

NEW STREETS OF FEAR

ROYAL Marines are the backbone of Britain's relief force sent to protect hundreds of thousands of Kurdish refugees in Iraq.

Memories of Jutland



BOY First Class Frederick Charles Morris, now 92, was serving in the battleship HMS Marlborough on 31 May 1916 when she was struck by a torpedo.

"Our gunlayer said: 'Get your Number One suits ready' — meaning since the ship was damaged we'd all get leave while she was being repaired. 'And that's what happened — we wound up in a floating dock at Jarrow.'"

● See page 16 — 'Clash of the Titans'.

Most of the troops for Operation Haven came from 3 Commando Brigade. Their skills as mountain warfare specialists are tailor-made for the task of persuading the Kurds to come down from the heights on the border with Turkey.

They could also be employed to guard the huge refugee camps established on the lowlands south of the main relief base at Silopi in Turkey.

N Company 45 Cdo — who six weeks ago were patrolling the streets of South Armagh — are now keeping the streets of Zakho safe for residents still frightened by the threat of reprisals by Saddam Hussein's special police — many of whom are disguised in plain clothes.

Captain Jeff Mason said he had the authority to take whatever measures he thought necessary to help them feel secure in their own homes. He had been joined by a company of Dutch marines under the command of 3 Cdo Bde.

"We are going to run patrols in the town — and out into the countryside — to look for any more refugees we can bring home," he said.

3 Cdo has its own medical

squadron in Turkey and a small party of naval medical and nursing staff from RNH Haslar are on standby to fly out and assist with the relief organisation (see also back page).

Hospital

Meanwhile, only 2½ weeks after her return to Portsmouth, the RFA Argus is on her way back to the Middle East — her decks packed with Sea Kings of 846 and 845 Sqns as well as Lynx and Gazelle helicopters belonging to 3 Cdo Bde's air squadrons (see picture below).

The aviation training ship still has her prefabricated hospital embarked and is also carrying 50 assorted vehicles — four-wheelers, Land Rovers and water carriers still wearing their desert camouflage.

The Argus's naval party was recalled from leave — but she has a new master, Captain David Squire, who relieved Captain David Lench on the ship's return from the Gulf.

Command performance

HMS Campbelltown entertained Royal Family members to a day on board when the Duke of York gave his parents and wife a glimpse of his life at sea and in the air.

The Royal visitors joined the Type 22 frigate at Portsmouth and spent several hours touring the ship, in which the Duke is serving as flight commander. Later he gave a flying demonstration in his Lynx helicopter — concluding by dipping the helo's nose in an aeronautical "bow".

Picture: PO(Pho) Kev Jeffries



Now the job is done ...

"THOUGH much work remains in these waters, the job is done."

So SNAME — the Senior Naval Officer Middle East — signalled the Commander-in-Chief Fleet at the end of last month as his flagship HMS Brave and the mine countermeasures guardship HMS Hecla came to single anchor off Kuwait City, with HMS Brocksby leading a column of multinational vessels to alongside berths in the port.

Indeed, though "the great enterprise" was, in the words of Commodore Chris Craig "effectively concluded" while more of the Gulf ships returned to their home ports, the task of clearing the huge mass of ordnance left behind by the Iraqis continued.

And with smoke from blazing oilfields turning to a thick, sooty smog over the land, HMS Brilliant — with 20 Wrens on board — was tackling a spectacular fire at sea (see page 19).

Kuwait's sea ports reopened to world shipping by the end of

last month, thanks to the efforts of the 25-man Royal Navy and American and Australian clearance diving teams.

One of the nastiest jobs remaining involves clearance divers swimming along a five-mile oil pipeline to check for booby traps.

Black drizzle

Because of the oil and soot-soaked air they were under constant medical supervision as they worked. While defusing mines on the jetties and in the waters around the ports, the divers' senses are constantly assailed by the smell, touch and taste of oil, contaminating the flavour of food and water — even the hot stew sent ashore from the ships to ward off the cold in the "nuclear winter" conditions caused by the burning oilfields.

It has to be eaten quickly before it is covered by the fine black drizzle of soot. Mine

● Turn to page 19



● RFA Argus, loaded with helicopters for the Kurdistan relief operation, leaves Portsmouth again after only 2½ weeks back home.

Manadon's got it all tucked up

SHORTAGE of space at St. Luke's Hospice meant there was no room for a conventional doctor's couch so hospice director, Dr. Sheila Cassidy, called upon Lieuts. Steve Smith, Ian Bartlett, Paul Chappell, Kevin Hood and Robert Smith to produce a more practical alternative.

The five budding submariners, who are all on a marine engineering postgraduate course at RNEC Manadon, came up with a revolutionary design — a bed that can be raised or lowered at the touch of the button transforming it from a couch into much-needed seating for visitors.

What a hooter

ONE of the main attractions at the RN submarine museum in Gosport, HMS Alliance, tried to nose dive her way into the record books by sporting a 16ft. made-to-measure red nose on her bow sonar dome for Comic Relief.

Funds raised from collecting boxes at the museum, as well as part of the takings on Comic Relief Day, were donated to the appeal.

RED-NOSED TIGERS



HAVING just completed COST and ACT the Flying Tigers of 814 Sqn., embarked in HMS Invincible, decided to do their bit for Comic Relief.

Red-nosed "activists" took control of the bridge and a snatch squad kidnapped the ship's deputy supply officer, Lieut.-Cdr. Paul Quinn, in true Seafield Park style.

Trussed up in a Neil Robertson stretcher with a helmet bag over his head, the helpless victim was paraded through the ship while demands were made for money towards Comic Relief.

Two hours later 814 Sqn. had raised £270 and Lieut.-Cdr. Quinn was released from custody.

● Pictured, from left, are Lieut. Tank Murray, Lieut. Martyn Roberts, Lieut. Simon Parkin, Sub.-Lieut. Jet Brunskill, Lieut. Pete Davis, Lieut.-Cdr. Paul Quinn, centre, and, kneeling, Sub.-Lieut. Simon Neal.

Drake's mug shots pay off

VOLUNTARY donations put into the passport photo booth, at the UPO in HMS Drake, are being used to help children from Service families.

MAA Ray Pillay, of the Security Pass section, presented a £250 cheque to Lieut.-Col. James Estcove (retd.), controller of Alexandra House (a Forces short stay children's

guest house in Plymouth), and donated £100 to Alan Bower, Naval Families Service in Drake, on behalf of the Plymouth Naval Handicap Children's Group — both groups rely entirely on voluntary donations.

The money will be used to buy new equipment and will finance summer outings for handicapped children.



Helping Hands



Comic relief commander



OUT to prove that anyone with a cane and gold braid could take on the role of executive officer at RN air station Yeovilton was POAEM(WL) Alan Hutchinson who swapped jobs with Cdr. John Havill in aid of Comic Relief.

PO Hutchinson became commander for the day after promising to raise £500 for the charity and is pictured dealing with a full in-tray under the watchful eye of the Commander's assistant, Sub.-Lieut. Candy Easton.

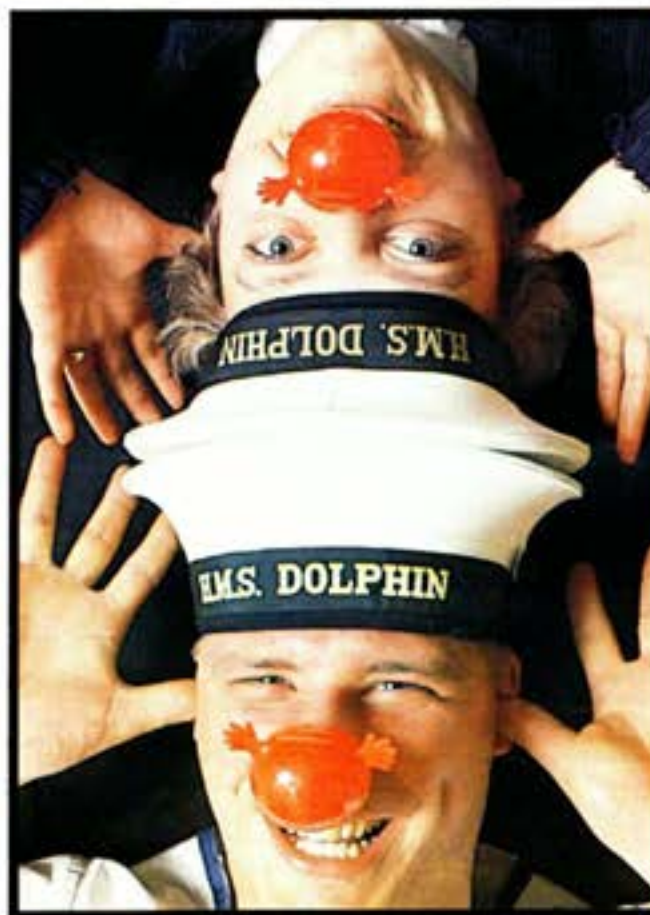
At the end of the day £519 has been pledged and his only comment was: "I'll have his office — but not his job!"

Party time in South Atlantic

WHEN RFA Diligence left for the Gulf, Naval Party 2010 was transferred to DSV Stena Seaspread to support ships in the South Atlantic and since then they, and the ship's company of the Stena Seaspread, have raised £2,000 for the Guide Dogs for the Blind Association — sufficient to pay for two dogs named Stena and Hubba.

Fund-raising events included a penguin-racing event, and Second Engineer on the Stena Seaspread, Ricky McGowan, raised £470 on Christmas Day in a sponsored head-shave, a particularly heroic gesture as he then flew home on leave to a wife who hates bald men!

Further funds were raised at CBFFI open-day at Mount Pleasant airport when NP 2010 and the ship's company of Stena Seaspread entertained local youngsters with a "Splat the Rat" stall.



HEAD TO HEAD

PICTURED getting their heads together to think of ways to raise money for this year's Comic Relief Appeal are MEM(M) Daniel Mills and WRENWTR Natasha Roper, of HMS Dolphin, in Gosport.

The red-nosed duo helped publicise the hard work put in by personnel in the submarine base which resulted in the appeal benefitting from over £160.

Among those who helped raise money were Senior Rate Wrens who toured the establishment in fancy dress selling raffle tickets and PT staff who "persuaded" personnel entering the gym to make a worthwhile donation!

Tiffies down on the farm

THIRTEEN proved to be a lucky number for the Ranvilles Farm Animal Shelter, in Fareham, when a group of Aircraft Artificer Apprentices spent a couple of weekends carrying out their community project work.

Led by LAEA Robert Turner, the 13 Tiffies, all of whom are serving at RN Air Engineering School in HMS Daedalus, set to work digging pathways, repairing and building walls, fixing gates and fences and finally

putting a coat of fresh paint on anything that stood still.

The project was arranged by Mike Ward and the charity co-ordinator for HMS Daedalus, CPO Ray Nicholson.



Hands up for HCPT

WHEN Gary Wright, a LEN at RNH Haslar and Portsmouth Area Co-ordinator of the Handicapped Children's Pilgrimage Trust (HCPT), accepted a £400 cheque from WOMEA Dave West, presented on behalf of the WOs' and Senior Rates' Mess in HMS Intrepid, there to lend a helping hand was five-year-old Kelly Jackson.

Kelly, whose father POMEA Paul Jackson serves in the Intrepid (and is pictured second from left), suffers from chronic eczema and was one of several youngsters who were taken to Lourdes this year by the HCPT.

Also present to see the cheque handed over were Mum, Carole Jackson, and Kelly's two-year-old sister Samantha.

Atlantic squadron changes hands

COMMAND of the Standing Naval Force Atlantic — the world's first multi-national peacetime naval squadron — passed from Commodore Michael Gretton to Commodore Antonius Van Gorp of the Royal Netherlands Navy last month.

HMS Campbelltown arrived at Portsmouth with the other five ships in the squadron and was relieved by her sister ship, the Type 22 frigate HMS Chatham.

STANAVFORLANT was first commissioned in 1968 to develop NATO teamwork and tactics and provide an immediately available naval deterrent force.

Since then it has sailed over a million miles, taken part in 130 major exercises and involved

over 100,000 men and women as crew members in the 490 ships that have served with it.

Ships are normally attached to the force for 4-6 months and command is rotated annually among the five nations — the UK, USA, Canada, Germany and Holland — which provide a continuous contribution of ships. Belgium, Denmark, Norway, Portugal and Spain allocate ships when their national commitments permit.

Rescue off the Scillies

TWO Sea King helicopters of 771 Sqn, RNAS Culdrose, carried out a dramatic rescue of 28 people from the refrigeration ship MV Crystal Star, on fire in high seas and 50 knot winds off the Scilly Isles last month.

The Culdrose helicopters between them lifted 18 to safety, transferring them to a nearby ship, eight more back to the air station, and two, who were suffering from burns, directly to hospital in Truro.

After the life-saving efforts were completed the aircraft continued operating, lifting salvage teams out to secure lines from the stricken vessel to a towing ship.

Miami vice brief

HMS AMBUCADE has taken over duties as guardship in the West Indies from her sister-ship HMS Active — (see special feature next month).

One of her main duties will be anti-drug running patrols in co-ordination with the US Coast Guard, and her first port-of-call is Miami, where briefing from US law agencies will put

her in the picture about the current problems in the area.

She will also be escort ship for the Royal Yacht when H.M., the Queen and Prince Philip are visiting Florida, and she is fully equipped and prepared for any possible role in future hurricane disaster relief operations throughout the West Indian islands.

A VOICE FROM THE HEAVENS

EVANGELIST Billy Graham's three-day appearance at Glasgow next month is to be beamed live to Royal Navy audiences by satellite.

Signal reception points have been set up at St Peter and Paul RC Church at HMS Cochrane, Rosyth and at the theatre in HMS Collingwood at Fareham so that Dr Graham can be heard via the Eutelsat 2-F2 satellite, speaking from Celtic Park at 1930 on 4, 5 and 6 June.

Cost of the reception equipment is being provided by voluntary contribution. Further details of the event — its theme is the relevance of the Christian faith to the approaching 21st Century — may be obtained from the Rev Malcolm McCall, tel Collingwood 238, or from any RN chaplain.



Phil lies low —

When HM Submarine Opossum returned to base covered in camouflage paint and flying the skull-and-crossbones, a lot of people wondered what she'd been up to...

Speculation mounted when HMS Otus, wearing the same livery, came into HMS Dolphin a few days later — with Armed Forces Minister Archie Hamilton embarked to welcome her home.

For the moment, however, the Ministry of Defence wasn't saying.

The paintwork, in duck egg blue and black, had been applied in much the same pattern as that employed by British submarines in the Far East in 1943-45 — though shades of light and dark green were then favoured in operations against the Japanese.

HMS Opossum was returning after a rare — for a submarine — round-the-world deployment which began in May last year and took her to the Falklands, Pitcairn Island — where she joined the 200th anniversary of the Bounty mutineers' settlement — Tahiti, Australia, Java and Singapore.

All that could be said of HMS Otus, however, was that she had been keeping a pretty low profile for a total of seven months — though the Jolly Roger is traditionally flown at the end of a successful submarine operation.

Since she was also flying a paying-off pennant to mark the end of 28 years' service, it seemed her swan song sounded a note of glory...

● Lieut-Cdr Philip Matthias (left) with Mr Hamilton on the bridge of HMS Otus, seen (below) entering Haslar Creek, Gosport last month.



— while Dai rides high



● Cdr Dai Morgan — Blue Riband contender.

Land speed ace Richard Noble now thinks he has a boat that can make the fastest Atlantic crossing — and he has a Polaris submarine skipper to drive it.

He has chosen Cdr Dai Morgan, formerly commanding officer of HMS Renown, to pilot the revolutionary "Spirit of Newcastle" in an attempt to win the Blue Riband next year.

And he believes its radical new hull design may form the blueprint for a new form of fast patrol craft, ideal for policing the world's growing number of economic exclusion zones.

With a simple shaft drive derivative of the Rolls Royce RB 211 jet engine delivering 33,000 SHP with the fuel efficiency of a diesel — while being 90 per cent lighter — Cdr Morgan is going for an outstanding record of around 60 knots average speed, which would be 13 knots faster than the current record set by the American Tom Gentry in 1989.

"We've got the engine and the design — all we need now is the £4.8m to put it all together," he told Navy News.

● Kodak Business Imaging Systems are helping sponsor the team by putting the names of contributors of a £3 donation on an optical disc which will be carried on the boat during the record attempt. For details of the plan telephone 081 858 8110.

Fast-track promotion for those with ambition

HELLO. THIS IS YOUR DRAFTY HELP LINE. SORRY THERE IS NOBODY IN THE OFFICE AT PRESENT - PLEASE TRY AFTER GRANBY.... HELLO. THIS IS YOUR....



VISITING Drafty recently was the new WE SD Officers' Course and it was particularly pleasing to meet one Sub-Lieutenant who less than nine years ago was a WEM(R) 1 waiting for his B13 to Leading Hand. This provides an excellent example of the speed of promotion available to ambitious young WEMs.

In the intervening period he completed Killicks course, was selected for Artificer Candidate and after his LWEMs sea draft and artificer training graduated as a fully qualified technician from Collingwood with an HNC.

That was followed by a first sea draft as a WEA during which time he sat and passed for Chief as

well as passing the SD exam — subsequently being selected and promoted.

Should he have elected to stay on the lower deck he could expect to have made CCWEA in little more than 11 years from the receipt of his LWEM B13.

The Granby Gap

Rushing to fill the WE billets required for Operation Granby and recalling Reserves were not the only additional activities for those on the drafting desks — the increased security requirement and the manning of the RN Casualty Co-ordination Centre meant that at one stage 70% of drafters were away from their desks.

Coincident with this for the weaponers has been the departure of the Ordnance Drafting

Officer (Lieut.-Cdr. Linfield) to a new career with Ops Drafting as reported in the March issue. With the post gapped for three months and a change of PO Writer on the desk the Ordnance plot was largely managed by Office Manager CWREN Sue Bailey while awaiting the arrival of Lieut.-Cdr. Les Moores later this month.

The new team's arrival will enable the desks to resume the Help Line telephone service for our customers and a full schedule of visits both to and by Drafty can be resumed.

State of the rosters

Current waiting times are:
to LWEM(O) 15 months;
LWEM(R) Dry;
POWEM(O) 14 months;
POWEM(R) 9 months;
and for Artificer Candidate Course, waiting time is between 18 and 20 months from the end of Killicks course.

Drafty on the Weaponers

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As you like it

The next issue of the full list of WE jobs at the various rates and by area is now being circulated through SWEOS and the major shore employers.

This is aimed to help you understand your chances when bidding for particular areas and clearly shows the reduced chances when bidding for particular areas and clearly shows the reduced chances for senior rate Devonport preference always to have their shore jobs in area.

Drafty has no control over this imbalance of sea and shore jobs in the West Country for WEs but he aims to help you target your preference to what is achievable.

So use the Drafting Preference Form to tell Drafty what you would like; and use the comments to spell out any details that may not be obvious from the answers in the boxes e.g. do you wish to maintain the same equipment again/ does this take precedence over your area choice, children in school/more on the way and so on.

Make it work for you and help Drafty help you to increase the IPRE drafts for WEs even higher than the present 88%.

Warrant Officers' prospects back on line

At the top end of the branch promotions to Warrant have slowed as the numbers have come into balance with the requirement and there were no vacancies for WEMs this year although it has to be stressed that this is more a case of not 'dipping in' rather than WEs 'dipping out'.

Drafty's logic in saying this is that WEs are merely coming into line with other branches as our shortage problems reduce.

While this is good news for the Navy (and Drafty!) it does mean less of the very accelerated promotion of previous years.

And those waiting at the top end of the selection process are still under the Navy wide average for promotion to Warrant Officer.

Suggestions for PJTs, please

Very few WEs join a new ship without some PJT training and some of the longer packages can take 10 months or more.

Inevitably this means that not all training can be programmed in before joining ships; and as well as causing concern for employers the long time out of preference area (for non Pompey natives mainly) wins few votes either.

This problem is now receiving a lot of attention and possible solutions include reducing

the number of PJTs and the time taken under training.

It is not possible to keep increasing them and a reduction has to be sought. Drafty's dream would be for them all to be cut in half but available twice as often! He could then satisfy men and employers.

Warrant Officer Matthews is being seconded to assist with this MOD study and if you have any views, suggestions or solutions please address them to him at Room 2074 Naval Drafting Division (WE) HMS Centurion.



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Guernsey guards the riches of the sea

WHEN Lieut.-Gen. Sir Michael Wilkins, former Commandant General of the Royal Marines, was appointed Lieutenant Governor and Commander-in-Chief of the Island of Guernsey, he travelled out in fitting style to take up his appointment — on board the Royal Navy's fourth ship bearing the island's name.

HMS Guernsey is one of a series of seven Island class offshore patrol vessels, built by Hall Russell of Aberdeen. She was launched by her sponsor, Lady Martin, wife of Vice-Admiral Sir John Martin, the then Lieutenant Governor of Guernsey, on February 17, 1977.

She was commissioned at Rosyth the following October and assigned to the Fishery Protection Squadron. HMS Guernsey was most recently under refit from May 1989 until March 1990. At that time she had new satellite communications equipment installed and became first of her class to be fitted with the new 30mm gun.

The Guernsey has been active since emerging from refit, almost continually on patrol (with three arrests to her credit over the subsequent months) and she has also managed visits to Gibraltar, Denmark and France.

The Fishery Protection Squadron is the RN's largest operational squadron, employed exclusively within the 270,000 square miles enclosed by British fishery limits and charged primarily with the enforcement of national and European Community fisheries' regulations.

Within this area lie some of the richest fishing grounds in the world, an attraction for many foreign fishermen. By monitoring fishing, administering the regulations and collecting detailed information from individual vessels, the FPS provides some of the data on

which the Government negotiates fishing agreements, formulates conservation measures and determines legislation on fishing.

As the only RN squadron maintaining a permanent operational presence within Britain's maritime domain, the warships act as a deterrent.

A skipper encountered engaging in illegal activity will be detained and his vessel escorted to a UK port. If convicted, he faces substantial fines and is liable to forfeit his expensive gear and catch.

Secondary — but important — tasks carried out by the FPS include security patrols within the oil and gas fields and anti-pollution operations in all waters over the UK's continental shelf. The Squadron also helps fishing vessels in difficulties and acts as arbiter when disputes arise. It is seen as a "thin grey line", policing some of the busiest waters in the world, and exists in an atmosphere of mutual respect with the fishing communities.

The work of the Squadron is complex, and calls for a high level of knowledge about fishing and energy matters together with a high standard of seamanship. The vessels are continually on patrol — each patrol lasting six weeks or more — throughout the year.

Presently under the command of Lieut.-Cdr. Andrew Wilkinson, HMS Guernsey has a ship's company of 35, consisting of four officers, seven senior ratings and 24 junior ratings.



Above: HMS Guernsey, whose offshore patrol duties include fishery protection and surveillance of oil rigs and gas fields.

She is powered by two Rushton RPD 12RK3 diesels, each developing 2,190bhp, driving a single screw variable pitch propeller, and at 10 knots — she is capable of 16 — has a range of 5,358 miles.

The badge of HMS Guernsey is described heraldically as "is-suant from an ancient crown gold, three flets of a Guernsey lily (nerine samiensis) proper".

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1958.

Facts and figures

Length: 59.5m. Beam: 11m. Displacement: 1,323 tonnes. Engines: Two Rushton RPD 12 RK3 diesels, each developing 2,190bhp. Speed: 16 knots. Range: 5,358 miles at 10 knots. Radar: navigation — Kelvin Hughes Type 1006. Operation: Operate under Commodore Minor War Vessels on Fishery Protection duties for MAFF. Can carry small RM detachment and two Avon Sea Rider semi-rigid craft with 85hp motor for boarding.

TWO PLANNED NAMESAKES CANCELLED

FIRST of the three previous ships to bear the name HMS Guernsey was a 22 gun ship, built as Basing in 1654 and renamed Guernsey in 1660.

She carried out an unsuccessful attack on Bergen in 1665 and had a major encounter off Alicante with the Turkish ship Algerine White Horse in December 1677.

Eleven years later she was made a fireship and she was eventually broken up in 1693.

The next ship of the name was a fourth rate 680 builder's measure, armed with 48 guns. Built by Johnson of Blackwall in 1696, she was 132 feet long and 34½ft. in the beam. Rebuilt at Chatham in 1740 as 863bm, she was reduced to a hulk in 1769. In 1786 she was sold out of service.

A fifth rate, 704bm, 32 gun vessel (125½ft. x 36ft.) was built in West Deptford as Aeolus in 1758. She was reduced to harbour service in 1796 and renamed Guernsey in 1800, only to be broken up the following year.

Two other Guernseys were planned but cancelled: a Cormorant class wood steam sloop ordered in 1861 from Pembroke Dock and cancelled in 1863, and a G-class destroyer, ordered from William Denny, Dumbarton, in 1944 and cancelled the following year.

Battle honours: Lowestoft 1665, Texel 1673, Lagos 1759.

Watching things change at College



Sub-Lieut. Windsar receives his binoculars from Admiral Black.

AT LORD High Admiral's Divisions held each April at Britannia Royal Naval College Dartmouth, the Queen — or her representative — traditionally presents a sword to the top officer under training and a telescope to the six next best.

But with the death of the last employee of Gieves and Hawkes with the skill to produce these watchkeeping telescopes, the tradition has changed.

The Queen agreed that modern, high-quality binoculars would be a suitable alternative and these were presented to this year's prizewinners by Her Majesty's representative, Commander in Chief Naval Home Command, Admiral Sir Jeremy Black.

Winner of the Queens Sword was Sub-Lieut. Andrew Betton, while Queens Prizes of binoculars went to Lieut. Derek Swanwick, Sub-Lieut. Paul Windsor, Sub-Lieut. William Warrender, Sub-Lieut. Charles Bennett, Sub-Lieut. Gordon Smith and Mid. Jon Pugh.

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Letters

Now Norman says 'Sorry but ...'

HAVING read the letter "Norman makes an offer — and then says no" (March), may I say that the mailing mentioned was one sent to people who had previously enquired about our plans, but had not gone ahead.

While accepting that the timing of our mailing was unfortunate (although it had in fact been prepared for issue a couple of months earlier), it really highlights some of the problems which the Gulf conflict raised for the whole of the life insurance industry.

It is important to appreciate that the need for protection is not altered by the onset of war, although that need may be more clearly recognised. Regrettably, the cost of that protection is considerably (even immeasurably) higher. In consequence we were not able to accept applications from those who sought to increase their level of cover simply because they felt the risks were much greater.

Fair premium

However, for those who had the foresight to arrange appropriate cover in normal circumstances, the cover was totally unaffected, no matter what duties they may have been called upon to perform.

The whole principle of insurance is based upon a large num-

ber of people sharing risks which can be assessed. If policyholders are to be treated fairly, similar risks should result in similar premiums for similar benefits.

Extra risk

It is not possible to properly assess the risk involved in warfare and therefore it is not possible for our underwriters to calculate a fair premium in these circumstances.

If we were to ignore the extra risk we would be neglecting our prime responsibility to our existing policyholders who would actually be called upon to pay the costs associated with accepting risks on inappropriate terms.

Happily, as I said before, we are now virtually back to "business as usual". I am sorry if your correspondent found our handling of his application disappointing, but I can assure you that if he were to apply now he would find that he would get a much more positive response. — G. J. Treharne, Manager, Central Marketing, Sun Alliance Life and Pensions, Horsham, West Sussex.

Time for a title change?

CONCERNING the correspondence on who should be entitled to full RNA membership, why should we of the RNA change our Charter when, according to the laws of the land, members of the RNKS — very useful and efficient they may be — are, like members of the RFA and adult staff of the Sea Cadet Corps and CCF (Naval) section, civilians.

Perhaps the time has come for a future RNA conference to consider a new grade of membership — superior to Association but lesser than full membership, to cater especially for members of this type of organisation. This could possibly include those many special naval civil servants who serve afloat in RN ships.

May I remind your readers of the original title of the RNA. It was the RN Old Comrades Association, the qualification for membership being six months full-time service in a naval mess deck — comradeship that is found nowhere else on earth. Perhaps we should resurrect this title. — Jim Wilcock, Hull Branch — Full Life member with over 20 years service to the RNA.

No record

I HAVE to disappoint former ABs Cain, Powell, Woods and Prince, ex-Revenge (letters, March).

Ex-Writers Harold Pedrick, Dixie Pike and Ben Harvieson, of Supply Mess HMS Edinburgh (1938-40), have broken their record, being still in touch after 51 years! Next get together May 5 1991. — Ben D. Harvieson, Kingsand, Cornwall.

The lost graves of Shanghai

I READ with sorrow the letter (April) about the graves of my old shipmates who died in action up the Yangtse river in 1949 and were laid to rest in Hongqiao cemetery, Shanghai.

Who would have thought that an order could have been given for these and other graves to be demolished to make way for buildings?

I deeply regret that next-of-kin were not informed and that apparently no complaint was made asking if the remains of those who died could be placed in a plot of conse-

crated land.

I am also deeply sorry for the sister of Stoker Archie Gifford as she cannot now see her brother's resting place. I and, I am sure, the rest of the ship's company of HMS London which was in action with the Black Swan and Consort, express our sympathy. — J. Slaughter, Ex-AB, Westgate-on-Sea, Kent.

● In tribute to those who died Mr. Slaughter enclosed several pictures of the funeral. The one printed below shows the wreaths and some of the sailors who attended the ceremony.



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JACK

BY TUGS



NN

Letters

NN

Link has too many breaks in the chain

THE LINK Families Organisation (LFO) is a marvellous idea, set up to relay important information quickly to the families of the ship's company. In order for this to work efficiently, all that is required is one phone call from MOD to the captain's wife.

At the end of the war in the Gulf, it was announced by the media that HMS Brazen and HMS London would be "leaving the area within 48 hours". Great excitement and anticipation was felt by the families at home. This was obviously an ideal time to instigate the LFO.

Unfortunately not a word. I feel very angry and let down by the fact that we were left without any information as to when we could expect our men's return. It was only when the ship went alongside four days later that we received phone calls from our men.

Responsible

Personally, I received over a dozen phone calls from various mothers, wives and girl friends, asking for information — which I should have been able to give them, but could not do so.

The calls made to me were all from people who were not even on the LFO. The men in the ship are responsible for putting their loved ones on the list, and many of them will not do it. It is all right for the men, they know what is going on. It is the families at home who are left wondering and waiting.

I am sure that at least 90 per cent of the families wish to be informed — if only to know that no date had been fixed for the ship's return.

If the men want support from home, then we, the families, must be kept in the picture, but are prevented from doing so by their men on board not using the LFO. We can cope with most things if we have something to focus on.

Could this organisation not be made compulsory and used more often to help us all? — **Gaile Farmer**, Wife of Executive officer, HMS London, Gosport, Hants.

Stirred by a shaky memory

I WAS interested in your report (January) that ex-POs Gordon Jones and Sid Barnes, of Abergavenny, recently received medals from the Chilean Government resulting from the 1939 earthquake.

I feel that the point of the story may have been missed, however. Why has it taken so long for this to happen? I am particularly interested as I pos-

sess my late father's medal, which he received back in 1939.

Another point. Did all the ships' companies from HMS Ajax and Exeter get this medal, or, as I suspect, only those involved in emergency and rescue work?

I believe that my father, CPO (Shipwright) Dick Church, was given his medal because of his help in recovering a large sum of money and valuables from the rubble-covered City Bank Vaults, which were in a dangerous condition due to fractured gas and water mains.

This remarkable episode in the history of the Ajax and Exeter was overshadowed by the onset of the Second World War and the subsequent Battle of the River Plate a few weeks afterwards. — **R. J. Church**, Rainham, Gillingham, Kent.

Malaysian glory days

YOUR report (March) outlining HMS Hubberton's career does not mention the ship's finest role — that of patrol craft in 1965-1966, the Malaysian Confrontation years.

In her duty patrolling in the Malacca Straits, Singapore Straits and off Borneo the ship

saw many minor actions and was constantly hard pressed on night patrols. I think all the ship's company of that time would claim these were her proudest years. — **J. Bosworth**, Ex-LME, Poole, Dorset.

Wistful over Whimbrel

I HAVE just read the item (April) about the former HMS Whimbrel, at the moment with the Egyptian Navy.

I served in her in Aussie and Hong Kong. She was the last of her class to come home and we ended up in mothballs, in the Reserve Fleet at Harwich.

I bet a lot of old Whimbrels will be glad to see she is still afloat and would love to see her again. I hope the Warship Preservation Trust will succeed in its efforts to recover this ship and put her on exhibition. — **R. R. Duffield**, Ex-LS, Middlesbrough, Cleveland.

Cover story

I STILL have the hammock cover which was issued to me in HMS Ganges 50 years ago.

Now it is used by my wife, ex-PO Wren Topsy Turner, as a duvet. — **Bill Bothwell**, Edinburgh.

Accident — or sabotage?

Has it ever been revealed whether the cruiser HMS Natal, which blew up in Cromarty Firth in December 1915, was lost through accident or sabotage?

When HMS Vanguard (left) also blew up while at anchor in Scapa Flow in July 1917 the subsequent inquiry learned that a civilian ordnance fitter from Chatham who had left the ship a few hours before the explosion had also been working in the Natal just before her loss.

Though the Admiralty said the Vanguard disaster had been due to "unavoidable causes of an uncertain nature" there were rumours that somebody had been secretly executed.

My interest stems from the fact that my father, Albert Turgoose — a former "Red Marine" who transferred to the Navy Telegraphist Branch and left 38 years later as a Lieutenant-Commander — had his first sea trip in the Natal, to China in 1902.

My father-in-law, Capt. George Abson, was responsible for salvaging most of her before war broke out again. He was drowned off Scapa in 1939 while delivering the salvage vessel Disperser for boom defence work there. — **Fred Turgoose**, Wroxall, Isle of Wight.

Bell to toll for Malta's fallen

MALTA made an epic contribution to the outcome of the Second World War. The people of the island and the Servicemen who helped defend it were subjected to prolonged and intense bombing.

Mystery winner

ACCORDING to recent television coverage here about an unclaimed prize, G. Rouer, who purchased ticket number 2226 in New South Wales Lottery No. 690, drawn on June 22 1940, gave an HMS address, c/o GPO, Sydney.

The report, which speculated that the sailor probably sailed from Sydney before the results were published, said that he or any next of kin could make a claim, with proof of identity, to the General Manager, NSW Lotteries, PO Box 321, Burwood, NSW, Australia 2134.

Good luck to someone! — **Spike Sullivan**, Southbrook, Manilla, New South Wales, Australia.

I Plant E propagation

YOUR April edition contains an item about DCI(RN) 38/91 encouraging Engineer officers and Artificers to register with the Engineering Council and to obtain membership of an engineering institution at one of the three levels — C. Eng., I. Eng., and Eng. T.

It infers that the C. Eng. and I. Eng. grades are only available to commissioned ranks, and Eng. T. for ranks below.

This is not so. The Institution of Plant Engineers has many full members holding I. Eng. grades among the non-commissioned ranks. Any of the Service personnel serving in the Engineering branches of the three Services can apply for membership of the I. Plant. E.

Their qualifications and experience will be assessed by our membership panel and should, in their opinion, the candidate meet the qualifications required, full membership can be offered and a further application for I. Eng. grading can be submitted through the Institution.

Rank will certainly be noted but this will not be a priority to be considered by the panel.

There are many skilled engineering qualifications among the non-commissioned ranks and the Institution of Plant Engineers welcomes them as members. G. F. Moore, I. Eng., Hon. F.I. Plant. E. Werrington, Peterborough.

During April 1942 alone, a greater tonnage fell on Malta than on the whole of the UK during the worst month of the Battle of Britain.

Throughout the three-year ordeal, RAF pilots were fighting the equivalent of a continuous Battle of Britain, while aircraft, ships and submarines operating from Malta sank great quantities of supplies intended for the Axis forces in North Africa, contributing significantly to their final defeat.

The Army played its part with their anti-aircraft batteries and in the maintenance of the badly-bombed airfields. Ships of the Royal and Merchant Navies fought desperate convoy battles to deliver the supplies, enabling a starving Malta to avoid surrender — but only just.

In recognition of the bravery of its people, the Island of Malta was awarded the George Cross by King George VI in April 1942 — a unique distinction. Yet there is no memorial in Malta to the many thousands who lost their lives during this long siege — civilians, Servicemen and merchant seamen.

The George Cross Island Association, whose members served in Malta during the siege or who helped to supply the island, have undertaken to remedy the omission.

HM Government and the Maltese Government have given their wholehearted support to the project. A monument designed by Prof. Michael Sandile RA will take the form of a ten-ton bell hung in a stone cupola, with a recumbent bronze figure on a catafalque before it.

Appeal

The Maltese Government has agreed to the erection of the structure in Valetta on the Lower Barracca overlooking Grand Harbour, and to be responsible for maintenance.

There will be a Book of Remembrance recording the names of all who lost their lives and, in the case of Servicemen, their units or ships. It is aimed to complete the project for dedication in 1992, the 50th anniversary year of the award of the George Cross to Malta and of the important relief convoys.

A charitable trust has been set up, with a target of £250,000, and the sum raised so far by enthusiastic response to the appeal is approaching £125,000.

Anyone wishing to make a donation should send a cheque, made payable to the George Cross Island Memorial Siege Bell Trust, and addressed to me (Hon. Treasurer). — **A. Gibbs**, Little Meadow, Cricketers Lane, Herongate, Brentwood, Essex, CM13 3QB.



NN Navy News

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Helping Hands



GONE FISHING!

A GOOD day's sport for Naval Air Command anglers raised just over £2,956 for the NSPCC during NAC's charity shield event at HMS Daedalus.

Individual sponsorship was this year's theme and the trophy for the competitor raising the most money in pledges was won, for the second year running, by Clive Cunningham,

of RN air station Yeovilton, who raised £219.

□ □ □

During a supper evening in Weymouth Capt. Robert

Payne, captain of HMS Osprey, presented a cheque for £1,177.79 to the Trimar Hospice Trust.

The Trimar project was launched two years ago with the aim of establishing a residential hospice in Dorset and was adopted by HMS Osprey as its charity for 1990.

The money was raised through various events including a "swimathon" and a Families Day and when the cheque

was handed over Capt. Payne delighted trustees by announcing the Trimar appeal will also be Osprey's charity for 1991.

□ □ □

A successful charity horse-racing evening was held in the Type 23 Dukes Club at Yarrow Shipbuilding Yard, Glasgow, during which the Senior Rates of HM ships Lancaster and Argyll raised £182 for Nazareth House, in Lancaster, and the Royal Scottish Society for the Prevention of Cruelty to Children.

□ □ □

A Portsmouth group of mothers and babies has been chosen as the official charity of HMS Collingwood.

Parents of Portsmouth Poorly and Early Tots Needing Support (Poppets) were invited to a fund-raising disco where chairwoman Sheila Bailey and Sister Dee Hughes-Thomas, of the neo-natal unit at St Mary's Hospital, were presented with a £750 cheque from the POs' Mess President Dave Duncan.

□ □ □

Students on the Officer of the Watch course at HMS Dryad have redecorated the village hall at Four Marks, near Alton.

Grateful villagers offered paint and brushes to assist with the venture and refreshments were supplied by the W.I. The job was expected to take two days but such was the enthusiasm, the hall was re-painted in only one day!

HOSPITAL GETS ITS 'REVENGE'



MEMBERS of HM submarine Revenge (Port Crew) Senior Rates' Mess have put to good use the occasional lapses in standards of behaviour.

Fines imposed for the use of non-naval terminology, infringements of mess rules and for other unspecified misdemeanours, generated

over £100 which was gratefully accepted by the Erskine Hospital for Disabled Servicemen and Women, at Glasgow.

Pictured at the hospital are residents and members of the Senior Rates' Mess with Lieut.-Col. Bob Steele, assistant commandant.

Break out at Collingwood



IN an attempt to raise money for Southampton Hospital's Leukaemia Research programme three stores accountants decided to "break out" from HMS Collingwood — and captain of the establishment, Capt. Peter Wason, even held the door open for them!

LSAs Nick Thorpe and Julian Wilson and LWRENSA Nita Cooney escaped as far as Amsterdam raising over £500 from sponsorship and money collected en route.

Pictured at the start of the "Break out" are, from left, Supply Officer Andy Godfrey, LSA Nick Thorpe, LWRENSA Nita Cooney, LSA Julian Wilson and Capt. Peter Wason.

SSAFA challenge

THE SSAFA Cleveland Branch is once again organising its annual challenge, a tough 20-mile orienteering race over the Cleveland hills on Saturday, July 20.

The challenge is open to members of regular, reserve and cadet forces, emergency services, Scouts and Guides, and to their families.

Contact Ken Moss at

SSAFA, TA Centre, Stockton Road, Middlesbrough, Cleveland TS5 4AD (tel. 0642 217440) for further details. All proceeds from entry fees go to SSAFA.

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Badges to get pinned down

IN THE past the shape and size of badges of RN ships and establishments have varied. Now they are standardised.

For HM ships and submarines the shape of the "rope" frame is circular; for establishments and schools it is diamond; for RFAs and RMAF vessels pentagonal; and for RN air squadrons circular.

Badges consist of an heraldic design surrounded by the "rope" frame, with the name or number in the panel at the top of the frame, surmounted by the naval crown.

These and many other facts are included in an announcement about badges, whose various sizes are listed.

Design of a badge is linked with the name of a ship, establishment, school or the number of an air squadron. Names or numbers used in the past for RN ships, establishments or air squadrons have an approved design badge which is used for any subsequent bearers of the same number or name.

A new design is only required when a new name or number comes into use or, in exceptional circumstances, where an existing approved design is thought inappropriate.

Mottoes

Approval of design for badges is the responsibility of the Ships' Names and Badges Committee, assisted by the Royal Navy's adviser on heraldry.

The announcement also provides details of categories of badges and of their production and issue to ships and establishments.

Design of a badge does not

include a motto. The committee does not take action to provide mottoes for new designs, but is responsible for approving those which may be required.

The commanding officer of a ship or establishment entitled to a ship's badge but which does not have a motto may, if he wishes, submit proposals for approval.

This will not normally be changed during the period of a ship's or establishment's service but exceptionally, if an approved motto is thought no longer appropriate, an alteration may be proposed for consideration.

DCI(RN) 40/91

Storm in a nutshell

SUBJECTS for the 1991 Lieut-Cdr. G. W. W. Hooper essay competition are: The Great Storm; What do you think are the ingredients of a perfect holiday?; and How do you think we should pay for local services?

Prizes for the contest, which is open to junior ratings, are: First, £80; second, £50; third, £30.

The essays, which are judged under a non-de-plume, should be between 1,000 and 2,000 words.

DCI(RN) 39/91

More visits booked

THE second series of user visits to the Services Booking Centre, covering the period to July 1 this year, was heavily over-subscribed and additional visits

had to be arranged.

These familiarisation visits, for both military and civilian users of SBC involved in or responsible for submission of travel applications, are to continue for another six months.

Dates and details of the day visit programme for the period July-December are given.

DCI(General) 44/91

What's in a NAMET

FROM May 1 there is no longer a requirement for non-technical ratings to achieve a NAMET score of 7/7 or better to gain advancement to able rate.

Similarly the requirement for Air Engineering Mechanics to achieve NAMET grade 6/6 is removed.

The need to achieve NAMET 5/5 or better for advancement to leading rate will remain.

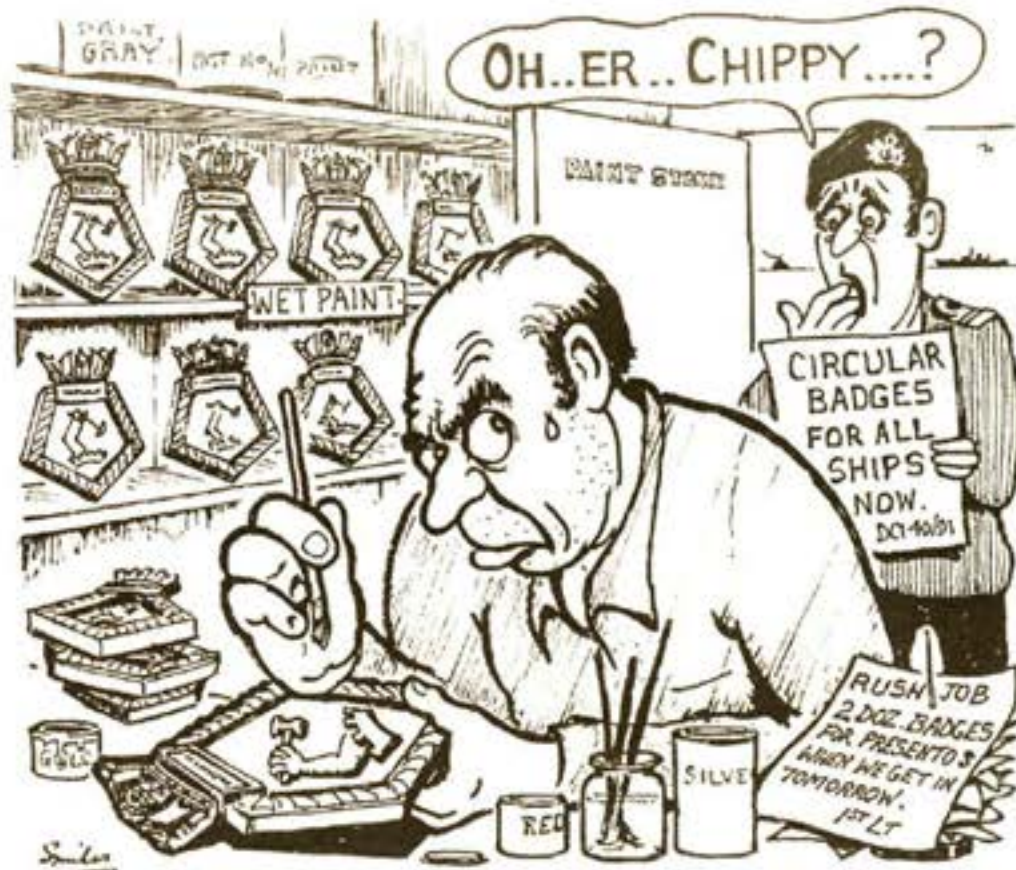
DCI(RN) 61/91

Let-out bill goes up

FROM April 1 the standard charge payable by RN, RM, QARNNS and WRNS ratings recruits aged 17% and over who claim their discharge under the early release provisions of BR 8748 has been increased to £140.

The lower charge payable by Artificer Apprentice recruits, Probationary Medical Technicians and Probationary Communications Technicians aged 17% and over who claim discharge under the same provisions rises to £100.

DCI(RN) 58/91



Get Wise on DCIs

Taking the Leadership

DATES are given of the programme of Petty Officer and Leading Rate Leadership courses between March this year and December 1992.

Courses start at HMS Royal Arthur every Monday, except during leave periods, and last four weeks for POLC and two weeks for LRLC. Booking is through individual drafting desks at HMS Centurion.

Ratings joining Royal Arthur

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

for training are to be physically and medically fit. Those permanently medically downgraded should consult DCI 12/90 before applying for a waiver.

Occasionally courses are underbooked and have late cancellations and, providing

ratings are physically fit, there are opportunities for late bookings.

Dates of courses in 1992 may change subject to the date of moving from Royal Arthur to HMS Nelson (Whale Island).

DCI(RN) 64/91

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Naafi's extras

A TOTAL of £113,575 is available for the year ended April 28 1990 as a result of Naafi extra rebate.

After payment to the Benevolent Trusts and Fleet Amenities Fund (40 per cent of the total to each), the balance is divided between Commands for the improvement of recreational facilities.

The 1990 allocation is as follows: Royal Naval Benevolent Trust, £42,536; WRNS Benevolent Trust, £2,894; Fleet Amenities Fund, £45,430; Naval Home Command, £9,654; Fleet, £7,973; Naval Air Command, £2,385; Royal Marines, £2,703.

DCI(RN) 42/91



Super Grant bids invited

NEXT YEAR sees the Royal Navy's turn for award of the Nuffield Trust Super Grant and applications are now invited. The grant available in 1992 is expected to be about £200,000, with the actual amount decided by the Trustees in the light of proposals put forward.

Normally the grant is for a fixed asset for UK establishments where there is considered adequate security of tenure. As a general rule fixed assets to be constructed on MOD property will be considered only when the project is to provide a synopsis sports facility which does not qualify for public funding.

The announcement says it is not appropriate to submit an applica-

tion for a facility which is eligible for public funding but for one reason or another has not been provided.

Another condition is that the proposal must benefit the maximum number of Service personnel.

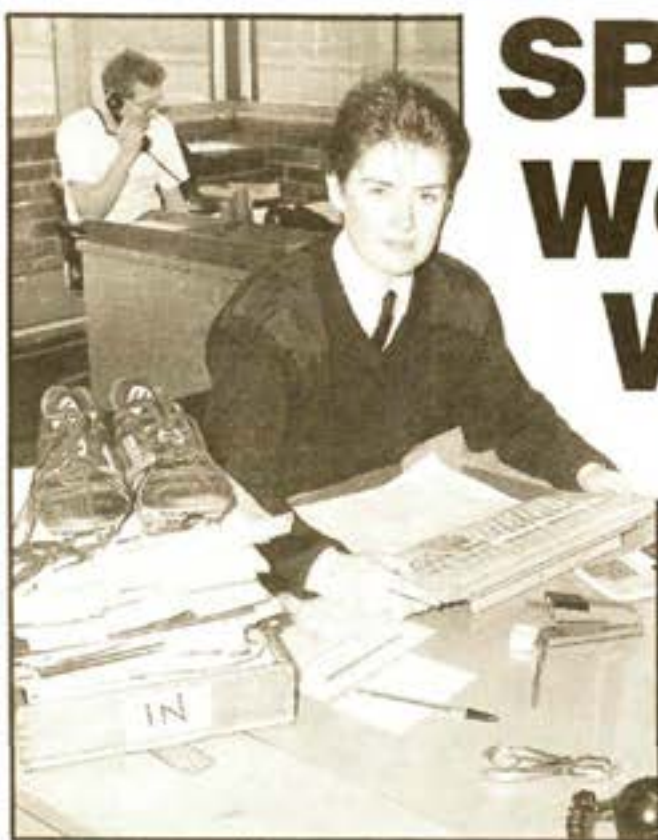
The announcement outlines the application procedures via CINCs and Commandant General Royal Marines and Director General Naval Personal Services. The Second Sea Lord will make the final selection for preliminary consideration of the project by the trustees. When the trustees' decision on suitability has been given, the originators of the project will be asked to prepare detailed proposals.

The application format and timescale is provided.

DCI(RN) 57/91



SPORT — IT'S A WOMAN'S WORLD



Wren Writer Janet Riddell keeping her soccer boots handy — in the in-tray.

IT'S NOT unusual for a new recruit to HMS Collingwood to be a keen footballer... but a few eyebrows were raised when Wren Writer Janet Riddell announced that soccer was her game (and not as a spectator either).

Janet, a northern lass, transferred from Manchester City ladies team to Solent Ladies when she moved south to work in Collingwood's unit personnel office.

Meanwhile, since taking part in the first ever WRNS physical trainers course back in 1976, Sylvia Johnson has represented the Royal Navy at hockey, cross country, athletics, golf and badminton.

Now she has become the first female PT to be selected as warrant officer. Sylvia joined the WRNS at 17, and 15 years later was presented with the Long Service and Good Conduct Medal.

Currently serving at HMS Collingwood, she is looking forward to July and her first warrant officer's appointment — to HMS Raleigh, where she will be involved in resource and initiative training.



As Sylvia christens — inside and out — her new title, she's watched by colleagues LPT Nick Carter, PO Wren PT Carole Shaw and Cdr. David Raines, executive officer at HMS Collingwood.

THREE CHEERS

HERBERT Lott Awards have been presented to three men under his command by Capt. John Perryman, commanding officer of HMS Cochrane.

Lieut. Graham Smalley, Supply Officer Stores, received his award for hard work and expertise in helping prepare minor war vessels for the Gulf.

PO Marek Kaminski, a stores accountant at the establishment, was recognised for his valuable contribution to minor war vessels' efficiency in help-

ing to set up and operate the small ships refit group.

Sid Brian Jones received his award for dedication while serving in Cochrane's Discipline Office, where the administrative tasks he undertook were outside his normal field of duties. Brian's award also recognised his valuable work for the RN youth club in Rosyth.

Back in harness again

SEVEN members of the RNR Air Branch met up at Portland, and made a bid to take over 772 Naval Air Squadron.

Three had been seconded to help out during Operation Granby; Lieut.-Cdr. Ray Colborne was watchkeeper for the search and rescue flight, Lieut.-Cdr. Jim Laird instructed and Lieut.-Cdr. Roy Smart flew as one of the staff pilots.

Their four colleagues then turned up for continuation training. Can't argue with experience, though — the seven share 36,000 flying hours.

Pictured below (clockwise) are Lieut.-Cdr. Colborne (in cab), Smart, Gary Savage, Phil Barclay, Eric Pashley (in wheelchair), Lieut. Stuart Coombes and Lieut.-Cdr. Laird.



High flier

WINNER of the Eldridge Pope Silver Salver Trophy 1990 was Lieut.-Cdr. Richard Brooksbank, currently serving with 815 Squadron and Flight Commander of Plymouth-based HMS Ambuscade.



The salver is presented annually by the Dorchester brewers to the best pilot or observer under training with 702 Naval Air Squadron, which is based at RNAS Portland.

Mr. Anthony Pope handed over the trophy, and also presented pilot Richard with an engraved tankard.

GREENER PASTURE

No stranger to club swinging, Lieut.-Cdr. Alan Bray has left the Royal Navy and taken the post of secretary of a golf club near Reading. He was given a warm send off by colleagues and qualifiers at HMS Temeraire. The Royal Navy and Combined Services golf teams, both of which he has captained for the past three years, are also feeling bereft!

PETTY CHANGE?

NO great change for six former chief petty officers who worked in the Ground Radio Section at RNAS Culdrose before leaving the Royal Navy.

Glyn Parry, Sam Barnett, Sandy Sandford, Rod Marks, Jim Bain and Rowley May all went to work for Fields Aircraft Ltd. And as the company has taken over the tasks previously carried out by the men at Culdrose, the six are employed in the very same work, back at the air station where they began.

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People in the News



Kirstys Beaver away

SAILING into the history books are Wrens (EW) Kirsty Arden (nearest camera) and Kirsty Taylor, the first Wrens to complete the joint seamen's electronic warfare course at HMS Dryad, the Royal Navy's School of Maritime Operations.

The two 19-year-old Kirstys, who joined the Royal Navy together in September last year, are now looking forward to joining their first ship together this month.

They have been drafted to the Type 22 frigate HMS Beaver, in which they will

work alongside their male colleagues operating the ship's electronic warfare equipment.

They are pictured training on an electronic early warning system, under the scrutiny of their instructor, PO Graham Kipling.



SPECIAL RESERVE

HMS SCOTIA, the Royal Naval Reserve unit at Pitreavie, can now boast five holders of the coveted Captain's Prize.

The prize is made to top new-entry recruits to the Reserves at the end of a two-week course at HMS Raleigh and reflects highest standards of upkeep, bearing and appearance.

Scotia's holders are Wren Susan Longstaff, a medical secretary; Wren Kathleen Watt, a civil servant; S(PDP) Ross Johnstone, a miner; S(PDP) Gary Dale, another civil servant; and S(PDP) John Robertson, a Rosyth Dockyard tradesman. A sixth Captain's Prize-winner, Ord (Ops) Stuart Curtis has since joined the Royal Navy.

TOP ON POINTS

AS THE Principal Warfare Officer achieving the year's best course results at HMS Dryad, the Royal Navy's School of Maritime Operations, Lieut. Laurence Smallman has been awarded the Wilkinson Sword of Honour.

The presentation was made by Rear Admiral Christopher Morgan, the Naval Secretary, in the historic wall map room at Southwick House.

Now serving in HMS Cumberland as PWO (Under Water Warfare), Laurence joined the Navy in 1982.



Gulf gold

AT ITS annual presentation of Gold Awards, the Daily Star newspaper honoured the Armed Forces for their efforts in the Gulf. Collecting the award for the Royal Navy was CPO Gary Roberts, who received the trophy from former prime minister Mrs Margaret Thatcher.

SMART WORK

OUTSTANDING initiative, enthusiasm and powers of organisation have earned CCWEA Paul Dodd the Herbert Lott Award for efficiency. The presentation was made to him at Clyde Submarine Base by the Captain of the Third Submarine Squadron, Capt. Tom Le Marchand.

Paul joined the squadron in January 1989 as assistant squadron weapons engineer officer and has been providing assistance and guidance ever since.

Watt makes light work!

PRIZE-winning Navy Cook Craig Watt has had praises heaped upon him. While at Aldershot on his RN Cooks course, he won a gold medal and diploma for his chicken galantines, and during his training at HMS Raleigh he won the Pembroke Prize for meritorious work.



Now he's been presented with the Darryl Cope Memorial Trophy for 1990. This is awarded annually to the most outstanding cook under training at HMS Raleigh and honours the memory of Assistant Caterer Cope, who was killed in action on board HMS Sheffield during the Falklands War.

Craig, serving at Clyde Submarine Base, received the award from the captain of HMS Neptune, Capt. David Kerr.

DEBBIE INVESTIGATES THINGS TO COME



WITH the announcement that WRNS personnel will have opportunities to train as pilots, observers and aircrew, interest has been heightened in how women have fared in these roles abroad.

The Royal Netherlands Navy has employed women as aircrew for several years and it was there Lieut. Debbie Trimpe-Burger Hogg (whose husband is a Dutch submariner) headed from RN air station Culdrose on a fact-finding mission.

Debbie learnt that women in the Dutch navy do not fly in helicopters — the frigates they serve haven't adequate accommodation — only in P3 Orion aircraft. Among them is Lieut. Mary Riemens, one of only two female air navigation officers in the service, training to be its first female tactical coordinator.

At the end of the visit Debbie wrote: "The Dutch girls have been treated with courtesy but not as if they are special. If ours do not make the grade no-one will cover for them." But, she concluded, "I think it will work."

Calliope declaims farewell

CDR John Galpin has retired from active service after 33 years with the Royal Naval Reserve, the last four of them as commanding officer of HMS Calliope — RNR Tyne Division.

He joined the Senior Service under the Hostilities Agreement in 1946 as an electrician's mate first class. In 1949 he joined the Royal Naval Volunteer Reserve, becoming a sub-lieutenant the following year.

An active sea-going officer, he stayed with the service during its transition to the Royal Naval Reserve in 1958 and went on to hold a number of key positions. He will continue to oversee the refurbishment work underway at HMS Calliope through to completion.

RSR The Sailor and his family

Did you know "Appies" 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, Rower and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, lounge, Coffee Bar etc., to a chat with the Missioner and his wife.

When you next have a run ashore,

why not give the one in your port a try?

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

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



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GREAT TO BE BACK!

ALL the nice girls love a sailor ... and two-year-old Rachel Manfield, left, is no exception, for when Dad, LS Paul Manfield, returned from the Gulf on board HMS London she was ready and waiting with a kiss and a hug.

LS Manfield and the rest of the ship's company received a homecoming to remember when hundreds of families and friends lined the dockside at Devonport to welcome back the flagship of the Navy's task force in the Gulf.

Last November Alison Nicholson bade a heartbreaking farewell to husband MEM Gary Nicholson but when they were finally reunited, below left, her tears of sadness turned to joy as she was swept

off her feet by Gary, who was determined to make up for all those months apart.

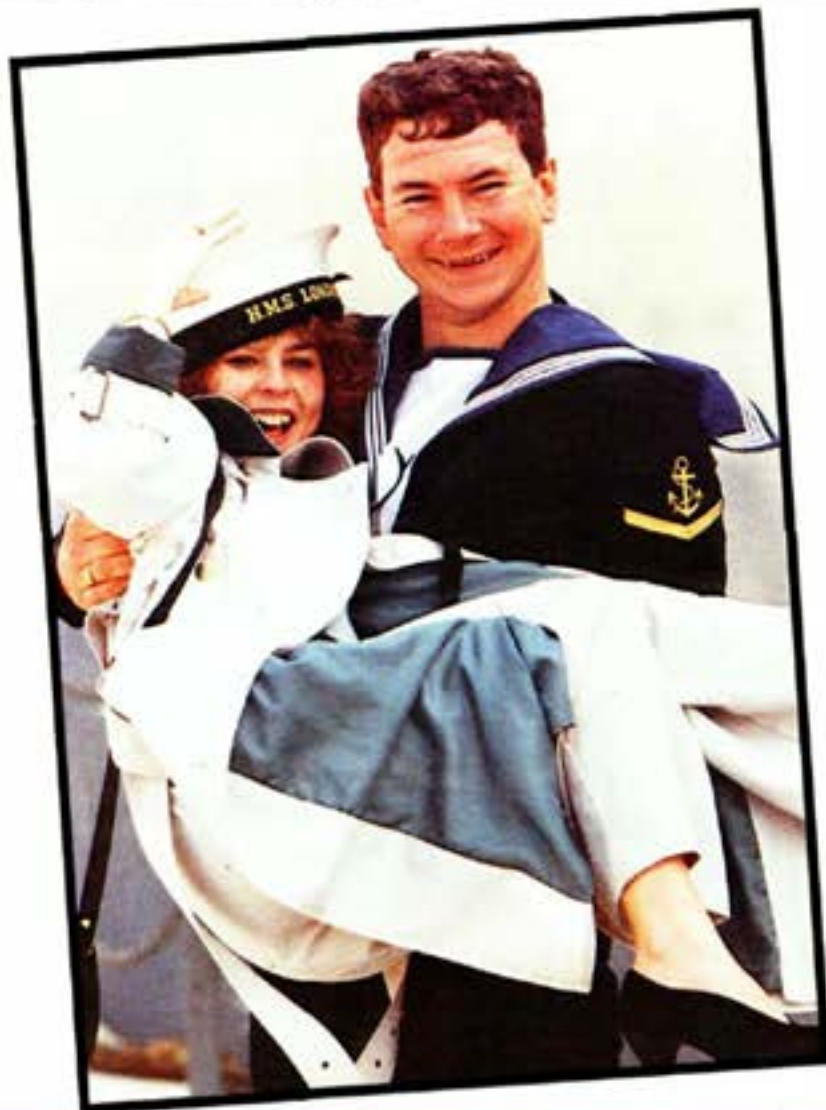
On HMS Brazen's return to Devonport PO Nick Hoyles, below, was able to hold his baby daughter Rosie for the first time.

Nick's wife Anna Marie and the rest of the Hoyles met the Type 22 frigate when she was greeted by thousands of well-wishers as she came alongside.

Pictures: Devon and Exeter Press and PO(Phot) Stuart Antrobus.



Family Life



FOP AWARD FOR MERCURY WO

THE prompt action of WO(CY) Geoff Naldrett in helping to evacuate the WO's and CPOs' mess in HMS Mercury when fire broke out has earned him a commendation from Flag Officer Portsmouth.

WO Naldrett and his wife were staying in the mess and were awoken by the

smell of smoke which had engulfed the passageway outside their cabin.

Although his first concern would naturally have been for his two daughters who were asleep at the other end of the block he took immediate and decisive action to alert other occupants by ringing a handbell.

Having woken his children WO Naldrett instructed his elder daughter Chloe (11) to ring another fire bell while he continued to raise the alarm and it was not until he was forced back by the smoke that he then led his family to safety.

When he reached the car park he realised one of the occupants of the block, Yeoman Smith, was trapped by the smoke and so directed him to a roof access from which Yeoman Smith was able to escape.

WO Naldrett's actions undoubtedly prevented injury and possibly even loss of life and he is pictured, right, receiving his commendation from Flag Officer Portsmouth Rear-Admiral David Bawtree, while wife Lindsey and daughters Chloe and Fern look on.

Naval houses up for sale

MANY former naval married quarters are listed in one of the latest bulletins of surplus properties being offered to Service personnel under the discounted purchase scheme.

These include one three-bedroomed mid-terrace and two three-bedroom end terraced houses in Exmouth, Devon;

School on target

A £600,000 appeal, launched last year to raise funds for a new sports hall for the Queen Victoria School for sons of Scottish sailors, soldiers and airmen, Dunblane, is now only £100,000 short of its target.

As the school hopes to start building this year any further donations should be sent to QVS Appeal Offices, Army HQ Scotland, PO Box 85, Edinburgh EH1 2YX.

two two-bedroomed semi-detached, two three-bedroomed mid-terrace, two three-bedroomed end terraced and two three/four-bedroomed end terraced houses in Kilmarnock, Ayrshire; six three-bedroomed semi-detached, four three-bedroomed and box room semi-detached and one three-bedroomed detached house in Rosyth, Fife; three two-bedroomed terraced or end terraced, 27 three-bedroomed terraced or end terraced and four four-bedroomed semi-detached houses in Rowner, Gosport, Hants.

Full details are included in Bulletin 110 issued by the Joint Services Married Quarters Sales Office.

Applications for these properties close on June 3.



In another part of the forest . . .

BACK home last month after an unsung support role in the Gulf War was the carrier HMS Ark Royal, which has been leading Task Group 323.2 in the Eastern Mediterranean.

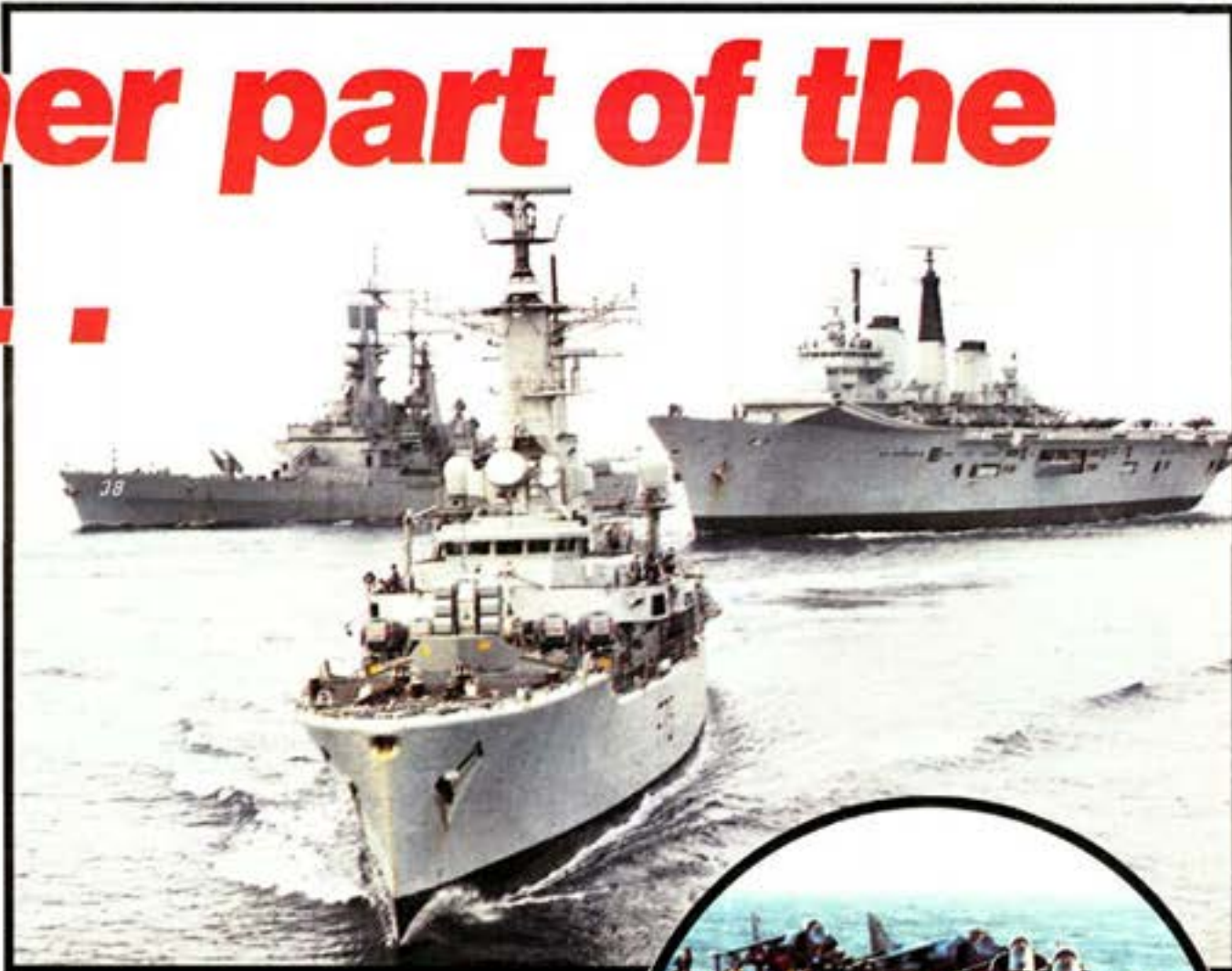
She arrived on station on 22 January with HMS Manchester and Sheffield and the RFAs Olmeda and Regent to operate with US Navy units supporting Operation Desert Storm, including the Tomahawk missile armed USS Virginia, Spruance and Philippine Sea.

The Manchester was later called forward to join the Gulf Task Group and was replaced by HMS Charybdis, which helped continue a useful series of exercises with other Nato ships — among them a joint air defence exercise in the Ionian Sea involving 18 ships from seven Nato countries.

On Call Force

After 51 days at sea the group split up to pay port visits — the Ark Royal and Regent to Naples, Sheffield to Palermo, Charybdis to Catania and Olmeda to Bari — before turning to practise its anti-submarine warfare capability with the nuclear powered Fleet submarine HMS Torbay.

When the rest of the ships moved on to visit Piraeus and Patras, the Charybdis detached, calling at Sicily and Rhodes before taking over from HMS Battleaxe as the RN member of the Naval On Call Force Mediterranean, which de-activated at Naples at the end of March. Charybdis will put in to Barcelona and Tenerife before NAVOCFORMED forms up again this month.



● Above — HMS Charybdis steams smartly away from HMS Ark Royal and the guided missile cruiser USS Virginia after another multi-national serial in the eastern Mediterranean — but takes it a bit easier negotiating the Corinth Canal on her way to Rhodes (left).

● Right — Sea Harriers of 801 Sqn prepare for a sortie from the Ark Royal while (below) the carrier is reminded of the "Good Old Days" of fixed wing operations as she replenishes with stores and ammunition from RFA Regent (foreground) while at the same time taking on fuel from RFA Olmeda — also busy topping up HMS Sheffield.




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Photograph by Bob Morrison

LAND ROVER SALUTES BRITAIN'S ARMED FORCES AND ALL MEMBERS OF THE COALITION.

Land Rover salutes the 37 nations which committed naval, land, air or medical units, to the Coalition in the Gulf. Land Rover employees – indeed all in the Rover Group – wish to say a sincere Thank You to all those who helped liberate Kuwait and protect others from aggression.

We recognise the significance of the role played by the British Armed Forces. Not only by those who served in the Gulf, but also by all the back-up personnel without whom the operation could not have been mounted.

We are happy that Land Rover was able to play its part in combating aggression in a wide variety of roles – everything from patrol to ambulance vehicles. Not least, we provided our own dedicated in-theatre support in the Gulf, backed up 24 hours a day, seven days a week by Land Rover's committed network in the UK.

And we are proud to record that one of the first British military vehicles to re-enter war-torn Kuwait City were Land Rover's aptly named Defenders.



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Saving the elephants

TWENTY Navy trainee Artificers from HMS Daedalus and 35 students of the Southampton University Air Squadron, who undergo elementary flying training in RAF Bulldog aircraft from the airfield at Daedalus, will be packing their trunks and heading off on an expedition this summer to Masi Mara Game Reserve in Kenya, with the aim of supporting the Kenya Wildlife Service in its campaign against ivory poaching.

The main tasks of the expedition, which is being led by Lieut. Kevin Cowell de Gruchy, will be to repair boundary fences in the park and to help restore water and electricity supplies to the Mara Research Station, but it is also hoped that time will be available to climb up to the summit of Mount Kenya.

Sponsorship

All costs incurred are to be met from private funds, with the estimated £55,000 (£1,000 per head) needed being raised by various methods including sponsorship, raffles, discos, wastepaper collection and can recycling.

AIR RADAR UP-DATE

THE AIR Engineering School at HMS Daedalus has taken delivery of four Generic Airborne Radar Simulators, designed to train artificers and leading hands on the principles of the airborne radar systems fitted in Sea King, Merlin and Sea Harrier aircraft.

The simulators, which cost over £400,000, can emulate over 350 realistic malfunctions of these different radars and they will provide valuable and realistic fault diagnostic experience essential to modern radar maintenance training.

Cuisine supreme!

WHEN it comes to gourmet cooking Navy chefs have shown again that they can take on all competition and make off with the cream of the awards.

The Royal Navy and Royal Marines team at this year's Torquay International Food and Wine Festival did just that, scoring resounding successes, collecting between them four trophies, nine gold, seven silver and three bronze medals, and five Certificates of Merit — far and away the best performance for many years.

And this was despite entering a significantly smaller team, comprising ten chefs, than on previous years, due to the constraints imposed by the Gulf War.

The Festival attracts teams from top hotels and restaurants from UK and abroad and is judged by renowned international chefs, all of whom gave high praise for the very impressive standards achieved by the RN/RM team.

Four instructors from the RN Cookery School (WO Trevor Nelson, CPO Phillip Ashman, CPO Rick Cockcroft and PO Steve Moss) entered a collective cold buffet which gained four gold medals, and CPO(S) Paul Beech from FOFI Staff, PO(S) Brian Thornton from RNSS, PO(CAT) Gary Hancock and WO Trevor Nelson all won the trophies for their respective classes.



● Winners and awards — left to right, PO Steve Moss, CPO Rick Cockcroft, CPO Phillip Ashman, WO Trevor Nelson, PO Gary Hancock, Sgt. Paul Bentley RM.

List of awards won by the team is as follows —

WO Trevor Nelson (RNSS/RNCKS Aldershot): Collective Cold Buffet — Gold Medal, Plated Buffet, Gold Medal and Trophy, CPO Phillip Ashman (RNSS/RNCKS Aldershot): Collective Cold Buffet — Gold Medal, Poultry, Silver Medal, CPO Rick Cockcroft (RNSS/RNCKS Aldershot): Collective Cold Buffet — Gold Medal, PO Steve Moss (RNSS/RNCKS Aldershot): — Gold Medal, PO Gary Hancock (RNSS/RNCKS Aldershot): Poultry Dish — Gold Medal and Trophy, Meat Dish — Bronze Medal, CPO Mick Rothery (RNSS/HMS Raleigh): Celebration Cake — Bronze Medal, Harvest Sheaf or Plaque — Silver Medal, Bread Rolls — Silver Medal.

CPO Trevor Spicer (Staff of FOFI): Harvest Sheaf or Plaque — Certificate of Merit, Bread Rolls — Certificate of Merit, Danish Pastries — Certificate of Merit, PO Nicholas Brown (HMS Neptune): Celebration Cake — Certificate of Merit, Fruit Cake — Silver Medal, CPO Paul Beech (Staff of FOFI): Floral Decoration Fresh — Gold Medal and Trophy, Single Place Setting — Silver Medal, Napkin Folding — Silver Medal, PO Brian Thornton (RNSS/HMS Raleigh): Restaurant Main Course — Gold Medal and trophy, Single Place Setting — Silver Medal, Napkin Folding — Bronze Medal, Sgt Paul Bentley RM (RNSS/RNCKS Aldershot): — Meat Dish — Gold Medal, PO Steve Fletcher (HMS Nelson): Crustacean Dish — Certificate of Merit.

A musical farewell

WHEN the Royal Marines end a 200-year association with Portsmouth later this year staff at the RM Museum, Eastney, plan to send them off in true military fashion.

The last remaining RM unit is expected to move to a new home in summer and to mark the departure a pageant of military music will be held on July 10 and 11, featuring the RM Band, CinC Naval Home Command.

Sad prospect

"We want to be involved in saying goodbye to the Marines as well as giving the local people something to remember," said Kate Meredith, museum marketing officer.

"It is obviously a sad prospect to see their departure, but the museum is staying and we are looking forward to a bright future."

Tickets for the pageant are available from the museum, price £6.50 and £4.

As a prelude to the pageant the museum is hosting a new exhibition of RM hats featuring everything from Victorian pill-box caps to the bush hats of the 1945 Burma campaign.

MEMORIES OF HAVANA

A REPLICA of an 18th century powder-horn, virtually identical by size, weight and detail to the original in the Royal Naval Museum, Portsmouth, has been presented to the City Historian of Havana, Cuba.

The horn depicts the British capture of Havana in 1762, with a fleet which sailed from Portsmouth, when the Cuban capital was the rendezvous port for the Spanish treasure fleets.

The replica, organised by Juliet Barclay, author of a forthcoming book "Havana — a Colonial City", shows the three castles which played an important part in the siege of the city and which have recently been restored, part of the work which has resulted in Havana being declared a UNESCO World Heritage Site.

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The Battle of Jutland — 75 years ago this month

Clash of the Titans

In May 1916 the German Navy sought to challenge the supremacy of Britain's surface fleet. Admiral Reinhard Scheer knew it was a waste of resources and urged the Kaiser to put his faith in the U-boats — yet 25 years later battleships were still the chief pride of Hitler's Kriegsmarine. Jim Allaway reviews the lasting enigma of the Battle of Jutland.

THE ROYAL NAVY's two most famous sea fights of both world wars each have their anniversaries this month — it is 75 years since the Battle of Jutland and 50 years on from the sinking of the Bismarck.

Controversy continues to surround both of them and they share the same startling images — the sudden, total destruction of huge warships that were regarded as the pride of the British Fleet.

Jutland is certain to remain a unique encounter. Never before or since have virtually the entire naval strength of two major powers faced up to each other with the hope of gaining national supremacy in a single contest — hence Churchill's remark that the British Commander-in-Chief, Jellicoe, was "the only man who can lose the war in an afternoon."

Much of the drama of Jutland was concentrated on the battle cruisers — a British conception that, fatally in the case of the Royal Navy version, sacrificed armour for speed and firepower.

The Germans had the advantage here. They had learned from the Battle of Dogger Bank a year before that their magazines were vulnerable to flash fire from a hit on a turret and had increased protection — while the Royal Navy actually reduced theirs, for the reason that flash-proof shutters tended to slow the rate of fire...

Armour

Struck by salvoes fired nearly ten miles away, first HMS *Indefatigable* and then, 20 minutes later, HMS *Queen Mary* blew up — prompting the famous remark by Vice-Admiral Sir David Beatty, the commander of the battle-cruiser squadrons: "There seems to be something wrong with our bloody ships today."

HMS *Invincible*, the flagship of Rear-Admiral Hood, was also lost at a later stage.

The force of the explosions was awe-inspiring. An observer in HMS *Tiger* who witnessed the *Queen Mary*'s end described how "first the funnels and mast fell into the middle and the hull was blown outwards. The roofs of the turrets (solid sheets of armour weighing some 70 tons) were blown 100 ft. high."

The *Invincible* was broken in two, both halves coming to rest vertically on the shallow North Sea bed and protruding above the surface.

Not surprisingly, there were very few survivors from these

holocausts which accounted for over half the 6,097 men who lost their lives in the service of the Grand Fleet.

Twenty-five years later almost to the day, the same fate befell HMS *Hood*. Burkard Baron von Mullenheim-Rechberg, the *Bismarck*'s senior survivor, would write: "From the time the firing began only six minutes passed before a shell from the *Bismarck* penetrated the *Hood*'s armour protection at a point never definitely established and detonated more than 100 tons of cordite in the ammunition room of one of her after main turrets. How reminiscent of what happened to the battlecruisers *Queen Mary*, *Indefatigable* and *Invincible* at the Battle of Jutland..."

The ships that stood up best to the Germans' highly accurate gunnery were the "super-Dreadnoughts", the oil-fired ships of the new *Queen Elizabeth* Class which were to continue to give sterling service in World War II. These were, in fact, the best designed ships on either side — well-armoured, faster and with heavier guns, they had the additional insurance of duplicated hydraulic, electrical and steam systems. HMS *Warspite* was not seriously damaged by any of the 15 11- and 12-inch shells that struck her and suffered only 46 casualties, mostly non-fatal burns cases.

But while the Germans had the chance to show the battlecruisers' weaknesses, the British did not have — or did not take — the same opportunity to show the undoubted superiority of their battleships.

Boy VC

Beatty nearly lost his own flagship, HMS *Lion*, when a shell penetrated the midships Q turret and burst inside. Major Francis Harvey of the Royal Marines lost both legs — but managed to order the magazine to be flooded before the flash reached the handling room and killed the crew. He would earn the battle's first posthumous VC.

On the other side, the battlecruisers of the High Seas Fleet benefited from the poor quality of British shells which burst on impact before they penetrated their armour.

Beatty tried to draw the German C-in-C Admiral Reinhard

Scheer against the full strength of the Grand Fleet and certain destruction. Admiral Franz von Hipper's battle-cruisers soon found themselves under fire from two directions, abandoned Scheer's order for a hot pursuit and eased off to the north east — where they ran into the light cruiser HMS *Chester*.

The whole of Hipper's squadron concentrated on the lone scout on the wing of the 3rd Battlecruiser Squadron. Eighteen shells hit the ship and caused heavy casualties among the gun crews — including the battle's best-known VC, 16-year-old Boy First Class Jack Travers Cornwell, who was decorated — again posthumously — for his courage in remaining at his post rather than seeking attention for what was to prove a mortal wound.

Sea mist and smoke from the guns and the scores of mostly coal-burning ships clouded everyone's perceptions of the course of events — and Jellicoe was badly let down by many of his commanders. Beatty included, who neglected their responsibility to keep him informed.

"I wish someone would tell me who is firing and what they are firing at," he was heard to mutter irritably on the bridge of HMS *Iron Duke*, when at a crucial stage he had barely 15 minutes to deploy his battlecruisers in line in anticipation of the rapidly approaching High Seas Fleet.

It has been pointed out that Nelson had two hours to work out his dispositions at Trafalgar. The 57-year-old John Rushworth Jellicoe, a small figure in a tarnished cap and an old blue burberry with a white scarf twisted around his throat, made his decision in 20 seconds — "as cool and unmoved as ever".

As the columns of battleships formed into a line nearly seven miles long he came between his enemy and his base — but still he only got a fleeting glimpse of them through the mist. He admitted in his report to the Admiralty that he "had no real idea of what was going on... we could hardly see anything except flashes of guns, shells falling, ships blowing up and an occasional glimpse of an enemy vessel."

Largely because of the

obscuring mist and smoke the first clash of the battle fleets was over in less than a quarter-of-an-hour. Under clear skies the High Seas Fleet might well have been swiftly routed; as it was, most of the British ships were firing blind.

Soon the British gunnery officers lost sight of the enemy battle line altogether. Meanwhile the battlecruisers were engaging their opposite numbers and although the loss of the *Invincible* was a spectacular victory for Hipper he was still heavily outgunned and Scheer found himself staring into a six-mile arc of the British Fleet's overwhelming firepower.

He took himself out of trouble by the brilliant execution of a "battle turn" — a highly complicated manoeuvre since every ship had to turn a full circle in its own length, starting from the rear, which was further imperilled by the poor visibility and heavy enemy fire.

"Death ride"

Incredibly, 20 minutes later he made another about turn — "to surprise and confound the enemy," he excused himself later, suggesting an emulation of Nelson's tactics in 1805. But a close engagement with the British at this point would have been disastrous and, with hindsight, he knew it. At the time, he seemed unable to account for his actions. "The thing just happened — as the virgin said when she got a baby," he is said to have remarked.

He was soon compelled to sacrifice his battlecruisers to cover the withdrawal of his battleships — and so they set off on what their commanders assumed would be a "death ride" while his destroyers also flung themselves into a massed attack. When Scheer executed a third turn all semblance of a line was gone and only a combination of torpedo attacks and smoke screens saved him.

This was the time when Jellicoe had his chance — for Scheer was tactically beaten — but he decided not to pursue the Germans further. He still had no clear idea, in the deteriorating visibility, of what was going on.

"... if it had only been about 6 p.m. instead of nearly dark,

and clear instead of thick, we should have had a second Trafalgar," Jellicoe later wrote his wife.

The following morning was not to bring another Glorious First of June either. Jellicoe had rejected all ideas of a night action because of the impossibility of identification and the large numbers of torpedo boats and when he received a signal from Beatty suggesting that the enemy was heading home via the Dutch coast and the Ems he prepared to intercept. But Scheer changed course and headed for the Horns Reef and the coastal channel to the Jade.

There were more missed opportunities during the night when destroyers of the 4th Flotilla came under fire from the battleships *Westfalen*, *Nassau* and *Rheinland*, leading Scheer's fleet as it ran for home. They put up an heroic fight — but again none of their captains tipped Jellicoe off.

By 4.40 a.m. he was reluctantly signalling "Enemy has returned to harbour". Putting his head in his hands, he mourned "I missed one of the greatest opportunities a man ever had" while Beatty, tired and cast down, said again "There is something wrong with our ships," adding "and with our system."

It had been the biggest naval battle in history. Over 200 warships had taken part in the "clash of Titans" in the Skagerrak on 31 May / 1 June 1916 and its outcome would be hotly debated ever after.

Both sides claimed victory. The German High Seas Fleet lost fewer ships — and far fewer men — and scored a propaganda coup by making the result seem even less favourable to the British than it really was.

Mutiny

The British line that the German Fleet did not come out again after Jutland was not quite true either — two months later Scheer was able to bombard Sunderland and retire before Jellicoe and Beatty arrived on the scene, hoping to snatch back the prize that had so narrowly eluded them.

Yet it was close enough to the truth to count. Scheer never again dared to challenge the Grand Fleet in its entirety and the Royal Navy maintained her supremacy at sea. In the end,

the best assessment of the result came from a New York newspaper: "The German fleet has assaulted its jailor, but it is still in jail."

Two years of inactivity in Wilhelmshaven broke the prisoners' morale and when Scheer and Hipper planned a final desperate foray ship after ship refused to sail. The mutiny of October 1918 marked the beginning of the end for the Kaiser and after the Armistice the "Emperor of the Atlantic's" Fleet died by its own hand at Scapa Flow.

Ironically, Scheer had himself understood that any attempt to win the war through a great fleet action was impracticable. He had advised the Kaiser that victory could "only be achieved through the defeat of British economic life — that is, by using the U-boats against British trade."

Twenty-five years later the *Bismarck* would still be a potent threat — but she caused nothing like as much damage as Donitz's scanty force of submarines.



● Hoping for a second Trafalgar — the Grand Fleet puts to sea on the morning of 31 May 1916. Inset: HMS *Invincible* — victor of the Battle of the Falkland Islands 18 months earlier — is split in two and comes to rest on the shallow floor of the North Sea. The destroyer HMS *Badger* rescues six survivors from a complement of 1,037.

—Who won?—

The tally sheet favoured the Germans. Without the loss of the fatally flawed British battle-cruisers it would have turned out roughly equal. Either way the containment of the High Seas Fleet represented success for the Royal Navy — but at the time the British felt sadly let down. For the Kaiser, even an indecisive action could be seen as a victory.

Ships lost		
	British	German
Battleships	—	1
Battlecruisers	3	1
Cruisers	3	—
Light cruisers	—	4
Destroyers	8	5
Casualties		
	British	German
Killed	6,097	2,551
Wounded	510	507



● Slow bowler? Jellicoe's caution was afterwards blamed for the "lost opportunity" of Jutland — but he was let down by his commanders' failure to keep him informed. He was still active on the cricket field in his seventies.

Marlborough strikes the right note

WILTSHIRE Fire Brigade rang in the start of a new association with the latest Type 23 frigate when they presented HMS Marlborough with a bronze bell.

The bell, which had been taken from one of the brigade's oldest fire engines, was presented by Chief Fire Officer John Craig.

Receiving it on behalf of the ship's company Marlborough's commanding officer, Cdr. Peter

Eberle, was told it came from a 23-year-old turntable ladder, the last in Wiltshire fitted with a fire bell and only recently taken out of service.

Cdr. Eberle, pictured right with Chief Fire Officer John Craig, declared the bell a splendid trophy and confirmed HMS Marlborough was looking forward to a long association with the Wiltshire Fire Brigade.

Picture: LA(Phot) Fez Parker

Patrol boats in drugs haul

DRUGS with a street value of £650,000 have been netted by Naval Party 1027 in a joint operation with the Cyprus police, RAF and customs authorities.

The resident Tracker Class patrol boats, HM ships Attacker, Hunter and Striker, began the search for drugs after a Cyprus police helicopter rescued four men from their sinking boat, 12 miles south east of Akrotiri.

Wreckage

When it was realised the boat was on the list of vessels suspected of carrying drugs the Cyprus Narcotics Squad informed Sovereign Base Area Administration (SBAA). Customs that a search for wreckage and cargo from the vessel be started.

An SBAA offer of assistance was welcomed and the boats of NP 1027 and an 84 Sqn. Wes-

sex helicopter joined in the search.

Between them they found 233 slabs of cannabis resin (approximately 140 kilos) valued at £455,000 and in addition 625 grammes of a substance, thought to be opium paste, was also found.

The Cyprus police recovered another 101 slabs of cannabis resin, valued at £195,000.

Not content with fishing for drugs and carrying out the routine tasks of checking sea traffic, HMS Attacker also helped in a combined operation to search for survivors after a collision between a 15,000 ton Maltese tanker and a 400 ton

Lebanese-registered container vessel, 25 miles south of Larnaca.

The smaller vessel, Nawal, with eight people on board, sank soon after the collision and the tanker reported seeing survivors in the water.

Among those who raced to the scene to help were HMS Attacker and an 84 Sqn. Wessex SAR helicopter from Akrotiri.

After an all night air and sea search of the collision area, clearly marked by floating debris and cargo, five survivors from the eight-man crew were picked up and taken to Limassol.



JUPITER VISIT

HMS JUPITER, Middlesbrough's affiliated ship, played host to the town's mayor, Cllr. Marje Barker, at Portland, when she spent a full day touring the ship, visiting all departments and meeting the ship's company.

On completion of her work-up exercises, the Jupiter is scheduled for a programme of training and visits, including one to Middlesbrough to strengthen the already close ties with her "home town".

DOG DAYS FOR CUXTON

AFTER a 37-year span of service, HMX Cuxton's long and varied career is over — without even a formal de-commissioning ceremony, which had to be cancelled after rough weather hindered her final passage to Portland.

Built in 1952, Cuxton's duties have ranged from mine countermeasures work with MCM1 and with the RN Reserves, the Fishery Protection Squadron and, for the past five years, with the Northern Ireland Squadron, where she completed her 128th and last patrol before farewell visits to Liverpool and Swansea.

Over the years Cuxton has actively supported a number of charities, and just prior to de-commissioning a cheque for £550 was handed over by her commanding officer, Lieut.-Cdr. Ian Dodd, to Mrs. Hazel Hutchings for the Guide Dogs for the Blind Association, who then announced that their next puppy to undergo training would be named Cuxton.

The ship may be gone but her name will live on!

Doctors in the house

HANDOVER of the appointment of Surgeon Rear-Admiral (Operational Medical Services) took place shortly before the move of headquarters of Operational Medical Services from the Royal William Yard, Stonehouse, Plymouth, to Mount Wise.

The new headquarters will be known as Maillard House, commemorating the only Victoria Cross-winning naval surgeon, William Maillard, who showed great bravery in Crete in 1895.

Surg. Rear-Admiral R. E. Snow, who retired from the post of Surg. Rear-Admiral (OMS) and handed over to

Surg. Rear-Admiral Tony Revell, joined the Royal Navy in 1966 and his appointments have included HMY Britannia, HMS Victorious and the Submarine Escape Training Centre at Gosport.

He and his staff were responsible for the on-site co-ordination of the design, planning and

conversion of RFA Argus as a casualty receiving ship before her deployment to the Gulf.

Surg. Rear-Admiral Revell's appointments, before becoming Medical Officer in Charge of RN Hospital Stonehouse in 1986, included the RAF hospital in Cyprus, the ANZUK Hospital in Singapore, and HM ships Eagle and Ark Royal.

Coventry walks off with trophy



A GRUELLING 207-mile walk along the Pennine Way has won HMS Coventry the Bulawayo trophy.

Led by POPT Williams, the six-man team attempted to walk the full distance of 256 miles over an 11-day period last November, but because of bad weather only managed to cover 207 miles.

Despite the expedition not being fully completed they were still awarded the trophy, with the judges taking into consideration the rough terrain and poor weather conditions they experienced.

The team, with the commanding officer of HMS Coventry, Capt. Roger Lane-Nott, centre, is pictured receiving the trophy from Deputy Director of Naval Physical Training, Cdr. Brian Westlake.

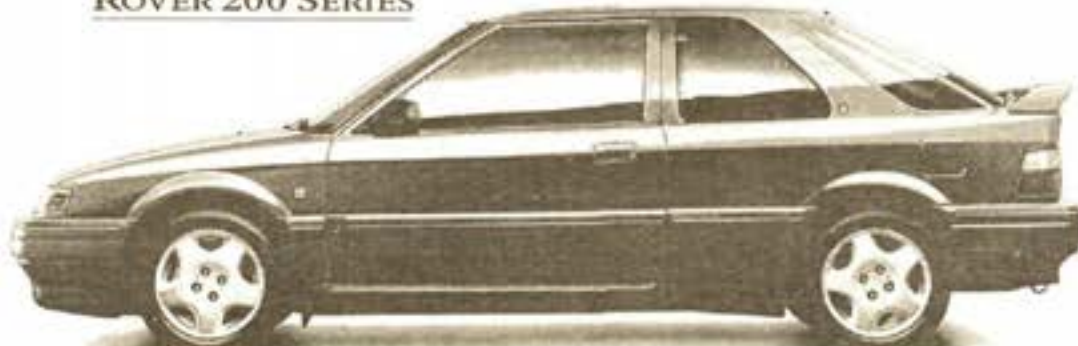
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NEWSVIEW

Corps shows the value of versatility

THE Gulf war's swift conclusion, brought about by the sweeping success of the Allied effort, held out the welcome possibility of a less volatile atmosphere in that troubled region of the Middle East. At the same time, few anticipated any quick remedy in an area bedevilled with a history of national, religious and ethnic disputes.

While one of the continuing problems unlikely to disappear rapidly was the question of the Kurds, not widely envisaged was the acute worsening of their plight, with the scale of tragedy and misery enveloping refugees vividly evident in pictures and reports emerging.

Humanitarian

Called on to take a prominent role in the UK's effort to ameliorate a terrible situation have been many members of the Royal Marines. Placed on stand-by to move at short notice, they soon began arriving in the Turkish-Iraq border area, where they were ready to tackle a variety of tasks, including offering protection should this be needed.

Although involved in the Gulf war in such roles as providing ship detachments, this represents participation for the Royals on a much larger scale, and their presence in such a humanitarian role, demonstrating the versatility of the Corps and their ability to operate in hugely differing climates, will be widely welcomed.

Meanwhile, for some Fleet Air Arm personnel there is a quick return to the Gulf, their helicopters which served in the war having embarked in RFA Argus.

Hopes and fears

Yet, with focus sharply on Middle East operations, there remains a background picture of reducing Armed Forces strengths, with hopes and fears continually expressed among area communities and industry as individual cases are pressed for retention of naval presence.

The "noise" from the Rosyth area is especially strong, but other areas too wait with concern to learn what the future holds — to inevitable speculation. Whatever the outcome (and the likelihood that all cannot remain unscathed) perhaps the knowing will be an improvement on the uncertainty.

OPENING CEREMONY PUT BACK A MONTH

Country Club

now sets June date

THE architects of the China Fleet Country Club have announced a one-month delay for completion of the club's buildings at Saltash, Cornwall. This means the opening ceremony has been postponed from May 1 to June 1.

Those most disappointed are people who booked a cottage on the site for a holiday in May and who now have to book on another date or find an alternative elsewhere.

Letters have gone out to them and hopefully everyone will have got the message. Information has also been sent to commanding officers of ships and establishments and to those who had booked functions, golf fixtures and other events.

The cottages have proved extremely popular, and there are now no more vacancies until mid-September. Functions, including weddings, are booked for most Saturdays during the summer and many applicants are having to be turned away.

Bookings have been accepted for RN boxing, Command badminton and basketball and inter-service golf. The Plymouth Command Golfing Society has adopted the course as their home.

Family programme

The leisure manager, Barry Holmes, is putting the finishing touches to an extensive and varied programme of sports and recreation for all the family, ranging from a martial arts demonstration to ladies' sports, taster sessions and a fashion show.

Other activities planned are a roller disco, waterobics, children's tumble-tots, fat-burner exercise classes, and school holiday fun weeks.

Members' views are being actively sought and the programme is being expanded and adapted to meet their wishes.

Because fitting out and decorating work will continue right up to opening day, visits are not possible, but the club has organised registration days during the Bank Holiday weekend Saturday May 25, Sunday 26 and Monday 27. The club will be open each day

from 0930 — 1800 so that members can collect their Dragon Cards, read the brochures, book courses and have a look round.

The job of preparing thousands of Dragon Cards ordered by members, so that they are ready by the registration days, is formidable and will take most of May.

On Saturday June 1 all the club's facilities will be available, other than the golf course, which is booked all day for an inter-service match. There will be a number of special attractions and sporting personalities will be making challenges, with proceeds donated to the RNLI.

The outline programme is:
09.00 — Club opens. 10.00 — Competitions and special activities commence. 11.00 — Mayor of Saltash cuts the tape. 16.00 — Competitions complete, prize-giving. 20.30 — Disco. 21.30 — Pool closes. 23.00 — club closes.

The multi-million pound China Fleet Country Club, offering a wide range of facilities, results from funds made available from Hong Kong, where the renowned original China Fleet Club has now been succeeded by modern club premises which have proved extremely popular and successful.



The new China Fleet Country Club takes shape in the rolling landscape of East Cornwall.

'Much work remains in these waters'

● From page one

clearance operations in the northern Gulf will probably continue for at least another six months, as only around half of the 1,100 mines the Iraqis are known to have laid have been accounted for.

Belgian, French, Dutch, Italian and German vessels are joining in the task of clearing the lines of contact mines moored offshore from the Saudi border round to Bubiyan Island and the Shatt Al-Arab. There are about 200 in the field currently allocated to HMS Brecon and Bicester.

At Doha Naval divers found a stockpile of weapons and ammunition that included 48,000 anti-tank rounds, 29 SAM missiles and 340 mortar bombs.

Meanwhile HMS Brave has taken over the role of flagship for Gulf Task Group commander Commodore Chris Craig from HMS London, which arrived home last month.

April saw a long procession of homecomers.

Longest serving of all the allied ships in the Gulf was the tanker RFA Olva, which sailed out on August 9 and returned to Portsmouth on April 8.

In that time she carried out 136 replenishments — to US, Canadian, Dutch, Spanish and Argentinian as well as Royal

Navy warships.

HMS Hurworth, Atherstone and Callistock returned to Portsmouth and HMS Ledbury and Dulverton made their way back to Rosyth as the RFAs Sir Bedivere, Sir Tristram and Sir Percival arrived at Marchwood.

Also at Portsmouth was the aviation training ship RFA Argus. She had treated 105 patients since she left for the Gulf last October — thankfully a tiny fraction of the numbers she was prepared for after being fitted with a prefabricated hospital in her hangar.

She spent a total of 30 days in the northern Gulf during the war, with RN doctors, QARNNS nurses and Royal Marines bandmen embarked along with Sea King helicopters and personnel of 846 Naval Air Squadron — a total complement of 425 who between them raised over £1,000 for the Great Ormond Street Hospital appeal while they were away.

The Argus may now retain her role as a medical support ship.

Her CO, Captain David Lench, was particularly proud that 846 Sqn had been the first to fly into Kuwait City — to land Royal Marines to secure the British Embassy before the arrival of the ambassador.

"We were the closest allied

medical ship to enemy fire — but we also had a key role in the military support operation," he said.

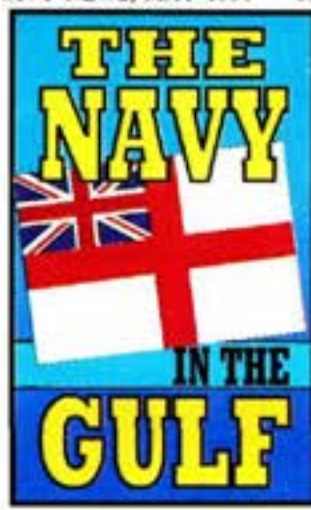
The survey ship HMS Herald, command vessel for the minesweepers until she was relieved by HMS Hecla, had been at sea for eight months when she put in at Plymouth.

Floating base

She had earned the nickname "The Crazy H" as she worked to support British and American MCMV forces in the front of the front line.

Together with the landing ship RFA Galahad, the Hecla has been providing a floating base for British and American minesweepers operating off the coast of Kuwait.

HMS Manchester is one of the ships staying on, providing vital protection for shipping in and out of liberated Kuwait. The Portsmouth-based Type 42 destroyer took the opportunity of renewing her affiliation with the 2nd Field Regiment Royal Artillery, meeting up with soldiers of "O" Battery and their M109 self-propelled guns in the desert.



● Left: HMS Manchester escorts the Russian tanker Azaja — carrying fresh water — into the Kuwaiti port of Ash Shuayba.

● Below: Back home in Portsmouth — the RFA Argus may keep her role as a medical support ship.

The role of Cyprus in the Gulf War was deliberately played down — though Naval Party 1027 was kept busy with the fast patrol craft HMS Attacker, Striker and Hunter kept almost constantly at sea, helping protect the island's important role as a communication base.

A spate of VIP visitors — including Defence Secretary Tom

King and the Chief of the Defence Staff, Marshal of the Royal Air Force Sir David Craig — has since arrived to voice the general appreciation of a job well done.

Spearheading the Royal Navy's standby force in the Eastern Mediterranean (see page 13) was the carrier HMS Ark Royal, now also back at her home port of Portsmouth.



Wrens fight 'inferno'

WRENS serving in HMS Brilliant helped salvage a blazing merchantman in the Gulf, fighting a fire "like Dante's Inferno".

The Type 22 frigate, which left Britain on January 14 and has lately been patrolling the mined waters close to Kuwait, spent eight hours alongside the Sri Lankan registered Mercs Horana as her 20 Wrens took a full part in the rescue operation.

"My men and women were all equally involved, acting in teams to move and operate fire

pumps, run out and man the hoses and handle the heavy cutting equipment," their commanding officer Captain Toby Elliott told Navy News.

"They worked the boats, operated the flight deck, flew the helicopters, co-ordinated other forces offering assistance, provided food and first aid and comforted the survivors.

"It was a scene resembling Dante's Inferno, with dense toxic smoke, intense heat and noise on board a burning,

blackened, flooded, smoke-filled jagged mess of metal — and a great hazard to each one of them."

The merchantman's crew had at first managed to contain the fire but asked the Type 22 frigate for help when she was 30 miles away.

"When we arrived on the scene there was a spontaneous explosion and it re-ignited," said Captain Elliott.

"The damage caused by the original fire ignited the fuel

lines in the engine room. That produced an extremely fierce conflagration in the aft section of the ship with flames shooting out of the funnel. It was clear we had a major fire on our hands."

The Spanish destroyer Victoria helped spray water on the burning ship as fresh supplies of foam were airlifted by helicopter from nearby American ships. The US frigate Francis Hammond also lent a hand when one of Brilliant's pumps feeding the hoses burnt out.

Rising water

At one point the Brilliant's firefighters climbed down a 30ft ventilation shaft, blinded by steam and smoke, to direct hoses on the fires in the engine room. PO Richard Wilson led the team:

"We could not see anything at the foot of the shaft because of the steam and smoke. We were in three feet of water and oil in the engine room and we played a powerful hose on the fire. But after 20 minutes the decision was made to pull us out."


"Sixty per cent of our effort was taken up ensuring that we survived and the rest in dealing with the job. When I was down there the fire did not bother me too much — but I was worried about the rising water level."

More than 200 tonnes of water had to be pumped out of the engine room before Mercs Horana, which had been carrying a cargo of high quality sand for use in the petroleum industry, was eventually taken in tow — the Brilliant's crew having suffered only a few injuries during the night-long fire fight.

● Left: HMS Brilliant tows the Mercs Horana into Bahrain.



BURBERRYS NEED YOUR HELP

Burberrys, creators of the original gabardine cloth and the trenchcoat, are preparing to celebrate the 100th anniversary of their Haymarket Store.

To help with this they are interested in locating, with a view to loaning, any original copies of their Military and Naval brochures together with any early examples of Military uniforms, sporting or fashion wear and any photographs or memorabilia which refer to that period of their history.

Any assistance would be gratefully received and they ask that you contact Ms Clare Lay at their Haymarket Store in the first instance.



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Norfolk's top of he



● Above: Capt. Jonathon Band and Lieut. Andy Wainwright share a few amusing words on Norfolk's bridge.

● Right: L5 Stephen Dewsnap (nearest camera), AB Wayne Harrison (sitting) and CPO(R) Kevin Fitzsimmons at work in the Operations Room.

● Below right: Providing three meals a day for 180 men is no mean feat so while LCK Jeff Harris, right, stirs the latest offering CK Steven Barr and POCK Mick Welch discuss the following day's menu.

● Below: First-class medical facilities on board HMS Norfolk makes life easier for LMA Tony Phippard seen here treating LWEM Stephen Hughes.

WITH her sleek, high-tech design, HMS Norfolk, first of the Type 23 Duke Class frigates, is one of the new generation of "lean machines" taking the Navy into the 21st century.

Among the most advanced anti-submarine warships in the world, HMS Norfolk incorporates a specially-designed hull making it difficult for her to be picked up on sonar and thanks to her ultra-quiet engines and extensive noise reduction she has, quite rightly, been dubbed the "stealth frigate".

Automation within the ship has continued the trend in reducing manning — weapons systems and sensors are fully computerised as are catering accounts, pay and personal records allowing this "lean-manned" frigate to operate successfully with a complement of only 180.

The traditional lines of demarcation have also been much reduced, with all departments contributing junior ratings on a daily basis to fulfil basic cleaning and

husbandry functions.

HMS Norfolk has the capacity to operate the King and the new EH101 helicopters and has been undergoing First of Class Flying Trials in charge of her Lynx later this month.

Undertaken by test pilots from the Royal Naval School of Naval Aviation, the trials were conducted in the Portsmouth exercise area over a further two week period off South Wales, involving both day and night operations.

On completion of the flying trials HMS Norfolk sailed to Stavanger in Norway and once her operations over she moved to the NATO test and evaluation area.

From Stavanger the Norfolk sailed on operations trials (designed to see how effectively the ship can operate in cold climates) and after time in Lyngenfjord, north of the Arctic Circle, she went on a short exercise with the Norwegian Navy.



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



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After weapons trials in the Channel and more Sea Wolf firings at Aberporth, in Wales, HMS Norfolk will complete her hectic trials programme before the Autumn maintenance period and her operational date of October 29.

Operational Sea Training starts in November and already her 1992 programme is firming up with the highlight of a deployment in the middle of the year.

HMS Norfolk has now been joined in Devonport by her sister ships HMS Marlborough and Argyll, with a further seven of the "stealth frigates" — Richmond, Northumberland, Westminster, Lancaster, Iron Duke, Monmouth and Montrose — currently on order.

During a period of sea trials south of the Isle of Wight, HMS Norfolk found herself in the forefront of the search and rescue operation after the collision between the Portsmouth-based trawler *Wilhelmina J* and the Cypriot cargo vessel *Zulisikar*.

Sailing 40 miles east to the scene of the accident she helped coordinate the search for the six missing trawlermen but, regrettably, no survivors were found.



●Above: HMS Norfolk, the first of the Type 23 Duke Class frigates and one of the most advanced anti-submarine warships in the world.

●Right: An extensive computer system provides a comprehensive command and control capability — in the ship's control centre POMEA Nigel Dowsell (standing) keeps a careful watch over the gauges.

●Below right: Members of the frigate's Standing Sea Fire Party take part in fire-fighting exercises.

●Below: WEM Martin Gillman (foreground), LWEM Tony Knowles (right) and LWEM Richard Bonner in the Norfolk's Towed Array room. Towed array sonar, supported by sophisticated target identification facilities, enables long range submarine detection.

●Left: LSA Gary Watson checks stocks in HMS Norfolk's main stores.





A STUDY IN LIGHT AND SHADE

Churchill's naval giants

TO combine separate studies of Jacky Fisher and Andrew Cunningham in a single volume seems at first sight an odd venture for a naval historian. Both served under Winston Churchill and both rose to be First Sea Lord and Admiral of the Fleet — yet it would be hard to imagine two more disparate personalities.

Fisher, who was nominated to a Naval Cadetship by the last of Nelson's captains — his first ship was HMS Victory — nearly half a century before Cunningham entered Dartmouth, was much more recognisably modern in outlook.

Author Richard Ollard observes that he loved publicity, while Cunningham hated the Press, fostering the cult of the Silent Service with a fervour that "verged on the Trappist".

Fisher, too, was an enthusiast for gadgetry and a Welshman prophet of the shape of things to come in warfare. When Admiral Gorshkov, architect of the modern Soviet Navy, launched a submarine with the tonnage of a battleship in 1982 he was "recalling irresistibly the submersible battlecruisers for which Fisher was clamouring towards the end of his career". Yet Cunningham only accepted technical advances with grave misgivings.

With his towering, untrammelled intellect, Fisher could have made his mark in virtually any career — "and yet, and

yet... he was so utterly unlike a naval officer, Cunningham, on the other hand, could never have been mistaken for anything else."

But Fisher, unlike Cunningham, never had the opportunity



Admiral Fisher

of commanding a Fleet in a great war. When, through Churchill's influence, he was recalled from retirement in the First World War, he scandalously resigned over the issue of the Dardanelles, conceived by Churchill as a purely naval assault, which he felt was "futile without soldiers."

Incredibly, their friendship

survived the debacle of Gallipoli. But at a later date Cunningham would seldom find common ground with Winston — indeed, he had a cold distaste for politicians in general.

His horror at Churchill's plan to immobilise the French Fleet at Oran — where it was eventually destroyed — was made explosively apparent and Churchill, it is said, never forgave him.

But loyalty and reasonableness were two qualities Cunningham possessed to a high degree — and they were almost entirely lacking in Fisher. When Cunningham became First Sea Lord in 1943 they were to earn him, against all the odds, some sort of rapprochement between the Prime Minister and one whom, as he grudgingly came to accept, "had the confidence of the whole Navy."

Fisher had too many enemies to enjoy such universal esteem within the Senior Service and Cunningham's incomparable skills of seamanship and leadership were better suited to the fighting man at sea — as he himself admitted, he was "but an indifferent staff officer."

Though he undoubtedly



Portrait of Admiral Cunningham by Oswald Birley, hanging at the Royal Naval College Greenwich.

underestimated himself in this respect it is perhaps fitting that his bust not Fisher's, "shares the watch with Nelson in Trafalgar Square."

Fisher and Cunningham — A Study of the Personalities of the Churchill Era, is published by Constable at £15.99.

— JFA

BY THE RIGHT ...

NOW available in paperback is Lieut.-Cdr. Lawrence Hornby's autobiography, *My Starboard Watch*.

And on watch this right-winger had constantly to be — "the monstrous Local Government reforms. The abolition of grammar schools. Decimatisation. Metrication. Computerisation. All change for change's sake. Perhaps I most deplore modern 'rock' music ..."

"My deepest regret has been the wilful abandonment of the British Empire, causing much misery throughout the world."

Lieut.-Cdr. Hornby's life of vigilance brought him into contact with many VIPs and took him around the world. An interesting read, but some of the views are enough to make the unconverted splutter if not choke.

Available from the author at £5. Write to Lavender Cottage, High Street, Heathfield, East Sussex.

—LC

Pilot's quirk of sight leads on to battle

ON MARCH 28 1941 Dundas Bednall, the second pilot in a Sunderland of 230 Sqn., made a vital sighting which led to the battle of Matapan — a major defeat for the Italian Navy which marked a turning point in the naval war in the Mediterranean.

In *Sun on My Wings* (Paterchurch Publications, £11.95) Wing-Cdr. Bednall described the RAF's contribution to Admiral Cunningham's victory, thus making a small but important addition to maritime aviation history.

For N9029 V-Victor was the only Sunderland flying that day — and it had the luck to be carrying one blessed with "an odd peculiarity in possessing acute eyesight in misty conditions."

It was still over 40 miles from its search area, somewhere to the south-west of Kithira, when Bednall spotted three dim shapes to starboard — which the rest of the crew could not make out even when their position was indicated.

The cruisers *Zara*, *Pol* and *Fiume* were all sunk in the ensuing night action after being carefully shadowed by Bednall and Co. Little did they know that the signals they were transmitting to Cunningham were being decoded within five minutes



of transmission by his Italian opposite number — who ordered the Luftwaffe to "get this ... aircraft (us!) off our backs as soon as possible." Fortunately the four ME110s which took off from Sicily failed to find their target — in their own words "because of the bad, misty weather."

After an hour the Sunderland was sent off to search to the south — on neither mission was it told exactly what for — and found yet another squad-

ron of cruisers on a converging course.

It is easy to conclude that, were it not for the author's quirk of vision, the flying boat might have started its day's work many miles off target — and so Matapan might never have happened. Then the Italian Navy might have remained a serious threat — "especially in the dangerous days to come when most of our forces were evacuated from Greece and Crete."

— JFA

Jack's gems set in print

SO richly endowed is our language with the patois of the sea that it is surprising that so few glossaries of nautical terms and their origins have found their way into print.

One excellent example that never got that far is the one compiled by Cdr. A. T. L. Covey-Crump for the Chief of Naval Information in the 1950s — Navy News still has its own well-thumbed copy of the typescript.

John Hard's *Royal Navy Language* (The Book Guild £12.50), lacks its idiosyncratic appeal — and can hardly be the "complete collection" its publishers claim for it.

But being arranged in sections dealing with the traditional nomenclature of dress, navigation, flags, signals and salutes, ropework, rigging and other seafaring arcana as well as the growth of newer lexicons pertaining to ships and aircraft and detection and countermeasures systems, it is at once more accessible for the casual browser and as a work of reference.

It also provides a useful guide to the Royal Navy's organisation and that of the Naval Reserves and associated services, as well as to the titles and functions of its shore establishments and its ranks and ratings — which has less to do with the "language" of the Navy but is well found in a single volume.

"Jack's" matchless ability to find the mot juste has ever confounded his superiors' attempts to pin less inspired labels to the tools of his trade — but whether he has "enriched the English language" with items like "bug run" (hair parting), "guff up" (replenish) and "suck a fish's tit" (attempt the impossible) must remain a matter of taste ...

— JFA

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On patrol — Sunderland Mark 1, N9029, NM-V, of No. 230 Squadron pictured off the north coast of Crete in 1940. The aircraft gave splendid service to the squadron before finally being lost in a crash on New Year's Day, 1943.

Harrowing captivity and gorilla warfare

KAMIKAZE (Square One Publications £20) purports to tell the story of the British Pacific Fleet through the memories of over 200 contributors, but in fact relies heavily on extracts from authors with personal experiences as prisoners of the Japanese.

Some of these are very well known — there is a lot of Laurens Van Der Post and Russell Braddon mixed in with these recollections, edited by Stuart Eadon, of the sailors "who helped bring them (the POWs) home."

The editing is, in fact, the one weak point in an assembly of a dense mass of very strong stuff — a harrowing catalogue of atrocities set alongside some (usually forlorn) attempts at understanding the national psyche that produced them — that unfortunately lacks cohesion.

But for anyone with the patience to sift through it there are perhaps more flashes of illumination in all these dark

passages of the human soul than are found in the annals of the Holocaust in Europe, where victim and persecutor might have been expected to share some common ground.

There is the curious phenomenon — more recently discovered in the understanding than can develop between terrorist and hostage — that, as Van Der Post observes, "people who had not suffered under the Japanese were more bitter than those of us who had gone through the experience."

Strangest of all, perhaps, is his story of Yonoi, a camp commandant who, when about to decapitate an officer was stopped by another who broke ranks, calmly walked up to him and kissed him on both cheeks — a coolly calculated act of courage, not insanity, for this to a Japanese was the most obscene of gestures.

Yonoi ordered a far crueler punishment for the man who

had caused him such an appalling loss of face — he was buried to the neck in the centre of the parade ground and left to die. The sun bleached his hair white as he suffered over the next three days — and then Yonoi was seen to approach him, bend and snip a lock of it, bow low and walk away.

Later Yonoi would be tried as a war criminal. He was lucky to escape with a prison sentence and was pardoned after four years — but while still expecting to end his life at the end of a rope he had begged that the hair "from the head of the most remarkable man he had ever met" should have an honorable place in the shrine of his ancestors.

To turn after this to Ian McGeoch's POW story, *An Affair of Chances* (Imperial War Museum £16.95), is a welcome relief. McGeoch had the misfortune when in command of the submarine HMS Splendid

and patrolling off Naples in April 1943 to encounter a British-built destroyer operating under German colours. Brought to the surface by an expertly orchestrated crescendo of depth charges, he was captured while essaying a four mile swim to Capri.

While the submarine had been engaged on the surface he had taken a small splinter in his right eye. He would eventually lose the use of it, though the injury gave him no immediate cause for concern, but later his choice of Switzerland as an escape route — achieved after a couple of failed attempts — recommended itself as the home of the world's leading oculists.

A casual, attractively self-deprecating style colours this journey and the later stages through occupied France and into Spain, where he is finally gathered back into the fold at Gibraltar. Indeed, much of it

reads like a walking tour, with frequent asides on the glories of the scenery and the regional cuisine and vintages ("that of Estagel, I recall, was full-bodied and fruity — a Roussillon in fact — and as honest as it was unpretentious").

Most of the attendant dangers, he suggests, were risked by the large number of courageous locals, Italian, French and Spanish, who made light of them to succour him on his way. Even in Lyons, where the sadistic Gestapo satrap Klaus Barbie held sway, the Resistance told him a joke of a young man who concealed himself at the zoo in a gorilla skin. Acting the part with an excess of zeal, he swung from a branch into the polar bears' enclosure — whereupon one looked up and hissed "Watch out — you'll give us all away." There's one for the writers of "Allo 'Allo".

McGeoch is characteristically modest in detailing HMS

Splendid's career in the preamble to his adventures "on the run" but it should not be forgotten, as Admiral of the Fleet Lord Lewin observes in the foreword, that she sank more tanker and supply tonnage than any other submarine in the campaign that did so much to bring about Rommel's defeat in North Africa.

This account — which deserves to take its place with the classic escape stories of Second World War — has been a long time coming, partly because of the demands of a career that later took Vice-Admiral Sir Ian McGeoch to the British Pacific Fleet as Staff Officer Operations with the 4th Cruiser Squadron in the battles leading up to the Japanese surrender, and after to the post-war pinnacles of successively Flag Officer Submarines and Scotland and Northern Ireland.

Its rich vein of humour fits in with a story this reviewer has heard (which may not be true though he rather hopes it is) that the cast caused by the eye injury could have been corrected with surgery — an option McGeoch declined as he enjoyed the disconcerting effect it produced among his subordinates — JFA

SEA KING COMES OF AGE

THE SEA King helicopter's 21st birthday coincided with the start of the Gulf crisis — in which its role in support of the Allied ground forces once again proved the value of a design that retains many of its earliest features.

In a timely celebration of one of the Fleet Air Arm's most durable aircraft, David Gibbings explores the way it has, through half a dozen marks and several individual variants, retained its place as a highly successful all-rounder.

From the beginning, Westland's incorporation of electronic control "in itself offered a considerable improvement over the US SH-3, which even to this day struggles on with very inferior rotor governing."

There was much gain too, from the export programme for many improvements requested by foreign customers found their way into RN modifications.

It took the loss of HMS Sheffield in 1982 to remedy "one of the most costly tactical mistakes" — the lack of an airborne early warning capability. Though the AEW Mk2 arrived on station after the close of hostilities, the swift installation of Search-

water radar was a fine example of the Sea King's adaptability.

Few of the accoutrements the Sea King has carried over the years have improved its appearance. Perhaps the ugliest was the Blue Kestrel radar sported by X2570 — main mission system component of the EH101 which is the Sea King's natural successor.

The "Hack Sea King" flew with the new EH101 Merlin on its first flight, in company with its civil prototype.

Still, beauty lies in the eye of the beholder — the Fairey Swordfish with which the Sea King must share an equal measure of the FAA's regard never traded on its looks either...

Sea King — 21 Years Service with the Royal Navy 1969-90, is published by the Society of Friends of the Fleet Air Arm Museum, RNAS, Yeovilton, at £2.75 (plus 50p pp). — JFA

A region explored

CHARMING pen-and-ink and watercolour sketches play no small part in bringing to life Geoffrey Morgan's tour of the fen country, *East Anglia — Its Tideways and Byways*. The illustrations are by Robin Sterndale Bennett, who served as a Supply and Secretariat Officer in the Royal Navy until his retirement as Commander in 1954. Priced £15.95 hardback, the book is published by Robert Hale.

"HMS GANGES, the Final Farewell," Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolition. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUM, SPORTSFIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS. Author "HMS GANGES. Roll on my dream" S.A.E. details: Douglas House, Boncawetha, Penarth, Carmarthenshire, Nr. Redruth, Cornwall, TR16 6NX.

WORLD WAR II REVIEW

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HOW NOW!

"THEY made us many promises, more than I can remember, but they never kept but one; they promised to take our land and they took it." Thus, the epitaph for the American Indian, spoken by the last of the great chiefs, Red Cloud, just before his death.

Screen Scene

In the past, Hollywood movies have occasionally shown a bad conscience about the treatment of the Indians (e.g. *Soldier Blue*, *Little Big Man*) but in the main it's been a case of "the pesky redman" on the warpath again, the murderous savage put in his place by the gallant US cavalry, John Wayne leading the charge.

Dances With Wolves is remarkable for several reasons. It tells the story, not of how the West was won by the whites, but of how it was lost by the Indians; it does so uncompromisingly, at some length (3 hrs) and even uses, where necessary, the Indians' own language — but in fact Kevin Costner's opus has attracted long queues wherever it's been shown, not to mention having picked up every Oscar in sight.

The explanation is that the film, apart from anything else, is a spectacular adventure story, an expert blend of action, humour, suspense and romance. Undoubtedly the Indians are presented in a glorified way, as uniformly noble as the whites (Costner excepted) are brutish and mean — but one may feel there is a certain historical justice in this. Of course, such a success as *Dances With Wolves* is bound to attract a tribe of imitators and by, say, this time next year we may expect cinemas again to be echoing to the sound of whizzing arrows, thundering buffalo herds and the roar of Colt 45s.

Miller's Crossing takes place in another violent period of American history, the prohibition era. It's set in some nameless city run, not by the Mafia for once, but by an Irish gang (the Murphy?) led by Albert Finney. This is an ice-cold movie, its labyrinthine plot resembling some six-handed pok-

er game in which it's impossible to tell who's bluffing whom. All one can say for sure is that a rival gang is trying to take over Finney's territory and his trusted lieutenant (Gabriel Byrne) may or may not be planning a betrayal.

It's not a likeable picture but its atmosphere grips like a vice: the rooms swirling with cigar smoke where the gangsters hatch their schemes, the limousine gliding down the street, with the muzzle of a Tommy gun poking from its side window, the scratchy recording of "Danny Boy" playing in the background as the assassins creep silently up the back stairs.

Dick Tracy also confirms the Tommy gun as the weapon of choice for cops and killers alike, back in... Well, actually, it's far from clear just what period Dick Tracy is supposed to represent, being set in some comic-strip never-never land that's of the imagination rather than of the actual past. You could say, indeed, that the setting is the mind of some 12-year-old kid, one forgotten afternoon back in the 30s or 40s, as he avidly scans the brightly-coloured adventure stories of his favourite comic. The sets, the make-up, the whole visual style of the picture echo that childhood world of Brick Bradford, Captain America and all their various analogues.

Warren Beatty (who, like Kevin Costner, directs as well as stars) makes for a sturdy, resolute hero, Stephen Soderbergh's marvellous songs stretch Madonna's talents to previously unexplored reaches, and the supporting cast of eccentrics and grotesques is led by Dustin Hoffman and Al Pacino, relaxing from their usual heavy-duty dramatic parts. It's offbeat, it's fun, it's not quite like anything else you've ever seen.

— Bob Baker



Kevin Costner rides to the rescue in *Dances With Wolves*.

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The chance to meet the Navy — after all

WHILST the only major Navy Days event this year is being held at Plymouth (on August Bank Holiday weekend, 24/25/26th August), there will now be opportunities to "see the ships and meet the men" on a more limited scale at both Portsmouth, for the public at large, and at Portland, for local schoolchildren.

Portsmouth Naval Heritage Trust is confident that big crowds will flock to a "Warship Weekend" which it is staging in the historic dockyard on June 1st and 2nd.

Three, or possibly four, Royal Navy warships will be open to the public, and visits to Portsmouth's three historic ships, Mary Rose, Victory and Warrior, and the adjacent museums, will all be included in the admission price.

Tudor to high-tech

Cdr. Alastair Wilson, General Manager of the Portsmouth Naval Heritage Trust, said: "Following the decision to have Navy Days only in Devonport this year, the Royal Navy felt that in fairness some ships ought to be open in Portsmouth, so the Naval Heritage Trust was given the go-ahead to organise a warship weekend.

"It offers a wonderful opportunity for the public to follow the full story of the Royal Navy — from the Tudor Mary Rose to today's high-tech warships."

Entry for the "Warships Weekend" will be through Victory Gate, the show will run from 9.30 am to 6 pm, and admission prices will be £5.50 for adults, £4.50 for senior citizens and £2.75 for children.

Careers Days

To compensate for the fact that local children will not have their usual opportunity to see and meet the Navy at work, Tuesday, May 14th has been set aside at Portland for a Careers Day to which some 30 local schools will be invited to participate.

The school children will be introduced to the whole spectrum of Naval life through guided tours inside a frigate and submarine, flying displays, sea trips in a fast patrol boat, and a flight in a Sea King helicopter.

The Careers Day is aimed at children of 14 and above and will give them the chance to see and sample a wide variety of activities intended to introduce them to the Royal Navy and the careers it offers, wherever their ambitions may lie.

It is also hoped that the scheme will help to maintain the all-important links between the Navy and the local communities.

On 13th May over 500 cadets of the Combined Cadet Force Units from schools throughout the UK will descend on the Naval Air Station at Portland for an action-packed day as part of the Fleet Air Arm's "Operation Ship Window 91."

HANG 'EM HIGH NICOLA

FOR the first time in the long tradition of the annual Bun Hanging Ceremony, this year the Bun was hung by a Wren, WRO2 Nicola Allcock of Commcen, Whitehall, making a little history at "The Widow's Son" public house in East London.

The ceremony dates back to 1800, when the young son of a widow went off to sea with the Royal Navy, saying he would be coming back home on Good Friday. His mother baked a hot cross bun for his return but his ship was subject to programme changes (some things never change in the Navy!) and he never returned. However, his mother, ever hopeful, continued to bake a bun for him every Good Friday and hung it from the ceiling of her cottage.

Eventually the cottage was converted into a public house where the ceremony has continued.

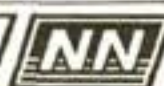
The ceremony now attracts a large number of both locals and tourists, and this year was well covered by the news media, including CBS Breakfast News in the USA, and London Weekend Television.



● WRO2 Nicola Allcock hangs the Bun, supported by colleagues from Commcen Whitehall, lower left to right — LWRO Tracy Rousell, LWEM Jim Burch and LRO(G) Bob Reed.



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Reunions

HMS Auckland (Tobruk 1941): A memorial service will be held at 1430 hrs on Saturday, June 22 at the Naval War Memorial in Southsea. Further details are available from J. M. Bennett, 15 Portcove Avenue, Portsmouth PO16 8LL enclosing SAE (tel. 0705 379730).

Ex-stokers, RNZN: A reunion is being organised for ex-stokers who served in the RNZN, to be held at Picton during Labour Weekend (October) 1992. All those interested should apply to C. O. Ritchie, 50 Jennifer St., Christchurch, New Zealand, or G. Matheson, 315 West Belt, Rangiora, New Zealand. Applications for registration close July 31, 1992.

National Fleet Air Arm Assoc: The association is intending to start new branches in Farnham, Surrey, and East Kent. Any ex-FAA members who would be interested in joining either of these two branches are invited to contact, for Farnham Mr R. W. Poyner, 13 Copse Ave., Weybourne, Farnham GU9 9ED (tel. 0252 331511) or, for East Kent, Mr D. Farrant, 28 Mountbatten Way, Brabourne Lees, nr Ashford, Kent TN25 6PZ (tel. 0303 813650).

Russian Convoy Club (East Anglian Branch): The AGM will be held at the Brandon Sports Centre, Bridge St., Witham, Essex on Saturday, June 23. Full details from the secretary, George Ward, 15 Peterhouse Crescent, Woodbridge, Suffolk IP12 4HZ (tel. 0394 383031).

HMS Cockade is holding its fourth bi-annual reunion on October 5 at the Clarendon Suites, Edgmont, Birmingham. All applications for tickets (£12.50) are to be made to Dick Taper, 1 Holly Court, Higher Thurlow Road, Torquay, Devon or Harry Unsworth, 29 Beagrove Road, Newton Abbot, Devon before the end of June. The invitation is also extended to wives and

hands. On October 4 the association's mini-reunion will be held at the Nautical Club, Bishopsgate, Birmingham.

HMS Bonaventure Assn: held their 50th reunion at the Royal Fleet Club, Plymouth on March 24 when Admiral Sir Nigel Henderson, who was Gunner Officer on board the Bonaventure, gave a resume of the exploits of the ship which was engaged in all types of action during her relatively short life of 18 months. Members joined the morning service at the church of St Nicholas, HMS Drake, on Palm Sunday the ship was sunk on Palm Sunday 1941) and the padre of HMS Bonaventure, Rev. Fox-Robinson, and Admiral Henderson shared in the Service.

Nation Apprentices Naval Wing Assn: A reunion was held on March 23, at HMS Dardakus, for all the ex-apprentices of the Naval Wing, RAF Halton, who served in the FAA. A total of 111 members managed to attend and enjoyed a very nostalgic evening.

HMS Onslow Capt. D17: It is proposed to hold a reunion and dinner on June 29 at the United Services Mess, Wharton St., Cardiff. Details from Bob Morris, 6 Wendock, Rumney, Cardiff CF3 9HA (tel. 0222 778300).

HMS Ocean Assn: held their fourth AGM at the Nautical Club, Bishopsgate, Birmingham on Saturday, April 27. Details of membership are available from the secretary Mr. R. E. Thompson, 1 Highway Avenue, Canby, Doncaster DN4 6AW (tel. 0362 530169) or C. McPartland, 33 Whiteoaks Drive, Bishops Wood, Stafford ST19 9AH. A SAE would be appreciated.

HMS Barham Survivors Assn: To commemorate the 50th anniversary of the sinking of HMS Barham the association will hold the 35th annual reunion on Saturday May 18 at the Royal Sailors Home Club, Portsmouth, followed by a Service on Sunday, May 19 at St Ann's Church. Details of the annual memorial and wreath-laying ceremony at Westminster Abbey will be announced later. Anyone who served, at any time, in HMS Barham is most welcome to attend these functions. Further information can be obtained from Percy Cullen on 0503 93350 or George Parker on 0252 21360.

HMS Antelope reunion will take place at the Royal Fleet Club, Devonport on May 25, 1992. Further details can be obtained from Lieut. R. A. Hutton, Wardroom (Annex), HMS Cochrane, Rosyth KY11 2XT.

HMS Sheffield (D80): A reunion will be held on May 4 at the Salisbury Hotel, Southsea. Tickets are £7 and cheques should be made payable to Ann McCafferty, 51 Billy Lawn Ave., Leigh Park, Havant PO9 5HL.

Marine Engineer (Electrical) Members: A dinner dance will be held at the China Fleet Country Club on Friday, July 19, and is open to all L and EL senior and junior rates, accompanied by their wives and girlfriends. It is hoped the reunion will become an annual event and, if enough interest is shown, to form a Greenies' association. For further details contact COMEAL Alan Green or WOMEAL Jim Turner on Defence 55574 or in writing to Support Office, HMS Seddiah, Plymouth.

HMS Manchester Assn will hold their next AGM and reunion on May 18 at the RNOCA Club, Lake Road, Portsmouth. Further details from Mr. L. McDonald, 37 Edmund Road, Southsea PO4 0LE.

HMS Portland: The 51st reunion will be held at HMS Osney from July 5-8. All enquiries to D. E. Bishop, "Shewings", Rackenford, Tiverton, Devon EX18 8DU (tel. 088 488 297).

10th Destroyer Flotilla: In tribute to the Tribal Class destroyers, 1939-45, a standard, donated by British Telecom, will be dedicated in Lytham St Anne's, St Anne's on Sea, on May 12. Details from J. F. Bull, 1 Pearl Close, Bexford, East Ham, London E6 4QY (tel. 071 511 5216).

HMS Amarna 1958-60: For details of the 1992 reunion please contact Dave Stanley, Green Cottage, Otchelt, Shepton Mallet, Somerset BA4 9QZ.

HMS Paladin: It is proposed to hold a reunion in the Clyde area on December 2 for those who assisted in the commissioning of the destroyer at Clydebank 50 years ago. Anyone interested please contact John Handie, 8 Meadowhouse Road, Edinburgh EH12 7HP (tel. 031 334 4428).

HMS Coventry: A reunion will be held at HMS Sussex (nr Brighton) on May 4 at 7pm. For details please contact L. Stenning, 11 Eileen Avenue, Rotherham, Sheffield S62 8DZ.

HMS Bicester L34: The annual reunion will be held on June 8 at the Littlebury Hotel, Bicester. Sailors wishing to attend should contact Ben Res, 27 Ironside Way, Tadley, nr Basingstoke, Hants RG26 6DF (tel. 0734 813107).

The Capital Ships Assn: is laying up its standard on Sunday July 14 at 11am at St Cedd's Church, Bedford Clays, Grays, Essex. All enquiries, with SAE, to C. Mercer, 25 Leasway, Grays, Essex.

HMS Rodney: A reunion weekend is being held in the Stratton Hotel, Blackpool, from May 25-27 to mark the 50th anniversary of the Bismarck action. Anyone who has not already booked for the dinner (27 May) and/or reunion weekend should contact Mr E. Beeston, 10 Parkside Drive, redhill Road, Amersham, Camforth LA5 0BU (tel. 0524 781547).

HMS Danes: The paying-off dance will be held in the Royal Fleet Club, Devonport, on June 13. Any ex-Danes who are interested can obtain tickets from CPO Hens, CPOs Mess, HMS Danes, BPO Ships.

Fleet Air Arm Assn: A branch of the association has been formed in Hachin and welcomes any ex-FAA members in the Herts. and Beds. area who would like to join. Contact Fred Burgess, 42 Barnsford Road, St Albans, Herts AL1 5NP (tel. 0727 56747).

36th Destroyer Flotilla (1943-45): HM ships Saumarez, Venus, Vigilant, Venus, Volage, Myrka, Kempenfelt and survivors of HMS Hardy — the 36th reunion is being held on June 8 at the Victory Club, HMS Nelson, Portsmouth. Shipmates interested should contact Jack Greenwood, The Orsett, Tydunn Lane, Pulloxhill, Beds tel. 0525 712579.

The Old Caledonia Artillery Apprentices Assn: will be holding their next reunion at the Sultan Club at HMS Sultan, Gosport on July 25. Membership of the association is open to all who served in HMS Caledonia MTE Royalty in any capacity. The Hon. Sec. Eric Ravenscroft, 20 Third Avenue, Havant, Hants PO9 2GB (tel. 0705 482829) would be pleased to hear from anyone interested in joining the OCAA.

Easton (Frigate) and Duncan (Caledonia) Artillery Entry 1946: A 45th anniversary reunion is planned in Plymouth on Oct 5. For further information ring Jack Newbury on 0752 563330 (ansaphone) leaving your name and contact details or drop a line to: 22 Thornhill Road, Manlyhead, Plymouth PL3 5AE.

Calling Old Shipmates

ML174, 1941-42: (Troon and Glasgow). Ex-Lt. AAS Chas Embury would like to contact any members of the ship's company during that period. Write to him at 14 Trevelyan Rd., Remy, Cornwall TR10 8JB (tel. 0326 72382).

HO 159 Sed. RM and HM ships London, Anson and Abercrombie: E. J. (Ted) Fievel, 70 Westbury Road, Cleethorpes, Lincs (tel. 0472 813868) would like to contact anyone who served with him in Chatham HO 159 Sed or who served with him on the above-mentioned ships.

HMS Caledonia 1937: Jim Darbey wishes to contact S. Parry, T. Huddart, and I. Wilson who all joined the Telegraphists to go on May 1937. Contact him at 11 Lindley Rd., Oxford Manor Est., Hartlepool TS25 3RR (tel. 0429 862443).

HMS Gadwall: (Bil Gurnea, 149 Monk's Way, Eastleigh, Hants SO5 5BG, would like to hear from anyone who served in HMS Gadwall, Belfast, 1943/44 embarkation unit or anyone who served with MRB MONAB NOLA, Australia, 1944/45.

C.A. Box: Ted Brown, 674 East Coast Road, Brown's Bay, Auckland 10, New Zealand, seeks news of his old shipmate from 1942, Chas. A. Box. Their friendship continued after the war but contact was lost when Ted Brown joined the New Zealand Navy.

HMS Caledonia: Mr H. Cable, 382 Moor-side Road, Flixton, Manchester M31 2TE, seeks information concerning Edwin Ormer with whom he served on the Flower Class corvette HMS Caledonia 1940-42.

HMS Palk K137: Mr C. V. Bradshaw, Phill-Maw Cottage, Wentlog Rd., Rummy, Cardiff, is trying to trace PO Wally Horwell who came from Honiton, Devon. He was wounded when the Palk was torpedoed on June 27 1944 and was picked up by an MTB or by HMS Rochester which landed some survivors at Portsmouth or Portland.

Majestic Caledonia 1937-38: Jim Darbey would like to hear from ex-sparks Tom Wharmham who served in HMS Donethorpe and who saved the life of the author of "Sinking the Bismarck" and who is believed to be living in Cardiff. Write to J. Darbey, 11 Linsday Rd., Hartlepool, Cleveland TS25 3RR (tel. 0429 862443).

HM ships Hombledon and Farndale 1944-47: Ex-ratings contact Ernest "Spider" Kelly, 116 Sea Road, Chapel St Leamings, Lincs PE24 5RR (especially ex-ABST Blonde and anyone serving on HMS Eglinton and Bicester).

HM ships Titania, Otway, Thames and Cyclops: Bob Thompson, 44 East Rd., Dundee, Peterborough PE6 4BX (tel. 0832 273843) would like to hear from old shipmates and from those serving in HM submarines H32, H33, H50 and L34 during the period 1939-37.

Shipwright Apprentices Sept. 1956: Would anyone knowing the whereabouts of the following Shipwright Apprentices: S29 Frigard, please contact Lieut. Arthur Bailey, RN Careers Office, 13 Kings Road, Reading (tel. 0734 875678) — Stan Bowlerman, Dave Kirby, Fritz Ennes, Mike Sands, Fred Frost and Joe Evans.

RN Engine Room Association: The association has been going for 15 years and members would like to hear from shipmates further afield with a view to extending the association. All interested contact: C. Seale, 165 Franklin Beeches Road, Northfield, Birmingham B31 3LW (tel. 021 499 9037).

HMS Chevron (D51) 1953-56: Anyone knowing the whereabouts of AB Ron Scarrin (TAS), last heard of HMS Victory 1958, please contact ex-AB "Doc" Reynolds, 83 Northway, Morden, W. Yorks WF4 6LW (tel. 0924 496333).

HM submarine Tapir: Would anyone who served in the Tapir between her launch date in Aug. 1944 and her transfer to the Royal Netherlands Navy in 1948 please contact Derek Shepley, 41 Brookfield Rd., Stockport SK4 4NB or Maurice Penh, 95 Lower Derby Road, Staines, Middlesex TW20 9EX (tel. 0736 657630).

LCT 4001 1948-51: Mr Gerry Davies wishes to make contact with any ex-crow members who served on the Turkish mission. Letters to: 55 Oak Hill, Hoveley, Woodbridge, Suffolk IP12 3JZ.

HMS Rodney 1941-46: Bill Jackson is anxious for news of former shipmate John (Jack) Walton Fuller, ex-warehouse, 116 of Blackburn, Contact him at 13 Temple Street, Nelson, Lancs BB9 8TE (tel. 0525 694268).

HMS Fearless 1965-1968: Jim (Blood) Reed, ex-shipmate, would like to hear from any of the first commission, especially towards of 2C Mess. Contact him at 50 Arden Ave., Thornesbank, Glasgow G40 8PZ (tel. 041 638 0664).

HM submarine Taku: James Broom is writing a tribute to HMS Gladstone, sunk in Oct. 1941 while escorting convoy SO48. As yet, he has not been able to make contact with any crew members of HMS submarine Taku who were on board when she suffered hydroplane damage in the North Atlantic. He is also keen to contact Joe Williams who was promoted to Cdr. RNVR in Dec. 1954 and placed on the retired list in 1962. All information should be sent to him at Broom Cottage, 879 Mountain Street,

Standards Bay, Near Gernsbach, T720, South Africa.

HMS Cavalier: Mr S. C. Anning, 14 Kipping Gardens, Crowhill, Plymouth PL3 3DD (tel. 0752 746261) would like to contact ERAS Dave Kemp, Will Manning, Jumper Cross, Les Cubitt and Chief Sticker Bill Bailey.

Lieut. Cdr. Waters: Mr R. S. Sharpe (ex-RAF cross-country Inter-Service runner), "Ambata", 19 Shearwater Cres., Walney Isle, Barrow-in-Furness LA14 3SW, would like information concerning Lieut. Cdr. Waters (spelt) who was last heard of at No. 1 FFS, RAF Lauchans in 1935 and Portsmouth in March 1936.

HMS Capetown: Mr H. B. Corings, 4 Wendermere Close, Ipswich IP3 0RU, would like to get in touch with any ex-Marines who survived when the "C" class cruiser was torpedoed in the Red Sea during the Second World War.

HMS Guillemot: Mr S. Powers, 181 Wollaston Rd., Ashfield, Northants NN2 7DD (tel. 0333 219121) would like to contact Brum Ingram, Joe Godfrey, Wally Watson, Lew Mears and Tim Day who were drafted to HMS Guillemot in 1939-40.

HM ships Kale (1942-44) and Resource (1940-41): Albert (Luffy) Hodge, 59 Whitehouse Cres., Burnham, Rochester, Kent ME1 2SU would like to hear from former shipmates.

Joseph Chamberlain: Mr R. Prince, 13 Elm Drive, Whitburn, Sunderland SR6 7DT (tel. 091 5294558) would like to hear from his best man, Joseph Chamberlain, who served with him in Portsmouth during the Second World War.

Over to You

HM submarine Ursula was launched on February 28, by Lady Coward and to commemorate this event a limited number of commemorative envelopes were printed. These envelopes can now be offered to interested parties, price £3, and can be obtained from Lieut. P. Routh, HMS Ursula c/o Cammell Laird Shipbuilders, New Chester Road, Birkenhead L41 8BP.

Chatham Book of Remembrance: Has anyone any knowledge of any spare copies of this book which contained the names of all Chatham ratings lost during the last war? Please forward details to R. Giles, 67 Leighwood Ave., Leigh-on-Sea, Essex, SS9 4LF (tel. 0702 522082).

Falklands TV series: A four-part TV documentary series has been commissioned for Channel 4 for April 1992 to coincide with the tenth anniversary of the Falklands conflict. It is planned to cover the build-up to the conflict, the Argentine invasion and the role and victory of the Task Force. Ex-Service members will talk of their ex-

HMS Howe: Roy Christie, 57A Montagu Street, Kettering, Northants (tel. 0535 516256) is interested in contacting any of the Close Range Division, in particular Minis 14, with whom he served during the war.

RN Communications Branch 1941-72: Mr Frank Chudwick, 59 City St., Saunders Beach 4818, Queensland, Australia, is visiting the UK from May 26 and wishes to contact his old "oppos" — his service history includes HMS Ganges, Osprey, Eagle, Vidar, Mercury, Pelaw, Dolphin and Tamar. Contact him at the above address or c/o 9 Cherry Tree Grove, Leigh, Lancs WN7 5DH (tel. 074930).

775 Sed. RAF Woodvale is holding its 50th anniversary between Sept. 1-8. Anyone who served in 775 Sed. and interested in attending the anniversary celebrations should contact Mr. D. McKenna, Manchester and Salford V.A.S., RAF Woodvale, Forney, Liverpool L37 7AD.

O Ship Willemette Valley: Would any survivors of the Willemette Valley sunk in the North Atlantic in June 1940 please contact Mr Sidney Hickenbotham, ex-O Ship Orchy 10 Ferndale Drive, Raitty, Leics. LE5 0HL.

Fred McIntyre, HMS Sultan: Arthur Kavanagh (ex-PO after HMS Centaur) and now living in South Australia, is anxious to hear from anyone who has any information on Fred McIntyre, ex-CPO Writer, HMS Sultan, who is believed to have left the Navy in April 1925. Please contact him c/o Mrs M. Baffie, 33 Bulwark Rd., Heston, Cornwall TR13 8JF (tel. 0326 564260) — evenings.

Lochalsh submarines: Mr. Gerald Shaw, of Glasgow College Enterprises, 70 Cowardens Road, Glasgow G4 0BA would like to hear from anyone who was around or who has photographic evidence of submarines which were gathered at Lochalsh at the end of the war.

HMS Flint Castle: Mr. F. J. Harris, 1 Old Mill Close, Fishgate, West Sussex, BN41 1PQ, intends to write about Judy the dog who joined the ship when it was first commissioned in 1942 and who died on board in 1953. Details and photographs to him at the above address.

HMS Scimitar 1942-43: Mr. Jim Cook, 41 Main Street, Foston, Market Harborough, Leics. LE16 7RB, has several old photographs taken on board the ship, and would like to pass them on to anyone who served in her.

FIFTY YEARS ON

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

THE early years of the war had many black months but May 1941 must have been one of the worst.

In North Africa the Army, weakened by the unprofitable reinforcement of Greece, was being pushed back by the Afrika Corps. The Germans invaded Crete and another evacuation cost the Navy many ships sunk and damaged.

The pride of the peacetime Navy, HMS Hood, proved no match for the Bismarck and was sunk with only three survivors; the new battleship, HMS Prince of Wales, was damaged.

Over half a million tons of merchant shipping was sunk but only one enemy submarine. Only the pursuit and sinking of the Bismarck relieved the gloom.

Principal events included:

1. HMS Jersey sunk by mine off Grand Harbour, Malta.

2. HM submarine Uisk mined and sunk off Cape Bon, HM minesweeper Ferriby bombed and sunk in dock in Malta.

3. HM minesweeper Stoke sunk by aircraft off Tobruk. German weather ship Munchen captured off Iceland with Enigma cypher machine.

4. HM ships Ajax, Hawock, Humber and Imperial bombed Benghazi. HMS Cornwall sank German raider Pinguin off Seychelles.

5. HM ships Bulling, Aubrette and Broadway captured U119 in Atlantic, but she sank while in tow — not before a boarding party had removed another Enigma machine.

6. HM ships Jackal, Kashmir, Kelly, Kelvin, Kipling and gunboat Ladybird bombed Benghazi and Gazala.

7. Ladybird sunk in Tobruk.

8. HM submarine Undaunted sunk off Libyan coast.

9. HMZS Punt sunk by mine in Haikui Gulf, New Zealand. Mines laid by German raider Orion.

10. Petty Officer Seighton, HMS Coventry, awarded VC for gallantry in air attack off Crete.

11. German invasion of Crete. The battle and evacuation continued over the next ten days. HM minesweeper Wodan sunk in

Suda Bay. She was later salvaged by the Germans and sunk again in 1943 by RN destroyers.

12. HMS Juno sunk by air attack off Crete. HM submarine Uge sank Italian torpedo boat. HM ships Ilex and Jervis and RAN Avram bombed Scarpanto airfield.

13. HM ships Fox, Gloucester and Greyhound sunk off Crete. HMS York, abandoned and sunk in Suda Bay.

14. HM ships Kelly and Kashmir sunk off Crete.

15. HMS Hood sunk by Bismarck. Lieut. Cdr. Wanklyn, HM submarine Upholder, awarded VC.

16. HM ship Grimsty sunk by aircraft off Tobruk.

17. Forecast of 826, 829,803, 806 Sgdrs (HMS Force) bombed Scarpanto airfield. Forecast of 810, 818 and 820 Sgdrs (HMS Air Royal) attacked and hit Bismarck with torpedoes.

18. Bismarck sunk by Home Fleet.

19. HMS Mashona sunk by aircraft returning from Bismarck action. Landing party from HM submarine Upholder blew up railway in South Italy.

20. Crete — HMS Hereford sunk, HMS Imperial sunk by own forces after bomb damage. HM ships Orion, Dido and Decoy damaged.

Taken from the Royal Navy Day by Day.



For those in peril

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

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

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



KING GEORGE'S FUND FOR SAILORS
The Safety Net for all Seafarers



● Capt. Percy Scott, second left, and former First Sea Lord Admiral Jackie Fisher, far right (see also page 22).

Centenary date for St. Barbara

THIS year's St. Barbara Association reunion dinner will be held in the wardroom of Whale Island on May 31 to celebrate the centenary of the commissioning of HMS Excellent as the Navy's first shore training establishment.

In particular it will recall Admiral Sir Percy Scott who, as a commander, was largely instrumental in making the transfer a success.

The association is now open to principal weapons officers (the modern gunnery officer) and some 180 of them, including ordnance engineers, are also expected to attend.

On Saturday, June 1 there will be a service for all members of the association in the Church of St. Barbara followed by an "at home" in the Gunners Instructors Association Club.

The St. Barbara Association will also be holding their first annual cocktail party on board HMS Victory on July 12. The Band of the CINNAVHOME will Beat Retreat at the end of the evening.

All enquiries should be addressed to Lieut. Cdr. G. P. Lyster Todd, 48 Branton Court, Lawrence Road, Southsea PO5 1PF (tel. 0705 756859).



S A U D I A R A B I A

T H E C O M M I T M E N T

It's difficult to remember a time when interest in, and awareness of, Saudi Arabia has been greater.

Britain's largest export agreement ever, Project Al-Yamamah is a long term commitment to support and train a modern, self-reliant Royal Saudi Air Force.

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If you have the skills and experience associated with modern military aircraft and would like further information, write enclosing relevant details and quoting ref no NN 025 to: The Personnel Officer, Al-Yamamah Business Office, FREEPOST, British Aerospace (Military Aircraft) Limited, Warton, Preston, Lancs PR4 1BR. Or telephone Preston (0772) 634317.



IN SAUDI ARABIA

EVERYTHING YOU MAKE IT



● Above: Wren OUT Helen Griffin and MEM(L) Jesse James at work in the steam room.



● HMS Bristol sails down the Tagus as she leaves Lisbon, Portugal.



● On a visit to Lisbon HMS Bristol's 17 Wren OUTs line up for the camera.

Wrens shape up Bristol fashion

AMONG those experiencing their first taste of life at sea during the Dartmouth Training Squadron's (DTS) spring deployment to the Mediterranean were 17 Wren OUTs, serving in HMS Bristol.

They were among 150 OUTs on board HM ships Bristol, Minerva and Ariadne, learning every aspect of sea-borne life while the DTS played an important operational role under the COMNAVSOUTH and participated in exercises with naval units of other NATO countries.

The raised alert of the ships, due to the Gulf crisis, only served to benefit the OUTs, allowing them to experience, first hand, the pressures placed on all departments under such conditions.

Taking part in general naval training the 17 Wren OUTs operated alongside their male counterparts spending time in each department and taking their turn on the bridge in OOW manoeuvres.

Ports of call

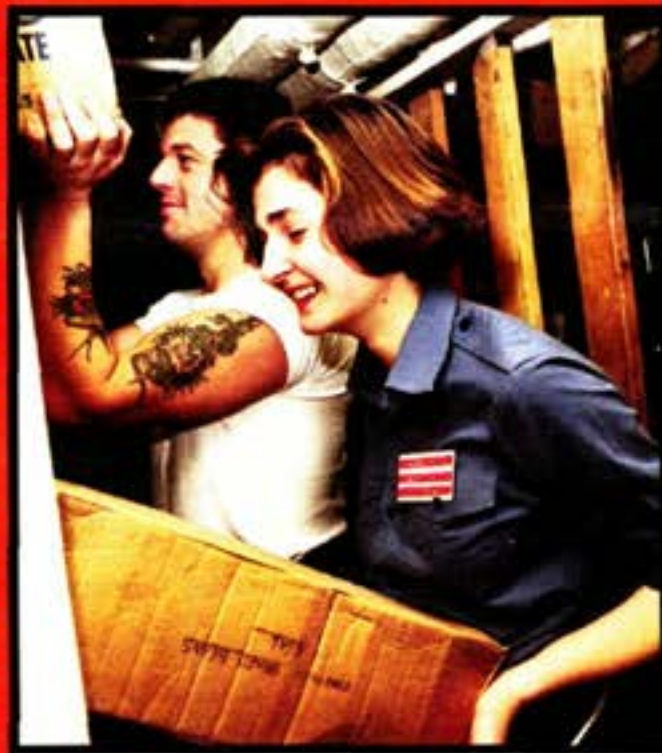
Despite the squadron's operational role the visit schedule, characteristic of the DTS, went ahead with the Bristol, Minerva and Ariadne stopping off at La Spezia, Sicily, Barcelona, Palma, Toulon, Marseilles, Lisbon, Cagliari and Monaco.

Last month HMS Bristol, with a further 21 Wren OUTs on board, sailed on

her last deployment with the DTS before de-commissioning in June with planned visits to include Helsinki, Gdynia (Poland), Stockholm and Amsterdam.

Also on board HMS Bristol was Lieut.-Cdr. Sarah Howe, the first Wren dentist to take up a post at sea.

Pictures: LA(Phot) Stuart Reid.



● CK Greg Peck loads up the stores with a helping hand from Wren OUT Emma Waldron.



● HM ships Minerva, Bristol and Ariadne on operational duties in the Mediterranean.

NN Navy News

SHIPS OF THE ROYAL NAVY

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City's tribute to York

TIES between HMS York and her namesake city were further strengthened when she was granted the Freedom of the City, an honour which coincided with the 50th anniversary of the loss of her predecessor in 1941, in Suda Bay, Crete.

After the ceremony at the Eye of York the ship's company of the Type 42 destroyer exercised their Freedom of Entry — conferred earlier by the Lord Mayor of York, Cllr. Keith Wood — by marching through the city streets with bayonets fixed and swords drawn.

Fly-past

HMS York's arrival in the city was marked by a fly-past by aircraft from RAF Wattishall and Linton-on-Ouse and during her six-day visit she opened her decks to the public, with flying displays from her Lynx entertaining the crowds.

The Type 42 destroyer boasts of the prowess of her sportsmen and her golfers and footballers battled gamely with local teams at venues throughout the city.

A team of sponsored runners also took time out to raise funds for charity when they ran from Galtres School, Burnholme, back to Hull where HMS York was alongside.

As well as civic receptions and celebratory dinners there were other, more sombre, engagements to attend.

A wreath-laying ceremony took place at the city's war memorial and her ship's

company attended a service at York Minster where the ensign of the old cruiser was laid up at St Nicholas' Chapel.

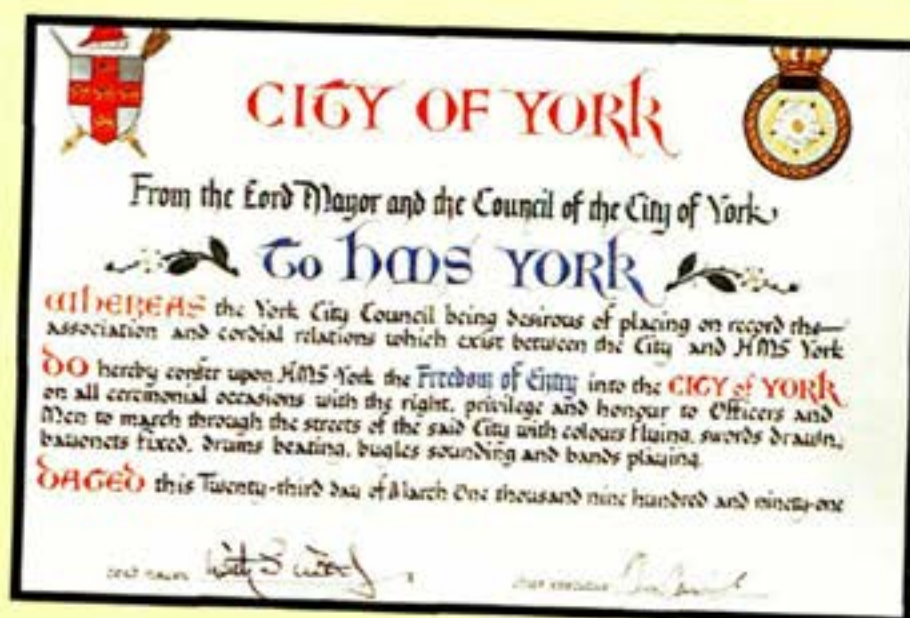
HMS York is commanded by Capt. Anthony McEwen and last year, under his command, she returned to her home port of Rosyth marking the end of a busy six-month deployment to the Middle East and Indian Ocean.

Before taking up Armilla duties with HM ships Battleaxe and Jupiter the York was involved in rescuing an Arab dhow, from the South Yemen, which had been adrift in the Indian Ocean for two weeks with engine failure.

Four days before the York's arrival the dhow's crew had run out of food and water and they were relieved when engineers from the destroyer repaired their engine and handed over essential supplies — including a box of Yorkies!

When Iraqi forces invaded Kuwait HMS York was on a courtesy visit to Dubai but promptly sailed to join the Battleaxe and Jupiter to continue routine patrol work, keeping a friendly eye on British shipping in the area.

Pictures: LA(Phot) Fez Parker.



● Above: Toasting the successful relationship between HMS York and her namesake city are the Lord Mayor, Cllr. Keith Wood, and Capt. Anthony McEwen.

● Top right: The ship's company of HMS York exercise their right of Freedom of Entry through the city's streets.

● Middle: HMS York's charter confirming her Freedom of the City.

● Right: The Lord Mayor, Cllr. Keith Wood, inspects the ship's guard.



HMS Battleaxe alongside the German frigate Emden at Cagliari, Sardinia, for the de-activation of the 41st NAVOCFORMED.

Newcastle wins again



THE ANNUAL award to the ship most effective in conducting VECTACs (ship/helicopter torpedo attack operations) has been won, for the third time, by HMS Newcastle.

Seen above, presenting the Kelvin Hughes VECTAC Trophy to Newcastle's Commanding Officer, Cdr. Hugh Daglish, is Dr. Martin Jones, Managing Director of Kelvin Hughes. Also present were Mr. Howard Richardson, Kelvin Hughes' Naval Executive Manager and LACM Nick Oldham; in the background, left to right, S(S) Mick Warriner, AB(S) Gary Birrell, LS(S) John Cook and Lieut. Cdr. Nick Chatwin.

BATTLEAXE ON CALL

HMS BATTLEAXE's programme of port visits during deployment to the Mediterranean as part of the Naval On Call Force Mediterranean (NAVOCFORMED) was drastically revised by the effects of the Gulf War, and she was employed on surveillance and interception of merchant vessels, enforcing the United Nations embargo on trade with Iraq.

Working with the Italian frigate Grecale, Battleaxe patrolled an area between Sicily, North Africa and eastwards past Malta, the patrols being interspersed with exercises with ships from the navies of Germany, Portugal, Turkey, Spain, Greece, Italy and the United States, all of which comprise the NAVOCFORMED force.

Danae's goodbye

HUNDREDS of Chesterfield people made the 70-mile trip to Grimsby for a last visit to their town's affiliated ship, HMS Danae, when she berthed there for the final time, prior to her forthcoming de-commissioning in June.

The three-day visit was a crowded one, with activities at Chesterfield including a reception at the Town Hall, at which cheques were presented to local charities, and visits to Spire Lodge, a local school for mentally-handicapped children, where a tenth anniversary cake, especially baked by Danae's chefs, was handed over, and to Chatsworth House for a guided tour by the Duke of Devonshire.

Strong links

The sporting events organised against local teams didn't really go Danae's way, with the town gaining victories at soccer, rugby and squash, but the sailors triumphed in the golf tournament, making amends with a 5-0 win.

HMS Danae (pictured right), one of the diminishing number of Leander-class frigates, has always maintained strong links with her land-locked adopted town during the 24 years since her commissioning, with the ship having raised thousands of pounds for local Chesterfield charities during this time.

The various trophies and the silver scroll connecting Danae with her "home town" will be returned when she de-commissions, to be put on display at Chesterfield.



A Tropical Transformation

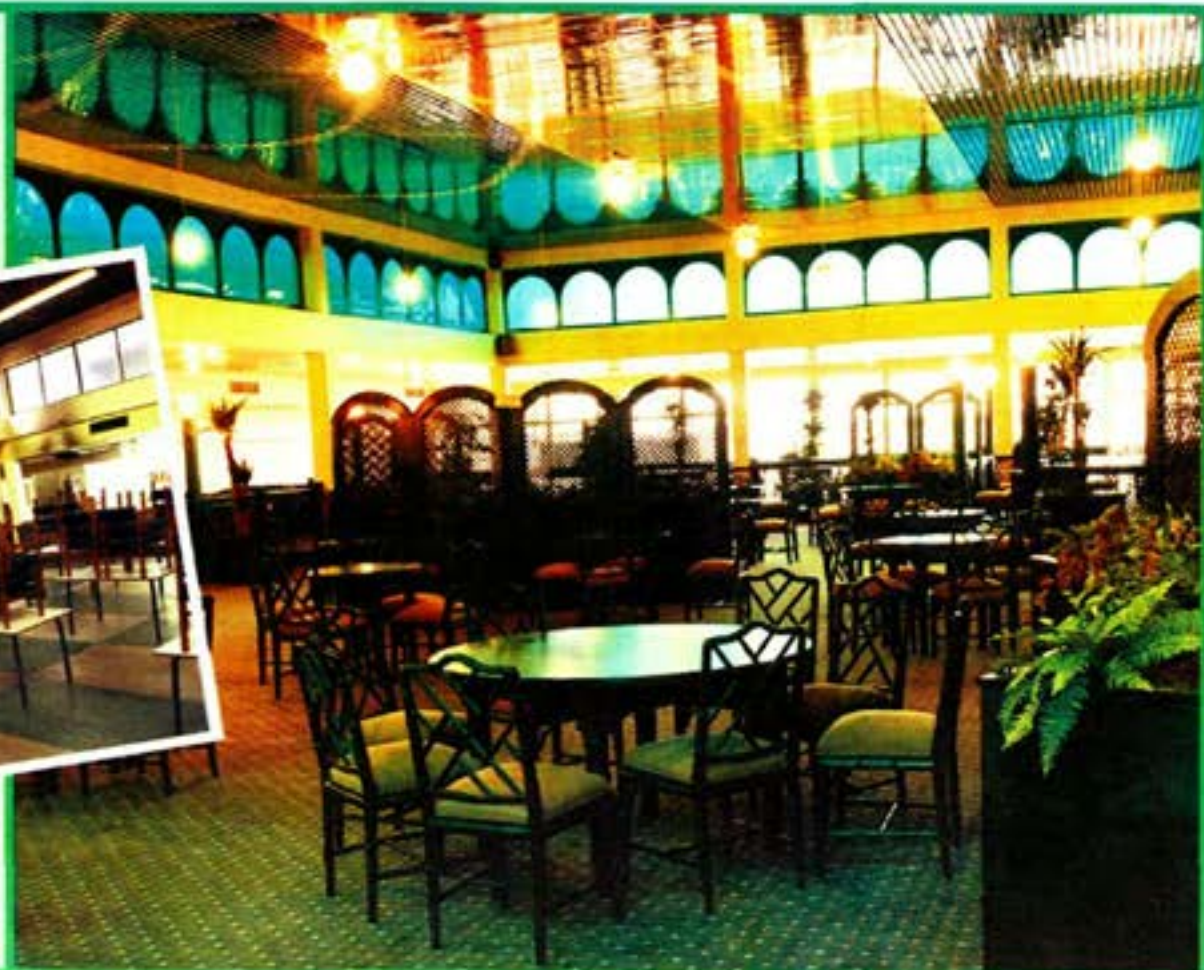
The small inset picture probably looks somewhat familiar — it could be the Junior Ratings' dining hall in any large shore establishment — actually it's at HMS Drake, Devonport.

So what's the big picture, showing a de luxe restaurant/lounge? Actually, it's at HMS Drake — the self-same room transformed, at a cost of £100,000, paid for mainly from non-public funds.

Now known as "Raffles", with its new oriental decor inspired by the famous Singapore hotel, the restaurant is not only used at meal-times, but also for study, recreation and entertainment.



Before and after photos by LA(Phot) 'Knocker' White.





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TO: IVOR JOHN MACKENZIE
TAKE NOTICE that a Petition for Divorce was filed in Portsmouth County Court Number 90 D 1114 by SUSAN MACKENZIE on the 13th June 1990 on the grounds of unreasonable behaviour

AND FURTHER TAKE NOTICE that if no communication has been received by the under-mentioned Solicitors from the Respondent IVOR JOHN MACKENZIE whose last known address was the British Sailors Society Sailors Centre, 3 Orchard Place Southampton Hants within 36 days of the date hereof the Petitioner will proceed to a hearing

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Notice Board



Promotions to Chief

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

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO/OPS/JEW C. Nugent (Dryad), C.J. Mackett (Scylla).
CPO/OPS/JEW - P.D. Eds (Bravel), G. Wilkinson (Dryad).

(COMMUNICATIONS GROUP), REGULATING AND PT
To CRS - D.F. Hunter (Mercury), G.J. McEvoy (ACCHIAN/ELANT).

SUPPLY AND SECRETARIAT
To CPOCK - N.J. Wilkinson (CINNAV-HOME), D. Forster (Raleigh Aldershot).
To CPOSA J.C.B. Rochford (Hecia), J.E. Hamilton (Raleigh).

To CPOWTR - S. Grounds (ACE SRGN Italy), M. Goldsmith (845 Sgr), S.P. Goddard (CINNAVHOME).

To CPOMA - S.H. Butlerfield (RNH Plymouth), P.G.M. Maruili de Barona (RN MSS Haver), R.A. Mayall (42 Coda).

SUBMARINE SERVICE
To CPO/COM/SM - G.C.R. Richardson (Neptune SM10).

FLEET AIR ARM
To CPO/ASE - T.K. Furness (Invincible).
To CPO/ACMN - R.L. Brock (810 Sgr Sea Hawk), J.A. Redman (810 Sgr Sea Hawk).

CHIEF PETTY OFFICER TECHNICIAN
HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in February and March.

CPOCT - K. Smith (MOD CNGO SCOT) M.T. - D.A. Wallington (FOSNA).

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

To ACCEMA - K.R. Anderson (Ark Royal), J.M. Watson (Cochrane), D. Savage (Wellington), J. Arney (Dolphin).

To ACCA - F.J. Watts (Seahawk), K.S. Furness (Seahawk).

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

CPOMEA - S.M. Flood (Sultan), D.J. Hamer (Defiance FMB), S.R. Hookins (Defiance FMB), D.J. Innes (Sultan), W.P. Kerr (Sultan), C.R. Lewis (Campeche), P.J. Nott (Ransom SBD), D.J. Panny (Ransom Port), S. Perry (Neptune Muxedman), K. Robinson (CFM Rosyth), M.C. Shaw (Campeche), A. Waterstreet (Cochrane Release).

ACPOMEA - M.J. Brooman (Captain SM2), C. Hall (NP 2010), G.J. Haggie (CFM Rosyth), E. McCrory (Valiant), M.G. Roper (Neptune NT), W.J. White (FOST FMO).

CPOAEA(M) - P.E. Roberts (RNAS Culter).

CPOAEA(WL) - S. Merrat (702 Sgr Osprey).

CPOAEA - S.R. Carey (815 Fb 222), S. Finch (RNAS Culter), T.M. Gibson (895 Sgr Haron), A.M. McGhee (Prestwick), J. McGinty (Prestwick), R.N. Snyder (829 Fb 206).

CPOWEA - I.M. Anderson (Edinburgh), P.L. Barnett (Charybdis), D.R. Bowles (Portsmouth FMR), A.S. Corner (Invincible), M.J.W. Crilly (Arrow), K.J. Ford (Invincible), T. St. J. Hartley (Nottingham), S. Hawkins (Ft Eng Whale Is), S.M. Kemp (Gloucester), S.G. Laxton (Dolphin SMMU), J.O. Maughan (Ark Royal), G.C. McAndrew (Cardiff), P.M. Nesbitt (Colingwood), A.D. Panton (CMTA Portsmouth), A.D. Powell (Ft Eng Whale Is), R.D. Smith (Colingwood), C.G. Spall (Defiance SMMU), D.R. Steele (Athena), E. Szalag (Resolution Port).

ACPOWEA - C.C.J. Belferty (Trafalgar), S.A. Crook (Colingwood), P.A. Curtis (Defiance), J.P. Dace (Gracie), P. Edwards (Defiance FMB), S. Murray (Neptune NT), J.C. Nicholson (CMTA Portsmouth), R.K. Shedd (Athena), G.J. Watkins (Beaver).

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Appointments

REAR-ADMIRAL R. T. Frere, Director General Fleet Support (Policy and Services), is to be Flag Officer Submarines and COMSUBEAST-LANT in succession to Vice-Admiral Sir John Coward from September 19.

Other appointments recently announced include:

Capt. M. J. Appleton, Centurion as Commodore, July 30.

Capt. J. R. Cartwright, Capt. D and Exeter in command, Aug. 20.

Capt. R. G. Haslwell, BRNC Dartmouth as Captain, Sept. 2.

Cdr. D. J. Russell, Vanguard (Port) in command, Nov. 5.

Cdr. M. B. Avery, Revenge (Starboard) in command, April 8, 1991.

Cdr. A. J. K. Nicol, Repulse (Starboard) in command, Oct. 8.

Cdr. J. H. Ferguson, Repulse (Port) in command, Sept. 3.

Cdr. T. R. Harris, Brazen in command, July 19.

Cdr. M. Dods, Juno in command, Sept. 3.

Cdr. J. G. H. Tighe, Cambridge in command, April 15, 1991.

Cdr. D. C. M. Fergusson, Minerva in command, Aug. 15.

Cdr. K. J. Davidson, Royal Arthur in command, Sept. 26.

Lieut.-Cdr. D. G. Harbun, Newcastle in command, July 30. (Promoted commander June 30).

Lieut.-Cdr. D. S. Morla, Revenge (Port) in command, Sept. 3. (Promoted commander June 30).

Lieut.-Cdr. J. Farrington, Beagle in command, Aug. 19.

Lieut.-Cdr. M. J. Malin, Gleaner in command, April 8, 1991.

Lieut. P. D. Warwick, Kingfisher in command, June 3.

Lieut. T. Suddes, Manly in command, Sept. 27.

C. D. Hyde, D. W. Christie, M. Watson, S. Foster.

Supply and Secretariat: To commander - B. Purnell.

To lieutenant commander: D. J. Turner, P. N. Harty, P. J. Laycock, B. M. Brown, F. G. Keeling, Medical: To commander - G. Marshall.

To lieutenant commander: P. J. Newcombe, A. Harrington, M. J. Hazell, K. Baker, R. A. Edwards, A. Hughes.

ROYAL MARINES

To captain: D. A. J. Wright, R. C. Brown, J. Stewart, D. A. Chaplin.

SUPPLEMENTARY LIST

Seamans: To commander - R. J. T. Pollard, D. J. Hughes, D. A. Murphy, T. J. MacFarlane.

To lieutenant commander: B. A. Jones, N. J. Last, N. S. Warren, T. C. Brown, D. Midgley, J. D. Carroll, M. G. Gribble, D. Twiss, R. W.

Maitland, M. M. Lee, T. W. Nicholas, I. Bryant, W. Taylor, A. S. Jeffrey, P. C. Owen, A. G. Trevelyan, J. D. Middleton, P. A. Harvey, R. H. Hawkins, D. V. Stanton, M. E. Burns, C. G. Carrington Wood, C. N. Townsend, P. K. Shearwater, T. R. Jackson, D. S. Seymour, M. R. de Wilson, D. E. Gasham.

Engineering: To commander - D. N. McCulloch.

Instructor: To commander - N. P. Turner.

To lieutenant commander: M. S. Rose, A. W. Chandler, S. M. Gray, R. J. Rogers, W. R. Corbett, J. G. Hawley, E. N. Cowton, R. N. Lowe, P. J. Murphy.

WNS SUPPLEMENTARY LIST

To lieutenant commander: To date April 1, 1991: S. A. Hewitt, E. A. Clarke, E. J. Martin, M. J. L. Grier, T. D. Smith.

To lieutenant commander: To date October 1, 1991: A. J. Forrest, S. A. Keefe, D. M. Reed, J. G. Grogan.

Officer Promotions

THE following officers have been provisionally selected for promotion:

SPECIAL DUTIES

To date October 1, 1991

Seamans: To commander - M. J. Bee, R. K. Eason.

To lieutenant commander: D. E. Berrford, J. A. Corbett, C. W. Jordan, R. Aspinall, J. R. Buchanan, B. R. Lucas, R. Seane, A. H. O'Connor, C. L. Gaver, P. S. Williams, G. P. Bowen, J. P. Glickson, R. J. L. Slade, R. Hayward.

Engineering: To commander - P. R. Houghton, K. Howie, G. T. Lane.

To lieutenant commander: A. R. Walker, T. C. James, P. M. Humphries, C. F. Brooks, K. J. Pile, P. M. Pittard, L. J. Smith, T. M. Young, A. G. Whetton, D. E. Hambrook, M. R. Harsh, A. Wilkinson, B. R. Barforth, R. D. Howard, M. C. Ballymore, A. D. Macdonald, D. G. Pritchard, D. Reed, D. Vampole, S. J. Barry, M. E. Brown.

MEM(L) Morrison, Scale (R). Ceiling is, HMS Drake. Will swap for any 500Bish shore draft (preferably Rosyth) or ship in long refit.

LAEM(M) Best, HMS Seahawk, ext. 2506, drafted HMS Invincible in Aug. Will consider any swap draft.

AL(SM) Headley, 3H2 Mess, HMS Sheffield, drafted HMS Raleigh in July. Will swap for any other shore base in Plymouth.

WTR P. McDonald, 20 Mess, HMS Amazon, deploying in July. Will swap for any Plymouth-based ship, preferably Type 22 or Ocean Survey vessel (Hecia class).

WRENTR M. Dick, Navy Days office, HMS Nelson. Will swap for any UPO/Registries in Portsmouth area - anything considered. Tel. HMS Nelson, ext. 24227 or Wrens quarters 2206322315.

LAEM(M) Wetherstone, Brynston Hall, HMS Colingwood, drafted HMS Bulteel in July. Will swap for any ship, preferably Type 42, in Portsmouth or Rosyth area.

RS Roddison, HMS Hecia, drafted to HMS Mercury in July. Will swap for any shore base, northward preferred.

POWTR(M) Wood, HMS Defiance, drafted to RFA Argus in Sept. Will swap for any Plymouth-based ship, preferably a Type 22.

WRENTR S. Bayliss, drafted to MOD Whitehall. Will swap for any draft in the Portsmouth area (tel. 0765 563871).

WRO1 R. Ward, drafted to COMMCEN, Whitehall, May 28. Will swap for any shore-based draft (preferably West Coast, Gannet/Falcon), Contact COMMCEN Pkineave ext. 2734432.

AB(EW) K. Hamilton, 30 Mess, HMS Active. Will swap for any Type 22 logistic, deploying or not.

AB(S) D. White, 3H2 Mess, HMS Dover. Will swap for any Portsmouth-based ship (2016 or Towed Array) deploying or not.

CPOEA(M) Kirby, WDs and CPOs Mess, HMS Invincible, drafted to HMS Sultan in July. Will swap for any Devonport shore base.

CK K. Kennington, HMS York, ext. 243. Will swap for any Portsmouth-based ship, deploying or not.

LSA L. Hanney, Stores Office, HMS Argonaut (Devonport-based). Will swap for any Portsmouth-based ship.

POKOP(S) C. Rolfe, HMS Gloucester, drafted to HMS Dryad June 10. Will swap for any Portsmouth-based ship in refit or deploying.

LSA Bruffell, 20 Mess, HMS Ambuscade. Will swap for any Portsmouth-based ship deploying or not.

AB(R) Cronin, 3H2 Mess, HMS Chatham. Will swap for any Devonport ship not deploying or Yeowitt/Raleigh shore base (small ship transfer).

MEM(M) Monney, 4F Mess, HMS Bristol, drafted HMS Intrepid Oct. 10. Will swap for any sea-going Leander, Portsmouth-based (PBO must be full AMC).

AB All, HMS London. Will swap for any Portsmouth/Scotland-based ship deploying or not.

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at May 1, 1991.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during April.

PO(EW)/RS(W) - Int (7.12.90), 4; LS(EW)/LS(W) - Dry 2; PO(M) - Int (6.5.90), Nil; LS(M) - Int (28.5.90), Nil; PO(R) - Int (17.3.90), 5; LS(R) - Dry, 4; PO(S) - Dry, Nil; LS(S) - Dry, 4; PO(D) - Int (8.12.89), Nil; LS(D) - 189, Nil; PO(W) - Dry, Nil; LS(W) - Int, 1; PO(SR) - Int (5.6.89), Nil; LS(SR) - Int (8.12.89), 1; PO(SEA) - Int (5.6.89), 5; CY - 181, 2; LR(OT) - Int (26.9.89), 3; RS - 82, 3.

PO(EW)/RS(W) - Int (7.12.90), 4; LS(EW)/LS(W) - Dry 2; PO(M) - Int (6.5.90), Nil; LS(M) - Int (28.5.90), Nil; PO(R) - Int (17.3.90), 5; LS(R) - Dry, 4; PO(S) - Dry, Nil; LS(S) - Dry, 4; PO(D) - Int (8.12.89), Nil; LS(D) - 189, Nil; PO(W) - Dry, Nil; LS(W) - Int, 1; PO(SR) - Int (5.6.89), Nil; LS(SR) - Int (8.12.89), 1; PO(SEA) - Int (5.6.89), 5; CY - 181, 2; LR(OT) - Int (26.9.89), 3; RS - 82, 3.

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PO(EW)/RS(W) - Int (7.12.90), 4; LS(EW)/LS(W) - Dry 2; PO(M) - Int (6.5.90), Nil; LS(M) - Int (28.5.90), Nil; PO(R) - Int (17.3.90), 5; LS(R) - Dry, 4; PO(S) - Dry, Nil; LS(S) - Dry, 4; PO(D) - Int (8.12.89), Nil; LS(D) - 189, Nil; PO(W) - Dry, Nil; LS(W) - Int,



Shipmates dig deep to support charities

THANKS to stalwart efforts by members of Bristol branch, especially Shipmates Steve Birch, branch secretary, Eddie Whelan, and the ladies section, a fund-raising evening at their club raised £615 for the Club Fund.

Events included horse racing, skittles, bingo and a grand raffle, the star prize of which was a holiday for two in the China Fleet Club, Hong Kong. The branch also held a vintage rally and car boot sale both of which were a huge success.

Shipmate, B. Mackey of Bletchley branch, who has raised a great deal of money for local and national charities donated a further £350 to BLESMA, Mencap, Willen Hospice and his local hospital. Shipmate V. Hennessey raised £100 for the branch welfare fund.

At a social, organised by South Harrow, cheques amounting to £900 were presented to representatives of BLESMA, St David's Home and Harrow Hospital. In addition £300-worth of garden furniture and cooking equipment was presented to Meadfield, a sheltered accommodation centre. The branch raised a total of £2,000 last year for charity.

A thank you from Edenbridge to all who supported their fund-raising efforts which, in the past year, raised £629, benefiting the Central Charities Fund, the RN/RM Children's Home in Portsmouth and local and national charities. The branch welcomes new recruits with members meeting on the first and third Thursday of the month at the Royal British Legion Hall.

A weekend visit to London was greatly enjoyed by members of Redruth and Camborne branch. During their stay they took in the musical Cats and visited the Chelsea Pensioners Social Club. The branch organised a games evening for



● WHEN Selsey branch moved to their new meeting room at the Seal Hotel they took the opportunity to hang the first cast of their own ship's crest along with the rest of their memorabilia. Pictured positioning the crest, designed and produced by Shipmate Fred Flood (branch standard bearer) are, from left, Guy Cook, chairman, and George Male.

BRANCH NEWS

members of the ship's company of HMS Cornwall and RN air station Culdrose with all proceeds going to charity.

A dinner-dance to mark the 12th birthday of Peterborough and District branch was attended by Mr. Tommy Gould VC, the branch president Shipmate Ben Franklin and his wife and other distinguished guests, including representatives of Fleet Street, Chesham and Hastings branches. At the branch annual general meeting the following shipmates were elected officers: — S. Martin (chairman), P. Rate, (secretary), D. Howlett (social secretary), R. Jenkins (welfare officer). Six members took part in a "swim-marathon" raising £260 for the Gulf Fund and the local Lions Club.

Despite bad weather there was a good turn out for Bridport annual general meeting at which Shipmate WO Ray Barracough was presented with

life membership. As social secretary for 10 years he succeeded in doubling the membership of the branch. To commemorate the occasion Ray and his wife, Jane, were presented with a silver tray. Congratulations also went to Shipmate Arthur Beer on completing a very successful two years as branch chairman. He is succeeded by Shipmate Trevor Golds.

Members of Southampton branch enjoyed an evening at the Royal British Legion, Leeson-Solent, in a joint effort to raise funds for the Gulf Appeal.

Eleven shipmates and their friends of Yeovil branch, won all before them at the 16th annual rally at Barton Hall, Torquay. Scooping raffle prizes on two nights they went on to win the fancy-dress contest for the fourth time. This achievement is due in no small measure to a lot of hard graft by Shipmate Alan Inkpen, who chose as the fancy dress theme "Widcombe Fair". A mid-term dinner, organised by the branch, was attended by 33 shipmates and their wives. Shipmate Ray Wariner has taken over as proprietor of the Podmore Inn, Podmore and would like his old "oppos" to drop in.

June 30, is Plymouth's big day when their new standard will be dedicated in St Andrew's Church at 1100 hrs. Standards muster in the Guildhall car park at 10.15. Further details are available from Shipmate B. Wall (tel 0752-221505). At the branch annual general meeting the following shipmates were elected officers: R. Wall (chairman), C. Beeson (vice chairman), H. Sparks

(treasurer), H. Hammett (secretary).

Having won two trophies at last year's carnivals Thurrock branch has big plans for 1991 — they will be entering a 12ft waterline model of HMS Hood, being built by Shipmates Eric Wakeling and Ron Franklin.

Finance proposals on conference agenda

THE 14 motions on the agenda to be debated at the RNA annual conference at Torquay, June 22-23, cover finance, bye-laws and conference matters.

The debate kicks off with a proposal by Clacton-on-Sea which, if carried, could enhance the image of Areas and their standards.

The proposal is "that Area numbers be replaced with flotilla names identifiable by geographical location and that standards be so identified."

Among five motions related to finance are two likely to raise the temperature of the debate. Gosport propose "that the capitation paid to areas by Headquarters be increased from five to ten per cent".

The second proposal, from Bridport concerns annual membership subscription and suggests "that members be allowed to pay a once and for all subscription of £100 to cover their association sub for the rest of their lives".

The spotlight also falls on conference with Kendal branch proposing the date of this annual event be brought forward to early May and Beccles proposing more time be given at conference to discussing branch motions and less time allocated

to speeches. Uxbridge branch also wants the national council to investigate the possibility of moving Headquarters to a location outside London.

Most radical of all the proposals appears to be that put

forward by Cardigan "that the association negotiate with the Bank of Scotland to establish a Bank of Scotland Standard Affinity Mastercard scheme, operating uniquely in the name of, and to the exclusive benefit of, the RNA".

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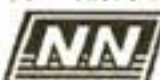
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Ruth gets life!

HONOURED by York branch is proud Shipmate Ruth Lawson, seen here receiving the award of life membership from the branch president, Cdr. Geoff Harvey, senior naval officer RAF Station, Linton on Ouse. Shipmate Ruth, an ex-Wren, has held committee posts continuously since the branch commissioned in 1978. She is presently serving as treasurer.

Picture: Yorkshire Evening Press.





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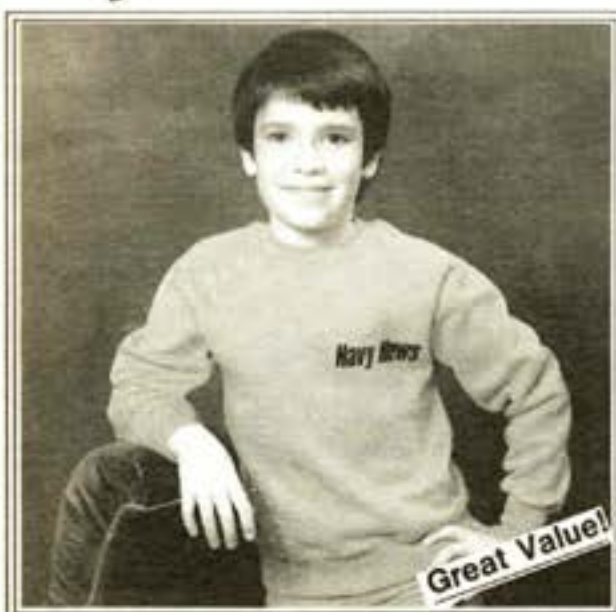
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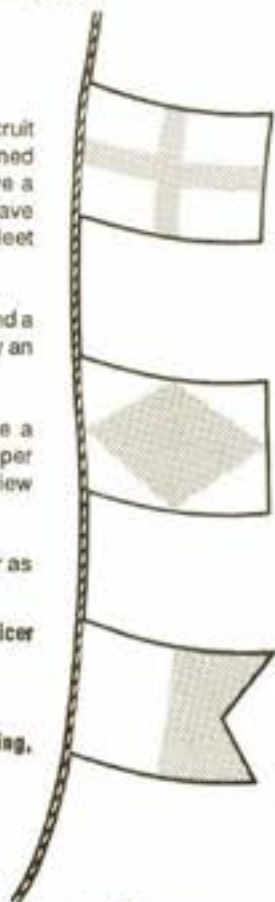
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RAF HALTON was the venue for the Interservice Badminton Championships. Despite being forced to field a much-weakened team, the Royal Navy fought hard to clinch an 18-14 victory over the Army, with all Navy members contributing.



Badminton

The host Service proved too strong for both the Navy and the Army, scoring a total of 58 matches, but the Navy pairings of MEM Ian Shore/CPO Andy Donaldson and Ck Phil Twigg/Sub-Lieut. David Brown pushed them all the way, gaining vital points.

The individual events were dominated by the RAF, with Cpl. John Austin becoming Combined Service singles and doubles champion. SACW Joanne Evans achieved the same success in the ladies' events.

□ □ □

Just prior to the inter-services the Royal Navy Individual Badminton Championships were held at HMS Sultan. In the mens singles, veteran campaigner CPO Ted Hill became the champion once more by defeating another veteran, Lieut-

Cdr. Geoff Rowlands, in the final.

But Geoff had his revenge when he beat Ted in the final of the veteran mens singles. Geoff also won the veteran mens doubles with his partner, Cdr. Rhod Palmer.

In the mens doubles, the Shore/Donaldson partnership beat the Twigg/Brown pairing to retain their title, but Ck Twigg did go on to become the under 21 singles champion. The restricted mens doubles was won by CPO Carr and LPT Cockcroft.

In the womens events, WrenSA Angie Best became the ladies singles champion, but partnering LWren Chris Houghton she was defeated by LWren Tina Ryan and LWren Kathy Pike in the final of the ladies doubles. The mixed doubles event was won by Andy Donaldson and Tina Ryan.

Jubilee's silver jubilee

RNEC Manadon's soccer players have set their sights on the Services' champion-of-champions title in the silver anniversary year of the Naafi Jubilee Cup.

Their battle begins on May 8, when they travel to Camberley to take on 1 and 3 Trng. Reg. RE. Then, on home ground, they'll meet RAF St Athan on May 15.

This annual competition is

sponsored by Naafi in conjunction with Webster's Yorkshire Bitter. Winners will be the team scoring most goals throughout. Goals conceded will count in the event of a tie.



Sport



PHEW, WHAT A SCORCHER

NAMED and "blessed" with a cupful of whisky by Mrs Elizabeth Blackburn, wife of Commodore Tom Blackburn, HMS Neptune's new yacht, Scorchier II, was ready for action.

And the very next day she set out on her maiden voyage, with a crew from HMS Sceptre. A Sigma 33 Offshore One design, Scorchier II is fitted out for racing or cruising, with a crew of up to seven.

Named after the last S-class submarine to be built during the War, the new yacht has been provided through generous financial assistance from the Sailors and Fleet Amenities Funds, the Nuffield Trust, and the Neptune Welfare Fund, with the RNSEA helping ready her for sea. She is now available for charter through the Neptune Sailing Club.



There to welcome Scorchier II, from left, WEM(R) Steve Moore, Mrs Blackburn and WrenRO Debbie Pert. Picture: LA/Photo Simon Birket

Navy hosts international

ONCE again the swimming pool at "Caledonia" was the venue for the prestigious Willie Mellor International Quadrangular Water Polo Tournament, writes Lieut. Phil Walter.

The Royal Navy, playing their first major fixtures of the season, were very depleted in numbers, with only seven players available. Three warm-up matches were played in the week before the tournament; the RN won two.

On the day of the tournament the Navy "signed up" four local players, which gave them a team of 11 — still two short of the usual 13.

Opening the tournament against a strong Scotland side, the RN lost 7-4. The second

game saw the British Police, favourites to win, make somewhat hard work of defeating

Water Polo

Ulster 7-3. After lunch it was the Navy's turn to take on Ulster, and after a very hard and close game Ulster won 5-4.

In the next game Scotland upset the form book by beating the British Police 8-7. The Police then played the Navy and, with an outside chance of winning if Ulster beat Scotland, made sure of victory over the Senior Service. They won the match 12-6.

Scotland, needing only to draw with Ulster to break the police officers' four year hold on the trophy, played well and won 6-3.

Although the RN did not win any games on the day, the team members will certainly have benefited from competition against some of the best players in the UK. It is to be hoped that as the dust settles after the Gulf War, that player availability will gradually improve over the rest of the season.

Thanks to CPO Peter Crowley (Temeraire) for his organisation of the tournament and to Lieut.-Cdr. Pearce (Culdrose) and Lieut. Kimber (DTS(W)) for officiating. RN players were Lieut. Walter (MOD) captain, Lieut. White (Sultan), CPO Brickley (Collingwood), CPO Etchells (Conqueror), LAEA Tate (Daedalus), Mid. Pitcher Birmingham University and Mne. Moore (45 Cdo). Lieut.-Cdr. Atkinson (Collingwood) coached.

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Founded in 1816, the Customs Fund specialises in investments and life assurance. As a mutual life office, all the profits are paid to with-profits policyholders, since there are no shareholders.

An eminent Scotsman, Adam Smith, wrote in 1766, "The trade of insurance gives great security to the fortunes of private people and, by dividing among the many that loss which would ruin an individual, makes it fall light and easy upon the whole of society." Perhaps it was his words which inspired Charles Ogilvy, a comparatively junior officer of the Customs working in the Long Room of the

Custom House in London in 1816.

In those days, before social benefits and pensions became commonplace, the plight of widows and orphans of officers who died young in service was pitiable. Ogilvy, together with a group of Customs men, sought to inaugurate a Civil Fund to come to their assistance. At first the Fund was raised by compulsory levy but its aims to extend beyond the Customs Service never materialised. Consequently, Customs & Excise became the only department of government to have such a Fund. Subsequently the Customs Fund was to provide capital sums and annuities by means of life assurance and an early object of the Fund rules was that they should be adapted to meet the changing needs of its members. This has resulted in numerous amendments to the first Act of Parliament in 1816.

Credit for the Fund's foundation and long continuing prosperity must be shared by all the many people who have devoted themselves to its well-being. Inevitably some will have achieved more by stealth than others who have caught the limelight.

There is, however, no disputing the vital roles of Charles Ogilvy and James Deacon Hume.

Ogilvy, the impetuous young man who gave it some financial foundation, subsequently fell out with his more stable colleagues and died of a seizure at the early age of 39.

Pioneering economist

Hume, on the other hand, was a truly remarkable man who began his career in the same Long Room in the Custom House, London as Ogilvy. In due time he became Permanent Secretary of the Board of Trade and, as a pioneering political economist, he had a profound effect on the development of the country's economy. It was he who solved the problem of setting up a life office without any shareholders to underpin it and brought it to a state of sound prosperity.

In the latter half of the nineteenth century, when the government of the day decided to nationalise the Fund's publishing business, without compensation, another extraordinary businessman cum civil servant appeared in the shape of James Fleming.

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Directors and the profits of the business did much to establish the Fund's sound financial basis.

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COLTS GROOMED TO PERFECTION

SUPPORTERS of Navy rugby are used to experiencing highs and lows in the fortunes of their representative sides and on March 23 at Twickenham, they were presented with both in swift succession, writes *Lieut.-Cdr. John Clark*.

The high came before the start of the 75th Army/Navy game when the youngsters of the Navy Colts side, fresh from their morning victory over the RAF, loudly informed most of South East England that they were inter-service champions for 1991.

The Colts, having beaten the Army 18-7 earlier in the month, took on the Air Force at RAF Halton in a game that tested not only their playing skills but their resilience under pressure. As in the Army game, the forwards dominated the early ex-

changes, pressurising the opposition and restricting their options for attack. Such pressure that, within the first five minutes, forced a hurried RAF clearance that was gathered by SO Paul Whitby (Coventry) who ran in from the RAF twenty-two to give the Navy an early 4 point lead.

With their tails up the Navy continued to take the game to the RAF with scrum-half WEM Porky Furnell (Cardiff) leading drives into the opposition line before releasing his centres. This aggressive running was well supported by the outstanding back row of SO Ken Stokes (Dryad), WEA APP Colin Beaton (Collingwood) and S(M) Killer Kilpatrick (Liverpool), whose constant harassment and tackling destroyed any RAF attempt to form a sustained attack.

Indeed it was Beaton, again captaining the side as he had against the Army, who both scored and converted the Navy's second try for a 10 point lead.

Having enjoyed the fruits of success in the first half the Navy had to endure the test of adversity in the second as first SO Colin Rowland (York) left the second row with an eye injury and then, minutes later, SO Frank Fergusson (Cambridge), the other second row, retired with a badly broken nose.

With Stokes moving up into the second row to replace Rowland and Fergusson being replaced by a prop, the badly disrupted Navy pack surrendered some of the dominance they enjoyed in the first half and the RAF staged a spirited comeback. Fortunately, MEA APP John Scott (Sultan), who came into the back row, had a storming game and contributed significantly to restricting the RAF to only two tries, neither of which they converted.

Success and the Inter-Service Championship was therefore the reward for a young team whose determination, guts and rugby ability was tested to the full and not found wanting.

Reshuffle precedes kick-off

SAD TO SAY the success of the junior arm of Navy representative rugby could not be matched by the senior side. Arriving at Twickenham with only one game lost in the season and a side as well prepared and motivated as any in recent years hopes were high for a Navy win after a hat trick of defeats at the hands of the Army, writes *Lieut.-Cdr. John Clark*.

NN Rugby

Unfortunately, disruption to the side took place before the kick-off with Lieut. Chris Alcock (810 NAS) withdrawing from the side with a leg injury that had not responded to treatment. His withdrawal resulted in three positional changes in the backs and while this did not alter the outcome Alcock's presence was greatly missed.

The game itself was not a spectacle of flowing rugby but nevertheless was an intense encounter that kept the record crowd in full voice throughout. Both sets of forwards were uncompromising, with the Navy as prominent in the loose as the Army were in the lineout.

Honours in the set pieces were even for most of the game but the Navy were never able to gain the dominance that would have given them the base from which to attack effectively.

For much of the match it looked as if the result would depend on kickers with the Army creeping ahead by two penalties while the Navy, playing as they had throughout the season without a recognised kicker, were unable to take advantage of the few kickable chances afforded by the referee.

The Army finally made the game theirs in the dying minutes when the Navy, caught flat while pressing for an equalising score, were turned by a long Army kick and just failed to win the race for the touchdown. That score, unconverted, gave the Army the cushion they needed to see out the last few moments to win 10-0 and take the Willis Trophy for the fourth year.

Three weeks later, having disposed of Public School Wanderers 45-0 on the way, the Navy were back at Twickenham to face the Air Force who, having beaten the Army, had opened up the possibility of a three-way share of the championship.

The RAF, playing Underwood at full-back as they had against the Army, got off to a cracking start, disrupting the

Navy scrum on their own line and being first to the ball for the touch down. That score stung the Navy into action and for the remainder of the first half the RAF felt the full force of the Navy pack with the back five particularly effective in loose play.

However, it was a front row representative, in the guise of WO2 Jim Martin (42 Cdo), who crashed over from a short penalty move who opened the Navy account which was later added to by a penalty from stand-off POMEA Kevin Bethwaite (Liverpool).

The Navy began to falter as the RAF came back with two penalties to regain the lead and first Mne. Paul Livingstone (CTCRM), the strong, attacking scrum-half and then Mne. Rob Armstrong (CTCRM), one of the most mobile, skilful ball handlers to play second row, retired injured.

Ten minutes into the second half Underwood made his one and only effective contribution to the RAF cause with a brilliant scything run through the Navy defence that just evaded POPT Bob Penfold (Defiance), who had covered three-quarters of the pitch to make the covering tackle. That score, with the following conversion, took the RAF into a 16-7 lead.

Undaunted, the Navy tried again and again to breach the RAF line with driving forward play but the Air Force, confident that the Navy seemed unwilling to move the ball wide kept their defence tight and their line intact.

As in the Army game, the Navy again suffered from the lack of a kicker as the RAF claimed two more penalties without reply. In the closing minutes a try by second row Cpl Steve Trench (40 Cdo), converted by Bethwaite, closed the gap to 22-13, but with no further score the RAF took the game and with it the championship for the first time in five years.



Sport



Above: Lineout action from the Army/Navy game. The RN line (front to back) comprises WO2 Martin (42 Cdo), Mne. Armstrong (CTCRM), POAEM Hardwick (Osprey), Cpl. Trench (40 Cdo), Sgt. Reece (DNR London), LPT Russell (Raleigh), and, hidden at the back, POPT Jones (Drake).

Left: Cpl. Richards (CTCRM) feeds the ball from loose play during the same game. LS(S)(SM) Joy (Otter) is behind him.

Pictures: Lieut.-Cdr. John Clark.



A HARD-won victory against Plymouth Albion (20-15) at Devonport completed the Navy's preparations for the inter-service matches. The game, sponsored by Ginsters, saw Navy tries from Bob Armstrong, Steve Trench and Bob Penfold, and conversions and a penalty from Andy Kellett.

Bitter day at Lyme

WITH five of last year's inter-services team missing, including Lieut.-Cdr. Alan Bray, Mne. Greg Smith and AB(D) Mike Southward no longer serving, the Navy team struggled against a strong Dorset side.

The match took place in wet and windy conditions on top of the cliffs at Lyme Regis golf course, writes *Lieut.-Cdr. Roger Knight*.

Despite the return to the side of experienced Navy players Lieut.-Cdr. Ian Yuill (CTCRM) and CPOMEA Don West (Liverpool), plus newcomers PO Martin Hunt (Portland) and MEM(L) Russell Ward (Scylla), the Navy team were well beaten — 13½-1½.

With the match against the Lyme Regis club being abandoned the previous day

due to appalling conditions, the Navy's foursomes pairings went straight in the deep end against the county side. With

NN Golf

four of the five pairings not having partnered each other before, it was going to be an uphill struggle.

All were beaten, including the only pairing remaining from last season — CPOMEA Steve Stephens (Marlborough) and POMEA Jim Thomson (Valiant) — and the Navy found themselves 5-0 down at lunch.

Despite playing some good golf during the squally afternoon, the Navy side soon found themselves struggling in the singles. Surgeon Lieut.-Cdr.(D) Phil Guest (Sultan) had a very tight match against Tony Lawrence, the very experienced

Dorset player, before losing 2/1.

Jim Thomson, playing at No. 3, managed to prevent the whitewash by halving his match. Don West at No. 5 gained the Navy's only win with a good victory over Dave Talbot, another very experienced Dorset player. That was the last success that the Navy had as they lost the last five matches.

POWEM(R) Steve Tinsley (Collingwood) fought hard in his match before losing, as did Lieut. Richard Hamilton (CINCNV-HOME). CPO Taff Ashman (Culdrose) lost his match 1 down to a birdie by his opponent at the 18th and exactly the same fate befell Ian Yuill in the last match.

Despite the result, a lot of valuable lessons were learnt and the team are hoping for a better showing in the next match, which is against Cornwall.

CAWSAND BAY EVENT

SAILED under the burgee of the RM Sailing Club in Cawsand Bay, Plymouth, the 1991 Bosun National Championships will take place on July 21. Anyone competing in a Bosun Dinghy is eligible to enter. For entry forms and further details, contact Capt. S. A. Conway RM, Bowman Military Team, School of Signals, Blandford DT11 8RH. Entries should be in by July 12.



Graham Kelly, FA chief executive, presents PO Steve Johnson with the Cassar Cup.



We are the champions!

THE Constantinople Cup has returned to the Royal Navy Football Association after three years in the care of the Army. When the RAF travelled to Aldershot and defeated the Army 1-0 (the goal coming in the first minute without a soldier touching the ball), the title stood as follows: RN 3 points, RAF 2 and Army 1, writes *Lieut.-Cdr. Jim Danks*.

The RN were in the comfortable position of awaiting the outcome of the final game, following a fine win at RAF Uxbridge by 2-0. It was the first time in 13 years that the RN had defeated the RAF.

The RAF began strongly and when Gary Popple missed a cross in the second minute alarm bells were ringing in the Navy defence. In the seventh minute, Popple turned a shot at goal on to the bar and behind for a corner.

The first 15 minutes saw the Navy players unable to find each other with passes and the RAF running the game but failing to capitalise on playing with the wind behind them. In the 18th

minute Cpl. Steve Thompson netted for the RAF, but the referee awarded a free kick for a foul on Popple.

At the other end, Tiv Lowe and Steve Johnson com-

met when HMS Sultan played RAF Wyton in the 1989 Jubilee Cup.

The RAF forwards were becoming frustrated at their continued lack of success

NN

Soccer

bined to make the first threat on the RAF goal. Lowe was slowly taking a grip of the midfield as the Navy came more into the game. Chris Long was also prominent in midfield and when he crossed the ball in the 35th minute, Russ Wilson had a strong shot cleared off the line.

On the stroke of half-time the Navy got the all-important first goal. Kevin O'Donnell took a long throw on the Navy right which Steve Riley flicked on to find Chris Long. He collected the ball and shot home through a crowd of players. Long's first goal for the Navy came at a crucial time.

The second half began as the first, with the RAF having several good chances denied by Popple and their own failure to score from promising positions. Popple twice denied Thompson with fine saves. Riley was enjoying his tussle with Barron the RAF striker — they last

as three times in the space of 10 minutes they squandered good chances. Arnie Ormston came on for his first cap and added extra width to the Navy attack playing down the right-hand side.

Nigel Thwaites was having a very good game in his first full match for the senior side and showed he has the potential to become a regular member of the senior team. Ten minutes later Nick Haigh, returning after injury, replaced Russ Wilson. With a minute remaining, the Navy settled the match when Bob Brady in his own half found Thwaites with a fine ball out of defence.

Thwaites made an excellent run down the left before laying the ball back to Haigh, who crashed it past Bonner from 12 yards to score a second goal. This would have proved crucial if goal difference had been taken into account.

This was a fine all-round

team performance by the Navy. They twice weathered strong RAF pressure, coolly absorbing it and gradually taking control, and they were rewarded with a goal in each half. Much credit to Lieuts. Millington and Wilson for their work.

After the match, Mr. Graham Kelly, Chief Executive of the Football Association, presented the Cassar Cup to Steve Johnson, the Navy captain.

On the evening the Army were playing the RAF, the Navy travelled to Fairford F.C. for a South West Counties Competition match v Gloucestershire. With Johnson absent and Riley and Martin Cunningham injured, they found themselves two goals behind at half-time. Thwaites later reduced it to a 2-1 defeat.

The season was to end with another disappointing performance; the Navy losing 5-3 to Cornwall at Liskeard. Russ Wilson scored the first for the Navy, Andy Hume the second and Rob Smith the third.

Combined Services travelled to Nijmegen to play the Dutch Armed Forces in the



final match of the Kentish Cup. The Dutch side, which included Dutch first division players, won 4-1. Russ Wilson scored for CS.

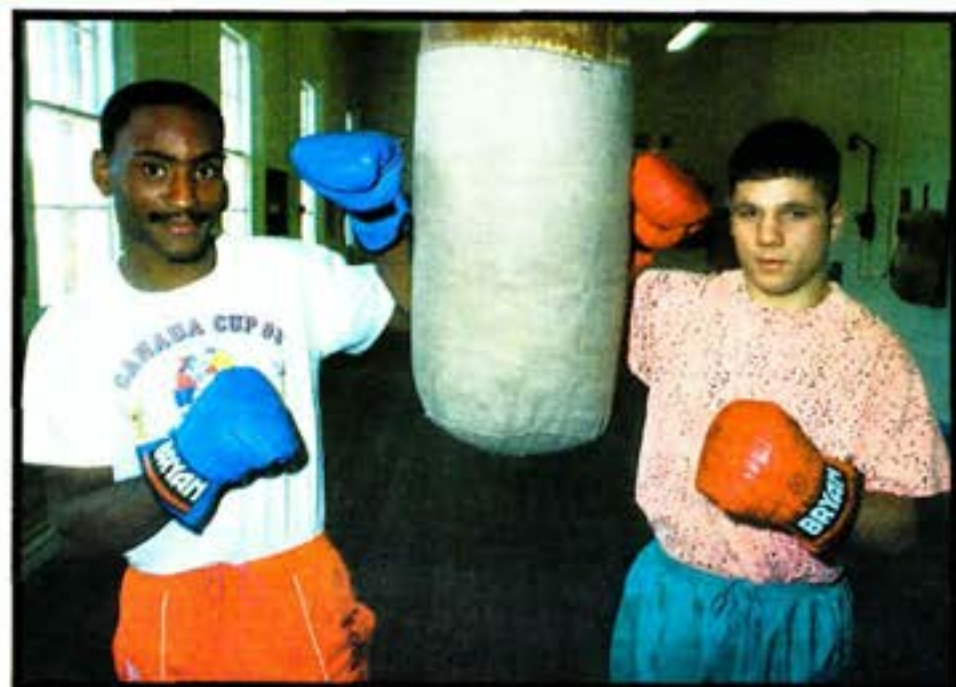
Victory in the Inter-Services Championship was a justly proud conclusion to Lieut. Henry Millington's period of management. He is stepping down after five years at the helm of the Navy team.

His policy of encouraging and developing young players has resulted in increasing numbers of them making their mark in the

senior side. He has striven to improve the standard of Navy football and although it has not always been successful, the side has been playing in a more professional manner and there is now a nucleus of talent available to retain the Inter-Services title next season.

Top: The Royal Navy team with chairman Capt. Jeremy Sanders, Lieut. David Wilson, the assistant coach, and coach Lieut. Henry Millington. **Above:** MEM Gary McGovern heads off the line.

BOXERS REALISE COACH'S DREAM



Through to the ABA national finals: Mne. Mark Edwards (left) and Mne. Trevor French.

ROYAL Navy boxing re-established itself on the national and international scene last month in the George Wimpey ABA Great Britain semi-finals at Blackpool.

Two Royal Marines qualified for the ABA national finals on May 7 at the Royal Albert Hall in London: Mne. Trevor French (42 Cdo) at welterweight and Mne. Mark Edwards (RM Eastney) at middleweight.

French, only just over a year in the Service, has come through from the RM Novices and now finds himself in the national finals in one season. In Blackpool he met the three-times Scottish champion and international Andy Craig.

French got straight to work in his now familiar, business-like manner, never letting Craig keep him at the Scot's preferred long range. The final majority 2-1 decision for the young Marine spoke volumes for his fitness and determination to hold his opponent at middle range, where his inside work won the day.

It was by knocking out Rees Hopcraft, of Canvey Island, with a pile-driving right hand at the England semis in Birmingham in early April that French qualified for the Great Britain round. His performance in the Navy squad is an inspiration to any sailor or Marine in his first season in Navy boxing. He now meets talented Welsh southpaw international Joseph Calzaghe in the finals.

Mark Edwards, in only his third bout in 14 months after returning to the sport, showed why he is considered one of the country's top ama-

teur competitors. Left hook combinations forced the strong but totally outclassed Welsh champion, Steven Thomas, out of the competition for the title Edwards won in 1988.

From the opening bell Edwards busied himself behind his jab, forcing the Welshman into errors for which the Marine punished him heavily. The referee intervened half-way into round one, with the towel also coming in from the Welsh corner.

Edwards' qualification for the GB semis was a closer call against the stylish England international Darren Humphries, in which he had to pull out all the stops to halt the persistent southpaw on a cut eye in the final round.

That contest spurred Edwards, as amateur boxers are mostly no respecters of reputations, and in Blackpool he made no mistake about securing his place in the final against fellow England international Eric Noi.

Edwards' return to form has also earned him a place for England in the Canada Cup in Ottawa next month, where he has previously won a silver medal.

A highly satisfied Navy coach, CPOPT Tony Bevel, praised the performances of his two boxers in the semi-finals, and especially the way Edwards has applied himself to return to form and new prospect Trevor French's grit and determination to succeed at all costs.

Bevel commented that getting a boxer to the ABA finals has always been one of his life's ambitions. To get two through, he said, was absolutely marvellous.

Unseen surfaces in Liverpool



THE Liverpool skyline forms a backdrop for the second of the Type 2400 patrol submarines, HMS Unseen, operating from Birkenhead on contractor's sea trials. Completion of this set of trials coincided with a big day for the third of class HMS Ursula, with the Unseen back in the Mersey to salute the launch of her sister sub.

The Unseen is due to commission this summer.

Picture: PO(Phot) Chris Webb

PENELOPE PAYS OFF

AS the Navy's oldest frigate, HMS Penelope, paid off, HMS Argyll, one of the latest Type 23 Duke Class frigates, was accepted into service.

Flying her paying off pennant the Penelope sailed into Devonport for the last time before being handed over to the government of Ecuador.

The 28-year-old Leander, a veteran of the Falklands campaign, will be renamed Presidente Eloy Alfaro and will serve alongside HMS Danae which decommissions in July and which has also been sold to

Ecuador.

Meanwhile, the Argyll sailed from Glasgow's Yarrow Shipbuilders to join her sister ships the Norfolk and Marlborough in Devonport.

Accepting the new "stealth frigate" her commanding officer, Capt. John Harris, said "I'm very pleased with her. She's well-armed and ideally suited to chasing submarines."

Hi Fi! Must fly! Love, Frankie

THEY might have passed like ships in the night but it was a case of hands across the sea when a chief petty officer heading home after duty down south was about, in mid-Atlantic, to pass his Wren PO wife — travelling in her ship in the opposite direction.



Frankie and Fionnuala together in HMS Invincible

CPOWEA Frankie Abbott, serving in HMS Cumberland, paid a flying visit to HMS Invincible to take tea with his wife, POWRENWTR Fionnuala Abbott, and see her presented with her Long Service and Good Conduct Medal.

There was also a celebratory glass of champagne before Frankie flew back to the Cumberland and both ships continued on their way, the Invincible deploying to the Western Atlantic to exercise with ships from the US Navy.

The two sailors were last together in October before the Cumberland sailed for the South Atlantic. They will be reunited in early summer when the Invincible returns.

Meanwhile, the Cumberland arrived at Devonport to a surprise welcome by the Corps and Drums of the Grenadier Guard and to greetings from families and friends.

The band's presence marked the strong friendship forged over recent months between the ship and the Guards, the Cumberland's spell in the Falklands coinciding with deployment of a garrison from the Grenadiers.

The frigate took four Guardsmen to the Falklands, and brought home 14.

MARINES CARE FOR THE KURDS



Gulf war service

A SERVICE of thanksgiving and remembrance for those who served in the Gulf war will be held in Glasgow Cathedral on May 4.

It will take place in the presence of the Queen and political leaders, together with Service representatives.

As reported last month, the Queen will take the salute at a march through the City of London on June 21. The parade will be followed by a reception at the Guildhall.

Help for the aged

Too old to run... The few remaining residents of a small Kurdish village three kilometres inside Iraq are reassured by young Marines from 45 Cdo (above) sent to guard them from the Iraqi Army — picture by PO (Phot) Alistair Campbell.

Though their presence has helped counter the threat from Saddam Hussein's

special police, the Kurds still fear reprisals by undercover agents and the system of patrols set up by the Marines has helped relieve the tension in the beleaguered border settlements.

Left — Members of the advance party from 3 Commando Brigade arrive by helicopter at the forward base at Si-lopi, near the Turkey/Iraq border.

● Military equipment abandoned by the Iraqis goes on public display this month at the Fleet Air Arm Museum at Yeovilton, Somerset. The hardware — including a Russian-designed 14.5mm anti-aircraft artillery weapon — was brought back on the RFA Argus.



Exped searches for black snow

SIX members of the ship's company of HMS Cornwall, at present undergoing a docking period at Devonport, are taking part in an ambitious adventure training project to the Karakorum region of the Himalayas this month.

The party believe that during the exped, which will include arduous 10-day treks into remote valleys and take them to altitudes of 16,000 feet, they may witness the unusual sight of black snow caused by the burning Gulf oil wells.

The project is organised and led by the Cornwall and the main party will also have six Army personnel from the ship's affiliated regiment, the 1st Battalion the Light Infantry.

Exercise Karakorum Ringer has received financial support from both Service and Fleet funds, as well as sponsorship from the Armed Forces Financial Advisory Service and from the ship's affiliated associations.

Participants from the Cornwall will be: Lieut-Cdr. Amjad Hussain, Surg. Lieut David MacLeod, Midshipmen Matt Bradley and Jim Clark, LWEM Tim Barton, LWEM Ian Goodban and AB Neil Rowley. It is hoped that inclusion of a medical officer will allow medical care to reach otherwise isolated communities.

● HMS Cornwall has been adopted by her namesake county at a ceremony in Truro.

The ship's company marched past County Hall and, following an inspection of the ship's guard of honour by county council chairman David Roberts, there was an affiliation ceremony during which the Cornwall's commanding officer Capt. Bob Mortlock was presented with a handwritten scroll.