a leitmotif to his subsequent adventures.

Chilling

Some of these have more than an echo of *The Cruel Sea* — and occasionally merit the comparison — but it is the more obviously personal touches that stick in the mind. Grainger's encounter with an elderly Afrikaner in Johannesburg, whose chilling bonhomie in upbraiding him for making way for a black labouring under a heavy load leads him reluctantly into a bar to discuss the finer points of white superiority, is a minor masterpiece of the evils of prejudice instinctively appreciated by an innocent abroad. — JFA

Have faith will travel

PUBLISHED memoirs by naval chaplains are rare — so the reissue in a much-improved format of the Rev Frank Lovell Pocock's story of 28 years *With Those in Peril* (Self Publishing Association £12.95) is doubly welcome.

A robustly humorous account of the war years, rich in anecdote, portrays the sort of padre sailors prefer.

On Christmas Day 1939 in Scapa Flow he stood in for the ship's doctor on board HMS Ceres — who as the most senior Roman Catholic on board was supposed to lead evening prayers for the RCs, but confessed himself too drunk.

In so doing Pocock declares he was 40 years ahead of the times in managing "integration without all the hugging and kissing by the Archbishops, Popes and the rest of them ..."

He had some hardships to bear, too. In 1942 he found himself on the run from the Japanese at Singapore. He spent several terrifying days on board the cruiser HMS Dragon as the bombs rained down — an ordeal that continued during his escape to the temporary haven of Batavia.

Through it all — and Pocock also experienced the wildness of the North Atlantic and the turmoil of the Sicily landings — this special sort of sailor's odyssey is imbued with a simple faith. — JFA

At Your Leisure

OLD WARRIOR TAKEN OUT BY YOUNG GUN



ONE was the great white hope of the Kriegsmarine, launched just in time for the Second World War; the other had been the pride of the British Fleet for nearly 20 years. When the latter was spectacularly destroyed after engaging the former for just ten minutes a controversy began which continues 50 years later.

But as Paul Kemp argues in *Bismarck and Hood*, (Arms and Armour £6.95) any inadequacy in the "mighty Hood's" protection was probably not the deciding factor — age simply fell before youth.

Recent research has shown that the most likely cause of her loss was that a 15-inch shell penetrated her hull below the armour belt, exploded near the after magazines causing a build-up of gas which burst forward, blowing out the bulkhead into the

engine room before venting up through the exhaust vents on the upper deck between the mainmast and the funnel.

"Although the venting of the gas into the engine room would have relieved pressure somewhat, it would not be sufficient to prevent the cordite fire from tearing Hood apart ..."

The careers of the two great ships are covered here in an album of 80 rare — and extremely well annotated — photographs taken from numerous sources, including the author's own collection.

Shot from the Prinz Eugen, the photograph above shows the Bismarck after being struck by three 14-inch shells from HMS Prince of Wales. One of them penetrated an oil fuel tank, causing massive fuel spillage and the bow-down angle evident in the picture. — JFA

NOT JUST THE AMERICANS AND BRITISH AFTER ALL

BOOK production techniques struggle hard to keep pace with modern communications so the swift appearance of a series covering the Gulf War comes as no surprise.

Sea Power — The Coalition and Iraqi Navies is the third Desert Storm Special published by Osprey Military at £7.50, the others covering land and air units involved. Peter Gilchrist surveys the biggest naval build-up since the Second World War with the aid of some 80 photographs, all contemporaneous with the campaign.

The great majority of these has been provided by the Royal Navy's Director of Public Relations staff, whose ability to transmit

high quality colour wire pictures was here demonstrated for the first time from a theatre of war.

To British readers, the opportunity to study the contributions of the other naval forces involved will come as a revelation — all the Allied nations tended to concentrate on their own share of what the United States was determined to portray as a combined effort. Taking into account the widely varying resources available and the political

considerations governing their use, it was.

The support they provided in enforcing the blockade, in minesweeping or in filling the gaps left in normal NATO operations caused by the diversion of their more powerful partners to the Gulf area, helps complete the picture.

Greece, for instance, deployed a frigate in early September, soon after the occupation of Kuwait, to help police the embargo in the Straits of Tiran. — JFA

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HMS Defiance (1941-45): Former Wrens who served at the Torpedo Training School, Witley — particularly those in the T.R.O. Pay and Captain's office — please contact Mrs N. Michael (nee Hayes-James) on 0822 840598 with view to a reunion.

P and O Class Submarine 50th: The first annual reunion will be held on Aug. 3, 11.30am, at the Famous Firkin, Adelaide St., Plymouth. Further details from CPOMFA, Ken Woods on 0752 341685.

HMS Flagard 1948: A reunion of all apprentices of this entry will take place at the Royal Sailors' Home Club, Portsmouth on Oct. 24. For further information contact Pat David, 12 Spinney Close, Emsay Green, Reading, RG2 6TB (tel. 0734 671444).

Ex-Artificer Apprentices (1943-47): A reunion of Collingwood Division, Torpoint, 1943-47, is planned for Sept. 29 in Portsmouth. For details contact Dave (Taff) Watkins, 4 Home Park, Gated, Surrey RH9 6JU (tel. 0883 713654) or 88 Handyside, 7 St Swithins Rd., Portsmouth (tel. 0765 664645).

HMS Charybdis: The CPOs' mess are holding a party-off social on board during Aug. Any ex-Charybdis CPOs who served in her since 1960 are welcome to attend and should contact Miss Secretary K.G. Perry.

546 Squadron (1962-64): A reunion has been arranged for Sept. 14 at the Nautical Club, Birmingham. Any ex-member interested please telephone D. Saltmarsh on 0371 850398 or 0322 385054, after 6pm, for further details.

HMS Kenya Association (1940-82): A reunion will be held on Sept. 13/14 in Derby and all ex-ship's company are welcome. Further details from Tanya Webb (tel. 051 348 5560) or Bob Boardman, 35 Hainewell Rd., Liverpool L25 2SA (tel. 051 487 0865).

HMS Ocean Asst: The fourth reunion dinner/dance will be held on Oct. 26 at the Royal Fleet Club, 9-12 Morice Sq., Devonport. Details are available by sending a medium-sized a.s.e. to R.E. Thompson, 1 Highbury Ave., Canley, Dorchester DN4 8AW or telephoning 0302 530166.

Sixth Veterans Asst: A reunion will be held on Sept. 14 at the Royal Sailors' Home Club, Portsmouth and anyone wishing to attend should contact Shiner Wright, 45 Herick Close, Southampton SO2 5HF (tel. 042 121 4710).

HMS Behave (1942-48): A reunion will take place on Sept. 14 and anyone interested in attending should contact either Mr L. Harvey, 45 Thorpewood Ave., Sydenham, London SE26 4BX or Mr J. Holt, 615 River St., Box 1453, Port Elgin, Ontario, Canada N6A 2C2.

HMS Cayton: After a successful reunion in March it has been decided to form an association. A further reunion is planned for 1992 and anyone interested should contact Stocks Pratt, 33 Swanton Rd., Havant PO9 2PH.

Naval Careers Service: The second reunion will be held at the Nautical Club, Birmingham on Oct. 24/25. Anyone wishing to attend should contact WO2 G. E. Morley, Careers Information Office, RN RM QARINAS & WINGS, 105 Mayflower St., Plymouth PL1 1SD (tel. 0324 296487).

HMS Heptenis H57: The third reunion will take place at the RN & RMA Club, Lane Rd., Northampton on Sept. 27. Those not already in touch contact Barry Edwards, 65 Oakgrove Place, East Hantsburg, Northampton NN4 6JH (tel. 0824 762273).

SACLAN HQ Staff: The fifth biennial reunion of Staff Officers who have served at the HQ of the Supreme Allied Commanders Atlantic in Norfolk, Virginia, was held at the home of Group Captain and Mrs M. Short in Northwood, Middx., on May 25. Serving and retired officers from 20 Navies, The Netherlands and the UK attended with their wives and enjoyed drinks, buffet lun-

cheon and tea while swapping memories of their times in the Tidewater area of Norfolk and Virginia Beach USA.

HM Ships Nelson and Rodney: More than 200 veterans enjoyed a nostalgic get-together at a recent reunion in Gosport and enjoyed displays by field gun cadet crew from HMS Daedalus and HMS Collingwood and the RN Light Infantry Cadet marching Band at Fort Brockhurst.

Submarine Old Comrades Asst: The dedication of the Standard of the new Meriton branch of the association prompted a big turn-out. A number of old shipmates met for the first time in over 45 years and anyone wishing to join the branch, which meets on the last Friday of each month at the RNA Club, Colwood Gardens, at 8pm, should contact Bob LaMan on 091 545 0126.

HMS Bullee K485: The third reunion, held at St. Edmunds Hotel, Gorleston, Great Yarmouth on April 27 proved a great success. Their fourth reunion will be held at the same venue on April 11 1992. For further details contact C. W. Biverstone, 31 Sands Lane, Dulton Broad, Lowestoft NR32 3ER (tel. 0620 561130).

HMS Vidette (1943-45): Over 48 former shipmates, including the commanding officer, Capt. R. Hart and the First Lieut., Cdr J. R. Pritchard, enjoyed a reunion in Stratford-upon-Avon on 18/21 April. It was a unique occasion in that it was attended by 51-year-old John Cole who was a member of the first ship's company when the Vidette was commissioned during June 1919.

Arctic Campaign Veterans: The 50th anniversary of 'Dorset' — the first Russian Convoys, will be marked by celebrations in Мурманск, Archangel and off North Cape from Aug. 24/Sept. 2. Details from Secretary R. O. Spence, 28 Westbrook Rd., Galaceo, Liverpool L25 2PX (tel. 051 487 9557).

Panama Asst: The first annual reunion of the association (HMS Nabaron, MSP4, MSP5) was held on April 20 at the Nautical Club, Birmingham and was attended by 24 members. For details of the next reunion membership, mailing list and final copy of Jingle Echo, please send a E1 cheque to Alan Fox, 4 Highfield Ave., Newbold, Chatterfield 541 7AX.

HMS Walker, U100 and U99: A reunion was held at Stodthedoth, Emsay, on March 17, exactly 50 years after the action which resulted in the sinking of the U99 and U100. A ceremony and memorial service was attended by two members of the crew of U100 (of which only six were saved) together with Cor. Peter Sturges (RN ret.) and Vice-Admiral Otto Kraschner, who commanded U99.

Normandy Veterans Asst: The Luton and District branch is growing in numbers and now has its own standard. They meet on the last Tuesday of each month at the TIC Club, Crescent Rd., Luton at 7.30pm and anyone wishing to join should contact L. B. Farr, 48 Gooseberry Hill, Luton (tel. 0582 896680).

HMS Duke (1941-48): At the second reunion and 50th anniversary of the establishment's commissioning 92 former shipmates decided to form a club with the title The Dukes of Malvern to foster closer relationships with ex-shipmates and to arrange further events. Any ex-Duke interested in joining should contact Phil Brown on 081 644 8527.

HMS St. George (Gosport) 1947: Would keep class now entry of Telegraphists please contact D. Platt, 4 Royal Oak Close, Machen, Newport, Gwent NP1 5GP (tel. 0633 404967) with view to a reunion.

HMS Ganges (1938): D. H. Munford, 19 King Edward Rd., Walthamstow, London E17 6HY (tel. 081 531 2579), would like to hear from ex-boys of 58 Class, Hawks Division, in particular G. Smith.

HMS Victorious (1953-84) and HMS Sheraton (1955-80): Mr C. J. Baldwin, 52 Lea Road, Abington, Northampton NN1 4PF wishes to acquire end of commissioning books for HM ships Victorious and Sheraton.

Old Norfolk Asst: (1939-45): The 45th annual reunion will take place at the Astor Hotel, Plymouth, on Oct. 12. Details from E. W. Jewell (tel. 0752 341614). Members on the mailing list will receive application forms in due course.

HMS Flagard 1950: Artificer apprentices who joined on May 8 1950 are invited to a reunion in Bournemouth on 24/25/26 April 1991. Details are available, by sending s.a.e. to All Bates, 29 Ivydene Rd., Ivybridge, Devon PL21 9BJ (tel. 0752 893975).

Exeter Fleet: The Trafalgar Day Service will be held in Exeter Cathedral on Oct 20 at 11.15 a.m. in the presence of CINCNAV-Home Admiral Sir Jeremy Black and Flag Officer Plymouth Vice-Admiral Sir Alan Gross. Contact: M. Fawcett, Comfort House, Blandford, Exeter, Devon EX5 4NH. Tel. 0292 881 351.

10th Destroyer Flotilla: The standard of the Tribal Class Destroyer was dedicated on May 12 at St. Ann's Church, Laros. A further reunion is planned for Nov. 10 — for details send s.a.e. to J. Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QV.

HMS Black Swan (1939-53): A first reunion will be held on Sept. 7. Will all former "mucky ducks" please contact John Dunstan, 47 Abbotsbury Rd., Newton Abbot, Devon TQ12 2HS (tel. 0626 54294).

Algerines Asst: More than 500 members and guests attended the seventh annual reunion in Blackpool on May 31/June 2, when the principal guest was the First Sea Lord Admiral Sir Julian Oswald. The 1991-92 reunion has been arranged for May 8-10 in Portsmouth. Details from Jack Williams, 355 Lythe Rd., Blackpool FY4 1ED (tel. 0253 44157).

HMS Beaver (1940-45): Supply ratings and Wrens enjoyed a reunion at Gristby on May 3. Another reunion is envisaged for the future and anyone interested should contact Jimmy North, 72 Kirk House, Pryme St., Anstey, Hull HV10 6EN (tel. 0482 656950).

Top Class Asst: The fourth annual reunion of Top Class minesweepers/hunters and support ships (Woodbridge, Haven, Marston, Abdee, Hants, Haxli) and 9-shore minesweepers of the Ham and Livy class, will take place on Sept. 21 at the Carlton Highland Hotel, North Bridge, Edinburgh. For details and membership contact Jack Work, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 9QF (tel. 0208 872452).

Telegraphist Air Gunners Asst: Nearly 300 TAGS and their families were present at the annual memorial service held at the Fleet Air Arm Memorial, Lee-on-Solent on May 19. This year's 44th anniversary of the formation of the Association was marked by the fly past of a Swordfish from the Navy's Historic Flight based at RN air station Yeovilton.

National Fleet Air Arm Asst: intends to start new branches in Farnham, Surrey, and Lincs. The Farnham branch will hold their inaugural meeting on July 17 at the Royal British Legion, Farnham. Anyone interested should contact Ralph Power, 13 Coombe Ave., Weybourne GU9 9ED (tel. 0252 331511). FAA members in the Lincs area should contact Wilf Wilson, Marsh Hall, Martin-by-Tetterford, Lincoln LN5 7XJ (tel. 05287 251).

HMS Revenge 1941: L. C. Leach, 19 Claremont Rd., Wivernhoe, Colchester CO2 5TN would like to know if there are any plans to organise a reunion of shipmates.

British Pacific Fleet: A special flight to Sydney, Australia, is being arranged to coincide with the 50th anniversary of the Battle of the Coral Sea celebrations. The flight will leave the UK on Sunday April 19 1992 with a stop-over en route and will arrive in Sydney on April 22. During the stay in Australia shipmates have been invited to participate in an Anzac Day Parade, Coral Sea Battle events and a special FAA reunion at HMAS Albatross (NOVRA). Assistance has been promised in finding economical accommodation in Australia. Those wishing to participate please write as soon as possible (flight details must be confirmed by August) to G. E. Parnell, Secretary Intelligible Asst., 164R Green Lanes, Sutton Coldfield, West Midlands B73 5LT, enclosing s.a.e.

HMS Cossack: All commissions please contact D. Toomey, 1 Parkhurst Road, Preston, Birkbeck, Wirral L42 9LA (tel. 051 608 8831) for association and reunion details.

SW Writers Asst: will meet at HMS Raleigh on July 5 at 1930. Contact Mr. McGee, HMS Raleigh, ext. 41274 or 0752 812614.

HMS Pelican and P Class destroyers (1941-62): The annual reunion and dinner will be held at the Victory Services Club, Seymour Street, London on Dec. 7. For full details enclose s.a.e. to F. J. PERRY, 43 Sydenham Road, Brockwell, Somerset TA8 4QD (tel. 0278 426641).

Cap Talties: Didham RNA are rigging our their new club and would like cap talties to display in their main bar. Need current ships are needed. Artifacts concerning Othman's adopted warship, HMS Othman are also required, in particular the ship's bell. Contact Don Barnsley on 051 624 1368 or send them to RNA Club, Eden St., Colchester, Othman OA1 2AJ.

Lost touch: Mr D.B. Milligan, of 11 Roslyn Court, St John's, Woking, Surrey, who while living in Newcastle-on-Tyne in 1976-77 joined the Services at the same time as a friend, Gary Marshall, who went into the Royal Navy, would like to re-establish contact.

Calling Old Shipmates

HMS Ascension O/E Captain Class 94: gate, 1 J Morjan, 2 Holland Way, Barry, S Glam. CF6 7TF would like to hear from old shipmates.

53 Class, Shodey: Bill Burnage, 48 Shudwell Rd., North End, Portsmouth PO2 9EU (tel. 0705 894592) would like to hear from old shipmates who served in HMS Ganges, 1925, and HMS Coventry which commissioned in Portsmouth in June 1926 before leaving for the Mediterranean.

HMS Excelsior (1947): Ex-Store R F Johnson, 32 Devonshire Close, Stoveley, Nr Chesterfield S43 3PD, would like to hear from old shipmates, particularly those who went on to serve with him at HM ships Moorput and Barbicue, in the West in s.a.e. HMS Ripon, LCT 4029 and HMS Judler.

36th MI, Flotilla (1943-45): Ex-PO D J A Campbell, 19 Gallow Dr., Downham market, Norfolk PE38 9PD would like to contact LE R Russell, ST01 R Murday, AB C Cook and AS C E Malkin.

Nikolai Stinkev, formerly Lieut. Liaison Officer, Soviet Navy at Polymarjoe 1942-43 would be grateful for any news of the whereabouts of former telegraphists Arthur King and John Leslie, members of Naval Party 100. Contact him c/o A.G. Donar, 33/7 Craigmount Hill, Edinburgh, EH8 5HX (tel. 031 336 7717).

HMS Ilustrious 1945: Jack Johnson

Mine, Brian Cottage, Berrisdale, Isle of Skye, IV51 9NS, wishes to contact former shipmates particularly Moon Mullins, 881 seen on Jan. 29 1945 when HMS Ilustrious was hit.

HM Ships Gamecock and Daedalus 1950: Ken Peberdy, PO Box 215, South Freemantle, Western Australia, 6152, would like to hear from Robert Arthur Vass, ex-air mechanic engineer or any other shipmates who may know of his whereabouts.

HMS Batta 1943: Ex-Sig. Trevor (Ginger) Birns, would be pleased to hear from old shipmates Sparks Tall Tullinder, Sig. Charles Taylor, AB (Asdic) Ted Power and any others who served in the Matchless, White or PB Box 388, St Michaels on Sea, 4263, South Africa.

HMS Battler 1944: Sparks Fred Rolfe is requested to contact ex-Sig. Trevor (Ginger) Birns who served with him in the escort carrier in the Indian Ocean. Contact him at the address above (see HMS Batta).

HMS Moon (1945-47): Anyone not already a member of the Alperines Association, in particular Stickers Pugh, Kelly, Rolfe, Wally, Poellier, Liversidge, Luzerby and Scott, please contact GMR Bygate (Pencil), 52 Topham Way, Sheffield S6 7NY.

LCO and F Asst: RN and RM personnel who served in these support craft during the Second World War are invited to join the recently-formed association. Full details

from Jack Brown, 15 Rosall Ave., Little Stoke, Bristol BS12 6JT.

HMS Rodney (1937-40): W G Davis, 12 Chaplain's Ave., Cowplain, Hants PO9 6QL, wishes to contact Major Peter Norcott RM with whom he served in HMS Rodney and at Eastney Barracks, last believed to be living in Australia.

HM Ships Retell, Hawsa, Kanieri, Taupo and Phukaki: Ex-FINZN storekeepers of all ranks are invited to attend a reunion in New Zealand in Oct. 1992. All enquiries to Peter Garner, 38 The Ridings, Gains Park, Shrewsbury SY3 5ET.

HM Ships London and King George V: Joseph H Inghes, 15 Jackson Rd., Highbury 2190, Victoria, Australia wishes to contact Eric Kiel (ex-Ganges) from Coventry, believed to have reached office rank.

HM Ships Barham, Ark Royal, Nelson and Vanguard (1935-47): B Wilkins, 1 Demu Rd., Ashburton 3147, Victoria, Australia, wishes to contact George Church, John Davnich, Shiner Wright, Jim Appleby and all other former shipmates.

HM Ships Corlew and Foxhound (1939-37): Albert O Shea, 3/215 Station St., Edinville 3196, Victoria, Australia, would like to contact former shipmates, in particular AB Michael Black, later drafted to the West Indies, and CK Alf White, of Forest Gate, London.

Postcards

POSTCARDS OF SHIPS OF THE ROYAL NAVY are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3PH. 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.

Only postcards of ships listed here are available

- Abdee (1948, 1963), Acherron, Achilles, Active (1976, 1987), Adamant, Agincourt, Aigue, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981), Anglesey, Antelope, Antim, Apollo (last minelayer), Apollo (frigate 1972, 1975, 1985), Archer class (Example and Explorer), Arclet, Ark Royal (1970, 1971), Argonaut (1972, 1980), Argus, Ariadne (1973, 1980, 1990), Ark Royal (strike carrier 1956, 1970), Ark Royal (1965), Ark Royal and Bushhorn (one card), Armada, Arrow (1877, 1889), Armerston, Ashanti (1972, 1975), Auriga, Aurora (1971, 1983), Avenge.
- Bacchante, Barrosa, Balfouese, Beagle, Beaver, Belfast, Berkeley, Bermuda, Berry Head, Berwick (1957, mod 1, 1983), Bicester, Birmingham (1977, 1980, 1987), Blackpool, Blackwood, Blake (1961, 1969), Biaz-

- er, Blue Rover, Boxer (1984, 1991), Brave Borealer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974, 1980), Broadsword (destroyer 1962), Broadsword (frigate 1979), Brookley, Bronnington, Bulldog (1973, 1990), Bulwark (1956, 1979), Cachet, Cambrian, Cambeltown, Campdown, Caprice, Cardiff (1980, 1989), Carron (destroyer 1963), Carron (mine-sweeper 1985), Caryston, Castletock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chatham, Chatham, Chichester (pre-mod), Chiddingfold, Churchill, Cleopatra (1970, 1977, 1988), Conqueror (1972, 1989), Cornwall, Cornusa (pre-mod, mod), Cotnam, Courageous (1973, 1987), Coventry (1979, 1988), Cumberland (1957, 1989), Cygnet (1978, 1986).

- Darby, Damper, Darlas, Daring, Darlington, Delandor, Deliance, Devonshire (1964, 1979), Diamond, Diana, Dido (1955, 1979), Dolphin, Dreadnought, Duchess, Duxford, Dumfries Castle, Dundee.
- Eagle (1956, 1960), Eastbourne, Echo, Edinburgh, Egaria, Enderbure (1965, 1977, 1988), Engadine, Eskimo, Euryalus (1975, 1988), Excelsior, Exeter, Explorer, Emswath.

- Falklands Island Patrol Vessels (HM Ships Sentinel, Gibraltar, Protector on one card), Falmouth, Fawn, Fearless (1957, 1982, 1990), Fife (1967, 1982), Finlay, First Fleet Training Boat Squadron (HM Ships Cutlass, Sabre, Scimitar on one card), Fort Austin, Fort Grange (1978, 1989), Forth.
- Galeata (1966, 1984), Gamba, Gardeness, Glasgowan (1967, 1981), Glasgow (crusier 1956), Glasgow (destroyer 1980),

Glasserton, Gloucester, Gold Rover, Gratton, Granville, Guernsey (1976, 1991), Gurkha (1963, 1982).

- Hampshire (1953, 1974), Hardy, Harland Point, Hecate (1967, 1970), Hecla, Herald, Hermes (1956, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft (HM Ships Wolverton, Beachampton, Wasperton, Yarrton, Monkton on one card), Hubbarston, Hurworth, Hydra.
- Ilustrious, Intrepid (1968, 1979, 1990), Invincible (1981, 1989), Ichen.
- Jaguar, Jersey (1977, 1988), Juno (1970, 1986, 1990), Jupiter (1969, 1975), Jullian.

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

Layburn, Leader (pre-mod, mod), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (crusier), Liverpool (destroyer), Llanfair, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964, 1980, 1982), Londonderry (1968, 1980), Lowestoft (1964, 1982), Lynxus, Lynx (1957, mod 1, mod 2).

Maidstone, Manchester, Manassah, Malaga, Maxton, Mermat, Middleton, Minerva (1963, 1979), Monarch, Mounts Bay, Murray.

Naad, Newcastle (crusier), Newcastle (destroyer), Newfoundland, Norfolk (1970, 1990), Nottingham, Nubian.

Oberon, Ocean, Octopus, Odin, Omeda, Olympus (pre-mod, 1984), Owen, Osiaslight, Onyx, Opussum (1977, 1989), Opportune, Orca, Oriskany, Orpheus, Orsler (1966, 1988), Otter, Otus (early and 1975).

Palisier, Parosok, Penelope (1871, 1982), Peterel and Sandpiper (one card), Phoenix (1972, 1978), Plymouth (1963, mod 1, mod 2), Pollington, Porpoise (1959, 1976), Protector, Puma, Quorn.

Raiseig Inshore Squadron (Manley, Mentor, Midcock on one postcard), Rapid, Reliance (1966, 1974), Redpole, Relentless, Reliant, Resonance, Resolute, Resurrection (1965, 1985), Revenge, Reward, Rex, Rowlock (1966, 1987), Roquet, Rotheray (1970, 1981), Russell.

St David, Salisbury (1967, mod), Sandown, Sandpiper and Patrel (one card), Scarborough, Scorpion, Scorpion, Scylla (1962, 1964, 1991), Seaion (1962, 1964), Sheffield (crusier), Sheffield (destroyer), Sheffield (1988), Sheward, Shoulton, Sidensham, Sir Galsard, Sir Gerrard, Sirus (1968, 1978, 1983, 1991), Sir Lancelot, Sir Tristan, Soberton, Southampton, Sovereign (1978, 1990), Spartan, Speedy, Spery, Splendid, Stirling, Striker, Stormness, Stubbington, Superb (1977, 1988), Swifur.

Tacotum, Talent (1958, 1990), Tamar (1964, 1974, 1982), Tancred, Tarty, Thebeak, Tegeopel, Tesague, Tige (1958, 1973), Terebell, Tolson, Torbay, Torbay (1960, 1978), Trafalgar, Franchant, Triumph, Troobridge, Tramp, Turbulent, Tyne.

Ullster, Unadmitted, Uxline, Upholder, Urta, Valant, Vanguard, Victorious, Vital, Vigo, Virago, Wakelut (frigate), Wakelut (submarine tender), Warner (1971, 1972), Warrior, Warspite (1969, 1982), Whetby, Winton, Woolston, Yarmouth, York, Zeal, Zulu (1966, 1982).

COMBAT STRESS

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

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

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

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



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



Over to You

HMS Effie: Local writer Pamela Armstrong would like to hear from any Wrens, Submariners or families connected with the base at Blyth, Northumberland during both World Wars. Contact her c/o 2 Greenrigg, Blyth, Tyne and Wear NE21 5HY.

Burma Star Asst: Mr R G Harrison is helping to arrange a two-week package holiday to Sri Lanka to mark the 50th anniversary of the sighting of the Japanese fleet sailing to attack the island. Any ex-RN interested in attending should contact him at 26 Hardy Down, Purley, Surrey CR8 4EA.

HMS Raleigh (1966): Mrs G Fielding, would like to obtain a video tape of the Pressing Out Parade at Torpoint on April 8 1988, in which her son took part in the guard of honour. Anyone who can help should contact her at 123 Woodlands Rd., Edington, Birmingham B23 7ED (tel. 021 373 1170).

Cap Talties: Didham RNA are rigging our their new club and would like cap talties to display in their main bar. Need current ships are needed. Artifacts concerning Othman's adopted warship, HMS Othman are also required, in particular the ship's bell. Contact Don Barnsley on 051 624 1368 or send them to RNA Club, Eden St., Colchester, Othman OA1 2AJ.

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Swop hats

VICE-ADMIRAL Theimo Delgado, the Ecuadorian Navy Chief of Staff, presented a panama hat to the commanding officer of HMS Penelope, Cdr. Nigel Bray, in return for his frigate, when she was officially handed over at a ceremony in Plymouth.

The Penelope, along with sister ship HMS Danse, has been sold to Ecuador, to become the major warship in her fleet, renamed BAE Presidente Alfaro, after the country's most revered statesman.

To protect their anonymity, this is an example of several such late holders of Patents in our care

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VICTORY LINKS

AN HISTORIC event was celebrated at Chatham Dockyard when links with Nelson's flagship, HMS Victory, built over 200 years ago at Chatham, were renewed as work began on a 25ft cutter, a replica of one of the seven such boats that Victory would have carried.

The cutter, dedicated to the memory of the late Lieut.-Cdr. Peter Whitlock, ex-Commanding Officer of HMS Victory, will be clinker-built, using the traditional time-honoured skills employed when the original boats were made.

Sheerness Bound

HQS WELLINGTON, the floating headquarters and livery hall of the Honourable Company of Master Mariners, a familiar sight on the Victoria Embankment in London, is to be temporarily moved to Sheerness, to be dry-docked for grit-blasting and painting to prepare her for another 50 years on London's river.

HQS Wellington was built in Devonport in 1933 as a Leith-class sloop, and served in New Zealand until the outbreak of the Second World War, which she spent on trans-Atlantic convoy duties. In 1947 she was acquired by the Honourable Company of Master Mariners as their headquarters, her engine being removed to enable the engine-room to be transformed into a handsomely panelled Court Room.

HMS Cardiff — Just Capital!



BACK from the Gulf, HMS Cardiff has re-visited her home city after a gap of two and a half years, taking the opportunity to thank all the local people, schools and organisations for their tremendous support during the recent conflict.

The visit to the Welsh capital included events both formal and informal — among them a review of the ship's company by the Lord Mayor, Cllr. Jeff Sainsbury, followed by a march-past through the city, and a most successful ship's dance, when crew-members had the popular task of selecting Miss HMS Cardiff.

More than 6000 local people were welcomed aboard

during two open days and ties were renewed with pupils of Bryn Celyn Primary School, adopted by the ship in 1979, and with the Coronation Children's Ward of Cardiff Royal Infirmary, where members of the Petty Officers' Mess presented a cheque for £1000.

The men of HMS Cardiff are now all proudly sporting special T-shirts with the slogan "HMS Cardiff — Just Capital" presented to them by the city during their stay.

● Photograph, above — HMS Cardiff's guard leads the ship's company on their march through the streets of Cardiff, accompanied by the band of the Third Battalion Royal Regiment of Wales.

Albert's memorial

ALBERT TRACY, lost during the sinking of HMS Hood in May 1941, was the only member of the Portsmouth Citadel Salvation Army band to be killed in the Second World War, but the plaque prepared to honour his memory was wrongly inscribed with the date 1942, so when the Citadel was being re-built after the war, it was set aside for amendment.

Now, to mark the 50th anniversary of the loss of HMS Hood, Albert's memorial plaque with the corrected date, has been re-placed in the foyer of the Citadel at Lake Road, Portsmouth, in a ceremony attended by his son, Albert, his brother, Arthur, and his two granddaughters, Danielle and Natasha.

Memories of Russia

IN THE 50th anniversary year of the first Arctic convoy, the London and Home Counties branch of the Russian Convoy Club dedicated its standard at St Magnus the Martyr Church, London Bridge.

Many of those present were still in their teens — some as young as 15 — when they endured temperatures of -40°C, often coming new to the Service from civilian life after only six weeks' training, as they ran the gauntlet of the U-boats on the way to Murmansk.

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CHATHAM JOINS NATO FORCE



Left to right (ships' bows) — HMCS Restigouche, USS Pharris, HMS Chatham, HNoMS Stavanger, HNLMS De Ruyter, and FGS Luebeck.

FOLLOWING a period of Area Capability Training in the Faroes Gap, HMS Chatham has joined the Standing Naval Force Atlantic, the multi-nation NATO naval squadron, immediately available for rapid deployment in times of crisis.

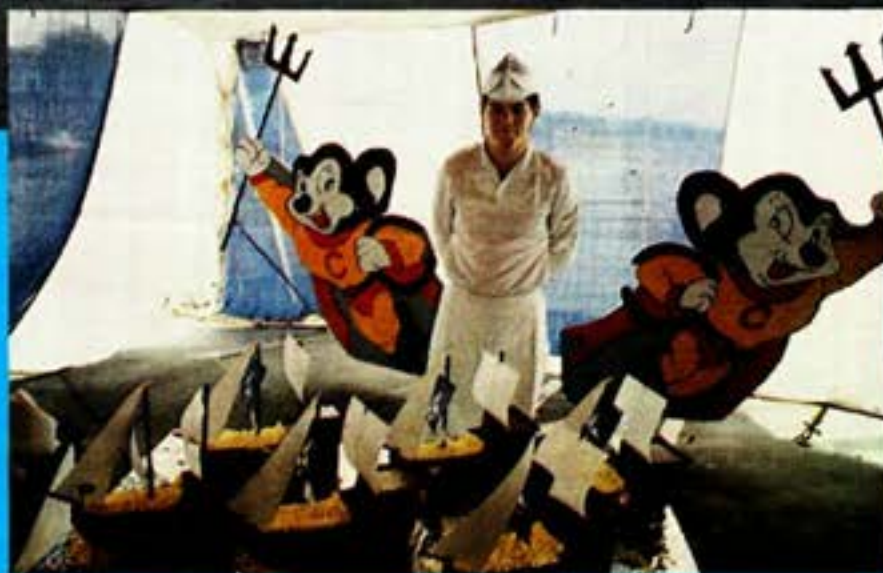
Since teaming up with her NATO allies Chatham has been engaged in two major exercises, Joint Maritime Course 912 and Ocean safari, and has enjoyed port visits to Liverpool and Oslo.

In what appears to be a grand tour of Western Europe, she is scheduled to visit Lisbon, La Corunna, Brest, Ghent, Aarhus,

Keil and Copenhagen in the coming months.

During her visit to the Norwegian capital an inter-Force "Culinary Olympiad" was held, with chefs from each ship competing, entering a selection of food, including one representing a national dish, to be judged by ten top Norwegian chefs.

LCK Graham Simpson achieved creditable success with second place for his fish 'n' chips (!), while CK John Bougie produced a fantastic chocolate Maritime Force (pictured right) for the "Fantasie du Chef" category. Overall co-ordinator for the team was POCK Taff Parker.



DOWN IN THE WEST COUNTRY

Double celebration for HMS Dasher



THE BRISTOL University RN Unit's Coastal Training Craft, HMS Dasher, joined in Padstow's Mayday festival and celebrations when she was visiting for her official affiliation to the Cornish seaside town.

The affiliation ceremony was held at the local Sea Cadet unit, TS Saint Pedro, where the ship's company and embarked students were greeted by a Sea Cadet Guard of Honour, and welcomed by Cdr. Richard Gomm, who presented the ship with a scroll to mark the occasion.

HMS Dasher is only the second RN vessel to have visited the port since the installation of new tidal gates, built in 1990, made it possible for ships to stay alongside at low water.

Photo: Phil Harper

China tee-off

THE CHINA Fleet Country Club at Saltash, Cornwall, has been officially opened by the Mayor of Saltash, Cllr. Susan Hooper, with hundreds of Navy personnel and their families witnessing the celebrations, starting, appropriately enough, with a display of dragon dancing.

Local sports personalities, including Plymouth snooker professional Andy Hicks, international swimmer Shaun Penprase, Badminton champion Steve Raw, and Jason Brown, top under-19 squash player, were on hand to challenge the public at their sports, with proceeds going to the Royal National Life Boat Institution.

● Picture, right — LCK Martin Critchlow of HMS Argonaut, the very first to tee-off on the Club's new golf course.



Sultan trains for Sandown

ROYAL Navy expertise in mine countermeasures vessels — lately underlined in the Gulf War — now has a state of the art training system to ensure it remains on target well into the 21st century.

Last month Commodore Mine Warfare and Minor War Vessels, Commodore Charles Freeman, opened the new Single Role Minehunter (SRMH) training facility at HMS Sultan — a £750,000 computerised simulator which, combined with computer based training (CBT) aids, is used by the students and assists the instructor far beyond the traditional classroom scenario.

The Sandown class has a propulsion system which combines Voith Schneider Propulsers with bow thrusters and provides a high degree of manoeuvrability and positional control. Machinery control is similar to that used in the Type 23 frigate.

The trainer takes the form of control panels, representing the Ship Control Centre, and Outstations comprising touch screen activated computers representing local machinery/auxiliary controls. These may quickly be re-configured to provide Computer Based Training terminals for system training and fault diagnosis.

Training commences with traditional instruction supported by the CBT. When students have a satisfactory knowledge of machinery operation they progress to the simulator and practice routine and emergency procedures. Mistakes result only in hurt pride and not machinery damage.

Electronic "snapshots" can be taken so that the students can be shown where they went wrong and the real time simulation may be speeded up to reduce time when lengthy scenarios are used.

The trainer is an extremely flexible teaching aid but one that is demanding of the instructor too.

"It is as realistic as we can make it," said CPO Ian Hook who has been heavily involved in course design over the last 18 months.

● Right: HMS Sandown, first of the new generation of glass reinforced plastic minehunters.

● Below: The Single Role Minehunter training unit at HMS Sultan.



Perfect heroes

FIFTY years after the sinking of the German battleship, the Bismarck, 15 naval aviators who took part in the action were reunited at RN air station Culdrose.

The get-together was organised by 810 Sqn, which, with 820 Sqn, also based at Culdrose, used its Swordfish aircraft in 1941 to attack the battleship with torpedoes.

Their success in damaging the Bismarck's rudder slowed her enough for her to be caught and eventually sunk.

Also involved in the early stages was another Culdrose-based squadron 771, whose Maryland reconnaissance aircraft initially spotted the Bismarck leaving Bergen, in Norway.

The veterans were invited to a private dinner and the following day attended a "Wings Parade" at which Rear-Admiral Percy Gick, who led one of the attacks, presented wings to newly qualified pilots, observers and aircrewmembers.

Among the 13 pilots were five German Navy students who are undergoing flying training with the Navy and one of them, Lieut. Dirk Grosz, won the Louis Newmark trophy for the pilot achieving the best flying results.

Making an appearance at the parade was the last airworthy Fairey Swordfish which took part in a flying display prior to the parade. The veterans also had the opportunity to learn about the Fleet Air Arm's modern-day equivalent to the Swordfish, the Sea King helicopter, when they were given a briefing at 810 Sqn.

● Inset: Rear-Admiral Percy Gick relives old memories at the controls of a Swordfish.

● Below: The veterans are pictured with their hosts at RN air station Culdrose with a Sea King and Swordfish in the background.



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Lucky escape for Dhahran shipmates

MEMBERS of Dhahran (Saudi Arabia) branch, had their world turned upside down during the Gulf War. From mid-January until the end of the conflict hardly a night went by without the staccato burst of the air-raid klaxon and their club premises, where members of HM ships Gloucester and York were entertained last year, were also taken over as a control centre.

BRANCH NEWS

Like fellow members, Shipmates John Davis (ex-CPOSA) and John Roberts (ex-CCY TC1) grew accustomed to "red alerts", donning gas masks, scrambling into NBC suits and making shelters out of mattresses and boxes.

But on February 25, at 2040, they had reason to count themselves lucky. Responding to an alert, they had barely taken cover when they heard a deafening explosion. A Scud missile landed 800 metres away, killing 28 US reservists and injuring 90 others.

As all members of Dhahran branch are connected in some way with keeping Royal Saudi aircraft ready for action, attendance was often poor at branch meetings, though they managed to take place, and without interruption, throughout the war. Life has now returned to normal and members look forward to happier times ahead. Meanwhile, on behalf of chairman Shipmate Dougie Pointon, and fellow shipmates, a big "thank you" for the messages and greetings received from RNA branches during their hour of need.

The 55th anniversary of Gravesend branch was celebrated



Shipmates John Roberts and John Davis, of Dhahran (Saudi Arabia) branch, seen here ready for action, count themselves lucky to have come through the Gulf War unscathed. On February 25, a Scud missile, which killed 28 US reservists and injured 90 others, fell within 800 metres of them.

ed in style with a buffet service, followed by a church dance enjoyed by 350 shipmates and guests.

Twenty nine standards were paraded following the service in Milton church, led by the band of Ramsgate Royal Marines Association. The Venerable Norman Warren, Archdeacon of Rochester, conducted the service and the salute at the march past was taken by Commodore John Leonard, of the New Zealand Defence Liaison staff.

To mark the occasion a birthday cake was ceremoniously cut in the evening and there was a certificate of appreciation for Shipmate Ron Taylor, retiring as branch standard bearer after 14 years. A raffle, with many prizes donated by shipmates, raised almost £800. A "thank you" from the branch to all who gave support.

Members of Peterborough manned a tombola stall in the town centre and raised £356.90

for branch funds. Proceeds from a "Second Time Around" sale, held in one of their local Scout huts, raised a further £229.73.

The branch are justly proud of fellow shipmate, 70-year-old George Strickland who completed the full 13-miles during the 10th Great Eastern Run. Two former branch members, Shipmates Jim and Jean Lewis, received a telegram from the branch sending best wishes on the formation of the Falkland branch, the standard of which was presented by the Duke of Edinburgh during his visit to the South Atlantic.

The Royal Marines Band, Deal, led the parade following the dedication of Hanworth branch FAA standard in the parish church of All Saints. It was an impressive occasion for all concerned, with 65 standards, representing RNA and ex-service associations, paraded.

The ceremonies over, shipmates and guests attended a reception in Hanworth club. The guests included Rear-Admiral Colin Cooke-Priest and Capt. Peter Hames, president of Hanworth RNA branch. A "thank you" to all who gave support, especially to Shipmates Fred Wadley and Terry Lowden who organised the event. Hanworth club was also the venue, on the same weekend, for a very enjoyable reunion of old shipmates of the Js and Ks Class ships of the 14th Flotilla Association.

Founder member Shipmate George Oxby, of Beccles branch, and his wife, May, will celebrate their diamond wedding on August 27. In his earlier days George was Harbour Master of Beccles and helped form the local Sea Cadet Corps, T.S. Brave. Though he is unable to get around much these days, his memory is sharp as a bell and he would love to hear from association members.

A plaque commemorating the memory of those who served in HMS Urley, on the Isle of Man, was unveiled during the Grand Naval Reunion week. The ceremony was performed by Lord Gort.

Future fears over finance

CONCERNS about a fall in membership and the association's future financial position, were expressed in the national council's report, presented by chairman, Shipmate Tom Davies, at the Royal Naval Association conference, held in Torquay.

Membership of the association suffered a drop of 993 in 1990, giving a present total of 46,552. The loss is largely attributed to the number of shipmates who died in the past year but over-age shipmates, who declined to remain members when the new subscription rule came into effect on January 1,

1990, have also caused the numbers to increase.

The report gave a break down of the gain and loss in membership in each of the association's 12 areas and in Scotland, Overseas and Headquarters. The greatest loss was in No 1 Area which suffered a drop in membership of 1,181. The greatest gain was in No 3 Area which recruited 980 new members.

Reviewing the association's finances, the national council expressed satisfaction that the 1990 accounts showed a small excess of income over expenditure of £7,611, though a deficit was anticipated.

The association's financial future is viewed, however, with some concern, the report stating that this future can only be secured by adjusting subscriptions on an annual basis.

Commending the system now in operation of paying subscriptions to Headquarters much earlier in the year, there was also praise from the council for the speed in which these payments are made by branches.

For more news of conference see Navy News, August.

Bodmin on song

FOLLOWING a concert for senior citizens at Trenythorn Manor, near Par, in Cornwall, three shipmates — members of Bodmin Male Voice Choir — were persuaded to take a bow. They are, from left, Shipmates Jack Mason, secretary, Bodmin branch, ex-vice chairman, Mick Hamilton and Roger Pearce. The fourth member wishes to remain anonymous!



Bletchley hero wins award



SHIPMATE Tony Moth, member of Bletchley branch, is seen here displaying a testimonial for bravery, awarded to him by the Royal Humane Society for his heroic attempt to save a drowning man from the River Ouse.

Tony, now a policeman in Bedford, served as a WEM in HM ships Bacchante and Scylla. With him are his proud Mum and Dad, the latter also a member of Bletchley.

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In the meantime, a multi-million pound Development Programme is under way to convert 4 boarding houses to provide the most modern living and study accommodation for girls and, at the same time, to update the boys' houses to the same high standard. The Sixth Form House, Nelson, has already been modernised and refurbished to provide comfortable study bedrooms, kitchen and recreational facilities. Purpose-built in 1933, the School has a magnificent setting in 50 acres of playing fields and grounds overlooking the Stour estuary. Academic standards are good and there is an extensive programme of sport and extra curricular activities. Facilities for living and working are already excellent and work is soon to start on a £1.3 million project to extend and improve the School's CDT complex. For an all round education, we really do have a lot to offer.

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As coxswain of a sea rider launched from the offshore patrol vessel HMS Anglesey, John repeatedly placed his boat between the demonstrators and the submarine being "verbally abused, mocked and drenched by a very hostile group of people" in the process.

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"The skill and professionalism developed in all weathers during fishery protection boardings was used to its full purpose and merits special praise," Admiral Sir Jock Slater concludes.

● LS Moore received his Commendation from the Captain-in-Charge Gibraltar, Captain Stuart Tickner, as HMS Anglesey pays a call at the Rock.



Pay award for medics and dentists

THE Government has accepted a supplementary report by the Armed Forces Pay Review Body recommending increases of between 7.5 and 11.4 per cent, with an average of 11.2 per cent, for medical and dental officers in the Armed Forces.

But, in common with pay awards announced in January for National Health Service doctors and dentists, with whom the pay of Service medical and dental officers is closely linked, implementation will be staged. Of the award, 7.5 per cent is payable from April 1 this year, and the balance from December 1.

Predicting the tide

FOLLOWING the introduction last year of a personal computer version for tidal predictions, the Hydrographic Office has now launched the Mark 2 edition — known as NP 159A Version 2.0 — incorporating a number of suggestions for improvements made by users of the original discs, including whole-day predictions available five times faster, the ability to store 20 variable sets of port/date data, display of hourly tidal heights and enhanced screen printer displays.

NP 159A Version 2.0 is available now from Admiralty Chart Agents and good chandlers, the disc, accompanied by the user's handbook, costing £20.75. Further details can be obtained from the Hydrographic Office Sales Section, Taunton, Somerset TA1 2DN.

Channel Force's change of scene

THE EIGHTEENTH Anniversary Change of Command Ceremony for NATO's Standing Naval Force Channel (STANAVFORCHAN) was held at the Italian Naval Base at Cagliari in Sardinia, well away from the Force's normal operating areas of the English Channel and the North Sea.

In fact, the Force, currently comprising seven mine countermeasures vessels, two German, two Dutch, one Belgian, one Norwegian and one British (HMS Cottlemore), has been active in the Mediterranean since the Gulf crisis, when it was deployed to conduct training and surveillance and to monitor freedom of navigation in shipping lanes.

The multi-nation Force then participated in more exercises in the central Mediterranean before finally heading back to cooler and more familiar home waters.

STANAVFORCHAN is a permanently established multinational naval force normally consisting of five to ten ships, originally activated in 1973 to demonstrate, in tangible form, the unity and common purpose of the North Atlantic Alliance.

It provides a continuous mine-countermeasures capability in peacetime and helps to develop techniques and tactics, and during a period of crisis it can be rapidly reinforced and used to safeguard the waters of Western Europe.

Software Services

THE FIRST full meeting for users of the Navy's word processing software, LEX WP, will be taking place at Northumberland House, London, on Tuesday 16 July, when representatives from Ace Microsystems, who wrote LEX, and C Data Services will be major contributors.

The chairman of the LEX User Group, Cdr. Tim Batchelor,

explains — "This is a chance for users, suppliers and supporters of LEX to get together to improve the value we all get from the system."

The meeting is open to all MOD users of LEX — more details can be obtained from the Group Secretary, Lieut. Brad Rose at the Directorate of Naval Information Systems, tel. MOD(MB)80845.

●The Director General Naval Manpower and Training, Rear-Admiral Mike Layard, has officially opened the Navy's first IT learning centre at HMS Collingwood, where MOD Service and civilian personnel can obtain hands-on training in a range of computer skills, free of charge. Details from Carole Hartley on Collingwood 393.

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Sport



Gruelling schedule set for Olympic prospect

BRITISH ABA middle-weight champion, Royal Marine Mark Edwards, in his first international bout since his comeback, was on the end of an unfortunate draw against Commonwealth Games middleweight gold medalist, Chris Johnson of Canada, in the first round of the Canada Cup.

Edwards travelled out to Ottawa for the competition. He had been beaten by Johnson for gold in Auckland and couldn't believe his luck.

Although Mark came back in Round 3 of the hard-fought contest, Johnson ran out the winner 33-19. Navy coach CPOPT Tony Bevel was obviously disappointed, saying: "Mark is renowned for running into particularly hard opponents, but this draw was just

unfortunate. "In the 12-month run-up to the Olympics everyone is looking to impress so everything is hotly contested. We now have

to look to get Mark a medal in November's World Championships in Australia and get him qualified for Barcelona. "He'll need to be able to walk

through brick walls out there so my programme for him will be particularly hard. That, along with a reasonable draw early on, and anything's possible."

WE rely on our readers to put us right when we get it wrong and that's what ex-Leading Signaller Ted Lamont RNVR did after reading the boxing report in June's issue.

He wrote: "Without trying to take anything away from the two Bootnecks Mark Edwards and Trevor French, can I remind your boxing writer that had our finalists both won the coveted titles, it would not be the first time the RN had won ABA titles — and represented Britain in the Olympic Games.

"I refer to 1948. Sto. Ron Cooper (RN and West Ham) and AB Johnny Wright (RN and Poly) — lightweight and middleweight respectively.

"Do not let us forget these ratings, particularly the latter, who was a fine stablemate, friend and colleague once I'd been demobbed."

□ □ □

Meanwhile, having read in April's edition of Navy News how LS(D) Ginge Fullen had "bounced back" after breaking his neck in a rugby accident, a former member of the diving

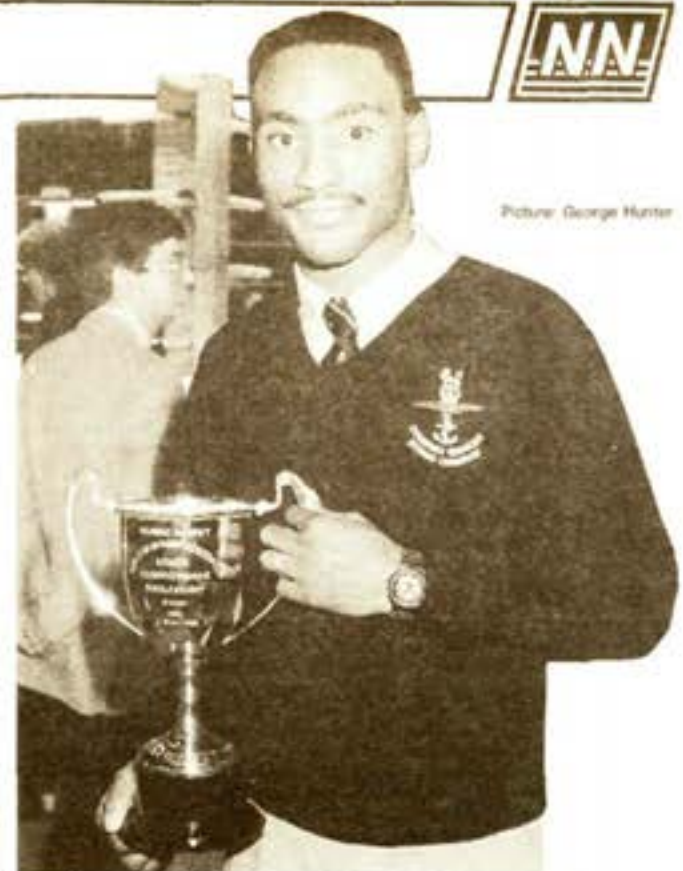
branch was inspired to write in.

Ex-PO Diver Henry Minn was delighted to learn that Ginge's idea of recuperation is a spot of parachuting... Sadly, Henry — or Chow as he was known in the Navy — had to leave the Service after becoming disabled, but he, too, is showing true grit.

A member of the Grange Centre for the physically disabled in Dunfermline, he has taken a clutch of gold medals in the Scottish Cerebral Palsy Swimming Championship and the British Telecom Inter-Regional Swimming Gala.

But then you'd expect a man who was 1980 Fleet light-heavyweight boxing champion to put up a fight.

Chow also mentions ex-LS(D) Mike Martin, another boxing diver who was medically discharged. Mike now goes in for a little wheelchair waterskiing!

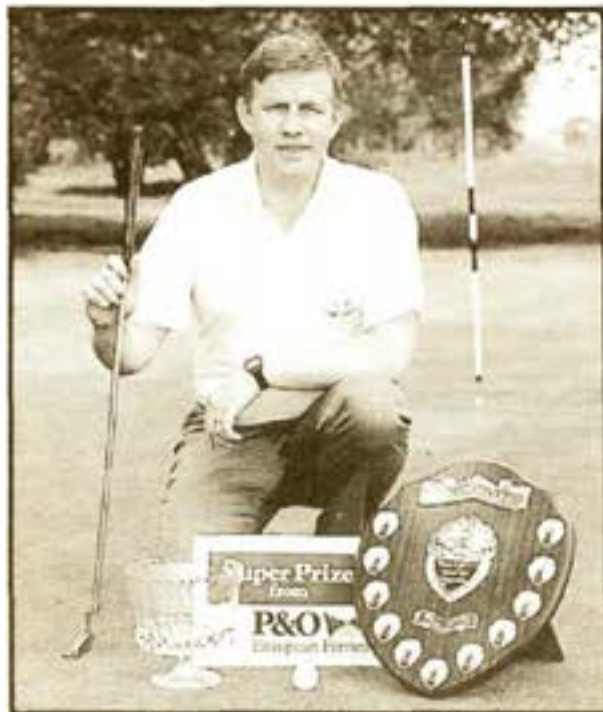


Mne. Mark Edwards with his ABA middleweight trophy.

Calling boxers and coaches

THE Royal Navy Boxing Association intend to hold a reunion of past and present RN boxers, coaches and officials during the 1991/92 boxing season in Portsmouth. All ex-RN boxers and coaches wishing to attend are asked to write to the RN coach, CPOPT Tony Bevel, at the Gymnasium, HMS Nelson, Portsmouth, Hants PO1 3HH or telephone 0705 822351 ext 24151 or 24290 for information. Watch this space for further developments.

KING PIN



Winner overall: CPOMA Phillip King

JUST under 100 people from the various departments coming under the S. and S. umbrella (including the medical branch and associated civilian staff) took part in the UK Supply and Secretariat Golf Championships at Southwick Park.

Those who scored well in the morning round included POSA Trevor Knight (Dolphin), WO Tony Vella (Warrior), Surgeon Rear Admiral Frank Golden (Haslar) and Mike Houghton (RNAD Gosport).

The afternoon's high scorers included POCK George Turner (Dryad), CPOSTD John Jones (Osprey), CPOCK Alex Quayle (Glasgow), and the eventual winner, CPOMA Phillip King (Seafield Park). Runner-up overall was POSTD Peter Densham (Penelope).

Cdr. Geoff Noble (Dryad), chairman of the championships, welcomed representatives of the main sponsors to the evening event — Don Donaldson of Wilson Hogg Robinson, who presented the prizes for overall winners; Simon Kaye from Cour-

age Ltd, Colin Wiles from Whitbread and Lester Ferguson of Blake Bros. Ltd, who presented respectively the a.m.p.m. "nearest the pins" and ladies prizes.

In the ladies event POWREN Mariska Hopper (Centurion) just pipped POWRENSA Sian Roberts (Sultan).

Afterwards, a presentation decanter of Pusser's Rum was auctioned — highest bidder CPOWTR Paul Ince (Ark Royal) — and raised £250 for Save the Children. Admiral Golden thanked management and staff of Southwick Park and WOSTD John Hill for his organisation.

● Next year's event will again be held at Southwick Park on June 11.



Submariners repulsed by Alacrity sailors

MANAGED by Lieut. Martin Doolan and coached by LPT Martin Pollard, HMS Alacrity's footballers have had a very successful season, reaching the final of the South West Area Cup and winning the Midi Ships Cup.

In the final match of the SW Area competition, Alacrity met RNAS Cudrose and the game looked like being close-run. When Pollard put the Type 21 frigate in front 15 minutes from full time, it seemed the trophy was heading back to Devonport.

But two defensive mishaps gave the air station the upper hand and Cudrose went on to win 3-1; their goals coming courtesy of PO Martin Edwards, who scored twice, and

POACMN Andy Barry.

The final of the Midi Ships Cup, in which Alacrity met the Polaris class submarine HMS Repulse, was a different story. The match took place at HMS Drake and Alacrity took the lead after 15 minutes when a low cross from Pollard was turned in by RO Adams.

Fifteen minutes before the interval POMEA Pete Young scored with a great solo effort from just inside the halfway line. Adams scored again in the

second half and RO Wilcox added a fourth to give Alacrity a 4-0 victory.

Above: HMS Alacrity team shot. Back row from left: LPT Spud Murphy, LMEM Steve Brooks, LSTD Bagen, RO Bartley, Lieut. Doolan, LMEM Ball, POMEA Edwins and POMEA Young. Front row from left: CPO Ramsden, LPT Pollard, PO Medley, RO Wilcox, AB Willets, RO Adams and CPO Tucker.

ARNSTEIN SHINES ON THE RANGE

BALDWINS Gate, Staffordshire, was the venue for the Royal Naval Reserve Long Range Smallbore Championships. The individual champion was Lieut. Mike Arnstein (Eaglet), with Lieut.-Cdr. John Draper (Wessex) runner-up.

Ladies champion was LWren Debbie Wilkes (Flying Fox), who was also Class B champion. Class C champion was Air Officer Candidate Jamie Wilson (Eaglet).

Capt. I. R. Pemberton, president of the RNR Rifle Association, presented the prizes.

Harrison reaches 99 not out in his first senior innings

INCOGNITI traditionally opened the season at Burnaby Road and after being put in by the Navy side scored 240 for four declared, writes **Lieut.-Cdr. Jim Danks**.

After losing three early wickets for 49, skipper Rob-in Hollington joined Mark Coupland and in an unbroken stand of 125 took the Navy to 174 for three before the declaration came, with Hollington 63no and Coupland 53no.

In their second innings, Incogniti found Collingwood's David Wynne in hostile form and they were all out for 121. Wynne returned the fine figures of 5-44 in his first match for the senior side.

He was ably supported by Chris Slocombe (2-18) and Bob Learmouth (2-26). The game was set for a good finish with the Navy needing 198 for victory, but with the arrival of rain the match was abandoned as a draw. **Incogniti 240-4 dec and 121. Royal Navy 174-3 dec and 13-0. Match abandoned.**

Again at home, the Navy won the toss and batted first against the Free Foresters. They reached 190 for nine before declaring. The Navy batted steadily with four players scoring over 30 but then getting themselves out when they should have been going on to bigger scores.

Alan Stewart and Alistair Falconer added 60 for the third wicket and Gary Braithwaite and Peter Noblett added 57 for the sixth wicket. All the wickets that fell were to catches.

With Free Foresters on 107 for two, Martin King (3-43) and David Slater set to work and steadily reduced them to 157-8. This match saw improved Navy bowling and fielding with young players in their first match contributing well. **Royal Navy 190-9 dec. Free Foresters 165-8. The Match drawn.**

Oxford University won the toss and took first use of a splendid batting pitch at the Parks. They stood at 107 for two from 39 overs at lunch. After lunch they added 136 from the remaining 16 overs. Wynne and Slater were again the pick of the bowlers.

The Navy suffered a most disappointing middle order col-

lapse after a good start. It was left to Learmouth (21no) and Wynne (12no) to try and win the match, but the Navy finished on 196 for seven, leaving Oxford winners by 47 runs.

The Navy at their best and worst here: a steady performance all through would have seen them achieve a good victory which was well within their grasp. **Oxford University 243-3. Royal Navy 196-7. Oxford won by 47 runs.**

The game against Middlesex II at Portsmouth was abandoned due to rain. **Middlesex II 241-2 (after 43 overs). Rain stopped play.**

After being put in by the Fire Service the Navy reached 242 for six from their 55 overs, founded on a fine 99 no from Darren Harrison, batting for the first time in the senior side. He began the last over on 94 but after scoring five from the first two deliveries was unable to add to his score and reach what would have been a most deserved century.

The Fire Service seemed well placed at tea with a score of 73 for three from 25 overs. But Learmouth took 3-33, ably backed up by King (2-23) and Slocombe (2-39). **Royal Navy 242-6. British Fire Service 175. RN won by 67 runs.**

In a match which formed part of Gillingham Cricket Week, a Gillingham XI batted first and in windy conditions reached 173 for eight declared from 60 overs.

Despite two stoppages for heavy rain, Navy openers Cou-

pland and Max Cornish made short work of the task, winning the match in an opening stand of 168. Coupland reached a fine century in 112 minutes before Cornish was out for 60. **Gillingham XI 173-8 dec. Royal Navy 174-1. RN won by nine wickets.**

The Civil Service were asked to bat first on a rain-affected pitch at Bath. Good bowling was backed up by some fine catching, especially from Nick Cooke-Priest, Paul Morican and Martin King. Hollington conceded just 23 runs from his 11 overs.

Chasing a score of 237-5 at the end of 55 overs, the Navy paced their innings well. Coupland was again in sparkling form, reaching 87.

But the Civil Service then took control and the Navy ended their innings at 193-9. Due credit must be paid to Civil Service captain Terry Barnes and to the groundstaff. **Civil Service 237-5. Royal Navy 193-9. Civil Service won by 44 runs.**

The Navy's improved start to the season has been highlighted by the emergence of some of the Under 25 players — notably Wynne and Harrison — who have grasped the opportunity of playing in the senior side and turned in some good performances. The RN captain is grateful to COs of ships and establishments for the release of players. Their continued support will help the team's preparation for the Inter Services in early August.

MATCHES for July — July 11 v British Police at Imber Court; July 12 v Essex II at Wickford; July 28 v Devon at Budleigh Salterton; July 30 v CCC at Portsmouth. Final match prior to the start of the Inter Services is against the Southern League XI at Portsmouth on August 2.

The Under 25 Inter Services competition will be played at Portsmouth. The Navy will play the Army on July 5. The losers of this match will play the RAF the following day and the winners will play the RAF on July 7. Spectators will be very welcome at these games.



Striding to the crease, Sub-Lieut. Nick Cooke-Priest (in the cap) and Lieut. Mark Coupland at Bath. The previous day at Gillingham Coupland had made 106 not out.

Scottish squash



DESPITE losing the last match 3-2 to second placed Newlands SC, HMS Neptune won the West of Scotland Div. VA squash league.

Pictured from left are PO Joe Kearney, CPO Dave Strickland, CPO John Pounder, Constable Derek McGuire and PO Jock Stewart.

Other important players for the establishment include

Lieut.-Cdr. Dave Langbridge, CPO Stu Walters and John "Boy" Walton.

However, in the Navy Cup HMS Neptune lost 2-3 to HMS Warrior in a final that could have swung either way right to the end.

TREWHELLA AND BAGE CHAMPIONS AT ARMS

RESOUNDING to the clash of steel on steel, the gym at RNEC Manadon was the venue for the Royal Navy Fencing Championships, which included the inter-unit and inter-command competitions as well as the individual championships.

The Inter-Command Trophy was hotly contested, with the Royal Marines very narrowly beating Plymouth. FOSNI came third.

Lieut. Alan Large won the men's foil, making a dramatic comeback after being away from the sport for some years. He also made the final eight of the epee.

Another old face reappearing after several years was that of CPO Tiny Heale, who was third in the epee and reached the final eight of the foil.

A very impressive performance was given by Lieut.-Cdr. Graham Trehwella, the team captain, who won the epee, was third in the sabre, and came fifth in the foil. These results combined to earn him the title of Dismounted Champion at Arms.

The ladies competition was well supported by newcomers as well as stalwarts. The foil was won in fine style by Lieut. Maggie Myers, with newcomer Nicola Hull (Liverpool University RNU) coming second. She was also fourth in the epee.

For the first time a Ladies Dismounted Champion at Arms was awarded. This was a very close competition with the three medalists all having the same number of points. After a tense half hour it was calculated that only one hit separated the winner, CWren Sue Bage, and the runner-up, Nicola Hull.

There was also a nail-biting finish to the ladies epee, with CWrens Bage and Claire Rowing each having the same number of victories. The event was decided with a barrage and Claire Rowing was the eventual winner.

HOCKEY CUPS FOR UNSEEN AND SIRIUS



IN A repeat of last year's Mini Ships Hockey Cup final, HMS Unseen narrowly beat HMS Churchill at Ulverston, Cumbria. Unseen scored the only goal of the game.

This came in the 24th minute when LWEM Bobby Gould broke through Churchill's defence and slipped the ball to CPOMEA Martin Sides, who completely wrong-footed the keeper. Churchill rallied well in the

second half with a succession of short corners and goal-mouth scrambles having to be neutralised by Unseen's solid defence.

The cup and medals were presented by the Fleet Re-

creation Officer Lieut.-Cdr. Easton.

Pictured (above) is the team. Back row from left: AB Richardson, CPO Baker, CPO Sides, CPO Abbott (captain), AB Neal, MEM Fergus, LWEM Gould and AB Morris. Front row: CPO Toal, LS Pincus, WEM Toole, Lieut. Cousins and CPO Seth.



HMS Sirius's hockey team, the Wanderers, steamed ahead to win the Midi Ships Hockey Cup Final against HMS Newcastle by two goals to one, so claiming their third Cup Final victory in the last five years.

With only 90 seconds gone, Lieut.-Cdr. Steve Turner and AB Paddy Colgan combined to set Colgan up with a penalty which he converted superbly.

For the remainder of the first half Newcastle's midfielders, Dave Nelson and Taff Edwards, worked hard to get their team back into the match, but the Wanderers' defence, with PO Dinky Dinger Bell and POMEA Billy-the-Tiff Blagg in outstanding form, gave them few

opportunities.

At the other end Newcastle's goalkeeper Mick Wariner made some excellent saves and kept the score to 1-0 at half-time.

As the second half progressed the Wanderers' midfield of Lieut.-Cdr. Bruce Ross and LPT George Nesbit took control of the game with some excellent breaks.

The second goal duly came as quick thinking from Lieut.-Cdr. Richard Spalding and Nesbit set up Turner for

an easy chance.

Taff Edwards scored a consolation penalty for Newcastle two minutes from time, but the final result was never in doubt. The god-natured final was played with enthusiasm and true sportsmanship.

Pictured (above) is the team. Back row — George Nesbit, Lena Loveride, Hot Shot Spalding, Paddy Colgan, Bearded Maestro Turner, Paul Twigg and Boris Burvill. Front row — Ballistic Bruce Ross, Tommy Steele, David Trigg, Steve Waterford, Billy the Tiff Blagg and Dinky Bell.



We're all right Jack

ONLY limited success came to the Royal Navy team during the first half of the showjumping and eventing season.

Capt. Richard Bridges (RCDS) was placed sixth at the Warminster Hunter Trials riding his wife's horse, Osheval, and Mrs Auria Stuart's Crest of the Wave, ridden by Lieut. Suzanne Clark (Osprey), was fifteenth at the Larkhill Horse Trials.

These two combinations teamed up with Cdr. David Knight (FOF1), making his RN

team debut on his own Charley Farley, at the Royal Windsor Horse Show in May. They were tenth in the Services Relay Competition and third in the Queen's Plate in the main arena watched by the Queen.

However, these minor triumphs paled into insignificance when a small squad travelled up to Defence Animal Centre, Melton Mowbray, for the Mounted Events held prior to the Royal Tournament at Earl's Court.

Suzanne Clark, riding a horse called Jack of Diamonds, on loan from John Goodwin

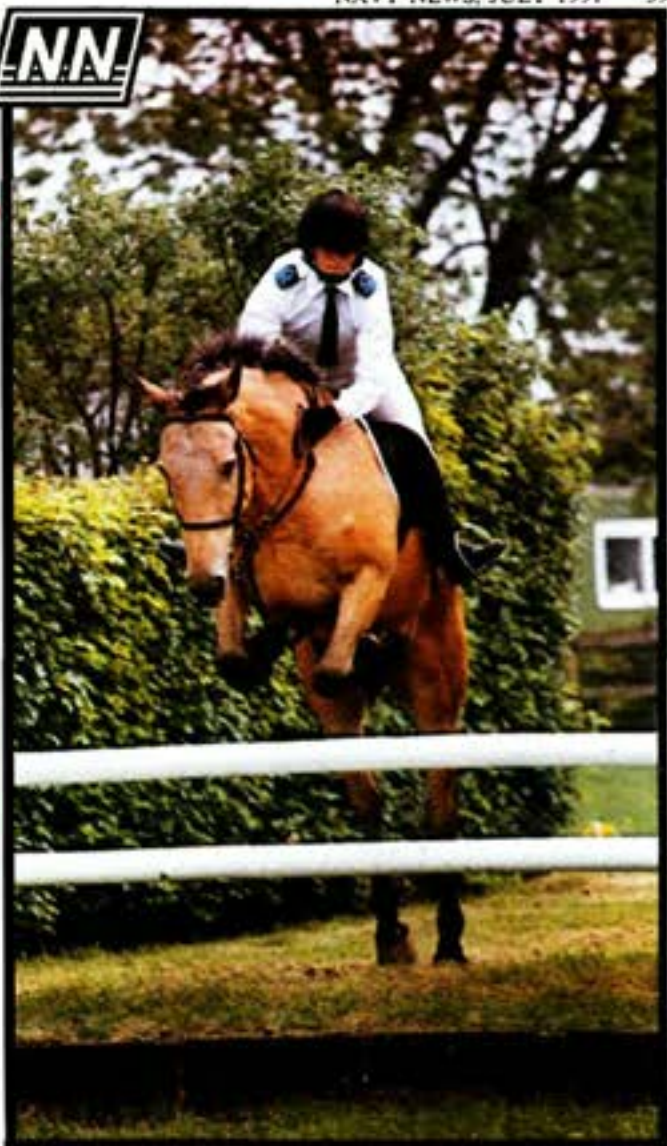
(International) Ltd, was placed in every competition she entered over three days. (See picture right).

She was runner-up in the Princess Anne Cup with one of only six clear rounds from over 85 starters. The pair were seventh in the Prince of Wales Cup with another clear round and runners-up to a City of London policeman in the Junior Derby after an unexpected refusal at the penultimate fence.

In between, they had joined forces with LCpl Jan Vincent on Kaleidoscope and Mne.

Sean Greaney on Rupert, from Norton Manor, and won the Team Jumping Challenge Cup for non-horsed units. It was the first time this cup had been taken by the Royal Navy since 1977.

All these successes gained Suzanne a substantial lead in the Miles Gunning Perpetual Memorial Trophy for the best individual performance by any rider from a non-horsed unit and left the team manager, Lieut.-Cdr. Richard Randall, desperately trying to raise the £5,000 needed to buy Jack of Diamonds for the RN team.



Director WRNS presents trophies



LEADING Wren Writer Corinne Donkin (Centurion) — above — has been presented with the Royal Navy Women Sports Officers Award for her all-round ability and enthusiasm.

She received a trophy from Director WRNS Commandant Anne Spencer, as did LWRENWTR Lisele Canty (Dryad), Royal Navy Young Sportswoman of the Year.

Corinne has voluntarily taken on the task of Centurion's uncomplimented LWRENPT for over two years

SUMMIT OR NOTHING!



A TEAM of runners from HMS Nelson (Gunwharf) won the trophy for the first guest team (non-Army) home in the extremely demanding Welsh 1,000 Mountain Race. Led by Lieut.-Cdr. Phil Burrell, the team negotiated the 21-mile route from Aber on the North Wales coast to the top of Snowdon, crossing two 3,000ft ranges and visiting nine check points along the way. Pictured on the summit of Snowdon, the team comprised (Back row from left) AB(D) Taff Lloyd, CPO(MW) Taff Hembrow, AB(D) Bouch Bouchard, (front row) Phil Burrell and LS(D) Ginge Pullen.

DEDICATION REWARDED

CONGRATULATIONS to the Royal Navy Senior Basketball Team and Lieut.-Cdr. Steve Fuller on winning the Sports Control Board Cup for the most successful team in 1990 and the NATO Trophy for services to Navy sport.

The RN basketball team joined the competition for the inter-services title back in 1948, but prior to 1990 had never won the championship. However, careful planning and sheer perseverance enabled the Navy, untypically, to field the strongest possible team for the 1990 event and at Aldershot the RN defeated the RAF 78-76 and the Army 88-72.

For approaching 30 years Steve Fuller has played, refereed, coached and administered basketball at all levels and has been the major influence on this sport in the Service. Winning the NATO Trophy was achieved by years of determined promotion of basketball.

Plotting a course for Barcelona

CURRENTLY training hard with an eye on next year's Olympic Games in Barcelona is Lieut. Anne Lucas, currently top of the National Ranking List for the Europe, a singlehanded racing dinghy.

A Fleet Analyst at HMS Dryad, Anne was the Royal Yachting Association's Ladies National Champion last year and has been pre-selected for the pre-Olympics in Barcelona from July 25 to August 5 this year. These are a dress rehearsal for the 1992 games and competition is fierce.

Anne's home club is the Royal Naval Sailing Association, which has helped her campaign with travel money and an interest-free loan to buy her boat.

She is pictured in action (right) at a recent regatta in Hyeres, France, where the series of races could not be completed due to the Mistral.

International property consultants Richard Ellis are sponsoring the British Olympic Association and the



RYA's British Olympic sailing programme and it is hoped their sponsorship package will allow the British team to achieve Olymp

pic excellence.

● The Europe is an International dinghy of a single design, recommended for sailors of 45 to 78 kg. It was designed in 1962 by the Belgian architect Alois Roland and becomes a women's Olympic class for the first time in 1992.

The sail trimming facilities make it possible to adjust the rig to suit a sailor's height, weight and experience. Weight jackets are banned in the Europe class.

Made of glass reinforced plastic (like Anne's) or wood, the Europe is 3.35m in length, has a beam of 1.44m and weighs 60kg. The sail area is seven metres.



DIARY DATES

THE 64th Royal Navy tennis championships will be played on the Burnaby Road, Portsmouth, grass courts from Saturday July 27 to Wednesday July 31. Doubles, singles and mixed events for men and women of all ability levels will be held, including events for juniors and veterans.

Entry forms are available from PT&ROs or from Lieut. T. Reynolds, Honorary Secretary, RNLTA, Old Naval Academy, HM Naval Base, Portsmouth PO1 3LR.

TIMEKEEPERS, judges and starters are required by the Royal Navy Amateur Swimming Association.

Entry forms for the written examination, which takes place at 1900 on November 4, are available now and must be returned by July 31. Courses will be arranged in October.

For further information and the application form, contact Joe Goring at 130 Gladys Avenue, North End, Portsmouth PO2 9BL. Tel. 0705 660185 (answerphone).

Successes in 1990 were: timekeeper — Lieut. Pete MacDonald RM and Lieut. Brian Ferrand; judge — POWRENPT Pippa Cooke; Starter — CPOPT Peter Crowley; and timekeeper, judge and starter — Lieut.-Cdr. Sandy Pearce and Sub-Lieut. David Forward.

Edinburgh's taste of the Big Apple

IN THE huge and colourful "welcome home" ticker-tape parade in New York the contribution made by RN personnel in the Gulf war was represented by a platoon of more than 60 officers and ratings from HMS Edinburgh.

The British contingent, consisting of RN, Army and RAF units, was led by General Sir Peter de la Billiere, and the salute was taken by General Norman Schwarzkopf. Leading the Edinburgh's platoon was her commanding officer, Cdr. Andy Dickson. Earlier the ship had been represented at the Gulf commemoration service.

The Edinburgh's highly successful New York visit proved the highlight of a US-Caribbean deployment which included participation in exercises with the US Navy, and anti-drug operations with the US Coastguard off both Florida and Belize.

Ships involved in the exercises with the US Navy included HMS Invincible, Argonaut and Ambuscado, HM submarine Ocelot and RFAOs Oakleaf and Brambleleaf.

Later the Edinburgh visited the Bahamas and then Fort Lauderdale for a full sporting and social programme and many local visits. Some families joined the sailors there and others for a visit to New Orleans.

There were also calls at Grand Cayman Island and Cuba before arriving in New York, where the Edinburgh took part in a parade of ships and salute in the Hudson River and was involved in a large programme of events.

When the ship was open to visitors in the US there were more than 12,000 in five days. Return passage to Rosyth was via Halifax, Nova Scotia.

● **RIGHT:** Representing the Royal Navy in the march through the "canyons" of New York are ship's company members from HMS Edinburgh.

Picture: WO (Phot) Bob Pearce



New measures will protect fishing fleet

MOD has accepted the conclusion of a Board of Inquiry that the fishing vessel *Antares* sank as a direct result of HM submarine *Trenchant* becoming caught in her nets.

The *Antares* was lost off the Isle of Arran last November with the loss of four lives.

Saying that the tragic loss of life was very much regretted, MOD reported that action to ensure that as far as possible that a similar tragedy did not recur included greater emphasis on submarine training for increased safety in inshore operations.

There would also be revised instructions on operations in the vicinity of fishing vessels.

An extension is being considered of the successful Clyde area scheme for the notification of dived submarine movements, and the lessons of the *Antares* sinking are being taken into account in considering the equipment fit of new and existing submarines.

Trials of a fishing net pinger have shown it could help submarines detect fishing nets, and MOD is consulting other de-

partments over use of pingers by fishermen and intends to seek the view of the fishing community.

Marines relief work

● from page one

around Cox's Bazaar where over a million people needed help.

The *Sea Kings* from RN air stations Culdrose and Yeovilton flew a total of 239 hours in over 60 sorties from the Fort Grange, which has now been away from the UK for nearly a year. She left Devonport for the Middle East at the beginning of the Gulf Crisis and was ordered to Bangladesh just as she was preparing to return. She is now expected home early this month.

"Your efforts have attracted wide acclaim and you can be justly proud of your achievements," C-in-C Fleet Admiral Sir Jock Slater signalled her.

● See also centre pages.

Naafi to suspend discount

NAAFI says that, with the support of the Services, it is to suspend payment of discount or dividend on retail purchases in UK shops and in HM ships' canteens from Sunday June 30.

The decision, taken by the Naafi Council, is designed to provide extra capital funds to enable Naafi to adapt its shops for customer convenience in line with modern shopping trends.

Simultaneously, sales in Services shops and in ships' canteens, which previously attracted discount, will instead qualify for rebate — increasing the monthly payments to units to improve leisure, recreational, and other welfare facilities locally.

Mr. Peter Lucas, Naafi trading director, said, "For several years now almost half our UK families shops have been loss-makers operated to meet a welfare need and not generating enough money to meet payment of discount and dividend. Funds for that have come from other, profitable, shops, particularly in Germany."

"The suspension of discount and dividend payments in UK will enable Naafi to continue to invest in adapting its shops as "convenience" stores selling goods our customers want, at hours they want or need to buy them."

Merlin contract

THE result of the competition to become prime contractor for the Royal Navy's Merlin variant of the EH101 helicopter is expected to be decided this month.

Two consortiums are bidding for the contract.

POLES APART

ENJOYING a brief "pit-stop" in one of the most isolated locations in the world is the ship's flight from HMS *Endurance*.

Pilot Lieut. David Nelson and observer Lieut. Brian Marsh dropped in to keep a close eye on the icebergs as they tracked the ice patrol ship during her passage through the Bismarck Strait, in the Antarctic. (See also feature — page 13).

Meanwhile, following her return to Portsmouth, there has been a series of questions in the Lords over rumours about her future. For the Government it was stated that "full consideration" was being given to the future of the *Endurance* and that no decision had yet been taken.

Picture: LA(Phot) Dizzy de Silva.

● At the other end of the earth, cricket was on the curriculum when nukes of the UK and US Navies popped up at the Pole.

After weeks under the northern ice, HM submarine *Tireless* (nearest camera) broke through to rendezvous with USS *Pargo* — allowing her sailors to take to the ice and notch up 187 declared. Meanwhile the Yanks, opting to score themselves baseball fashion, claimed eight home runs.

Says the match report, "The pitch was beautifully prepared but lacked pace and bounce. Bowlers were hampered by the treacherous run-ups and the follow-throughs. Despite this, many lusty blows were struck."

"After tea the pitch took some turn and an appeal for bad light was refused as the sun had been set for two months."

Spectators at the chilly game included a seal, a seagull — and 100 submariners.



— BRISTOL — BOWS OUT

FAMILIES joined HMS Bristol for a trip in the Falklands veteran before she sailed into Portsmouth, flying her paying-off pennant, at the end of her RN career.

The Type 82 destroyer has in recent years been lead ship of the Dartmouth Training Squadron, and had just returned from the Baltic, which included visits to Finland, Sweden, Denmark and Holland.

She was due to be decommissioned at a ceremony at Portsmouth on June 27.

Before arriving at Portsmouth the Bristol made two appropriate visits. One was to her affiliated namesake city and the other to Dartmouth, from whose BRNC she has taken many officers-under-training to sea.

Daedalus display

ATTRACTIVE flying and static displays are promised for the big HMS Daedalus air day on Saturday July 20. Apart from participation by current RN aircraft, the scheduled flying programme includes a Merlin helicopter fly-by, aerobatic displays (including the *Crunchie Girl on the Wing*), the RN Historic Flight, an Avro Vulcan and a Virgin Airways 747.

