

'Plum job' for Polar Circle

NEW ICE MAIDEN

DESPITE the decision to decommission the ice patrol ship HMS Endurance, a Royal Navy presence is to be maintained in the Antarctic in the coming months by the chartered Norwegian vessel Polar Circle, which sails later this month or in early December.

Wearing the White Ensign and carrying a Royal Navy crew, the Polar Circle — a 5,000-ton ice-breaker which will be renamed when fully commissioned — will undertake the Endurance's programme, working in support of the British Antarctic Survey and carrying out hydrographic and meteorological work.

It had been expected HMS Endurance, which is 35 years old and a veteran of 22 deployments in the South Atlantic, would operate until the mid-1990s.

Nicknamed the Red Plum, she was at the centre of controversy in 1981 when plans to withdraw her are claimed to have played a part in the decision of the Argentines to invade the Falkland Islands the following year.

After playing a vital role in the conflict, including helping in the recapture of South Geor-

gia, she was eventually relieved.

However, following a collision with an iceberg two years ago the MOD has been undertaking annual surveys of the ship. Recent evidence revealed of risk of hull failure and the Defence Secretary was advised it was not safe to deploy her in very cold temperatures or in areas where ice might be present.

No RN or RFA ship was available to fulfil the Endurance's role this winter and so the Polar Circle was chartered from the Norwegian Rieber Shipping Line.

On her arrival in Portsmouth last month, the Polar Circle

● MV Polar Circle arrives at Portsmouth, escorted by a helicopter from HMS Endurance. Picture — PO(Phot) Fez Parker



Ramp down on assault ship

A CONTRACT on early work towards replacing the assault ships HMS Fearless and Intrepid is expected to be awarded this month. This will involve the project definition stage.

It was also stated during last month's defence debate in the Commons that an aviation support ship, providing a vital platform for helicopter operations, is to be procured. An announcement is expected by early next year.

"Amphibious forces, by virtue of their inherent flexibility, are likely to be of increasing utility in peace, crisis and conflict," said Defence Procurement Minister Mr. Alan Clark.

House deal is built for Jack

A REDUCED-rate mortgage scheme arranged for the Services by a leading financial institution offers a choice of 0.75 per cent off the society's private dwelling house rate for the term of the mortgage, or one per cent off for the first three years and 0.25 per cent off for the rest of the mortgage period.

Full-time Active Service members of the Forces can apply for the preferential scheme. This will continue for the full-term of the mortgage even if the borrower retires, resigns or is made redundant, provided the mortgage arrangements are finalised before this happens.

Announcement of acceptance by MOD of the offer was made in the Commons defence debate in October.

In considering applications, the society will wish to satisfy themselves on candidates' suitability in the normal way. Up to 95 per cent of the value of the property may be borrowed.

People with mortgages already will normally be able to arrange a re-mortgage, although there may be some delay if demand is high. Whether this re-mortgaging involves any financial penalty will depend on terms of the current mortgage.

Once one discount percen-

The ABC of the SA80

ENTERING Fort Lauderdale, Florida, HMS Ark Royal's Procedure Alpha guard paraded with the SA80 rifle for the first time.

Smaller and lighter than the SLR, it has called for some drill movement changes, and the guard were put through their paces by the ship's chief drill instructor, WO Ian Shepard, before the Procedure Alpha parade.

The Ark, which has retained a couple of the SLRs for firing gun lines during replenishment at sea, believes she is the first ship to have paraded with the SA80 at sea.

The 12-man guard, commanded by Sub-Lieut. Mark Gale, comprised ROs Eaton and Fagan, AEMs Alexander and Motarski, MEMs Tulley and Selwood, NA Taylor, CA Rawlinson, SA Peacock, STD Thompson, and WEMs Morris and Webb.



● Turn to back page.

Cry freedom in Cornwall



EXERCISING their right to march through the borough of Restormel, Cornwall, with bayonets fixed, swords drawn and colours flying are the ship's company of HMS Avenger.

The parade took place in St. Columb Major, a small inland town, the geography of which was deliberately chosen for the occasion since the Navy is usually more at home marching through seaside towns!

The day proved to be a success as the Mayor Cllr. Ivan Rabey welcomed the Avenger's commanding officer Cdr. Nigel Owen and the ship's company to celebrate their freedom in his home town.

After a pasty and pint lunch at the Red Lion pub they moved away from the parade ground to the football ground to play a very close game against a Restormel XI.

Restormel's affiliation with HMS Avenger began in 1978 when the ship was adopted by the borough. The freedom was granted to the Officers and men of the ship in 1988 and this parade was the first occasion the ship has had to exercise her freedom.

St. Columb last entertained the Navy during the Second World War when they adopted HMS Jason during Warship Week.

Picture: LWREN(Phot) Alison Wright

In tune with the massed bands

THE Massed Bands of the Royal Marines will present the Mountbatten Festival of Music in the Royal Albert Hall, London, on Wednesday 19, Thursday 20, and Friday 21 February next year.

On this occasion they will be joined by "The President's Own" United States Marine Band and the Pipes and Drums of the Argyll and Sutherland Highlanders.

Fund for children

As in previous years, proceeds of the festival will go to the Malcolm Sargent Cancer Fund for Children as well as selected Service, Royal Navy and Royal Marines Charities.

Ticket application forms may be obtained, by sending a stamped addressed envelope, to: Royal Marines Concert Office, Room 112, Archway Block South, Department of CGRM, MOD, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

That's another fine mess ...!



PICTURED cutting the tape to reopen the newly refurbished WO's and SR's Mess at HMS Raleigh is retiring mess president WOMEM Cliff Cowling.

The refurbishment, which cost in the region of £60,000 and was carried out by Harris Brothers, of Bristol, was made possible by some astute saving by the Mess and a generous grant from the Sailors' and Fleet Amenities Funds.

At the same time the disco equipment and lighting were also updated thanks to financial assistance of the Central Amenities Fund of HMS Raleigh.

Current president of the Mess WO Alan Gates, members of the Mess Committee, the Mess auditor and representatives from Harris Brothers were also present at the reopening ceremony.

● See advertisement on page 30.

Dulverton's date

WHEN the Royal Naval Patrol Service Association, whose members all served on minesweepers and anti-submarine trawlers during the Second World War, held their memorial weekend at Lowestoft, it was fitting that Hunt-class MCMV HMS Dulverton provided the RN presence with a port visit.

A contingent from Dulverton marched in the Saturday parade, and several hundred RNPASA members took the opportunity to look over a modern mine counter-measures ship.

Strongmen lift tons for charity



HMS Glasgow should not have any worries the next time she conducts a full replenishment of provisions at sea, for thanks to a team of eight weightlifters, led by LMEM(M) Clive Warner, who bench-pressed a total of 500 tons, a few tins of beans should provide few problems.

Conducted in temperatures reaching 95F while the ship was alongside in Abu Dhabi the team achieved 24,400 repetitions during the bench-press and raised £862 for the Wexham Park Hospital Heart Trust.

HMS Glasgow returns to Portsmouth later this month after completing Armilla Patrol duties along with Group Zulu ships HMS Scylla and Coventry.

During the patrol the Scylla and Glasgow were joined by two warships from the Bahrain Navy, the Manama and Fadhel. The four ships conducted OOW manoeuvres and later a Bahraini

flight deck officer joined the Glasgow to practise flight deck evolutions with the ship's Lynx.

While on a five-day visit to Bahrain HMS Glasgow shared a jetty with six UK Navy warships including the nuclear-powered cruiser USS Long Beach and the submarine depot ship USS L Y Spear who put her vast facilities at the Glasgow's disposal.

The American ships lacked one precious commodity however, thus ensuring the Glasgow's beer ration of three tins per day was drawn in full throughout the visit and hospitality returned for the payment of services rendered was more than appreciated.

● Above: WEM Paul Carling takes the strain as, from left, LMEM(M) Clive Warner, POWEA Nick Brown, WEM Greg Bell, LS Malc Smith, LS Jim Seaton, AB John Allison and LPT Dale Ireland look on.

Job agency feels the pinch

RFEA may have to cut services

THE Regular Forces Employment Association is ready for the "significant increase in ex-Service customers" when Defence manpower cuts start next year.

But it is concerned with the effect of a continuing policy of cash limits which "degrade the service the association aims to offer," the annual general meeting was told by the president (Admiral Sir Simon Cassels) in October.

"For ten years the association has penny-pinch and saved to help the Ministry of Defence cope with financial stringency," he said, adding, "As we face a major redundancy programme I would have hoped that the association would receive a general advance so it was ready to provide a quality service. Instead it seems that the association will continue to be cash-limited."

"It is not too late to repair the situation but action is urgent. The association has no wish to curtail its service purely because of lack of funds. But that — no bones about it — is the prospect before us."

The RFEA believes itself "probably the most cost efficient employment agency in the country" with the overall cost of finding each ex-Service man or woman a job only £152. Its services are free to both employees and ex-Regulars who can seek help at any time — not just for their first civilian job.

Last year the association found jobs for just under 5,000 ex-Regulars out of the 11,000 who registered with it. The ratio of placements to registrations was down only four per cent on the previous year in spite of the deepening recession in 1990-91. Some Employment Officers were working in areas of at least 10 per cent unemployment and often exceeding 15 per cent.

The General Manager (Maj-Gen. Derek Crabtree) said: "Nonetheless, the skilled and mature ex-Regular remained in demand by employers. Although the younger and less skilled continued to be difficult to place in a job, they appeared to experience less difficulty in finding work than their civilian counterparts."

He emphasised the importance of training, and Employment Officers are taking an active interest in the work of the newly-established TECs (Training and Enterprise Councils).

Established for more than a century to ensure that ex-Regulars can find a suitable civilian career on completion of their service with the Armed Forces, the association now has 40 branches throughout the UK and a Head Office staff of four. Total expenditure in 1990-91 was £737,785.

A registered charity — and part of the forces Resettlement Service — the RFEA says the only criteria before registration

Working figures

EXAMPLES are provided by the RFEA in its annual report of jobs found, together with starting salaries. They include:

For people who had completed pensionable service:

- Computing engineer in Belfast, PO, aged 44, £14,000 a year.
- Technical instructor in West Country, CPO (54), £15,000.
- Head porter in London, WO Royal Marines (52), £12,000.

For those who had completed shorter engagements:

- Telecommunications engineer in Manchester for LWEM(R) (32), £12,000.
- Salesman in Wales for LMA (27), £15,000.
- Personal assistant in West London for POWREN (33), £10,500.
- Police driver in Hampshire for Marine (28), £9,500.

are that individuals should have served for more than three years and have a good character reference.

The association maintains contacts with MOD and the Department of Employment to ensure that the special circumstances of the ex-Regular are recognised, and currently it is urging local authorities who discriminate against ex-Regulars because they have a small pension to "think again".

Individual inquiries are received all the time and the association says that anyone in any doubt about resettlement is welcome to give them a call — "After all, it is free."



Footline news . . .

BBC Newscaster Teresa Driscoll was on camera again to bowl the first bowl along the new-look all ranks/rates skittle alley in HMS Drake — maybe she kicks her shoes off to read the news, too.

DRUG BUST DUO

HMS Gloucester helped trap a yacht loaded with marijuana off the coast of Puerto Rico — just a few days after HMS Amazon caught a gang in the same area.

The Type 42 destroyer's helicopter, piloted by Lieut Anthony Hills with Cdr Philip Wilcocks as observer, spotted the yacht and radioed the US Coastguard.

Later the ship's powerful signal lamps were trained on her as an armed boarding party with sniffer dogs found the drugs stashed in false compartments. The three American crew were arrested.

HMS Amazon had earlier closed in on a boat after one of her 18 crew was seen to throw a bag overboard. All were arrested and the vessel seized by US customs.

● HMS GLOUCESTER is this year's winner of both the British Aerospace Shield, for the ship with the best operational Sea Dart missile efficiency, and the Beresford Cup, for the best surface gunnery results.

The two awards were presented by Rear-Admiral John Brigstocke, FOF2, while Gloucester was on deployment in the Caribbean.

IN BRIEF

Wrens in the guard

WRENS served in the Guard on ceremonial divisions at HMS Dolphin for the first time when the C-in-C Naval Home Command Admiral Sir Jeremy Black took the salute at the Royal Naval Submarine School.

HMS York joined ships from seven other nations a La Spezia, Italy for the 43rd activation of NATO's Naval On-Call Force Mediterranean.

The Band of the Royal Marines (CINNAVHOME) has its tenth Christmas Concert at Southampton Guildhall on December 9 at 7.45p.m. in aid of the local branches of SSAFA and BLESMA. Tickets from the box office, tel. 0703 632601.

Career opportunities in information technology and management were covered in the biennial Instructor Specialisation Seminar at HMS Colingwood.

THE Gulf Trust benefits from sale of the magazine production "Op Granby-Britain's Gulf War", with some copies still available at £2.60 (including p and p) from: Gulf Trust Office, Room 721, Adastral House, Theobalds Road, London, WC1X 8RU.

Five mine countermeasures ships of NATO's Standing Force Channel, the German ships Ulm and Voelklingen, the Belgian Breydel, Dordrecht from the Netherlands and HMS Quorn, were hosted by the Royal Navy's Second Mine Countermeasures Squadron when they made a week-long visit to Portsmouth.

The link between the Royal Navy and Portland was commemorated at the island's annual ceremony of the Keys.

North stars

SEEN together off the coast of Norway during NATO Exercise North Star 91 is HMS Invincible, flying the flag of Vice-Admiral Sir Nicholas Hill-Norton, Commander of the Anti-Submarine Striking Force, and USS America with Rear-Admiral Fred Lewis, United States Commander of the Carrier Strike Force, embarked.

The America later paid a week-long visit to Portsmouth, while the Invincible moved south to the Mediterranean for the Nato Exercise Display Determination.

Picture by LA(Phot) David Trish.



Letting off steam puts pressure on billets

THE steady decline in the number of steam-driven ships in the 1990s will result in a noticeable reduction in the number of "steam" billets available for pure steamies.

It is intended that men who are serving in steam ships at the time they pay off and who still have sea-time outstanding will be through drafted to similar ships.

Junior MEAs who are working for their tickets for advancement will also be drafted to complete their sea training in steam ships, where possible.

It is therefore quite probable that a fair amount of drafting turbulence may result within the steam navy as men and billets are matched as efficiently as is practical. Many of these drafts could be at short notice, but within drafting rules. It will be particularly important for MEOs to keep Drafty advised in detail about individuals' training progress and personal requirements, as well as any late changes to ship's programmes.

While there is no shortage of steam qualified CPOMEAs in the Navy, problems could arise at the POMEA level. There will come a time when it is no longer realistic to continue training

POMEAs in steam driven machinery, but, because of the ongoing maintenance requirement, the need to continue carrying POMEAs in steam ships will remain.

Naturally enough, this balance of requirements will have to be addressed by the MOD (which includes Drafty) in the near future.

The demise of steam ships will also lead to increasing pressure on training billets at sea for MEAs on leaving HMS Sultan. The introductions of the new sequence of qualifications required for CPOMEA has separated the old UWC to form an operating certificate (MEOOWC) and PQE for CPOMEA.

It is therefore no longer necessary for the PQE examination for CPOMEA to be taken whilst serving at sea — and it will become increasingly important for MEOs to report examination passes (for MEOOWC in particular) promptly so that training billets can be released for the next trainee.



"Don't look now, but we got a problem...!"

Drafty

Clanky's Corner



Cross Training to Gas

Presently there are about 550 Artificers who are steam only qualified. These men will undertake PJTs followed by training at sea to gain gas endorsements in complement billets when it is their turn to go back to sea.

Although steam drafting is now very much a way of life, gas qualified men will not take preference over steam qualified men on the roster for sea in order not to distort the sea/shore ratio for individuals.

It is not intended at this stage to generally introduce gas training for those who are steam qualified — they will only be trained when the Scheme of Complement for their new post requires it.

More Wrens in overalls

At the time of writing ten WMEMs have now joined the Fleet in complement billets replacing MEMs in HM Ships Beaver, Cornwall and Sirius. By the end of the year it is anticipated that a further 21 billets will be filled by WMEMs serving in Brazen, Broadsword, Cardiff, Liverpool and Ark Royal. In addition there are now 12 Wren Artificer Apprentices under training in HMS Sultan.

Extensions of Sea Service

Many MEMs forward C240s requesting to extend their sea drafts beyond the 30 months norm. Unfortunately, because of the need to provide sea billets for MEMs leaving Part 3 training most of these requests have had to be turned down.

However, requests from men holding a full AMC are rarely refused — the moral being that if you want to extend your sea time, get yourself a full AMC before applying, and apply in good time bearing in mind that Drafty is always working at least six months in advance.

Always an answer

To assist our customers who have been trying to contact the office whilst coping with differing time zones and working hours, a telephone answering machine has been installed on Ext 2152. This is in operation outside normal working hours.



All at sea over shore time?

Occasionally there is some confusion over this type of service — where it will be spent and for how long. When drafting men from sea service to shore, Drafty always gives an estimate as to how long a man will spend there.

Whilst this date often holds true, it should always be borne in mind that men are sometimes required to complete professional qualifying courses and PJTs in their allocated shore service time — and that from time to time the needs of

the service will require men to be moved from one shore billet to another. However, if this move is not in your preference area you will receive the statutory three months' warning of draft change.

The length of time spent ashore is governed by that spent at sea. For ABs completing a standard 30 months' sea draft, the entitlement is currently six months; for Leading Hands 12 months; Petty Officers 15 months; and Chief Petty Officers 18 months.

ADQUALS/PJTs

As a reminder to our customers Drafty only drafts people to PJTs and ADQUALs where the Scheme of Complement of a seagoing unit requires it. For shore units every effort is made to match skills with the requirements of the appropriate billet. However, where this is not possible the unit itself must arrange and bear the cost of any further training.

There are exceptions, such as ADHULL, ADPIPE and HDPW course, for which draft orders are issued. Career courses such as the Charge Confirmation Course are also included.

With the New Management Strategy now very much a part of life, the general tightening up on the need for training can be expected to continue.

TRAINING ROADSHOW

The Training Co-ordinators Training Course (ME51) has been discontinued and has been replaced by an ME Training Roadshow to be presented three times per year in Devonport, Portsmouth and Rosyth. The venue and time will be published by FTM and HTM.

- The Roadshow will be presented in two parts:
- Update on the changes in Advancement Regulations and the training carried out ashore followed by an open forum when queries and problems over training and advancement will be discussed.
 - Administration of OJT at sea; documentation available to assist with training; training support from HMS Sultan; and the External Training Feed back system.
- The presentation will be given by the External Training Feed Back Officer HMS Sultan (Tel: Sultan 2072) who will act as the central point of contact on training matters.
- It is aimed at all personnel involved in training of Artificers and Mechanics — either on the coal face or in the Divisional Officer role. MEOs are strongly recommended to encourage DMEOs, CCMEAs and CMEMs to attend.

FTM 138/90 ADQUAL*

This FTM authorised the introduction of the ADQUAL (star) system. Those ratings who qualify in the major ADQUALS of ADHULL, HDPW, ADPIPE, ADFRIDGE or ADICE are required to undertake a period of Journeyman's time for one year after gaining the ADQUAL to consolidate their training.

At the end of the year, employers have a remit to inform Centurion, via Form C234, that the Journeyman's time has been successfully completed. The FTM was issued in April 90; therefore employers should now be raising the first of the C234s as appropriate.

Drafty keeps the ADQUAL* plot under regular review and the first batch of the reminder letters was distributed in July this year.

THE TEAM

- ME Drafting Commander and WO Appointing — Cdr. Mike Broadbent
- 1st Deputy — Cdr. Tony Dyer, Nov 91 and Cdr. Mike Phipps, Jan 92 (Ext 2014)
- Office Manager/WO Appointing and MEM FSO — CPO/WTR Max Thompson (Ext 2152)
- MEA Drafting Officer — Lieut.-Cdr. Doug Roberts (Ext 2578)
- CCMEAs/EL/CPOMEA/EL/ — CCMEA Steven Pias (Ext 2518)
- MEAs Under Training — CCMEA/ML/CPOMEA/ML — POWTR/Daz Bale and ALWREN WTR Corine Dookin (Ext 2576)
- MEM Drafting Officer — Lieut.-Cdr. John Fisher (Ext 2514)
- CMEM/POMEM (ML) — POWREN WTR Jacqui Morgan (Ext 2577)
- LMEM (ML) and MEACC — POWTR Steve Tovey (Ext 2514)
- MEM (ML) and LHOQ — PO-MEM/M Ray Arks (Ext 2576)
- MEM (ML) (shore) — LWREN WTR Suzanne Moonen (Ext 2578)
- Correspondence — WREN WTR Alison Gilbertson (Ext 2152)

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NINE PREDECESSORS IN ACTION FROM THE ARMADA TO KOREA

OVER more than four centuries the Royal Navy has boasted ten vessels named Triumph. The first, built in 1561, was, at 1,100 tons, by far the largest British ship of her day. She was heavily engaged in the Armada actions.

The next HMS Triumph, built in 1623, took part in various campaigns, especially during the Dutch Wars and including the Battle of Scheveningen in 1673. She was scrapped in 1687.

The 90 gun ship-of-the-line built in 1698 and the fourth was a captured Spanish ship wrecked within a year of being taken by Admiral Vernon in 1739.

French off the Leeward islands, served with the Channel Fleet during the French Revolutionary Wars and distinguished herself at the Battle of Camperdown.

Designed for the Pacific Station, the sixth HMS Triumph was commissioned in 1873. She had a single screw which could be hoisted up to improve her performance under sail. She served in home waters and the Mediterranean as well as the Pacific.

Next came a Barrow-built fast battleship, intended for the Chilean Navy, but purchased by the Admiralty in 1903. In 1915 she took part in the bombardment of the Dardanelles Forts when she was torpedoed and sunk by U21.

Patrol submarine HMS Triumph followed in 1939. She patrolled off the Norwegian coast and Skagerrack until she hit a mine on Boxing Day 1939 and was extensively damaged. After repairs she carried out patrols against Italian shipping with great success until she was lost in the Aegean Sea on a clandestine operation in January 1942.

Ninth ship of the name was a light fleet carrier (pictured top left) completed in 1946. Her Seafire and Firefly squadrons were employed against communist terrorists in Malaya in 1949 and she contributed significantly to the Korean Campaign the following year. In 1952 she participated in successful angled flight deck trials and became Dartmouth Training Ship in 1953. After a period in reserve she was converted to a heavy repair ship, serving in the Far East as an escort maintenance vessel. She rejoined the reserve in 1976.

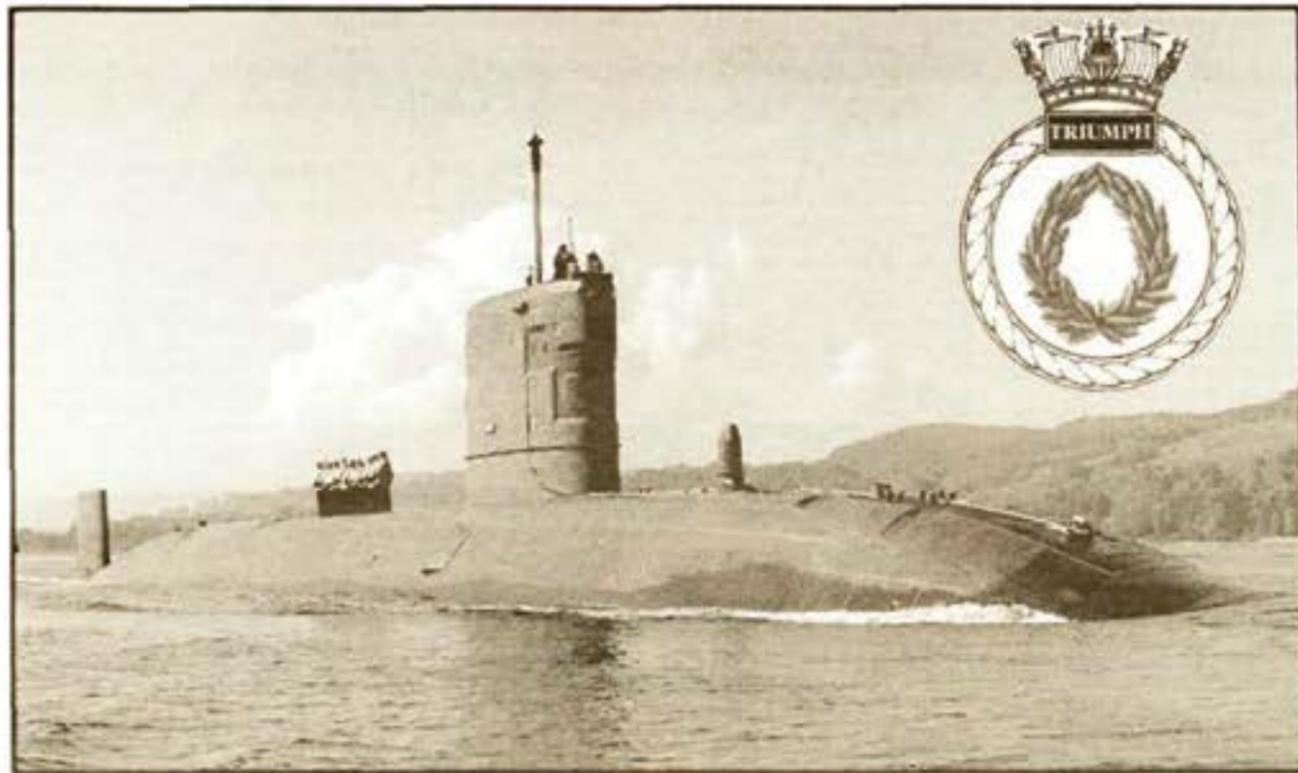
Ships of the Royal Navy No. 432

FACTS AND FIGURES

Length: 85.4 metres. Beam: 9.8m. Draught: 8.5m. Standard displacement 4,300 tonnes. Main machinery: PWR nuclear reactor, 2 General Electric geared steam turbines, 15,000 shp, 2 Paxman auxiliary diesels, 4,000 hp, WH Allen turbo-generator sets, single shaft, pump jet propulsor, auxiliary retractable small propeller. Speed: 32 knots dived. Ship's company: 130. Missiles: SSM: McDonnell Douglas UGM-84B Sub-Harpoon; active radar homing to 130 km at .9 Mach, warhead 258 kg. Torpedoes: 5 x 21in. bow tubes. Marconi Spearfish, wire-guided, active/passive homing, Marconi Tigerfish Mk 24 Mod 2 wire-guided active/passive homing.

Battle honours

Armada 1588, Dover 1652, Portland 1653, Gabbard 1653, Scheveningen 1653, Lowestoft 1665, Four Days' Battle 1666, Orfordness 1666, Solebay 1672, Schooneveld 1673, Texel 1673, Cornwallis' Retreat 1795, Camperdown 1797, Dardanelles 1915, Malta Convoys 1941, and Mediterranean 1941.



Nuclear-powered submarines like the newly-commissioned HMS Triumph (above) are the single most effective anti-submarine units available and represent the main striking power of the Fleet. In this picture the Triumph arrives in Faslane for her record-breaking sea trials period.

Trials end in Triumph

LAST and most modern of the current batch of Trafalgar Class submarines, each of which has incorporated improvements over previous vessels of the class, HMS Triumph was commissioned at Vickers shipyard Barrow, on October 12th.

Guest of honour was her sponsor, Mrs Anne Hamilton (wife of Armed Forces Minister Mr Archie Hamilton MP), who had formally named the submarine at a ceremony in February. Also present were Flag Officer Submarines Rear Admiral Toby Frere and men who had served in the previous submarine of the name.

The new HMS Triumph achieved a remarkable sea trials record, completing them in just 31 days. This included a week of intensive exercises — "fire, flood and famine" — co-ordinated by the RN's Sea Training Staff.

At the end of the week she was given clearance for deep water operations and proceeded for her deep dive trial, diving to her maximum design depth in excess of 175 metres. Work on the Noise Ranges of Rona and Loch Gool on the west coast of Scotland followed.

As an SSN (Ship Submersible Nuclear), HMS Triumph is the modern equivalent of a battleship.

The Triumph's principal wartime role would be to locate and destroy enemy submarines and ships, but she is also capable of ocean-wide surveillance tasks. Her complex array of

sensors and computers allows her to search the oceans and classify surface and underwater contacts while herself remaining hidden in the depths.

Once a target has been identified it can be tracked and observed from a distance. Should the moment come to attack, the Triumph's armaments include wire-guided torpedoes and sub-surface-launched anti-ship missiles.

Powering the submarine is the nuclear plant, which enables her to operate underwater for months at a time, making her more of a true submarine than her conventional diesel electric counterparts.

At the heart of the nuclear power plant is a pressurised water reactor containing fissile uranium fuel elements arranged within a heavily shielded pressure vessel. The enormous release of energy from the fissioning uranium manifests itself as heat in the fuel elements.

Cooling water is pumped around a closed loop (primary circuit), passing through the reactor and picking up heat from the fuel elements. The whole Primary Circuit is housed in a specially shielded reactor compartment to protect

the crew from radiation emissions.

The hot coolant circulates through the tubes of the steam generators which transfer the heat to a low pressure secondary water circuit to produce steam. This steam powers the main engine turbines, which drive through a gearbox to the single shaft. It also drives turbo generators which produce the Triumph's AC electricity.

Motor generators are used to convert AC power into DC for the main battery and essential services. Spent steam is condensed in a sea water cooler and the water returned to the steam generators.

Sophisticated automatic and manual controls regulate the whole plant and comprehensive protection features safeguard the nuclear reactor at all times.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 2HL. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

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Another stable door locked . . .

CONGRATULATIONS! Another facility and option bites the dust: No more cash payments for Travelling Expenses.

Payments now have to be made through the BACs system into your bank and that will take, they say, about five working days. The reason for this change is not particularly clear — something to do with the New Management Strategy or perhaps trying to cut down the amount of work?

And it's not as if the Cash Office won't be handling cash — you can still get an advance for official travel. But I wonder whether the "Cash Office" (that name must be questionable now) will entertain small advances?

And then trying to draw the money out from the bank becomes a major evolution and is likely to cost you money, taking into account bank charges — that is if there is a bank close by, and you can get there in working hours!

Take HMS Warrior, for instance. The bank there has just closed. The Black Horse bank had to change its stable because the building was being gutted; an alternative was offered — provided the bank paid for the refurbishment. But with the current state of the economy the bank apparently declined.

The banks are either in Northwood, one-and-a-half

miles away, or Watford (five miles), and public transport is about every half-hour either direction. Just enough time in the lunch break, if you are lucky, and it costs — yet again! — OHMS. (Northwood resident).

One liners that tell all

I particularly enjoyed and "finally . . ." in the September edition Drafty article. Some of my favourite confidential report remarks, from a Junior Service, are attributed to Cavalry commanding officers reporting to various young gentlemen:

"This officer goes through life pulling on doors marked PUSH."

"Soldiers do follow this officer, but only out of curiosity."

"I wouldn't breed from this officer." — R. Jarman. Lately Lieut.-Colonel, The Gloucester Regiment, London W10.

AMUSING excerpts from C2641's appearing in September edition remind me of a classic from the 1930s as related by the late Rev. A. D. Gilbertson, Chaplain of the Fleet.

Of a certain padre it was reported, "He has conducted himself often with sobriety and

always to his entire satisfaction." — J. G. Hinton, Worcester.

Let's get pierced

IN THESE modern times of sexual equality and with the integration of the WRNS into the Fleet firmly under way, how about equality for men?

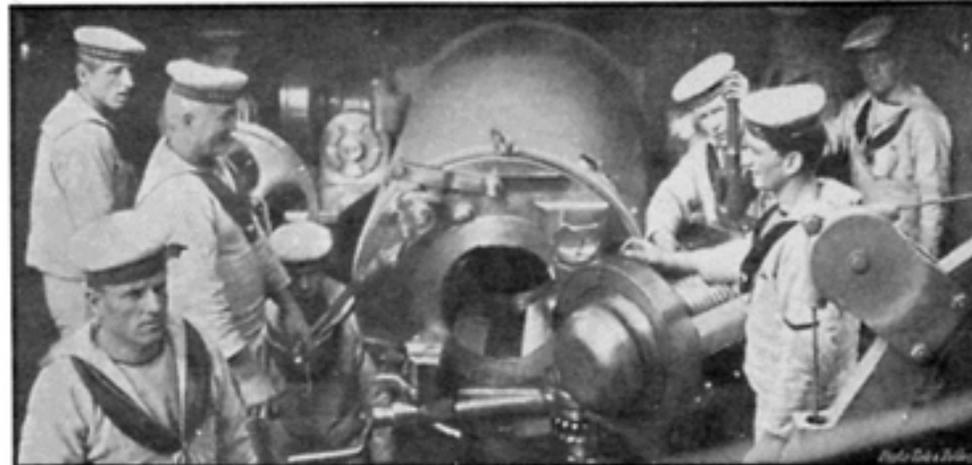
Why is it that Wrens can wear earrings and make-up etc, yet matelots cannot? Many a young trendy sailor would enjoy wearing earrings. So come on, pull us into line, and give us equal opportunities. — AB. BFPO Ships.

Ducal delight

I AM writing to dispel the rumour that Type 23s are all work and no fun.

I have been in one for only a few months, but can honestly say that in all my time in the Navy I have never met such team spirit and camaraderie.

I thoroughly recommend a 23 to anybody who has doubts. Long live the Duke class! — RO1(G). Type 23.



Yes, you do pay tax on advances

HAVING questioned a decrease in my taxable allowances with the taxman, I have learned that, following the restructuring of taxation, the Long Service Advance of Pay (for house purchase) is now considered a "company benefit" and is now taxed at a standard 12.5 per cent.

This has been poorly publicised within the RN, though the new LSAOP forms do state that the allowance is subject to taxation, on the back page. Many hundreds of servicemen have existing loans which are now subject to these new regulations and are probably not aware of the new ruling — as a Supply Officer it eluded me! — Lieut.-Cdr.

"This letter from a Supply Officer is most disappointing," said DDNSC(Pay). The taxation of beneficial loans was first debated in Navy News in September 1984 and followed a change in the tax law in 1983.

"At the time MOD were notified of this change details were promulgated by DCI and later incorporated within the regulations at Annex 37G of BR 1950.

"Given that house purchase is probably the most important commitment anyone enters into, I find it alarming that those contemplating such a major transaction fail to read the regulations pertaining to LSAOP — especially a Supply Officer!

"Accordingly, the opportunity has recently been taken to remind all potential LSAOP claimants (MODUK(N) WAS 130920Z Sept. 91) to read and thoroughly understand a number of specific articles, among which is Annex 37G."

Grandson of a gunner

An uncanny family likeness leads me to believe that the sailor on the far right of this postcard is my grandfather, A/B Frederick Barnett. He was lost in HMS Vanguard when she blew up in Scapa Flow in 1917, when half the ship's company were ashore at a concert.

Unfortunately, the rest of her people were later lost in another ill-fated ship, so I have nothing else to go on — can any reader confirm his identity or tell me anything about this card? It is No 4677 in Gale and Polden's Nelson Series and is only captioned "The 9.2-in. gun: 'Stations clean Guns'". — David Lloyd, Portchester, Hants.



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JACK

BY TUBS



NN Letters NN

It's lean and mean outside

I HAVE read with interest comments made by serving members of the Royal Navy about promotion. Having left the RN ten years ago, after serving four years, I must say that these chaps are in for a culture shock when they leave the Navy. I have been employed by three different companies since leaving the Navy, and nowhere have I heard or seen of a company which offers steady promotion or a way of building a career, no matter what exams you pass in civilian life.

At the moment you are doing well to keep down a good job, especially as more companies are looking for the lean and mean approach. I know, as I have worked for my present company for four years and there is nothing I can do to guarantee promotion within it. The only way forward is to actually apply for vacancies within other companies, and hope that you will gain promotion that way. At least in the RN you have a chance of promotion by passing the relevant exams, and there is nothing to stop you going for promotion to the officer ranks. So the grass is not always greener on the other side. — K. Baton, Ex-WEM(O), Stockport, Cheshire.

Asylum in memory of 'Silly Billy'

I READ with much interest the article "Sailor king not such a silly billy" (September). In Penze there exists the King William IV Naval Asylum, also known as Queen Adelaide Naval Cottages. These were built by Queen Adelaide in 1837, in memory of King William, her husband. The buildings were intended to house 12 widows or daughters of commissioned naval officers.

There is in the stonework a plaque bearing the date AD 1848. (Incidentally, in the grounds can be found two of the original drainage manhole covers bearing the name of Thomas Crapper, who I understand was the inventor of modern drainage methods. Finding these at least shows that the name is not a fictitious one).

These buildings form the view from my back garden and are occupied by professional people. My interest in reading Navy News is engendered by my being involved in the work of the Sea Venture Corps, in which I hold the rank of Senior Chief Petty Officer. Should any readers wish to learn more of this organisation they may write to me. — H. S. Porter, The Harbor, 10 Phoenix Road, Penze East, London, SE20 7BT.

848 was not Worthy

IN your August edition letter "Desert originals together again", it seems your corre-

spondent has got his wires crossed a little.

He says that formation of 848 Squadron in 1958 was at Worthy Down, which is a slight error.

In January 1958 I joined a newly-formed squadron at Lee-on-Solent. Its number was 728 Squadron, C Flight, and in February we all went en bloc to Hal Far in Malta. In October 728, C flight, changed to 848 Squadron — but at Hal Far and not at Worthy Down. I spent 19 very happy months on both 728 C and 848 Squadrons. — J. Buckley, Sheffield.

Rumours of our demise

MY WIFE and I have just returned from three-weeks holiday in Germany, where we attended the reunion of the U-162. We go to this function every year by kind invitation of captain and crew members.

I was a crew member of the destroyer Vimy when we sank the U-162 on September 3

1942 off Port of Spain. In 1945 I was still a crew member of the Vimy when she was taken to Rosyth, as far as I know to be broken up.

I was therefore surprised to read in your "Fifty Years On" column that the Vimy was sunk in the North Atlantic by an Italian sub. in 1941. — R. Leyland, Southport, Lancs.

Our correspondent's surprise is justified — the little word "by" crept in inadvertently. The entry should have read "HMS Vimy sank Italian submarine in North Atlantic."

□□□

AN Over To You item (August) claimed incorrectly that a U-boat sank HMS Redmill.

On entering Russian waters we were hit and lost the stern of the ship, which was badly damaged. The Redmill was towed through heavy, cold rough seas, to Belfast, Londonderry, then to Barrow in Furness.

When I left her on December 3 1945 she was unfit for further service — but she was not sunk! — J. Kemp, Ex-LSTO, Herne Bay, Kent.

would also apply to motor journeys done on duty on form C30. — WO Plymouth.

Contrary to popular misconception, claims for motor mileage are not subject to arbitrary adjustment by those responsible for assessing such claims, said DDNSC(Pay).

"Where the mileage claimed far exceeds that suggested by the AA/RAC/Autoroute (which in any case only accounts for mileage between towns and not streets), the claimant should be invited to offer an explanation for incurring additional mileage.

However, where such differences in mileage are only marginal, claims may be met in full. May I therefore suggest that the correspondent be invited to discuss the matter of this particular claim with his Supply Officer."

IN ITS report this year the Armed Forces Pay Review Body accepted that the distance criteria for separation pay for "particularly difficult journeys" would be 150 miles. MODUK Navy immediately accepted this as ending the notorious Plymouth-Portsmouth gap, and correctly so.

However, at time of writing no other information has been forthcoming as to what is a "particularly difficult journey." The AFPRB made no mention of places or criteria.

Evidently Plymouth to Portsmouth passes the criteria, but I am sure that journeys of equal difficulty are made by many on Friday night that fall between the normal separation distance of 200 miles and that of a "particularly difficult journey" of 150 miles.

I feel my journey is equally as difficult as that which has been accepted. However, because no criteria has been announced, my UPO cannot help. — M. J. Greatbatch, CPO, HMS Mercury.

It is understood that relaxation of the 200-mile rule had been actively sought since at least 1981. Whether it will eventually apply to other "difficult journeys" besides Portsmouth-Plymouth remains to be seen, but the case will continue to be pressed.

MOD's comment was, "Your correspondent appears to have overlooked the opening statement of the AFPRB report that 'MOD sets the qualifying rules and we (the AFPRB) recommend rates appropriate to these rules.'"

"What the AFPRB failed to state, although they were fully

aware, was that the only journey which was accepted and funded by MOD was the one between Portsmouth and Plymouth. The authority announcing this particular caveat was a MOD letter, dated March 8 1991, forwarded to all commanding officers of ships and establishments."

□□□

WHY is the motor mileage claimed on a C28 subject to arbitrary adjustment by UPO staff? This applies particularly to Portsmouth-Plymouth and Faslane-Plymouth.

Surely motor mileage distance should be a condition of service laid down by DNSC, by whatever method is chosen by them to be the standard, eg. AA/RAC/Autoroute. The chosen method by them to be the standard, eg. AA/RAC/Autoroute. The chosen method

No tick for trainees?

WHILE some form of savings scheme for today's young ratings is advantageous, would it not be prudent for the Service to protect their youngsters from some clothing firms and financial consultants who are allowed on training establishments and find trainees easy prey?

Many of these ratings have recently left school and have no previous experience of managing a bank account, let alone be encouraged to start being given credit for clothes and Christmas presents or start large endowment policies from these "reputable firms".

It is only when the rating goes on board ship and the cheques start bouncing that the Senior Writer rating learns of his or her predicament.

Is it not possible to restrain trainees from taking out these forms of credits at least until completion of their Part 3 training? This step would surely help the ratings who get little form of financial guidance while under training, and save Divisional Officers and people like myself many long hours in helping these youngsters to manage their financial affairs.

While it is appreciated that this does not cause all the large debts incurred, I firmly believe it is the start. The Service will discharge personnel for financial irresponsibility; should it not therefore discourage the beginning of the problem? — J. C. B. Vos, PO, HMS Cornwall.

Dog just sleeping



AFTER reading about the dog A/B Just Nuisance's wedding in last month's issue I thought readers would like to see his grave at the wireless station HMS Afrikaner above Simonstown.

I was told he used to meet the last train from Cape Town to wake up any sailors who were a bit worse for wear before the Naval Patrol got to them.

Myself in the snapshot, paying my respects. — K. Cooper, Ex-A/B, York.

Stormy hails London

MAY I through Navy News express the appreciation of all the Russian convoy veterans who made the trip to Murmansk and Archangel for the wonderful support of the officers and ratings crew of HMS London and the Marines. For us old codgers it was a wonderful boost to our ego.

To march once again behind a Royal Marine Band made us all very proud to be British and at one time part of the Senior Service, even though it may have been for Hostilities Only and so long ago.

My personal thanks to Yorkie Cunningham and Wiggie Bennet for a couple of lovely pints of bitter, and retrieving my wallet. Thanks lads, I hope we meet again. Then the beer will be on me. — All the best and good sailings. — Stormy (C. W. Fairweather, Hon sec., HMS Westcott Club, West Bergholt, Colchester.).

Bandies in control

AN August edition letter claimed that musicians serving in Royal Marine Bands were not fighting musicians, implying they have non-combatant status.

In the days, not so long ago, most cruisers and above included a Royal Marine contingent, often with a band, in their schemes of complement.

I served in HMS Sussex (County class cruiser) as Midshipman(S) from 1947-49 on the Far East Station, and my action station was in the eight-inch TS which, as I soon discovered, was the "brains" of the main armament control system. The TS was manned by the "Bandies" and I believe this was common practice in other ships.

Manning the TS cannot surely have been appropriate for non-combatants — C. S. P. Sherwood Lieut-Cdr (retd.), Canterbury, Kent.

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

NN Navy News

No. 448 38th year

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NN Get Wise on DCIs NN

No bar on race — and no coloured tickets

MOD is committed to a policy of equal opportunities in all its dealings with staff. This means that the racial origin of staff in the department should not be a factor in the way they are treated by management or colleagues.

Among those to whom the provisions of the Race Relations Act (1976) apply are the armed forces, and any proceedings under the Act against armed forces members are dealt with through the Services' redress of grievance procedure under Queen's regulations rather than at an industrial tribunal.

The announcement, which deals fully with racial harassment and the code of practice for dealing with complaints, says instances of racial harassment may be illegal under the Act and may also constitute a breach of the respective Service Discipline Acts.

"Management and individuals have clear responsibilities to ensure that proper standards of behaviour are maintained. All staff should be left in no doubt that racial harassment will not be tolerated in the MOD."

DCI(Gen) 171/91

Gulf gong

CRITERIA for award of the 1990-91 Gulf medal and the rosette (as reported in last month's Navy News) is fully detailed.

DCI(Gen) 185/91

— and no coloured tickets

THE HM Forces rail travel warrant, introduced in May 1990, replaced the single Service warrants coloured blue, pink and yellow. Use by several units/establishments of the old-style warrant has caused accounting problems within MOD and British Rail, and it has now been agreed that from October 1 this year only the new cheque-book style F Mov 592 HM Forces rail travel warrant will be accepted.

Similar accounting problems have been caused by units/establishments failing to comply with the rules governing use of warrants for travel on the London Underground system.

From October 1, London Underground does not accept warrants for ordinary journeys — only those stamped "season ticket" will be accepted. Personnel are advised to purchase ordinary tickets and reclaim the cost in accordance with single Service regulations.

Warrants may be issued for season tickets for journeys wholly on the London Underground or for joint British Rail-London Underground travel.

DCI(Gen) 179/91



"That should stop their free travel fiddles, too."

D of York's opens up

FROM the September 1992 intake, entry to the Duke of York's Royal Military School, Dover, will be open to the sons of serving or retired Service personnel from all three Services. Eligibility and application details are provided.

DCI(JS) 75/91

Winter sail

IN response to user demand at the Joint Services Sail Training Centre, the 1991-92 season has been extended to provide at least seven Victoria 34 and one Nicholson 55 craft for adventurous sail training or courses during the winter months.

DCI(JS) 79/91

Inventive incentive

AWARDS for inventions and technical suggestions made in 1990 by the Committee on Awards to Inventors included: PO D. Treweek, £4,500; CPOAEA(M) M. Derrick, £750; CPOAEA(M) P. Smith, £750; POAEA(M) A. J. Barrett, £375; POAEA(M) M. A. J. Barnard, £375; PO(SE) C. H. Towell, £1,000; CPOWEA N. P. Reynolds, £400; WOMEA(L) G. G. Love, £1,500; LACCWEA S. T. Herridge, £1,500; WO(R) A. N. Murchie,

£1,150; WO(D) C. A. Kidman, £1,200; Lieut. K. Baker, £5,000; L/LMEM V. C. Woods, £7,000; CPOMEA C. Hooper, £1,000.

DCI(Gen) 173/91

Settling out

THE programme of resettlement briefings and courses for the Services for 1992, covering a wide range of topics, is listed fully.

DCI(JS) 73/91

Medics set to rise

THE team for the British Services 1992 Exercise Everest Venture has now been selected. Included are Surg. Lieut.-Cdr. A. S. Hughes and Surg. Lieut. P. R. Davis, both from RN Hospital Plymouth, and Lieut. S. J. Bell, RMR, from RMR Bristol. The team will depart for Kathmandu in February and return to the UK in June.

DCI(JS) 78/91

In the Act

AN announcement lists a series of the provisions of the 1991 Armed Forces Act, which received Royal Assent on July 25.

DCI(Gen) 183/91

90th still in print

A souvenir programme produced for the tribute to the Queen Mother's 90th birthday held on Horse Guards Parade on June 27 last year was sold out and a reprint was ordered for many who failed to obtain a copy.

As it was economical to order more than the firm bids received, there are still some programmes available. These are now on sale as souvenirs at a reduced price of 50p, with all proceeds going to Service charities.

Programmes may be obtained by writing to QM90, Headquarters Household Cavalry, Horse Guards, Whitehall, London SW1A 2AX. Cheques and postal orders should be made payable to "QM90". DCI(Gen) announcement dated September 6.

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.

DON'T SAY GOODBYE SAY HELLO.

If you're about to leave the Services the prospect of Civvy Street could be as daunting as it is exciting. After all, you've got to resettle, make new friends and generally take on a new life.

Why not say hello to the Royal British Legion. We can be a great help by providing a link with the past and a friendly social environment with sporting and recreational facilities for people with similar backgrounds to your own.

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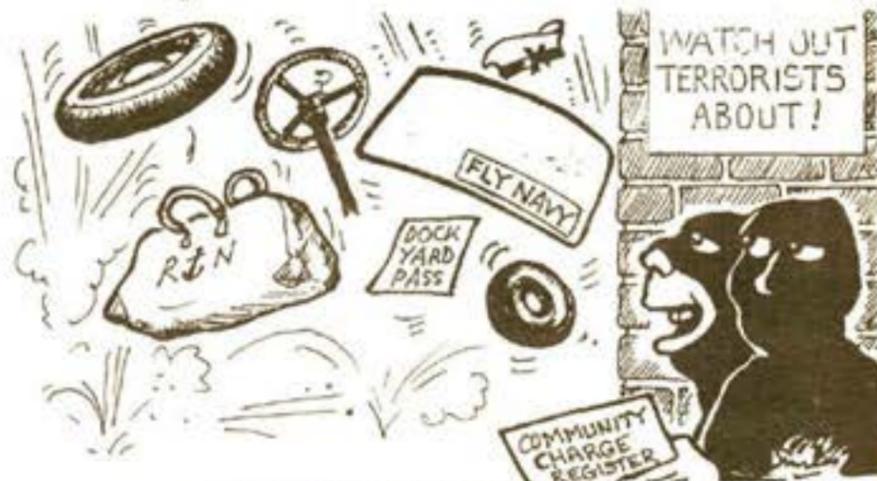
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Low profile Poll Tax



"He was what ye'd call a dead giveaway."

ADVICE involving the home, private cars, routine activity, and anonymity is offered in an announcement on counter-terrorism personal security measures. Covered too is the addressing of mail and release of personal information to commercial organisations.

It is also pointed out that a legal right exists in the Community Charge legislation to request local authorities for anonymous registration if individuals believe themselves to be at risk of violence. MOD have been informed by DOE that local

Community charge registration authorities are likely to receive applications from Service personnel for anonymous registration favourably.

Advice therefore to Service establishments, units and individuals in Great Britain is that lists of people living in single barrack accommodation should be submitted by units/establishments to the local authority requesting anonymous registration; and that those living in married quarters and private accommodation should apply for anonymous registration individually.

DCI(Gen) 192/91



Investment in the future

TWO famous institutions with strong naval connections have announced forthcoming big changes with large sums of money invested in their futures.

The Royal Hospital School, Holbrook, Suffolk, one of Britain's largest wholly boarding establishments, with around 650 students on the roll, is now in the midst of a major development programme, providing purpose-built accommodation for the Advanced level year and updating boarding houses to meet the challenge of the 90s. Next year a new technology block, costing over £1 million, will also be built.

Royal Charter

As a result of a change in the Royal Charter in 1990, the school became open-entry and co-educational at the beginning of the autumn term 1991. Hood House, which has been lavishly converted, became the first girls' house for the 68 girls who joined this term, 16 of them entering at Sixth Form level, to work alongside the 70

boys moving up from the fifth Form and it is anticipated that by 1995 the school will be fully co-educational with around 280 girls out of a population of 650.

Costs will continue to be subsidised by Greenwich Hospital to the tune of 30 per cent while children and grandchildren of seafarers are often eligible for further reductions.

Meanwhile, Erskine Hospital, in Glasgow, the biggest of its kind in Britain caring for more than 50,000 disabled ex-servicemen and women, celebrates its 75th anniversary with the opening of a new wing which includes a 30-bed ward, multi-purpose games room and a dayroom extension.

Built at a cost of £2 million the money was raised in just over a year after Prince Charles helped to launch an appeal for funds.

At the time he said, "By the

year 2005 there will be twice as many ex-servicemen and women over the age of 75 as at present, by 2010 there will be eight times as many over 85.

"To meet this increasing demand accommodation for 30 more residents is needed and existing accommodation is to be upgraded to create a more homely atmosphere."

Erskine Hospital is outside the National Health Service and depends for its income mainly on the generosity of the people of Scotland.

In 1917 the annual costs were given as just under £25,000 — today it costs more than a million pounds a year just to meet day-to-day expenditure.



Leaders of the (fashion) pack!

WHEN the 4th Helensburgh Cub Pack turned out for their latest football match they looked even smarter than usual, thanks to the generosity of the naval outfitter Louis Bernard.

Chairman of the Plymouth-based firm, Peter Bloom, who is also chairman of Plymouth Argyle football club and a keen supporter of children's sports clubs, donated 12 full football strips to the pack.

Trophy winners

The cubs, based at the Drumfreck Centre and 90 per cent of whom are from naval families, were so inspired by their striking yellow and blue strips that they beat several other local packs to win the annual Parlance boot Trophy competition.

Roger Evans, the assistant leader, received the strip from Paul Baxter who is manager of Louis Bernard's branch in the

Clyde Submarine base where Roger serves as a Chief Ops in the Submarine Command Team Trainer.

IN THE SWIM

SERVICE children who want to turn into "water babies" should book their places on a new swimming course at HMS Temeraire.

Classes begin on Saturday, November 2 at 1000hrs and parents wishing to enrol their children should contact LPT Rose, HMS Temeraire ext. 25721/25722.

Tupperware party time!

WHEN Rosyth's Tupperware Taskforce returned from the Gulf, the mine countermeasures vessels HM ships Bicester and Brocklesby received an enthusiastic welcome from family and friends.

Pictured reunited with their families are (left) LMEM(L) Dave Wylie, from HMS Bicester, with wife Lia and baby Jade (six and a half months) and CK Stephen Broadsword with his wife Samantha and son Cieran (11 months).

Cieran, appropriately dressed in a sailor suit, enthusiastically waved his Union Jack and as Stephen's wife welcomed him home she joked, "He'll be doing the cooking tonight — that's why I married him!"

Both ships left for the Gulf in February and took part in the combined Allied mine clearance operation.

More than 1,250 Iraqi mines were destroyed during the operation and when the Bicester and Brocklesby returned they proudly displayed their own contribution of mine "kills" painted on their sides.

BIRTHDAY SPECIAL



OFFICER in Charge of the Royal Navy Unit at RAF Edzell in Scotland, Lieut.-Cdr. David Cringle travelled south to see his daughter Sonya in the Honour Guard at HMS Raleigh, where she is training to become a Writer. Sonya's New Entry class not only won the honour of being Guard but also the Ganges Trophy. The big day coincided with her 22nd birthday and marked 31 years service in the Royal Navy by her father.

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CLEAN HANDS

WE JOINED the Navy to see... the inside of a dirty boiler. MEM(M) Andy Dowie (centre) and WRENST Chelsea Heffron surface after cleaning the inside of HMS Juno's main boilers.

They're helped out by LMEM(M) Taff Rees. The clean-up came during the Exocet Leander's maintenance period and the ship's company is wondering if Chelsea is the first Wren to perform this less than glamorous task.

HMS Juno, accepted into service back in July 1967, was extensively refitted to allow her to carry out her current role as the sea training ship for the Royal Navy's navigation and marine engineering officers.

Picture: RS Greenfield



Unfettered Metters abseils in Wales

REV. John Metters, chaplain at St George's, HMS Collingwood, was roped in during a visit to Talybont, Collingwood's recreation and initiative training centre in Wales.

In fact, we're assured John volunteered to have a go at abseiling. Accompanying him were two senior officers from HMS Collingwood, Cdr. David Raines, the Executive Officer, and Cdr Paul Morris, Commander Mechanics Training School.

The plucky priest also joined in with many of the other activities at Talybont and thoroughly enjoyed his visit.

Mane man

LIEUT.-Cdr. Bob Embleton has completed his year's term as president of Plymouth Lions Club. Pride of place is now taken by Mr Keith Ashford, manager of The Maritime pub at the Barbican.

On the box



HAVING tied for first place in his heat of the Krypton Factor — TV's toughest game show — Sub-Lieut. Pete Chilcott (Institute of Naval Medicine) (top) was pipped on the tie-breaker... a medical question.

That's the way it goes but Royal Navy hopes are still alive in the shape of Charge Chief Marine Engineer Richard Alderson (HMS Ark Royal), (below). Watch the heat on November 11 to see how he gets on.

And congratulations to POPT Arthur McGoff (HMS Temeraire), who teamed up with his mum-in-law, Mrs April Forfar, to win a recent edition of the Generation Game. As Bruce might have said: "Didn't they do well?"

RARE PAIR: WELL DONE



A PRO-am cookery competition held on board HMS Invincible saw seven teams of four (each comprising a professional cook and steward with amateur counterparts) preparing and serving a set menu.

Cream of the non-professionals were LCK Bill Sweeney (top), the best amateur steward, and Wren(SA) Sharon Smith, best amateur cook.

RN eXemplary S

TWO members of the Royal Naval Auxiliary Service in Greenock have been awarded the Lord Lieutenant of Renfrewshire's Certificate for exemplary service.

Retired schoolteacher Miss Margaret MacLeod and Mr Norman Drake are Auxiliary Officers serving at the RNXS HQ in Eldon Street. Norman served in the Royal

Navy during the Second World War and has maintained his support since. He recently retired from his post as watch officer with the Clyde Port Authority.

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THE OLDEST SWINGER IN TOWN . . .

DO WHAT your Physical Trainer tells you and you, too, might live to be 100 . . . Ex-clubswinger Lieut.-Cdr. Tom Dimmock was joined by PT Qualifying Course 31 from HMS Temeraire when he celebrated his centenary in Taunton.

And Rear-Admiral Colin Cooke-Priest, Flag Officer Naval Aviation, also called in to deliver a letter of congratulation from the First Sea Lord, Admiral Sir Julian Oswald.

The Rev. Irvin Vincent, formerly the Navy's Principal Chaplain, arranged a dinner at Tom's church and it was after the meal that the student PTs gave a display of Indian club swinging and a skip jump routine.

Tom joined the Navy in 1902 at the age of 11. He qualified as a PTI in 1913, and is the oldest member of the branch association. In 1988 he travelled to Portsmouth from the West Country to attend the

opening of the new HMS Temeraire.

Commissioned as a Gunnery Officer, Tom had a long and distinguished career before retiring in 1946.



Far right: FONA Rear Admiral Colin Cooke-Priest congratulates Tom Dimmock on his 100th birthday and delivers a letter from the First Sea Lord. Tom, who also received a telegram from the Queen, told the Admiral of the days when aircraft were launched from the gun turrets of his battleship.

Right: PT Qualifying Class of 1913. Tom is standing second from right.

Brazen enlargement



SMALL world? It has to be when the Royal Navy's only two serving Large officers come together in HMS Brazen. Lieut. John Large (left) has relieved Lieut.-Cdr. Alan Large as Supply Officer of the Type 22 frigate. They're not related and had not previously met, but they agree they must have come from good stock. Now while Alan pursues his training as a barrister, John takes care of Supplies with Large S!

People in the News

Perestroika blossoms

NOT TO be missed on a tourist's itinerary for Russia is the cruiser Aurora in Leningrad. Back in 1917 she fired the shot which signalled the start of the Russian Revolution. Today her ship's company is a good deal less menacing.

This Russian sailor said it with flowers when he met LWREN Alison Harvey. She and 10 colleagues sailed to Russia in HMSTY Chaser on Leg II of Shapex '91 (Stockholm, Vyborg, Leningrad, Tallin, Stockholm).

The others taking part were Capt. Chris Esplin Jones, Lieut. Simon Catterson, SNO Caroline Doughty, CPOMEA Wayne Thomas, Mne. Andy Wiseman, LEng



Sally Blanchard, LMEM(M) Billy Miles, Lieut.-Cdr. John Holloway, Lieut. Andy Morrell and LPT Andy Tutchings.



They'll warrant it's a record

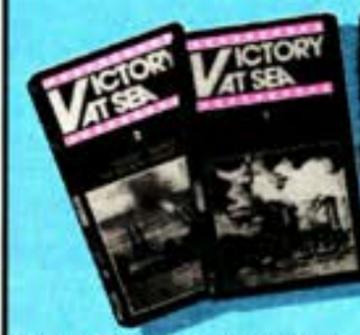
POSSIBLY the only two brothers of Warrant rank in the same branch, WOs Ron and John Hopkins both attended the Annual Seamanship Seminar and AGM of the Seaman Specialist Association in HMS Raleigh.

Ron (on the left) is currently serving in Raleigh as Seamanship Training Officer of the RN School of Seamanship, while John has joined HMS Illustrious as the Co-ordinator.

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CRESCENT DIRECT

NICS – never in a twist

THE quiet voice at the heart of NATO — that's NICS, the network that keeps Northern Norway in touch with Southern Turkey, gets Northwood, Middlesex, talking to Norfolk, Virginia.

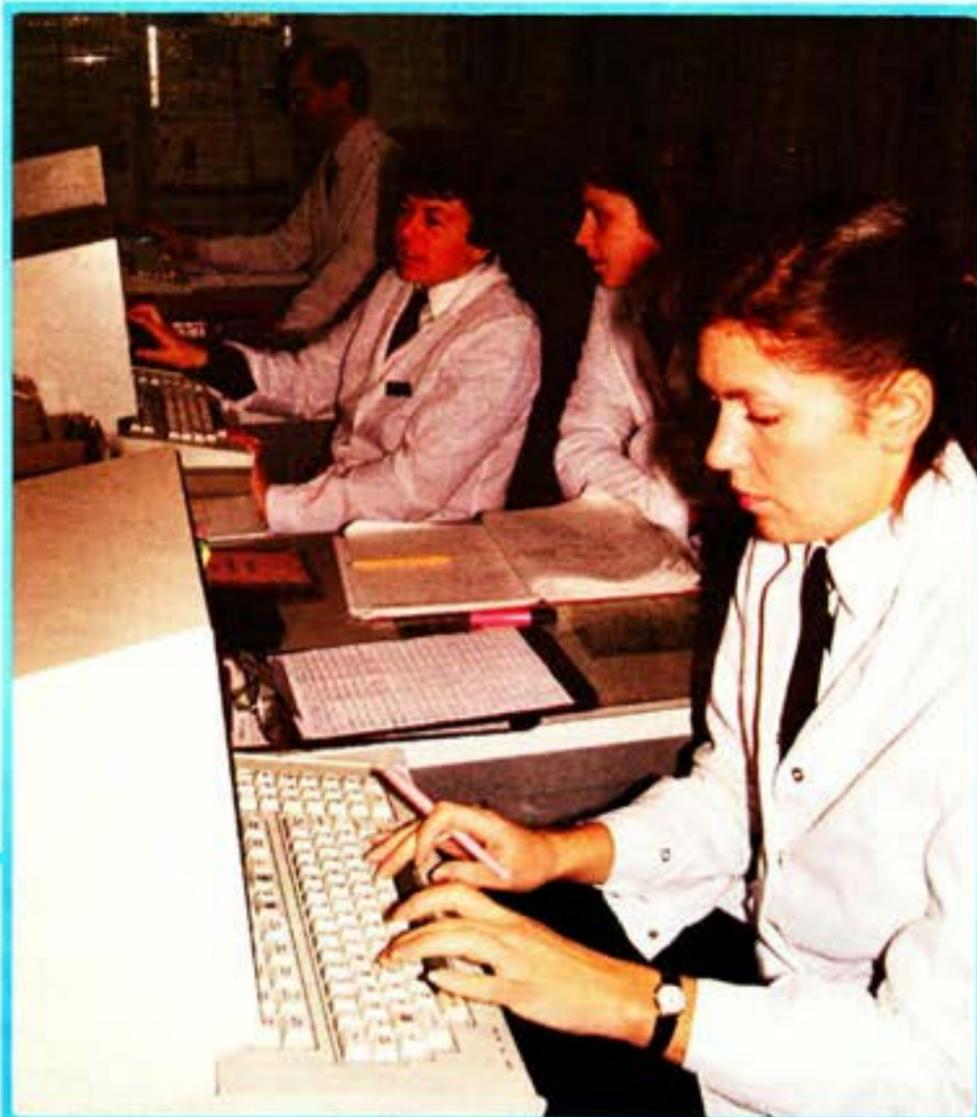
Based at the headquarters of the C-in-C Channel, the Controller of the Regional Operating Centre Channel that covers the UK for the NATO Integrated Communications System has 200 personnel from all three services under his direction.

"CROC" as Captain Robert Howell is known, relies on an all-WRNS staff to run the Telegraph Automatic Routing Equipment deep underground at Northwood, providing continuous watchkeeping to ensure that messages arrive intact and on time. Another TARE serving NATO is at Pitreavie, maintained by the RAF.

Just as a doctor measures a patient's heartbeat, so does the ROCCHAN control room monitor the whole NICS network, so that it can take overall control in the event of a disruption.

The equipment is reliable, but there is a dedicated technical support team ready to make any extra connections — such as those needed for last year's NATO summits held in Britain.

● Night watch — POWREN RS Fran Medley, LWRO Karen Wood and POWREN RS Kim Jones keep the traffic moving.



Ships that pass

A RARE event occurred on the River Thames, opposite the Royal Naval College, Greenwich, when for the first time in living memory two major British warships passed each other there — the Type 42 destroyer HMS Manchester leaving London and the Type 22 frigate HMS Brave heading up river at the start of her two-week visit to the capital.

Clyde in close harmony

ROYAL Navy winners of the 1990 Wilkinson Sword of Peace, awarded to Service units for establishing good relations with the local community, is the Clyde Submarine Base.

The award's citation says the base has come to be regarded as an essential, integral part of the local community's sporting, social and fund-raising life.

In 1990 personnel and their families played a leading part in every facet of local life from membership of the Community and Church Councils and local School Boards of Governors, to counselling in the Dumbarton Citizens' Advice Bureau and local Children's Panel.

Personnel from the base were key members of many sports clubs, and accounted for 65 per cent of local Scout and Guide leaders.

They were committed members of a mountain rescue team, played an important part in supporting the handicapped, disadvantaged and deprived; and raised a large amount of money for all kinds of local charities. A contingent of 250 personnel took part in a major beach cleaning project.

"The success of its policy of good neighbourliness fully justifies selection for the Wilkinson Sword of Peace", it is added.

NN Navy News



CALENDAR 1992



HMS SIRIUS

Newly refitted just in time to celebrate her 25th birthday, HMS Sirius is one of the fast dwindling Leander Class frigates, which were among the most successful post-war designs for the Royal Navy. One of the last ships to be built by Portsmouth Dockyard, she has a long association with the city. She is also the first towed-array Leander to number WRNS personnel among her ship's company.

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Howay the lads!

NEWCASTLE lived up to its enviable reputation as a great run-ashore, with an enthusiastic Geordie welcome given to the men of HMS Newcastle when they visited their namesake city.

Hundreds of people watched as the crew marched through the city streets, with cries of "Howay the lads!" resounding.

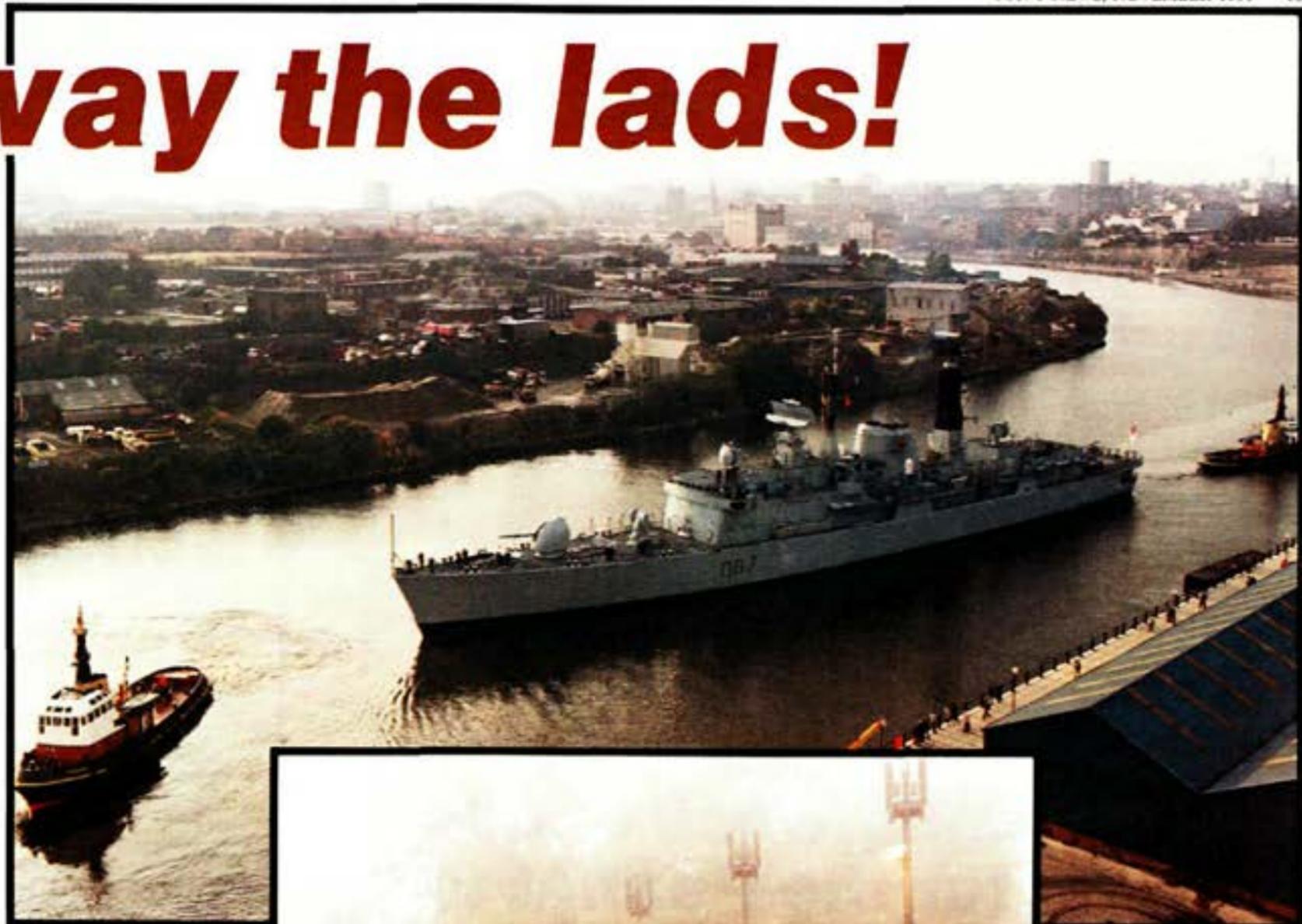
It was the first time that the ship had exercised the right to parade since the granting of Honorary Freedom of Newcastle in 1978, and the Lord Mayor, Cllr. Tom Marr, was on hand to take the salute as they marched past Grey's Monument in the city centre.

Ties between the Type 42 destroyer and the city have always been strong since the ship was built at Swan Hunters on the Tyne at nearby Wallsend, so during her six-day visit she had a packed and varied programme.

Events included the official reception on board and organised visits from many local schools, Sea Cadet, RNXS and RNR units, the local fire brigade and Newcastle councillors, with the ship open to visitors for the Saturday afternoon.

Visits ashore by ship's personnel were made to establishments affiliated to the ship — the Percy Hedley and Parkway Special schools, Newcastle General hospital and — Newcastle and Scottish Breweries.

The ship's sportsmen took on local teams at squash, rugby, golf and hockey, and at a memorable soccer match against Newcastle United 2nd team, with Ozzie Ardiles featured, the final result was a 4-4 draw.



● Right — Fog on the Tyne. Ship's company on parade at the Civic Centre. Despite the weather, the welcome was a warm one. Pictures by LA(Phot) Adrian Breeze.



● Above — Newcastle upon Tyne. The ship's arrival, with the city as a backdrop, including the famous Tyne Bridge.

Hang on in there

FANTASTIC, BY DINGO!

VISITING HMS Collingwood, the First Sea Lord, Admiral Sir Julian Oswald, opened a sporting facility with a difference — the Dingo Cart Track.

Competing with Cdr. Paul Morris, Commander of Collingwood's Mechanic Training School, in the motorised go-carts, Sir Julian, the winner of the three-lap race by a whisker, declared "I thought it was absolutely fantastic."

The two go-carts are on hire on an hourly basis, providing a novel sporting experience for Collingwood personnel.



Photo: The News, Portsmouth

MCM1 trio in the sun

ROSYTH-based ships of the First Mine Countermeasures Squadron, Berkeley, Chiddingfold and Middleton, have been operating in the somewhat sunnier climes of the Mediterranean, carrying out an intensive schedule of exercises and port visits.

After weapons training exercises at Gibraltar (and further exercise for many of the ships' companies when they took part in the traditional Rock Race) the three MCMVs sailed on to Corfu, calling in at Augusta, in Sicily, en route.

Official duties at Corfu included the wreath-laying at the British Cemetery, in memory of those who died when HM Ships Volage and Saumarez struck mines off Albania in 1946. But there was time, too, to take full advantage of the beaches and the late summer weather.

Spectacular

After Corfu, a transit through the spectacular Corinth Canal and across to Turkey, to Izmir, a huge city of nearly three million inhabitants, with much to offer, and in the surrounding countryside there was the opportunity for the crews to

marvel at the archeological remains of third century BC cities, discovered in recent years.

Re-united

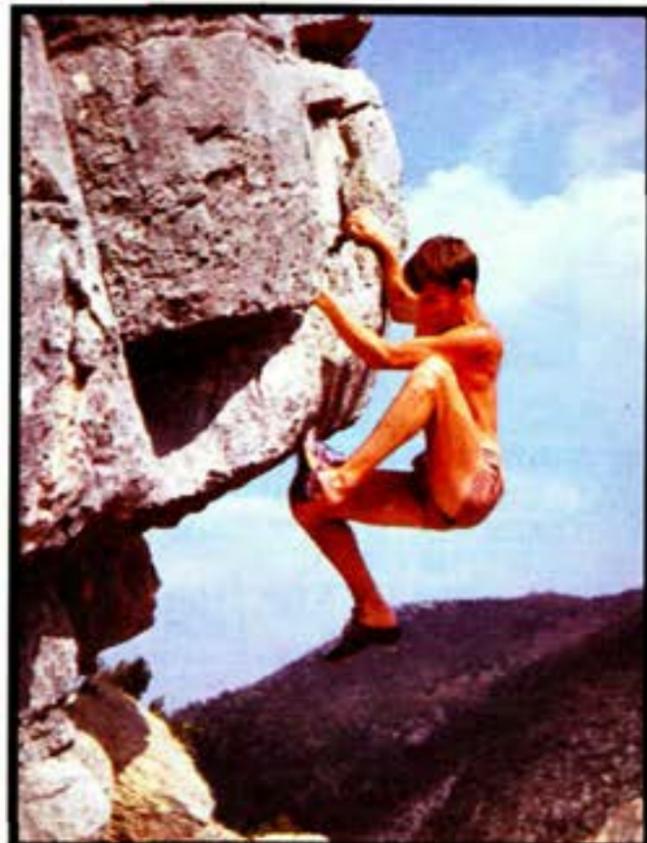
Next on the agenda was Exercise Damsel Fair, involving mine clearance operations with ships of the Turkish and United States Navies in the Aegean Sea, followed by further exercises, this time with the Spanish Navy, and visits to Majorca, Huelva in Spain, and Lisbon, before the return to Rosyth at the end of this month.

HMS Quorn, the fourth ship of the Squadron, has meanwhile been a little left out in the cold, separated from her sister ships and operating as part of the NATO mine countermeasures force, STANAVFORCHAN, in the colder northern European waters. They should, however, all be re-united back in Scotland by Christmas.

PICTURED below, one of the entries in the RN and RM Mountaineering Club's annual photographic competition, taken by PD Steve Irvine, who won first prize in the colour section.

Second and third respectively were Mr. Stewart MacKenzie and Royal Marines LCPL Neil Peacock.

The competition was judged at the club's AGM, held at Capel Curig, North Wales.





Paws for thought

ON his return from the Gulf LWEM(R) D. Keyworth, of HMS Gloucester, had only three weeks to train for the London Marathon.

Despite this, he managed to complete the course and raised £450 for the Gloucester branch of the Guide Dogs for the Blind.

Two young ratings from HMS Collingwood were also put through their paces in aid of Guide Dogs for the Blind when they competed in the Newcastle to South Shields Great North Run.

Andrew Whitehouse and Philip Rowell, both Leading Weapon Engineering Mechanics (Ordnance) ran the 13½ mile race along with 30,000 others in 1 hr. 50 mins. and 2 hrs. respectively. They hope to raise £500 between them for their home branches of the charity.

PEDAL POWER

THE Kendal branch of Dr. Barnardo's and the Northumbrian branch of the Red Cross benefited from a sponsored bike ride thanks to HMS Hermione.

The ten cyclists rode from Portsmouth to Newcastle-upon-Tyne raising £1,000 along the way.

Kids toast the Cherry B



GUEST of honour at a cheque presentation at St. Mary's Hospital, Portsmouth, was young Gareth Darch, son of POCK Mick Darch, of HMS Charbydis.

Gareth handed over a cheque for £321 to Sister Ruth Ballisat, from the children's ward, money which was raised during a charity Dog Race meet on the flight deck of the Cherry B while she was deployed in the Mediterranean in support of Operation Granby.

The Cherry B adopted the children's ward because a large number of the ship's company's children were either born or cared for at St. Mary's.

Campbeltown 'cheques' in

THERE was an extra-special surprise in store for children, parents and teachers of Ashton's Green Special School for Handicapped Children in St. Helens, Merseyside, when they received a cheque for £1,450 from HMS Campbeltown.

The cheque was presented by the ship's commanding officer, Capt. Jeremy Halpert, who delivered the giant cheque when he "dropped in" to the school while the Campbeltown's Lynx was operating in the area.

The cash, which will go towards the fitting-out of a soft playroom, was raised by a variety of means including a half marathon run by CPO(OPS)R Kemble, a village fete for STANAVFORLANT while at anchor off Portugal and a charity bottle in the CPOs' Mess.

The school visit was organised by MAA Ian Rigby, whose daughter Elise is a pupil at the school.

author V. Saunderson, of Liskeard, Cornwall, sold over 2,000 copies. All profits, including printing costs, went to Cornwall Air Ambulance and the fund received a cheque for £500.

Residents at the Dresden House home in Albany Villas, Hove, can now appreciate the joys of the great outdoors thanks to the generosity of serving sailors.

A new £4,000 verandah, paid for by their donations, means the wheelchair-bound residents can now soak up the sun.

CPO George Poole, from HMS Sussex, officially opened the raised platform, declaring, "I've opened a few doors. But this is the first time I've open a verandah."

Officers, Senior and Junior ratings from HMS St. Vincent took to the catwalk in aid of the Wrens Benevolent Trust.

A fashion show, organised by LWREN Julie Cyndon and CK Keene, raised £500 which was presented to the chairman of the Wrens Benevolent Trust, Mrs. Mary Brown, by the commanding officer of HMS St. Vincent, Lieut.-Cdr. Jane Russell.

Endurance shells out for the Peanut ward

MEMBERS of the ship's company from HMS Endurance and Naafi canteen manager Andy Brachen, visited the Peanut Ward, the children's burns unit, at the Queen Victoria Hospital, East Grinstead, to present a cheque for more than £3,222.

The cash came from fund-raising activities held during the Endurance's six-month

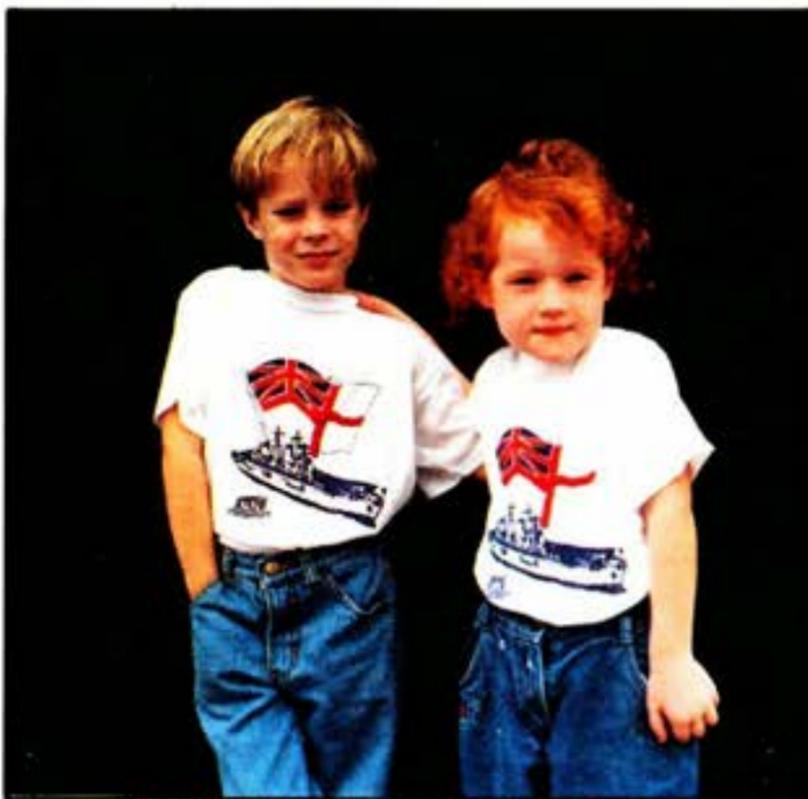
deployment to the Antarctic and included curry nights, auctions, a village fete on

deck and a horse-racing evenings with a track drawn on the flight deck, wooden hobby horses and "jockeys" throwing dice to make their way across the finishing line.

Accepting the cheque Ward Sister Amanda Woods said, "The money we get from HMS Endurance is invaluable to the ward."

"With last year's money we converted a disused store-room into a bathroom with a dressing mat for younger patients. This year we want to buy new theatre gowns, a television and more camp beds for Mums who want to be with their children."

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It's a dog's life!



LOOKING perfectly at home on the bridge of HMS Exeter is Alfie and his owner Margaret Tillyer who were on board to receive a cheque from Capt. John Cartwright on behalf of Hearing Dogs for the Deaf.

During HMS Exeter's deployment to the Gulf as part of Operation Granby the ship's company adopted Hearing Dogs for the Deaf as

their charity and through various fund-raising events collected £1,000.

The scheme trains dogs to act as hearing ears for severely or profoundly deaf people.

They learn to respond to everyday sounds such as a door bell, alarm clock or baby alarm which means deaf people like Margaret Tillyer are able to lead more independent lives.

PTs' power of persuasion

EDINBURGH's Royal Hospital for Sick Children Appeal received a £600 boost when eight members of HMS Cochrane's physical training staff presented a cheque to Robin Tatler, assistant appeal director.

The money was raised over a three-month period by the basic — but effective — method of placing a bucket at the entrance to the physical training department at HMS Cochrane, Rosyth.

All naval and civilian personnel using the facilities were then "encouraged" to make their contributions!

Pictured at the cheque presentation are, back row, left to right, LPT Tony Partridge, Robin Tatler, POPT Derek Norden, CPOPT Brian Rodgers, Sub-Lieut. Paul Dunn and LPT Ross Groves; front row, LPT Billy Brebnar, LPT Billy Adams and LWRENPT Steph Naylor.



Helping Hands

Vanguard in the glasshouse



GREEN-FINGERED Bill Hendry, officer-in-charge of Coniston House, Barrow-in-Furness is pictured with crew members of HMS Vanguard at the official handing over of the home's new greenhouse.

The crew of HMS Vanguard, the first of the Trident class submarines being built at Vickers, worked hard raising money for the greenhouse for the sheltered housing site run by MIND in Barrow, the crew's adopted charity.

A rockery was also built in memory of a resident who had requested the greenhouse but who sadly died before the project was finished.

Picture: Barrow-in-Furness Advertiser

Soberton stumped!

MEMBERS of the ship's company of HMS Soberton were bowled over when they took on the might of Soberton village. Hants in a charity cricket match.

Fielding a scratch team — including one member who had never even played before — the opening pair of AB(MW) Ginge Ableson and Lieut. Harvey Procter put up 41 runs before Lieut. Procter was caught for 23, the highest score of the ship's innings.

After being bowled out for 96 both sides enjoyed tea provided by the village ladies.

HMS Soberton then took their turn to field, with powerful bowling coming from AB(MW) Ginge Ableson, MEM Spud Tait and Lieut. Andy Mellows.

Bowling from STD Bud Flannigan confused both sides but eventually the village team reached the ship's score, taking the game by two wickets.

After the match LCK Scottie Whittaker laid on a barbecue during which the Soberton's commanding officer Lieut. Justin Wood presented the village with a £250 cheque towards their playground appeal.

Funds for KGFS

THE Portland Committee for the KGFS held its annual charity cocktail party on board RFA Argus, by kind permission of the commanding officer Capt. David Squires.

The event, which was attended by 380 people, was hosted by officers from Flag Officer Sea Training, HMS Osprey and RFA Argus and raised £2,100 through ticket sales, a raffle and donations.

Meanwhile at the AGM of the South East Hampshire District Committee of the KGFS, held at HMS Nelson, Flag Officer Portsmouth, Rear-Admiral David Bawtree, announced that the local KGFS organisation raised almost £50,000 last year.

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Sheffield supports HCPT

PICTURED with the commanding officer of HMS Sheffield, Capt. Christopher Roddis, and members of the POs' mess are volunteers from the POs' adopted charity, the Handicapped Children's Pilgrimage Trust (HCPT).

They are seen, handing over a cheque, with two of the children who have been helped through the fund-raising efforts organised by the POs.

Anyone who wishes to nominate a handicapped child for the HCPT trip to Lourdes or who would like to volunteer to help should contact WOSA D Byrne, HMS Ark Royal.



RNSPT on tour

THE newly-formed Royal Navy Student Presentation Team (RNSPT) has now embarked on a tour of the UK visiting schools and colleges to promote a greater understanding of today's modern Navy.

Employed by the Department of Naval Recruiting the RNSPT's two teams, whose members are drawn from officers and ratings of the RN, RM and WRNS, will be presenting audio-visual displays describing the history, role and future of the Navy, illustrating these with examples of how personnel are employed and the training they receive.

The format can be adapted to suit particular audience types, whether they are preparing for GCSEs or SCEs, have undertaken higher education in the sixth form or studying for a degree.

The presentations, which are free, will also be supported by a Lynx helicopter which will give flying and static displays.

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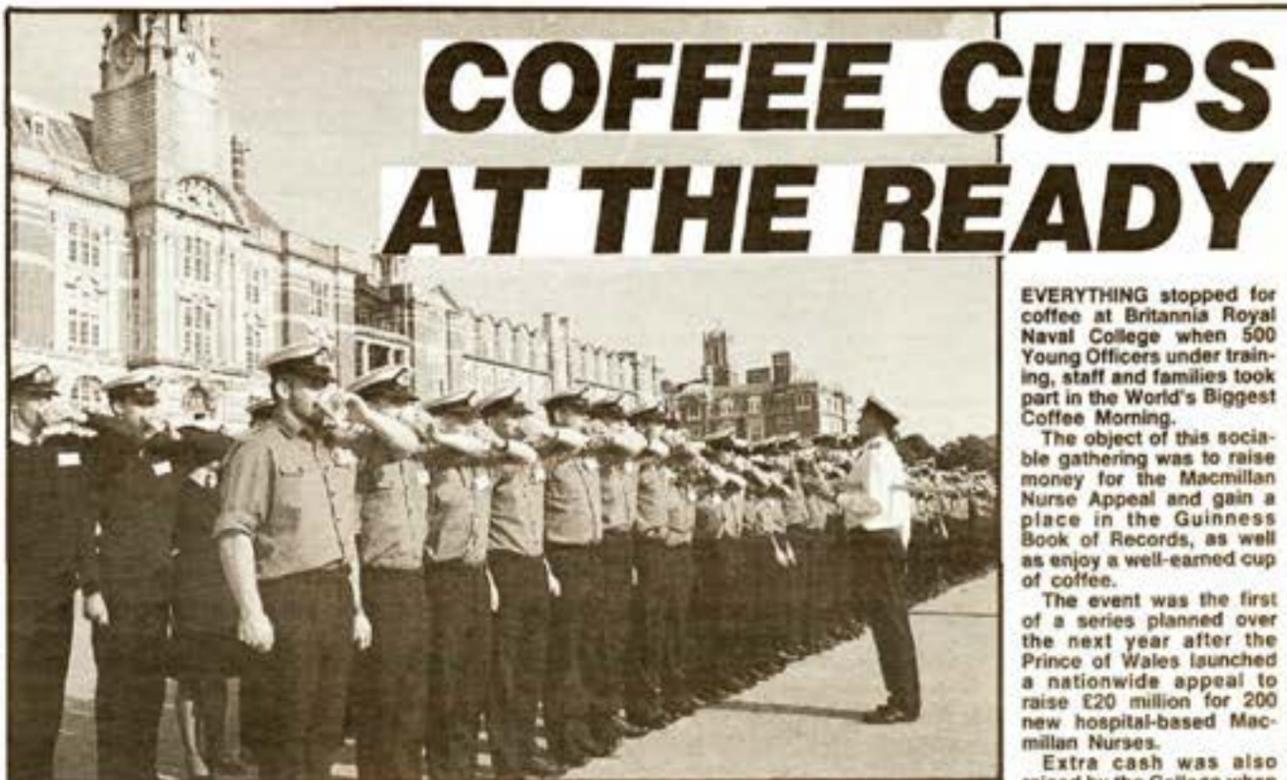
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COFFEE CUPS AT THE READY

EVERYTHING stopped for coffee at Britannia Royal Naval College when 500 Young Officers under training, staff and families took part in the World's Biggest Coffee Morning.

The object of this sociable gathering was to raise money for the Macmillan Nurse Appeal and gain a place in the Guinness Book of Records, as well as enjoy a well-earned cup of coffee.

The event was the first of a series planned over the next year after the Prince of Wales launched a nationwide appeal to raise £20 million for 200 new hospital-based Macmillan Nurses.

Extra cash was also raised by the College when they held a raffle which was drawn by the Captain's wife, Mrs Hastlow.

Quiet summer for Culdrose crews

HELICOPTER search and rescue crews from RN air station Culdrose notched up 85 call-outs during the summer season as poor weather during the months of June, July and August kept tourists away and incidents down.

"The single most important factor in keeping the number down has been sea temperatures," said Air Crewman John Paterson.

"Fewer people on the beaches and fewer people in the water has resulted in fewer problems."

However, during the sum-

mer months 771 Sqn. were scrambled on average just over once a day to deal with incidents involving, amongst others, injured crewmen, up-turned dinghies, cliff fallers, drifting vessels and missing wind-surfers.

The search and rescue crews have flown as far as 185 miles from the base on rescue operations and so far this year they have been involved in 175 call-outs.

Crystal Star

The squadron's biggest operation took place earlier this year 38 miles south west of Land's End when they evacuated 28 people from the Bahamas-registered cargo vessel Crystal Star.

One crew member was taken to Treliske hospital with severe burns while a second air crew transferred 28 people from the burning ship to a nearby container vessel.

Sheffield goes East

THE Devonport-based Type 22 frigate HMS Sheffield is to attend the Far East reunion of over 100 men who survived the sinking of the battleship HMS Prince of Wales and the battlecruiser HMS Repulse 50 years ago.

HMS Sheffield will take part in the ceremony on Dec. 10 if operational commitments allow.

Ron's (re)union

VISITORS to a stand at the Trades Union Congress in Glasgow manned by representatives of the Volunteer Reserve Forces Campaign included ex-Royal Marine Ron Todd, General Secretary of the Transport and General Workers' Union.

Reservists from all three Services, including Sub-Lieut. Stuart Vandal, of HMS Graham, were involved in the stand which was run in collaboration with the National Employers' Liaison Committee for the Territorial and Reserve Forces.

Mr. Todd, whose service with the Royal Marines included a spell in HMS London in the Far East just after the Second World, and a number of conference delegates were presented with NELC certificates, showing their cap badges and Service details.



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Plover's VIP visits



CONFIRMATION that the Tamar Naval Base will be moving from its current waterfront site at Victoria, on Hong Kong Island, to Stonecutters Island, in Hong Kong harbour, was made by the Defence Secretary, Mr. Tom King, during a visit to the colony. The move is to be made by the end of next year.

Earlier Mr. King had made a flying visit to HMS Plover, the senior ship of the Hong Kong Squadron, winching down from a helicopter to her deck.

Plover is getting quite used to VIP visits these days. Earlier she had been host to the Foreign Secretary, Mr. Douglas Hurd, and then to Mrs. Margaret Thatcher, who was in Hong Kong on a private visit.

● Above: Foreign Secretary Douglas Hurd is shown pictures recording HMS Plover's past successes in the anti-smuggling operations by the commanding officer, Lieut.-Cdr. Ian Mackenzie and LS(R) Jon Easdale.

Treble take

THREE Leander-class frigates in close formation — HMS Sirius (nearest camera), HMS Argonaut (centre) and HMS Cleopatra, pictured whilst taking part in Exercise Vendetta, off the Hebrides.

The Exercise was a submarine training operation, which involved a total of seven submarines, 17 surface ships, and forty aircraft from NATO countries.

Photo by POA(Phot) Darby Allen



Sold — medals, paintings

FOUR medals won by Capt. Philip Durham, who commanded HMS Defiance during the Battle of Trafalgar, have been sold at an Edinburgh auction for the sum of £33,000.

One of the medals was the gold Trafalgar Medal, one of only 27 struck — another was the French order of Military Merit!

Colourful

Capt Durham — later to be Admiral Sir Philip Durham — was badly wounded during the battle, but he survived, and at Lord Nelson's funeral it was he who carried his Knight of the Bath banner.

At the same auction a painting by John Christian Schetky, depicting HMS Defiance in action during Trafalgar, capturing the French 84-gun ship Aigle, was sold for £59,400.

Admiral Durham had a long and colourful naval career, and is credited with the capture of between 70 and 80 enemy vessels. A further picture of HMS Venerable, under his command, capturing two French frigates was also sold, this one for £18,150.

... and a diesel submarine

FOR slightly less than the cost of four medals and two paintings, (see story above), the diesel-electric submarine Onyx, has also featured in the "For sale" ads.

The Falklands War veteran, recently decommissioned, has been sold by the Ministry of Defence to the Warship Preservation Trust for the sum of £100,000.

Several ports have expressed an interest in having Onyx on permanent display as a tourist attraction, with Birkenhead on Merseyside, where Onyx was built, keen to be the final choice.

The Tourist Officer for Wirral Borough Council stated "We are very hopeful that Onyx will be moored in the Mersey in the next few weeks." "Obviously Onyx is an important part of our heritage".

To be a pilgrim. . .



MORE than 20,000 personnel are expected to take part in next year's international military pilgrimage to Lourdes, following the planning conference for the event which the Royal Navy arranged in Portsmouth.

It was the first time the conference for the annual pilgrimage had been hosted by the United Kingdom and more than 50 delegates attended. Countries attending besides the UK were France, Germany, Austria, the Netherlands, Spain, Switzerland, Belgium, Portugal, Italy (including a Vatican representative), Canada, Luxembourg, Ireland and the USA.

During the week-long conference delegates were accommodated at the Royal Sailors' Home Club, Portsmouth, where final details were resolved for the pilgrimage, which takes place between May 22-25 next year. There was also a reception by the Mayor of Portsmouth and a Wardroom Mess dinner in HMS Nelson.

Naval personnel interested in information on attending the pilgrimage should contact their establishment or ship RC chaplain, or Father Noel Mullin at HMS Nelson (Portsmouth Naval Base, Ext 24233).

PICTURED (left) in HMS Nelson's Wardroom at the post-conference mess dinner are: Left to right, back row, Monsignor J. Alazard (French Director of the pilgrimage) and Monsignor G. Lavender (Principal Roman Catholic Chaplain, Navy); centre, the Right Rev. C. Hollis (RC Bishop of Portsmouth), Bishop Dubost (Bishop French Forces) and the Right Rev. F. J. Walmsley (Bishop of HM Forces); front row, the Navy hosts, Admiral Sir Julian Oswald (First Sea Lord), Admiral Sir Jeremy Black (CINCPACFLT), and Rear-Admiral James Carine (then Chief of Staff to CINCPACFLT).

POLAR CIRCLE CHARTER

From page one

berthed alongside the Endurance and work began immediately on the transfer of stores, hydrographic and communications equipment. Slight modifications will be made to her aviation facilities to enable her to operate two Lynx helicopters.

With her more modern ship systems, the Polar Circle operates with a slightly reduced complement — those of the 132 ship's company not on board when the Polar Circle deploys will remain in Portsmouth to pay off the Endurance.

Supervising the work being carried out on the Polar Circle is her commanding officer, Capt. Bob Turner, who, along with his navigator and three engineers, accompanied the ship on her voyage from Norway.

"Most of the ship's company have mixed feelings about the decommissioning of HMS En-

duration," said Capt. Turner.

"However, my men are pleased that the job they do in the Antarctic has been recognised as being very important and they are delighted she has been replaced in such a short time.

"There has been a great deal of pride established during the life of HMS Endurance and I believe that pride will be carried on to the new ship."

Capt. Turner also hopes the Endurance's nickname will be transferred to the Polar Circle adding: "She's red and it's a plum job when you're in her!"

● The Polar Circle has been chartered for seven months, and no announcement made on plans after that time. For the Government it was stated that after the season ends in April-May, "the matter will be very carefully reviewed as regards the future."

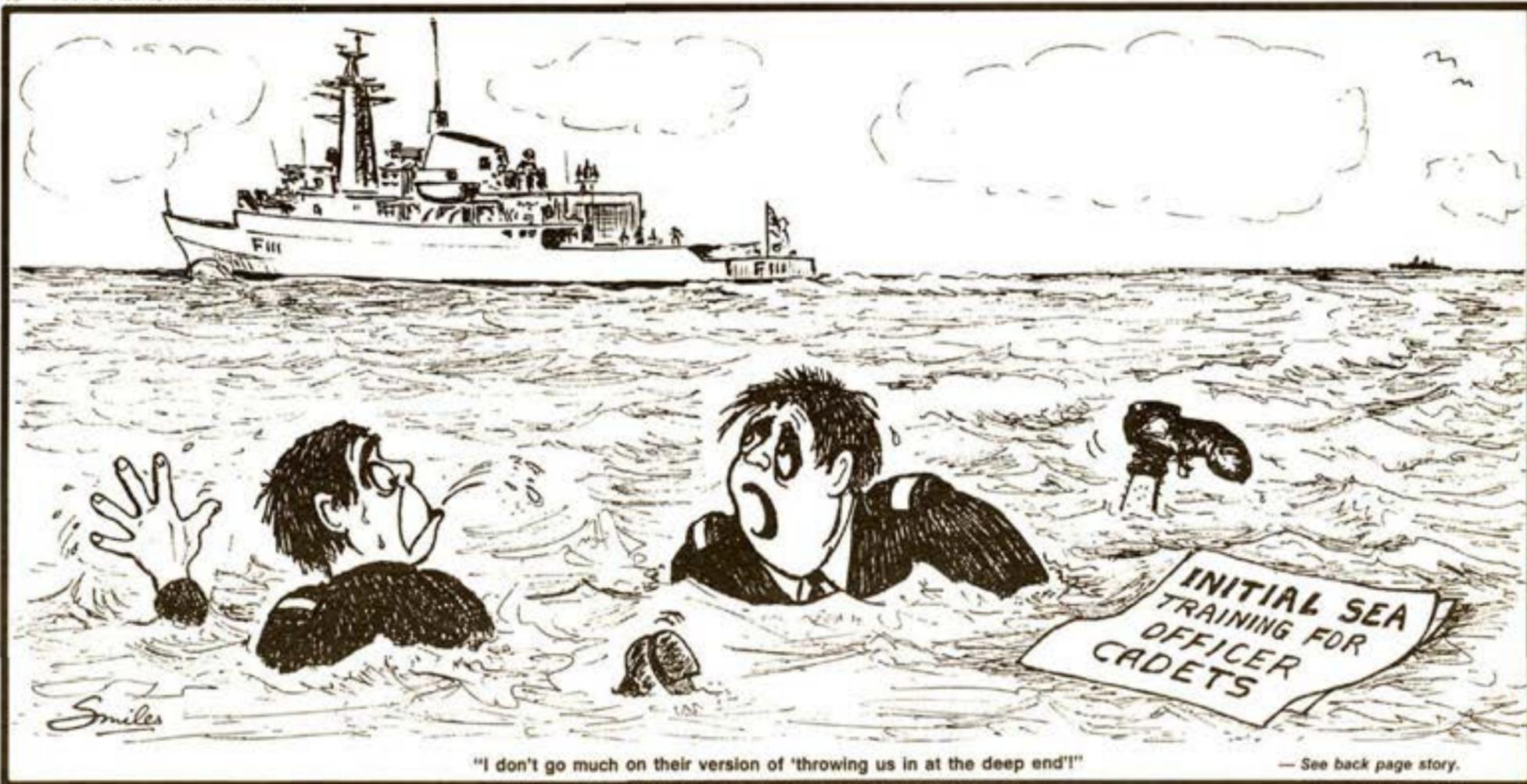
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"I don't go much on their version of 'throwing us in at the deep end!'"

— See back page story.

NEWSVIEW

Determined to meet two needs

LAST YEAR's terrible accident involving a trawler and a Royal Navy submarine on a training course in Scottish waters has come under closest scrutiny both by a fatal accident inquiry and an RN board of inquiry. This week deepest regrets have been repeated on behalf of the Service over the loss of four fishermen's lives.

Now the Navy will consider whether disciplinary action is right once the Crown Office has decided whether to take any further action.

Meanwhile, some changes in training and procedures have already been made, aimed to ensure that submarine operations conducted in the Clyde are as safe as possible. Other recommendations are still being considered.

But the need remains for submariners to be properly trained to operate in coastal waters so that they can operate effectively in wartime. The belief is that the needs of the Service and the interests of fishing communities can be accommodated, and there is a determination to achieve it.

Good clean fun

IN AN era when sexual discrimination headlines are the norm, how does the great Wren dholey shock-horror proposal rate as an improper suggestion?

Whatever its propriety, it produced a post-bag characterised by emotions ranging from a somewhat involved sense of outrage to simple amusement.

With the verdict hinging on whether Wrens should be doing the sub-lieutenant's washing, the girls decided (as the pictorial evidence opposite shows) that he might just as well do theirs — a "pressing" challenge accepted with apparent equanimity.

The officer's tongue-in-cheek approach to the sometimes vexed question of Wrens at sea was perhaps a happy naval illustration of common sense attitudes to the "battle of the sexes" that have always been marked by a robust sense of humour, with both sides capable of giving as good as they get.

Even the ex-Wren who prescribed the direst antidote to the sub-lieutenant's washday blues concluded that she hadn't laughed so much in years.

How do you class your club?

WITH the China Fleet Country Club's first summer season now over and year-round activity under way, what do the paying customers think of it so far? And how does the club view its progress?

Navy News invited comments from the club in response to a letter received from a Portsmouth area WO containing specific criticisms and suggestions. In saying that it had received many accolades and repeat bookings already, the club responded to points made in the letter and outlined some of the club's operations.

The WO says the "cottage" booked turned out to be "a small first floor one-bedroom flat," whereas on the back of the booking form the accommodation was described as "luxuriously furnished Cornish style cottages. Each sleeps four or six persons and is complete with well appointed kitchen, comfortable lounge and bedrooms."

But, he says, the accommodation in a four-person unit comprises bathroom, small bedroom with twin beds, a dressing table, and wardrobe (allowing insufficient hanging space and drawer space for four people) and small window. The only other room forms a second bedroom (a bed settee). "All around the site there are beautiful views over the Tamar estuary and the golf course, yet all the lounge windows overlook the other accommodation units."

"On the plus side," he says, "All the furniture and fittings are of high standard."

Pool charges

Responded the club, "The booking form used in this case was superseded by a more detailed form before the club opened but after your reader had booked. The present accommodation brochure which can be picked up from the counter at Reception describes what is available in each of the 'cottages'."

Concerning facilities, the WO said residents would often use the swimming pool in the morning and perhaps again in the evening. As

Viewpoints on new venture

everything attracts additional charges this would cost a family with two children £10.80 a day, he said, adding that he thought charging residents in this way was "shortsighted."

Replying, the club said that the true sum involved would be £9, bringing the bill to just over £29 a day (or £7.25 a head for four people).

"All-in prices are under consideration for next year, but accommodation prices this year are so incredibly low, it is very surprising your reader complains. Most members consider the accommodation ridiculously cheap and it becomes even lower out of season."

The WO maintains that many residents feel the club "too centred around the golf course and that was where most of the money was spent."

Said the club, "It is incorrect to say most of the money was spent on the golf course. It was a small proportion by comparison to the sum spent on the buildings."

"The golf course has had restricted use in the first year, merely because it is brand new and could have been ruined if all those who wanted to play had been allowed to do so. The forms of golf membership are under review and may be expanded as use of the course is allowed to increase."

On catering, the WO said the Farmhouse Restaurant was a very pleasant place to have a first-class meal at a very reasonable price, but was under-utilised. He questioned whether the kitchen could cope if numbers increased to full capacity.

He also commented on the layout of the Tamar and Navy bars and on provision of a "child-free" area in the evening.

Said the club, "The search for a dedicated area for children in or close to the bars should reach a successful conclusion shortly. Your correspondent should not worry about the capacity of the kitchens to cope with the large numbers — they have already done so."

Meanwhile, the WO said the club was quite busy during his stay, with much emphasis on children's holiday activities, but he wondered how busy it was later. He also thought the accommodation price increase to £35 in peak season next year would not help.

Responded the club, "We have received many accolades and repeat bookings already. He is right that business was heavier in the school holidays than afterwards, but that was to be expected."

Work together

Said the WO, "The club is still young, lessons inevitably will have to be learnt and hopefully it will become a much more attractive proposition to the ratings whose money has been spent to build this facility."

In conclusion, the club said, "Your reader is, of course, entitled to his opinions and we know there are others who have suffered disappointments at the club. But the majority think it is excellent value for money, even if they can always find something to complain about, however small."

"Members are encouraged to discuss suggestions they have with the management and with the committee. Improvements are being made all the time. This is a wonderful club, unique in many ways, and we must all work together, management and members, to allow it to reach its full potential."

WHAT THE EX-SERVICE PEOPLE PAY

THE CECC offers free membership to serving non-commissioned naval personnel, spouses and children, but says there is misunderstanding among some ex-RN and RM people over their charges.

For those who live more than 50 miles from the club — the vast majority — membership costs £2 a day or £10 a week while visiting the club.

Anyone who lives or works within 50 miles must pay more, and has a choice of:

Associate Membership currently

£200 a year, but being reduced from Jan 1 to £175 for ex-ratings and other ranks of the RN, RM, WRNS, and QARNNS. This will establish a differential between ex-Servicemen and others, and this differential will increase on June 1 when the membership fee for others increases to £225, with no change to the cost for ex-Servicemen.

Weekday Membership, which at present costs £100, gives the same membership privileges as far as Associate Members as far as

social facilities are concerned, but restricts them for sporting activities to weekdays until 1700.

Old Blues Membership: This costs £50 and is purely a social membership. It is valid only until 1800 daily. This is a new type of membership which will be introduced shortly, and is aimed at ex-Servicemen and women with a Service pension.

The club's accommodation units are priced from £10 a unit this winter (sleeping four, and with telephone and video). A

special offer for November, January and February involves one night free when booking four nights or more.

Priced individually are restaurant meals, bar meals and snacks, and almost all sports facilities are "pay as you play," including golf (18 holes), leisure pool, badminton, squash, and fitness.

Applications and further information: Ron Stott, Marketing and Publicity Officer, China Fleet Country Club, Saltash, Cornwall, PL12 6LJ (Tel. 0752-848668).

SO NOW we know — it was all good clean fun. Or was it?

Here's the photographic evidence (right) of how Sub-Lieut. Bob Snoddon — the officer with the temerity to suggest Wrens do the laundry at sea — obliged when HMS Invincible Wrens jokingly took their dhobying over to HMS Edinburgh and invited him to demonstrate his ironing skills.

The ships were alongside in Lisbon at the time and witnessing the demo. on the destroyer's flight deck are Wrens(R) Melissa Watt, Louise Larkin, Susan Smith and Nicola Claytor, and Wren-(AEM) Lisa Martine.

At the same time the Navy News postbag continued to swell with sentiments on the subject ranging from surprise, support, humour and outrage.

Meanwhile, saying "This will end it from me," (a repentant?) Sub-Lieut. Snoddon writes, "May I apologise to members of the WRNS both past and present. It was never my intention to let you feel that your only contribution to

shipboard life is to do the laundry, and I will be first to admit that would be ridiculous.

"There are many avenues of employment where Wrens would prove invaluable to the operational efficiency of a warship. There is the washing up, cooking, cleaning and making beds to name but a few . . ."

And there's more like that, but we didn't want to endanger female blood pressure further.

Picture: PO(Phot) Darby Allen

Boarding party



— but nothing to get steamed up about

MEANWHILE HMS Fawn's youngest crew member Seaman David Salisbury (17) was having no trouble ironing the coastal survey vessel's paying off pennant — even though there was 210 ft of it.

As she made her way back to Portugal and into Devonport for the last time, the result of his handiwork was fluttering proudly from the masthead — thanks to a spot of assistance from Leading Steward Harry Howarth.

During her 23 years service Fawn has steamed over 400,000 miles on duties which have mainly involved survey work around the British Isles, but have also taken her out to the West Indies, Baltic Sea and the Persian Gulf.

● Also making her last bow was HMS Kedleston, seen here (below left) entering Portsmouth Harbour at the close of a 35-year-career that included MCM, patrol and fishery protection duties.




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AN ACCEPTABLE PECO



babies -
Naval Ship
the new par
first few diffic

THREE very different Royal Navy vessels were about to come into the world last month — all with the help of the same midwife.

HMS Triumph, last of the Trafalgar Class nuclear submarines at Birkenhead, the Type 23 Frigate HMS Lancaster at Yarrow on the Clyde, and the minehunter HMS Cromer at Vosper's Southampton yard had virtually all their ships' companies complete, essential sea trials done and were awaiting their final inspection before delivery.

And watching over every stage of their birth, from the moment of conception to the hauling down of the Red Duster, was the Commodore Naval Ship Acceptance.

CNSA is a nationwide organisation — though centred at Bath, half its 173 uniformed and 76 civilian personnel are based at Portsmouth, home of Captain Weapon Trials and Assessment, and the rest are spread around the country in London, Bath, Yeovilton, the shipyards and elsewhere — currently keeping an eye on 19 new warships under construction in six different locations.

Hardly a week goes by when its staff are not visiting each of them, talking over their progress with their burgeoning 'standing by' crews, their project teams, the Naval Overseeing staff — and the builders themselves, of course.

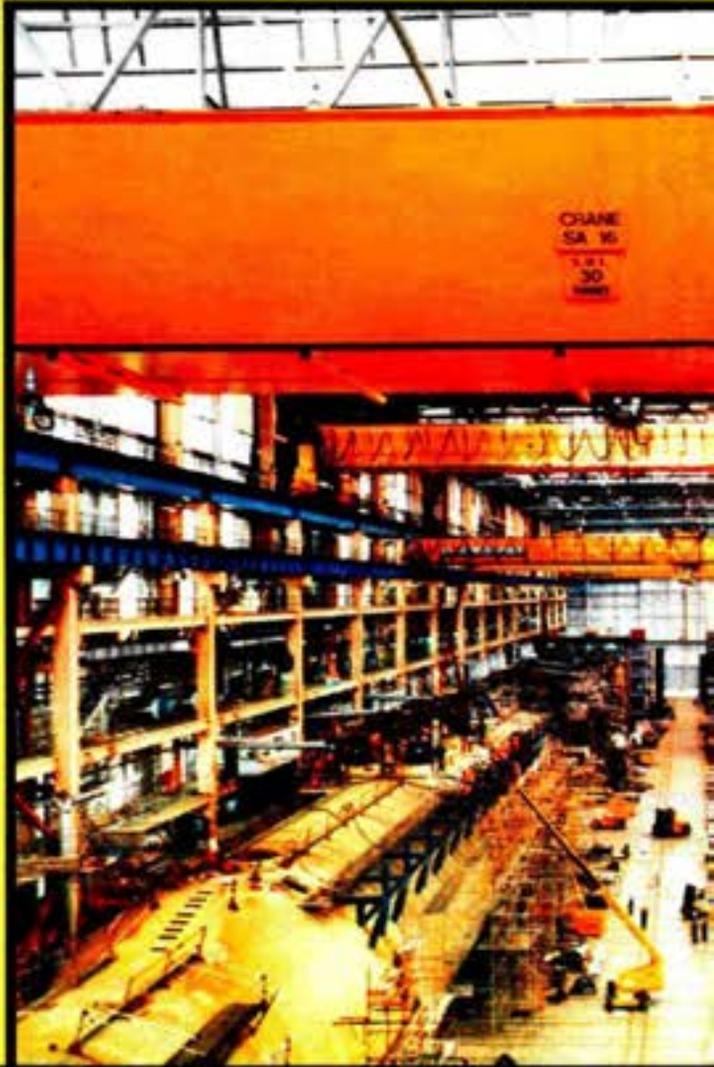
Yet somehow CNSA manage to maintain an attitude of polite neutrality — "We don't get too close to any of them and we have no axe to grind," insists management planner Cdr. Robin Raphael. "That way we can help smooth over difficulties and identify problems without getting anyone's back up — and it all saves time in the long run."

It is a system that has been tried and tested over many years and is seen to be preferable to the practice of many of the world's navies — some of which do not have anyone "standing by" a ship in construction at all.

"They simply let the yard get on with it and present the Captain and crew with their ship in one go. But we like our people to grow with the ship — once the builders start cutting the steel is when it starts to come together for us."

Indeed, all appointments to ships in build come through CNSA and the Commodore — Commodore Peter Dalrymple-Smith is in the chair at present — and they have to ensure that the right time as well as the right man — or woman — is picked for the job.

Sensibly, the first of the 'standing by' ships company to arrive, perhaps a year and a half from the planned acceptance date, will be the Marine Engineering Officer — who will also for a good deal



DPLYE . . .

Standing by 19 new — how the Commodore p Acceptance helps ents through those cult months

the time enjoy the status of Senior Naval Officer. His 'side-kick' the weapons side arrives a couple of months later, followed by the XO and all the technical chiefs at the earlier stages until the captain himself arrives about six weeks from the end. Thus the new vessel's people are well up their "learning curve" before they take her to sea under the White Ensign — and it is a very necessary form of insurance.

"The difference with the Navy is that we don't have any prototypes. A tank with the Army or an aircraft for the RAF will go through five or six versions and all sorts of trials before they decide to go ahead."

"That's not the way with us — we are never quite certain how all theory is going to be translated into practice when we get a new class like the Type 23s . . ."

From the writing of the Naval Staff Requirement, CNSA works very closely with the Project Teams at Bath and carries out progressive inspections to ensure the Navy gets the best product to service — with the assistance of a wide range of authorities dealing with aspects such as security, fire and damage control, propulsion trials, communications, weapons, health and habitability.



"You are encouraging people abroad to think as well as buy British . . ."

On behalf of the builders, CNSA also employs a couple of hired Captains to take the ships to sea while they are still the property of the contractors.

Modern warships are built in sections which can be rotated to facilitate welding — some of these go so far as to have tiled thresholds and light fittings in place before they are brought together as a single hull, all of which has speeded up the CNSA Inspectorate's task in recent years, as has the great reduction of woods and other combustible materials since the Falklands War. Perhaps the most emotive decisions that fall to CNSA are the choice of names — the Commodore chairs the Naming Committee, whose recommendations are forwarded to the Admiralty and ultimately to the Queen for approval.

But in the end the quality of the product matters more than its



historical associations. For Commodore Dalrymple-Smith there are many reasons for insisting on high standards.

"When you take a Royal Navy ship anywhere overseas you are not only showing off a small example of your country's engineering capability — by association you are encouraging people abroad to think as well as buy British, in terms of education, culture and political attitudes," he says.

Ironically, though, some of the Royal Navy's finest units are seen as being too sophisticated for overseas sales and the number of shipbuilders producing them has reduced to a handful — where once there were 50 on the Clyde alone there is now 'only one and a bit'.

HMS Lancaster will be followed out of Yarrow by Iron Duke, Monmouth and Montrose. Competition for the next three Dukes will be severe — and all the companies involved may say they need a full order to survive.

Sound hull construction will not be CNSA's only preoccupation once the choice has been made. At Portsmouth and Portland his staff also keep an eye on the 'acceptance' of ship and submarine weapon equipments. As of now they manage the acceptance of around 300 projects, ranging in complexity from submarine echo sounders to vertical launch Sea Wolf missiles. Indeed, as the trials authority, the Captain Weapon Trials Assessment employs by far the largest proportion of CNSA staff.

They are always on the lookout for new ideas and improvements — even when a class is well advanced. It falls to CNSA, in fact, to make the first cut of recommendations for awards for any innovations or inventions that develop in the course of build or elsewhere in the Navy.

These vary in scale from a few pounds to several thousand and are usually made for refinements in weaponing and maintenance — but if anyone out there has thought up another idea as good as the ski jump CNSA wants to hear about it . . .

CNSA on location (clockwise from top left):

- A Harpoon missile is fired from a Type 22 frigate — weapon trials employ the bulk of the Commodore's staff.
- Inset: HMS Ursula, latest of the Upholder Class conventional submarines produced by Cammell Laird at Birkenhead, starts her sea trials this month.
- HMS Montrose on the move — a section of the seventh Type 23 Duke Class frigate is transported across the floor at Yarrow Shipbuilders' Scotstoun yard. Much of the interior is already fitted out before the sections are welded together.
- RFA Fort Victoria, first of the "one stop" auxiliary oiler replenishment vessels, nears completion at Harland and Wolff, Belfast.
- Production line — Trident submarines HMS Vanguard and HMS Victorious take shape inside Vickers' giant Devonshire Dock Hall.
- Under southern skies are new single role minehunters HMS Inverness and HMS Cromer built by Vosper Thornycroft at Southampton — with their sister ship for Saudi Arabia, the Shaqra.

Tribute to memorials

WHEN mention is made of war memorials, those commemorating the World Wars come most readily to mind — and indeed the "golden age" of memorial construction covers the period post 1914-18. Since many of them were hardly completed before 1939 they did duty for a further set of inscriptions.

It is with this collection of monuments that Dr Alan Borg, as Director General of the Imperial War Museum, is chiefly concerned, though much of their fascination stems from their origins in remote antiquity.

Lutyens' Cenotaph, for instance, the most familiar of all, was inspired by the Greek practice of so marking an empty grave where no body was available for burial — an idea particularly associated with the obsequies of soldiers who fell in foreign wars.

Lutyens' dignified, unfussy designs were particularly suited to their primary purpose of paying tribute to the huge sacrifice of — mostly young — lives rather than the glorification of martial triumph which was the motif of most earlier monuments.

Yet along with the other leading architects and sculptors employed in the 1920s and 30s he was able to draw on a long tried and tested vocabulary of memorial forms to produce an unprecedented range of symbolism and meaning.

Most people daily pass by at least one war memorial without the least idea of its provenance — unaware,

sometimes, even of its existence. How many commuters walking out of Waterloo Station know they are actually walking through one?

Railway engines have been used as memorials, too. Train spotters may recall Remembrance of the London, Brighton and South Coast Railway, Patriot, of the London and North Western and Great Central's Valour.

In *War Memorials* (Leo Cooper £24.95) Dr Borg shows there is nothing morbid in the study of what remains a lively art form — unhappily still in demand, though modern sensibility revolts against the expense it incurs and is more concerned with the needs of dependants or some other practical application of the funds awarded.

The Royal Navy's choice of memorial has often combined utility with dignity. Obelisks make good landmarks for navigators — viz the one for the Dover Patrol at St Margaret's Bay which has its counterpart across the Channel at Capo Blanc Nez. Those at Chatham, Plymouth and Portsmouth have identical obelisks as their focal points.

— JFA

POPHAM: AN ADMIRAL OF SINGULAR GENIUS



Rear-Admiral Sir Home Popham. Opinions on him varied from "deserves to be commemorated among the greatest of British admirals . . ." to "should have been shot."

IT IS no disservice to Home Popham that he is only remembered today for his codebook of flags. This first practical system of visual signals between ships has lasted to the present century and goes some way to justify one description of him as the first truly scientific naval officer.

But the thrice-knighted Rear Admiral who became a Fellow of the Royal Society was no mere intellectual. His exploits in the French wars, from the American Revolution to Napoleon, are the stuff of high adventure — and much controversy.

Something of a buccaneer, he lost his ship and a fortune on returning from an illegal private trading voyage, was accused of smuggling and was court-martialled for undertaking — without orders — an attack on the Spanish province of Rio de la Plata (now Argentina).

The glib tongue and rather superficial winning ways that charmed the half-mad Tsar Paul I of Russia and earned him the respect of politicians are no recommendation — Popham was **A Damned Cunning Fellow**, in the title chosen by his descendant Hugh Popham for a — remarkably — first biography (Old Ferry Press £27.50) of a born survivor, a plausible rogue who defies generalisation.

It was his misfortune to have missed the famous battles of the period which brought fame to the likes of Nelson, Hood and Howe — and to have been mixed up in various financial scandals, notably charges of embezzlement relating to stores and equipment in HMS Romney.

Popham was acquitted of these — but there is some fasci-

nating detail of the kind of graft that did occur. "Everyone was on the fiddle. Shipwrights had an unpleasant habit of cutting the centre sections out of copper bolts, replacing it with a wooden trenail and selling the metal . . . a number of ships were lost through structural failure caused by these 'devil-bolts'."

Uncharitable

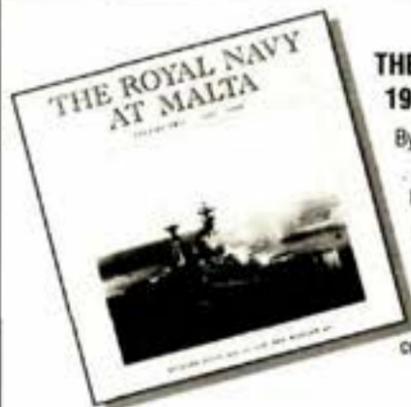
In the end, after his death in 1820, the *Gentleman's Magazine* uncharitably suggested that his final appointment as C-in-C Jamaica represented a second acquittal. It was a verdict that took little note of the achievements of a first class seaman and a master of combined operations whose interests ranged beyond the talent for communications which has secured his honorable place in the history of the Royal Navy to a keen appreciation of modern methods of warfare.

He worked closely with Fulton — who regarded Popham as a friend — on ideas for submarines and submarine minelaying.

The impression is left of a man who was, in his time, too clever for his own good, a mercurial personality whose intellectual gifts might have taken him to the top in a later era when their combination with "dangerous over-enthusiasm" might have been no handicap.

— JFA

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Designs on the future Fleet



PATROL VESSEL (MID 90'S)

IN 1958 the distinguished naval architect David Brown was delighted with his first new car — a Morris Minor 1000. But its designer Alex Issigonis was already far advanced with the Mini, which gave more space and superior performance in a smaller package.

In *The Future British Surface Fleet* (Conway Maritime £20) Brown notes that the problems and opportunities that face the warship designer are very similar — as is evident in any comparison with, say, the Leander Class frigates of the same period and today's Type 23s.

Good design is the key to value for money — and since he claims the Royal Navy is weak in airpower and air defence and its next class will "almost certainly" be an AAW ship to replace the ageing Type 42s — which is bound to be more expensive than a Type 23 — he maintains there is "no justification whatsoever" for forcing ship procurement to that for aircraft and tanks, built in large numbers after extensive trials of many prototypes.

For design skills and experience are sadly "scarce and diminishing in all professions... making a nonsense of competition in design" — and so there is much to be said for leaving well alone, in the capable hands of the Ship Department of the Ministry of

Defence, whose record in completing warships "on time and to cost is good" and whose Corps of Naval Constructors should provide the nucleus of a single, central design team.

Collapsed

Since the senior naval architects of three of Britain's largest warship builders are members of the RCNC he may have a point. He finds joint national efforts even more suspect — the NATO frigate NFR 90 project collapsed because costs grew as the designers tried to please everyone and since approval from each participating government was for one stage only and all work would stop while the next was negotiated, the time scale from conception to acceptance could have been double that of a purely home-grown project.

For the future — the changing political situation notwithstanding — Brown favours the SWATH (Small Waterplane Area, Twin Hull) concept to afford improved operational capability in the still vital North Atlantic lifeline to Europe.

Though it may be more expensive than a monohull carrying the same payload, it will be much smaller and cheaper than a monohull offering the same seakeeping capability, he argues — and in war "the ability to operate helicopters in severe sea states may be the deciding factor."

— JFA

Pictured (left) is an early study for a SWATH OPV. The excellent seakeeping of these twin-hulled vessels is of value in many roles.



At Your Leisure



Workhorse warships

ALTHOUGH attention has concentrated on the Tribal class destroyers at the beginning and the V and Ws at the end of the First World War in reality the workhorses of the British Fleet were the Ms.

The nearest thing to a war standard design, this important, numerous and varied class is profiled by Keith McBride in *Warship 1991*, the third Conway Maritime Press annual (£24).

Notably tough, they did well in combat though like all destroyers they were vulnerable to hits in their long machinery spaces. Many were brought back to port — some more than once — after mine or torpedo hits, they kept at sea in conditions and for periods which had never been contemplated and they gained a number of successes against U-boats.

Most had gone to the breakers by the early 1920s — but unlike many more prestigious vessels, the Ms had done their job.

Other articles in this selection edited by Robert Gardiner include the career of the experimental American submarine Albacore, several on Japanese naval affairs and the Soviet Leningrad class destroyers.

Of particular interest is an analysis of the Romanian Navy's efforts in the Black Sea the Second World War based on recently released records and others collected clandestinely.

— JFA

Détente releases lurking horrors

IN CONCLUDING *The Changing Face of the World's Navies — 1945 to the Present* (Arms and Armour £18.95) Bruce W. Watson observes that the Soviet-American rivalry that dominated this period acted as "a controlling blanket" in which lesser conflicts and animosities had been suppressed, lest they endanger the larger superpower defences.

It is easy to agree with him that the type of military forces they developed had actually worked to keep the peace, resulting as they did in a nuclear stalemate. With the break-up of the Warsaw Pact a long latent set of confrontations come into the picture. Watson highlights recent worries in the Far East which resulted in an outburst of anti-Asian xenophobia in the United States last year.

While Japan grew nervous over an expanding Soviet Pacific Fleet, America wanted the Japanese on the one hand but was fearful this would result in an aggressive remilitarisation on the other.

Animosities

Closer to home, he notes presciently that the old Balkan animosities of the past would be free to emerge with the diminution of Soviet influence in Eastern Europe — a year ago, surely no one would have predicted war in the Adriatic?

Spreading the net still wider, the trends of extending territorial boundaries outward into

the seas, establishing sovereignty over straits areas and claims to the sea's resources may well continue, requiring naval power to protect them.

Thus "Canada in North America, Peru, Argentina, Chile and Brazil in South America, South Africa and Nigeria in sub-Saharan Africa, Algeria, Libya, Tunisia, Egypt and Syria in the Mediterranean, Iraq and Iran in the Persian Gulf, Pakistan and India in the India Ocean, and Australia, New Zealand and Taiwan in the Pacific would be among the nations likely to increase their naval power."

"The fact that some of these nations' interests conflicted with those of the European nations, coupled with the European nations' failing adequately to defend their sea lanes in the 1990s, could lead to some dangerous confrontations on the high seas before the end of the century... Indeed, we may someday look back on the Soviet-American naval competition from 1945 to 1990 as the good old days, when by grace of God, Washington and Moscow had as-

ured a kinder, gentler, more peaceful world."

— JFA

Reviews also on page 24

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At Your Leisure

Spree for two and new to see . . .

FAMOUS duos of the past: Butch and Sundance, Stan and Ollie, Tom and Jerry . . . now finally we have an all-female addition to this illustrious company — *Thelma and Louise*, who derive unmistakably from the first pair above, but are sometimes as funny as the second and usually as disaster-prone as the cat and mouse.

Taking a break from Louise's tiresome job and Thelma's even more tiresome husband, the friends head off for a weekend in the mountains. However, catastrophe strikes when Louise kills a would-be rapist.

Panicking, they decide to flee to Mexico, and the rest of the film details their helter-skelter drive to the border, with sheriff Harvey Keitel in hot pursuit. Two sequences in the picture — where the women turn the tables on, first, a macho motorcycle cop and then on a moronic truck driver — have generated considerable controversy, and the least that one can say is that many men will regard these scenes in a very different light from many women.

But the film is no feminist tract. It's fast, vivid and amusing, and audiences should have as much fun watching it as Susan Sarandon and Geena Davis evidently had acting in it.

Jacob's Ladder is almost unclassifiable. "A psychological thriller-cum-horror movie" is as near as one can get and even that cumbersome description only tells half the story. The framework concerns a postal sorter who fears he's go-

ing mad. There are attempts on his life; malevolent creatures seem to be lurking in every dark corner.

SCREEN SCENE

After encountering some old army buddies, he discovers that they may all have been guinea pigs in some experimental drug programme. But several further layers of horror remain to be uncovered. Tim Robbins is joltingly effective as the bruised, bemused veteran in this intriguing, way out of the rut picture.

Remember the one about smart Alec younger brother and his tough but protective older brother? It's a story that's been told against an army background, a naval, an air force, a police background, in outer space, even. In its latest manifestation, *Backdraft*, the theme is played out against the setting of the Chicago Fire Service.

The film's numerous conflagrations are excitingly done and look authentically dangerous, but while the drama crackles along quite agreeably for most of the

time, it only really ignites whenever Robert De Niro, as a shrewd arson investigator, is on the screen.

The makers of *Naked Gun 2½* evidently enjoy living dangerously. A running gag involving Barbara Bush being knocked down, shoved over and bashed about generally would suddenly appear in appalling taste should — heaven forbid! — anything disagreeable happen to the First Lady in real life.

Other gags are so topical — Zsa Zsa Gabor's cop-slugging exploits, a take-off of the pottery erotica in *Ghost* — that in a year or so's time, audiences will be struggling to place the references. Still, when the jokes come in such furious fusillades as they do here, no doubt a few can slide by without too much loss.

George Kennedy gives his usual impression of a hung-over sheepdog. Priscilla Presley remains the epitome of blue-eyed innocence as the most outrageous doubles entendres whiz all around her, while Leslie Nielsen strides resolute and deadpan through the chaos that invariably surrounds him.

— Bob Baker

POWERFUL FOOTAGE

THE authentic atmosphere of convoy work, against the constant menace of the submarine, is captured in evocative black and white film to jog the memory of thousands who served in the Second World War Battle of the Atlantic.

Perilous Waters, an hour-long video in the Episodes of the Royal Navy series, covers the building and launch of U-boats, gripping scenes of life below, and the elation of the crew of U-47 after the sinking of HMS Royal Oak.

Portrayed too is the story of the British "take-over" of the American four-stackers at Halifax, Nova Scotia, and the contribution of Royal Canadian Navy vessels.

Scenes of merchant ships operating in heavy weather with their escorts, including light fleet carriers, sometimes carry a background of tragedy, though often laced with humour.

Yet inevitably perhaps it all develops into glowing tribute to the ships and men of the Escort Groups (some of whom appear in contemporary interviews) commanded by that tenacious U-boat hunter, the legendary Capt. Johnnie Walker.

Triumphant scenes on return to Liverpool following particularly successful hunting are counterbalanced by the finale, the impressive funeral after Capt. Walker's untimely death in 1944, with dockside ceremonial followed by burial at sea from HMS Hesperus.

Perilous Waters, devised and produced by Roland R. Smith, is available from Naval Video Time Capsules, Beck House, Escrick, N. York, YO4 6JH, at £21.90 (post-paid UK) or £24.95 (overseas air mail).

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The acorn that rocked the Oak

"THREE men broken, two completely. Three careers wrecked. And however you care to look at it, all over a swear word at a dance . . ."

Thus Robert Glenton sums up his account of *The Royal Oak Affair* (Leo Cooper £18.50) — "The smallest storm in a teacup that ever made headline news" the future Duchess of Westminster called it, yet its consequences were all the more tragic in view of the trivial incident that set it off.

That Rear-Admiral Bernard Collard, dissatisfied with the standard of music provided on board his flagship, should so far have forgotten himself to call Royal Marine Bandmaster Percy Barnacle a bugger was certainly reprehensible — the word carried a more definite accusation in 1928 than it does today.

Not that Barnacle, though he at first offered to resign (a privilege he did not possess though none of his officers seemed to take note of the fact) wanted to take the matter further. But Collard's Flag Captain, Captain Kenneth Dewar, and the Royal Oak's Commander, Cdr Henry Daniel, wrote letters that their Commander-in-Chief, Admiral Sir Roger Keyes, regarded as damnable inopportune on the eve of exercises with the Atlantic Fleet — and which he saw as

corrupting discipline by maligning their own Rear-Admiral.

A court of inquiry led to Collard's flag being struck and a court martial for Dewar and Daniel, who were both dismissed their ships and severely reprimanded. Collard, in consequence, was placed on the retired list — so in fact suffered the most severe punishment. And Keyes himself may have had his ambition to become First Sea Lord blighted as a result of the embarrassment the business caused the Admiralty.

Poor Percy Barnacle was himself deeply affected by the ordeal of the court martial — he admitted the band had not been up to scratch, but it was no fault of his and his subsequent musical career prospered. Though he left the Royal Marines three years later he retained his connections with the Corps and eventually became an instructor at the Music School at Deal.

But the Royal Oak debacle still preyed on his mind. At the age of 87, when living in an old people's home nearby, he walked down to the depot and announced that he was giving himself up. "I didn't want to give evidence against the Admiral," he told the startled Corporal of the Guard sadly.

By those words, Glenton concludes, Bandmaster Barnacle showed he had far more common sense than Commander-in-Chief, Admiral, Captain and Commander put together.

— JFA



FROM BEADLE TO FREEMAN

HAVING led the Massed Royal Naval Volunteer Bands at the Royal Tournament at Earl's Court, CPO Richard Joy is well used to the sort of pomp the capital can provide . . .

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Calling Old Shipmates

HM ships Whitwind (1954-55) and **Mountbay (1949-50)**: George Abbott, 20 Pitt Close, Ipswich IP2 8PU (tel. 0473 584745), would like to hear from former shipmates, especially ex-AD Jumper Collins, from Gillingham, and from members of the ship's company of HMS Mountbay who commissioned her in May 1949-Nov. 1950.

879 Sea, HMS Attacker (1943-45): Former shipmates are asked to contact Ray Phillips, 243 Kempshott Lane, Basingstoke RG22 5NB or Jim Harris 4 Thornhill Ave., Lea, Preston, Lancs PR2 1PJ with view to a reunion early next year.

HMS Royal Oak (1939-32), Adeo (1935-36, 1937-39) and **Colombo (1939-43)**: Ex-telegraphist John Dunn, 62 Calvert Rd., Hull, North Humberside HU5 5DD, would like to hear from old shipmates.

HMS Antrim (1950-52): Jim Craig, 56 Heron Dr., Audenshaw, Manchester M34 5QX, would like to hear from former shipmate Dave Kemp.

HMS St. George (1944-45): Don Freeman, 87 Ouse River Rd., HOD Albury, New Zealand, would be pleased to hear from Ken Budge or other shipmates who went on to serve with him on HMS Bellona.

HMS Raleigh (1957-59): Miss Teresa Ellis, 203 Timberley, Littlehampton, Sussex BN17 6DD, wishes to hear from any old friends, in particular Wren Joanie Moynan.

HM ships Forthright (1935-37), Woolwich (1938-42) and **Chiddingfold (1943-45)**: Former FODCA Norman Day, 29 Norwell Place, Southam, Northants NN16 2BE, would like to contact old shipmates, in particular CPO Ron Bacon.

HMS Prince David: Norman Cook, 360 Notcutt Rd., Reading RG2 6AB (tel. 0734 423468), would like to hear from ex-L3

Jerry, last heard of in Northampton.
HMS Salisbury (final commission): POMEM(M) Logan, PO's Mess, HMS Scylla, would like to hear from former shipmates B.G. Kellogg, Willie Lawless and George McKillop, all originally from the Glasgow area.

HMS Hound (1942-44): C. A. Williams, 24 Barrylands, Stratford, Braintree, Essex CM7 5HU (tel. 0371 850 805), would like to hear from former shipmates.

MTB 584: Mr. A. Sweetlove, 15 Arney Rd., Ranui, Auckland, New Zealand, would like to hear from former shipmates. He would also like to find out the ports of call made by the ship on her way from Portsmouth to Larwick, in the Shetlands, during 1943, and whether the ship's log still exists.

Capt. F. J. Walker (1896-1944): Could anyone who served with Capt. Walker or in the ship under his command during the Battle of the Atlantic, please get in touch with Alan Burn, Mary Steps, Church Park, Newton Ferris, Plymouth PL8 1AJ (tel. 0752 872457), who is writing the story of his life at sea.

HMS Implacable (1944-45): J. Banister, 28 Sapna Rd., Chadwell St. Mary, Essex RM18 8PJ (tel. 0375 845093), would like to contact ex-commanders staff, in particular T. F. Edwards, Garry Smith, Tedwyn Evans and Chopper Woods.

E.R.A. Frederick Stanton, who served in submarines and X craft in the Second World War, please contact Davy Britton, Submarine Museum, Gosport PO12 2AS (tel. 0705 586385).

HMS Plover (1964-66): Michael (Bill) Bailey, 5 Heathcote Ave., Heaton Moor, Stockport, Cheshire SK4 2DF (tel. 091 432 8650), would like to contact former shipmates, in particular Kevin O'Donnell and Chris Wilson.

HMS Anson: Reg Goldsmith, 26 Hanson Crags, Totton, Southampton SO4 3FA (tel. 0703 862927), would like to know if there is an Anson association.

HMS Woolverstone (1943-45): A. G. Brown, 1 Copperhill Ave., Raydon, Southwold, Suffolk IP18 5YD (tel. 0502 724766), would like to hear from old shipmates.

HMS Dido (1969-71): Sissie Larsen, 102 Portland Rd., Portsmouth PO6 4DH (tel. 0705 381613) and Osoy Osman (tel. 0705 388070), would like to hear from old shipmates with view to holding a reunion in the New Year.

HMS Redoubt (1957): Ex-CR(S) John Shingles, 190A Carnation Rd., Stroud, Kent ME2 2HY, would like to hear from LCR(S) Don Carter.

HMS Belfast (1945-46): Ex-AB C. M. Cowie, 8 Huntsman Rd., Harlow, Essex IG9 3TL, would like to hear from Lieut. Thomas (John) Coob, LS Menham and AB McCallough.

HMS Ganges (1952-54): Ex-CY John Fealyson, 82 Trevoise Way, Manorfields, Eford, Plymouth PL3 6PF (tel. 0752 794395), would like to hear from any classmates from 241 Class, Rodney Division and class instructor YEO SIGS Grooms.

HMS Pembroke (1944) and **HMS Raven (1946)**: T. Morton, 86 Spring Rd., Letchworth, Herts SG6 3SJ (tel. 0462 585483), would like to hear from former shipmates with whom he served from March 1944 to July 1945.

HMS Pheasant: Ex-ASBT Bill Howell, 6 Bartholomew St., Zillmere, Brisbane

Q4034, Australia, would like to hear from LWM Chris Breese, and other members of S Mess. He would also like to hear from AB George Harris, who joined HMS Kimelford at Gibraltar in Dec. 1944.

HMS Donnet (1943-45): Ex-AB W. Keating, 76 Kelvin Dr., Moodiestown, Chrysler, Glasgow G9 9BL, would like to hear from former shipmates including Jake Peck, George Donaldson, Jack Patton and AB Seddon. He would also like further information about any club or group connected with the American Lease Lend Captain Class frigates.

Dieppe 1942: A commemorative roll is to be presented in Dieppe on the 50th anniversary. If you were there in any branch of the Services, including 9th/13th Flotilla Mine-sweepers please send your full name, rank at the time, Service number and name of vessel to G. F. R. Hurley, Fathering, Upper Hale Rd., Hale, Farnham, Surrey GU9 6NS (tel. 0252 721589).

HMS Victorious, Concorde and 736 Sea: A. Pearson, 2 Elm Bank Gardens, Old Malden, Invincible, Aberdeenshire AB51 6FN, would like to hear from ex-LAM Christopher Watt.

HMS Thesaurus (1950-51): Stan Clark, 4 Box Lines, Minchinhampton, Stroud (tel. 012864064) would like to hear from old shipmates from 82 MMS (aircraft handlers) who served with him in the Thesaurus during the Korean War.

HMS Hermes (1939-42): Survivors of the Hermes, sunk in the Bay of Bengal, April 5 1942, who are interested in the forthcoming 50th anniversary reunion are asked to contact Peter Szpale, 16 Virginia Close, New Malden, Surrey KT3 3PB (tel. 081 345 5648).

HM ships Solent, Tamar, Fulmar and Warrior: Ex-LT(Lt) Syd Gil, 9 Fenpasia Crescent, Bongaree, Brisbane, Queensland 4507, Australia, would like to hear from old shipmates, particularly TEL Ernie Nelson, last heard of living in the Wairarapa area of New Zealand.

HM ships Mercury and Ariel (Warram-stow, Warrington): Don Kingston, John Taylor and Jeff Sisk would like to hear from old shipmates with view to a reunion. Telephone Don on 0702 351834 or write to 21, St. James Gdns., Westcliff-on-Sea, Essex SS0 0BU.

C.O.P.F. Parties: S. R. Jones, Yew Tree House, Portlough, N. Wexford, Sheepshin, SY10 8LY, would like to hear from RN personnel who were involved in searching the bottom of HM ships Queen Elizabeth and Valiant and who worked in the dry docks in Alex harbour. They later served in Tobruk, Sicily, Taranto, Brindisi and the Aegean operations.

LCH 243 (1948-49): Gordon Brown, 19 Avonmore Road, Doncaster, South Yorks DN4 9HD (tel. 0302 602500) would like to contact former shipmates who remember him as 'The Chief', particularly SA Dusty Miller (the ship was based at Inverke, North Devon).

HMS 287 and 285 (Freetown 1944): Alec Nelson (ASDIC), 48 Deane Rd., Kettering, Northants NN15 5AU, would like to hear from survivors of an explosion on July 1 1944 in Freetown harbour.

War graves at Kanchanaburi: While visiting the Cemetery K. Sharidin, 41 Eastgate, Faversham, Preston, PR2 3HS, look photos of two graves for J. G. McAfee, Skipper 1st Class, HMS Sultan, died 26th Jan 1944 and AB R. Hull, HMS Prince of Wales, died Jan 22 1944, if any relatives of the two men are still alive he is willing to forward the photos.

HMS Mourne: Survivors of the ship which was sunk off the French coast ten days after D-Day are asked to contact S. Jones, 22 Manor Drive, Taunton, Somerset TA1 4RP.

HMS Ledbury (L36): Former shipmates are asked to contact W. Roper, 4 Bath St., Weymouth, Dorset DT4 7DS, enclosing s.a.e. for details of a reunion to coincide with the 50th anniversary of Operation Pedestal.

FIFTY YEARS ON

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

NOVEMBER 1941 saw the end of two of the most successful German disguised raiders — between them they sank 33 merchant ships. Eight of these heavily armed ships roamed the oceans and sank some 500,000 tons of shipping. Many cruisers were employed searching for them.

Force K, whose arrival in Malta was heralded last month, opened their account, sinking two of the Afrika Corps supply convoys to North Africa. Two major ships were sunk by U-boats in the Med — HMS Ark Royal and HMS Barham, whose loss was kept secret for several months.

The lowest monthly merchant ship losses in 1941 — 104,00 tons.

Principal events included:

1. HM submarine Trencher sunk by mine in Sicilian channel.

2. HM submarine Trident sank German A/G vessel off North Norway.

3. Marlin fighters from the escort carrier HMS Audacity shot down two Fieseler Fi 103 Condors in Atlantic.

4. Force K, HM ships Aurora, Penelope, Lance and Lively, destroyed an Italian convoy of 10 ships and sank a destroyer, HM submarine Upholder sank another damaged destroy.

5. Force K, HM ships Aurora, Penelope, Lance and Lively, destroyed an Italian convoy of 10 ships and sank a destroyer, HM submarine Upholder sank another damaged destroy.

6. HMS Ark Royal, returning from trying off Spillie reinforcements for Malta, torpedoed by U-81 off Gibraltar, and later sank.

7. HM submarines Talsman and Torbay landed Commandos near Apollonia to raid Rommel's HQ. He was not at home!

8. HM Corvette Margold sunk U-433 off Gibraltar.

9. HM ships Euryalus and Nead bombard ed Malaya area in support of Eighth Army.

10. HMS Sydney engaged German raider Komoran off West Australia. Both ships sank, Sydney with all hands. 215 of Komoran's crew of 400 rescued by ships searching for Sydney. Two MGs engaged five German S-boats off Hook of Holland — one S-boat sunk, four damaged. Three of these sank by RAF on return to harbour.

11. HM submarine Ulmuth severely damaged Italian cruiser Duca Degli Abruzzi.

12. HMS Devonshire sank the top-soning German raider Atlantis in South Atlantic. Survivors were picked up by U-boat and transferred to a German supply ship.

13. HMS Duncan, on radar patrol, sunk by U-124 in mid Atlantic.

14. Force K sank convoy of two German ships loaded with petrol and ammunition en route Athens to Benghazi.

15. HMS Barham, hit by three torpedoes fired by U-301 off Sicily, blew up and sank with a loss of 964 lives.

Reunions

HMS Paladin and P Class Destroyers (1941-42): A reunion dinner will be held on Dec. 7 at VSC, followed on Dec. 8 by a church service on board HMS Belfast. All those wishing to attend please send a s.a.e. to Fred Plenty, 43 Sydenham Rd., Brogwater, Somerset TA 5 4GD or tel. 0278 424541.

HMS Ramilies: A second reunion will be held in Blackpool from April 24-27. For further details please contact Eric Marks, 3 Kendal Ave., Thornton Cleveley, Blackpool FY5 2LY (tel. 0253 825300).

17th Flotilla Asst.: The O Boats s.g.m. and reunion dinner will be held on Nov. 23. Further details from R. Smith, Tunbridge Wells, Brighton, Oshampton (tel. 0837 54756).

HMS Barham Asst.: Members extend a warm invitation to former ships' companies of The Queen Elizabeth, Valiant, Decoy, Griffin, Hasty, Horreur, Javel, Jervis, Kipling, Napier and Niobe to join them on the 50th anniversary of the sinking of the Barham at their annual memorial and wreath-laying ceremony in Westminster Abbey on November 23. For further details contact Percy Cullum, tel. 0903 63350, or George Parker, tel. 0252 21380.

HMS Kilmartin: D. Walker, 12 Waddow Green, Low Moor, Clitheroe would like to obtain photographs of HMS Kilmartin in which he served during 1943-44.

PO F H Blandell: Former RNA are trying to obtain information about PO Blandell, of HMS Vertigos, which was torpedoed by an E-boat off Cromer. There were no survivors and PO Blandell was born in the local church yard in Cromer. The branch are holding a wreath-laying ceremony at his grave on March 1 1992 and would like to contact any surviving members of his family.

HMS Diamantina: Queensland Maritime Museum, Dry Dock, Seaton St., Brisbane, Q 4101, Australia, are looking for a full set of working drawings of the class of ship, or the drawings of the deck of a ship of the class in its anti-submarine layout. They are also interested in finding a 4 in. Mk20 gun and its mounting for the after-mounting as well as a set of drawings for the forward shield of the 4 in. Mk20 gun which is now fitted in the forward mountain position. Please write direct to the museum, or to PO Box 96, South Brisbane, A 4101, Australia or contact A G Walker, 103 Tarrington Rd., North End, Queensland 4013.

HMS Furios: Ex-shipmates of the late Coder Gerald Goodman, who served in HMS Furios (1941-45), are asked to contact his daughter, Mrs. J. Weymouth, Corfe House, 23 Badbury Close, Bradford-on-Avon, Wilt., BA15 1QG.

RN wall plaques: General Natale Dodik, Piazza Risorgimento 12, Modena Italy, is interested in RN wall plaques and cap badges and would like to hear from collectors interested in exchanging them for enamelled Italian army wall plaques.

G-ship Bombala (Wilow brand): Sunk by U153 and U154 April 1918. Fred Burchby, 46 Seaview Rd., Hayling Island PO11 5PE (tel. 0705 462325) is researching the loss of this ship and the death of Lieut. C H Mc RRR, ex-navigator of HM submarine E19.

Signal Branch: A history of the signal branch is being written by Capt. Brian Kent. Information on signal communications, activities or events, battle experiences of Communicators, interesting or historic signals etc would be welcome. Contact Capt. Kent, 81A Sussex Rd., Petersfield, Hants GU13 4LB (tel. 0730 64735).

Wheeler Games: Anyone able to assist in efforts to send a British team to the Wheeler Games in Barcelona next year should contact Margaret Fulcher, of the British Wheeler Sports Foundation, on 081-688 9451.

HMS Ladybird (Sasebo, Japan 1950-53): A reunion is being held for all ex-ship's company and staff of F02 FES who served on board HMS Ladybird, at the Royal Naval Club, Nottingham, on April 4. For further details please contact Terry Cooper, Tara, 28 Hopgrove Lane South, Milton Rd., York, YO3 9TG (tel. 0904 425883).

Alpines Association: For details of membership and the seventh annual reunion, to be held in Portsmouth in May, those who served in the Alpines Class mine-sweepers/escorts or Fishery protection 1942-61 should contact Jack Williams, 356 Lyham Rd., Blackpool FY4 1EB (tel. 0253 44157).

Ghana 1957-70: If you served in Ghana, either seconded, as a member of BUSTT or on contract then you may be interested in attending reunions or visits to Ghana in the future. Contact Mrs Joyce Osborne on 0403 82554.

HMS Winkon: Former shipmates of HMS Winkon and the 16th Flotilla enjoyed a successful reunion in Harwich in September. Guests from RNA Harwich also attended. Plans are now being made for a reunion for the 16th Flotilla next year. For further details contact T Vann, 19 Thurston Road, Leicester LE4 5PG (telephone 0533 669209).

The Battle of Java Sea: The 50th anniversary reunion of survivors and Japanese prisoners of war from HMS Exeter and the destroyers which took part in the Battle will take place on February 28/29 at Oswalds Hotel, Palermo Road, Bournemouth, Torquay. Details are available from Mr W. E. Johns (address above).

HMS Renown (1935-48) Association: Held their fourth annual reunion at the Royal Fleet Club, Devonport on September 28 attended by over 100 members. For further details of the association contact John Rooke, 71 Glenhol Road, Plymouth PL8 7JD (telephone 775078).

HMS Redoubt (1942-45): After the successful initial reunion of Old Redoubtans at Guernsey in September 1990, a second one has been arranged in Wellingborough, Northants on May 16. For further details contact Sam Moran, 113 The Ridgeway, Cuffley, Herts EN8 4BG (telephone 0707 873444).

313 King's Squad, RM: Held a successful reunion on Sept 19 at the Royal Sailors Home Club, Portsmouth. Survivors of that squad who are not yet in contact should write to Mr S. G. Cocks, 3 The Furnis, Purbrook, Waterlooville PO7 5BJ (telephone 0705 263441).

HMS Caxton (1955-91): All former members of the ship's company are asked to contact C. C. Green, 9 The Coles, Woodbury Lane, Totton, Kent TN30 6JH (telephone 06806 6510), regarding plans for a reunion, ship's affiliation and the ship's history.

HMS Unicorn Asst.: Held a successful 50th reunion in Dundee in September. The Frigate Unicorn would be pleased to host reunions of other naval associations. For further details contact E. Bosworthwick, 3 Arundel Close, Havel Hamstead HP2 4QR (telephone 0442 258821).

HMS Bedouin: A reunion will be held at Wakenite on June 13/14 to commemorate the loss of the ship on Operation Harpoon, June 15 1947. All former Bedouins are invited to attend. For further details contact Gerald Barber, Chaymonne, Dereham Rd., Matshill, Norfolk NR20 3NL (telephone 0262 950294).

HM ships Penelope, Aurora, Abdiel and USS Boise (Operation Slapstick): There will be an opportunity to join a reasonable cost holiday and pilgrimage to the Bari War Graves, Italy, in September 1992 to pay tribute to the military and naval personnel lost in the capture of the Port of Taranto. Further details are available from Mr A. G. Evans, 65 Beverley Grove, Blackpool FY4 2BE.

Wrens Asst (Liverpool Branch): A 5th birthday dance will be held at Bowling Park R.N.A. Tickets price £2.50. For further details contact Kathy Townsend, 84 Moss Lane, Burscough, Lancs L40 4AN (telephone 0704 869406).

HMS Cardiff, Ops Dept (1942): Any member of the Ops Dept who served during Falklands conflict interested in reunion in July 1992, please contact Russ Owenham (tel. 0443-237556 ext 217) or Joe Fraser (0685-63672 — after 2030 hrs).

Greek Veterans (1940-41): On behalf of the veterans Stan Cock, 14 Richmond Place, St Ives, would like to express appreciation to all those who helped make the 50th anniversary reunion and remembrance service at HMS Drake a success. Those who attended would also like to thank Plymouth R.N.A., the Chaplain at St Nicholas Church and the WOs' Mess for making the reunion a memorable occasion.

HM ships Prince of Wales and Repulse: A memorial service commemorating the 50th anniversary of the loss of the two ships will be held in Portsmouth and Devonport on Dec. 10. All those interested in attending please contact Ken Byrne, 115 Headley Dr., New Addington, Croydon, Surrey CR0 0GL (tel. 6649 64508).

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ARNO, the Officers' Charitable and Social Fellowship, is open to all Serving and Retired Commissioned Officers of the RN, RM, WRNS, QARNNS, and their Reserves.

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FIFTY years ago this month the Royal Navy suffered the loss of the battleship HMS Barham, torpedoed off North Africa with the loss of more than 850 lives.

Ex-Leading Cook and Navy News reader Mr. Fred Smith, of Long Eaton, Notts, who witnessed the tragedy while serving in HMS Queen Elizabeth, has written describing how the great ship, listing badly but still steaming, was engulfed in a massive explosion. He also supplied the picture, which was taken by a shipmate.

Less than a month after the Barham loss, the Queen Elizabeth herself was among ships badly damaged in Alexandria harbour by two-man torpedo "chariots."

The kingdom of Saudi Arabia is young compared to the history of those who inhabit the land.

And you could perhaps be forgiven for thinking that theirs is a story rooted in the past. But the thriving, modern country of today blends tradition with state of the art technology, and what we see now is simply the beginning.

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Project Al-Yamamah, Britain's largest export agreement ever, is a multi-billion pound commitment to provide aircraft, training and support to the Kingdom, with "Saudisation" as the ultimate goal.

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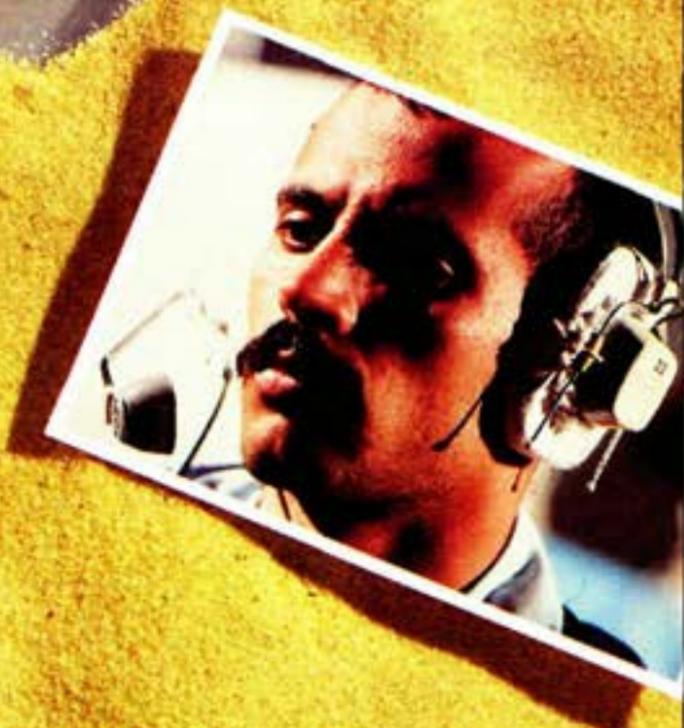
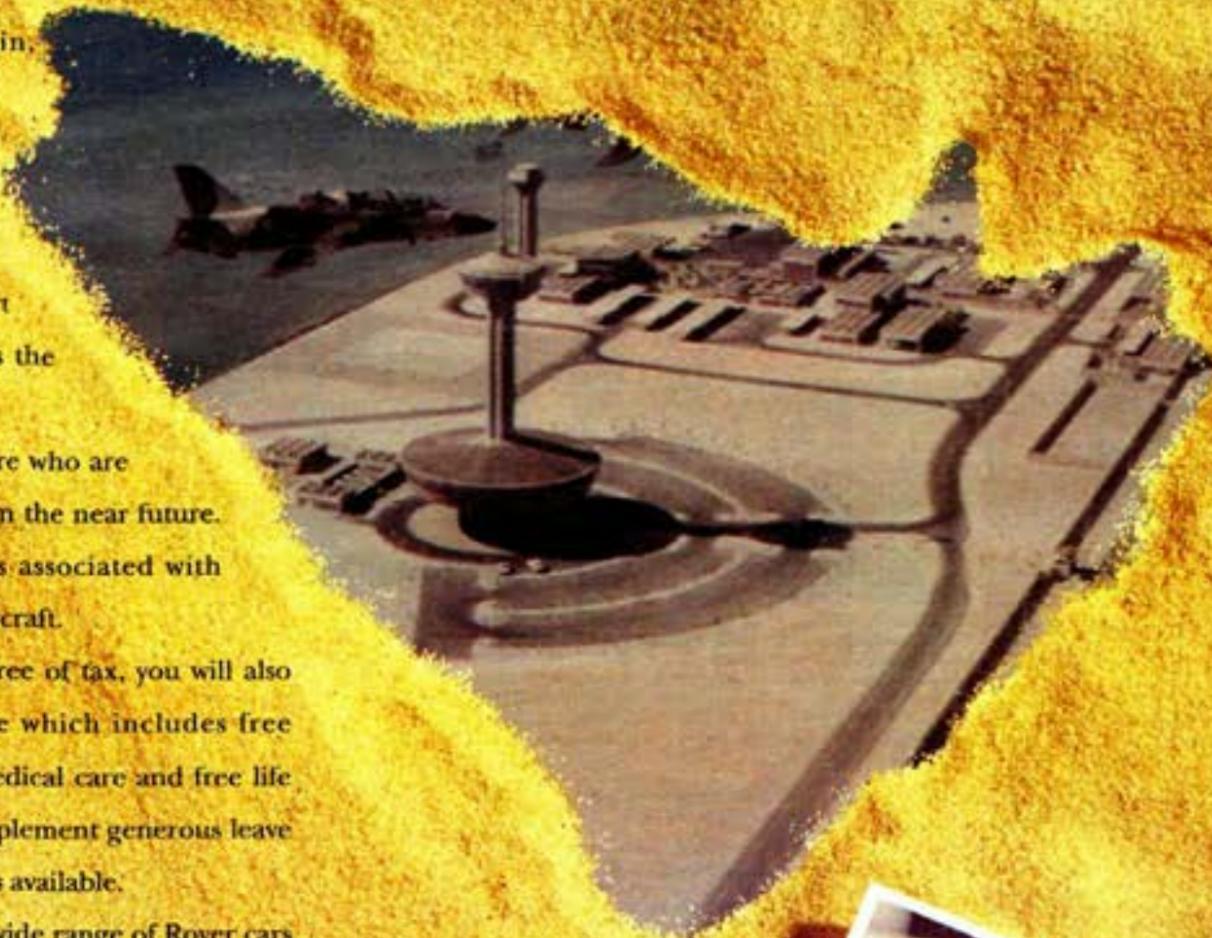
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If you are interested in becoming part of Project Al-Yamamah in 1992, write enclosing relevant details and quoting ref. no. NN 045 to: The Personnel Department, Al-Yamamah Business Office, FREEPOST, British Aerospace (Military Aircraft) Limited, Warton, Preston, Lancs PR4 1BR.

Even if you are not leaving the Service just yet, why not write to the above address enclosing relevant details and quoting ref. no. PAY 100. Your details will be held in strictest confidence, and you will be kept up-to-date with on-going developments, pending your potential availability.

THE STORY IS ONLY BEGINNING



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EVERYTHING YOU MAKE IT

First Harpoon missile firings for Ninth Frigate Squadron

A GATHERING OF DUKES



BRAVING the first of the Autumn gales the Ninth Frigate Squadron was out in force when HM Ships Norfolk, Argyll and Marlborough, the first of the Type-23 Duke-class frigates, conducted firings of their long-range surface-to-surface Harpoon missiles on the Benbecula range in the Outer Hebrides.

Firing at over-the-horizon targets — remote controlled vessels — all three ships successfully demonstrated Harpoon's sea-skimming and "smart" targeting capabilities with direct hits recorded.

This was the first opportunity for the ships of the Squadron to exercise together since it was formed last Spring, and apart from the missile firings, Officer-of-the-Watch manoeuvres and communications exercises were carried out in the heavy seas and swell of the Northeast Atlantic.

HMS Norfolk had previously conducted a successful series of vertical-launched Sea Wolf missile firings at the Aberporth Range off the Welsh coast and, having now completed her Part IV trials, is training at Portland prior to becoming

fully operational at the end of the year.

Meanwhile, Argyll and Marlborough continue with their Part IV programmes and are due to become operational in the second half of 1992.

The Ninth Frigate Squadron is now growing steadily with a new ship joining every seven months. The next one to join the team at Devonport is HMS Lancaster, which is being accepted into the Royal Navy from Yarrow's shipbuilders this month, with Iron Duke and Monmouth due to follow next year.

Photos: Above — Norfolk and Argyll in company off Benbecula.

Left — HMS Marlborough firing her Harpoon missile.

Pictures by LA(Phot) Stu Reed.

Up-homers for Sirius

HMS Sirius received a real hometown reception when she made a week-long visit to Portsmouth after an absence of several years.

She was built in Portsmouth Dockyard, the second-to-last warship produced there — and commissioned in the city in 1966, but the association goes back to the Sirius of 1787, when she was flagship of the First Fleet, sailing from Portsmouth to found the first European colony at Sydney Cove, Australia.

A "welcome-home" civic reception from the Lord Mayor, Cllr Brian Read, and the City Council was organised and an "Olympiad" sports tournament was held, with the ship's company competing with teams from the Portsmouth City Council.

Just prior to her visit Sirius had been on operational sea training at Portland following her extensive 18-month refit at Devonport.

CALLING ALL RESERVISTS

ROYAL Naval Reservists, past and present, are invited to a parade at Crystal Palace Park, in London, on 6 June 1992 to commemorate those who served in the First World War and to re-dedicate their trophy.

It is hoped that the Prince of Wales will be present to unveil the restored memorial and that at least 600 retired and serving members of the RNR, WRNR and RNVR from every division throughout the country will attend.

In 1914 Crystal Palace Park was turned into a Royal Navy establishment, named HMS Victory VI, its sole purpose being for the mobilisation of men of the RNVR, training them for the Royal Navy Division and other RN branches. By the end of that year 9,000 officers and men were based there and by the time the establishment was eventually closed down around 125,000 men of all ranks and ratings had been trained.

A commemorative trophy, featuring a ship's bell supported by two bronze dolphins, mounted on a massive teak table, paid for by donations from RNVR members, was unveiled at Crystal Palace Park in 1931 by the then Prince of Wales.

Over the years the trophy has become neglected and vandalised, but now the Old Hands' Association of London Division RNVR hopes to raise enough money to restore it in time for next year's parade.

Reservists who are interested in joining the parade, or who would like to make a donation to the trophy fund should contact Mr P. Shea at 081-551-3862.

A toast to the Lady

POURING a large tot of rum over her bows, the Director General Naval Personal Services, Rear-Admiral Douglas Dow, ceremonially named HMS Warrior's new narrowboat "Pusser's Lady".

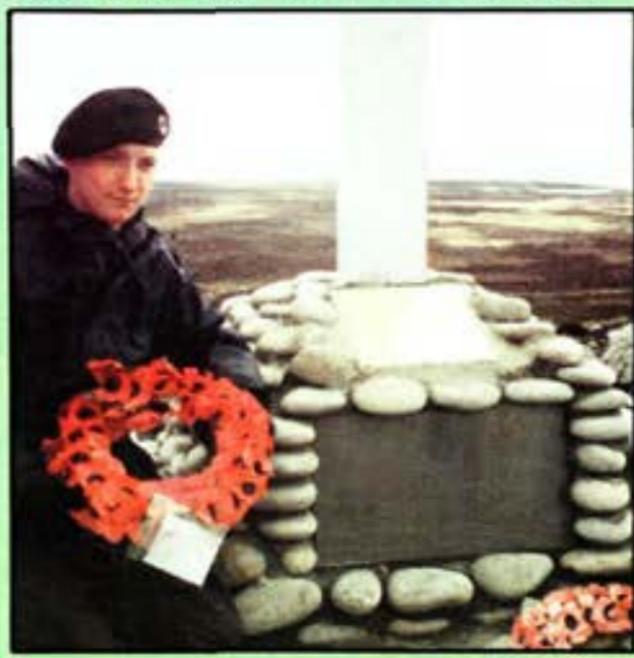
The £35,000 vessel has been purchased with funds from a variety of sources, and two of the major contributors, Pusser's Rum and the Nuffield Trust, were represented at the naming ceremony at Calcutt Boatyard, near Rugby, by Mr. Tommy Gould VC and Brigadier Richard Elliot respectively.

"Pusser's Lady" can accommodate up to eight people for cruises on the canals in the Rugby area. Bookings can be made with CPO Phil Masterton at Northwood (ext 7173) with preference given to personnel in the Northwood area.

Photo: Mr. Tommy Gould VC and Rear-Admiral Dow toast "Pusser's Lady" after the naming ceremony.



COVENTRY REMEMBERED



THE TWENTY men who died in HMS Coventry during the Falklands War were remembered at a special service when a brass plaque bearing their names was affixed to the destroyer's memorial on Pebble Island.

The re-dedication ceremony was arranged by the frigate HMS Alacrity, now deployed in the Falklands, and was attended by the ship's commanding officer, Cdr. Alan Bennett and 15 of the ship's company.

The plaque has been donated by Mrs Christine Robinson-Moltke, widow of HMS Coventry's First Lieutenant, Lieut. Cdr Glen Robinson-Moltke, one of those who died when the ship was sunk by Argentine bombs.

Photo: Laying the wreath at the HMS Coventry memorial in the Falklands is WTR Mark Tolen, of HMS Alacrity, who comes from the city of Coventry.

Contrasts from the past

TWO very different exhibits are going on display to the public, from different eras, but each representing a historic and interesting chapter of naval history.

At Portsmouth, the Royal Naval Museum has been presented with a Victoria Cross won in one of the most celebrated naval sagas of the Second World War.

The medal was won by Capt. Edward Fogarty Fegen, captain of the converted cruise liner HMS Jervis Bay, which gallantly defended a convoy of 37 merchant ships from the German pocket battleship Admiral Scheer, in 1940.

Vastly out-gunned, Jervis Bay sank after a three-hour fight, taking with her Capt. Fegen and all but 65 of her 234-man crew, but her delaying action meant only five of the con-

voy were sunk.

The medal has been presented to the museum on a long term loan by Barbara Fegen, the wife of the Captain's nephew. The inscription on it reads: "For valour, in challenging hopeless odds and giving his life to save the many ships it was his duty to protect".

The Museum of Flight, in East Fortune near North Berwick in Scotland, has acquired a somewhat larger showpiece — a Westland Whirlwind HAS 7 helicopter.

Navy Whirlwinds saw action at the Suez landings in 1956 and in the jungles of Malaysia and Borneo, remaining in

front-line service until the 1970s, when they were replaced by the Wessex.

The museum's model was built in 1956 for ship-borne anti-submarine and search and rescue work, and is equipped with a dipping sonar and a facility for the Mk 30 homing torpedo.

The Scottish museum, which is due to open next year, already includes a Sea Venom and a Seahawk aircraft and is currently looking for other donations such as 1960s Fleet Air Arm working kit, uniforms, manuals and pilot's notes, and photographs relating to the Whirlwind.

Furse House farewell

FURSE House, the elegant Georgian building in Kensington, known since 1985 as HMS St Vincent, is due to close down by early next year.

The building, bought by the Royal Navy in 1954, was used originally as a "Wrennery," accommodating WRNS personnel serving in London, but thirty years later it became a more conventional establishment, encompassing a number of outstations including Commcen Whitehall, and serving as an administrative and accommodation centre providing support to all RN personnel working in London.

At a "Farewell to Furse House" party a portrait of Dame Katharine Furse, Director WRNS 1917-1919, after whom the House was named, was presented by the Commanding Officer of HMS St Vincent, Cdr. Trevor Dale, to the present Director WRNS, Commandant Anne Spencer.

Pictured below: Proudly displaying the portrait of Dame Katharine Furse are, left to right, Commandant Trish Swallow, a former Director WRNS, Chief Officer Barbara Craig WRNS (Ret'd), who, as a Wren living in Furse House in 1954 was the guest with the longest association with the House, Commandant Anne Spencer, the present Director WRNS and Commandant Vonla McBride, also a former Director WRNS.



Miscellaneous

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(Story and picture see page 2)

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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 October:

OPERATIONS BRANCH (SEAMAN GROUP)
 To CPO(O)S(M) — P. A. Leak (Exeter)
 (COMMUNICATIONS GROUP, REG. and PT)
 To MAJ — P. E. A. Ramage (Edinburgh)

SUBMARINE SERVICE
 To CMEM(M)S(M) — E. Widders (Defence SMMU)

FLEET AIR ARM
 To CPOA(S)E — C. G. R. Bradley (RNAS Culrose)
 To CAEM(WL) — W. Lee (810 Sqn)

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

To ACCWEA — M. S. Sumpster (Amptham)

To ACCMEA — S. J. Sandel (Lincoln), J. H. Cox (Dunfermlie), F. A. Anderson (Ripulse Pt), S. G. Spooner (Roverport)

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

To CPOCT(L) — S. R. La Hagarat (RNARAF Entail)

To CPOMEA — J. W. Bennett (Ripulse Pt), A. J. Godfrey (Ripulse Pt), A. Hudson (Portsmouth FMRD), P. W. Jackson (FOST FMD), A. C. Puk (Dunfermlie), M. J. Russell (Resolution Pt), C. J. Watt (Braziers), R. I. Watt (Dolphin SMMU)

To ACPOMEA — A. M. Edwards (Trafalgar), C. G. Jackson (Dunfermlie), R. Lavis (Trafalgar), P. D. Richardson (Dunfermlie), R. S. Stewart (Resolution Pt), D. S. Thomas (Dunfermlie), S. E. Weir (SMZ(SDG) Devonport)

To CPOA(E)A(WL) — G. Bradley (RNAS Yeoakley), P. C. Caswell (829 FR 210), D. P. Clark (829 FR 230), S. P. Trigwell (829 FR 245)

To ACPOA(E)A(WL) — W. T. M. Mustard (Dunfermlie A23)

To CPOA(E)A(M) — S. G. Brown (782 Sqn Oroya), D. A. Martins (702 Sqn Osprey), J. H. White (815 FR 214)

To ACPOA(E)A(M) — A. Orr (829 FR 228)
 To CPOA(E)A(M) — K. P. Egan (RNAS Culrose), S. Haydock (829 FR 210), N. E. Miller (820 Sqn)

To CPOWEA — J. F. Crowder (Bristol), W. S. Dasky (Alacrity), B. Davies (Defence FME), R. K. Foot (Nassara SM10), B. C. Hope (Resolution Pt), N. J. Humphries (Dolphin SMMU), I. T. Hunter (Resolution Pt), J. J. Searby (Amptham)

To ACPOWEA — G. Hodges (Dunfermlie), D. W. Howard (Roverport), T. J. Mitchell (FOST FMD), D. J. Strudwick (Cornwall), D. C. Temple (Anzil)

G. P. James, AFMM, HMS Ark Royal, Sept. 18

J. B. Hueter, LWREN(Ops), HMS Darnley, RNR, Sept. 19

F. O'Leary, LS(TSSM), HMS Warrior, Sept. 25

S. D. Waterston, PGT, HMS Raleigh, Sept. 25

A. J. Parker, CPL, RM, Poole, Oct. 5

W. H. (Darby) Kelly, DSM and three bars, Ex-POBOD, served 1937-48, including HM ships Galatia and Wallace. Highly successful ASOC operator, serving with legendary Capt. Johnnie Walker in HMS Stock (35th Escort Group) and HMS Stirling (3rd Flotilla Group). Involved in sinking many U-boats, with Stirling twice sinking two U-boats in one day. Member Capt. Walker's Old Boys' Assn. Aged 71.

Appointments

Defence studies Commander

VICE-Admiral Sir John Coward, who was succeeded recently as Flag Officer Submarines by Rear-Admiral Toby Frere, is to be Commander Royal College of Defence Studies from Jan. 19.

Other appointments recently announced include:
 Capt. J. A. Trewby, As Commodore Cyclic, March 17.
 Capt. P. M. Franklyn, Dryad as Captain, Jan. 22.
 Capt. P. N. Goodwin, As Director of Naval Recruiting, Nov. 29.
 Cdr. P. J. Walker, Resolution (Starboard)

in command, Feb. 25.
 Cdr. C. D. Chaddock, Sheffield in command, Feb. 22.
 Cdr. G. J. L. Edmonds, Cambridge in command, March 17.
 Cdr. M. W. A. Fickling, Warrior in command, Jan. 25.
 Lieut.-Cdr. R. L. Bourne, Beecox in command, April 17.

Deaths

L. W. Dudley, Lieut.-Col., RHR(Royal) Ships included HMS Hermes, Malaysia, Royal Oak, Havant (at Dunkirk), Norfolk (as gunner's mate in Schomberg action), and Bransford, Member Exeter Fifea and Fleet Air Arm Officers' Assn.
 P. Albury, Second World War FAA pilot, flying from HMS Sheffield and Harlow. Label trained as helicopter pilot and commanded helicopter flight at Whale Island, Portsmouth. Aged 71.

L. Hayes, Ex-LSTD, Service included HMS Fury 1941-44.
 W. Cree, Ex-AB, Service included HMS SAs, and member SAs Veterans' Assn. Aged 66.

W. McQuinn, Ex-POA(S)DC, Service included HMS Westman.
 R. Hatcher, Served 1915-45, including HM ships Cardiff, Ellingham and Hood. Survivor HMS Bismarck, Coxn. of RNLI lifeboat at Dunkirk, Member Ganges, Hood and Dunkirk Veterans' Associations. Aged 91.

D. W. Summers, Lieut.-Cdr. (prob) Service included OIC Naval Mail Section, MA HR, and Provost Marshal, Hong Kong. Aged 60.

S. A. Langtry, Ex-RNVR, Sussex, Service included HMS Malaya and survivor HMS Wren. Aged 72.

W. F. Kennedy, Service included HM ships Reconit and Spunker, Member Alpine Assn.
 H. (Jack) Wallace, Ex-CPO, Founder member 826 Squadron and served in merchant aircraft carriers, Member Yorkshire and Manchester FAA Assn. Aged 71.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

J. Bramley, Wakefield.
 A. B. Bubby, Leicester. Aged 72.
 D. A. V. Strong, former chairman Reading Ships included HMS Howe and member Howe Assn. Aged 68.

W. F. Vines, Plymouth, Ex-Ganges, boy-ships included HMS Maidan, Boscawen, and Lochview. Aged 85.
 J. Dechery, Ruxton, Ex-L5 gunner, serving 1939-45, including HMS Amazon, Member Women Normandy Veterans' Assn. Aged 71.

C. Corry, Wakefield, Ships included HMS Warwick and Badsworth. Aged 74.
 K. Moore, Leighton. Aged 58.
 W. Anderson, Gateshead, Ex-CPO Chief Ships included HMS King George V and Duke of York. Aged 84.

J. Trave, Gateshead, Served from 1941-1946, including HMS Hambleton.
 N. Draper, Bolton. Aged 74.
 J. Roberts, Deside. Aged 66.
 L. Timmah, Deside. Aged 68.
 J. Breeze, Shrewsbury. Aged 90.
 C. Davies, founder member Shrewsbury.

The following were members of Birmingham Central G. Davis, served in HMS Lady Stanley, F. Harrison (HMS Inopacable), L. Jeavons (HMS Torbay), W. Harvey, V. Gough (ex-RM), and R. Watts (member of Nautical Club, Birmingham).

FORMER EDITOR DIES

BILL Wilkinson, who died on October 5 aged 79, edited Navy News from 1968-77 at a time of great development in scope and style of the paper.

As well as reporting naval activity, increasingly it reflected a wide range of views, often with humour. Aided by new technology, the paper's appeal, value and circulation grew, and there was recognition in national awards.

A true professional with roots in the North East, Bill Wilkinson had earlier held a series of senior appointments with the then Portsmouth Evening News, including chief sub-editor, news editor and deputy editor.

A keen yachtsman, he was for 20 years commodore of the Tudor Sailing Club at Portsmouth, and was also a member of the Royal Naval Sailing Association.

He was awarded the MBE in 1976 and, after his retirement, continued to contribute for many years to Navy News, with which he maintained close contact.

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 November 1, 1991. Intermediate (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 for basic dates is the number of men who were advanced during October.

POE(W)S(M) — Int (2,691); 2. LSE(W) LRO(W) — Dry 2, POE(M) — Int (28,930); 3. L(SM) — Int (15,391); 3. POE(R) — 103; 2. L(SR) — Dry 8, POE(S) — Dry 1; L(SD) — Int (15,391); Nt, POE(D) — Dry, Nt, L(SD) — Int 205; 1. POE(M) — Dry, Nt, L(SM) — Int (15,391); Nt, POE(R) — Int (6,689); Nt, L(SR) — Int (6,129); Nt, POE(S) — Int (6,689); Nt, POE(D) — Int (2,691); 1. LRO(T) — Int (6,689); Nt, RS — 137; Nt, LRO(G) — Int (12,391); 1. POE(T) — 211; Nt, RPO — 56; 2. POE(M)(L)(GS) — Int (11,690); 2. LMEM(L)(GS) — Int (10,190); 2. POE(M)(M)(GS) — 245; Nt, LMEM(M)(GS) — 94; 9. POE(M)(O)(GS) — Int (3,790); Nt, LMEM(O)(GS) — Int (20,990); 9. POE(M)(R)(GS) — Int (12,390); 2. LMEM(R)(GS) — Dry, 3. POE(A) — Int (19,109); 1. POE(K)(GS) — 235; 2. LCK(G) — Int (31,689); 4. POE(T)(GS) — 847; Nt, LSTD(G) — Int (17,109); Nt, POE(S)(GS) — 228; Nt, LSA(G) — Int (18,109); 2. POWTR(G) — Int (27,990); Nt, LWTR(G) — Dry, 3. POE(A) — Int (12,889); 1. LMA — Dry, Nt.

POE(W)(SM) — Dry, Nt, POE(S)(M) — Int (11,490); 3. LSA(SM) — Int (13,790); Nt, POE(W)(SM) — Int (28,889); 1. LWTR(SM) — Dry, Nt, POE(K)(SM) — Dry, Nt, LCK(SM) — 595; Nt, POSTD(SM) — 157; Nt, LSTD(SM) — 300; Nt.

POE(AH) — 586; Nt, LAJ(AH) — 638; 2. POA(METOC) — Dry, Nt, POA(PHOT) — 529; 1. POA(SE) — 319; Nt, LAISE) — 72; 1. POA(M) — 452; Nt, POA(M)(M) — 117; 4. LAEM(M) — 209; 11. POE(M)(R) — Int (5,790); 2. LAEM(R) — 130; 4. POE(M)(W) — 181; Nt, LAEM(W) — 422; 4. POAC — Dry, 3.

POE(W)(R) — Int (5,390); Nt, LWREN(R) — Int (5,390); 1. POWREN(S) — 115; Nt, LWREN(R) — 90; 5. POWREN(T) — Int (13,290); Nt, RPOWREN — Int (4,789); Nt, POWRENCK — Int (4,789); Nt, LWRENCK — Int (20,689); Nt, POWRENBA — 146; 5. LWREN(SA) — Int (21,690); 1. POWRENWTR — Int (13,689); Nt, LWRENWTR — Int (17,109); 11. POWRENWTR(G) — Int (20,689); 1. LWRENWTR(G) — Int (17,109); Nt, POWRENMETOC — Int (17,109); Nt, LWRENMETOC — Dry, Nt, POWRENPHOT — 345; Nt, POWRENAEM(M) — Int (5,789); Nt, LWRENAEM(R) — 175; Nt, POWRENAEM(R) — Dry, Nt, LWRENAEM(R) — Int (7,789); Nt, POWRENAEM(W) — 107; Nt, LWRENAEM(W) — 176; Nt, POWRENETS — 143; Nt, LWRENETS — Int (31,108); Nt, LWRENTEL — 261; Nt, POWRENWA — Int (29,108); 2. LWRENWA — Int (30,108); 2. POWRENHYG — Int (2,490); Nt, POWRENDA — Int (20,690); Nt, LWRENDA — Int (20,189); Nt, POEN(G) — 187; 1. LENO(G) — Dry, 3. POEN(G) — Dry, Nt, LMA(G) — Dry, Nt.

The Basic Dates quoted for the WPAE ratings in the following categories, which have no exemption for the next higher rate, are applied in accordance with BR 1096 Chapter 22.

POE(W)QA — Int (12,791); Nt, POWREN MT — 556; Nt, POWREN TEL — 945; Nt.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals, Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

- Lynn (29), Portsmouth, Valerie (32), Little Sutton, Wirral, Shanon (19), Nottingham, Sue (24), Birmingham, Wendy (28), Hayes, Middx, Tracy (22), Ramsgate, Kent, Kate (31), Plymouth, Devon, Jackie (23), Liverpool, Lynn (37), Wrexham, Cheryl Jackie (28), Bexleyheath, Kent.
- Jane (24), Paignton, Devon, Tasha (20), Bath, Avon, Tracey (21), Chingford, London, Michelle (22), Grimsby, Humberside, Kim (23), Godalming, Surrey, Krystyne (30), Sheffield, Julie-Anne (26), Southampton, Hints Lisa (20), Paignton, Devon, Joanne (24), Southampton, Nikie (20), Bath, Avon.
- Michelle (18), Plymouth, Devon, Emma (19), Taunton, Somerset, Susan (28), Erith, Kent, Dawn (17), Peterhead, Hants, Denise (25), Cowen Garden, London, Miss L. (19), Tamworth, Staffs, Jane (27), Runcorn, Cheshire, Carmel (22), Tottenham, London, Denise (23), Adershot, Hants, Dorena (20), Crouch Hill, London.
- Linda (42), Eastbourne, Sussex, Joanne (24), Holt, Norfolk, Rachel (22), Plymouth, Devon, Linda (30), Paignton, Devon, Jacky (18), Plymouth, Devon, Ann (31), Aylesbury, Bucks, Julia (26), Salford, Lancs, Debbie (28), Humberston, Norfolk, Joanne (23), Ipswich, Suffolk, Jane (25), Washington, Tyne & Wear.
- Karen (26), Bromley, Kent, Ann (20), North Chingford, London, Jan (19), Ramsgate, Surrey, Brenda (41), Newcastle-upon-Tyne, Margaret (30), Shaftesbury, Dorset, Linda (37), Great Yarmouth, Norfolk, Claire (21), Dartford, Kent, Karen (31), Fulham, London, Jay (35), Warrimort, Wits, Kathleen (23), Airdrie, Alberta, Canada.

- Elaine (34), Edmonton, London, Marilyn (41), Seelham, Co. Durham, Linda (28), Farnborough, Hants, Alys (16), Billesley, Essex, Joan (40), Gateshead, Tyne & Wear, Anne (23), Sleaford, Sarns (20), Portsmouth, Hants, Mandy (25), Bristol, Joanna (15), Barnstaple, Surrey, Christina (30), London, Wendy (27), Plymouth, Devon, Sue (20), Taunton, Somerset.
- Paula (23), Farnham, Surrey, Lynn (26), Plymouth, Devon, Denise (27), Plymouth, Devon, Sandra (34), Geddes, Warks, Louise (17), Exeter, Devon, Vicky (16), Barnstead, Surrey, Christine (29), Warrington, Cheshire, Karen (24), Birmingham, Pam (40), Southsea, Hants, Angela (18), Work-look, Notts.
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- Jenny (41), Plymouth, Devon, Sue (20), Basseton, Essex, Yvonne (32), Stone-on-Trent, Staffs, Pauline (43), Blackpool, Lancs, Dawn (38), Portsmouth, Lesley (30), Leicester, Clare (24), Weshport, Powys, Joanne (19), Sheffield, Yorks, Ann (40), Barrow-in-Furness, Karen S. (29), St. Helens, Merseyside.
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In 1945 his mind could take no more, and he spent the next 25 years in and out of mental hospitals. He now lives with us.

Sailors, Soldiers and Airmen still risk mental breakdown in serving their country. However brave they may be, the strains are sometimes unbearable.

We care for these gallant men and women at home and in hospital. We run our own Convalescent Homes, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R. I.H. n at Pensions Tribunals, ensuring that they receive all that is their due.

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

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

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 BROADWAY HOUSE, THE BROADWAY, WIMBLEDON SW19 9UL TEL: 081-543 6333

Please find enclosed my donation for £50/£20/£10/£5/£

Please send me details of Payroll GIVING

Name/Rank/Number _____

Address _____

Postcode _____ NN

Swop Drafts

LRO(G) Kipling HMS Herald, drafted FQ3, Nov 4. Will swop for any Devonport shore base.

WRENWTR(AB) Davies, RN Careers Headquarters, London (Lodging Allowance) tel. 071 937 3403/3494. Will swop for any Plymouth draft.

POE(M)(M) Jasper, M-Hull, OIRO P05 Mess, HMS Fearless, deploying 92. Will swop for any Devonport-based ship.

WEM(R) Tapp, CMU, HMS Collingwood, drafted BFF1. Will swop for any Portsmouth shore base or ship not deploying.

POCK Rowland, 6P Mess, HMS Ark Royal, drafted HMS Neptune, Jan. Any swop considered.

CCWEA(AD) Lovick, HMS Brazen. Will swop for any Portsmouth-based Type 42.

LMEM(L) Alshill CDU, HMS Defence, drafted HMS Norfolk, Jan. Will swop for any ship.

Devonport ship deploying or not.

RO(T) Wilkinson, HMS Argyle, will swop for any Portsmouth-based ship not deploying.

MEM(L) Vennil, Scale B, Portland FMD, ext. 2373, drafted HMS Active, July. Will swop for any Type 72 deploying or not.

CPOMEA(L) Riley, CPO's Mess, HMS York, deploying Jan. Will swop for any Scotch-based ship, not deploying.

NA(AH) Howitt, Main Gate, HMS Nelson, drafted 849 NAS, May. Will swop for any ship.

Cromer set for service



HMS CROMER, the third of the Sandown class minehunters, has successfully completed her contractor's sea trials at builders Vosper Thornycroft and is due to be handed over in November, to join sister ships Sandown and Inverness (see also centre pages).

LSTD Short, HMS Scylla, Will swop for any Plymouth-based ship deploying from Jan.

CK Masters, HMS York, Will swop for any Rosyth-based ship, deploying or not.

LCK Harrison, HMS Active, deploying Jan. Will swop for any type 22 or foreign posting.

CK Smith, Cat. Off. HMS Brilliant, drafted HMS Heron, Jan. Will swop for any Devonport shore base or ship not deploying.

WREN(R) Horsburgh, Wrens Quarters, HMS Warrior ext 5325, WREN(R)(AB)(R) required to take over billet within Fleet Operations, Northwood in Dec/Jan. PV an advantage but not necessary.

POAEM(WL) Lawrence, ACD HQ, HMS Heron, ext. 6105/6109, drafted RN air station Culdrose 80N, Jan. Will swop for any Yovilton, Portland or Lee-on-Solent draft.

STD Franklin, 4P2 Mess, HMS Fearless, drafted HMS Seahawk, Jan. Will swop for any Portsmouth shore base or ship, deploying or not.

LWEM(O) Jenkinson, Bryson Hall, HMS Collingwood, ext. 290, drafted HMS Southampton, Dec. Will swop for any Plymouth-based ship, deploying or not.

RO(T) James, HMS Inopacable, deploying May. Will swop for any Portsmouth-based Leander, HMS Ark Royal or Type 42, deploying or not.

WRENWTR Walton, RAF Brampton, tel. 0480 52151 ext 2644. Will swop for any Portsmouth-based billet. Must be PV desired.

AB(S) Buntan, HMS Cardiff, Will swop for any Rosyth-based ship or shore base.

LMEM(M) Foulkes, HMS Cardiff, drafted Faslane, Dec. Will swop for any Rosyth shore billet.

WSA Wilson, HMS Beaver, deploying Jan. Will swop for any Rosyth-based ship, preferably not deploying.

LRO(T) Yeo, FOSt, Comman, drafted HMS York, Dec. Will swop for any Plymouth or Portsmouth-based ship.

MEM(L) Farrup, HMS Beaver, deploying Jan. Will consider any swop.

WTR McDonald, HMS Amazon, Will swop for any Devonport-based ship, deploying or not (except Type 21).

CK Cottingham, HMS Amazon, Will swop for any Plymouth or Portsmouth-based ship, deploying or not.

RO(T) Gullitt, 3C1 Mess, HMS Fearless, Will swop for any Portsmouth-based ship, deploying or not, or shore base in the South.

MA Turner, HMS Codrums, ext. 63081, drafted HMS Dumbarton Castle, June. Will swop for any shore base, preferably Portsmouth.

LAEM(M) Parkinson, RN air station Culdrose, ACD ext. 7178, drafted Lynx PWF 1, Portland, Feb. Lynx Flt, May. Will swop for any Culdrose front line draft.

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Vocal support in Southend

TO SAY members of Southend-on-Sea live in harmony is an understatement. They are so in tune, they boast their own choir and concert party which is rapidly gaining fame in south Essex.

The choir, formed only 18 months ago, has already given over 24 concerts and is not short of engagements during the coming weeks.

The 30 choristers, mostly pensioners, are ex-Naval personnel including members of the WRNS, with a few wives and associate members. They meet their own expenses and give concerts free.

Although much in demand, organiser, Shipmate Derek Dunn, would be pleased to hear from any pensioners' group or charity organisation who would like them to put on a show. He can be contacted at the RNA Club, East Street, Prittlewell SS2 6LQ.

The 40th anniversary of Dorking branch was celebrated in style with a dinner at the White Horse Hotel presided over by Lieut.-Cdr. H. C. Syms, the branch president, who, before proposing the Loyal Toast, read a telegram of congratulations from the Queen.

The toast of the branch was proposed by founder member, Shipmate W. L. Tanner Smith, helped by Shipmate Bob Stevens, a fellow founder member. The occasion, attended by 36 members and guests, proved an excellent evening as well as a rare opportunity for "swinging the lamp."

Members of Stockton-on-Tees had cause for celebration with the news that Shipmate CPOMEA John Morgan, one of their serving members from HMS Sir Galahad, was awarded the BEM. He received his medal last month on board HMS Victory.

The small market town of Skipton in the Yorkshire Dales is fast becoming a popular naval centre and keeping members of Skipton branch on their toes. Since August they have welcomed former members of HMS Vesper, Skipton's adopted wartime ship, who held their reunion there. This was followed by the HMS Wild Goose Association reunion and a meeting of the International Submarine Old Comrades Association.

All praise to Uxbridge branch which, in three months, raised approximately £2,500 for the Royal Star and Garter Home at Richmond. Fund-raising in-

BRANCH NEWS

cluded a sponsored bed-race at Hillingdon and a gala dance supported by entertainer Roy Castle and the Royal Air Force Squadronaires band.

The dance, organised in conjunction with the Forte Crest Hotel, was enjoyed by 200 shipmates and guests, including six of the residents of the Home, among them Somme veteran Horace Ham, aged 96 years.

The drive to help the Home was inspired by Shipmate Eddie Casey on reading about Falkland's hero Simon Weston's appeal to raise £3 million to mark the Home's 75th anniversary.

Shipmates of Bodmin branch celebrated their 10th anniversary with a dinner-dance in the Westberry Hotel attended by 63 members and guests. They also took part in the annual Bodmin Lions' carnival and, as is their custom, scooped the first prize for their walking comic tableau, the Maritime Mental Morris Men. Members also attended the commissioning of the new RNA branch at St Mawgan and were present at the annual wreath-laying ceremony off Padstow.

Following the dedication of Loughton standard at St. John's church, shipmates displaying over 40 standards marched through the town to a parade ground where the "troops" were inspected by the Gen. Sec. Capt. Jim Rayner. The cere-

monies over, TS Quail Sea Cadet Corps band gave an impressive display of Beat Retreat.

The 21st anniversary of the demise of the Tot was commemorated in true Naval style by shipmates of Wear (Sunderland). They rolled out the Rum barrel, Spiced the Mainbrace and Shipmate Bob Kirtley, the branch president, proposed the Loyal Toast.

Maidstone annual parade and sea service was well attended, the parade being led by Whistable Sea Cadet Band and the Area Guard, commanded by Lieut. Payne RNVR. The standards of Maidstone and West Malling branches were among those paraded.

Having enjoyed a continental holiday covering six countries, three members of Wakefield branch wanted to get the feel of the sea under their feet, so they hired a motor cruiser and, accompanied by their wives, enjoyed seven very happy days exploring the Norfolk Broads. They strongly recommend this type of holiday — the boat hire was inexpensive and the bar, it seems, was sufficiently-stocked to quench the thirsts of Shipmates Bob Allon, vice-chairman, Claude Waring, welfare officer and John Thorp, secretary.

CHAMPIONS ONE AND ALL



A TRIUMPHANT moment for shipmates of Market Harborough as they welcome home two of the three athletes they sponsored in the UK Special Olympics who returned with one gold and two silver medals between them. With silver medallist Peter Jones (standing) and gold medallist David Sutton (seated) are, from left, Shipmates Gordon Bishop, Simon Mahoney and Ralph Tyers.

Jutland memory

SHIPMATE Fred "Darby" Allen, aged 94, oldest member of Peterborough branch, shares some embarrassing memories of the Battle of Jutland in his 800 page autobiography.

As a young sailor he served in HMS Dominion of the Third Battle Squadron (the "Wobbly Eight") when the order came to raise steam, join the Fleet and engage the enemy at Jutland.

"We hadn't a hope", says Fred. "Our speed was ridiculous. All we could raise was 15 knots and the fastest ships with speeds of 25 to 30 knots were miles away."

The nearest Fred got to the action was seeing an intercepted wireless signal from Admirals Beatty to Jellicoe stating: "Am engaging the enemy at 31,000 yards".

If Fred missed one of the great sea battles, there was free beer for all and a band playing "See the Conquering Hero Comes", when the Dominion returned to Portsmouth.

"It was very embarrassing," says Fred. "We knew we weren't heroes. But no one would believe us."

After leaving the Navy, Fred was a policeman in Peterborough for 25 years.

Afloat in Lincoln

A MAYDAY signal from Lincoln stated that the club was taking a lot of water aboard and was in danger of sinking (June Navy News). However, according to chairman, Shipmate B. K. Lloyd, the club is in healthy financial state and in no danger of floundering. The picture is one of calm seas, fair weather and no need for lifebelts, carley floats or sea boots. The committee of 14 full members are confident of the future and extend a warm welcome to new recruits.

Oldest shipmate crosses the bar

WALES' oldest man, Shipmate Jack Strath, vice-president and life member of Cwmbran branch, died on Sept. 4, after a short illness.

Jack weathered the years well and wore them lightly, delighting in the company of fellow shipmates and in the celebra-

tions marking his yearly birthday since scoring a century.

This grand old man of the sea began training for naval life aged 12 years at the Royal Hospital School, Greenwich. He was promoted a boy instructor before joining his first ship, HMS Nile, in 1900 after which he went on to serve in HM ships Arrogant, Cambrian, Cumberland, Doris, Europa, Terrible and the battleships Albion, Bulwark, Hannibal, Majestic and Queen.

In 1924 the Admiralty transferred Jack to Newport, Gwent, to further the establishment of the Royal Navy Volunteer Reserve. In 1939, and over the age limit of 55 for service, he was enrolled by the military authorities for special duties with Army Intelligence at Newport Docks.

He was subsequently commanding officer of Newport Sea Cadets.

ERNIE'S ALL HEART



STAR fund-raiser, Shipmate Ernie Thurbeck right, of Wear (Sunderland) branch, is seen here at the presentation of two foetal heart monitors to Director of Midwifery Mrs Cynthia Rickett, for use in Sunderland and District General Hospital.

The money was raised from the sale of Andy Capp and Flo Capp badges with Shipmate Thurbeck raising £6,000. Appeals were

made to HM ships Arrow, Brazen, Invincible, and Edinburgh — badges sold throughout the north east have already raised £26,000 for various charities.

Witnessing the presentation are, from left, PC Dave Dunn, Cllr. Myers, and PC Colin Mewes.

Picture Washington Times.

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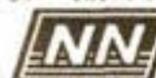
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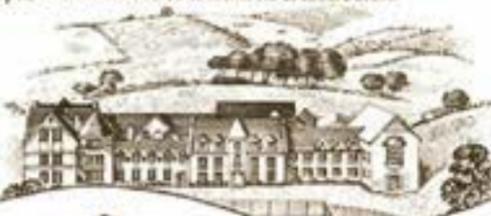
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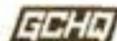
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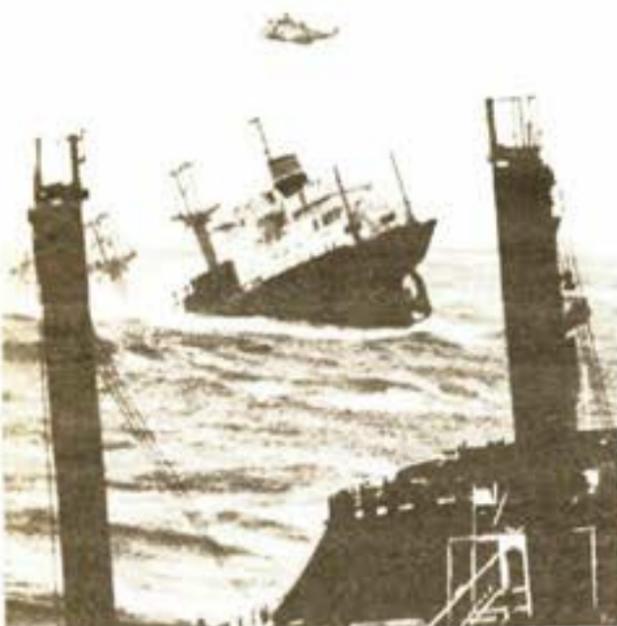


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Sport



Three dozen teams contest Mini Cup



Above: Second Sea Lord Admiral Sir Michael Livesay displays one of the Royal Navy rugby jerseys donated by Admiral Sports (UK) Ltd. The company has agreed to provide playing strips for all RN rugby representative sides.

WHILE the gladiators of large ship and establishment rugby teams have started to contest in the arena of the Navy Cup, the traditional Fleet competitions of Mini and Midi Rugby Cups have also got underway, writes Capt. Bob Fletcher RM.

Thirty-six teams from ships with a company of under 100 have entered the Mini cup, and 11 teams from ships complemented with between 100 and 300 personnel are taking part in the Midi competition.

The cups run on a knockout basis throughout the season with

the finals usually held in April. This year they are being sponsored by Courage International, whose logo of a strutting cockerel is aptly providing a "Cock of the Fleet."

In last year's finals HMS Hermione beat HMS Nottingham 29-4 for the Midi Cup, and HMS Churchill beat HMS Splendid 20-0 for the Mini Cup.

Great Brittan

DEVONPORT Services walked away with two trophies after their annual encounter with United Services Portsmouth at Burnaby Road.

In the morning the veterans, including 12 former Navy players, beat US veterans by 22 points to 9 and received the Ferguson Inter Port Cup from Capt. Tony Hallett, chairman of the Royal Navy Rugby Union.

The main game between the clubs' 1st XV's was a hard-tackling encounter with neither side able to dominate. Despite some attractive rugby from both sides neither was able to score until the last 15 minutes when

Devonport's No. 8, PO(M) Dave Corboy, broke from a five-yard scrum to put POPT Steve Brittan over for an unconverted try.

US replied with a penalty goal through POPT Steve Creighton three minutes from the end, but the score remained 4-3 and Devonport lifted the Inverdale Cup.

Two records were established during the game: Jeff Blackett became the first player to represent US 1st XV in every rank from Midshipman to Commander and three civilians played for the first time in 109 years as the club became open this year. (Both matches were sponsored by Passers Rum).

Cradock shoots to fame

TO CAP an enormously successful shooting season, CWREN Sue Cradock has been named Combined Services Sports Board Sportswoman of the Year and presented with the Wilkinson Sword Trophy.



Sue (Seahawk) won the Royal Navy Smallbore Rifle Championship, the Naval Air Command Championship, was runner-up in the Long Range Smallbore Championship and was the first woman to be selected for the Combined Service team to shoot against England.

Individual canoeists shine . . .

EXCELLENT individual performances by Royal Navy canoeists at the Inter-Service Marathon and Sprint Championships at Nottingham shone through, despite the team finishing in third place.

CPO Mike Smith (846 Sqd) won the arduous 12-mile marathon event after a sprint finish with Heath (Army), currently a member of the British team. CCPO Dave Flynn (Ambuscade) finished fourth and also collected the fastest veteran prize. PO Dave Lang (846) finished seventh.

Smith again showed his class in the Sprints, winning the silver medal in the 500m and bronze in the 1,000m K1 events. He partnered Flynn in the K2 and here, too, they powered their way to silver in the 500m and bronze in the 1,000m. AEM Guy Gusterson (Daedalus) won the C1 500m event.

Anyone interested in competitive canoeing should contact either Mike Smith at Yeovilton (ext. 6679) or Lieut. Ian Duncan at MOD Foxhill, Bath (ext. 83471).

CHARITY WAS THE WINNER!

UNDER new team manager Sgt. Ken Pearson (RM Eastney), the Royal Navy squash team hosted the first major team quadrangular at HMS Temeraire, when they took on the Army, the Fire Service and the Police.

The visitors brought very strong teams. The Navy was represented by old hands CPO Stuart Walters (Vanguard) and Sub-Lieut. Nick Dymond (Manadon), supported by Cpl. Brian Allan, Sgt. Mark Long (Lympstone), W/O Jason Youdale (Splendid), POPT Ian Binks (Dolphin) and Lieut. Mike Farrage RN (RM Poole).

Although outgunned, the Navy played with their usual enthusiasm and determination. Walters gained a win against the Army and he and Pearson both won against the Fire Service.

The Police won overall and, although they finished fourth, the Navy squad gained experience and fitness.

Second RN match was against the Royal Automobile Club in London. As always a superb venue and very generous hospitality — off court at least.

Allan, Youdale, Pearson and Dymond all lost, with only Walters gaining a hard-fought victory. But Stringfellows nightclub was again part of this annual fixture and all enjoyed themselves into the early hours.

● During the quadrangular, money was raised for the Cancer Relief Macmillan Trust and Rear Admiral David Bawtree was delighted to hand over a cheque for £450 to a representative of the charity.

ROBISON ON FORM

LIEUT. Chris Robison (Caldrose) led from the start of the HMS Sultan 10 Mile Road Race and duly finished first of the 417 runners in a time of 49 mins 25 secs.

Tom Buckner (Havani) was runner up in 50.38 and Mark Bliss (Overton Harriers) third in 51.20. RNAC won the team event and other top Navy runners were Lieut. Steve Gough (Heron) 51.52 (5th), Lieut. Da Roberts (Fearless) 52.29 (7th) and PO Richi Hesleden (Heron) 53.31 (11th). First Wren was POWREN Jacki Bell (Dryad) in 77.10 and second Lieut. Jo Schmit (Collingwood) in 77.59.

Catching up with the angling set

WITHIN the game section of the RNRM Angling Association, the standard of fly fishing has improved dramatically. During 1991 the Navy team won all their major competitions, including the Inter-Services Challenge Trophy (sponsored by IRDUK) Ltd and the Inter-Services Championship (sponsored by SERCO).

Concentrating their efforts on traditional loch-style techniques, they have now built up a most competitive team of 14 from a total membership approaching 100. The eight or so annual meetings within the fly fishing calendar all most people to compete regularly.

In order to build on this strong position new members are encouraged to join. Some river fishing is available on the Meon and Itchen and scheduled casting/fly dressing instruction.

Interested? Contact the Game Secretary, Lieut. Cdr. R. H. S. Everall, DHP-H/OT1, Room 808, St Giles Court, 1 St Giles High Street, London WC2H 8LD. Tel. 071 632 7900.

HELD ON THE River Trent at Long Higgin and Burton Joyce, the 19th Royal Navy Coarse Angling Championships attracted 34 teams of four to the team event.

This was won for the third time by Caldrose A, who tied on 112pts with the associate team Pita but beat them on weight (16lb 3.5oz to 11lb 14.5oz).

Third place went to Defiance B with 111pts and the best of the ships was HMS Turbulent. Top individuals were CPO Doug Drane (Caldrose) 6lb 13oz; CCWEA Mark Middleton (Turbulent) 5lb 8oz, and Lieut. Nick Barling (Caldrose) 5lb 3.5oz.

The individual championship was contested by 133 anglers. First was Dave Smith (ex RO) with 17lb 5oz, an associate. Second and RN champion was CPO Nobby Clarke (Nelson) (10lb

1oz) and third, CCMEA Phil Timms (Sultan) (8lb 10oz).

Numerous visits to the River Trent in the past bore fruit for the RN coarse angling team when they finished 12th in the Third Division National Angling Championships.

These were fished by 83 teams of 12 and the Navy's excellent result means promotion to the second of six divisions, each comprising 90 teams.

Individual results — Mne. Steve Howells (42 Cdo) won his section (5lb 3.5oz) and gained a silver medal. Other notable section positions were achieved by RS Mal King (Trenchant), Drane, CPO Paul Mansley (Mercury) and POWEA Yorkie Bowers (Nelson FMG).

Tough swim challenges triathletes

A FORCE 4 wind whipped up the Solent to make the swim section of the Inter-Service Triathlon unexpectedly challenging for the 130 competitors, writes Sgt. Dieter Loraine.

Managers of the three teams were consulted and agreed the 1,500m swim should go ahead as planned, but five minutes into the long outward leg it was clear that the swimmers were finding it very hard going.

Chris Nesbit, racing as a guest, was keeping pace with Grant Robins, the GB swimmer, a pace Phil Kibble (Army), Chris Doe (RAF) and Andy Fletcher (RN) were finding hard to match. Robins exited the water at 21.30. Nesbit and Rolley followed 30 seconds behind, while Fletcher, Doe and Carr (RAF) were a further four minutes down.

The 40k cycle saw Nesbit post a time of 1.00.38, with Craig Evans (RN) on 1.02.02. At this stage of the triathlon Nesbit was very much in com-

mand, with a four-minute lead over Fletcher, who was having the race of his life but about to start his weakest discipline — the 10k run.

Nesbit was out on his own, and neither Kibble nor Herring could catch him, although they did pass Fletcher late in the run, as did Doe and Chris Ray (RN).

Still looking strong, Nesbit crossed the line first in 1.56.34, a full four minutes ahead of the Inter-Service Champion, Phil Kibble, who in turn was three minutes ahead of Herring.

Doe outsprinted Ray on the line, with Carr and a tired but pleased-looking Fletcher following.

In the ladies' race Linda Jones (RAF) was too strong for Reid (Army), who had led until midway through the run. All were in the water for over 30



POPT Danny Boon (third from right) checks his watch before the Inter-Service Triathlon swim — with the bike and run to follow. He was the first veteran home. Picture: Lieut.-Cdr. Nigel Huettel

minutes and Collier-Jackson, who swam for over an hour, recovered superbly to complete the bike in 1.16.26.

Danny Boon, one of the RN/RM's most consistent per-

formers, won the veterans race despite a strong challenge from Bob Payne (RAF).

Results: Men: 1, Nesbit (guest) 1.56.34, 2, Kibble (Army and Inter Service Champion) 2.00.48, 3, Herring (Army) 2.03.38, 4, Doe (RAF) 2.04.35, 5, Ray (RN) and (RN)

RM Champion) 2.04.38. Team: 1, Royal Navy; 2, Army; 3, RAF. Female: 1, Jones (RAF) 2.43.08; 2, Reid (Army) 2.44.41; 3, Cruick (RAF) 2.56.52. Team: 1, RAF; 2, Army. Male veteran: 1, Boon (RN) 2.09.39; 2, Payne 2.11.10; 3, Warr (RAF) 2.16.34. Team: 1, RAF; 2, Army; 3, Royal Navy.

Onward and upward in Westward

RNAC started the defence of its Westward League Cross-Country title with an emphatic win at St Austell, when more than 200 runners lined up representing several clubs keen to topple the Navy from its perch, writes Lieut.-Cdr. Bob Chapman.

From the gun, runners from Newquay/Par, Exeter and Bideford athletic clubs charged off, attempting to dominate the race — and, perhaps, intimidate us. But having begun in restrained fashion, we worked our way up the field, picking off the early speedsters.

Dave Neal (ex-Cdr. Log) in particular ran a superb race, taking the lead on the second (of five) laps and then going on to win easily. Chris Cook (Cdr. Log), in the middle of a sustained training build-up for the USMC Washington Marathon, ran equally well to finish fifth. Paddy Davison's (Drake) fine race saw him take 10th place and the rest of the team packed well behind him.

We knew it was going to be tough this winter. After RNAC became the first club to achieve a hat-trick of league wins last season, other clubs made it clear at the summer's road races and athletics matches that they intended to challenge us.

Furthermore, drafts out of the area, operational deployments and injuries have given the team a different look this year. But there is tremendous club spirit; witness the 15-20 runners now training regularly at Brickfields two evenings a week, and several club athletes have still to be blooded this winter.

Of the 45 teams taking part these are the leaders: 1, RNAC 1,453 points, 2, Newquay/Par 1,417; 3, Bideford, 1,398; 4, Exeter 1,378; 5, Plymouth 1,329; 6, RNAC B 1,301.

RN Winter Sports Association is holding its AGM and annual cocktail party at HMS President, London, on November 20 from 1700. Details: RNWSA Secretary, Cdr. K. G. Jay (071-632-5507).

Boxers inspired by oppos' enthusiasm

HMS Sultan hosted the Portsmouth Command Boxing Championships, which brought together some of the best boxers from six establishments to fight it out for the overall weight division titles, writes Lieut. Mark McGinley.

Enthusiastic support for each establishment added to the atmosphere of excitement as the 10 bouts were settled. The first was a bantamweight contest between MEM Cobra Coster (Sultan) and WEA APP Hilland (Collingwood).

After a determined start by both men Coster proved the more aggressive, but Hilland countered with good, clean punches and stopped Coster in the third.

WEA APP Appleton (Collingwood) employed a punishing right to floor SA Shaw (Warrior) in the second round of the featherweight final and won by a knockout.

Both lightweight finalists represented HMS Sultan. MEM Caldeira forced two standing counts against CK Thrupp in the third before knocking him out.

Other results — Featherweight: WEA APP Appleton beat WEA APP Hilland (unanimous). Light middleweight special: WEA APP Smith beat WEA APP Simpson (referee stopped contest). Light middleweight: WEA APP Nickless beat WEA APP Edwards (ref). Middleweight special: WEA APP Patterson beat WEA APP Crookes (ref). Middleweight special: WEA APP Bell beat WEA APP

PCT Woodward (Mercury) won the light-welterweight final after STD Hawken (Warrior) sustained an injury. The bout was stopped in the second.

MEM Goode (Sultan) knocked out WEA APP Smith (Collingwood) half-way through the first round of their welterweight contest. While a majority decision gave MEM Breeds (Sultan) the light-middleweight title over WEA APP Patterson (Collingwood).

Both Mne Jordan (Sultan) and MEA Campbell (Sultan) showed good skills at middle-

weight, but Jordan was stronger and took a unanimous decision.

A unanimous decision also gave Lieut. Duncan Forer (Nelson) the light-heavyweight title over MEA Jones (Sultan), whom he had forced to take a standing count in the first round. Forer won despite damage to his hand.

The heavyweight contest between RO McMillan (Mercury) and Mne Fisher (Sultan) ended in the second when Fisher knocked out his opponent.

Final bout was a super-heavyweight contest between LSEA Rushton (Dryad) and

LWEM Nelson (Collingwood). With Rushton looking the bigger of the two it was surprising to see him taking a standing count in round 1.

Nelson scored most of the points in the second and made Rushton take another standing count in the third, quickly followed by a standing count for himself. A unanimous decision gave the bout to Nelson, but Rushton was named best losing boxer of the evening.

Team result: 1, Sultan; 2, Collingwood; 3, Mercury; 4, Warrior; 5, Nelson; and 6, Dryad.

Royal Navy Novice Boxing Championships will be held in the Gymnasium, HMS Nelson, on November 7 at 1930. Advance tickets from Nelson Main Gate (£2). No tickets will be sold on the night except to Service personnel.

A bit of a do is being held to reunite Royal Navy boxers and coaches over January 16/17 1992. On the Thursday guests and their families will enjoy ringside seats for the RN v RAF match at HMS Nelson followed by a reception. The next day there will be tours of HMS Temeraire and the boxing gymnasium, with a big social event in the Victory Club to finish. Tickets will cost approx £5. For further details telephone Portsmouth Naval Base ext. 22828.

THREE bouts were outstanding in the Collingwood Boxing Championships, held in front of a packed auditorium.

First of these was the welterweight final between WEA APP Hill and WEA APP West, who scored a first round knockout with an excellent straight left jab.

In the heavyweight final, both PO Hayward and WEA APP Meese began at furious pace. Despite tiring in the second as Hayward landed heavy blows, Meese held on to participate in a toe-to-toe battle in the third, but Hayward took the bout by a unanimous decision.

Also deserving a mention was the light-heavyweight special bout between WEM Fegan and WEM Phillips. Although Fegan fought bravely Phillips was too strong and the bout was stopped in the second.

Other results — Featherweight: WEA APP Appleton beat WEA APP Hilland (unanimous). Light middleweight special: WEA APP Smith beat WEA APP Simpson (referee stopped contest). Light middleweight: WEA APP Nickless beat WEA APP Edwards (ref). Middleweight special: WEA APP Patterson beat WEA APP Crookes (ref). Middleweight special: WEA APP Bell beat WEA APP

Howe (unanimous). Middleweight special: WEA APP Molynous beat WEA APP Jennings (majority). Middleweight special: WEA APP Lignott beat WEA APP Waterworth (unanimous). Light heavyweight: WEA APP Atkinson beat WEM Jahn (unanimous). Best boxer of the evening was WEM Phillips.

AFRICANS WIN ON A REBOUND

WITH only a week's notice of a match to be played against Zimbabwe, the Royal Navy hockey squad went through a certain amount of agony worrying about availability.

But as match day dawned the side was ready. After a hectic five minutes of "getting to know you" play, the game settled down. Sub-Lieut. David Ward (Drake), PO Scott Mitchell (Osprey) and AEM Neil Tiffon (Heron) combined well to produce chances, confidently dealt with by the Zim-

babwe defenders.

As the half progressed the Navy defence came under increasing pressure. The determined play of LPT Nick Carter (Collingwood), AEM Mark Hooper (Osprey) and Mid Adam Jones (BRNC) helped withstand the pressure and errors in the opponents' short corner routines ensured that the first half finished goalless.

The second continued with the Navy defence under pressure. The positioning, timing and control of Jones played a crucial part in breaking down the constant attacks.

Prompted by WTR Luke Watson (Defiance) and PGAEA Iain Robert (Heron), useful attacks were built up — the forwards being kept out by good goalkeeping. Finally Zimbabwe's short corner routine bore fruit; although the first shot was blocked, they swept in the rebound to win the match by the only goal.

Rolling substitutes were used throughout the game, allowing the whole Navy squad to participate. The visitors were later entertained at the US Club, where many new friends were made.

Sports shorts

OCTOBER 30 and RNAS Culdrose will see HMS Seahawk play HMS Neptune in the final of the Navy Cup Competition.

Seahawk had an emphatic 9-1 victory over HMS Warrior in the semi-finals, while HMS Neptune beat RM Poole 3-1.

Earlier still, the group finals were settled as follows: Portsmouth Group A: HMS Warrior 4, HMS Temeraire 2 a.e.t. Portsmouth Group B: RM Poole 8, HMS Nottingham 2. Plymouth: CTCRM 2, HMS Seahawk 3. Scotland and Northern Ireland: HMS Neptune 5, HMS Cochrane 2.

RNAS Culdrose comfortably won the Naval Air Command Soccer Festival staged at HMS Seahawk. They saw off four sides to take the title — HMS Daedalus 4-2, HMS Gannet 9-0, RNAS Portland 2-0 and, probably the best game of the tournament, RNAS Yeovilton 4-2.

FOUR teams battled it out at the pristine Hindhead golf course on the final day of the Navy's Portsmouth Golf Championships.

HMS Dolphin and Satellites (made up of players from HMS Centurion, ARE Portsdown, and RM Eastney) won through to the afternoon's play-off. A nerve-jangling affair, the final was settled on the 17th hole by a five foot missed putt and HMS Dolphin retained the title by three matches to two.

GETTING the new season off to a fine start, the Royal Navy badminton squad clinched a 9-7 victory against a Portsmouth League's representative side at HMS Sultan.

The Navy stormed into an early lead, picking up five of the eight singles matches; victories here to CPOWES Andy Donaldson, CK Phil Twigg, Lieut.-Cdr. Ian Pike, Lieut. David Hill and to Lieut.-Cdr. Geoff Rowlands after an epic tussle over three ends with the Portsmouth No 1.

Honours were shared in the doubles matches, with two victories by the pairing of Hill and Lieut. Stuart Rippengale.

ON a very good wicket on the last glorious day of summer, the Submarine Command Cricket Team maintained an unbeaten record by seeing off the Commander-in-Chief Fleet's XI.

Captained by Vice-Admiral Sir John Coward, the submariners proved too strong in the two innings match and won by seven wickets.

UNITED Services (Portsmouth) Cricket Club will hold its AGM at Burnaby Road from 1800 on November 22. All past, present and prospective players, officials and club members are invited to attend. For details contact: The Secretary, CPOWTR Colin Solly on Portsmouth Naval Base ext. 22918.

ADVERSE weather conditions forced organisers to postpone a 60-mile "swimathon" relay race around the Isle of Wight. The event will now be held next spring (on the advice of Portsmouth Harbour Master) and once again the University of Southampton team will throw down the gauntlet to the Royal Navy.

Canopies and champagne

TEN Royal Marines — who undertake various jobs in the Corps, including the RM Free Fall Team — took part in the British National Championships in Canopy Relative Work at Langar Airfield near Nottingham . . . and won!

Corps and Free Fall Team commitments allowed the team to form only at the eleventh hour and with a mixture of old and new blood the Marines expected to gain experience rather than gold medals.

In fact shortness of time precluded finding sponsorship and the Free Fall Team had to meet the £4,000 bill for the two-week training camp, run by the Royal Navy and Royal Marines Sport Parachute Centre at Dunkeswell, near Honiton.

The competition at Langar called on eight jumpers to leave an aircraft at 6,000ft and create a pre-determined formation under canopy within two minutes. Four formations had to be done twice within a time limit.

It was a good test for the team, whose main opposition came from the Queen's Regt. But it was not as close as expected and the Royals won comprehensively. They also met the criteria laid down by the British Parachute Association to represent the UK at the World Championships next year.

Said Sgt. Paul Nolan: "If we are going to mount a serious challenge for gold next year — the team has two bronze and a silver from past world meets — we will need sponsorship to offset the costs of a very expensive sport."

"Also we need backing from

all the resources the Corps and the Navy can muster — i.e. fuel to offset the jump bills, releasing men to train, money for kit,

transport and helicopter support. The team has the ability and the will to make it possible but we cannot do it alone."

OUTLOOK GREY

FORMED 24 years ago, the RNRM Sport Parachute Association has expanded over the past 11 and now owns a Britten Norman Islander Aircraft and a Cessna 185.

A hangar has been built and extended to house both and also serves as the ground training area. Three portable buildings provide storage, a classroom and accommodation. The main building — the old control tower — contains the office and more accommodation. A recently added fuel installation makes the Association self-contained.

With a staff of four Royal Marines, SPA runs 38 parachute courses annually, often slotting in extra ones to cater for ships' personnel. This year the total should reach 44, with more than 800 individuals completing basic training.

Last year's students comprised 600 Royal Navy personnel and 100 men and women from the Royal Marines and other Services.

Having built an excellent reputation for safety and the

quality of instruction, the Association hosted the world record canopy stacking in 1986. Last year and this, it is host to the British Parachute Association instructor's course.

Chairman is Lieut.-Col. Gordon Keelan (Deputy Commandant CTCRM), who made a tandem jump from 12,000ft attached to Cpl. Andy Guest, club chief instructor, and was joined in freefall by the rest of the staff.

RNRMSPA provides continuation training, opening up the world of skydiving and freefall. It has a display team called the Drop Ins, which has performed for South-West area events and "Meet the Marines" days.

At the moment, however, a black cloud is looming over Dunkeswell. Possible staff cuts make the Association's future uncertain.



Above: Royal Marines show the opposition how it's done in the National Canopy Relative Work Championships at Langar Airfield near Nottingham. Picture: Simon Ward

MISSED PUTTS DASH HOPES

GOLFERS and non-golfers alike couldn't fail to be moved by the enthralling finish in this year's Ryder Cup, where everything depended on the last putt on the last green and share the disappointment as Langer's putt slipped agonisingly past the hole, writes Lieut.-Cdr. Roger Knight.

It was almost as if the finish had been contrived to produce such excitement. But less than a week earlier, identical finishes occurred in both the RN v RAF match and RN v Army match, with the Royal Navy suffering the acute disappointment of missing putts on the last green to lose both.

Held on the delightful heather and pine course at Ferndown, Dorset, the tournament was hosted by the Navy. They got off to a cracking start against the RAF, winning the Foursomes 3-1. Opening pairing, Surgeon Lieut.-Cdr. (D) Phil Guest (Sultan) and Lieut.-Cdr. Pat Lynch (Daedalus) won 5/3.

(Although all the matches are played off scratch, the opposition's opening pair were plus

one handicap players, compared with the Navy's handicap of one and three respectively).

Lieut.-Cdr. Ian Yuill (CTCRM) and CK Stuart Huxtable (Broadsword) did even better to win 6/3 and the third pair, CPO Pat Smith (Culdrose and POWEM(R) Steve Tinsley (Collingwood) won 4/3.

Unbeaten in all their previous foursomes matches this season, CPO Don West (Liverpool) and CPO Steve Lambert (Renown) were well beaten 6/4.

With only 3½ points required for victory from the eight singles matches, the Navy looked favourites, especially after Guest overcame the RAF champion 4/3. Lambert gained a fine 3/2 win and Smith halved his match, leaving a single point required from the other five matches.

Tinsley looked good for a half until his opponent birdied the 15th and 16th and beat him 2/1. Huxtable lost 3/2 and Lynch went down 4/3.

In a nail-biting climax at the 18th Yuill saw his putt to gain a half slide agonisingly over the edge of the hole. This meant CPO Brun Hunt (Culdrose) had to win the last hole as he was one down. But his opponent closed the door by birdieing the last. RAF won 6½-5½.

The following day the confident RAF beat the Army 7½-4½ to take the Inter-Services title. The Navy's match against



Prince Andrew, a recent convert to golf, had much to talk about with the Royal Navy team.

the Army to settle runners-up position proved even more exciting, 3-1 down in the Foursomes (only point coming from Smith/Tinsley), the Navy faced an uphill struggle in the Singles.

Yet again Phil Guest proved what a fine golfer he is, winning 4/3 against the Army champion. Smith also won, but the next two matches were lost, leaving the four remaining players the task of taking 3½ points for victory.

Huxtable won 1 up and Tins-

ley was successful 2/1. However, Lynch went down in the penultimate match, which meant Lieut. David Brecken (Avenger) had to win to achieve a halved match.

Coming to the 18th tee, he was one up, having won the 17th. Both players hit good tee shots up the 403 yard 18th and found the green with their second.

Before a large crowd, including the Duke of York, Brecken had to putt first. His downhill,

25-ft putt hit the hole and spun away to four feet. His opponent missed his putt, but it was stone dead and conceded.

Under enormous pressure the Navy man struck the return putt firmly, only to see it horse-shoe back out. Thus the hole was only halved, leaving the Army winners 6½-5½. So close and yet . . .

The final result belied how evenly matched the three teams were. The Duke presented the trophy to Wing-Cdr. Ian Skel-

tern and chatted with the teams.

A 50-YEAR-OLD bottle of Lamb's Reserve Rum (kindly donated by Lambs, the Royal Navy team sponsors) was presented to Surgeon Lieut.-Cdr. (D) Phil Guest by Rear Admiral Michael Layard, RN Golf Association president.

This was to mark Phil's outstanding achievement of never having been beaten in the Singles of the Inter-Services Championship, an achievement all the more remarkable as he has always had to play first against the other Service's champion.

Phil, who leaves the Navy at the end of the year, will captain the Combined Services team to tour Hong Kong.

Revenge is sweet. Two weeks after the Inter-Services the RN beat the Army in the final to win the Cornish Piskey trophy at Newquay Golf Club. The Navy's three pairs in this Scratch Foursomes matchplay knockout were Guest and Hunt, Yuill and Lynch, and Brecken and CPO Peter Hayden (Culdrose). Peter came in as a last minute substitute and acquitted himself very well.

In the two other invitation foursomes medal competitions, the Denham Bowl and the Graham Butler Trophy (formerly the Ferndown Fox), the Navy finished seventh of 22 in both. The latter competition saw them finish well ahead of the RAF and the Army.

Cherry B goes Forth!

A 22-year RN career behind her, HMS Charybdis passes under the Forth rail bridge on a chilly Scottish morning for a warm reception at Rosyth.

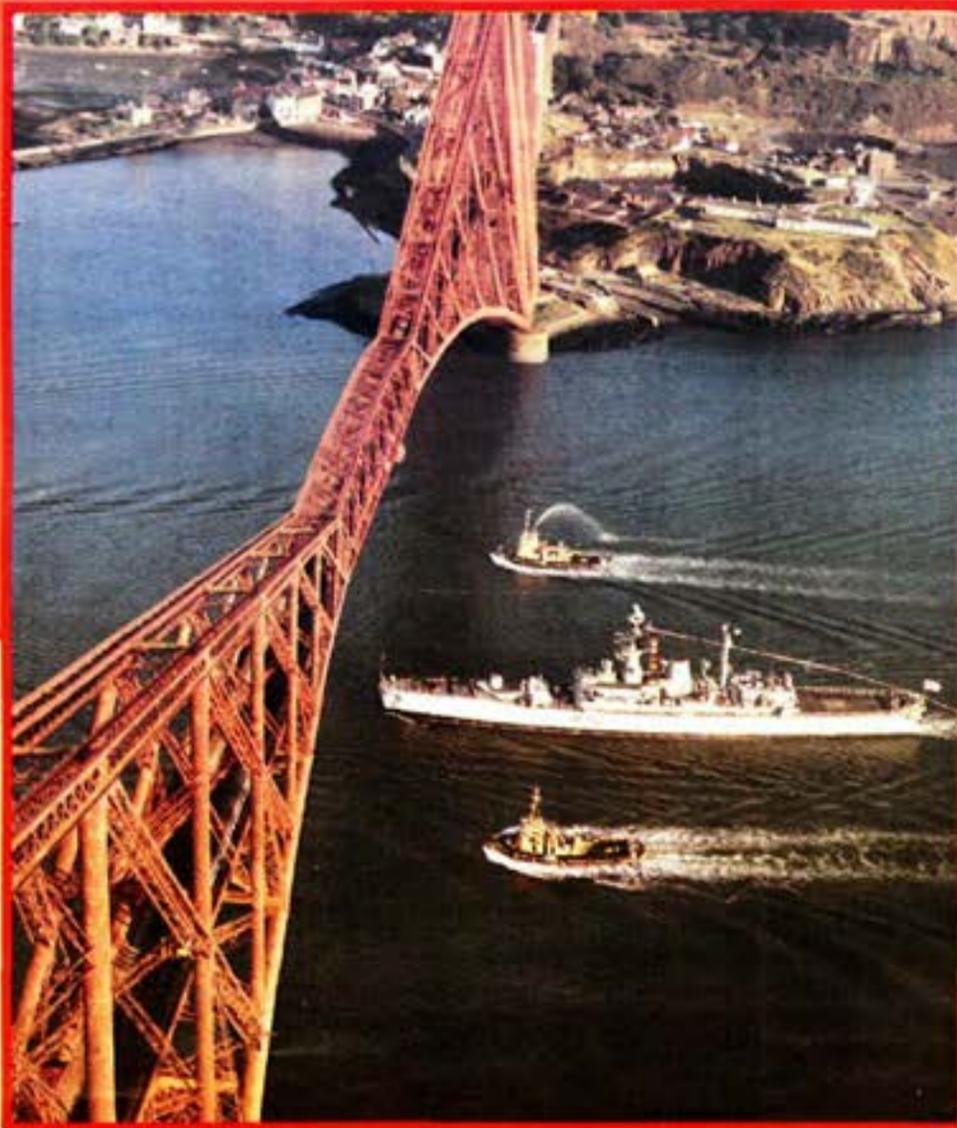
Affectionately known as the Cherry B, she has now paid off after sailing from Portsmouth on her final RN voyage and a farewell from families and friends.

On her arrival at Rosyth, the Naval Base Commander, Capt. Niels Westberg, a previous commanding officer of the Charybdis, provided an escort of tugs and a Royal Marines Band to ensure a hearty welcome.

Since her major conversion in 1982, the Charybdis has steamed 615,671 miles — equivalent roughly to 25 times round the world in nine years. During this period she has played a major role in all significant naval operations. After deploying to the South Atlantic she carried out Armilla Patrols and finally, at the beginning of this year, sailed to the Eastern Mediterranean in support of the Gulf War.

Several social events were held during the summer to celebrate her cheerful and spirited service. These included a families day, decommissioning dance and dinner party attended by many of her ex-commanding officers.

Her ship's company has now moved to HMS Andromeda, the last Leander to complete a refit. The Andromeda is expected to rededicate in Portsmouth in early December.



Nuclear bombs to go into store

NEITHER nuclear depth bombs nor free-fall nuclear bombs for Harrier aircraft will, in normal circumstances, be deployed at sea in future by the UK. Instead they will be held in central stores.

This was stated by Defence Secretary Mr. Tom King in discussing the future of theatre nuclear forces during the October Commons defence debate.

In recent years, he said, we had reduced the number of nuclear depth bombs carried at sea in peacetime.

But he went on to say that we still saw an important continuing deterrent role for a small number of air-delivered weapons.

Officer cadets wear new badges of rank

INITIAL training of officers of the Seaman, Supply and Engineering specialisations is to be revised and junior officers who have not passed the Fleet Board will wear a white distinguishing badge on their shoulder.

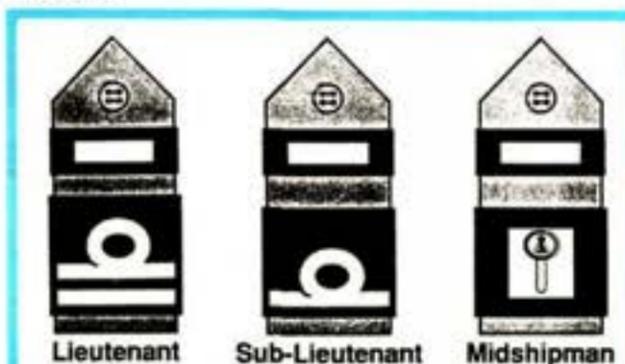
The non-substantive training rank of officer cadet is being introduced at BRNC Dartmouth and during initial sea training. "Apart from its tri-Service use and applicability to both sexes, it gives all entrants a common status, which will help to unify a new entry group and attract the help and guidance from ships' companies which they need," says an announcement.

The rank of Acting Sub-Lieutenant is abolished as it has no pay implications and no real significance in the Service.

The revised pattern of training aims to improve training efficiency, reduce cost of training wastage and improve the motivation and commitment of young officers.

A main target for improvement is to eliminate "split" Fleet training for Engineer officers and University Cadet entrants, which has been caused by a mismatch of the academic year and the BRNC Dartmouth entry dates.

Split Fleet time will be overcome by reversing the sequence of Fleet and academic training, so that all young officers have a



HOW the white shoulder badges will be worn with substantive badges of rank in the Fleet. While at BRNC and during initial sea training the white badge will be worn on its own.

common sequence of naval general training which will start with BRNC and initial sea training, followed by training in ships of the Fleet. This will culminate in a Fleet Board about 16 months from date of entry and those successful and who show commitment to a naval career will go on to professional courses or academic training, depending whether they already have a degree or not.

Meanwhile initial sea training, now carried out in the Dartmouth Training Squadron, will from next April be reduced to about eight weeks and will be given to all new entry officers — except aircrew (unless time and capacity exists) — mainly in ships of the Second Frigate Squadron.

Most Engineer officers will, after passing their Fleet Board, go to RN Engineering College Manadon to start degree training. Some will proceed via "broadening" appointments in the Fleet support organisation if they joined BRNC early in the academic year.

Seaman and Supply officers of the Supplementary and General Lists without a degree will return to BRNC for two terms of academic training. The course is at first-year degree level standard and the best of the students will have the option of selection for a BA degree in maritime defence, management and technology. If selected, short career officers will have to transfer to a longer commission.

Included in the new arrange-

ments at BRNC will be additional English instruction for any who fail to reach a satisfactory standard at basic level, and a maths and computing syllabus aimed to give an introduction to basic information technology.

There are also revised arrangements for University cadet entrants which will enable them to complete a shorter Fleet Board before going to university.

Until they have fully passed their Fleet Board, all officers will wear a white distinguishing badge on their shoulder with all types of uniform. This will be phased in gradually, starting at BRNC when supplies are available, and with introduction to the Fleet about six months later. Instructor officers will wear the badge until completion of the NEO Board and specialist aircrew until the equivalent position is reached in flying training. Special Duties officers training at BRNC will also wear the badge.

Being phased out, both in verbal and written communications, is the expression "OUTs" (standing for officers under training). Replacing it, where appropriate, in orders and publications will be what is regarded as the more personable term of "young officer."

Because of limitations in Fleet training capacity, implementation of changeover in the training sequence will take about three years to complete.

An annual policy review will assess whether the new measures have achieved their aim.

Trawler safety zone extended

THE Government has accepted a recommendation that there should be a separation zone of at least 3,000 yards to keep submerged submarines away from fishing vessels, navigation and shipping constraints permitting.

This follows a fatal accident inquiry into the sinking of the trawler Antares off Arran in the Clyde last November, when four fishermen died.

Instructions to increase the separation distance from 2,000 yards to 3,000 have already been applied throughout UK

waters, and other recommendations will be considered as quickly as possible.

In his accident report the Sheriff Principal concluded that human error on board the nuclear submarine HMS Trenchant caused the accident.

Defence Procurement Under-Secretary Mr. Kenneth Carlisle said a number of changes to training procedures had already been made, "showing our determination to ensure that submarine operations conducted in the Clyde area are as safe as possible."

SSAFA housing service

IN AN initiative to ease the housing problems of people leaving the Services, SSAFA has opened a housing advisory service at its central office, 19 Queen Elizabeth Street, London SE1.

A computer database will match details of available short-term letting accommodation to details of those who require it.

The opening ceremony was carried out on October 23 by Defence Secretary Mr. Tom King.

Last year more than 3,000 families were homeless on leaving the Services, and the establishment of a SSAFA housing office anticipates the likely escalation of housing problems as defence restructuring takes place.

Opening of the centre was followed by a seminar attended by a number of interested parties, including the Royal British Legion and housing associations.

Bit less give and take...

WITHDRAWAL of notice is now not so easy for some. Requests from Warrant Officers (both Artificers and non-Artificers) and non-Artificer CPOs to withdraw premature voluntary release notices now need central manning clearance.

It is described as "unfortunate but inevitable" that manpower considerations will predominate and clearance will not be granted in a number of branches which are currently or shortly to become overborne.

The move to ensure that promotion prospects and career progression are maintained for the majority follows recent PVR withdrawals, largely at WO and CPO level.

Previously withdrawal requests were usually approved locally, but this no longer provides the precise manpower control now necessary.

HOUSE DEAL

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tage option has been accepted, this cannot be swapped for the other. Choice of repayment methods is from endowment, capital and interest, repayment, pension plan or personal equity.

Mortgage payments cannot be debited from salary, and payments have to be made direct from a savings account opened with the society. But, if wished, salary can be paid directly into this account.

Property involved in the scheme can usually be let, but the society must be informed first.

The scheme does not apply to properties purchased in Northern Ireland, where the society already offers a generous discount.

Clarification is being sought on whether the scheme will be subject to beneficial loan taxation, and the Inland Revenue is considering the tax implications, if any. But any tax would affect only people with large mortgages.

Details of the scheme, which starts on November 11, will be published in DCIs, and promotional material supplied to Unit Personnel Offices.

Fearless visit

DURING a four-day goodwill visit to Sevastopol in the Crimea, planned for HMS Fearless in late October, discussions were taking place on a project to establish a war memorial to the British dead of the Crimean war. A ceremony was being held at Cathcart's Hill, where many Servicemen are buried.

