

# CROSSING THE TS?

**A £6 million contract has been awarded to Vickers Shipbuilding and Engineering Ltd. for studies into design options for a second batch of Trafalgar class nuclear submarines.**

Earlier it had been announced that the Royal Navy's future nuclear submarine requirement could be best met by a second class of Trafalgar class boats, building on the proven attributes of the class and incorporating significant improvement in capability.

The most significant advance is likely to be incorporation of a new sonar and command system which is already being developed to update existing submarines.

The studies will take about a year and, if successful, an order for the design and build of the first of class could be placed in the mid-1990s. The new submarines would then begin entering service at about the turn of the century to replace the Swiftsure class.

The Trafalgar class was built at VSEL's Barrow-in-Furness yard and seven are currently in service with the Royal Navy. HMS Triumph, last of the current class, was accepted from VSEL on Nov. 9.

The contract letter for the new study was presented by Defence Procurement Minister Mr Alan Clark at a Devonport ceremony to Mr Noel Davies, chief executive of VSEL.

Present too were the Controller of the Navy (Vice-Admiral Sir Kenneth Eaton), and senior representatives of VSEL's principal sub-contractors, British Aerospace, GEC-Marconi, and Rolls-Royce and Associates.

Another contract just awarded, and worth over £1 million, goes to the Anglo-French partnership of VSEL and Dassault Electronique and is to supply

technical demonstrators for the next generation data highway to be fitted in RN nuclear submarines.

Meanwhile, production deliveries are under way and the first submarine installation has been declared operational, resulting from the £10 million contract awarded in 1990 to Ferranti International in the programme to upgrade the combat system of RN nuclear submarines.

● HMS REVENGE, the Polaris nuclear submarine, is to be paid off at the end of her present commission in late 1993 instead of undergoing the three-year refit at Rosyth originally planned.

Part of Britain's original strategic nuclear deterrent force, Revenge is actually the youngest of the four-submarine force, having been laid down in 1965 and commissioned into service in December 1969.

## Cleo's last entry

A DEVONPORT ceremony on January 24 will mark the decommissioning of HMS Cleopatra after 26 years' Royal Navy service.

The Devonport-built Exocet Leander frigate made her final entry into her home port on December 17 after serving the last few months of her long RN career with STANAVFORLANT, including a visit to London.

## BRIDGE OF SIGHS . . .

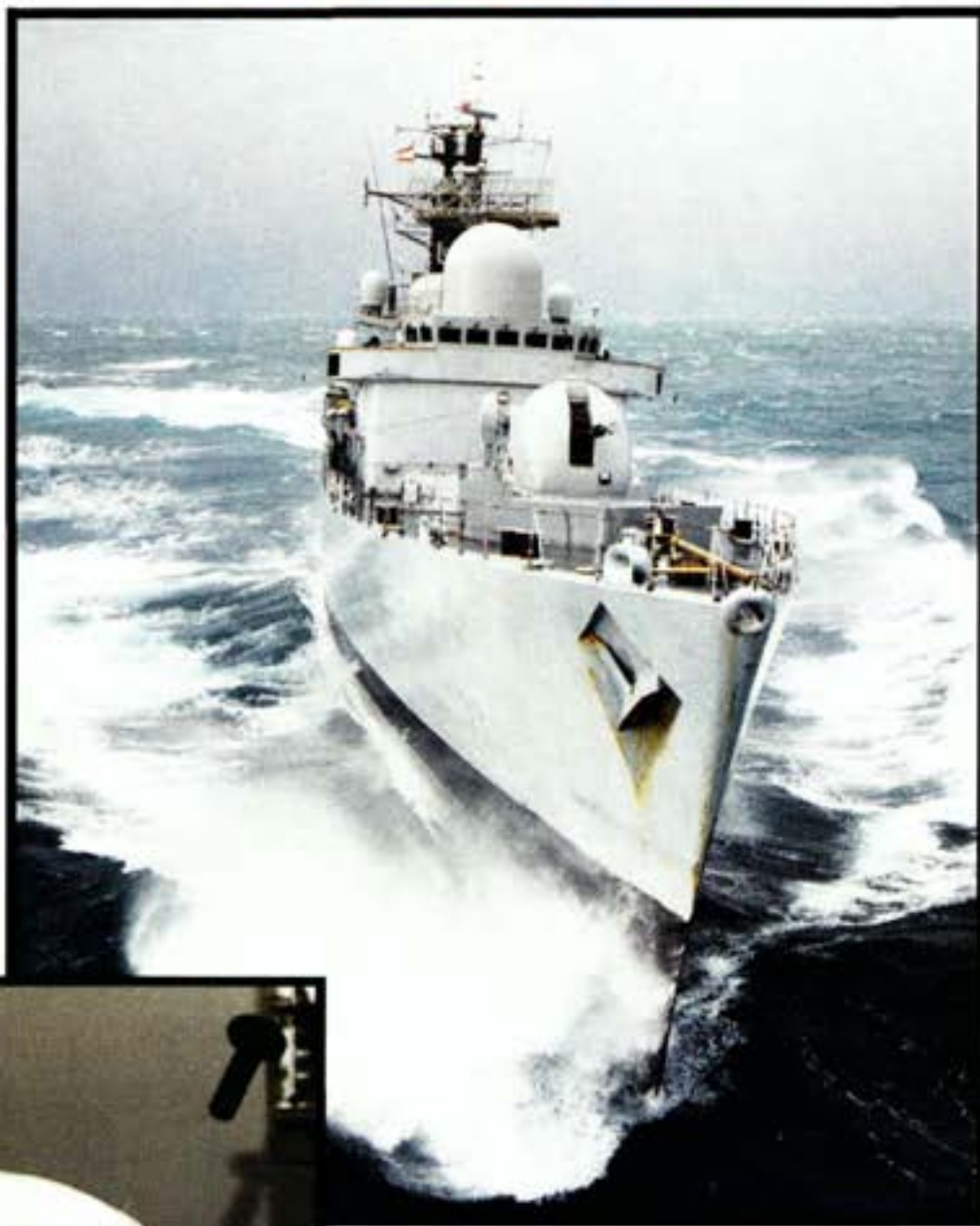
INSTEAD of Christmas at home, changed plans meant HMS Exeter joined the roll of RN ships away from the UK for the festive season, and saw her heading through lively seas as she prepared for a Venetian yuletide.

It marked the end of a busy year, including Gulf war service, for the Type 42 destroyer which, before the planned Venice visit, made calls at Brindisi, Bari and Ancona. She also rendezvoused with HMS Minerva, heading

home after Dartmouth Training Squadron duty which included a visit to Varna in Bulgaria.

As Exeter ship's company members made the most of their unexpected deployment and prepared for a Christmas which included telephone calls to families and friends, those at home were wondering if at some stage the ship might be called on to support any humanitarian aid in the Yugoslavian crisis. Meanwhile, she was expected back in the UK early in the New Year.

Picture: PO(Phot) Alistair Campbell.



## A touch of the blues

WINNER of the title "Young Steward of the Year" at the Royal Navy's Salon Culinaire, was 19-year-old Joanne Williams, seen here making up a "True Blue" cocktail.

A full report of the Salon, held at HMS Nelson, will be in next month's Navy News.

## Freak wave kills four

A SEA King helicopter from HMS Gannet took off 32 survivors from a Russian factory ship after a freak wave smashed into the bridge, killing four crew including a woman.

In "atrocious" conditions nine miles off Islay, the Mk 5 piloted by Lieut. Gurney Hickey joined the duty RAF search and rescue Sea King in a gruelling six-hour operation, transferring the crew of the 1,900 ton Kartli to the RFA Olna.

Two more 819 Sqn Sea King Mk 6s were kept on standby on board the fleet tanker whose presence enabled helicopter crews to refuel at sea.

Survivors — including the ship's cat — were fed and given warm clothing there before being delivered ashore at Prestwick.

Others suffering from shock and hypothermia were flown to hospitals in Kilmarnock and Londonderry. Seven had been picked up from liferafts and Lieut. Hickey's crew — Lieut. Steve Pitcher (2nd pilot), Lieut. Vic Gover (observer) and Chief Aircrewman Roy Henshaw — recovered one body from the water.

# Angela gets into action



Pictures: Left, HMS Nottingham manoeuvres in the "Thursday War" off Portland.

Below, Angela lends a hand, and a smile, in defending the ship against air attack.



THE RIGOURS of HMS Nottingham's "Thursday War" during her work-up inspection at Portland were eased somewhat when Angela Ayckroyd, 23-year-old winner of the title "Miss HMS Nottingham", visited the ship as part of her prize.

She took the opportunity to meet nearly all of the 280 men aboard, and of experiencing the ship in action, witnessing air attacks from the gun deck, steering the ship from the bridge, helping fight fires aft, stemming floods up forward and even distributing action snacks.

Everyone was impressed, not only by her competition-winning figure but by her great sea-legs as well, for despite gale force 8 weather conditions she continued to chat happily to the hardworked ship's crewmen.

To cap off her visit she enjoyed a VIP lunch with 20 lucky members of the ship's company before embarking in the Lynx helicopter for the flight back to Portland.

Also on board was disc jockey Gary Andrews from BBC Radio

Nottingham who presented his programme from the ship, interviewing all the ship's Nottingham natives.

Listeners in the Nottingham area were given an insight into all aspects of life at sea in a modern warship, but of particular interest was the galley's contribution to the programme's regular recipe spot. When asked for a typical naval dish LCK Bogey Knight had no option but to give away his secret recipe for "Cheesey Hammy Egg".

● Following her work-up period at Portland, HMS Nottingham was re-dedicated at a ceremony at Portsmouth, with the ship's sponsor, Mrs Henrietta Wood, daughter of Admiral-of-the-Fleet Sir Henry Leach, taking the salute.

## LONDON IN THE NEW WORLD

Despite the bitter Connecticut winter chill, 3,000 New Londoners queued to tour the Type 22 frigate HMS London when she made her last foreign port of call of 1991.

Things were a lot warmer there in 1781, when 32 Royal Navy ships sacked and burned much of the town, then a whaling station that had become a rendezvous for Revolutionary privateers.

Links between the two seafaring nations are a lot more cordial today — as shown by the message of greeting from the Lord Mayor of London to the Mayor of New London delivered by HMS London's commanding officer, Capt. Mark Stanhope.

### New York Jets

The US Navy submarine base at Groton hosted the visit, with trips to New York and Boston and the first nuclear powered submarine USS Nautilus providing popular diversions for the ship's company.

Another moment in history was marked by Midshipman Adrian Hempel who visited the small village of Stonington to lay a wreath at the grave of Midshipman Thomas Powers, RN, who in 1814 was murdered by pirates off the coast of New London.

Sporting fixtures, including soccer, rugby and volleyball were keenly contested against the US Coastguard Academy with the ship's company also enjoying the spectacle of American Football with a trip to view the National Football League game between the New York Jets and New England Patriots.



## Tender farewell

THE SUN sets on the fleet tender HMS Mentor as Lieut. Tom Suddes, Commanding Officer of sister-ship HMS Manly, waves her goodbye.

The three small ships, Mentor, Manly and Milbrook, which made up the Seamanship Training Squadron at HMS Raleigh, have now been paid off and are awaiting disposal at Portsmouth, having been axed from service as an economy measure.

The fourth ship of the class still flying the White Ensign, HMFT Messina, is based at Royal Marines, Poole, where she is used for navigational training and four similar craft are operated by the Royal Maritime Auxiliary Service.

Photo: LWREN(Phot) Alison Wright

# Rescues a cut above the rest

## Floor work for Herald

After a six month refit following her role as headquarters vessel for Royal Navy minehunters in the Gulf War, HMS Herald returns to survey work next month — charting the ocean floor off Brazil.

Veterans of another war were invited to her re-dedication at Devonport. Three survivors from the destroyer HMS Warwick, torpedoed off north Devon in 1944 represented the Herald's affiliation with the town of Warwick.

RESCUE of a seriously-injured seaman from a Spanish trawler found pitching and rolling violently in rough seas earned a nomination for an RN Sea King crew in the rescue (airmanship) category of this year's Silk Cut Nautical Awards.

The incident occurred as RFA Olmeda, with HMS Gannet-based Sea Kings of 819 Squadron embarked, was operating 50 miles west of Rockall in November 1990.

Despite bad conditions an aircraft was launched and a radar search located the fishing vessel Jositan. Because of the trawler's wild movement and scything masts, together with poor visibility, the first rescue attempt was unsuccessful, but it was decided to make another attempt, with the trawler in the lee of the Olmeda.

With the tanker acting as a windbreak, and her lights and silhouette providing hover references for the aircraft, the difficult rescue was successfully completed.

The fisherman, who had serious leg injuries, was taken on board the tanker for urgent medical treatment and later transferred ashore.

### Courage

The Silk Cut Awards, now in their eighth year, recognise courage, skill, expertise and devoted service in all key areas of marine and nautical life.

Presentation of the 1991 awards was made at a London ceremony by the First Sea Lord (Admiral Sir Julian Oswald), who spoke of the continuing need — even in high-tech war — of the basic skills of seamanship.

Duty SAR crews at naval air stations have "scrambled" 443 times and rescued 354 people in the last 12 months.

● Winners of the Rescue (airmanship) category were the SAR crew of 78 Squadron, RAF Mount Pleasant, Falkland Islands, whose Sea King evacuated 21 people from RFA Gold Rover off Port Stanley after she developed a steering problem in high seas in September 1990.

Below: three of the crew of the 819 Squadron Sea King who flew from RFA Olmeda to rescue a seriously injured seaman from a storm-tossed fishing vessel. From the left, Lieut. Andrew Baillie (co-pilot), LACM Stephen Pointer (winchman), and Lieut.-Cdr. George Newlands (aircraft captain and observer). Not here is the pilot, Lieut. Phil Linscott, who is now with 849 Squadron at HMS Seahawk.

## Second Smith trial

A SECOND Joint Services' Expedition to climb Smith Island in Antarctica is being planned for the austral summer of 1993, leaving UK in December 1992 and returning in April 1993.

Smith Island is littered with crevasses, ceracs and ice falls making travelling extremely hazardous, so the expedition is not for the fainthearted.

If you think you can provide the total commitment to the exped's objectives, have good climbing and skiing skills, then Royal Marines WO John Kimbrey, who plans to lead the Expedition would like to hear from you. He can be contacted at RMSA, CTCRM, Lymington, Exmouth, Devon EX8 5AR (tel 0392-873781 ext 342).



## Jenny's thigh party ...

BEAUTY therapy student Jenny Ray showed Prince Charles the high-tech way she uses to keep her shapely legs trim when he arrived to officially open the new China Fleet Club at Saltash, Cornwall.

The fitness suite — also known as the "torture chamber" — was just one of the attractions inspected by the Prince as he toured the £10m leisure complex on the banks of the Tamar.

Princess Diana was to have accompanied him — but was suddenly stricken with 'flu. Inset: Tania Henn (9), daughter of CPO John Henn currently serving in HMS Defiance, presented him with a get well card for her.



## IN BRIEF

### Sunny side up

A new survival suit and life-jacket designed to keep the wearer turned face up out of the water has been developed with the help of the Institute of Naval Medicine. It also has a three-layer construction between which carbon dioxide gas is released to provide insulation.

The South Korean Navy paid its first visit to Portsmouth when the frigates Chung Nam and Che Ju of the Korean Cruise Training Unit arrived for a five-day courtesy call.

Land-locked Switzerland has found a buyer for HMS Fawn, the former coastal survey vessel now re-named MV Red Fulmar and destined for further service with an off-shore oil support company in West Africa and the South China Sea.

NEWLY appointed as Captain Royal Naval Auxiliary Service, Capt. John Neville-Rolfe, on his first visit to the Portsmouth RNXS Unit, presented six long-service medals for 12 years' completed service.

A LYNX helicopter from HMS York Flight flew in to Arnold School, Blackpool for an affiliation visit, renewing ties the ship has had with the school for the past five years.

England soccer boss Graham Taylor opened a new fitness centre at RNAY Fleetlands — and accepted the offer of a lift back to London by helicopter.

Four 50kg bombs from a Dornier that crashed on the beach at Whitstable in 1940 were destroyed by Portsmouth Area Clearance Diving Unit.

## Last turn of the Tidespring

RFA TIDESPRING sailed into Portsmouth for the last time under the Blue Ensign, having completed more than 28 years of stalwart service for the Royal Navy.

Perhaps her finest role was carried out during the Falklands War. In 1982, returning to UK after exercises at Gibraltar, she was diverted to Ascension Island to embark two Wessex helicopters from 848 NAS and 87 Royal Marines to accompany HM Ships Antrim, Plymouth and Endurance in the recapture of South Georgia.

Her most recent deployment was taking part in Operation Dervish, visiting Murmansk and Archangel to celebrate the 50th anniversary of the Russian convoys.

● On the same day that Tidespring returned, two other ships came into harbour at Portsmouth — HMS Gloucester, returning from her three-month deployment in the Caribbean, and HMS Fearless, back from the Mediterranean and Black Sea.



# Operating in a sea of change

IN these days of Options for Change, Drafting remains a vital element keeping up with the changes and ensuring that turbulence is kept to a minimum. Throughout the past year the winds of change have continued to blow and for the foreseeable future these changes will continue to affect life in the Service.

Our aim in Ops Drafting remains constant, to provide the right man in the right place at the right time to meet the needs of the Service and the individual. The Drafting Regulations (BR 14) are the basis for all drafting, and a good read for DOs and Divisional Senior Ratings.

With the many changes in the manpower scene and the need for close liaison with our customers is increasingly important. Divisional Officers and Senior Ratings are strongly encouraged to keep in close contact with their respective drafting desks to discuss their needs and any foreseen (or unforeseen) problems. A visit to Centurion, is always most worthwhile and produces the best results. Good communication is the name of the game.

Remember too, at the Annual Service Certificate Check that ratings' Drafting Preference Forms should also be checked and re-submitted if required. The DPF is the main, and most important, source of information about your people that we have to work with, please keep them up-to-date.



"We'd have a better picture if we could lose this DPC clutter."

## School report

In April 91 the move of the Seamanship School from HMS Nelson (Gunwharf) to HMS Raleigh was completed. The Royal Naval School of Seamanship (RNSOS) HMS Raleigh is now responsible for all Seamanship Training in the Royal Navy; courses and dates are published by Fleet Temporary Memorandum. Ships should note that the Replenishment-at-Sea rig is available for booking for RAS teams on Mondays and Tuesdays most weeks.

Sideways entry to the Seamanship Branch is available to all and applications should be made to the Captain HMS Raleigh. It is a simple process — interested? Details — FTM 240/91 and BR 1066. Once selected the timing of the transfer

to LS(Sea) course is dependent upon the provision of a relief in your present job and availability of places (the requirement has been reduced for 92/93). Longer delays in transfer from shortage categories is also inevitable. All girls take note — the branch is open to you as well. When are we going to see our first LWREN(SEA)? Every finger a marlin spike every thumb a fid!

The move of the school from Gunwharf to HMS Raleigh reduced the number of billets in the Portsmouth area for Seaman Specialists. Sorry chaps, but in the meanwhile a number of General billets in the Portsmouth area have been identified for the branch to offset the imbalance.



**Drafty**

... on the Ops branch

WRNS RTGS SEAMANSHIP



"Well, what's jumping on boys got to do with seamanship!"

## Sea-time for Wrens,

### The show goes on

Drafting Roadshows continue to visit all major establishments. The format involves a presentation by Captain Naval Drafting followed by a question and answer period, an Ops Drafting Officer invariably attends to take any specialist or personal questions. The Roadshows are in the main aimed at Divisional Officers and Senior Ratings and conclude with a drafting clinic at which individual problems can be addressed.

Questions raised at the Roadshows cover the full range of drafting and related manpower subjects, all questions are either answered at the time or, if further research is necessary, by letter. Forget about moaning about your draft in the bar and keep an eye out to meet your Drafting Officer in person at the Roadshow.

The topic of WRNS to sea is as current today as it was a year ago; the progress in meeting the Operations Branch objectives has been most satisfactory. The most popular Operations sub-branches have been those traditionally open to WRNS, particularly Radar and Communications; Electronic Warfare is also attracting many although there have been fewer volunteers for Sonar and Missile.

The success in recruiting WRO's has however created some difficulties, and because of the present mismatch between sea billets and numbers adjustment to the length of First Sea Draft have had to be made. Unfortunately some will be drafted to shore Comcens in the first instance. Although not totally satisfactory in the short term the present strength of numbers bodes well for the future in relieving the acute shortages of the recent past and improving the sea shore ratio in the future.

## ... for Buffers,

The length of sea draft for CBMs has been reduced to 2 years to enable personnel qualifying to go to sea on completion of their course and to consolidate their training. Advancement to PO(Sea) is now about 3 years from PPE, drafts to buffer course will occur just before a rating is due for advancement.

## and Minewarfarers

To reduce the backlog of Minewarfare Part Three Trainees awaiting their first sea draft, the length of first sea drafts has been reduced from 30 months to 24 months and requests for extensions of sea service rejected. Some Seamen(MW) already at sea may find their Estimated Relief Dates are amended to reflect this.



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## OPERATIONS DRAFTING TEAM

Drafting Commander, WO's Appointer and Regulators Drafting Officer: D1 — Cdr. David Ewing ext 2494

Office Manager — Regulator Drafting: AD1 — CPO WTR Tom Finnie ext 2497.

Sonar, Minewarfare, Diving, PT: D1A — Lieut.-Cdr. Mike Linfield ext 2453. AD1A — PO Wren WTR Pam Miles; LWTR Steve Searle ext 2441.

Missile, Seaman, EW: D1B — Lieut.-Cdr. John Beavis ext 2454. AD1B — PO WTR Jeff James ext 2284. LS(M) Paddy Casey; ALWren WTR Janette Riddell ext 2459.

Communications, CT, Telephonist: D1C — Lieut.-Cdr. Bob Villier ext 2452. AD1C — CPO Wren WTR Ann John ext 2442; LWren WTR Barbara Golby ext 2496.

Radar, Survey Recorder, Weapon Analyst: D1D — Lieut. Cdr. Peter Young ext 2457. AD1D — PO Wren WTR Leah Mail; LWren WTR Helen Ford; Wren WTR Katrina Goldsmith ext 2450.

## Sideways look

In addition to the Seaman sub-branch the PT, Regulating, Survey Recorder, Communications Technician and Diver branches are also open to sideways entry, applicants from those branches which are currently underborne (Communications, Sonar, Radar, EW and Missile) further restrictions apply. (See DCI 91/91).

Manning levels in these shortage categories are expected to steadily improve over the next few months.

## Home and away for PT Branch

After much debate the length of drafts for the PT branch have been revised to allow equal opportunities for all. These have been agreed with the school and revised ERDs will be published where necessary. Don't forget that an ERD is only an ESTIMATE, the final date for the arrival of your relief can be varied by up to 3 months.

Seagoing Billets	
CPOPT and CWPT	12 months
POPT and POWPT	24 months
LPT and LWT	24 months
Shore Billets	
CPOPT and CWPT	36 months law BR 124 Art 0112
POPT	36 months law BR 14 Art 0112
LPT	No ERD or predictions. Governed by requirement of sea roster
LPT awaiting FSD	12 months
LPT awaiting second and subsequent sea drafts	No ERD. Governed by requirement of sea roster.
LWPT	24 months law BR 14 Art 0112



# HMS BEAVER: A DAMMED FINE SHIP

CURRENTLY undergoing an assisted maintenance period at Devonport in preparation for her deployment to the Gulf in the weeks ahead is HMS Beaver.

Extensive modification and repair work carried out by Devonport Management Ltd and ship's staff during the Beaver's first major refit

will spend a well earned period of rest and recreation with their families.

Laid down in 1980 and launched in May 1982, HMS Beaver was accepted at Ports-

Displacement: 4,800 tonnes. Length: 146.1m. Beam: 14.75m. Draught: 6.4m. Armament: Exocet; Seawolf; 40mm guns; torpedoes. Aircraft: Two Westland Lynx HAS 2/3 helicopters. Propulsion: 2 Olympus gas turbines; two Tyne gas turbines. Speed: 30 knots; 18 on Tyne. Range: 4,500 miles at 18 knots on Tyne. Ship's company: 250.

period include the fitting of an improved design of propeller and installation of a computer-assisted machinery management system.

A Type 22 frigate, HMS Beaver became only the second ship in the Fleet to be fitted with hull vibration measuring equipment, which is designed to reduce the ship's noise signature.

The weapon engineering department was also busy during the refit, with 2016 sonar being replaced by 2050, and the 967 Seawolf surveillance radar being upgraded to 967(M) standard.

Work on accommodation included the fitting of heads and bathrooms for the 33 WRNS officers and ratings who joined the ship in mid June.

Post refit, HMS Beaver carried out a six week period of operational sea training at Portland, where she was assessed as ready to rejoin the operational fleet. As always, much effort was required to get the ship to the standard required of the Navy's front line, and many important lessons were learned.

For many members of the ship's company, including the WRNS ratings, this was a first taste of "Portland stress."

On her coming deployment, HMS Beaver is expected to visit a number of Gulf states as well as make an out-of-area transit to the Far East. There it is hoped her ship's company

mouth on July 18, 1984 and commissioned into the Second Frigate Squadron in December 1984. Capable of defending herself and of attacking targets above, on and below the sea surface, her state-of-the-art sensors provide early and rapid warning of the threat to give the command team time to react.

Information about contacts in the surrounding area is stored and evaluated in the Operations Room computers. Communications systems can transfer this data rapidly and accurately between ships of a task force.

HMS Beaver's main engines comprise two Rolls-Royce Olympus TM 3B gas turbines and two Rolls-Royce Tyne RM1C gas turbines (COGOG) driving two shafts with controllable pitch propellers. She also has four diesel generators.

The powerful Olympus gas turbines give the frigate impressive acceleration and top speed, while the Tyne cruising turbines are used to give greater endurance and fuel economy.

The ship — armed with Exocet and Seawolf missiles, 40mm guns and torpedoes — is stabilised to optimise weapon and sensor performance and to improve the comfort of her ship's company. She is also fully air-conditioned.

Above right: Second of the "stretched" Type 22 frigates, HMS Beaver is some 12 metres longer than the Batch 1 Broadsword class vessels.



## Lodging a claim to renown

**NINE previous Royal Navy vessels have borne the name Beaver — most recently an Indian class destroyer built on the Clyde at Denny's, Dumbarton.**

She entered service in 1912 and was one of the first ships fitted with partially geared turbines. She had a maximum speed of 30 knots and was armed with two four-inch guns, two twelve-pounders and two torpedo tubes.

Her lively First World War career saw her on escort duty and anti-submarine patrols. She was one of the destroyers of the Harwich Force, which took part in the Battle of Heligoland Bight when three enemy cruisers and a torpedo boat were destroyed to one British cruiser and one destroyer damaged. She paid off in 1919.

The first Beaver, a Royalist ketch, was captured by the Parliamentarians in 1656 and sold in 1658. The second was a

French privateer captured in 1757.

Under Capt. Edward Gascoine she won a battle honour for her part in the capture of Louisbourg in Canada and she paid off in 1759.

She was followed in 1761 by a sloop which saw service in West Indian and American waters during the War of Independence. She captured an American 14-gun privateer, the Oliver Cromwell, later renamed Beaver's Prize.

### Athalante

Next HMS Beaver, a 269-ton sloop armed with 14 six-pounders and six 12-pounders, also saw action in the West Indies. During blockade duties in home waters between 1800 and 1806 her boats — with those of HMS Scorpion — successfully cut out the Dutch brig Athalante from the Vrie. She was paid off in 1806. Fifth Beaver, a 10-gun sloop, served in

home, West Indian and South Atlantic waters from 1809 to 1828. One of her captains was Frederick Marryat, author of *The Children of the New Forest* and *Mr. Midshipman Easy*.

Three Beavers followed between 1827 and 1811: a wooden steam paddle packet and two gun boats.

It should also be mentioned that a Canadian armed yacht and a minesweeping launch operated under the name in the Second World War, as did three Coastal Forces bases in the Grimby area. This association is kept up in the Sea Cadets' TS Beaver at Immingham.

A Royal Canadian Navy launch, PCE 706, renamed Beaver after the war, was used as a training vessel before paying off in 1955.

● Battle honours: Louisbourg 1758, Athalante 1804, Heligoland 1914 and Atlantic 1942.

## POSTCARDS TO COLLECT

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3JH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

Abdiel (1968, 1980), Acheron, Achilles, Active (1978, 1987), Adamant, Agricourt, Azale, Ajax, Alconry, Alamein, Albatron (1956, 1971), Albemarle, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1871, 1981), Anglessey, Antelope, Anson, Apollo (last masted), Apollon (frigate 1972, 1975, 1985), Archer class (Excalibur and Explorer), Ardent, Anethusa (1970, 1977), Argonaut (1972, 1980), Argus, Argyle, Anadine (1973, 1985, 1990), Ark Royal (strike carrier 1956, 1970), Ark Royal (1986), Ark Royal and illustrious (one card), Armada, Arrow (1977, 1989), Artherstone, Ashant (1972, 1975), Auriga, Aurora (1971, 1985), Avengeur.

Bacchante, Barossa, Battleaxe, Beagle, Beaver (1985, 1991), Belfast, Berkeley, Bermuda, Berry Head, Berwick (1962, mod 1, 1983), Bireon, Birmingham (1977, 1982, 1987), Blackpool, Blackwood, Blake (1961, 1969), Blazer, Blue Rover, Boxer (1984, 1991), Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britanna (1958, 1974, 1980), Broadsword (destroyer 1962), Broadsword (frigate 1979), Brocklebury, Bromington, Bulldog (1973, 1990), Bulwark (1955, 1979).

Cacchiot, Cambrian, Cambeltown, Camperdown, Caprice, Cardiff (1960, 1989), Carron (destroyer 1960), Carron (minesweeper 1985), Carystot, Caststock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chatham, Chevron, Chichester (pre-mod), Chiddingfold, Churchill, Cleopatra (1970, 1977, 1988), Conqueror (1972, 1989), Cornwall, Corona (pre-mod, mod), Cotswolds, Courageous (1973, 1987), Coventry (1975, 1989), Cumberland (1957, 1989),

Cygnets (1978, 1986)

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1979), Diamond, Diana, Dido (1965, 1979), Diomedea, Dreadnought, Duchess, Dulverton, Dumbarton Castle (1983, 1991), Dundee.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egea, Endurance (1969, 1977, 1988), Engadine, Eskimo, Euryalus (1976, 1986), Excalibur, Exeter (1981, 1991), Explorer, Esmouth.

Falklands Island Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Fairmount, Fawn, Fearless (1967, 1982, 1990), Fife (1967, 1982), Finwhale, First Fast Training Boat Squadron (HM Ships Cutlass, Sabre, Scimitar on one card), Fort Austin, Fort Grange (1978, 1991), Forth.

Galatea (1968, 1984), Gamba, Girdness, Glamorgan (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer 1980), Gloucester, Gloucester, Gold Rover, Grailson, Grenville, Guernsey (1978, 1991), Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecla, Herald, Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft (HM Ships Wolverine, Beachampton, Wasperton, Yaxinton, Moriston on one card), Hubberton, Hurworth, Hydra, Ilustrous, Intrepid (1968, 1979, 1990), Invincible (1981, 1989), Ichen Jaguar, Jersey (1977, 1980), Juno (1970, 1986, 1990), Jupiter (1969, 1979), Julland Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkiston.

Layburn, Leander (pre-mod, mod), Leebury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llanfair, Loch Fada, Loch Kilisport, Loch Lomond, Loloten, London (1964, 1980, 1987), Londonderry (1968, 1980), Lowestoft (1964, 1982), Lyness, Lynx (1957, mod 1, mod 2)

Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Middleton, Min-

erva (1968, 1979), Mohawk, Mounts Bay, Murray Naad, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk (1970, 1990), Nottingham, Nubian.

Oberon, Ocean, Ocotot, Odin, Olmeda, Olympus (pre-mod, 1984), Olwen, Onslaught, Onyx, Opposum (1977, 1989), Opportune, Oracis, Orkney, Orpheus, Osiris (1965, 1988), Otter, Otus (early and 1973).

Pallister, Peacock, Penelope (1971, 1982), Peterel and Sandpiper (one card), Phoenix (1972, 1978), Plymouth (1963, mod 1, mod 2), Pollington, Porpoise (1959, 1979), Protector, Puma, Quorn.

Raleigh Inshore Squadron (Manley, Mentor, Millbrook on one postcard), Rapid, Reliant (1966, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyt, Roebuck (1966, 1987), Rorqual, Rothesay (1970, 1981), Russell.

St David, Salisbury (1957, mod), Sandown, Sandpiper and Peterel (one card), Scarborough, Scorpion, Scorpion, Scylla (1962, 1984, 1991), Sealion (1962, 1984), Sheffield (cruiser), Sheffield (destroyer), Sheffield (1988), Shelton, Shoupton, Soderham, Sir Galahad, Sir Gerard, Sirius (1968, 1978, 1983, 1991), Sir Lancelot, Sir Triton, Soberton, Southampton, Sovereign (1978, 1990), Spartan, Speedy, Spey, Splendid, Staring, Striker, Stromness, Stubbington, Superb (1977, 1988), Sutherland.

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

Ulster, Undaunted, Undine, Upholder, Urda, Valiant, Vanguard, Victorious, Vigil, Vigo, Virago, Wakeful (frigate), Wakeful (submarine tender), Walrus (early, 1972), Warner, Warspite (1968, 1982), Whitty, Wilton (1973, 1991), Woolston, Yarmouth, York, Zest, Zulu (1966, 1982)



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**NN** **Letters** **NN**



THIS shot of HMS Redmill was taken by reader Mr. N. D. Ferns, of Glenfield, Portsmouth, shortly after she was damaged in April 1945.

## Rum issue of Redmill in Rio

REGARDING Mr. J. Kemp's reply (November) about HMS Redmill, he is correct in saying her stern was shot away but that she was not sunk. I was drafted to the Redmill in 1946 as C and M party to await demob.

Some time in the early '50s the ship was patched up and bought by a Rio de Janeiro firm to help to produce electricity with her machinery. The engine room was spot-on in every way.

By the way, half a flagon of Pusser's was discovered in her. — W. A. Parr, Ex-MTB 652, Barrow-in-Furness.

Reference books show that the Redmill had been returned in 1946 or 1947 to the US Navy.

Thanks also to other correspondents, including Mr. W. M. Thomas, of Pen-y-Bryn, 51 Berw Road, Tonypany, Rhondda, Mid-Glamorgan, who served in the Redmill, and wonders if there are any plans afoot for a reunion of old shipmates.

## Maastricht torpedo job

ON DECEMBER 23, 1940, the Stad Maastricht (6,552 tons) was torpedoed by one of the seven boats of the First E-boat flotilla in an attack on Convoy FN366 in the North Sea.

Her entire company — two boatloads of Dutchmen and a once-white woolly dog — were rescued by the Corvette HMS Shearwater, in which I was serving as sparker.

The survivors were landed safely in Harwich through persistent air attacks, but unfortunately the Stad Maastricht sank while in tow.

Fifty-one years on, can we hope that John Major and his crew will be more successful? — M. K. Tither, Chesterfield.

## Storing up credit

I'D like to say a big thank you to the SAs who work at the kitting-up store at HMS Raleigh.

A colleague and I recently attended a fire-fighting course at Raleigh, and so took the opportunity to get all our sea-going kit. Not only were we treated to swift service and expert knowledge with friendly advice, but also smiling faces, and even cups of coffee (as we missed breakfast).

So, a big thumbs-up to the Raleigh SAs. I wonder if this service is Fleet-wide? — LWREN, Hants.

# Cohabitation 'a minefield'

THE recent letter from CY concerning divorce and then cohabitation may well cause others in that position, or contemplating such a course, to assume a great deal. There is a great deal of misunderstanding about the law and the legal status of cohabitants.

It is amazing how many people think that just by living together, perhaps for six months or two years, cohabitants acquire legal rights. This is probably because the DSS treats a couple living together as husband and wife for benefit purposes.

The use of the term common-law wife/husband by the media and even lawyers tends to lend some credibility to the idea.

As far as I am aware, we still have three categories of common-law wives — those married in British Consulates abroad, those married by ships' captains outside British territorial waters and those (very few now) who married in non-conformist chapels and churches before 1926. There may be other informal marriages contracted in Scotland as well under this description, together with otherwise bigamous marriages entered into by Muslims.

The problems are what follows when a cohabitation relationship comes to an end. Just

try to establish who paid for what or whether it was a gift. How many couples appreciate the niceties of joint and several liabilities? Joint may not mean equal.

The purchase of a house in this situation requires very careful thought. Courts have great powers to transfer property on divorce which is simply not available to cohabiting couples. How many couples, whether married or not, understand the difference between joint tenancies and tenancies in common in home ownership? Cohabitation is a veritable minefield for the unwary.

An unmarried woman has sole rights of custody of her children; the father must apply to a court if he wishes to have custody, care and control or access. Don't assume anything nowadays about so-called rights concerning children. The Children Act 1989 came into force on October 14 this year, with great changes concerning children in divorce proceedings as well as children of unmarried parents.

The Family Law Reform Act of 1987 removed much of the discrimination in the law between legitimate and illegitimate children and their parents but in fact what it really did was to obscure, as opposed to abolish, illegitimacy. In the new Bill where the child is illegitimate the mother will continue to be the only *de jure* parent. The father will still have to acquire this role either by court order or by consent agreement order. — T. E. Warden, Court Welfare Officer, Bridgwater, Somerset.

## Sailors who went over the top

I READ with interest "Trench Jacks" (September) about the unveiling of a memorial to Swansea Royal Naval Division men killed during the Battle of Arras in 1917.

From the beginning of its services to the end of the First World War the 63rd (Royal Naval) Division, as it was officially known, took part in no fewer than 26 major actions, which saw its losses run to 47,953 all ranks killed, wounded and missing.

Sadly the RND is little remembered by the Royal Navy today, nor are other such war raised units as the Royal Naval Air Service Armoured Car Squadrons and the RNAS Anti-Aircraft Batteries. Naval history, it would appear, tends to be directed mainly at the Nelsonian period while, alas, the others remain neglected.

As a Durham man I also find it sad that the coal miners of Durham and Northumberland which made up a third of the division's total strength, have neither memorial nor deserved recognition in written words.

It is fortunate that what little recognition they did get is in the form of two service colours to, I believe, the Hood and Hawke Battalions, RND, which now lie at St. Nicholas's Cathedral, Newcastle. Where the remaining battalion colours lie, I do not know. — G. Stewart, Darlington, County Durham.

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# Dieppe raid link with Barrow Gurney

AS part of a larger project, I am attempting to obtain information on the Training Division of Royal Naval Auxiliary Hospital Barrow Gurney, which trained almost 1,600 Sick Berth Attendants between 1942 and July 1946.

It is surprising that so little information is available about what must have been a significant organisation.

RNAH Barrow Gurney, about five miles from Bristol, was a civilian psychiatric hospital before being taken over by the Navy in August 1939. At its zenith it had 25 Medical Officers under command of a Surgeon Rear-Admiral, 45 Nursing Officers and 191 nursing staff. The hospital was principally for psychiatric and combat stress disorders, although some routine medical cases were seen. In its relatively short existence 26,394 patients were admitted.

and who now comprise the flourishing HMS Middleton (L74) Association.

I am, of course, aware that many similar organisations exist but I have met a surprising number of veterans from other ships who wished they had an association and who hoped someone (else!) would do something about it. I can only say that it requires just that bit of initial effort to get things moving.

To encourage others to form associations — before it is too late — may I explain briefly how we started and how we progressed.

Ours began through an announcement in Navy News in September 1983, inviting Old Middletons to the commissioning of the new ship, M34, in August 1984. The 12 of us attending were so delighted to meet up that we arranged to search for other shipmates and to hold a reunion the following year — 18 attended. From then on, we never looked back and now hold regular reunions, issue two newsletters a year and maintain contact with our successor.

## Success

Membership has steadily mounted — through our announcements in Navy News, in a Sunday newspaper, on Channel 4 TV (Page 682), in those provincial papers willing to publish letters, in senior citizens' magazines and, not least, through the endeavours of our members. We are now resorting successfully, to the telephone directories in cases where ex-crew had reasonably uncommon names coupled with distinctive initials. It has been very worthwhile.

To have brought together after all these years, nearly 100 shipmates, almost half of whom are now attending our annual reunions, is one of life's more rewarding experiences.

May I hope that our success will provide an incentive for others. I'd be only too pleased to offer some modest advice in helping to launch them down the slipway! — M. Alston, HMS Middleton (L74) Association, 6 Belmont Park Road, Maidenhead, Berks., SL6 6HT.

## Documents

Talking to former Sick Berth staff who trained there, one gets the impression that conditions were hard and standards high. There is also reference to the Dieppe raid in August 1942. Although the operational details are freely available, the official documents give little assistance in gaining an idea about the Medical Staff involvement, medical incidents or even organisation for action, although naval casualties amounted to 550, including 206 wounded.

I would be grateful to receive any personal recollections or reminiscences, specifically about SBA training at Barrow Gurney, medical involvement at Dieppe or working at the hospital immediately after the raid. — P. R. Wellings, Lieut-Cdr, Executive Officer and Principal Training Officer, RN Medical Staff School, RN Hospital, Haslar, Gosport, Hants.

## Middleton provides a model

THIS is a letter of thanks — to the committee responsible for selecting the names of the 13 MCMVs from the 86 Second World War Hunt class destroyers, one of which was HMS Middleton.

As a direct result it has brought together over 90 shipmates who served in the earlier ship between 1941 and 1946

## Sitting on the bay of the dock

THE biggest-ever salvage job — that was how the raising of a 50,000-ton floating dock from the bottom of Trincomalee Harbour was described to Navy News by the many readers who replied to a query from Mr D. Bott of Redditch in our October issue.

Mr Bott asked what happened to the dock after it sank when the battleship HMS Valiant entered it on August 8, 1944.

Said to be the world's largest, it could not be refloated until 1968 in an operation conducted by a French salvage firm — and then it was sold for scrap to the Japanese.

The dock had capsized due to a technical error. A pressure gauge had registered one of its forward tanks as flooded when it was in fact empty. Thus the dock folded up as the empty tank collapsed — and tore out the Valiant's port shaft as it went down.

● A 50th anniversary reunion to commemorate the defence of Ceylon is being held in March/April. Contact R. G. Harrison on 081-660-6459 for details.

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

# JACK



## Letters

# Sour taste after 'days of honey'

AS A Leading Wren Writer who has served for over 10 years I find it annoying to look around and see the Writer Branch becoming a shambles on the advancement side.

It is more evident these days that Part IVs, having barely picked up their Able Rate, are being handed their Local Acting Rate on a plate. Don't get me wrong — I have nothing against the individuals — it is the system which has changed over the last few years and made it this way. In the past you had to earn your "hook" and gained the respect that went with it.

As a killick is now no longer more than a glorified Able Rate (the workhorse of the branch structure), the "perks" of the Leading Hand having been eroded by the constant changes to the system.

To quote BR1066 — to be created Leading Hand you must have served 18 months as an Able Rate, thus allowing a prospective killick at least 18 months experience at the "coal face."

Surely it would be reasonable in the interests of the Service and the rating (nobody likes to be reverted) to apply these same rules with a view to Local Acting, despite the pressing needs of the Service. — LWRENWTR, Portsmouth.

● "Far from becoming a shambles, Writer branch advancement is the envy of many branches with long waiting lists," said HMS Centurion in response. "It is true that the roster to Leading Writer has been 'dry' for some time through insufficient professionally-qualified candidates but change is already upon us."

"The introduction of the LWTRQC, starting in May 1992; recent success rates with the present examination system; and fewer Leading Writers leaving, perhaps due to the 1991 pay award and an unwelcoming civvy street, indicate that the days of honey are rapidly diminishing.

## Respect

"With fewer CPOs, POs and LHs leaving, advancement/promotion will slow, enabling a build up of keen qualified candidates who will bemoan their lot!"

The reply went on: "Taking up a couple of your readers' comments: A LH does not gain 'respect' solely by length of service or age but by many factors, not least leadership, personal

standards and example, and by making proper but perhaps unpopular decisions.

"As for 'perks' — ie RHIP (rank has its privileges) — perhaps it would be better framed RHIR (rank has its responsibilities). One can only presume that where acting local advancement is concerned, the Divisional Senior rating, DO and Head of Department jointly recommend advancement to the Captain.

"In sum, Local Acting Advancements are entirely the gift of commanding officers who have the authority to advance ratings capable of performing the duties of a higher rate, to make good deficiencies in complements following the guidelines contained in BR 1066 Article 0360.

"The need for Local Acting Advancements is demanded and the preponderance of Local Acting LWtrs at present reflects a significant underbearing of Leading Writers (male) and a 'dry' advancement roster. As a consequence those ABs passed for LH often find themselves being drafted to fill a LWTR's billet."

## Reaping the rewards of the RNA

READERS of items in your paper concerning the Royal Naval Association may be interested to know that the RNA is one of the largest naval associations in the world.

Founded in 1935, it represents the interests and views of all naval people past and present. Anyone serving or ex-service is entitled to join. Families of those entitled to join are also welcome as associate members.

Today the RNA offers membership to individuals who may wish to join either a branch or a branch with a club, the HQ roll or Serving Members' roll.

The benefits of joining are extremely worthwhile. Apart from those listed below, it should be remembered that the bargaining power of a large organisation has tremendous commercial and sponsorship advantages. And there is the prospect of meeting people you have served with in the past and renewing old friendships.

The benefits involved include: Being able to use any of the RNA clubs throughout the country; to ask for assistance in finding

employment; and to obtain assistance in the case of family illness.

There is also the right to take advantage of any discounts on offer; to belong to branches and clubs; to visit clubs and branches in other areas when away from home; and to take advantage of holidays organised by the RNA.

Other benefits include obtaining legal advice; obtaining assistance in finding accommodation; and the right to stand for election to the managing body of the RNA both locally and nationally.

The RNA is financed by the subscriptions of its members, donations received and monies raised by the sale of Association goods. It is an equal rights organisation, open to both males and females — many of our lady members hold office within the Association.

Those interested in applying for membership should write to: General Secretary, Royal Naval Association, 82, Chelsea Manor Street, London SW3 5QJ (Tel: 071-352 6764). — Jim Rayner, General Secretary.

# NAVY NEWS

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## IT'S ALL HAPPENING OUT IN HONG KONG

## 香港英軍新聞

## Crash course in Deep Bay

IT WAS second time unlucky for MAA Kevin Gooch, boarding officer on Hong Kong patrol vessel HMS Starling, when he injured his left arm during a ramming incident with a smuggler's high powered speedboat. Four months earlier he has received similar damage when a pole was hurled at his fast pursuit craft during a skirmish with smugglers in Tolo Channel.

This most recent incident occurred on the other side of Hong Kong in Deep Bay, when, on night patrol, HMS Starling's radar picked up a speedboat acting suspiciously and two FPCs were sent to investigate.

After receiving a warning signal from flashing headlights ashore, the speedboat immediately took evasive action, and then attempted to ram one of the FPCs, but Royal Marines LCPL Mark Jones, the craft's coxswain, deftly manoeuvred out of trouble. But on the second furious approach, although he was able to prevent a direct hit, which would have taken the speedboat right over the FPC with a strong possibility of death or serious injury to the crew, there was a glancing blow to the starboard quarter, both engines were damaged, the guard rail buckled, and Midshipman James Larmuth, seated in the stern, got the fright of his life.

Having graduated from Dartmouth only last August, the 19-year old midshipman was on the FPC as an observer — his first experience of this sort of night operation and quite an introduction!

## First time

Immediately after the collision the speedboat went out of control and crashed onto nearby rocks. One man was arrested not far from the beached boat and two more were caught at a police road block.

LCPL Jones said later that it wasn't unusual for smugglers' boats to try to ram the Royal Navy craft. They usually operated in groups and their standard tactic was for one to peel off and attempt to get behind the pursuer.

"But this is the first time they got me in the two years I've been out here in Hong Kong," he said.



● Back at base, above, MAA Kevin Gooch, arm in sling for the second time, and, left, coxswain LCPL Mark Jones with his damaged FPC in background.



● Below left, HMS Sheffield sails in between the two Star ferries to come alongside at HMS Tamar for Navy Days.

## Record crowds at Navy Days



NAVY DAYS at HMS Tamar once again proved to be the most popular military event in Hong Kong, as well as attracting even more than similar Naval occasions in either Portsmouth or Plymouth.

In fact Navy Days '91 was a time of superlatives: the biggest crowds (a total of 78,000 for the two days), the largest takings (something in excess of \$500,000 — that's over £37,000) and the most attractions (no fewer than six visiting warships representing three different nations).

The crowds proved something of a mixed blessing, for there were 22,000 on the first day (a record in itself) and that was quite sufficient to form substantial queues, but on the Sunday 56,000 came through the Main Gate. There would have been more but such was the pressure of humanity inside HMS Tamar that the gate had to be closed over an hour before the advertised time and from the top of the Prince of Wales Building long queues could be seen all day snaking around the Queen's Pier course and up to the Star Ferry. Perhaps it was the fact that

this was the penultimate Navy Days in Central that proved such an attraction or maybe it was the attractions themselves.

The Basin and the outer walls were crowded as rarely before with two impressive-looking US ships, Hewitt and Vincennes, on the North Arm, opposite one of the Royal Navy's most modern frigates, HMS Sheffield, moored inside the Basin. Two Australian frigates, Torrens and Derwent, were on the West Wall, while a couple of Darwin based RAN patrol boats, Geelong and Launceston, were inside the

Basin along with HK Squadron patrol vessels, Police and Fire launches, the salvage tug Yam O and an Army RCL.

On top of all this there were the usual Basin and arena displays with abseiling marines, hovering helicopters, frenzied Fast Patrol Craft disciplined dogs, gyrating gymnasts, to entertain the crowds and a wide range of side stalls, games, and entertainments, including T Boat and pony rides, to cater for practically every taste.

There was plenty to do: the only problem was getting near enough to be able to do it.

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## STONECUTTER'S CEREMONY



TAOIST priests chanted prayers and burned incense and a Lion Dance team beat cymbals and drums as work was officially started for the new Hong Kong naval base on Stonecutter's Island, to replace existing facilities at the Royal Navy's long established home, HMS Tamar.

After the symbolic breaking of ground at what will become the stores area of the new base, three roast pigs were carved up and served to bring good luck to the project.

The new base, expected to be ready for occupation by March 1993, will cover a three hectare site on the island and will include provision of single accommodation for 132 officers and ratings.



# How falconers avoid getting the bird



"You're not a protected species!"

GUIDELINES on the field sport of falconry, when taking place on the defence estate, say that falconers must seek permission for hawking rights from the military authorities. Defence Land Agents may issue a limited number of licences containing indemnities which should be backed by insurance cover, if applicable.

Falconry is regarded as a legitimate field sport but guidelines are necessary to avoid disturbance to protected species, particularly during the breeding season. MOD lands are regarded as nature sanctuaries for these species.

Falconers must be members of the British Falconers Club and associated with the local MOD Conservation Group, at the chairman's discretion. Bird Control Unit operatives of military airfields must obtain the relevant licences.

Falconers must also liaise through Defence Lands Agents with the local shoot and farmer if relevant.

Only pest species may normally be flown against. These include: Rabbits, hares, foxes, squirrels, magpies, rooks, jackdaws, crows, jays, woodpigeons and feral pigeons. Certain game species — for example partridges, pheasants and red grouse — are legitimate quarry with the appropriate permission. Exceptionally, licences are granted through DOE to hunt protected small avian quarry such as skylarks and pipits.

Due consideration must be given to the sensitivity of an area and the vulnerability of protected species. For instance, areas with breeding waders present are to be avoided.

DCI(Gen) 224/91

## N-Trust rates up

SINCE the last cost-of-living review by the Naval Dependents' Assurance Trust (N-Trust), the intermediate rate of pay (Scale B) for the leading rating has increased by 11.71 per cent. It has been decided to increase both the benefits of the Trust and contributions accordingly.

Changes in the levels of benefit and contributions are: **Basis 55** — new initial monthly benefit ("face value" of unit), £205.37 (compared with £183.84); gross monthly contribution, £6.06 (compared with £5.40). For **Basis 66** the figures

are: £205.37 (£183.84); £9.45 (£8.46).

The new cover applied from Nov. 1, 1991.

DCI(RN) 252/91

## High water markings

A NEW way of marking the isolating valves and hydrants of ships' high pressure sea water systems has been assessed in a fleet minor trial. This has confirmed its value and the requirement for standardisation.

The Damage Control Working Party has endorsed the need for a marking system which is simple, involving as few numbers and letters as possible.

The new policy is to be implemented in surface ships.

DCI(RN) 263/91

## New levels in diving

OPERATIONS Branch Task Book 1 — Seaman to AB (Diver) — has been updated to reflect changes in diving equipment and procedures. Revised task books are being issued to all qualifying Seaman (Divers). The current Task Book 1 remains valid until Dec. 1, 1992 in order not to penalise divers progressing towards advancement.

DCI(RN) 254/91

## Background review

SO THAT the right decisions can be made at all levels, an environmental review is taking place to assist in assembling information on MOD's performance in this area.

The review will be conducted at selected establishments where an environmental focus has been set up.

DCI(Gen) 223/91

# More on the medal

CRITERIA for award of the Gulf Medal 1990-91 are reiterated in an announcement which also provides details of how to apply for the medal.

Availability of the medals will be determined by the rate at which applications can be processed, the medal and clasps manufactured, and medal stamping carried out by the Army Medal Office.

All of this will be completed as quickly as possible but, with a total of about 70,000 people expected to qualify, will take some time.

### Qualifying list

In the case of officers, the rank, initials, name and Service/Regiment/Corps will be stamped on the medal rim. For ratings and other ranks the medals will be stamped with Service number, rate/rank, initials, name, Service/Regiment/Corps. In the case of RFA personnel and official Chinese the stamping will be rank, initials, name, RFA.

The announcement provides the list of qualifying RN and RFA ships and naval parties.

DCI(RN) 262/91

## Get Wise on DCIs

### WANTED FOR THE SHOP WINDOW



"Chief! Just the chap!"

THE Director of Naval Recruiting is again seeking volunteers to serve with the Naval Careers Service for periods of up to three months. They should come from HM ships in home waters or refitting in UK ports, Service establishments and RM units. No reliefs will be provided.

Ideally they should be Leading, Able or Ordinary rates of any branch or category, or Royal Marines of any SQ. Exceptionally, specially-recommended senior rates RN and WRNS and SNCOs RM, under the age of 30, may be considered for this attachment.

Personnel who have exercised their 18 months option may also volunteer provided they are recommended.

Volunteers will be required to attend schools, exhibitions and shows, but their main task will be front desk reception duties in Careers Information Offices.

Attachments are sought in each of four cycles during 1992, and where possible personnel will be selected to serve at RN and RM Careers Information Offices in or near cities and towns where they live.

DCI(RN) 251/91

## Travelling right

THE series of familiarisation visits to the Services Booking Centre is to be continued on a permanent basis. As past visits have proved over-subscribed prompt submission of applications to attend is advised.

The visits are for all SBC users, both military and civilian, who are involved in or responsible for the submission of applications for travel.

Eleven dates are listed in the programme for the first half of 1992, and each visit is limited to 20 people.

DCI(Gen) 229/91

## Just for starters

MEASURES being introduced to improve the initial training of officers of the Seaman, Supply and Engineering specialisations (reported in Navy News in November) are fully detailed.

DCI(RN) 224/91

## Holbrook highlights

THE Royal Hospital School, Holbrook, Suffolk, an independent boarding school for about 650 boys and girls, is proud of its naval heritage and its aca-

demical achievements.

An announcement provides information on curriculum, facilities, and eligibility.

For a copy of the prospectus and further information contact: The Registrar, Royal Hospital School, Holbrook, Ipswich, IP9 2RX (0473-328342) or Director Greenwich Hospital, 13 Devonshire Square, EC2M 4TQ (071-247-2785).

DCI(Gen) announcement dates Nov 1 1991.

## Tournament dates

THE 1992 Royal Tournament will be held at Earls Court, London, from Wednesday July 8-Saturday July 25 inclusive (no performances on Sundays and no matinee performances on Mondays).

Selection of the three crews for the Field Gun Competition — Portsmouth, Devonport and Fleet Air Arm — may begin immediately.

DCIs(RN) 248 and 249/91

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

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DCI(RN) 262/91



# SUPPLIES PARTY . . .

FAR FROM being in short supply, Pussers possibly exceed demand on board HMS Ark Royal as this photo — taken soon after sailing from Mayport, Florida, on the ship's Westlant deployment — shows.

In fact Supply Officer, Cdr. Peter Godwin (standing centre), reckons that at one short of a baker's dozen Ark probably boasts the largest swindle of Pussers currently serving together in one ship. The team picture shows Lieut.-Cdr. Paul Worthington (the DSO) taking back the reins from Lieut.-Cdr. Ailsa Pugsley, who stood in for him at sea while he was on sick leave

ashore. She and Lieut. Elaine Owen are currently in the Ark Royal for seagoing NBCD. Officer of the Day and Duty Lieut.-Cdr. consolidation training before taking up their own seagoing supply charge appointments in the weeks ahead. To the left of Cdr. Godwin and behind the DSO (male) are Lieut.-Cdr. Alison Forrest (Captain's secretary), Lieut.

Ken Aitken (SO(Stores)) and Lieut. Bob Baines (A/Sec). Behind the DSO (female) are Lieut. Neil Russell (SO (Cash)), Lieut. Owen and Lieut. Dave McGarel (SO (Catering)). And in the front are (from left) Sub-Lieuts. Richard Goodier, Mark Wooler and Steve Shepherd, who, successful Fleet Boards permitting, are soon to join HMS Raleigh for the junior supply officers' course.

## Bounced into the limelight



A NASTY looking quartet . . . which pays tribute to the acting abilities of sensitive thespians Lieut. John Gunn, Mr Kevin Mitchell, CPOSTD Scott Davidson and Lieut. Mark Tench (pictured left to right). They became nightclub doormen to perform the play "Bouncers" at HMS Collingwood, the Royal Navy's Weapon Engineering School. During the course of the performance — which was well received — they assumed the guise of 30 different characters, all types usually associated with the disco scene.



## People in the News



### GULF WAR EFFORTS MARKED

CULDRÖSE-based Lieut.-Cdr. David Rawlings, Commanding Officer of the Royal Fleet Auxiliary Naval Support Unit, has received the Commander-in-Chief Fleet's Commendation for his work and leadership before and during the Gulf Conflict. It recognises his work in organising the deployment of air engineering, operational and logistic support for RFA vessels Olna, Fort Grange and Argus and his part in compiling an "in area" staff report prior to the conflict.

Dave was presented with the commendation by the First Sea Lord, Admiral Sir Julian Oswald.

Wren Denise Penrose (Dryad) has been presented with a certificate marking her "... exceptionally outstanding performance of duty while serving in support of the Persian Gulf Conflict". Prior to joining the WRNS, Denise worked for the US Air Force at RAF Lakenheath, and it was the Americans who awarded her the Desert Warrior honour.



### RETIREMENT FOR THE LADY WHO KEPT COLLINGWOOD SHIPSHAPE

PRESSING business kept Mrs Margaret Webb at HMS Collingwood for 41 years . . . she was indispensable for her dry cleaning and tailoring skills.

But at 80 years of age, Mrs Webb — better known to Collingwood personnel as Auntie Marg-

aret — has finally retired, although she is considering taking on a bit of voluntary work. Pictured at her retirement party, during which she received bouquets and an engraved crystal bowl, presented by Capt. Peter Wason, commanding officer of HMS Collingwood, Auntie Margaret is accompanied by her faithful dachshund, Molly.

## AGNES WESTON'S

### Caring for the Sailor and his family

Did you know "Aggies" has been helping the sailor and his family since 1878? The sailors of the day asked her to provide them with a "Pub with no Beer", as near to the dockyard gates as possible. Today's Rests in: Devonport, Portland, Portsmouth, Rosyth, Fowey and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, lounge Coffee Bar etc., to a chat with the Missioner and his wife. When you next have a run ashore, why not give the one in

your port a try? Family accommodation is available at Rosyth, ring Inverkeithing 413770. Accommodation is also available at Portland ring Portland 821446. The RSR is funded by gifts, covenants, grants, legacies from the sailor and the general public. Please help RSR to continue to help you. Why not think of a gift through the Give As You Earn Scheme. For more details write to:

The General Secretary, Royal Sailors' Rests, 2A South Street, Gosport, Hants PO12 1ES



### Royal Sailors' Rests

## So can they? You bet they can!



INSTRUCTORS from the Basic Training Section at HMS Daedalus were under pressure when they appeared on the TV game show "You Bet".

One of the celebrity guests, snooker player Willie Thorne, challenged the team of nine to spread a Wessex Mk 5 ready for flight in under two minutes; five minutes faster than normal.

But practice runs and a full dress rehearsal clearly paid dividends, as the team completed the challenge in just one minute 49 seconds.

The triumphant nine are pictured showing their You Bet trophy to Capt. Richard Langton, Captain of HMS Daedalus, and team co-ordinator, CPO Keith Laycock. They are CPO Ian Daft, POs Scouse Carns, Gary House, Topsy Turner, Gary Lancefield and Ian Hobbs, POWren Alison Lilley and LAEMs Les Kellert and Mick Loizou.



Clive Waghorn

Tim Hall

## LEGWORK GETS TO PARTS MOTORS CANNOT REACH

POA(PHOT) Tim Hall (Tamar), who took these pictures, was expedition photographer, mountaineer and vehicle mechanic to the Royal Anglian Regiment expedition to South Georgia — not long returned to warmer climes.

The barren, mountainous island of South Georgia, lying 800 miles east south east of the Falklands, is largely snow covered and rises to 10,000ft at Mount Paget.

Exped. members explored the south

of the island by land and sea. Maj. Richard Clements (RAR) led the kayak party, setting out from King Edward Point.

The eight mountaineers set up a base camp at the foot of the Ross Glacier. Progress inland was slow in appalling weather and finally the snow mobiles were abandoned. Tim together with Capt. James Harris and Dick Paterson set out man-hauling a sledge load of food and fuel for the kayak party.

After five days of travel in near con-

stant whiteout and blizzard they arrived in Brandt Cove to be welcomed by the four very hungry kayakers, including Lieut.-Cdr. Clive Waghorn RN (retd.), who were down to their last day's rations. The sledge journey was an 80-mile round trip.

Both parties were extracted by MV Oil Mariner in what the Master described as the worst weather conditions he had ever seen. After a short stay at KEP the exped. returned to the Falklands on board RFA Diligence.



Above: Climbing the snow ramp out of base camp, Tim Hall's snow mobile proudly flies the White Ensign. Top left: Making camp one night the snow briefly stopped, the cloud lifted and the day's struggle dragging the sledge was rewarded.

## Better late than never!



Capt. O'Reilly finds the spot on Mr Thomsett's lapel to pin the long-awaited medals.

OVER 100 people watched as Capt. Mike O'Reilly, Naafi's Naval Director presented Mr Vic Thomsett (82) with the medals he should have received 46 years ago.

Vic served with the uniformed branch of the Naafi, the EFI (Expeditionary Force Institutes), throughout the Second World War, manning canteens in France.

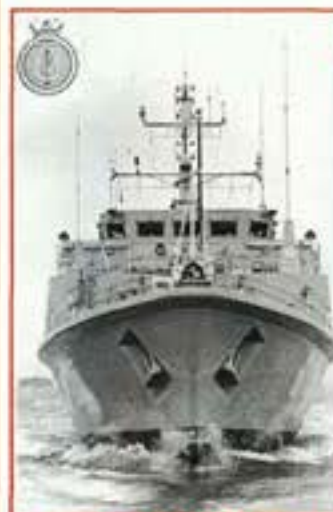
And when his son Mike, honorary secretary of the RNA's Saltash branch, learned he'd never been honoured he appealed to the Ministry of Defence. Now matters have been rectified and Vic is proud possessor of the Defence Medal, the 1939-45 War Medal and the Campaign Star.

Vic rejoined Naafi after the war as a hairdresser, serving on board HMS Hermes and HMS Ark Royal, in which his shipmates included his son. He went on to join HM ships Eagle, Tyne and Forth and shore establishments HMS Drake and HMS Raleigh.

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**NN** Navy News

## Well done, SAR

DESPITE the fact he's currently engaged on search and rescue duties, naval aircrewman PO John Paterson has won a prestigious anti-submarine warfare trophy.

John, who joined 771 Squadron's SAR team in May, has been awarded the Plessey Marine Air Anti-Submarine Warfare Trophy. He won it for his work as an instructor with 810 Squadron when he made an outstanding contribution to the conversion training of 137 Sea King aircrew from Mk 5 to Mk 6 standard.

Having joined the Royal Navy in 1972, John began his flying career seven years later. He has served several tours in front-line squadrons and has also served as a tactics instructor.



# Trafalgar Night in Moscow



NELSON'S famous victory was celebrated in truly international style when the British Ambassador to the Soviet Union, Sir Roderick Braithwaite, hosted a Trafalgar Night dinner at his residence in Moscow, commemorating the 186th anniversary of the Battle, and also marking the current warming of relationship between the Soviet and Royal Navies.

The Guest of Honour was the Commander-in-Chief of the Soviet Navy, Admiral-of-the Fleet Vladimir

Chernavin (extreme left in picture, seated next to the Ambassador). Capt. Mike Caswell, British Naval Attaché presided and the Dinner was attended by Admiral Sir James Eberle, Director of the Royal Institute of International Affairs (seated on the other side of the Ambassador), Flag Officers of the Soviet, United States, Turkish and Indian Navies, and Captains from the Soviet, British, French, Canadian, Italian, Romanian, Japanese, Chinese and Swedish Navies.

## Home for Christmas



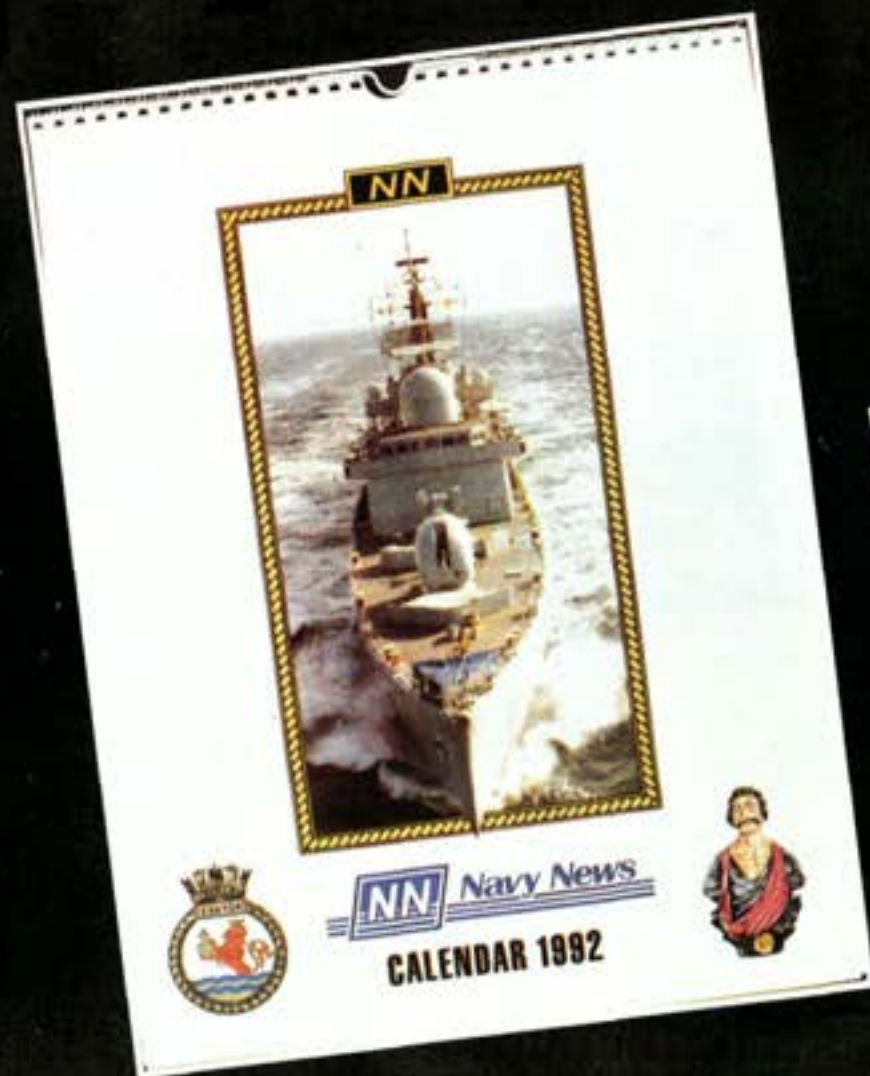
Everyone from the Prime Minister to the Second Sea Lord was involved in Noel Edmunds' plot to bring RO David Freeman home for Christmas.

David's mother had asked Noel to fix it as a special surprise for his grandparents, who had lost both their other children in tragic circumstances this year.

He was flown home from HMS Hermione, currently on patrol in the Gulf — to a tearful reunion hosted by Mr Major at No 10. David also got the chance to spend his first Christmas with his 10-month old daughter.

Noel had telephoned the Hermione from Moscow — where he was filming another part of his Christmas show — to give him the good news. "How long do you need to get ready?" he asked. "Two minutes!" was the reply.

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# New kids off the blocks



HMS Monmouth, sixth and latest of the Type 23 Duke Class frigates (top left), was launched at Yarrow's Glasgow yard by Lady Sheena Eaton, wife of Vice-Admiral Sir Kenneth Eaton, Controller of the Navy.

She is the seventh ship to bear the name, the first being an 8-gun yacht of 103 tons built in 1666, the year of the great fire of London.

Three more Dukes are under construction at Yarrow's and another three at Swan Hunters. The new generation "lean and mean" frigates need a crew of only 170 — a small ship's company for a major warship,

as is evident in the picture (left) of HMS Argyll at Gibraltar.

The Argyll, currently on Part IV trials, leaves at the beginning of next month to visit London. Warm weather trials and a major expedition in the Gambia are planned for the spring.

Shortly after handing over the third of the Sandown Class minehunters, HMS Cromer, Vosper Thornycroft launched the fourth at its Woolston, Southampton yard — HMS Walney (below).

She was sent down the slipway by Lady Wilson, wife of Vice-Admiral Sir Barry Wilson, Deputy Chief of Defence Staff.



## These girls don't get the needle!

**LEADING** Enrolled Nurse Terri Kerr was a rock of support when eleven bandmen were killed and 20 injured while she was on the sick bay staff at the

Royal Marines School of Music Deal, bombed by the IRA in 1989.

She was awarded the British Empire Medal for "outstanding calmness and pro-

fessionalism, organisation, care and compassion" — and the bandmen were quick to show their appreciation when they met up with her again at Gibraltar, where she is now on

the staff of the Royal Naval Hospital.

Band Sergeant David Thorner — here serenading her on the trombone supported by Musicians Glen Thompson (left) and Clive Levett — commented: "She was a tremendous help to everyone — especially the families, who also needed comforting. Her after care was superb."

Not so sure of the gentle touch supplied by LMA Carol Fell, apparently, are (left to right) Cook Ian Letts, PO Cook Glenn Jones, Leading Cook Sharky Ward and Cook Harry Callaghan.

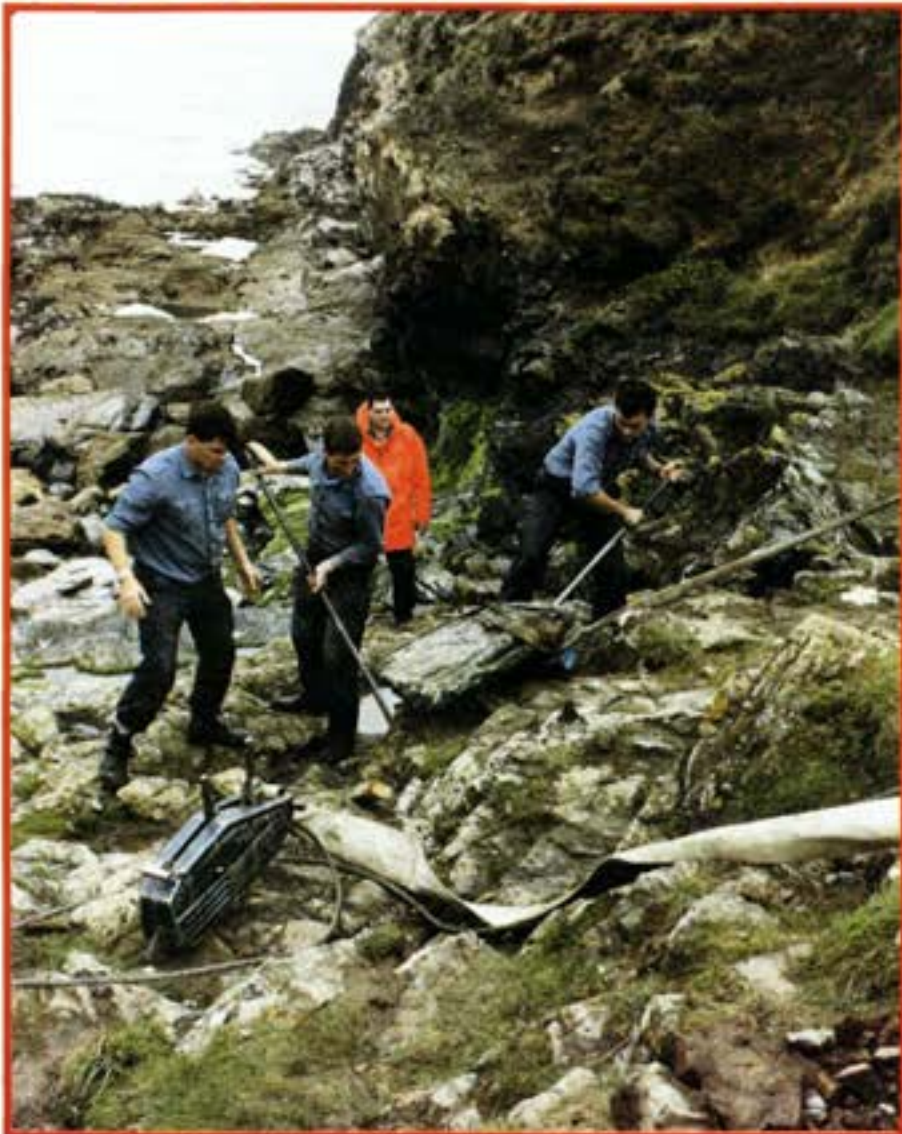
### Injuries

Besides an assortment of "jabs", the Navy's sole overseas hospital — built for the Army at the turn of the century and taken over in 1963 — offers care in basic general and orthopaedic surgery, general medicine, paediatrics, obstetrics and gynaecology.

Most patients are admitted for sports injuries, but the maternity unit is still kept busy — despite the slimming down of the military presence ...



# Keeping the coast clear



ENGINEERING students from RN Engineering College, Manadon, have been doing their bit for the environment by helping the National Trust combat major cliff-top erosion in North Cornwall.

The 14 young officers, who are half way through the Marine Engineering Application Course, took part in the project as a resource and initiative training module to help them develop their practical leadership skills.

The students assisted National Trust wardens with important work on the Epphaven Cove, Port Quin, and helped with the construction of a flight of stone steps, by winching five hundred-weight boulders from the beach below, rebuilding a dry stone wall and putting in numerous slate drainage channels.

Anthony Sandham, the National Trust's Volunteer Co-ordinator for Cornwall said: "The Trust can only complete a major project like this with the help of volunteers, and we are delighted to be involved in another joint venture with the Royal Navy who have, once again, so generously given their help."



## John legs it for ARMS

LOOKING fresh as a daisy as he eats up the miles during the New Forest marathon is CCWEA John Davies, of HMS Nelson.

John, a keen sportsman, ran his fourth marathon in aid of Action

and Research for Multiple Sclerosis (ARMS) and finished the race in 4 hrs 23 mins.

His hard work paid off and he was able to present local treasurer of ARMS, Jan Gooding, with £267.80 raised in sponsorship.

## HCPT's a winner

STARTING HMS Invincible's Maj-jongg-athon off on a winning streak was FOF3 Vice-Admiral Sir Nicholas Hill-Norton who, after winning his first two hands, passed over to POWEM Tom Beckett, POCK Ken Webber, POCA Mark Danks and POCK Wally Walden who then continued with the game for the next two hours.

During that time the four POs played 102 hands, scored 243,722 points and raised £972.52 for the Handicapped Children's Pilgrimage Trust.

Fifty chefs, caterers and canteen assistants on board the carrier also did their bit for the

HCPT by taking part in the Food Services Beard-Growing competition.

Laying down their razors in aid of a good cause they stopped shaving for 27 days and raised £192.

## Helping Hands

### Sovereign drops in



WHEN the crew of HMS Sovereign visited her affiliated town of Derby her commanding officer found himself "roped" into raising funds for local charities.

Cdr. Ian Whitehouse abseiled down Wilderslowe Tower Nurses' Home — he swore he didn't peek into any windows — and helped raise more than £2,000 for Burton Red Cross,

PHAB (the physically handicapped and able-bodied association) and the brain scanner appeal at Derby Royal Infirmary.

The Derby Children's Hospital also received a cheque for £621.53, raised during HMS Sovereign's recent patrol to add to the £3,500 already presented by the submarine last year.

## Pedal power

YOUNG Luke Missons, who suffers from muscular dystrophy, has been presented with a special bike by members of 810 Sqn. based at RN air station Culdrose.

Luke, whose father Steve is a CPO with 810 Sqn.'s sea flight, received his bike from members of his father's flight.

The money for the bike was raised through the efforts of the sea flight maintainers who held tombolas, raffles, spot the ball competitions and various other sponsored events.

They even deployed to sea without razors, with money being raised by those not shaving and from those men with the best and worst beards.

In all, over £700 was raised in six months.



## It's in the net

PICTURED scrambling to victory are a team from the Fleet Weapon Engineering Staff, based at Whale Island, who took part in a sponsored assault course run at Baker Barracks, Thorney Island.

The team, CPOs Andy Patience, Mark Redgrove and Tug Wilson, Lieut. Paul de Jonghe and, led by Lieut. Steve Morgan, won the event which was in aid of the Chest, Heart and Stroke Association.

Last to run in a nail-biting finish, they not only beat their nearest rivals from a field of 50 by 11 seconds but raised £180 for the charity as well.

On top of the scrambling net are, left, CPO Mark Redgrove and Lieut. Paul de Jonghe while climbing to the top are, CPO Tug Wilson and Lieut. Steve Morgan.



# Collingwood coins in cash

A BLAST from the past, from guest performers Bucks Fizz and the Rocking Berries, helped raise £1,090 for the Guide Dogs for the Blind Association during a cabaret night at HMS Collingwood.

At another evening of musical entertainment the volunteer bands of HMS Collingwood and HMS Dryad combined forces to raise £511.40 for the Queen Alexandra's Hospital Pain Relief Unit.

Bravery was the order of the

day when personnel from the establishment paid 50p each to take part in a "death slide" for charity.

Organised by LWEM Stefan Lowther, WEM Colin Jackson and Lieut.-Cdr. Drew Hardy, the slide raised £189.50 for the John Butterwick Trust Fund for the terminally ill in Stockton-on-Tees and the Dundonald Hospital Premature Baby Unit in Belfast.

Cancer Research was the beneficiary when 11 sailors and wrens from HMS Collingwood took part in a sponsored parachute jump.

After two days training at the RM Sports Parachuting Centre in Dunkeswell, Devon, they all completed a static line jump from 2,500ft., raising £1,000 into the bargain.

**Come on down!**

AN abseil plunge from a towering 150ft crane at Devonport Naval Base by six Wrens and a sailor from the Second Submarine Squadron raised over £500 for the Plymouth Hospitals Meningitis and Cancer Trust for Children.

# Crew put their feet up



EVERYONE knows that submariners spend most of their time under water but these crew members from HMS Resolution's port crew decided to stay above water in aid of charity.

Dressed in special float suits the six men floated in HMS Neptune's swimming pool for 24 hours raising over £500 — a great start to their campaign to raise £3,000 for a Pegasus Airwave Bed for the Jeanie Dean's Unit, in Helensburgh, a home for the elderly.

Pictured putting their feet up are, back, from left, Lieut. James Hayes, CCWEA Dave Curtis, and STD Chris McGill; front, WEM Taff Turner, LWEM Kitch Mennell and LS Bob Cormack.

## Helping Hands

# Royal approval for aerobathon

WHEN the Princess Royal launched a 12-hour sponsored aerobics marathon at HMS Temeira, in Portsmouth, she confessed she had ached for three days after trying the sport.

Over 130 Wrens, navy wives and girlfriends no doubt ached after they "went for the burn," raising almost £5,000 for the Save the Children Fund and the Rainbow Centre, Fareham, which helps children with cerebral palsy.

The only male participant was physical training instructor Lieut. Geoff Chapman who admitted to the Princess he was the only man "stupid enough" to take part.

As Chief Commandant of the WRNS and head of Save the Children Fund, the Princess had a dual interest in the event.

Naval personnel from HMS Dryad took to the catwalk during a charity fashion show in aid of Imperial Cancer Research.

Modelling clothes donated by local shops they raised £200.

HMS Sultan have presented a cheque for £1,000 to the WRNS Benevolent Trust as part of the proceeds from last year's annual Sultan Show.

The Beckely Unit at Mount Gold Hospital, Plymouth, which cares for children with learning difficulties, received £4,100 from Devonport Field Gun Crew.

Nurses at the unit joined the Field Gunners to raise the money during a charity run around the city earlier this year.

Gosport and District Sport for the Disabled Association were presented with a cheque for £754.92 by the commanding officer of HMS Daedalus, Capt. Richard Langton. The money was raised by the RN

Motor Sports Association and the Cosmopolitan Car Club during the Solent Stages Rally held at HMS Daedalus.

Staff and students of LR(Q)C 49 and LR(Q)C at the Regulating School, Whale Island took part in a sponsored 25-mile march at Chichester, and a grand raffle prize draw, raising £1,750 for the Catherington Wards at St Mary's Hospital, which care for young children.

A team of four naval officers have returned from the United States where they represented the RN Engineering College, Manadon, in this year's New York City Marathon.

The team ran for charity and raised more than £750 for the St Luke's Hospice Appeal.

Personnel from HMS Neptune took to the water in a charity swim at the Sportsdome and raised £390 in aid of Multiple Sclerosis.

A flight at the controls of a Sea King Helicopter Simulator, at RN air station Culdrose, was the reward for Mr George Smith and his wife Karen who made a winning bid at a charity

auction to raise money for a mercy trip to Romania to help rebuild an orphanage.

A charity cycle ride by members of the ship's company of HMS Quorn raised £350 for the Mount School for Children with severe learning difficulties in their affiliated town of Melton Mowbray.

Health Aid UK, an organisation helping Aids-infected babies in Romania, has received a cheque for £900 from HMS Ark Royal.

LWEM(O) Andrew Gibson organised a sponsored jail-break from the ship when she was alongside in Portsmouth.

A charity terrorist organisation, known as the Popular Front for the Liberation of Peninsulas, launched an attack at HMS Gannet.

The group — 30 primary school children from Barrassie School, in Prestwick, and seven rebellious sailors from the establishment — kidnapped the captain's secretary Heather Nicholson and terrorised the site with water pistols.

After one hour the camp was returned to its rightful owners by the Liberation Front and £227.51 had been raised for the Malcolm Sargent Home in Prestwick.

# HEAD FOR HEIGHTS!



RACING to the top of the Rock is the usual way to raise money in Gibraltar but the RN Squadron based there went just that little bit further — about 29,000ft. further!

A 16-man team took little over five hours to climb a replica of Mt. Everest — a miniature mountain erected in the Piazza, next to Main Street — and raised over £2,000 for the Royal British Legion Poppy Appeal.

There was some concern as to how the team would perform at altitude, being more used to operating at sea level in HMS Ranger and HMS Trumpeter, but the team was in the "peak" of condition and "rose" to the challenge.



# Raleigh pulls in the pounds

SERVICE and civilian personnel from HMS Raleigh "pulled" in hundreds of pounds when they rowed 22 miles down the Thames to come second in this year's Great Whaler Race.

The team from HMS Raleigh and the Jupiter Point Sea Sense Training Centre, led by CMEA Geoff Palmer and Mr Albert Richardson, raised £125 for the Cancer and Leukaemia in Childhood Trust (CLIC).

Meanwhile CPO(AEA) Mick Rivett, Staff from Part 1 Training and their young trainees pooled all their initiative and loose change raising a further £800.

These combined efforts brought the total amount donated by HMS Raleigh to CLIC to £3,500.

# Ballet de Scouse prop up the barre

TRAFFIC in Liverpool was almost brought to a standstill when two overweight prima ballerinas from the Ballet de Scouse took to the roads to hitch a lift to HMS Dolphin, in Gosport.

Jim Bellow (age 63, weight 19 stone) and Paul Hedgecock (38 and 15 stone) accepted a challenge from the rest of the "company" to make their way to the submarine base without using public transport.

Seven hours later, thanks to lifts from several ex-matelets, they arrived safely in HMS Dolphin having raised money along the way for the Submarine Memorial Appeal.

The following day they were

joined by the rest of the Ballet de Scouse who then put on a lively performance for the Submarines Old Comrades Association boosting the total raised by Jim and Paul to £500.

All the members of the "Ballet company" are either former submariners or serving members of HMS Eaglet RNR who put on charity shows throughout the year. Since they first trod the boards 15 years ago they have raised more than £50,000 for charity.



## Lucky shot for a Hunt?

GUNNERY Officer of HMS Cottesmore, Sub-Lieut. Richard Eaton, proudly displays the Small Ships Gunnery Trophy (also known as the Good Luck trophy) after a presentation by Commodore Mine Warfare, Commodore Charles Freeman.

HMS Cottesmore is the first Hunt class MCMV to win the Trophy, awarded to the ship from the minor war vessels flotilla achieving the highest standard of close range weapons system effectiveness.

# New ship post codes

FROM April everyone addressing mail to HM ships, vessels of the RFA and RMAS, and to naval parties will need to use an individually-allocated BFPO number if they want to ensure fastest possible delivery.

These three-digit numbers will be used for electronic sorting of the mail by new equipment being installed at the Postal and Courier Depot, Royal Engineers, Mill Hill, London.

Although the new system will not be operating fully until the Spring, people are strongly advised to start using the numbers immediately so they are used to it by the time the equipment goes "live" on April 1.

As reported last month, the ship's name will still form part of the address. The only change is that BFPO XXX will replace RPO Buoy L. D123456J. HMS Afloat, BFPO 499.

The BFPO numbers allocated — being widely circulated throughout the Navy — are as follows:

### HM ships

- 201 Active, 202 Alacrity, 203 Alderney, 204 Amazon, 205 Ambuscade, 206 Andromeda, 207 Anglesy, 208 Archer, 209 Argonaut, 210 Argyle, 211 Ariadne, 212 Ark Royal, 213 Arrow, 214 Arun, 215 Atherton, 216 Attacker, 217 Avenger, 218 Battleaxe, 219 Beagle, 220 Beaver, 221 Berkeley, 222 Bioester, 223 Birmingham, 224 Biter, 225 Blackwater, 226 Blazer, 227 Boxer, 228 Brave, 229 Brazen, 230 Brecon, 231 Bridport, 232 Brilliant, 233 Briton, 234 Britannia, 235 Broadsword, 236 Brocklesby, 237 Bulldog, 238 Campbeltown, 239 Canolf, 240 Carron, 241 Cattstock, 242 Charger, 243 Chatham, 244 Chiddingfold, 245 Deopetra, 246 Cornwall, 247 Comestore, 248 Courageous, 249 Coventry, 250 Cromer, 251 Cumberland, 252 Cygnet, 253 Dasher, 254 Dovey, 255 Outverton, 256 Dumbarton Castle, 257 Edinburgh, 258 Exeter, 259 Fearless, 260 Fencer, 261 Glasgow, 262 Gleaner, 263 Gloucester, 264 Guernsey, 265 Hecla, 266 Helford, 267 Helmsdale, 268 Herald, 269 Harwood, 270 Hunter, 271 Hunter, 272 Hurworth, 273 Inverness, 274 Inverness, 275 Iron Duke, 276 Itchen, 277 Iveston, 278 Jersey, 279 Juno, 280 Jupiter, 281 Kallington, 282 Kingfisher,

- 323 Lancaster, 324 Ledbury, 325 Leeds Castle, 326 Lindisfarne, 327 Liverpool, 328 London, 329 Manchester, 330 Marlborough, 331 Middleton, 332 Minerva, 333 Monmouth, 334 Montrose, 335 Newcastle, 336 Norfolk, 337 Northumberland, 338 Nottingham, 339 Nunton, 340 Opportunity, 341 Opossum, 342 Oracle, 343 Orkney, 344 Orwell, 345 Ouzel, 346 Peacock, 347 Plover, 348 Polar Circle, 349 Punter, 350 Pursuer, 351 Quorn, 352 Ranger, 353 Redpole, 354 Renown, 355 Repulse, 356 Resolution, 357 Revenge, 358 Richmond, 359 Roebuck, 360 Sandown, 361 Scorpion, 362 Scylla, 363 Sentinel, 364 Sheffield, 365 Sheraton, 366 Shetland, 367 Sirius, 368 Smiter, 369 Soberton, 370 Southampton, 371 Sovereign, 372 Spartan, 373 Spey, 374 Splendid, 375 Stirling, 376 Striker, 377 Superb, 378 Swiftness, 379 Talent, 380 Tireless, 381 Torbay, 382 Trafalgar, 383 Trenchant, 384 Triumph, 385 Trumpeter, 386 Turbulent, 387 Unicorn, 388 Unseen, 389 Upholder, 390 Ursula, 391 Valiant, 392 Vanguard, 393 Victorious, 394 Vigilant, 395 Walney, 396 Warspite, 397 Waveley, 398 Westminster, 399 Wilton, 400 York.

### Royal Fleet Auxiliary

- 433 Argus, 434 Bayleaf, 435 Black Rover, 436 Blue Rover, 437 Brambleleaf, 438 Diligence, 439 Fort Austin, 440 Fort George, 441 Fort Grange, 442 Fort Victoria, 443 Gold Rover, 444 Grey Rover, 445 Oakleaf, 446 Olmeda, 447 Olva, 448 Olwen, 449 Orangeleaf, 450 Ragwort, 451 Resource, 452 Sir Bedivere, 453 Sir Galahad, 454 Sir Gerard, 455 Sir Percival, 456 Sir Tristram.

### RMAS vessels

- 461 Arrochar, 462 Auriculæ, 463 Kirribury, 464 Newton, 465 Robust, 466 Rollstock, 467 Royston, 468 Salmast, 469 Salmaster, 470 Seelyham, 471 Thrisk, 472 Torrington, 473 Whitehead.

### Motor vessels

- 478 Indomitable, 479 Maersk Ascension, 480 Maersk Gannet, 481 Ol Mariner, 482 St Brandon.

### Naval parties

- 485, NP 1002, Diego Garcia, 486, NP 1004, Karup, Denmark, 200, NP 1008, Offshore Survey (Nav Bot Ent JV), 487, NP 1010, BDL, Ottawa, Canada, 488, NP 1011, RNLO, AVTEC, 200, NP 1016, Inshore Survey (Proud Seafarer), 200, NP 1020, Nav Training, MV Northella, 489, NP 1022, RNLO Singapore, 490, NP 1023, RNLO Gulf, 491, NP 1027, Cyprus, 492, NP 1242, BFFI, 200, NP 1600, Dormant Unit, 493, NP 1964, Norfolk, Virginia, 494, NP 2010, NP Falklands, 200, NP 2250, Surv 1, 200, NP 2260, Surv 2.

### Other units

- 52 Calpe, 806 Caroline, 162 Malabar, 52 Rooke, 2 Sakar, 1 Tamar, 10 RNLO Mumbai.

When embarked in ships, RNAS, RM and MCM units should use the BFPO number of the ship concerned for all correspondence. Similarly, when engaged in exercises or operations on land, the BFPO number allocated to the exercise or operation should be used.

Any vessels or naval party not individually listed and which previously used the BFPO Ships form of address, should use the address: Ships Office London, BFPO 200. Ships under construction should also use this address until an individual BFPO number has been allocated.

Mail for UK shore establishments, including air stations, colleges, medical establishments, RM bases, naval regional offices, RNR training centres, and HA units RNR and RMR, should continue to use their full civilian postal addresses, including post code (No use of BFPO Ships to be made in these addresses).

# Flagging industry

Flag-making at Chatham Dockyard, a traditional craft there since 1734, was fluttering to an end last month — another victim of the recession.

Dwindling orders from the Services, schools, and industry and increasing foreign competition had forced the closure of the Flag Loft, which has been a major attraction for tourists since Chatham closed as a Naval Base in 1983 and was transformed as a dockyard museum.

# New ground for radio

Ground Radio at Portland is due to hand over to civilian control this month after 32 years of providing round-the-clock air traffic control for the Fleet Air Arm.

## Grave issue

Gibraltar's sadly neglected Trafalgar Cemetery, where sailors who died in the aftermath of the battle lie buried, has been refurbished by the Gibraltar Heritage Trust — thanks to sponsorship by Trafalgar House and the Cunard Steam Ship Company.

The Governor, Admiral Sir Derek Refell, unveiled a commemorative plaque.

Several equipments maintained by this unit, housed in the old Fleet Canteen after 815 Naval Air Squadron arrived with 12 Whirlwinds at the new Portland Heliport back in 1959, have become well-known local landmarks.

The Venue Radar Golf Ball represents the highest point on Portland and the odd-shaped radome on the airfield housing the Precision Approach Radar is familiar to generations of Naval airmen.

Now Ground Radio is to be taken over by staff contracted by Field Aircraft Ltd, a reunion will be held next month for all former naval staff. Contact 0305 820311 for details.

## 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.

In fact, you don't have to wait until you leave the Forces to join because membership's open to you now. Either way your membership will ensure that we're always there to help ex-servicemen and women in need.

For details of membership or more information about the work of The Royal British Legion please send off the coupon.

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# Round deck cruisers

WHILE embarked in HMS Invincible during her visit to Istanbul, the Commander-in-Chief Fleet Admiral Sir Jock Slater, took the opportunity to present the ship's Royal Marines detachment with the Fleet Royal Marine Officers Trophy — awarded to the detachment afloat assessed as having maintained a highly efficient organisation and close integration into their ship's operations.

Invincible's marines continually provide a supporting role in many areas, including ship's divers, RAS team members, small arms instructors and boarding parties. The detachment also boasts having the first qualified RM Boatswain's Yeoman afloat.

They are also in the forefront when it comes to charity fundraising, their latest venture being a sponsored 24-hour run around the flight deck, with each runner completing a marathon distance carrying a 20lb pack and SA80 rifle. A total of about £2000 was raised for handicapped children.





# Going great guns in Germany



THE THRILLS and excitement of the Field Gun Run came to Germany when a Gun-running team from HMS Osprey, Portland, took on a British Army team from 71 Aircraft Workshop REME, at Detmold Garrison.

This is the third time the two teams have met in what has become an annual event, and, with the Army having won the previous two, the Portland sailors were intent on preventing a hat-trick.

As the two teams marched out the volunteer band from RN air station Yeovilton played and the atmosphere in the Army Corps hangar where the event was staged was electric.

## Osprey's tough team

It was a tense and hard-fought match as the competitors dismantled and rebuilt their guns and dragged them together with the limbers across the finishing line. 71 Aircraft Workshop did their very best, but a nine-second penalty on the first run destroyed their chances of a third-time win — Osprey were too tough a team to beat and in the end proved their strength, winning on aggregate by just 5.71 seconds.

This now traditional event is used by 71 Aircraft Workshop to commemorate their close links with the Royal Navy. There are always eight Fleet Air Arm personnel on exchange drafts with the unit in Germany, and the gun-run is timed to coincide with the anniversary of the Battle of Taranto, the major battle honour of the Fleet Air Arm.

## I spy with my little eye



WINNING photograph in this year's Periscope Photography Competition was this shot, taken through the periscope of HMS Onyx, showing a French Maestrale anti-submarine helicopter getting uncomfortably close during Exercise Open Date.

HMS Onyx won the Barr and Stroud Trophy, awarded to the submarine gaining the most points in all classes of the competition. Full results were:

- Single Shot — 1. HMS Onyx; 2. HMS Superb.
- Underwater — 1. HMS Trenchant; 2. HMS Tireless.
- Stereo Pairs — 1. HMS Courageous; 2. HMS Onyx and HMS Otter.
- Single Sweep Panorama — 1. HMS Opposum; 2. HMS Torbay.
- Surface Shots — 1. HMS Onyx; 2. HMS Opposum and HMS Swiftsure.
- Public Relations — 1. HMS Opportune; 2. HMS Tireless.
- Defect Photography — 1. HMS Superb; 2. HMS Torbay.

# Museum moves under ground

WHEN the National Maritime Museum's £20 million improvement project is completed it may not make much of an impact — to the outsider.

"When the scheme is finished, the buildings' appearance from the outside will be the same as now" says the Museum's director, Richard Ormond.

But underfoot the story is a different one, for the project involves the tearing up of the lawns of the Queen's House, one of the museum complex's main buildings, and constructing a two-storey gallery below ground in which will be stored much of the museum's archive and reserve material, currently stored off-site due to space restrictions at Greenwich.

The underground work is just

part of the new scheme to create a modern museum for the 21st Century.

Neptune Hall will be remodelled to include a courtyard, covered by a glass dome which will serve as a spacious arrival area where visitors can orientate themselves before moving on to the various galleries.

The plan will increase the total gallery space by a third with the great maritime themes such as war, trade, navigation,

exploration and discovery being dealt with using the most up-to-date techniques of presentation and interpretation.

"Our national museums are a priceless asset created by the foresight and determination of dedicated people in the past," said Richard Ormond. "We owe it to them, and to everyone who uses and enjoys museums, to continue the development they started."

## Falklands' 'forest'

HUNDREDS of trees will be planted on the Falkland Islands to commemorate the 255 servicemen and three civilians who died during the 1982 Conflict.

As part of the tenth anniversary of the conflict, the trees will be planted in an open area of land overlooking Stanley Harbour.

The brainchild behind the scheme, Heritage Year 1992, is seeking sponsorship from units of the Armed Forces and the Merchant Service who lost men during the Conflict.

A contribution of £40 will pay for one tree and a brass plaque engraved with the name of the fallen comrade and his unit.

## MAN OF THE MOMENT



WHILE HMS Turbulent was undergoing DED in the Submarine Refit Complex in Devonport, Admiral Sir Desmond and Lady Cassidi visited the crew.

Lady Cassidi, the submarine's sponsor, took the opportunity to present the annual Man of the Boat award to LWEM(O) Andy Vine who has since left the submarine to start his Artificers' course at HMS Collingwood.

The award is made to the rating who has

distinguished himself by his overall contribution to the submarine and her crew.

Lady Cassidi also presented Long Service and Good Conduct medals and enjoyed lunch prepared by HMS Turbulent's Salon Culinaire competitors.

Later that evening she accompanied her husband to the Ladies' Guest Night Trafalgar dinner at HMS Drake.

## THE BAND PLAYS ON

CLOSELY following the Royal Marines Band into their new home at HMS Nelson was the RM Volunteer Cadet Corps, one of the first to be formed in 1901 and based at Eastney Barracks ever since.

Though the Marines have departed from Eastney, their 228 year association with Portsmouth has thus been retained — and the accommodation for bandsmen and cadets has been

named "Eastney Block".

One of Admiral Sir Jeremy Black's last duties as Commander-in-Chief Naval Home Command was to perform the ceremonial opening of his

musicians' new premises.

They heralded their arrival in style, striking up in Guildhall Square before marching down through the familiar gates in Queen Street.

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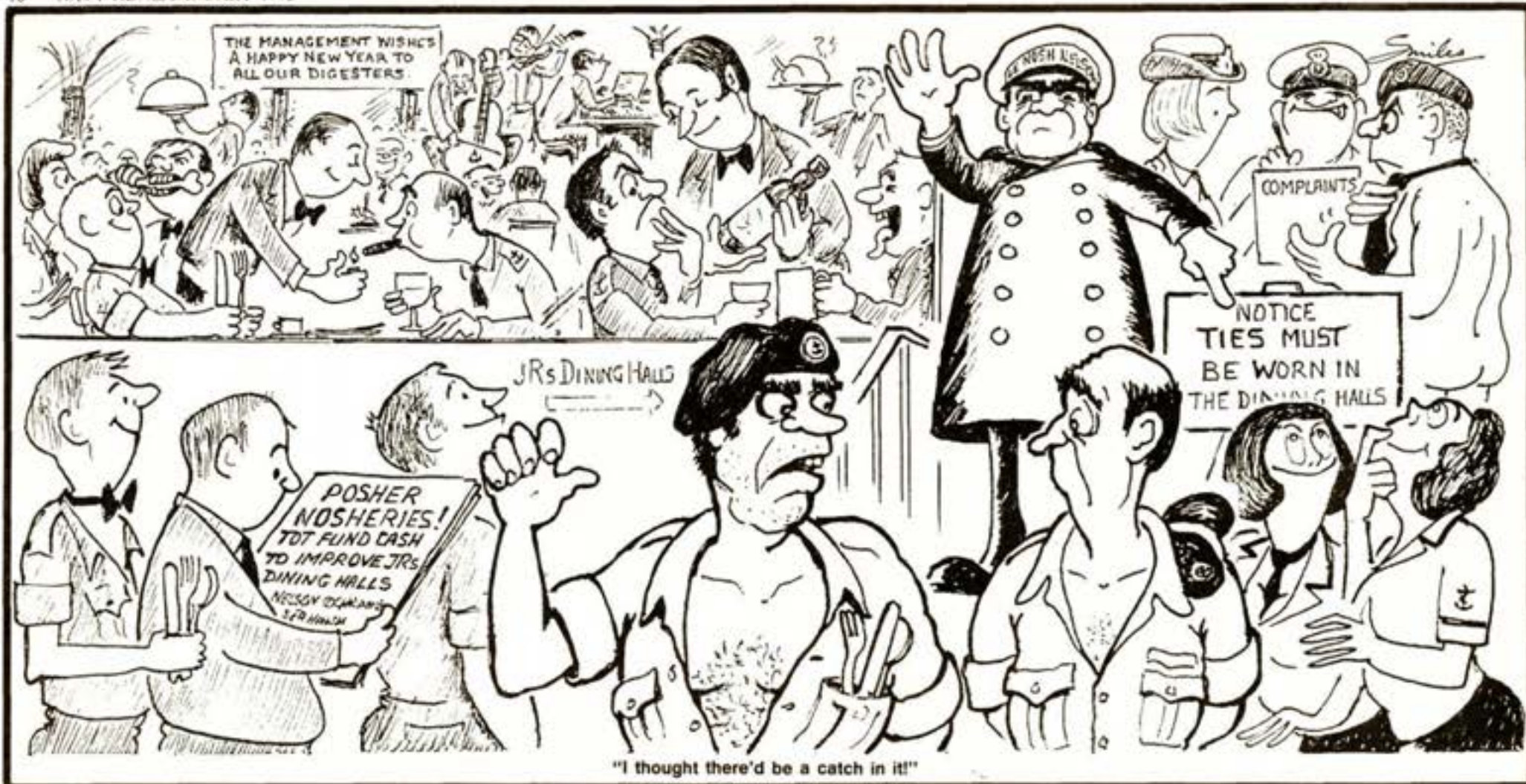
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## NEWSVIEW

### Old bells to help ring in the new

AT THE start of a new year there is perhaps a timeliness in a sale of ships' bells — a variation on the theme of ring out the old, ring in the new.

The interest which such rarely-held sales generate is great, providing evidence of the esteem and affection in which sailors and ex-sailors hold many of their ships. At future stages the bells from today's ships will doubtless find their way into such sales and those from vessels linked to memorable events — for instance last year's Gulf war — will have particular appeal.

That conflict was, of course, the most momentous event of 1991 for the Royal Navy, with the conflict at one stage seeing 24 British vessels, both RN and RFA in the area, and many naval people involved in air and land roles too.

But those events did not preclude a wide range of other work and humanitarian effort. Not least in all this have been the deterrent patrols of the Polaris boats. Determination by crews and those who support them has ensured uninterrupted patrols despite a programme of inspection of all the nuclear submarines following discovery of a technical defect in a Fleet sub.

#### Challenging roles

The activities of last year continued against the prospect of big change among the Armed Forces — and by much speculation — but announcements in the second half of the year help remove some of the uncertainty. Meanwhile, for the Navy a range of organisational changes lie ahead, and the support area remains under scrutiny.

Happily, naval manning has entered a new phase, moving towards balance, although some shortage categories remain. Retention too has shown marked improvement — for a variety of reasons — although there remains a need to guard against excessive wastage.

At the same time Phase I of the Navy's limited redundancy programme is under way, and people in the ranks, rates and categories involved have been pondering where their best course lies and whether to make redundancy applications.

So, a new year gets under way — one which will doubtless see some change but surely be, as ever, a busy one for the Service, whose challenging roles will be met with traditional professionalism and style.

# Halls to get fund 'facelift' boost a la carte

CASH help is on its way in sizeable sums to make possible another range of facilities for naval establishments and groups after a total of nearly £300,000 project aid was agreed at two London meetings.

In addition, there is well over £100,000 worth of regular grants — including a half-yearly total of more than £50,000 for HM ships — providing an overall figure of more than £400,000.

Featuring prominently were applications for help towards refurbishment/improvements for Junior Rates' dining halls. Sums allocated were: HMS Nelson, £38,000, with £34,000 more to come; HMS Cochrane, £43,560; and HMS Seahawk, £25,768.

The cash results from the winter meetings of the Grants Committees of the Sailors' and the Fleet Amenities/Fleet Recreational Funds, which also helped a variety of recreational and sporting projects.

As reported last month, the funds were grateful to be relieved

of nearly £50,000 worth of sporting bids from nine locations, associations, and projects. The money to meet these applications became available as a result of the growing success of the Navy's new sports lottery.

Meanwhile, larger projects helped by the Sailors' Fund and FAF/FRF included: £24,000 for the Royal Marines Sailing Club, towards a replacement yacht; £20,000 for the RN and RM Sports Parachute Association; and £16,974 towards a two-seater training glider for the Heron Gliding Club.

As ever — and with total bids outstripping the cash available —

there were inevitably some unsuccessful applications.

A bid from HMS Drake for a second-storey extension to the Hillcrest Community Centre received much support in principle. But it was not considered possible to help on the construction side of the project, although the furnishings aspect could be considered later.

Unsuccessful bids included those from the RM School of Music, Deal, for portable/adjustable staging; RN air station Yeovilton, for tiered seating for the Heron Theatre; HMS Centurion for a multi-purpose all-weather playing surface; and HMS Collingwood, establishment launderette.

**NEW-LOOK DECOR, SO JUNIOR RATES WILL DINE IN STYLE**

## WHERE THE MONEY GOES

GRANTS and loans approved by the Sailors' and Fleet Amenities/Fleet Recreational Funds:

**HMS Nelson** — £72,000 towards refurbishment of Junior Rates' dining hall (£38,000 payable from Sailors' Fund on receiving Trustees' approval. Balance of £34,000 payable after June 1992).

**HMS Cochrane** — £43,560 (grants of £38,495 from Sailors' Fund and £5,065 from FAF) towards refurbishment of Junior Rates' dining hall.

**HMS Seahawk** — £25,768 (grants of £22,772 from Sailors' Fund and £2,996 from FAF) towards improvements to Junior Rates' dining hall.

**Royal Marines Sailing Club** — £24,000 (grants of £21,209 from Sailors' Fund and £2,791 from FAF) towards replacement yacht.

**RN and RM Sports Parachute Association** — £20,000 (grants of £17,675 from Sailors' Fund and £2,325 from Fleet Recreational Fund) for assistance with running costs.

**HMS Cochrane** — £19,800 (grants of £17,498 from Sailors' Fund and £2,302 from Fleet Recreational Fund) towards replacement mobile home.

**Heron Gliding Club** — £16,974 (grants of £15,000 from Sailors' Fund and £1,974 from FAF) towards two-seater training glider.

**CTCRM** — £14,150 (grants of £12,565 from Sailors' Fund and £1,585 from Fleet Recreational Fund) towards two caravans for use in Cornwall.

**Regular Forces Employment Association** — £13,750 (grants of £10,000 from Sailors' Fund and £3,750 from FAF) towards office technology.

**HMS Rocks** — £12,828 (grants of £11,168 from Sailors' Fund and £1,660 from FAF) towards improvements to Senior Rates' Mess lounge bar.

**RN Volunteer Bands** — £9,500 (grants of £8,395 from Sailors' Fund and £1,105 from FAF) for financial assistance with running costs.

**RN Hospital Plymouth** — £7,367 (grants of £6,510 from Sailors' Fund and £857 from FAF) towards recreational equipment.

**HMS Dryad** — £7,034 (grants of £6,216 from Sailors' Fund and £818 from FAF) towards fitness equipment.

**RN air station Yeovilton** — £5,230 (grants of £4,622 from Sailors' Fund and £608 from FAF) towards landscaping and fish re-stocking of quarry flooded for angling.

**HMS Cochrane** — £5,000 (loans of £4,419 from Sailors' Fund and £581 from FAF) towards purchase of reduced-price ski lift vouchers. (Sports lottery grant of £5,000 will also aid this project).

**HMS Gannet** — £3,817 (grants of £3,373 from Sailors' Fund and £444 from FAF) towards disco equipment for Dundonald Community Centre. (The equipment at present held at HMS St Vincent is to be surveyed for suitability before any purchase is made).

**HMS Cochrane** — £3,722 (grants of £3,280 from Sailors' Fund and £442 from FAF) towards salaries of WISE (Wives Information Service for Employment and Education) staff.

**Royal Marines Police, Stonehouse, Plymouth** — £3,647 (grants of £3,223 from Sailors' Fund and £424 from FAF) towards new bar furniture.

**DWRNS** — £3,000 loan from FAF towards 75th anniversary reception.

**DWRNS** — £2,000 (grants of £1,767 from Sailors' Fund and £233 from FAF) towards Naval Wives magazine editorial team expenses.

**Comacchio Co., RM** — £2,115 (grants of £1,870 from Sailors' Fund and £245 from FAF) towards rowing ergometers.

**HMS Callopp** — £1,250 from FAF towards a multi-gym.

● Grants which in aggregate total more than £20,000 for any one project are subject to the approval of the Trustees.

#### Annual and Half-Yearly grants

**Half-yearly grant to HM ships** — £32,845 from Sailors' Fund.

**Half-yearly grant to RM Commando units** — £6,736 from Sailors' Fund.

**Annual grant to Merchant Navy War Memorial Society** — £250 from Sailors' Fund.

**Half-yearly grant to Regular Forces Employment Association** — £16,785 (grants of £8,134 from Sailors' Fund and £8,651 from FAF).

**Annual grant to Captain of the Fleet's Fund** — £1,500 from FAF.

**Annual grant towards provision of TVs in HM ships** — £8,200 from FAF.

**Annual grant to Commands Forces Consolidated Fund** — £200 from FAF.

**Annual grant towards cost incurred by family visits overseas** — £2,000 from FAF.

**Annual subvention to RN and RM Sports Control Board** — £40,000 from FAF.

**Subvention to Second Sea Lord's Charitable Fund** — £500 from FAF.

# Scylla home from the Gulf



**FOLLOWING** the successful joint Exercise Al Hout, with the Royal Navy of Oman, in which both Armilla groups Zulu and Alpha took part, HMS Scylla paid her final Gulf deployment visit to Muscat.

While alongside enjoying the traditional surroundings and hospitality of Muscat, Flag Officer Flotilla 2, Rear-Admiral John Brigstoke, visited the Leander Class frigate at the start of a Gulf States tour.

## Injured fisherman

On leaving Muscat HMS Scylla joined up with the other ships of Group Zulu for the return to the UK and was immediately involved in the long range casevac of a badly burnt Taiwanese fisherman from HMS Hermione in the Arabian Sea.

A Lynx from HMS Coventry was landed on the Scylla who then steamed overnight to be within 120 miles of the Hermoine by dawn.

HMS Scylla's aircrew flew the first leg to pick up the casualty and during a refuelling stop back on the Scylla HMS Coventry's aircrew took over, flying the patient and Surgeon Lieut.-Cdr. Nick Richards on to hospital in Muscat.

The following day HMS Scylla rendezvoused with the Hermoine to complete the handover and officially finish her Armilla patrol before continuing on to Suez in company with HM ships Coventry and Glasgow.

## Canal transit

A brief stop was made at Hurghada so that the ships' companies could make trips to Luxor and the Valley of Kings and during the canal transit further groups were landed for overnight visits to Cairo and the Pyramids.

HMS Scylla returned to Portsmouth at the end of November when she was welcomed home by families and friends. Also on the jetty to meet them was the band of the Household Cavalry Mounted Regiment, the ship's affiliated regiment.

● Above left: HMS Scylla and RN Oman Province Class Fast Patrol Boat pictured during Exercise Al Hout.

## WHEN IN ROME ...

**AFTER** landing the advance leave parties at Akrotiri, Cyprus, the Group Zulu ships went their separate ways for the final leg of the trip back to the UK.

HMS Scylla paid short visits to Rhodes and Civitavecchia, Italy, where one of the main highlights of the deployment was the Papal Audience given to members of the ship's company on a visit to Rome.

A 25-strong group went to the Vatican where they were honoured with front seats for the Audience.

Later His Holiness came and spoke to some of the party and blessed a selection of religious articles.



● Greeting His Holiness Pope John Paul II are, from left, SA McGivern, Lieut. Haskill and Rev. Peter Gale.

# Minerva breaks new ground in Bulgaria

**WHILE** her sister ship of the Dartmouth Training Squadron, HMS Fearless, was at Sevastopol, HMS Minerva visited the Black Sea port of Varna, in Bulgaria, the first Royal Navy ship to visit the country for 14 years.



The Bulgarian Navy proved to be the most hospitable of hosts, showing great interest in, and enthusiasm for the way the British operated. A special relationship developed between the Dartmouth officers under training and their opposite numbers at the Bulgarian Naval Academy in Varna.

The local population also showed great interest, and several hundred visitors swarmed aboard the Minerva during her "open afternoon."

## Children's party

At a children's party held on board for local orphans there was some confusion when it appeared that the children were saying "no" to offers of more jelly and ice-cream, and then looking dejected when their wishes were complied with.

However, it was eventually revealed that in Bulgaria, a nod means "no" and a shake of the head means "yes", so smiles broke out all round again and good relations re-established!

● Left: Making the first official contact for decades between officers under training in the RN and Bulgarian Navy is Midshipman David Turner and Junior Midshipman Todor Kautchev.

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# FOCUS ON PHOTOGRAPHY

HMS OSPREY achieved great success in the 30th annual Peregrine Trophy Photographic Competition, winning the Trophy with their dazzling portfolio of six colour prints and gaining two other major awards for individual pictures in the set — the best colour picture and the best shot of a ship or aircraft, both taken by LA(Phot) Jim Gibson.

Two regular winners in past years were again successful — POA(Phot) Al Campbell, staff of Commandant General Royal Marines, won the "Personnel at Work" category, the Royal Marines Portfolio and the colour third prize, while POA(Phot) Chris North, serving in HMS Ark Royal, entered the best black-and-white picture and received second prize in the colour section.

530 entries were received from RN photographers at home and abroad, with the overall standards as high as ever, the quality of colour printing this year being particularly outstanding.

This year's winners were presented with their awards by the First Sea Lord, Admiral Sir Julian Oswald, at a reception at the Ministry of Defence in London.



## WINNERS' LIST

Winner of the Peregrine Trophy with the best portfolio of six prints  
HMS OSPREY

Winner of the Royal Marines Portfolio —  
CGRM

Maritime Trophy (Best ship or aircraft picture)  
LA(Phot) JIM GIBSON, HMS OSPREY

"Personnel at Work" Category  
POA(Phot) AL CAMPBELL, CGRM

### Individual Awards

#### Colour

1. LA(Phot) Jim Gibson, HMS Osprey
2. LA(Phot) Chris North, HMS Ark Royal
3. POA(Phot) Al Campbell, CGRM
4. PO(Phot) John Garthwaite, HMS Dolphin

#### Monochrome

1. POA(Phot) Chris North, HMS Ark Royal
2. POA(Phot) Kevin Jeffries, Fleet Photo Unit
3. LA(Phot) Fez Parker, Fleet Photo Unit

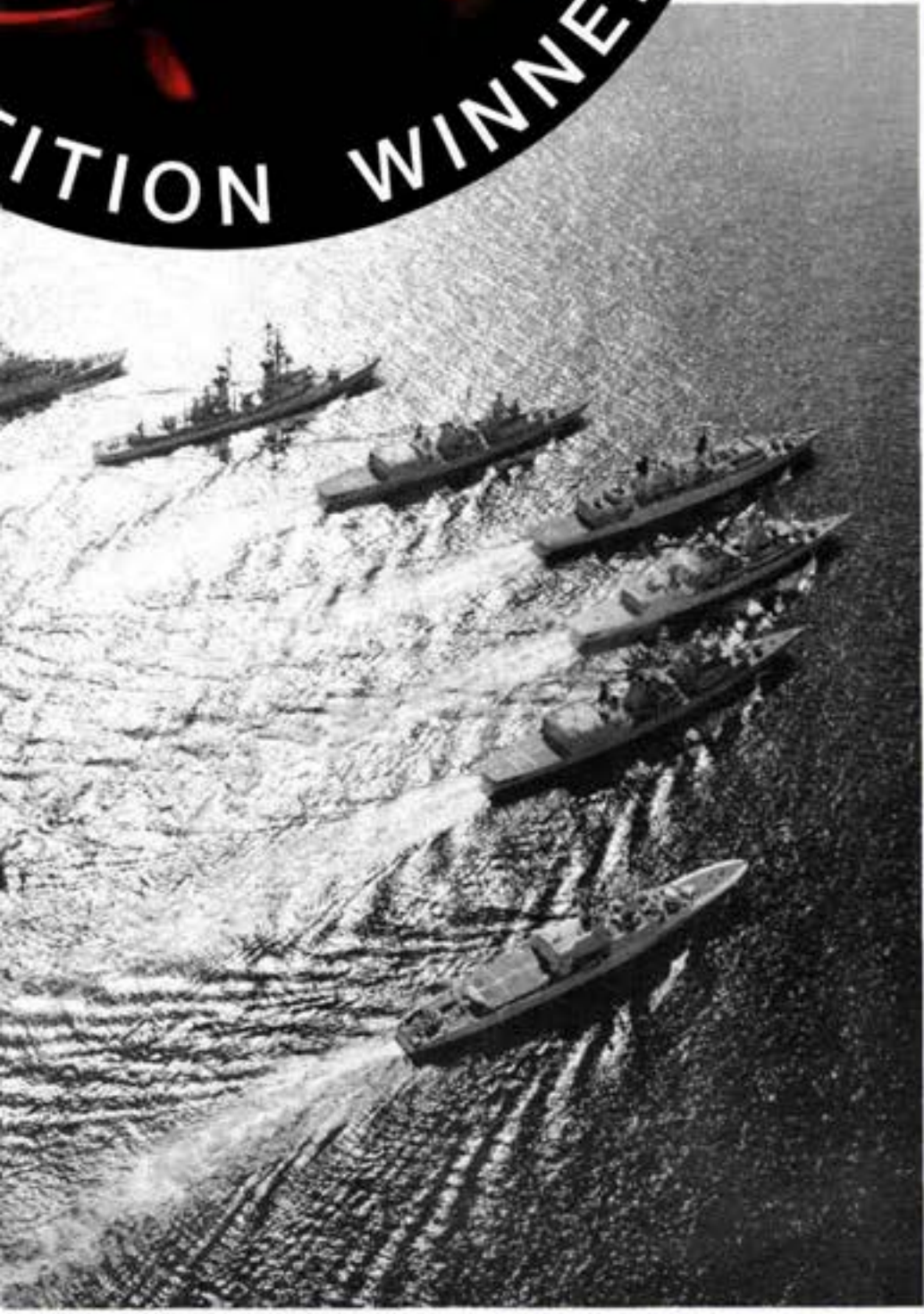
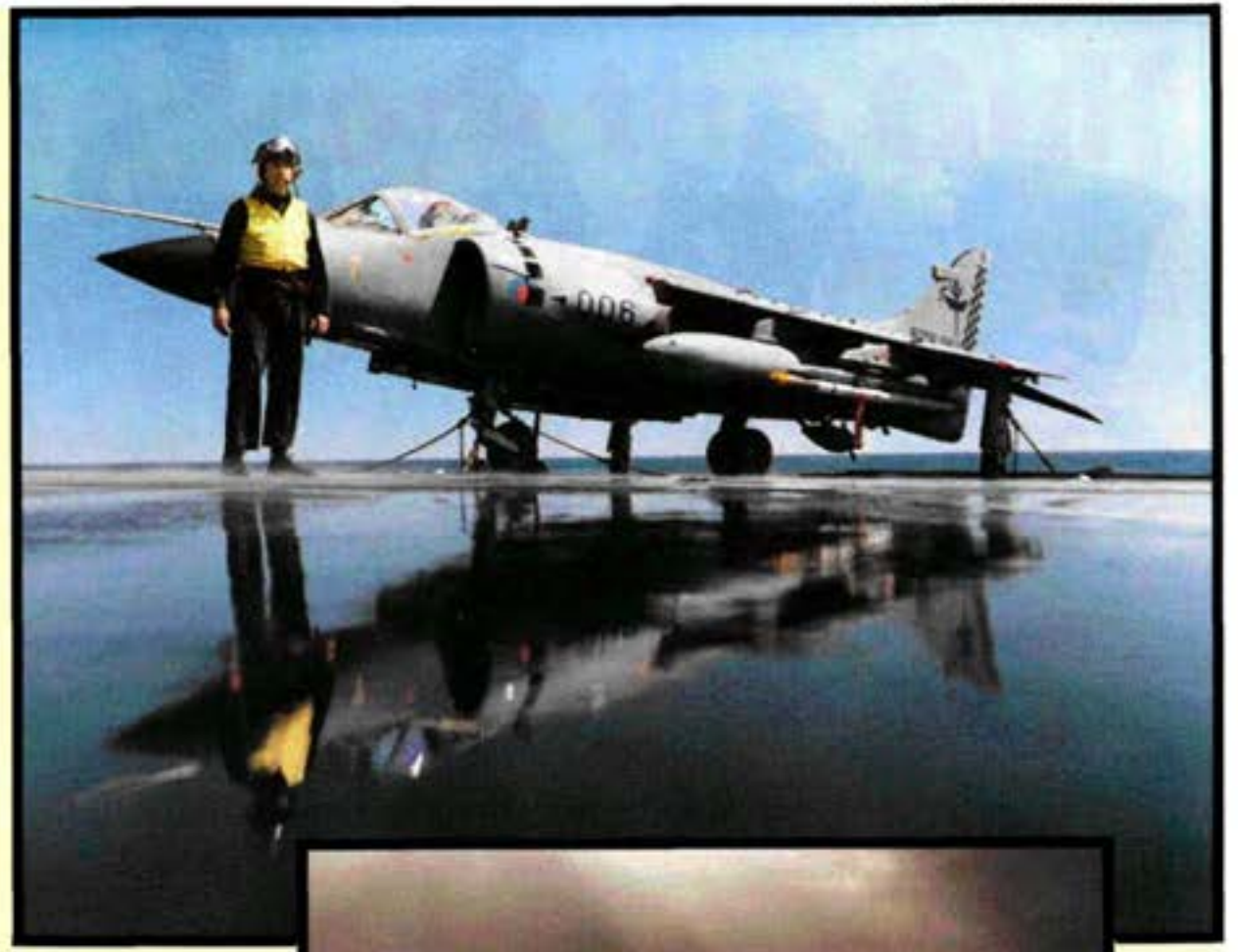
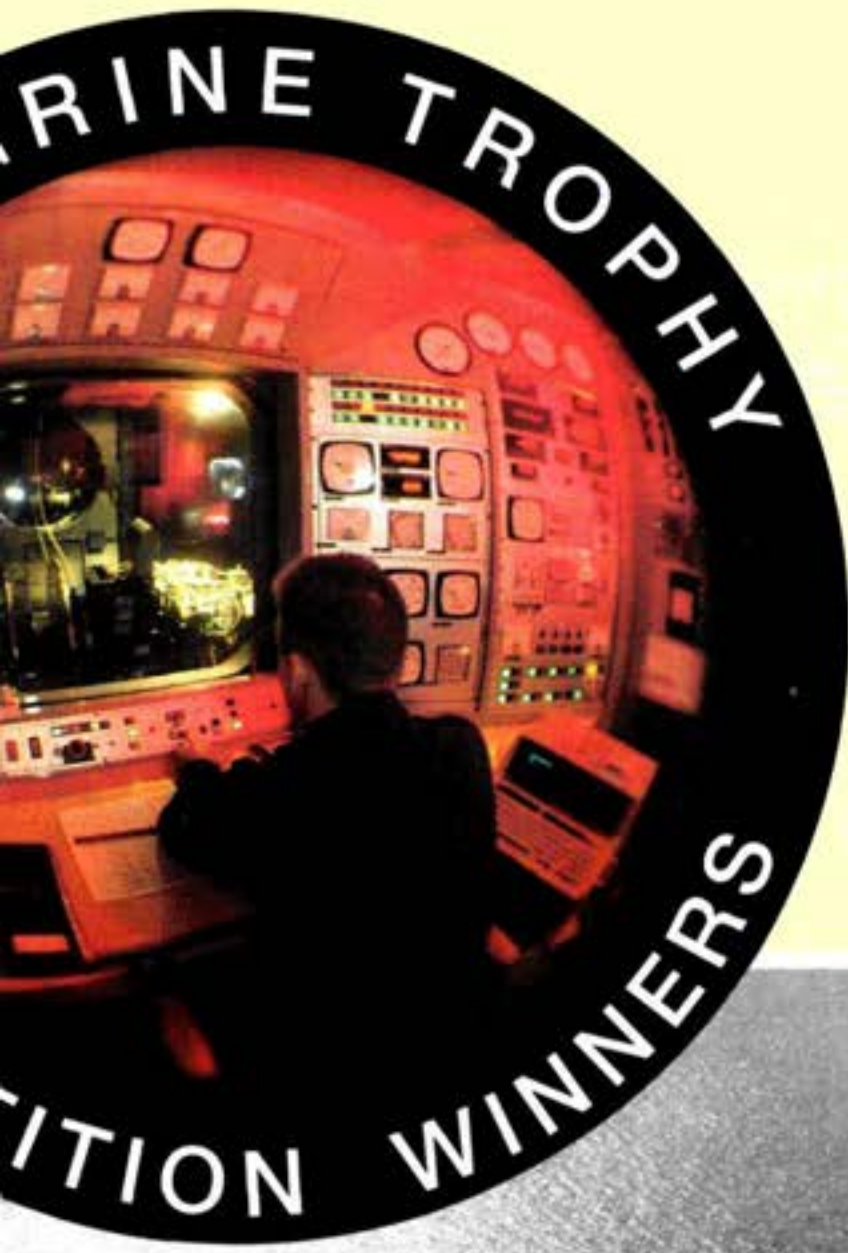


### Photo round-up, clockwise from top left

- PR Package for Escape Tank (POA(Phot) Jon Garthwaite, HMS Dolphin) (4th, Colour)  
*Submariner on the surface of Escape Training Tank*
- Red Eye (LA(Phot) Colin Burden, HMS Osprey). (From HMS Osprey's winning portfolio)  
*Test-day for Lynx helicopter engines, RNAS Portland*
- Watercolours (POA(Phot) Chris North, HMS Ark Royal) (2nd, Colour)  
*Sea Harrier of 801 NAS on board HMS Ark Royal*
- Red January (LA(Phot) Jim Gibson, HMS Osprey) (1st, Colour, as individual print, Osprey portfolio)  
*Nuclear submarine USS Lewis and Clark approaching Portland*
- Royal Marine on Ship's Gunwatch (POA(Phot) Al Campbell, CGRM Staff)  
*(Taken during Gulf War) (From CGRM's winning Royal Marines portfolio)*
- Contra Sole (POA(Phot) Kevin Jeffries, Fleet Photo Unit) (2nd Monochrome)  
*Ships of the NATO Squadron, STANAVFORLANT*
- Fireball (LA(Phot) Colin Burden, HMS Osprey) (Osprey's portfolio)  
*Crashed aircraft exercise, Chesil Beach*



# GRAPHY





# 300 YEARS OF RN DOCKYARD DEVONPORT

OVER 40 years at Devonport Dockyard — most of it spent in the Drawing Office and in model making — developed Andy Endacott's deep awareness of its history and traditions.

His talents as a draughtsman and a more recent interest in collecting naval ephemera

have combined to produce a superb series of albums — the latest of which, *300 Years — "Devotion to Duty"* (Naval Heritage in the West) tells the story of the largest dockyard in Western Europe in a fascinating series of vignettes.

This is not a formal history — there is no attempt at a single narrative — but the items

form a rough chronology of developments in construction with pictures of the ships it brought to life and the people who lived among them, and the whole effect is visually entrancing.

A cut above the usual run of hastily compiled scrapbooks cashing in on the nostalgia boom, it is available from D. L. Endacott, 47

Pounds Park, Saltash, Cornwall, PL12 6BT. at £5.95 plus 75p postage and packing.

Also available from the same source is a set of comic Edwardian naval postcards and bookmarks (20p and 45p each). Reproduced above are the figures which adorn the book-marks. - JFA



Saved for posterity — the Control Tower at RN air station Twatt, where the photographic section pioneered colour photography in the Second World War. Taxying past is a Boston bomber of 771 Squadron.

## MAKE MINE THE BOILED LIMPETS

FIVE years ago, when the Community Council of Birsay in Orkney prevented the demolition of the control tower at Twatt RN air station they set in motion a wide-ranging research project to record the history of the flying Services around Scapa Flow in the Second World War.

Part of the photographic archive collected by Gregor Lamb is presented in *Sky Over Scapa* (Byrgisey £16.95), an aviation album with a unique period flavour that is best captured on the ground, with many striking interior studies of a remote and sadly unsung corner of the war.

It is strange that Orkney's role has been so neglected, for within a year of the outbreak the islands had been turned into an impenetrable fortress — no other part of Britain of similar size was protected with such rigour. Hatston, indeed, was the first purpose-built RN air station in the country and one of the first to have a tarmac-dam runway.

Some of the young men and women who spent a sizeable chunk of their youth in these wild northern isles later became household names. Duncan Hamilton, the celebrated Jaguar racing driver of the 50s, was senior aero engineer at Hatston. Actor Donald Hewlett, best known for his role in "It Ain't Half Hot, Mum", was a Met Officer there and produced a highly active theatre group.

Doing much to lift morale in the severely beautiful but definitely isolated Orkneys was a large contingent of WRNS. When "Queen Wren" Vera Laughton-Matthews proposed that Wrens be posted there her proposal was scoffed at.

"My girls have it up here, you know," she protested. "It doesn't matter where your girls have it — my boys will find it," a worried Admiral replied.

His fears proved groundless — strict chaperoning saw to that. But for many there was a lasting love affair with Orkney and Orcadian hospitality is remembered with much affection by all the author's correspondents. The fare was rich and plentiful by wartime standards — though seagull eggs and boiled limpets were very much an acquired taste.

"Oh well — when in Rome ..." recalls one who sampled the local delicacy. "Half an hour later I nearly died on the farm midden heap." - JFA

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## Almost dying for a fag?

REGARDING Henry is a curious affair. Henry (Harrison Ford) is a ruthless lawyer who cheats on his wife and neglects his little daughter. Then one night he steps out for a pack of cigarettes, runs into a hold-up and gets shot in the head.

Left paralysed, speechless and without any memory, Henry painfully fights his way back to some kind of normality with the aid of a kind-hearted therapist; but the real drama of the film comes when the reborn Henry discovers, as it were, his old self and doesn't much like what he finds.

It's as powerful an experience as you'd expect from a Mike Nichols movie, but however you regard *Regarding Henry* its message

seems quite clear: some people benefit enormously from a bullet in the head.

*Nothing But Trouble* is one for the connoisseurs of the

### NN Screen Scene

truly strange. The isolated village of Valkenvania is well worth omitting from any travel itinerary, not least because passing motorists are liable to have their personal effects confiscated by the local (106 year old) magistrate and their bodies put into a mincing machine.

This grotesque farce, presided over by the comic trio of Dan Aykroyd, John Candy and Chevy Chase, is sometimes almost too bizarre for comfort, notably in the visualisation of Valkenvania itself, with its pools of toxic waste, heaps of human bones and giant babies roaming the landscape. But the least that can be said of it is that it's well out of the regular, safely predictable comedy rut.

Just the two 16mm releases this month, which leaves space for a note on some recent additions to the RNFC Video Library. *Desper-*

*ate Hours* is the tense, blood-spattered tale of a gang of escaped convicts invading the home of one of those idealised American families. Mickey Rourke is effective as the leading nasty, though Anthony Hopkins seems unlikely casting for the Vietnam veteran hero.

*Defending Your Life* is another "what happens when you die" picture. According to the makers of this one, we can look forward to a few days in Judgment City where our performance is assessed, pro and con, by a tribunal which eventually come to a decision as to our next posting.

All quite familiar, really. Poor old Albert Brooks has been sufficient of a rascal to

ensure the direction he'll be heading, i.e. the opposite one to Meryl Streep, as a woman who seems to have spent her life rescuing children from burning buildings. The comedy of the film is what happens when the pair fall in love.

*Zandalee* has to be mentioned, a steamy tale of passion in the bayous, notable for the uninhibited performance of Erika Anderson in the title role. And Tom Selleck plays *Quigley Down Under*, the tale of a western sharp-shooter who relocates from the prairie to the outback, where he falls foul of Alan Rickman, perfecting the villainous snarl he demonstrated previously in *Rob-in Hood*.

Incidentally, the RNFC's London HQ is also relocating, though not quite as radically as the intrepid Quigley. Would interested parties please note that our new address is 1a Iverna Gardens, Kensington, London W8 6TN.

— Bob Baker



# At Your Leisure



## Spotlight on the old Vic

HMS Victorious's career was brought to a premature end after a mess deck fire in 1967 — but she had packed a good deal into her 26 years.

Commissioned just in time to take part in the hunt for the Bismarck — one of her Swordfish of 825 Squadron hit her amidships — she later helped bottle up the Tirpitz, doing her bit to cripple her during Operation Tungsten in 1944. She then moved to the Far East to deliver devastating strikes on Japanese installations, during which she encountered several Kamikaze attacks.

Her design incorporated the armoured box hangar which was to ensure the survival of her class on several occasions. After the war, to keep pace with the development of naval aircraft, she underwent a major

refit which took seven years and cost £20m — the biggest operation of its kind to date — and emerged in 1958 as the Royal Navy's most up-to-date carrier, with an angled flight deck and the best shipborne air defence radar in the world.

### Construction

Ross Watton's latest effort in the Anatomy of the Ship series, **The Aircraft Carrier Victorious**, (Conway Maritime £20) covers all aspects of her construction with superb line drawings, which include all the types of aircraft she carried, and a photographic section featuring onboard and close-up views of the ship.

The same attention to detail on the opposite end of scale is

paid by Peter Goodwin to **The Naval Cutter Alert — 1777** (Conway Maritime £20), which will be of particular value to the model maker.

Alert was one of many armed cutters that supplemented the British Fleet between 1763 and 1835, deployed for inshore patrol work and reconnaissance as well as assisting the Revenue Service.

Her own career was short. After various duties down-Channel she accompanied Keppel's fleet off Ushant in July 1778 and was deployed to seek out the enemy — but she was taken by surprise and captured by the French frigate Junon.

— JFA

Pictured right is HMS Victorious entering New York Harbour in 1959. She was the first ship to be fitted with the type 984 radar, which provided the best air defence system in the world and greatly impressed the US Navy.



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## CARS GO

**DEFENCE** Secretary Tom King visited the headquarters of Natocars Ltd at Bridgwater — for which he is MP — to coincide with its 25th anniversary.

Natocars sells tax-free cars to British Service personnel and diplomats, for personal export throughout the world. Over 40% of the company's business comes from British Service personnel based in Germany and it is now planning for a future involving changed posting patterns.

- The three-car draw, sponsored by Natocars, resulted in a record net profit for SSAFA of over £64,000, with more than 300,000 tickets sold.

The draw for the cars was made out by Armed Forces Minister Archie Hamilton, while 33 runners-up were picked out by WRENSTD Ruth Watts, WRAC LCpl Françoise Thompson and WRAF Cpl Julia Aslett (above).

Natocars' strong support for Service charities has seen over £450,000 raised for SSAFA in the past decade.

"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTSFIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOLG-LAS, author "HMS GANGES: Roll on my dearest!" S.A.E. details: Douglas House, Boscastle, Penzance, Cornwall, TR16 6NX.

# How the US Navy began to fight . . .

THE UNITED States is one of the very few countries of the world which can claim to have had some sort of navy from its earliest days.

In 1775 when the 13 colonies were still legally attached to Great Britain, Congress passed a resolution urging each one to fit out armed vessels for their individual defence. Within six months George Washington's busy little Fleet had captured 29 prizes.

Though tiny in comparison with the Royal Navy, it soon established a reputation for quality that was by no means based solely on the reputation of its commanders. The Hancock, captured by the British and renamed Iris was described as "the finest and fastest frigate in the world" — though the use of green timbers in the necessarily hasty construction of many of these early ships ensured that they soon came to a premature end.

### Desperation

Haste, born of desperation, put the US Navy on a steep learning curve and with the conclusion of the War of 1812 the country entered upon three full decades of peace and three more after the Civil War during which it had ample time to consolidate its maritime strengths.

But the latter period was its "dark age" and Stephen Howarth, in tracing the USN's entire history in what amounts to a 560 page essay, remarks on

the Royal Navy's astonishment that after 1865 the Americans virtually destroyed their Fleet — then in terms of numbers of vessels rivalling the Royal Navy's own and having produced highly innovative iron-clad monitors that were its envy — and neglected what was left.

### Embarrassment

When Mahan's great work *The Influence of Sea Power upon History 1660-1783* came out in 1890 its influence on US naval thinking — still profound — was such that this era of decline could be felt as a deep embarrassment.

But it had to be seen in terms of national external policy. A huge expansion of trade in these days was achieved by merchant ships which were foreign registered — "the US Navy could scarcely pretend to be defending ships which simply were not there . . . American hearts had ceased to beat to the rhythm of the sea."

In the end, the modern foundation of US sea power and the beginning of its role as an imperial police force came as "confident, tough and touchy." America was ready for a fight.

The cause, to liberate a colonial island from its unwanted rulers, was one which Americans could easily understand. When the Maine blew up in Havana harbour — almost certainly as the result of an internal fire — as Admiral Rickover's inquiry made clear in 1976 and not from a Spanish-laid mine — two swift American naval victories at Manila

Bay and Santiago quickly followed.

Between them they "forever changed the map of the world and America's part in it" — and the rest, as they say, is history.

To *Shining Sea* (Weidenfeld and Nicolson £25) takes the story almost but not quite up to the Gulf War, which has marked the strongest reassertion of US naval power since the "painful but ultimately

fruitful" experience of Vietnam.

Thus Tom Paine's observation in 1791 remains apt exactly 200 years later: "... I would gladly agree with all the world to lay aside the use of arms, and settle matters by negotiation; but unless the whole world will, the matter ends, and I take up my musket and thank heaven He has put it in my power." — JFA

**BC**

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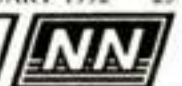
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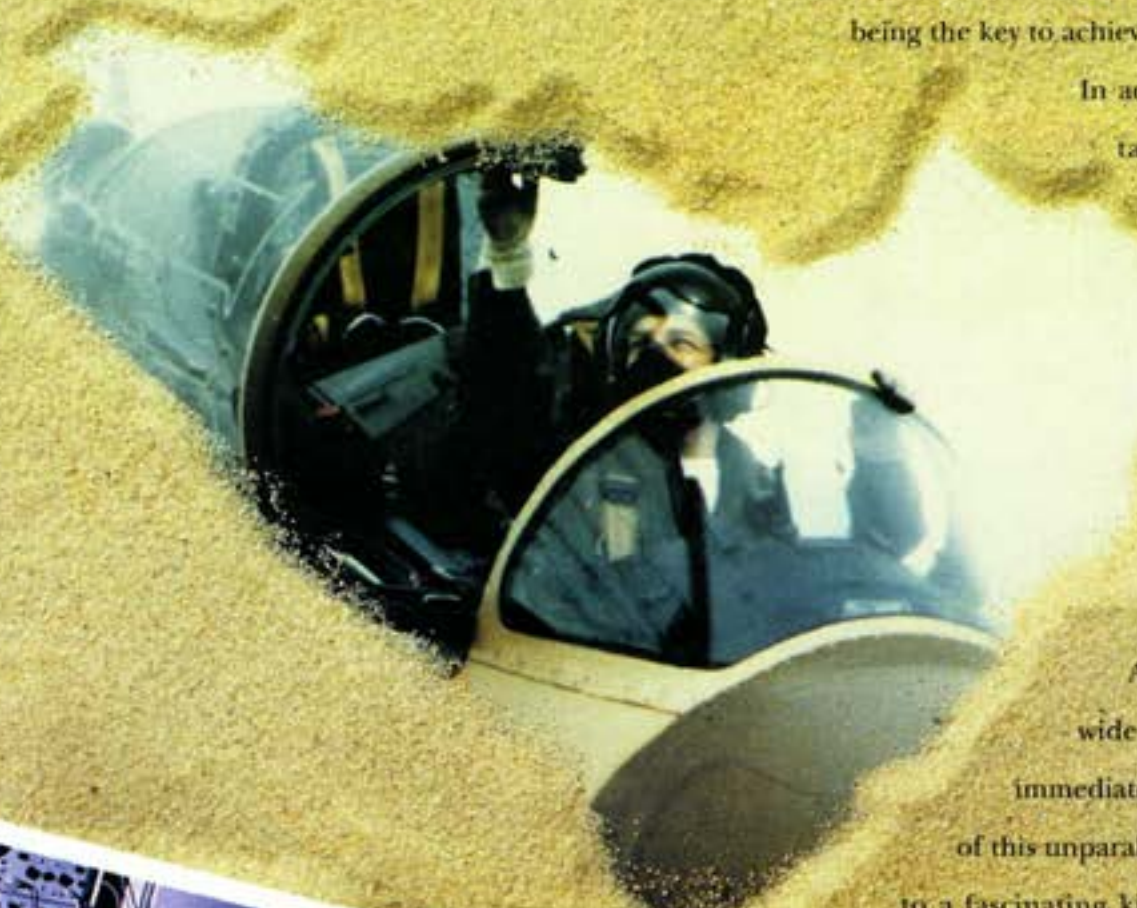
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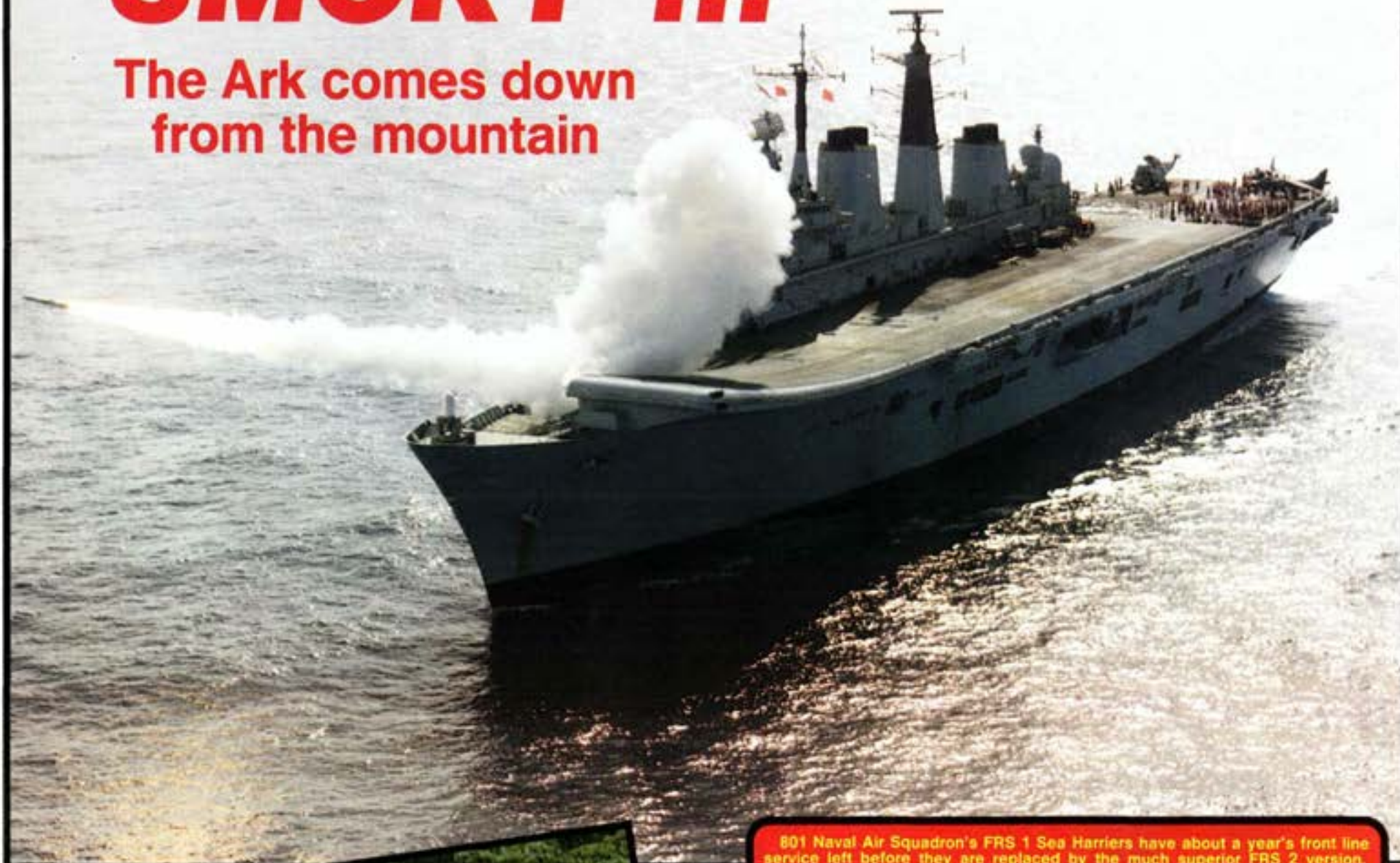
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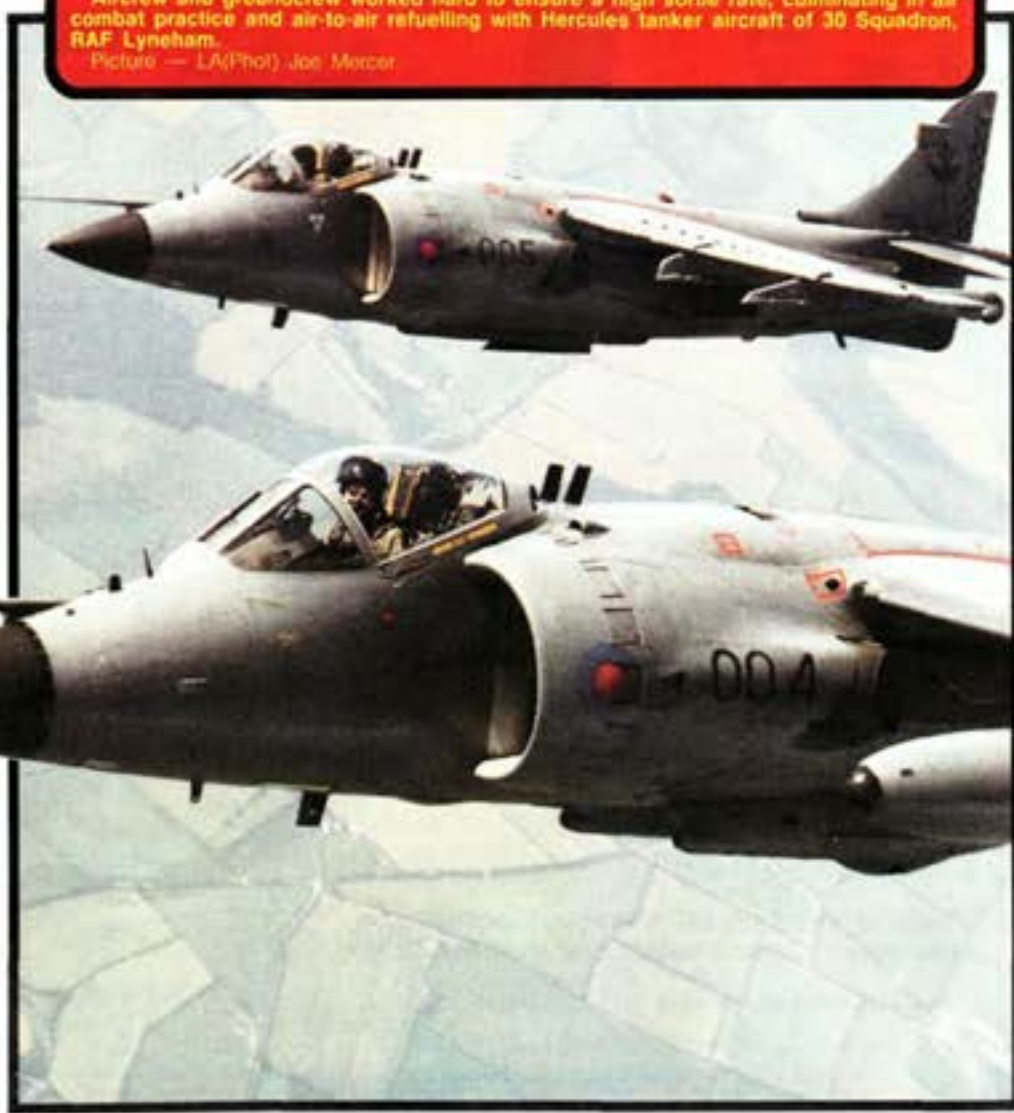
**Naafi**

# ON TOP OF OLD SMOKY ....

The Ark comes down from the mountain



801 Naval Air Squadron's FRS 1 Sea Harriers have about a year's front line service left before they are replaced by the much superior FRS 2 version. Two of them are seen here during work-up at their shore base at RN air station Yeovilton prior to their latest spell of duty with HMS Ark Royal. Aircrew and groundcrew worked hard to ensure a high sortie rate, culminating in air combat practice and air-to-air refuelling with Hercules tanker aircraft of 30 Squadron, RAF Lyneham. Picture — LA(Phot) Joe Mercer.



HMS Ark Royal now has her first complement of 68 Wrens — who sadly arrived too late to enjoy the carrier's pre-Christmas Stateside visit.

But 120 families did manage to catch up with their menfolk when she visited Fort Lauderdale and Mayport in Florida, allowing most of them to make the traditional pilgrimage to Disneyland.

The Ark is seen here firing a Sea Dart missile during weapon evaluation exercises north of the Bahamas. Later she called at Gibraltar — playing host to comedian Frankie Howerd as reported last month — and had trials with Chinook heavy-lift helicopters which she is now equipped to land on

her flight deck though they are too big to

The Great Smoky Mountains national park in North Carolina and Tennessee was the chosen venue for a special Westlant expedition — one that combined hillwalking, abseiling, rock climbing, canoeing, whitewater rafting and horseriding with a visit to a Cherokee Indian Reservation.

Left to right are intrepid woodsmen SA Harry Palmer, RO Tim Sparling, PO Paul Newson, LMEM Griff Griffiths, Cpl Daz Morgan, MEM Steve Dow, MEM Wiggy Wigman, LS Mark Pell, AEM Kev Scott, AEM Mike Touey, AEM Mac McKendrick and AB George Humphreys.



## Horsea Island humour . . .

"Nothink sdots draining here," CPO Trevor Furniss explained thickly as he briefed First Sea Lord Admiral Sir Julian Oswald on progress at the Sea Survival Training Centre at Horsea Island.

The occasional head cold is an occupational hazard for Trevor, whose year-round daily dunking in the icy water of the island's man-made salt water lake is part of the routine in practising students in the art of coping with the worst disaster at sea.

Since 1988 18,500 personnel facing a sea draft — Wrens now, of course, included — have been drilled in abandon ship exercises there. Trevor would naturally like everyone to share the experience . . .

Also in the picture are Cdr Garth Manning, CO of the Phoenix Nuclear Biological and Chemical Defence School to which the centre belongs, and PO Duncan Robertson — who, Trevor alleges, enjoys his work best when there's a nip in the air!

## Keeping an eye on the crabs...

Policing Diego Garcia is largely a naval duty — as Defence Procurement Minister Alan Clark discovered when he visited the British Indian Ocean Territories.

He is seen here at the BIOT scenes of crime laboratory with PO Reg Bill Bailey after inspecting operations of the police, airport and port Customs authorities — all manned by Royal Navy and Royal Marines personnel.

On arrival he was met by the Commanding Officer of Naval Party 1002, Cdr Paul Raine, who acts as a Justice of the Peace.

The Minister watched a demonstration by "Tosca," a police dog trained in drug detection, and visited the MV Hauge, one of ten prepositioned ships anchored in the lagoon that proved so successful in rapid deployment of equipment to US Forces at the start of the Gulf crisis.

Later he took to the water in high speed Royal Marines Rigid Raider craft to land on East Island — one of 58 administered by the Naval Party and home for a large community of protected coconut crabs, which grow up to 2ft across.



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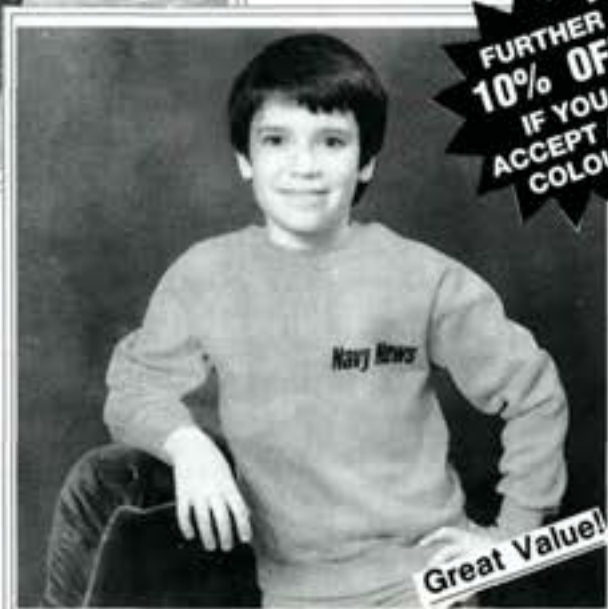
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# Irish eyes keep on smiling in Bangor

ALL praise to No 12 Area for winning the Belfast co-operative trophy for the best voluntary organisation in the Lord Mayor's Show. The trophy is well deserved for the Area boasts several active and lively branches, such as Bangor which plays a major role in local community life.

The Bangor club, famous locally for its supper dances and other activities, has a huge dance hall which is booked regularly for weddings and other celebrations. The club also has its own boat and has a section for fishermen. A warm welcome is extended to visiting shipmates.

Members of Peterborough and District were in high spirits when they arrived in Blackpool for the biennial RNA reunion. From the time they unpacked in the Georgian Hotel until they headed homewards there wasn't a dull moment, their hectic social round climaxed by the concert in the Winter Gardens by the Massed Bands of the Royal Marines.

To renew friendship with HMS Active, members of Billington and Whalley hosted a social evening for the ship's company. Hospitality was returned when they were invited on board the Active, given a tour of the ship and refreshments in the CPOs' Mess. A thank you from the visitors for a great outing.

Members of Aberdeen branch learnt a lot about nuclear power when they visited Torness Nuclear Power Station at the invitation of the station's "come and see programme." The visitors were impressed by what they saw and heard and the manner in which their questions were openly answered. They recommend the outing to other branches and thank Torness, especially the young

## BRANCH NEWS

ladies acting as guides, for a memorable experience.

Over 300 shipmates, displaying 30 standards, attended the dedication of Saltash standard in the church of St Nicholas and St Faith at a service conducted by Canon Richard Maynard, who also gave the address. At the parade which followed, led by Saltash Town band, the new standard was carried by ex-Wren Shipmate Hilary Griffiths. The salute was taken by Commodore Michael Bracelin, for Flag Officer Plymouth. The branch later celebrated its first anniversary with a dinner dance.

Members of Silverton (Exeter), enjoyed an outing to RN air station Yeovilton, which included a tour of the FAA Museum, which they found of great interest. This was followed by lunch in the WOs' and CPOs' Mess, after which they visited the aircraft service areas and were briefed on the bird sanctuary.

Shipmates of Newport (Shropshire) mourn the loss of their chairman, Shipmate Bill Pritchard. During the past 10 years he worked hard to gain premises for the branch and lived to see his dream fulfilled. Honoured with life membership in 1989, he served as a coxswain in the Navy throughout the Second World War. Pri-



MEMBERS of Ketton and District turned up in strength for a farewell party to mark the departure to Brighton of popular chairman, Shipmate Doug Boyd, and his wife, Marie, seen here receiving a leaving gift on behalf of the branch from vice chairman, Shipmate John Curtis.

or to joining Newport he was vice-chairman of Telford branch.

The Blue Jacket band from HMS Daedalus headed the parade following the re-dedication of Salisbury branch standard at a service in St Thomas's Church. The salute at the march past was taken by Rear Admiral M. H. Griffin, president No 3 Area, accompanied by the Mayor of Salisbury and Rear Admiral E. Gueritz. The branch send thanks for all who gave support. The occasion was not, however, without its note of deep sadness. Most of the preparations for the re-dedication were completed by Shipmate E. R. Warner, the branch secretary, who was tragically killed in a car accident shortly before the event. His loss is deeply felt.

The newly commissioned Carshalton branch boasts 36 members and the drive is on to recruit more. If you live in the

and served in the Navy, the WRNS or the Royal Marines, or are serving at present, a welcome awaits if you telephone 081 641 6366.

# Trafalgar night fun

SHIPMATES have a great capacity for fun and enjoyment which peaked, for many, with celebrations and naval dinners to mark the anniversary of Trafalgar.

What is often forgotten, however, is that branch social life also generates non-stop fundraising efforts, which resulted in a total of £212,386 raised by RNA branches in the years 1989-90 for local and national charities.

In keeping with this tradition, the Mayor, Cllr. Dennis Smith, guest of honour at Tunbridge Wells celebration dinner, was presented with a £500 cheque for the National Head Injuries Association. A further cheque for £250, presented on behalf of the branch by chairman, Shipmate Tom Greenwood, went to Shipmate Lieut.-Cdr. Paris Anderson, the branch president for the Central Charities Fund.

Bridlington staged a raffle for charity at their naval dinner and when they offered a huge "mystery prize" there were many takers for the tickets. There followed much amusement when the mystery prize turned out to be an Easter egg. Admiral Nelson and Capt. Hardy, ably portrayed by Shipmates Terry Criddle and John Clarke, did the honour and distributed gifts to the ladies at Kingston Upon Thames celebration, enjoyed by Rear-Admiral J. E. D. Cook (the branch president), Mrs. Cooke, the Deputy Mayor and Mayoress and 153 shipmates. During the evening awards of Shipmate and Associate Shipmate of the Year went to Jim Duffy and Rose Sherwood.

Shipmates of Chingford and Waltham Forest paid homage to Lord Nelson at a dinner in the Metropolitan Police Club, Chigwell, and ended the evening in song. "Skylarks", dancing and a boat tug 'o war provided much after-dinner entertainment at Bodmin naval dinner at which the guest of honour was Shipmate Ron Tremlett, national council member No 4 Area, and his wife, Ivy.

The anniversary was commemorated by members of Folkestone with a parade and service in St. Peter Mariner's Church at which the Last Post and Colours was sounded by RM Bugler, Paul Fitzakerley.

Lieut. Andrew Spence of HMS Superb, the adopted submarine of Stafford, was guest of honour when members of Stafford held their celebration dinner enjoyed by 78 shipmates and friends in an unusual setting, Amerton Dairy Farm, in Wotton, Staffs.

Shipmate Brian Hall, secretary Selsey, was presented with a decanter of Pusser's Rum at their celebration, to mark 10 years' of loyal service to the branch. The evening, a very happy one, was enjoyed by guest of honour, the Rev. Peter Trafford, Mrs. Trafford and 54 shipmates.

The neighbouring branches of Torridgeside and Branton take it in turns to host the annual celebration which was greatly enjoyed, this year, in Branton Parish Hall. During the evening the Torridgesiders, in a splendid gesture, presented Shipmate Tom Baddick, founder member Branton, with life membership. Tom joined Torridgeside when it was first formed and served as chairman before bringing his knowledge and experience across the river to form the Branton branch.

Cdr. Morris, of HMS Collingwood, was guest of honour at Stone and District Trafalgar night dinner, with Stone Town Council. The guests included ex-Collingwood CPO Charlie Trotter, now "mine host" at the Half Moon Bar, in La Carriheula, Torremolinos.



## A kiss is just a kiss!

CAUGHT in the act — Shipmate Hugh Mair, the Assistant Secretary, congratulates Shipmate Kay Warrington with a kiss, as the General Secretary of the association, Capt. Jim Rayner, looks discreetly away. The occasion was a happy celebration in the mess of HMS Sussex, following the presentation to Shipmate Warrington, the only

lady member of the national council, of the BEM. The presentation was made by the Lord Lieutenant of Kent, Admiral Sir Lindsay Bryson, in recognition of her years of loyal service to the RNA and her work for charity.

Picture: David Bennett

## News in brief

AN RN boxing medal, presented to Able Seaman M. Day, Nov. 11 1950, has been found in the bus station in Walsall. Anyone who knows the owner contact Shipmate G. R. Phillips, 29 Edbrook Road, Sutton Coldfield, Birmingham B72 1NX (Tel. 021 355 1028).

Fulham and Chelsea branch are looking for sponsors for a charity parachute jump in aid of Disabled Families Together. If you can help telephone 081 741 5038 or 743 5777.

Kettering raised over £500 from a sponsored 10-mile walk to help repair damage to the residents' pavillion of Pembroke House.

A "thank you" to all who attended the laying up of the standard of the late Whitwell branch in St Lawrence Church.

Romford and Hornchurch would like to hear from former shipmates from HMS Sussex who can supply photos or information about the ship's bell which is now in their hands.

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### Helpful critics

A first step may be to phone your local ISIS (look in Yellow Pages under "schools") ask for a handbook and a list of the year's exhibitions and telephone schools for their prospectuses. Make a short list of three schools and arrange visits. You may wish to take your children with you as they are sometimes helpful critics! Before visiting make a list of questions and, if you are unsure, ISIS produces a leaflet to help.

Enquire how boarders are looked after and what arrangements are made at the weekends. Ask for a list of where all the leavers from the senior forms have gone in recent years, which may give you some idea also of academic standards. You should also ask about methods of entry.

If you choose an independent school there are inevitable costs. Service families receive a boarding allowance for continuity of education, but never be afraid to ask if there are any concessions for the children of Service personnel.

### Range of fees

Boarding school fees can range from £2,000 per term to £3,700. Scholarships are available for the academically bright and bursaries to help those with special skills. There is an additional Service grant for those with very particular learning difficulties. The Assisted Places Scheme provided by the Government will help with day fees for those on lower incomes. Forty per cent of those places have gone to parents earning less than £9,000 a year. This scheme will not really help a Service parent seeking a boarding place because the Service grant added to most Service incomes will put you over the top limit.

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# French lesson for Dane

ROYAL Navy welterweight Mne Trevor French (42 Cdo) marked his international debut in the most explosive manner by knocking out Denmark's Preben Pedersen in the second round.

From the first bell of their bout during the annual England/Denmark match at Bletchley, French busied himself with sharp two-handed attacks, never letting Pedersen settle and get into a rhythm.

Round 2 saw the Marine comfortably ahead on points with the Dane slowly starting to get into his stride with more work behind his jab and connecting with some accurate rear hands.

French then stepped up another gear and connected with

a superbly-timed right hand, which rocked his opponent, the referee intervening for the mandatory count.

The Dane never recovered and the referee continued the count to 10 and ended the contest.

National coach Ian Irwin in French's corner with Navy coach CPOPT Tony Bevel was delighted with the young Marine's performance. The final score in the match was a 6-6 draw.

Other Navy squad members have been busy boxing around the country. Former England International Mne Tony Cos-

tello, also of 42 Cdo, produced the bout of the night at Coventry against Neil Towns of Wellingtonborough.

The Marine found himself on the canvas in Round 1 and though shaken recovered and regained his composure, dumping Towns on his backside with a crunching left hook. Incredibly, Towns recovered and the two went on to produce a splendid all-action contest that had the crowd on their feet at the end.

Costello's victory was marked with the best winner award and Towns was named

best loser.

**Left: Looking pleased as punch: Navy boxing coach Tony Bevel celebrates Trevor French's first England vest.**

The Navy boxing reunion will go ahead as planned on January 17th at HMS Nelson. Navy Boxing Sec. Lieut. Gary Bushell said the initial response was slow but had now picked up somewhat. CPO Bevel would like to see as many serving and former Navy boxers and officials there as possible. Tickets are £7.50 each from HMS Nelson (ext. 22828).



Picture: LA (Phot) Richard Matley

## Irrepressible Royals stake their claim on RN team

FIRST Royal Navy Rugby Cup Final to be played in Scotland saw HMS Nelson beat HMS Cochrane 13-9, writes Capt. Bob Fletcher RM.

A well-drilled Nelson pack dominated set play and prevented a more talented Cochrane back line from utilising their running skills. Nelson started determinedly and Ewins was driven over for an early try, converted by Corps, who also added a penalty goal.

However, sustained pressure saw Cochrane draw level with three penalty goals by Bethwaite. In the closing minutes Nelson's forwards reasserted themselves and Greenslade crossed in the corner for the winning try.

□ □ □

The Rectory field in Plymouth saw the Fleet Air Arm rugby team become latest victim of the Green Machine, the Royal Marines rugby team.

### Lacklustre

Despite a lacklustre confrontation between these two traditional Command sides, some excellent individual performances fortunately provided assistance to Leigh Merrick, the Navy selector, in finalising his squad for the Inter-Service Championships.

The walloos dominated set pieces with strong scrumming by their two props. Cowie and Rendall, while in the line the Royals failed to produce the ball on which their three quarters had thrived earlier in the season.

Penetration of their line was prevented by Green Machine centres David Kasappian and Richard Shaw and a lively back row enabled the Marines to make best use of second and third phase ball.

### Reputation

The final score of 23 to 10 truly reflected the passage of play, in which individual tries by Ian Verner and George Taylor for the RM enhanced their reputations as wing-quarters.

Rugby in the RM continues to thrive and this win, with one

fixture remaining, put the icing on a very successful season. Winning the Army Corps Merit Table and the superb display against Cornwall B have ensured, we hope that the RM will have their fair share of players within the RN squad during the build up to Twickenham.



Picture: LA (Phot) Brun Clews

Above: Surgeon-Lieut. Bruce Powell (RNH Stonehouse) is caught in a bear hug during Devonport Services' match against the Russian side, Moscow Slava. (see story right).

## League pack

ZOOK Ema of Hull Kingston Rovers and RO J.P. Clark (HMS Exeter) get to grips with the Royal Navy's latest Action Pack teaching aid — "Rugby League".

The pack, designed to tie in with the GCSE (and Scottish equivalent) PE curriculum, was launched when HMS Exeter called in at Hull, a major League stronghold.

Many sports are already covered by the packs, which also help raise the profile of the RN in the country's secondary schools.

Picture: PGA (Phot) Stuart Antrobus

## SQUAD FINISHED FASTEST WHEN IT MATTERED MOST

RNAC has not had the best of autumns in the West Country, with the team's Westward League performances blighted by injuries and below-form running, writes Lieut.-Cdr. Bob Chapman.

But at US Brickfields, Plymouth, the runners rose to the occasion, shrugged off their indifferent form of late and had a marvellous team win to retain their County Championship title, overwhelming strong Bideford and Exeter teams.

Alan Spurden (Cdo. Log.) ran superbly to finish 6th, Chris Cook (Cdo. Log.) gradually getting the effect of the USMC Marathon out of his legs, came 9th, Dave Neal (ex-Cdo. Log.), running carefully after six weeks out through injury, was a fine 10th, Steve Gough (Dolphin) was 11th, Paddy Davison (Drake) 15th and I was 17th (and second veteran) runner home.

So the club has re-established its pre-eminent West Country position and looks forward to the 1992 challenges with considerable confidence.

RNAC led the way on 68 points, followed by Bideford on 100 and Exeter on 112.

Earlier, the fourth Westward League cross country race had been held at Exeter and incorporated the South West Counties Championships. There was a huge field of almost 400 runners. RNAC was just pipped by Bideford and had to settle for silver medals.

With four of the RNAC's top runners out due to injury, Chris Robison (Culdrose) ran superbly to win the race. Cook was 13th, Spurden 16th, Gill Pelly (RM Stonehouse) was 23rd and Davison was 27th. Bideford won by just seven points from RNAC, with Exeter third.

## RUGBY 7s

THE HONG Kong Rugby 7s is an annual tournament that draws teams of international standard from around the world. It has become a major rugby showpiece in Hong Kong over the years, with daily attendance figures close to 30,000.

This year's competition takes place over the weekend of April 4/5 and the China Fleet Club is offering a special discount to RN and ex-RN personnel wishing to visit during this period.

For further details contact the General Manager, China Fleet Club, HMS Tamar, BFPO 1.

# Blazing innings gilds HK tour

MANAGED by Lieut.-Cdr. Jim Danks and skippered by Capt. Robin Hollington, the Royal Navy cricket team, providing a good blend of experience and youth, toured Hong Kong.

First match was against Kowloon CC at Cox's Road, writes Lieut.-Cdr. Danks. The Navy made 225 for 9 from their 45 overs. This was based on a fine opening stand of 113 between AEM Darren Har-

rison (Osprey), who made a sparkling 78 (including 3 sixes and 10 fours) and PO Paul Barsby (Daedalus).

Hollington looked in fine form before he was run out for 27. Barsby held the innings together to make 61 before he

was out in the last over.

Excellent fielding, particularly by LSEA Bob Learnmouth (Brazen) and Barsby, led to run outs and restricted KCC to 95 to 5 before a sixth wicket stand raised the total to 171. LCpl John Baker (3 BAS) with 2 for 42 from 12 overs kept a check on the KCC batsmen.

The home side finished on 198 for 7, leaving the Navy victorious by 27 runs.

Hong Kong Cricket Association President's XI provided the opposition at Mission Rd, Kowloon. Struggling at 79 for 5, the Navy was boosted by a 117 minute century from Hollington, supported by Mne. Andy Hurry (40 Cdo) with an unbeaten 42 (1 six, 6 fours).

The skipper's 102 included 3 sixes and 17 fours and HKCA faced a challenging total of 223.

For the loss of five wickets their tally had only reached 63; Learnmouth taking 3 for 16 in 10 accurate overs of offspin. Hurry mopped up the tail to finish with 3 for 26 from nine hostile overs, as the President's XI were dismissed for 204.

## Declare

Third match was a non-limited over game versus British Forces. The Navy side were reduced to 93 for 5 before POMEA Stuart Adams (Resolution) steered the team to relative safety at 163 for 8. A fine unbroken partnership of 68 between Cpl Martin King (Warrior) and Baker — 41 not out and 28 not out respectively — took the score to 231 for 8 at the declaration. The Forces held out for a draw on 183 for 8.

Wong Nai Chung Gap was the venue for the Navy v Hong Kong CC. Harrison retired on 12, having been struck on the helmet. Lieut. Mike Bath (Fawn) joined Barsby and they took the score (from 29) to 103 for 0 from 25 overs at lunch.

The lunch certainly suited the batsmen as in the remaining 19 overs the Navy scored an astonishing 241 runs for the loss of one wicket. Barsby was out for 111 (3 sixes, 12 fours).

Hollington joined Bath and scored to his 50 in just 12 minutes and his 100 in 38. Bath reached his maiden Navy 100 — 103 no (6 sixes and 5 fours) — as the side totalled 344 for 1 in 44 overs. Hollington hit 8 sixes and 10 fours in his unbeaten 110.

## Letters

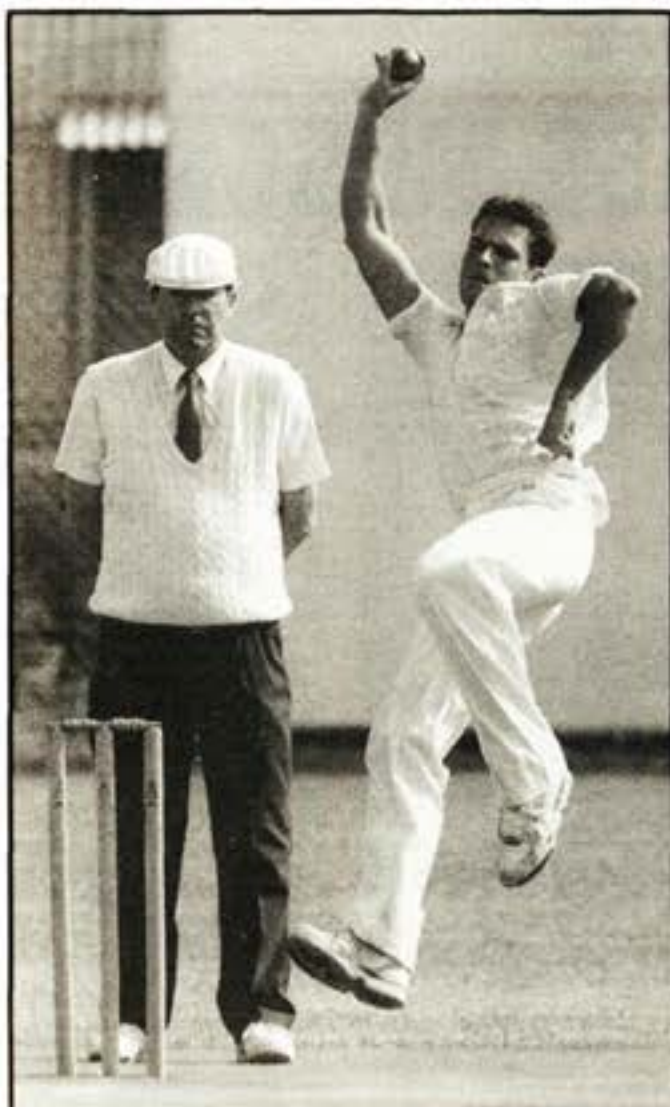
HKCC's innings folded for 196. LWEM Dean Kitching (Exeter) took two for 4 in his only over as the Navy won by 148 runs. Can readers recall when an RN side last had three century-makers in one innings? Letters, please, to me.

Highlight of the tour was the game against the full Colony XI at Cox's Road; the only match played on grass.

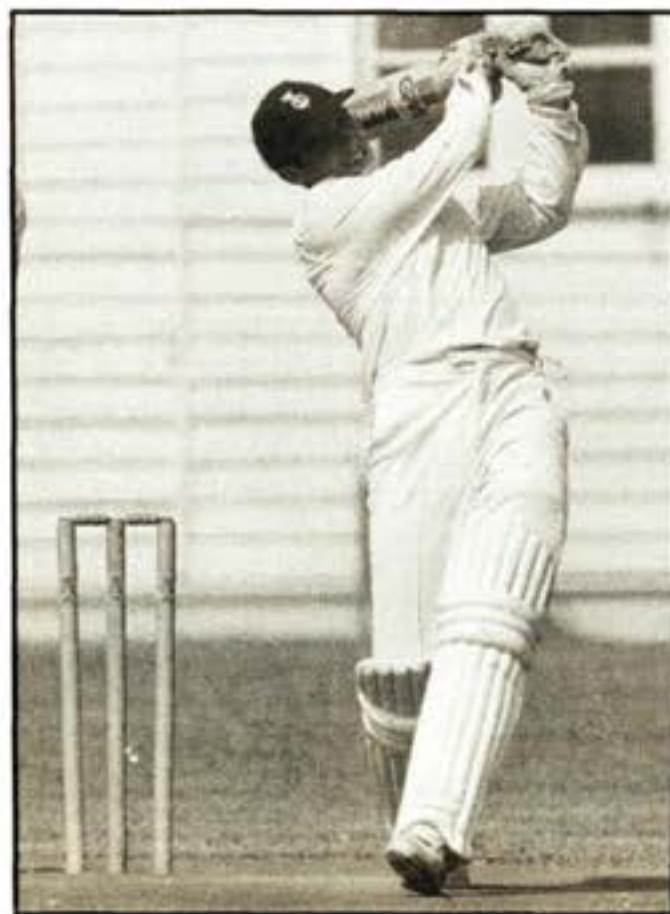
After the Navy slumped to 53 for 6, Baker, ably assisted by Hurry, King and Lieut. Peter Noblett (Resolution), rallied the side and was unfortunate to be dismissed just 2 runs short of a most-deserved 50.

The Navy's total of 139 was always in reach of the Hong Kong batsmen and they cruised to a nine wicket win.

RNCC are very grateful for grants from the Fleet Amenity Funds and the Sailors Fund, support from the China Fleet Club and contributions from the Royal Marines Sports Association and Ships Welfare Funds.



Mne Andy Hurry (40 Cdo.) demonstrates (above) and (below) his all-round prowess on the cricket field. A picture of power beside umpire H. Whitlock, he is also capable of knocking a mighty six. Both shots were taken during the game v HKCA President's XI at Mission Road, Kowloon.



## BANG ON TARGET

WORLD-beating markswoman LWREN-AEM(M) Colette Barnes has got ahead in her sport faster than a speeding bullet since taking up competitive pistol shooting less than two years ago.

Colette is back from South Africa where she became Ladies World Champion at the 1991 International Practical Shooting Confederation championships in Johannesburg.

Unlike other shooting sports, which mainly test accuracy and employ static targets, practical pistol shooting is a test of power and speed as well. It has been called the thinking man's shooting sport, because not only is it physical, involving running and the use of cover, but also offers a variety of ways to complete the course of fire; the individual must decide.

Colette, who works in the air engineering department at RNAS Yeovilton, has completed the Commando endurance course and represented Naval Air Command at athletics and swimming.

## IN BRIEF

EX-HAMPSHIRE shooter Lieut. Stephen Tatham decided HMS Collingwood's archery club needed revamping. Now, after funds were raised and equipment purchased, membership is up to 21. And Steve's parents, professional archery coaches Alan and Janet Tatham, have agreed to teach.

A member of the Collingwood golf team who also plays for the Bargoed Golf Club in Gwent arranged a contest between the two back in 1986 and the contest has since been run annually. This year Collingwood won both legs to keep hold of the Bargoed Lamp.

Collingwood B golf team — CC Connors, CPO Donaldson and POs McShannon and Darcy — won the Inter-Establishment Greensomes Team Competition for the Ganges Trophy at Southwick Park. Their final net total over 36 holes was 241.

## A succession of Stuarts

HELD at HMS Temeraire, the Navy's 1991 Squash Championships saw an increase in entries and most of the Service's top players taking part in the open competition.

All four top seeds got through to the semis without much trouble. Defending champion Lieut. Stuart James RM (Royal Arthur) overcame newcomer SEA Graham Linfitt (Raleigh) and CPO Stuart Walters beat Cpl. Brian Allan 10-8 in the fifth after a long and absorbing match.

As the two Stuarts contested the final, Walters ran and retrieved tirelessly, never quite creating any solid openings. James' game relied on extreme fitness and power. He won 3-0, taking the open for the fourth successive year.

The U25s competition was won by SEA Linfitt in his first Navy Championships. He beat the holder, Cpl. Allan (Lymstone). And after four successive finals, Cdr. Robin Bawtree has at last won the veterans'

event. He beat WOPT Tim Webb 3-1.

This was probably Robin's last shot at the title as he is to take up a new appointment. So congratulations to him. The vintage competition was again won by Arnold Reid, who beat Glyn Jones 3-1.

Lieut.-Cdr. Alex Johnstone (CGRM), after all his efforts in both the open and the veterans, won the Classic Plate competition, fifth and sixth play-off beating Colour Sgt. Richie Richardson (CTC).

Collingwood's LSA Steve Prior won the Plate competition, beating Sub-Lieut. Dave Price.

The Inter-Service Team Championships will be held at Lee-on-Solent Squash and Tennis Club, January 28-30.

## Bridges two seconds adrift from leader in the Hunter Trial

SUCCESS at the Army and Royal Artillery Hunter Trial is becoming habit-forming for the Royal Navy. This year a team of six RN and four RM riders tackled the new course.

Starting with the bad news, two riders were eliminated and one had a fall but continued to the finish. Lieut.-Cdr. Richard Randall (RNEC) on Falkland had a single refusal at the third, a steeplechase fence, and PO Doug Stewart (Heron) on High Proof had to have two attempts at the sixth, a post and rail construction over straw bales.

The rest of the squad, Capt. Richard Bridges (RCDS) on Smoke Spindrift, Lieut. Peter Cameron (RM Norton Manor) on High Hat, Lieut. Philip Gaddie (also Norton Manor) on Lynx, Cpl. Nigel Joyce (RM Poole) on Inter-City and Mne. Sean Greaney (Norton Manor) on Tarka, all had clear rounds, and recorded fast times in the timed section.

Bridges was the best placed naval rider and was presented with the Stuart Sea Horse Plaque; his time of 1 min 23 secs was the second fastest of the day, just two seconds slower than the winner.

Cameron was eighth in the Services section and won the Anderson Bowl.

Two members of the squad

then went on to compete for the Hamilton Cup over a longer course with bigger fences — Bridges on Smoke Spindrift and Joyce on Inter-City were both clear and yet again Bridges was faster.

Unfortunately they were beaten into second place again by a margin of just two seconds.

Final class of the day at Larkhill was the pairs competition for the 7th Queen's Own Hussars Cup, won last year by two WRNS officers. Bridges teamed up with his wife, Helen, riding another home-bred horse, Osheval, and upheld our strong reputation for cross-country riding to win with the fastest clear round.

Earlier in the autumn Capt. Bridges rode Osheval and Smoke Spindrift to first and second places at the RN/RM Senior Championships at HMS Dryad and led the team which won the inter-establishment competition for the Lambie Trophy.

His hopes of a clean sweep were dashed by the Royal Mar-

ines team, of Cameron, LCpl Vincent, Greaney and Mne. Wood, which won the Inter-Command Challenge Cup.

Jan Vincent (Norton Manor) on Kaleidoscope then proceeded to win the highest individual honour at the championships, the Berthon Trophy, by a single point from Lieut. Rachel Firth (Heron) on Lynfoot Barnes.

Two teams of four and an individual rider were entered by the Royal Navy in the 15th annual Uniformed Services Jumping Competition in London.

Organised by the Honorable Artillery Company and hosted by the King's Troop RHA at its St John's Wood Barracks, the event also attracted entrants from France, Belgium, the British Army, the RAF and the London police.

Both naval teams were led by Lieut.-Cdr. Richard Randall. Congratulations to POWren Louise Isaacs (Portland) for winning the Best Lady prize, after achieving two clear rounds in the team jumping.



# FALL AND RISE OF ROY NEW

FOLLOWING a disappointing 1990 season, when a crash at Mallory resulted in a five-and-a-half month lay-off, LS(D) Roy New (Nelson Gunwharf) has returned to the race track and become BRC 1991 Open Two-Stroke Champion.

Early crises came with the engine blowing up (expensively) twice. However, with the new engine things began to improve and overall Roy took three outright wins, 15 class wins, four second places, two thirds and one 600cc class win. At mid-season he was second in the BRC 2-Stroke championship; 10 pts behind the leader.

Then came the BRC 26-lap race at Snetterton, where a win would earn him 20 pts. There were 38 competitors, two-thirds on 4-stroke bikes and a third on 2-stroke machines. For 10 laps Roy was lying fourth, leading his class.

Shortly after that his rival for first place in the championship retired due to bike failure. All

Roy had to do was finish and that he did. He crossed the line seventh, having slowed slightly.

Highlight of the year was racing at Donington in the Day of Champions event for Children in Need, although Roy's pleasure was marred by a faulty clutch. It slipped badly through his race, but he managed to finish 14th of 39 starters, riding in front of a crowd to 15,000 was an experience not to be missed.

He wishes to thank his sponsor and helper Mike Kilby, of South Bucks Diving Services, the RN Motor Sports Association for help with travel costs and Rob Willsher's motorcycle shop, Southampton, for help with engine spares.

Anyone interested in helping Roy with sponsorship should ring Portsmouth 699891.

**ENTHUSIASTS** of the Royal Navy and Royal Marines Motor Sports Association gathered at HMS Daedalus for their annual motor sports weekend.

This year, in association with the Cosmopolitan Car Club of Portsmouth a more ambitious project was undertaken — a tarmac stage rally.

At a later presentation, the proceeds of the rally — £750 — were given to the Gosport branch of Sport for the Disabled.

Anyone wishing to know more about the RN and RM MSA should contact CPO D. Hudson, Engineering Training School, RNAS Culdrose ext. 2316

## Second Service

COMBINED Services Veterans Tennis Team excelled to reach the final of the national Inter-County Competition and the Senior Service led from the front — ex-Instructor Officer Cdr. Phil Pool playing at no. 1 singles.

The veterans played much-fancied Yorkshire in the semi-final and won by four rubbers to one. That evening the team received many accolades at a Lawn Tennis Association dinner.

The final, versus Surrey Veterans, took place the following day and proved a nail-biting "ding-dong", culminating in a very close 3-2 victory to Surrey. The closeness of the contest may be measured by the fact that the Services team actually won five more games than the opposition.

All matches were played in an exemplary sporting manner and the Vets believe they have shown that in Services tennis "life begins at 45".

Caught in action at Pembrey race track, South Wales, is LS(D) Roy New. Next year he plans to take the Suzuki RG500 to the Isle of Man to compete in the TT.



## Look mum — single handed!

A SUCCESSFUL week of RYA Sailing and Powerboat courses at Four Dock, HMS Rooke, saw 27 certificates being awarded from novice to instructor.

The Royal Navy coaching team from the UK then spent the Saturday teaching students single-handed sailing in the school's "Oppies" and Laser 1s for their single-handed assessments. (See picture).

CPO Nobby Clarke, sailing instructor in charge of training at Four Dock, was assisted by CWREN Rita Riach, RN Sailing Coach, Colin Brazier, Paul Jayes, Dave Jones and Brian Hollinshead.

# PLAYED SEVEN WON SEVEN

SEVEN games into the season, the Royal Navy football team remains unbeaten, the early games having given players the opportunity to stake a place for themselves in a side determined to retain the Inter-Services title, write *Leut.-Cdr. Jim Danks and CPOPT John Gwynn.*

The season began with a 2-1 victory against the Sussex Intermediate team at Lancing. POPT Vince Hall and LPT Ian Smith were the RN scorers.

This was followed by a 3-0 win against London University at Burnaby Road, with goals from AEM Nigel Thwaites and CPO Bob Brady — a rare header, and a penalty from Jock Shearer after Brady had been tripped.

Hall and PO Will Flint were the scorers in the RN's 2-1 win against Oxford University. And when Cambridge University came to Burnaby Road the Navy players were in no mood to surrender their 100% record.

POPT Neil Frame put the Navy ahead in the 10th minute, Hall kept his goal scoring touch with the second, LPT Paul Willetts added a third and with five minutes remaining Brady took the opportunity of a defence slip to drill the ball home

and complete the scoring at 4-0.

The same result was achieved against the University Athletic Union at Guildford; goals from Cpl Russ Wilson (2), LSTD George Patterson and Hall.

When the Amateur Football Alliance visited Burnaby Rd, the Navy were looking for their first win against them in four seasons. AFA led 1-0 at half-time, but as time was running out in the second period the Navy put the visitors under increasing pressure and eventually their non-stop play was rewarded when LPT Glenn Young equalised from close range.

With a minute to go Willetts collected a poor clearance and his cross was headed on by LPT Steve Riley to Thwaites, who scored with an excellent shot. This 2-1 victory was the Navy's just reward for their never-say-die spirit.

Final match before meeting Gloucester in the South West

Counties Cup was the game against the English Fire Service at Burnaby Road. Again the visitors went ahead in the first half. Excellent goals from Thwaites either side of the interval put the Navy ahead but the firemen equalised after 60 minutes.

With time running out Sgt Tiv Lowe chipped the ball into the area for Young to nip in and secure the winner for the Navy.

When Combined Services tours Saudi and Oman this month to play matches and coach, their coach will be Licut.-Cdr. Chris Brady and Navy players in the party will be Lowe, Cpl Russ Wilson, Riley, POWEM(R) Steve Johnson and LREG Kevin O'Donnell.

January fixtures are as follows: 14th Met. Police v RN at Imber Court 1900 kick-off; 21st Football Assoc. 30 v CSFA at Ossett; Albion FC 1930; 22nd Civil Service v RN at Chiswick 1415; 29th Cornwall County FA v RN at St Blazey 1930.



Pictured above is the RN squad. Back row (from left): LPT Young, PO Flint, LPT Willetts, LSEA Taylor, CK Wilson, Cpl Siminster, AB Gibbons LSTD Patterson and LA Cunningham. Front: LREG O'Donnell, CPO Brady, POPT Frame, Mr D. Faulkner, PO Johnson and POPT Hall.

# Bells will go like the clappers

MORE than 200 surplus bells are listed for the first sale of RN ships' bells to be held since 1983.

They range in price from £1,200 down to £20, and come in a wide variety of weights. Many are from named ships and are inscribed with the names of children for whose christening they were used. Some have come from shore use and many are not fully identified.

Featuring prominently are bells from ships of the 1960s, '70s and '80s, but others date from an earlier period. The condition varies, and the list shows that some are without clappers.

With the sale already creating much interest, the closing

date for applications is January 31.

Applications are invited from Service or ex-Service personnel, Sea Cadet and Sea Scout units and schools, and any special claims should be mentioned. As it is clear there will be many applications the final allocation may not be decided until some months after the closing date.

Full details, including sizes of the bells, weights, condition, and price, are contained in DCI(Gen) 240/91. For people without access to this, the details may be obtained from DGST(N), 31BIB(Bell Sales), Room 119, Block F, Ensign, Bath, BA1 5AB.

# Details issued on jobs 'opt-out'

FULL details of arrangements for the forthcoming RN officer and rating redundancy programme — outlined in last month's Navy News — have now been published by DCI.

Officers and ratings in the ranks, rates and categories involved have had the Christmas and New Year period to consider the serious decision of whether to apply for redundancy.

In the case of eligible ratings, applications should be forwarded via commanding officers so that they can meet the HMS Centurion "deadline" of January 15. Full details of procedure are given in DCI(RN) 287/91.

A redundancy office has been established in Centurion responsible for processing all matters associated with the selection procedure and individual inquiries. The telephone number is Centurion Ext. 2035.

The full procedure in the case of officers is given in DCI(RN) 286/91.

In Phase 1 of the redundancy programme the need is to lose the posts of about 30 captains, 50 commanders and 320 Warrant Officers, Chief Petty Officers and Petty Officers.

Special help is to be provided for some Boarding School Allowance claimants made redundant over the next few years under the Options redundancy programme.

There has been concern that a child's education could be seriously disrupted by withdrawal of BSA during the critical stages of GCSE and A-Level preparation. So it was decided that those made redundant and receiving BSA may continue to receive it provided

that at the date they leave the Service the child is within two years of a major examination (GCSE, A-Level or equivalent) and has started the first term of its course.

BSA will continue to be paid until the end of the term during which the child sits the exam.

It may not continue after the normal retiring age or end of commission/engagement (had the redundee remained in the Service).

# PIPED ASHORE!

HMS GLASGOW's homecoming was an unforgettable occasion for 13-year-old Ross McCrindle, when he proudly piped the ship alongside to welcome home his big brother Calum, a Leading Seaman on board.

The Type 42 destroyer had been away for seven months deployment on Armilla Patrol, during which time she travelled over 34,000 miles, the places visited including Muscat, Dubai, Cairo, Penang and Singapore.

The arrival home was a particularly special event, too, for five members of the ship's company, proud fathers seeing their newborn babies for the first time.



# Katie looks to the future

ALL the nice girls love a sailor and brave Katie Dickens is no exception.

Nine-year-old Katie, who is recovering from a serious brain operation at London's Great Ormond Street Hospital, won the hearts of the ship's company of HMS Intrepid during a charity visit to the hospital.

Her courage and cheerfulness so impressed them they decided to "adopt" her and invited her on a VIP visit to Portsmouth.

Accompanied by her Mum Lynne and nurse Caroline Hume, Katie was

treated to a guided tour of HMS Intrepid, HMS Victory and HMS Warrior. After enjoying lunch at the Old Naval Academy, hosted by the officers of HMS Intrepid, she went on to visit the Fleet Photographic Unit in Tipner.

Gifts were presented to her by staff from the Royal Sailors' Home Club and she received a giant teddy bear from the Intrepid's commanding officer, Cdr. Ron Lang, which she nicknamed "Johnno" after PO Chris Johnson who accom-

panied her during her tour.

Stan Collins, managing director of Ridgewood Industries, the ship's sponsors, also travelled up from Plymouth to meet Katie and set the seal on her day by inviting her on another VIP excursion to the south west later this year.

Pictured with Katie on board HMS Warrior are, from left, WEM(R) Phil Davies, Capt. Fraser Morgan and QM Jan Hooper.



# Manpower to reduce in Gibraltar

WHILE final decisions on the scale of future MOD involvement in Gibraltar have still to be taken, it is intended to make savings of about 30 per cent in manpower and expenditure during the next five years.

At the same time it is intended to reduce landholding to 50 per cent compared with 1990.

This was stated in a Commons written answer, which said the main thrust of this would affect the RAF, but there would also be some restructuring of the Royal Navy.

# NO DECISION ON SERVICE MEDAL

A COMMONS question inquired about the possibility of striking a humanitarian medal for Service personnel.

In reply it was stated that the possibility of an award for Service personnel who take part in operations of a humanitarian nature was under consideration, but no decision had yet been taken.

Another Commons question concerned the Royal Naval Reserve and the decision to place two River class minesweepers in reserve.

In answer, it was stated that the two ships will be HMS Helmsdale and HMS Ribble.

# Railcard extension

AGREEMENT has been reached with British Rail to extend the validity of the Forces Railcard by 15 months.

Extension stickers are being issued for use with the card for the period Jan. 1 1992 — March 31 1993.

# POLAR CIRCLE SAILS

VISITORS to the chartered HMS Polar Circle before she sailed for this winter's South Atlantic and Antarctic deployment included Defence Secretary Mr Tom King.

Mr King went on board the ship at Portland after a visit to the Type 23 frigate HMS Norfolk in the Channel.

Included in preparing the Polar Circle for RN operation was a busy work package carried out within four weeks by the Fleet Maintenance and Repair Organisation at Portsmouth.



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