



USER-FRIENDLY WARFARE

ORIENT 92

HMS Norfolk approaches the Suez Canal on her way east — see centre pages.

Picture — Harry Steele

A USER-maintainer Warfare Branch is to be established in the Royal Navy by merging the current Operations (Ops) and Weapon Engineering Mechanic (WEM) branches, starting next summer.

Following a feasibility study, the decision was taken by the Navy Board in June and announced by the First Sea Lord (Admiral Sir Julian Oswald).

Already at work is the Warfare Implementation Team, which says the new branch will be more able than current Ops. and WEM branches to adapt to the continuing advances in technology and to more extensive use of automation which increasingly are creating new demands on naval personnel.

It also says, "As well as providing a more stable and robust branch structure, designed to ease the stretch

caused by dilution and gapping of billets ashore and afloat, the change will ensure that the training provided to Servicemen and women matches more closely both their onboard tasks and their aspirations than today.

"The amalgamation of the operator and mechanic functions will allow more efficient use of a more flexible manpower resource which will, in turn, enhance the Fleet's fighting effectiveness."

The merger of the Ops. and WEM branches into the Warfare Branch will result in fewer ratings' sub-branches, with each being responsible for low-level maintenance of their equipment in addition to their operator tasks. Junior ratings will be called Operator-Mechanics (OM).

The WEO will remain responsible for availability of all weapon engineering equipment and the appropriate engineering and safety standards. WE Officers and Artificers will not be part of this new branch structure.

To ensure necessary operations and technical expertise a new four (instead of the current three) level training structure, with professional courses being conducted at each rate, will be introduced up to and including Petty Officer.

Each course will be rate/job specific and civilian recognition will be sought for these new courses.

Most Warfare Branch personnel will be trained from entry, but some existing junior operators and maintainers will be cross-trained.

Says the Implementation Team, "Far from being disadvantaged, ratings not selected or eligible for cross-training will be both able and encouraged to continue their current careers during the eight-year overlap between 'old' and 'new' courses and in the subsequent years before existing branches are subsumed into their successor branch.

"During the establishment of the Warfare Branch, Ops. and WEM ratings will provide the continuity of essential skills and experience necessary to ensure Fleet capability."

Recruiting for the new Branch will begin in Spring 1993, with training starting in September 1993. Leading Rate and Petty Officer courses will start in 1995 and 1998 respectively.

Ships and submarines will be directed to implement their Warfare Branch organisation at build, refit or docking periods between 1994 and 2001, with priority given to newer classes of ships.



Bumper to bumper!

By lunchtime there were 10,000 cars at the 12th Scottish International Airshow at Prestwick, organised by HMS Gannet and the Royal Air Force Association. MA(O) Magga Brodie and Fiona McWilliam were among 80,000 people who came to enjoy the fun.

Picture — (A-17) Neil Webb



Volunteers for Phase 2 call

THIS month sees a call for volunteers for Phase 2, involving about 450 officers and 700 ratings, in the Navy's redundancy programme.

"So far as possible the target will be achieved by voluntary means, but some compulsory redundancies cannot be ruled out if the correct seniority spread within the ranks and specialisations is to be achieved" it was stated for the Government in the Commons.

Closing date to volunteer will be mid-September, with the redundancies announced on Dec. 1. Those involved will leave the Service between April 1 and Nov. 30 1993.

In this phase officer redundancies will again include Captains and Commanders, but will also extend to Lieutenant-Commanders and below. Warrant Officers, Chief Petty Officers and Petty Officers will again be required from both Artificer and non-Artificer branches.

In Phase 1, involving about 80 officers

and 320 ratings, those selected were notified on April 1 this year.

With surpluses increasing in some categories as manpower analysis continues, and until redundancies utilising the 12 months notice available have left, it was decided to bring forward Phase 2 from April 1993 to Dec. 1992.

In Phase 2, and any others, the aim will be to provide sufficient time for individual decision making, with a timetable involving a last date in service of Nov. 30, for people wishing to take the full 12 months notice. At the same time, every effort will be made to release those who wish to leave earlier.

Said the Second Sea Lord (Admiral Sir Michael Livesey) in a message to the Fleet, "I am most conscious of the uncertainty and potential distress caused by redundancies and the corresponding need to complete the programme expeditiously."

VATICAN VISIT

WHEN Young Officers and staff from Britannia Royal Naval College, Dartmouth, visited the Vatican for an audience with Pope John Paul II, they took with them a personal letter from the Captain BRNC, Capt. Richard Hastilow, together with a gift of an Edinburgh crystal decanter, cut in the thistle design.

Photograph, right — Pope John Paul II greets the Dartmouth visitors, front row, from left to right, Officer Cadets Pam Fisher, Cathy Dunn, Susan Fitzsimmons and Simon Dempsey.

Nelson job-shop

A SPECIAL Job Search Centre is being set up at HMS Nelson, Portsmouth, aimed at providing practical up-to-the-minute advice and assistance for personnel about to leave the Service.

With staff provided by the Hampshire Employment Service, the Job Centre-cum-Job Club will be available to all three Services, geared towards those within three months of leaving, but ready to continue with an after-care service for those who have left but are still seeking work.

Vacancies, both local and national, will be displayed, and help will be on hand to assist and advise on CVs, speculative letters, interview techniques and preparation, as well as job market research, labour market

information and employment opportunities.

The centre will be also be providing all the equipment necessary for locating and applying for a job — telephones, typewriters, word-processors, and a fax machine will all be at the disposal of the customers.

Established as a joint initiative between the Employment Service and HMS Nelson Resettlement Office, it is expected to open for business in mid-July, and will operate on Tuesdays, Wednesdays and Thursdays, weekly.



21st birthday for 21s



The Princess enjoys a day with the lads of 3E Mess, left to right, UWEA Brown, LWSA McLean, Harrison and Griffiths, with Robbs and WEAS Niven.

CELEBRATING the birthday of HMS Amazon, the frigate she launched 21 years ago, Princess Anne took passage in her ship from Portland to Portsmouth.

The Princess Royal has always been a keen sponsor of Amazon, having visited her almost every year since her launch, and she spent the day visiting all departments.

HMS Amazon was the first of the Type 21 frigates and in her 21 years has steamed well over half a million miles, worldwide. Recently completing her operational sea training at Portland, she is due to deploy to the South Atlantic for a fourth time later this year.

Himalaya climb-down

WINTER this year came earlier than usual in the Himalayas, dashing the hopes of the British Services' Everest Expedition in their attempts to reach the mountain's summit.

Stalled by blizzards and high winds less than 2000ft from the top, the team was forced to turn back from their difficult West Ridge route and return to base camp.

Royal Marines reservist, Lieut. Steve Bell, and Surg.-Lieut.-Cdr. Andy Hughes, from RNH Stonehouse, Plymouth, supported by Sherpas, had earlier completed the fix-roping of the Hornbeim Couloir, at a height of 27,500 ft, in preparation for the final assault, but appalling weather conditions exhausted the climbers, with supplies of oxygen, gas and food getting low, and tents destroyed in the winds.

The 16-man Everest expedition team included one other Royal Navy climber, Surg.Lieut. Peter Davis. Team leader was Col. Mike Kefford.

● Another Navy climber, Lieut.-Cdr. Sandy Simpson, from Portland Naval Base, faced the same weather problems as co-deputy leader of team attempting to reach the summit of the Himalayan mountain Makalu — the fifth highest peak in the world — by the hitherto unclimbed west face.

Here too massive snowfalls and avalanches forced them to eventually abandon their attempt.

Mixed blessings for Rosyth and Devonport

DURING the first four years' operation of the Devonport and Rosyth Royal dockyards under commercial management, progress on MOD's objectives of greater efficiency, maximum competition and better overall value for money has been "mixed".

This is stated in a report by the National Audit Office to the Commons which also says that reduction in the Navy's planned workload for the yards underlie many of the problems experienced by MOD in managing the programme.

MOD have met their targets for introducing risk pricing for the labour element of refit contracts, but not for materials, for which achievement of the target depends on improvements in estimating materials consumption.

On the yards' performance under commercial management the report says that changes since Vesting Day in 1987 made the assessment of savings from commercial management difficult. Both commercial managers had introduced measures to improve efficiency and made cost savings but MOD had incurred additional expenditure on redundancies and management of the programme.

The department took account of efficiency improvements specified in the term contracts in negotiating individual refit contracts, but no satisfac-

tory method of measuring the improvements achieved had been developed, and delays and increases in costs over MOD's initial estimates had continued, mainly due to growth work approved by the department.

The commercial managers needed more stability in the naval programme if they were to achieve the expected benefits from improved efficiency and greater competition. On competition, the report says that reductions in the Navy's refitting programme have prevented a greater proportion being put out to competition.

The commercial managers had won as much commercial work as they originally predicted by diversifying into non-ship work but, until recently had not tendered for much of the naval work open to competition, partly due

to uncertainty related to increases in dockyard annual charging rates as a result of workload reductions.

Under current arrangements MOD met most of the yards' costs plus the cost of competitive naval refit work placed elsewhere. Some recent contracts had been allocated to the commercial managers on a marginal cost basis instead of being put to competition.

Turning to future arrangements, the report says the MOD are considering future requirements for naval support facilities and arrangements for management of the yards after the end of the first seven-year term contracts. They needed to identify the level of long-term capacity required in the yards and the extent of its utilisation in peacetime.

A capital day out



WHEN staff from HMS Royal Arthur visited the Metropolitan Police in London they witnessed a demonstration of "Shield Training", with police constables bombarded with bricks and petrol bombs, looked around the Central Command Complex at New Scotland Yard, and got in some "sea-time" on the Commissioner's launch on the Thames.

Picture above — left to right, WO Dennis Moffat, CPO Snakey Blake, PO Jan Virgo, and WO Mick O'Shea.

Fieldhouse remembered — quiet, kindly and full of Yorkshire commonsense

'A FRIEND BEYOND PRICE'

GREAT tribute to the kindness, loyalty, warmth and immense professionalism of the late Admiral of the Fleet Lord Fieldhouse was paid at a memorial service in Westminster Abbey attended by more than 1,400 people.

Among those represented were The Queen and Duke of Edinburgh, the Prince of Wales, Duke and Duchess of York, the Prime Minister and former Premier Mrs Margaret Thatcher.

The lessons were read by Admiral Sir Julian Oswald (First Sea Lord) and Field Marshal Sir Richard Vincent (Chief of the Defence Staff). Admiral Fieldhouse's orders and decorations were carried in procession.

In addition to family members, in the congregation was a great number of retired and serving members of all the Services, including many senior officers, together with representatives of numerous organisations with which Admiral Fieldhouse was associated.

In his address Capt. Peter Kimm said warmth and humanity shone through Admiral Fieldhouse's whole career and, though by the end of it he was a statesman among statesmen, he was still as comfortable — and as welcome — on the for'ard messdeck and in the

sergeants' mess as he was in the highest corridors of power.

To each of his increasingly important jobs he brought, in addition to those human qualities, a shrewd analytical mind, immense professionalism and an abundant measure of Yorkshire commonsense.

His perspectives were wide and he thought big. Again and again he cut through complexity, tackling a problem with realism and determination and all this he did quietly and while exuding a remarkable — and highly infectious — calm.

Falklands leader

The memorial service was taking place precisely ten years after the most critical phase of the Falklands war in which he held Tri-Service command-in-chief and Admiral Fieldhouse would wish them to remember too the Falklands dead and all who suffered as a result of that war.

Capt. Kimm went on, "We who were his contemporaries as midshipmen would not have tipped him as an obvious future First Sea Lord. Perhaps that geniality, quietness and modesty hid the rest of the potential in

those early days. But he was the one who got there." Then he went on to be Chief of the Defence Staff.

"Admiral of the Fleet, GCB, GBE and a Peer of the Realm. And all achieved quietly and kindly. Doesn't that say it all?"

"Well, no, actually it doesn't; for even though it is a statement of the obvious, I do not think this address in this hallowed place would be complete without explicit mention of the essential rightness of John's work."

"The profession of arms in a benevolent democracy is intrinsically noble; and the likes of John Fieldhouse may with justice claim to be, first and foremost, servants of peace."

"John made precisely that claim in his maiden speech in the Lords, as Nelson had made in his ... John, in typically dry, low-key, just said that 'Our armed forces make a very large contribution to that most important of all the social services — the maintenance of peace.'"

Paying tribute too to Admiral Fieldhouse as a family man, Capt. Kimm asked all in the famous abbey to give thanks for one of the most distinguished lives of military service since the Second World War — and for a friend beyond price.



● Admiral of the Fleet Lord Fieldhouse of Gosport.

IN BRIEF

Ariadne's general service

HMS Ariadne has left her home port of Portsmouth for Chile, where she starts her new life as CNS General Baquedano, bringing the total number of ex-RN Leanders in the Chilean Navy to four.

Dockyard workers and schoolchildren who witnessed the launch of HM submarine Ocelot in 1962 have been invited to welcome her back to the heart of Chatham historic dockyard when she arrives there to go on permanent display on July.

HMS Mercia are this year's Duffy Trophy winners following the Royal Naval Reserve communications competition hosted by HMS Sherwood at Nottingham.

Vice Admiral E. Lyashenko led a party of Russian naval officers visiting Portsmouth's Historic Dockyard during a break in routine talks with the Royal Navy in London.

HMS Ursula, third of the Royal Navy's new Upholder class of diesel-electric patrol submarines, was formally handed over by Cammell Laird Shipbuilders Ltd of Birkenhead, Portsmouth.

Two German U-Boats, U21 and U24, with the support vessel Meersburg and the tug Helgoland, visited the 1st Submarine Squadron at HMS Dolphin, Gosport last month.

Dartmouth's Royal Marines Band raised £4,000 for the King George Fund for Sailors with a gala concert held in the College's Senior Gunroom.

An oak gavel, carved as a ship-of-the-line in full sail and dated HMS Collingwood Wardroom 1940, has returned to the electrical engineering school at Fareham after a sale at Christie's.

HMS Marlborough played host at Portsmouth to six ex-crew members of the wartime Flower-class corvette HMS Snowflake, commemorating the 50th Anniversary of her launching. Both share the same affiliated town of Marlborough, Wilts.

Edinburgh commemorated the 50th Anniversary of the commissioning of the battle ship HMS Howe with a service at St Giles Cathedral, attended by 45 members of the Howe Association and cadets from TS Howe, the Leith Unit of the Sea Cadet Corps.

York under review

HMS York was invited by HMAS Torrens to attend Anzac Day ceremonies at the Kranji War Memorial Cemetery while both ships were alongside at Singapore.

The York was taking a break from patrol duties in the Gulf, where she held naval exercises with Kuwait last month and was visited by the Armed Forces Pay Review Body.

The AFPRB was made aware of the special conditions affecting ships serving on the Armilla Patrol and discussed a number of topics, including increments for Senior Rates with extra responsibilities, laundry charges and extra pay for those waiting on long advancement rosters.

HMS Edinburgh and HMS Chatham relieved HMS York and HMS Beaver on Armilla Patrol in the Gulf as Navy News went to press last month.

ROYAL TOURNAMENT 1992

Don't forget to book for this year's Royal Tournament at Earls Court from 8-25 July. Telephone Box Office on 071 373 8141.

Bravery awards for eight Explosive situations defused

International Rescue

LANDING Craft Units (LCUs) from HMS Fearless and a Sea King helicopter from 846 Naval Air Squadron with the French landing ship Orage off Port-Vendres in the south of France. Yankee Coy 45 Cdo joined over 12,000 personnel from the UK, France, Italy and Spain, taking part in the Western European Union-type Exercise Farfadet to practise evacuation and rescue techniques.

THE Queen's Gallantry Medal has been awarded to Lieut.-Cdr. Stephen Farrington for his part in putting out a fire in a burning merchant vessel in the Gulf. Lieut. Timothy Chidley and POMEM Richard Wilson receive the Queen's Commendation for Brave Conduct for their parts in the same incident.

HMS Brilliant was on patrol in the aftermath of the Gulf conflict on March 29 1991 when a message was received from mv Merca Horana, a 4,300-tonne merchant ship which had suffered an engine room fire.

A Royal Navy diver, WO Robert Oulds, is also to receive the Queen's Gallantry Medal for his actions in dealing with an unexploded German mine in Barry docks, South Wales. Lieut.-Cdr. Stephen Wild was awarded the Queen's Commendation for Brave Conduct for his involvement.

Three more Navy men have received bravery awards for their role in a rescue operation in the South China Sea last August.

CPO Andrew Harrison and L/S John Stoddart, divers based at HMS Tamar, struggled in 50ft waves thrown up by typhoon Fred to recover bodies from a capsized oil support barge.

Both receive Queen's Commendations for Brave Conduct, as does A/B Chris O'Donnell, now based at HQ C-in-C Fleet, Northwood, for his role in the rescue mission.

What a star!

On the eve of her 26th birthday, the 'Starship' HMS Sirius enters Gibraltar to be reunited with her first commanding officer — now His Excellency The Governor, Vice Admiral Sir Derek Reffel. He spent several hours on board and presented Long Service medals to three of the ship's company.

Closing down

PART-TIME sailors in Gwent have been told their RNXS unit at Newport is to close next month after 40 years in operation.

They will have the chance to transfer to one of their neighbouring units at either Sully, Bristol or Gloucester.

RNAV Wroughton shuts down on 30 September after 20 years' service with the Naval Aircraft Repair Organisation.

There are now only five MOD personnel there, most of the work being carried on by Field Aviation, whose contract is soon to expire. Much of it will then transfer to RNAV Fleetlands.

Reception

A farewell reception with buffet lunch and flying display will be held on 30 July at 11.30 p.m. and anyone with past or present connections with the yard is welcome to attend. Cost will be £6 per head. Further details from the OIC RNAV Wroughton, Tel: 0793 812291 ext 5501 by 17 July.



Changing courses

Qualifying courses, qualify examinations, and qualifications generally are in the news again. LRQC for General Service (M) ratings are suspended for the time being. MEM(L) ratings may have to transfer to ML under the ACE scheme; Acting MEM1s are reminded to keep up their studies and budding SD Officers have to pass their qualifying exam but once now that its validity has been extended.

Temporary stop for LMEM(M)

As announced in FTM 435/91 the long roster time for advancement to ALMEM(M) has resulted in Able Rate MEM(M)s undertaking the Leading Rates Qualifying Course at HMS Sultan well in advance of being rated Leading Hand. Completing the course for confirmation as a Leading Hand and yet having to return to Able Rate duties is demotivating for those concerned. Equally if attending the course as an MEM(M)1, a rating may lack the experience necessary to have the best chance of qualifying for Artificer Candidate selection.

To prevent such problems the LRQC for General Service (M) ratings will be suspended for about one year from July 92. When courses recommence, only A/LMEM(M)s will attend.

Courses for GS(L) Ratings are currently filled with Leading Hands and will therefore continue as normal.

Sultan plays the ACES

Whilst the Leading Rates Qualifying Course provides the prime selection of ratings for the Artificer Candidates Course (ACC), the Early Selection Scheme (ACES) is a viable alternative route to Artificer for the young MEM in the Fleet. In order to meet the requirements of the service, the policy has recently been changed, to allow Sultan to nominate the EL or ML SQ of Artificer Candidates selected through the ACES scheme. This may mean some candidates with an MEM(L) background being required to transfer to ML as a condition of being accepted on course.

Any queries about the ACC or the ACES scheme should be directed to Lt Andy Law on HMS Sultan Ext 2148.

No time limit on SD Exam

The present regulations covering qualifications for selection of Engineering SD Officers stipulate that a pass in the Qualifying Professional Exam (QPE) shall only remain valid for 5 successive selection boards, after which time the candidate will be required to re-sit the exam. This time limitation is to be removed and the QPE will be considered as a once only qualification, remaining valid until the candidate is promoted or ceases to be eligible for promotion. Candidates will still be given the opportunity to re-sit the exam to improve their pass, either voluntarily or at the discretion of the President of the Selection Board, to enhance their prospect of selection.

Reversion risk for A/MEM1

When an MEM2 has achieved 12 months seniority but has been unable to qualify fully for MEM1 for Service Reasons, he may be rated Acting MEM1. The acting rate ensures that a rating is not put at a disadvantage because of problems outside his control — eg. unsuitable ships programme. Most importantly the Acting MEM1 receives the pay of an MEM1 Scale C.

Invariably there will be plenty of time remaining during a normal first sea draft for an Acting MEM1 to obtain the necessary qualifications. A rating must, however be seen to be maintaining satisfactory progress towards obtaining the full qualification for the higher rate or risk being reverted to MEM2 with the associated loss of pay. Failure to have qualified on leaving his first ship would normally imply unsatisfactory progress resulting in reversion.

All MEMs should therefore leave their first full sea draft qualified at least for MEM1 Scale C. The good news is that the keen MEM1 should be well able to qualify during the first sea draft for Scale B Pay and so be rewarded by having even more money in his pocket.

Dressing right?

Are you correctly dressed? There seems to be some confusion as to the interpretation of the regulations concerning the badges to be worn by mechanic ratings. The correct badges are:

- JMEM/MEM2/AMEM1 — Basic device only
- MEM1 Scale A, B and C — Basic device and one star
- ALMEM (Pre LMEMQC) — Basic device and two stars
- ALMEM/LMEM (Post LMEMQC)
- APOMEM (Without Operating Certificates)

LMEM/APOMEM/POMEM — Basic device and crown

Professionally qualified for POMEM

- Le. hold the following:
1. Switchboard Operators Certificate
 2. MEOOW2/BWC/DOC
 3. Passed PQE for APOMEM

NB. Ex-WE transferees are not required to qualify as MEOOW2 etc. but must hold an SOC. However, the certificate of competency on the mans history sheet must be signed before he is considered to be professionally qualified for POMEM. (Ref BR 81 Art 0414)



"Have a go, — have a go, — have a go!"

ANN Drafty Clanky's corner

Divers do it deeper — and get more pay!

If you are interested in becoming a Ship's Diver, and ME ratings are always valued members of such teams, then read DCI 157/91 which gives details of how to get yourself qualified. Don't forget — divers do it for more money!

THE ME TEAM

Since the last edition of Clanky's Corner, wheels have been rolling leaving the section under new management and fresh faces at some of the desks.

ME Drafting Commander and WO Appointing	— Cdr Mike Phelps	Ext 2574
Officer Manager/WO Appointing and MEM FSDs	— CPOWTR Mike Thompson	Ext 2152
MEA Drafting Officer	— Lieut-Cdr Barrie Barnardier	Ext 2572
CCMEA(EL)/CPOMEA(EL)/MEAs under Training	— CPOMEA John Adams	Ext 2515
CCMEA(ML)/CPOMEA(ML)	— POWTR Dan Bale	Ext 2576
	— LWREN WTR Julia Goldman	Ext 2514
MEM Drafting Officer	— Lieut-Cdr John Fisher	Ext 2577
CMEM/POMEM (M/L)	— POWTR Steve Tuvey	Ext 2514
LMEM (M/L) MEACC & LRQC	— POWTR John Henry	Ext 2578
MEM (M/L)	— POMEM(M) Ray Ankin	Ext 2578
	— LWTR Richard Budd	Ext 2578
	— WTR Lee Tucker	Ext 2578
Correspondent	— WREN WTR Lisa Gordon	Ext 2152

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Sits vac

MEM(M) and (L) volunteers are required for the following billets: Royal Yacht Service, Northern Ireland, Falklands (in NP2010 and HMS Dumbarton Castle) and Local Foreign Service in Gibraltar. If you are interested and eligible then make yourself known by rendering a C240.

Wish you were there?

Are you keen to remain in your ship to make that long awaited foreign visit? C240s are frequently received from ratings who wish to extend their time at sea to, say, take part in an attractive deployment or visit. Whilst all requests are examined carefully and prompt answers given, if your relief has already been detailed then almost certainly you have left it too late. If you wish to extend your time at sea you must raise your C240 well in advance of your ERD (at least 6 months) so that it can be considered before your relief is earmarked and possibly commencing PJTs.

C240's two-year shelf-life

ADHULL

There is a continuing requirement to train artificers in Hull Maintenance in order to meet the requirement. Any artificer who wishes to be considered for the ADHULL course can request it by C240.

Welding pipes

There is also still a shortage of General Service artificers qualified as High Duty Pipe Welders required to meet the commitment for repair of submarines. Senior Rate mechanics with a suitable aptitude may also now be accepted for HDPW training. Any artificer or SR mechanic (particularly mechanics with ADPIPE) who is at all interested in obtaining this very worthwhile qualification should contact the MEA drafting section for further details or apply for the course by C240.

Just occasionally, when one of our customers receives a Draft Order with IPRE printed in the relevant box, indicating the new draft to be the first preference of the person concerned, Drafty hears the cry "That was not my first preference — it certainly is not what I asked for!" On a Draft Order a draft is identified as 'IPRE' or 'NPRE' indicating that it is either the first preference of the rating concerned or that it is non-preference. This is based on the latest statement of an individual's preferences prior to the issue of a draft order.

You must remember that in addition to your Drafting Preference Form (DPF) you may have requested a particular draft or course by rendering a Form C240. A record of this C240 is kept on the computer and remains valid for 2 years. Therefore the source of your IPRE draft could come from either your DPF or perhaps a long forgotten C240.

The moral is, as ever, to ensure that the information Drafty has, is valid and is up to date at all times.



Andromeda — last Leander refitted

JUST out of a 17 month, £25m refit at Rosyth Royal Dockyard, HMS Andromeda will, from June next year, be maintained in a state of reduced readiness, it has been announced. The move comes in the light of the reduced threat on the international scene.

FACTS & FIGURES



Motto: Unfettered. **Penant no:** F57. **Laid down:** May 25 1966. **Launched:** May 24 1967. **Commissioned:** December 2 1968. **Displacement:** 3,200 tons. **Length:** 372 ft. **Beam:** 43 ft. **Ship's company:** 20 officers, 200 ratings. **Range:** 4,000 miles at 15 knots.

But the Andromeda, which will be berthed at Portsmouth, will be kept ready to be reactivated in time of tension or conflict. In the meantime, she has a busy programme ahead.

Since her rededication the ship has been engaged on trials and Basic Operational Sea Training at Portland; these successfully completed, she is to join the Standing Naval Force Atlantic for a five month deployment to the Baltic and the Mediterranean.

HMS Andromeda is the last Leander frigate to be refitted and was the last Leander to be built at Portsmouth in 1967. She played a significant part in the Cod War and in the evacuation of Britons caught up in the troubles in Cyprus. In 1978 she underwent a major weapon upgrade in Devonport, when she was fitted with the Seawolf anti-aircraft and anti-missile weapon system.

In May 1982 the Andromeda formed part of the Task Force sent to retake the Falkland Islands. She was to play a vital role, providing close-in weapon support for the aircraft carrier HMS Invincible and for the resupply groups operating in San Carlos Water.

HMS Andromeda was the first warship into Port Stanley

Harbour after the fall of the Argentine garrison.

Primarily intended as an anti-submarine frigate, HMS Andromeda is fitted with two triple, deck-mounted torpedo tubes which deliver anti-submarine homing torpedoes at relatively close range.

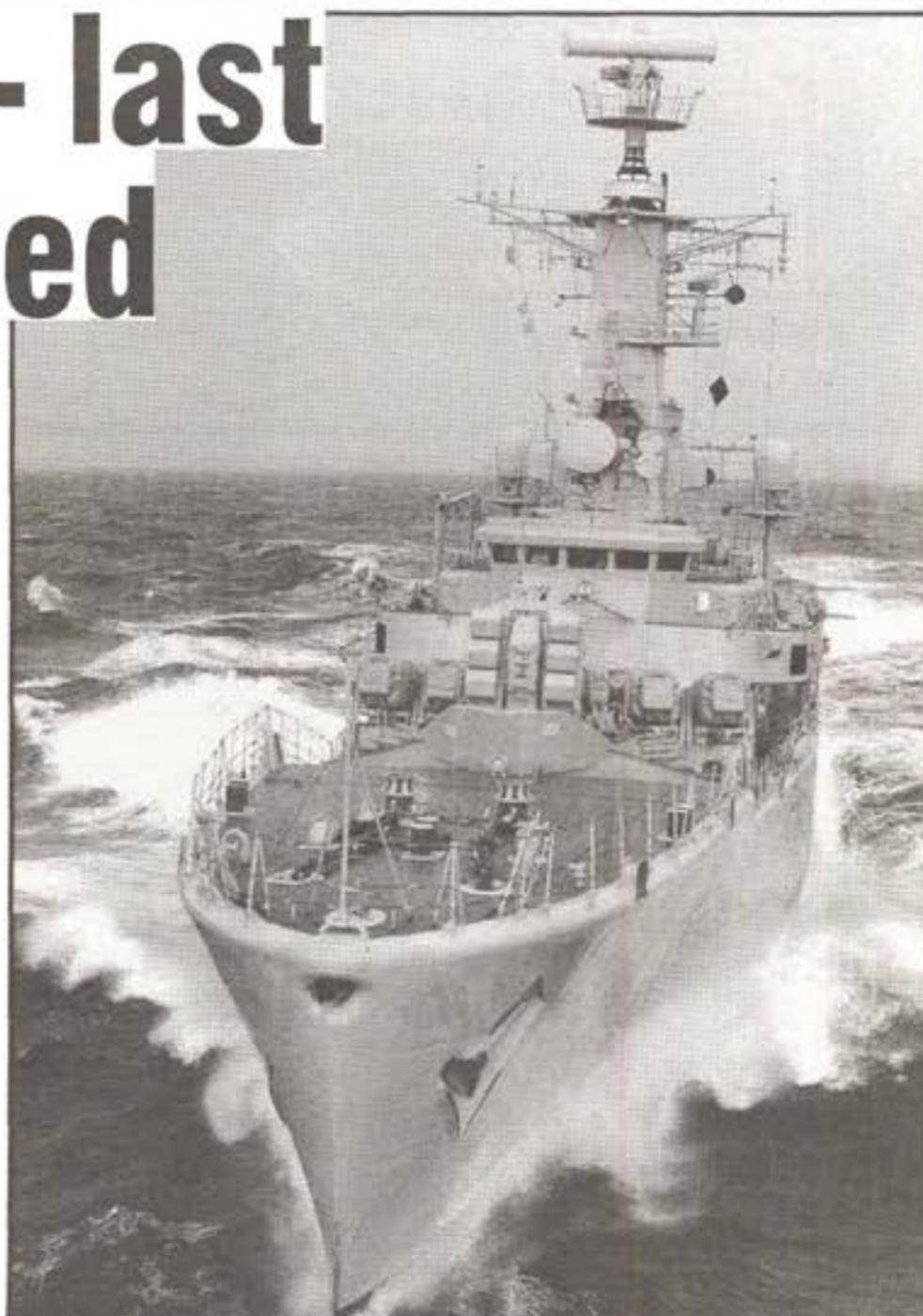
Her Lynx helicopter can also carry homing torpedoes or depth charges for long range attacks. The aircraft is also able to undertake anti-surface, reconnaissance and search and rescue work.

As well as the Seawolf system, the frigate is armed with Exocet surface-to-surface guided missiles, four light anti-aircraft cannons and various chaff decoy systems.

An advanced, integrated system of radar, sonar, communications and electronic countermeasures equipment supplies continuous data on targets to the ship's action information organisation.

Capable of nearly 30 knots, HMS Andromeda is powered by two controlled superheated boilers, which drive turbines to two shafts, each producing 30,000 shp. Her two diesel generators and two turbo alternators together provide power for all her weapon, radar and domestic systems.

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HL. An order for 12 cards is priced at £8.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. 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.



Built as a standard Leander class frigate in 1967, HMS Andromeda (above) entered Devonport Dockyard in October 1977 for a major conversion, the principal feature of which was a completely new outfit of weapons and electronics. Completed in 1980, this task saw the Andromeda emerge as one of the most complex and powerful ships of her class, bristling with weaponry and packed with electronic equipment.

BATTLESHIP CLAIMED BY CARIBBEAN HURRICANE

THE present HMS Andromeda, first of the Batch 3 broad beam Leanders to be built, is the latest in a line of Royal Navy ships to bear the name of the daughter of Cepheus, King of Ethiopia.

Greek legend has it that Andromeda was chained to a rock as a sacrifice to a sea monster. At the last moment she was saved by Perseus, whom she married. When she died, Perseus turned her into a brilliant star.

The first HMS Andromeda, a sixth rate, was launched in 1777 and saw action a year later in the Battle of Ushant. She also served at the Battle of Cape St Vincent. She was lost with all hands in a hurricane off Martinique in 1780.

A fifth rate of 32 guns followed in 1784 and an American sixth rate, the Hannibal, was captured in 1812 and renamed. Another fifth rate, this time of 46 guns, was built in Bombay Dockyard and

launched in 1829. She was sold in 1863.

While this ship had been under construction, a sixth rate was laid down in Deptford. She was to have named Andromeda but the Admiralty changed this to Nimrod in 1827.

Three other Andromedas were a trawler hired 1917-19, a tug in service 1942-45 and another tug, requisitioned in 1941 for minesweeping duties and sunk in an air attack on Malta in 1942.

The largest HMS Andromeda was an 11,000 ton first class protected cruiser built at Pembroke Dock and launched in 1897. She carried 16 six inch guns and numerous smaller ones. The ship saw service in the Mediterranean, Indian Ocean and on the China Station, and served as a depot ship from 1910 to 1955.

● **Battle honours:** St Vincent 1780 and Falkland Islands 1982.

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JACK



Letters

Fair crack in practice for medics

WHILE congratulating the powers that be for this new era of sexual equality and equal opportunities, I have a couple of queries concerning the Medical Branch.

The fairer members of the branch now serve at sea after completing the same training, passing the same exams, and qualifying for advancement in the same manner as their male counterparts. So why are they on a different roster for advancement to Leading Rate and Petty Officer?

If male, 94 points are required, meaning a wait of at least three years from passing the PPE to the issue of a B13. However, an LMA(Q) need wait only 12 months before her B13 for PO.

This discrepancy intrigues me for, as far as I know, there is no male/female differentiation in billets apart from ships where no WRNS are borne. Some MA(Q)s have exercised their option of staying shoreside.

This is not a sexist tirade. I am just trying to point out equality is a double-edged sword, and ask whether I can transfer to the QARNNS or is it as J. M. Barrie wrote in "The Admirable Crichton": "His Lordship may compel us to be equal upstairs, but there will never be equality in the servants' hall."

Discrimination is wrong, including "positive discrimina-

tion", and all I ask is for a fair crack of the whip. — P. Burns, LMA, RN Air Medical School, HMS Daedalus.

HMS Centurion said that although male and female MAs carry out virtually the same training and undergo the same professional qualifying courses, they are in separate Services and therefore on separate advancement rosters.

"Despite this, and the fact that the POMA(Q)s roster is effectively dry, LMA(Q)s are not being advanced to POMA(Q) any quicker (or slower) than their male counterparts.

"In theory the first POMA(Q)s could have appeared in March this year when some LMA(Q)s qualified in all respects for advancement on a dry roster. In practice though, and in an effort to be fair to both sexes, the women at the top of the POMA(Q) roster will not be advanced until their basic dates (BD) are the same as their male counterparts at the top of the POMA roster.

"For example, if the LMA(Q) at the top of her roster had a BD of, say April 1 1991, she will in effect be "held back" for advancement until the man at the top of his roster also has a BD of April 1 1991. The rosters are therefore separate as the writer correctly states, but in practice they are run in parallel

which is considered as fair as the system allows.

"With regard to the question concerning transfer to the QARNNS, anyone can apply to transfer through normal Service channels providing manning clearance is given (for the transfer out) and there are vacancies available at the time (for the transfer in).

"Although it could be construed as discrimination, male transfers to the QARNNS are not expected to wear the identical uniform as their female counterparts!"

Hard tops were plane-proof

FULL marks to the magnificent response of HMS Ark Royal's crew when the practice bomb penetrated the carrier's deck.

However, I recall how the British Pacific Fleet carrier HMS Indefatigable was the first of many Fleet carriers to be hit by a Kamikaze. To the surprise of our American allies (who had lost many carriers with appalling casualties through Kamikazes penetrating their flight decks), our ships with armoured flight decks prevented the suicide bombers penetrating them, and ships were operational again within the hour.

At the time of the HMS Inde-

Aisne and Aberdeen

REGARDING the Freedom of the City of Aberdeen being granted to HMS Scylla (May edition) and it being believed to be the first such honour given to an RN ship by a Scottish city, I am sure the Freedom of Aberdeen was granted to HMS Aisne.

I joined the Aisne as a boy seaman straight from training in HMS St. Vincent in June 1955 at Aberdeen.

I would like to hear from anyone who served in her from 1955-1957 and also anyone who served in HMS Grenville, Captain "F" of the Portland Squadron 1957-58; and in HMS Puma 1958 to Sept. 1959.

I would particularly like to contact A. J. De'Ath who joined the Aisne with me, and Donald Parks who served in the Grenville. — E. T. H. Saunders, Ex-AB, Esperanza, Whitehall, Watchet, Somerset, TA23 0BD.

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

More noses rubbed in the trough

FURTHER to the letter (May) concerning the "pensions trough", may I quote from my experience?

I left the Service in 1969 as a CERA having completed 24 years service, 22 years reckonable for pension. I therefore have first-hand experience of the "pension trough" so graphically illustrated by your correspondent ex-CPO R. Potter.

Anticipating the effects of a pension frozen for 15 years and aggravated by rising inflation, I sought, on leaving the Service, to transfer my pensionable years to the excellent superannuation scheme provided by my new employer. Had I been an Admiralty civilian employee this would have been possible. However, as a uniformed employee, to use MOD's ineffable jargon, "It was concluded that it was not practicable to do so."

The effect of this decision? £7,000 per annum less in pension and a lump sum £30,000 less than I would have enjoyed from June 30 1992, when I retire from my employer's service.

Your readers may well imagine my feelings when I remarried in 1990, six years after the death of my first wife, to be advised by MOD that, since I left the Service before 1978, my wife did not qualify for any pension in respect of my service in the RN.

There is no doubt that the MOD can render, in their terms, an accurate factual account of how these situations arise. It does not, however, address the issue of "fairness of treatment" nor the enduring sense of grievance that blights many ex-Service pensioners' pride in half a lifetime of exemplary service in the Royal Navy.

Thank you for the therapeutic benefit you afford in reducing my blood pressure and an-

gina by receiving this letter! — O. C. Gray, MBE, Linlithgow, West Lothian.

CONCERNING the "pension trough" affecting personnel who retired during 1976-78, during that period Service pay increases were not incorporated into the basic salary but were awarded as supplements. Supplements were not considered when retired pay or pensions were calculated.

Subsequently, the supplements were absorbed into basic pay, but this was too late for those who had already retired and the Ministry has refused to remedy the situation.

One of the main reasons given for this refusal was that there would be repercussions involving all public service pensions awarded during the pay restraint period and that the problem was not limited to the Services.

However, a colleague who retired from the Avon Constabulary during that period informs me that the Police pensions have, in fact, been adjusted to eliminate the 1976-78 trough.

If this is so, then there is a good case for reconsideration of the Service pensions affected by the restraints of that period. — A. J. Freeborn, Wg. Cdr, RAF (ret'd), Dartmouth, Devon.

I agree completely with Ex-CPO R. Potter (May).

I predicted the situation in a letter to Navy News in December 1977, but at time of writing didn't realise how much it was going to cost the '76-78 pensioners (£1,000-£1,500 a year in my case) for the rest of our lives. Quite a substantial amount by any reckoning. This surely cannot be fair. — Don Caleb, Ex-CMEM, Leeds.



Gun lore

Ref the article on HMS Minerva last month, the six-inch gun being fitted was originally on HMS Delhi and apparently transferred to HMS Royal Sovereign (pictured above), which was a 29,000 ton battleship, not a cruiser. — T. G. Adams, Lakenheath, Suffolk.

Memorial not just to the dead

OVER the past six months there has been much published about Crystal Palace and the Royal Naval Division. May I correct some statements and confirm others?

The RND memorial in Greenwich College is a memorial to the division and in no way commemorates the RNVR. The commemorative trophy in Crystal Palace is unique because it is the only memorial in the country entirely devoted to the RNVR.

Its correct title is the RNVR commemorative trophy and it is not a memorial to those who died, but commemorates all men of the RNVR who passed through Crystal Palace in 1914-18. A large number went into the RND, some went to the RNAS, and the rest went to the Fleet, being mainly stokers and signalmen. Kings Colour Drake Battalion is in the custody of London

Division RNR: Anson Battalion in Glasgow Cathedral; and Hawk and Hood Battalions in St. Nicholas Cathedral, Newcastle-upon-Tyne. A colour was given to the RM at Chatham. I do not know which battalion but would assume either Howe or Nelson.

In London Division they have a drum known as Drake's Drum, but not the Drake's Drum, which can be found in HMS Drake. I think it may be a drum used in the RND Band, but am unable to find its true origin. London Division also has three silver commemorative bugles to draw battalions.

Finally, may I mention the parade and rededication of the RNVR Trophy which was arranged for Crystal Palace last month. — D. W. Haslam, Hon. sec. RNVR & RNR (London Division) Old Hands Association, Wivenhoe, Essex.

No. 456 39th year

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NN Letters NN



High and low rates

REGARDING the item about closure of HMS St. Vincent (Furse House), you might be interested in this picture, found in an old album, which was taken in June 1927 when some boys came from HMS Ganges to open the barracks at HMS St. Vincent at Gosport.

Shown are Lofty Mitchell and Titch Judd, both the same age — but not the same height!
If any of my old mates see this, could they get in touch? — George W. Field, 16, Calder Road, Edinburgh, EH11 3PE, Scotland.

Longlife shorts

AT the recent HMS Royal Arthur Association reunion four members discovered during the course of a casual conversation that they were all regularly using shoe cleaning brushes issued to them at Skegness during the 1940-42 period. One of them was still using a shaving brush issued at the same time!

Incidentally, I have a pair of Combined Operations shorts issued to me at Bombay in 1943 while attached to HMS Braganza which I should be delighted to donate to any naval museum who might be interested. — G. Pedrick, Silver Leys, 14 Atwood, Little Bookham, Near Leatherhead, Surrey.

Ironclad first

THE "Fifty Years On" column (May) says of Operation Ironclad (May 6-7 1942): "Two French destroyers and one submarine sunk by aircraft and one submarine sunk by destroyers."

Maybe one destroyer (sloop or corvette) was sunk by aircraft, but one was credited to the Bombardment Unit that called for fire from HMS Laforey.

This was the first operational shoot carried out by the Bombardment units, comprising a Captain Royal Artillery, a Leading Telegraphist, a Telegraphist and a Signaller. Full

details are in the book "Soldier Sailor." — W. H. Bradshaw, DSM, Scarborough, N. Yorks.

Handled with care

MAY I express the heartfelt thanks of our family to the Royal Navy for the caring, considerate manner it carried out the committal of the ashes of my late father (Jerry England) to the sea. I cannot praise too highly the kindness shown by the chaplain, Peter Scott, and the crew of CINC barge.

I would also like to thank shipmates of Swindon RNA for their attendance.

It is gratifying to realise that even in times of cutbacks and changes, the Royal Navy still takes time to care. — Angela J. Whitbread, Elson, Gosport.

Leadership classic

MAY I suggest that the excellent book "One Hundred Days" just written by Admiral Sandy Woodward be made compulsory reading for all students at the Navy's Leadership School, either HMS Royal Arthur, or at Whale Island when it moves?

As an ex-student, instructor and course officer at Royal Arthur I found the book had tremendous insight into the mind of a leader and his associated problems. — K. Furniss, Ex-WO(AH) Cursham, Wilt.

Bell tolls for Malta's fallen

MICHAEL Sandle's magnificent Siege Bell, commemorating the 7,000 servicemen — 1,676 of them were submariners — and civilians who died in the defence of Malta in the Second World War, was sounded by The Queen, paying her first visit there for 25 years.

Fifty feet high, the bell tower dominates the entrance to Grand Harbour. The bell itself has "a deep, pure tone," Admiral of the Fleet Lord Lewin, Chairman of the George Cross Island Association, reported.

The Royal Naval Museum staged an exhibition on Operation Pedestal, the battered convoy that rescued the island from starvation in August 1942, in the Maritime Museum at Vittoriosa. It returns to Portsmouth this month.

● Right — (left to right) Lord Lewin, The Duke of Edinburgh, The Queen, The President of Malta, Dr Vincent Tabone and his wife, and Archbishop Joseph Mercieca at the dedication ceremony.

● Below — HMY Britannia enters Grand Harbour escorted by HMS Battleaxe.

Pictures — Emanuel Galea



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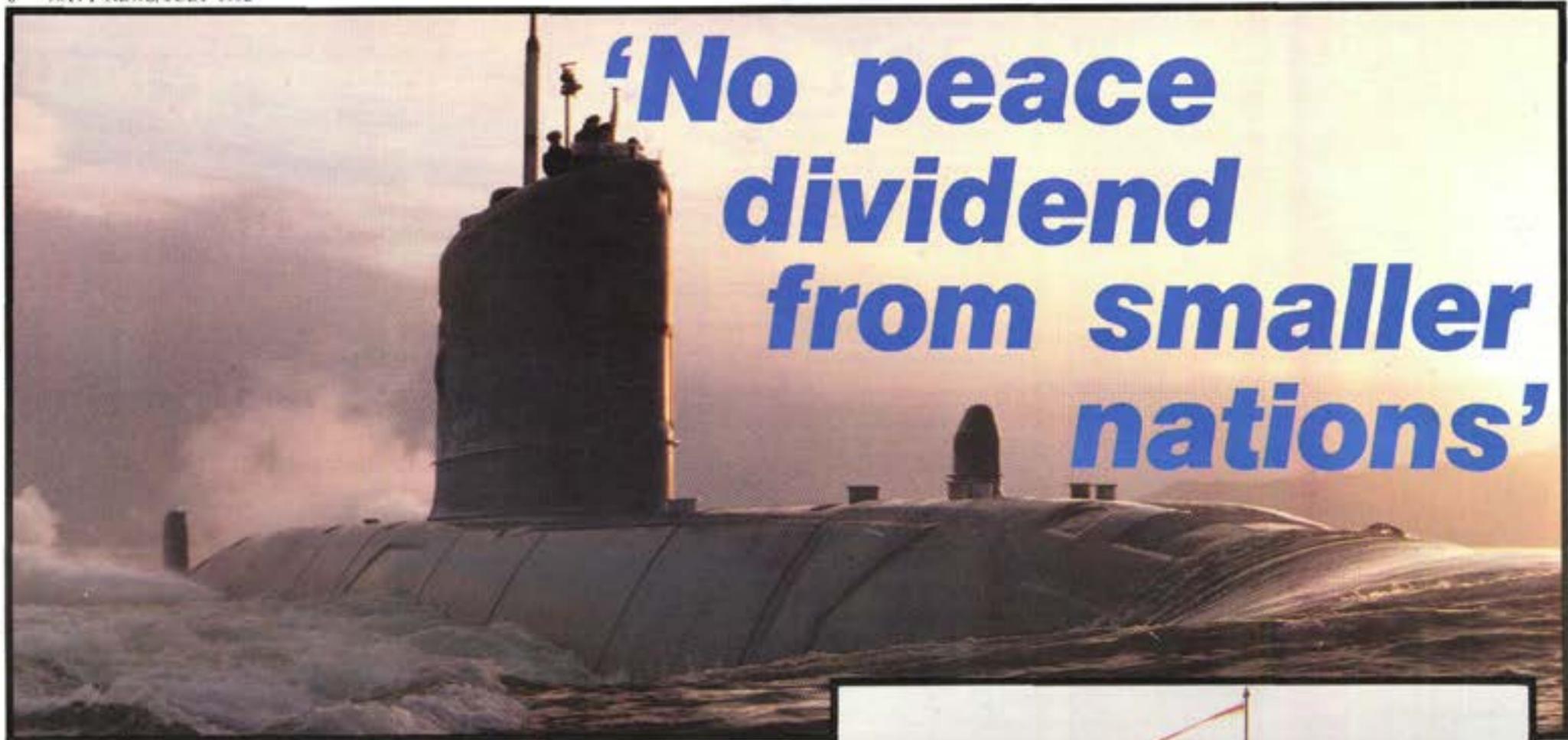
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DISCOVERY



WITH the Gareloch providing a perfect backdrop HMS Unseen, second of the Upholder class, is pictured approaching the Clyde Submarine Base, Faslane. The completion, later this year, of the last of the class, HMS Unicorn, marks the first break in attack submarine construction since 1901.

Inset: HMS Osiris arrives at Gosport for the last time flying her paying-off pennant, marking 28 years' service.

ALTHOUGH American and many Western European navies are suffering from severe cutbacks, countries in the Middle East, Southern Asia and around China have neither declared a peace dividend nor shown any interest in reducing the steady build-up of maritime forces, says the foreword to the new edition of Jane's Fighting Ships.

In his annual review of the state of the world's navies, editor Capt. Richard Sharpe says the Mediterranean appears increasingly unstable, with violence spreading in the Balkans and militant Muslim factions growing stronger in countries along the North African coastline. The recent formation of a permanent NATO Standing

Naval Force in the Mediterranean reflected growing international concern.

Iran looks likely to become the forty-third navy to acquire its own submarines and India has made nuclear submarine development its top naval priority, he says. As well as in the Persian Gulf there are also problems in the Gulf of Aden, the Malacca Straits and in the China Seas.



ing in its lair but still a formidable force, and the American eagle with wings clipped and in danger of being increasingly confined to its nest, thereby allowing the smaller predators greater freedom of manoeuvre."

In the United Kingdom section, he says that since 1979 the Royal Navy has fought a war in the South Atlantic, conducted continuous patrols in the Gulf for the last 11 years (rising to a crescendo in 1990-91 and still continuing at a lower level), cleared mines in the Gulf and Red Sea and maintained almost constant patrols in the Caribbean, South Atlantic, Hong Kong and as part of NATO's Standing Naval Forces.

It has also maintained a sea-borne strategic deterrent.

"During that same decade destroyer and frigate numbers have been reduced by 42 per cent and submarines by 57 per cent, with further cutbacks still

to come as the final part of the Options for Change salami slicing exercise is worked through in the next couple of years."

Completion later this year of the last of the Upholder class would see the first break in attack submarine construction since the first Holland boat was launched in 1901.

On the weapons systems side there is good progress in naval aircraft updates and replacements, and better radars, sonars and electronic warfare equipment entering service. Advances in new weapons are less impressive, he says.

Multinational forces

In his conclusion, Capt. Sharpe says that rapid reaction forces of a multinational nature are going to be essential in an uncertain and unstable international climate in which increasingly the authority of the United Nations is necessary if

public support is to be guaranteed.

But once the force is despatched it must have clear and decisive political and military leadership so that rapid decisions can be made and the confidence of those doing the fighting, and risking their lives, is sustained.

"Furthermore, those same people need to believe in the relevance of the cause to their own and their country's interest, and in the chain of command controlling their lives. A strong sense of identity is indispensable."

● The 1992-93 edition of Jane's Fighting Ships remains a comprehensive and indispensable guide to the world's navies. This 95th edition has more than 1,200 new photographs and line drawings, as well as thousands of additional or amended specifications and operational details. It is published by Jane's Information Group at £135.

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Submarine defences

Capt. Sharpe says that dependence on the US Navy, its communications, intelligence, sealift and layered air and submarine defences is now an ingrained part of Western and Japanese maritime defence culture.

Deprived of its superpower adversary, the only force native Americans had cause to fear, there is less obvious reason why the United States should continue to pay the bills for the regional maritime defence of the competitive economies of the European Community, or Japan, or anyone else.

He says the review must be read in the light of the effect that events of the last year have had — and will have — on both the world's great navies: "the Russian bear maimed and sulk-

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● Before returning to Holland to be decommissioned, HNLMS Potvis arrived at Dartmouth for a five-day visit hosted by Britannia Royal Naval College. On leaving, the boat was painted red, white and blue, with the tail of a whale (Potvis in Dutch) illustrated on the conning tower to mark her final entry into her home port.

Jersey is the cream of the island

TAKING time off from her fishery protection patrol of the South Western Approaches is the Island class patrol vessel HMS Jersey seen here visiting her affiliated town of St. Helier on the island of Jersey.

The ship arrived in port in time to help celebrate the 48th Liberation Day which commemorates the liberation of the Channel Islands from German occupation during the Second World War.

HMS Jersey's busy three-day visit began with a cocktail party for local dignitaries organised by the ship's officers.

The following day the Lieutenant Governor of the island, Air Vice-Marshal Sir John Sutton, was welcomed on board to inspect divisions and to present RPO Stephen Lamb with his Long Service and Good Conduct medal.

The ship's company then spent the remainder of their stay sampling some of the island's warm hospitality.

HMS Jersey is now back on patrol in Area West and before she returns to her home port of Rosyth she has an LSP in Gibraltar and a visit to La Pallice.



Victory services with a smile

AT A TIME of high-priced and sometimes busy hotels in London, the Victory Services Club can usually offer overnight accommodation, with reasonably-priced meals and a friendly club atmosphere.

One of the oldest-established Services clubs in the world, it was founded in the City of London in 1907 as the Veterans Club and moved to Holborn after the First World War, changing its name to the Victory Ex-Services Club. At that time membership was about 2,000 but it was realised that if it was to fulfil its purpose fully larger premises were needed.

A successful appeal, launched by the Lord Mayor of London, enabled a long lease at the present location in Seymour Street, Marble Arch, in 1948. A memorial wing was completed in 1956 to allow further expansion, and in 1970 the status was altered from ex-Services to a Services Club.

Today membership exceeds 42,000, and special consideration is given to widows and widowers of Service people and to those less fortunate members, through a benevolent fund.

The club has spent £1 million on improvements in the last five years and the programme continues. Generous help from Service benevolent funds has made much work possible, including facilities for the disabled. Loans from non-public funds of the Services have greatly assisted many other maintenance and improvement features.

Apart from normal day-to-day hotel services, the club offers a variety of rooms for conferences, banquets and private dinners. There is bedroom accommodation for some 300 members. Application forms to join are available from: Membership Secretary, Victory Services Club, 67-79 Seymour Street, London, W2 2HF (071-723-4474).

Missing trophy

A TREASURED trophy for the last 35 years of Capt. S. W. Malins has been the bell of the Bangor-class minesweeper HMS Bridlington, his first command as a lieutenant in 1940.

Now, from an address in Sussex, the bell has gone absent without leave, says Mr Hugh Malins, son of Capt. Malins, whose wartime career brought him the DSO, DSC and Bar.

Any information would be welcome on 0424 830262.

Ships put on a show at Rosyth

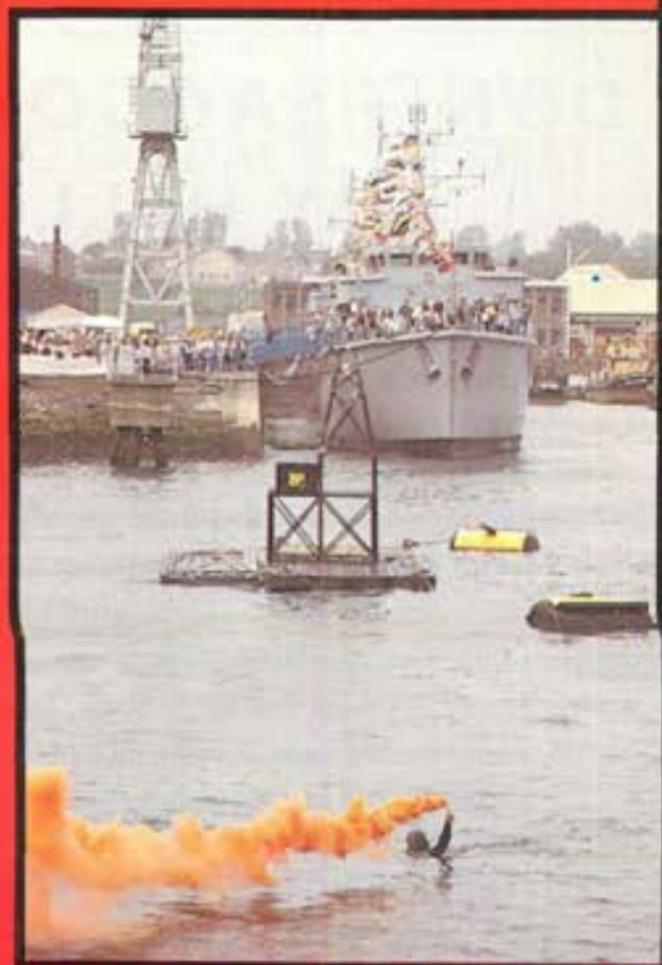
ROSYTH naval base played host to 15 ships during Navy Days in May, providing a week-end of thrills for visitors and families.

Destroyers, frigates and mine countermeasures vessels from the UK, Europe and North America were open to the public, including Gulf veterans Argus, the Royal Fleet Auxiliary vessel which acted as a hospital ship during the conflict, and the Hunt Class mine countermeasures vessels HM ships Ledbury, Dulverton and Brocklesby.

Other attractions included a flying display by a Sea Harrier and Sea King, Lynx and Wessex helicopters, boat trips for visitors, a gymnastics display, unarmed combat demonstrations by the Royal Marines and a display by the Royal Navy Clearance Diving Team.

Music was provided by the Ministry of Defence Police Pipe Band, the Sea Cadet Corps Band and the Royal Marines Band of Flag Officer Scotland and Northern Ireland.

Navy Days in Portsmouth will be held on August 29, 30 and 31.



● Above: The Scotland and Northern Ireland Clearance Diving Unit entertain the crowds at Rosyth naval base with their diving display.

DUKE MEETS UP WITH THE KING



FOLLOWING a successful visit to the Pool of London HMS Argyll deployed for tropical trials, visiting Lisbon for the 25th anniversary of Iberlant and Gibraltar, before carrying on southwards.

From Dakar, which provided her ship's company with an insight into this exotic part of old French colonial Africa, the Type 23 frigate continued to the Bight of Benin where sea and air temperatures were greater than 30 degrees centigrade.

These excursions, combined with high humidity, tested the machinery, services, weapons and sensors to the utmost.

After two weeks in the Bight the ship crossed the Equator on the way down to Ascension Island and King Neptune took

the opportunity to meet the first of the Dukes along with many of the ship's company and, as can be seen by the photo, he clearly found favour!

Ascension marked the changeover point for the trials teams and during the break the ship's company enjoyed the sunshine, beaches and excellent hospitality of the Exiles Club.

An expedition from the frigate tackled Green Mountain and during a two-hour climb they made their way through eucalyptus groves, meadows and dense bamboo forest.

HMS Argyll's long passage north saw an extensive mutual interference trial and, following a stop at Madeira, first of class gear trials before finally returning home to Devonport.

The Citadel returns

WORK is well under way on the re-creation of the Citadel, the Second World War Western Approaches Area Command Headquarters, at Derby House, Liverpool.

The HQ will be re-created as it was during the Battle of the Atlantic, 1941-43, with all the original artifacts put back in their place.

From the Citadel the whole of the Allied Atlantic sea war, from below the Equator north

to the Arctic Circle, was planned and fought. Convoy operations, including those to Murmansk and Archangel, were also run from the headquarters.

It is intended to have the project complete and ready to

receive visitors in time for the planned three-day conference on the Battle of the Atlantic in May next year. Plans are ready in hand for a fleet of over 40 warships from all over the world to be moored in the Mersey.



WORKED LIKE A TROJAN

FOR HIS outstanding performance as chief diving instructor in charge of the Royal Navy's Diving School at Horsea Island near Portsmouth, CPO Brian Tempest, known as Troy, has won a Herbert Lott Award — and a cheque for £150.

The presentation was made by the Commander-in-Chief



Naval Home Command Admiral Sir John Kerr, who congratulated Troy on his "boundless enthusiasm, total dedication to work and remarkable resourcefulness".

Troy, who has twice been decorated for service overseas, including in the Gulf, is responsible for the general management of the Diving School and for maintaining training standards and regulating training activities.



Going down in the world

A VISIT to a working coalface 1,000m down took a party of sailors from HM submarine Superb deeper than they'd ever been before.

The submariners were given a tour of Littleton Colliery in Staffordshire while they were in the county helping their affiliated Sea Cadet unit — TS Superb, Stafford — build a boatshed.

TS Superb's First Lieutenant, Lieut. (SCC) Gary Waring, the Mine Safety Officer at Littleton, arranged the visit.

Pictured in the foreground are Graeme Edge from the mine and Lieut. Mike McGinty. Behind them, from left, are CK Barber, WEM Anderson, RO Warlow, WEM Feeney, Lieut. Green, PO Taylor, CPO Toms, LStd Johnson, POCK Bramham and SA Patterson.

CALM IN CRISIS

DURING a routine mobile patrol in Plymouth, LReg Steve Walters, of Royal Naval Provost Headquarters HMS Drake, spotted a car driving erratically and at high speed. He followed it and saw the vehicle go out of control on the approach to a bend and hit an oncoming car head on.

Steve radioed for colleagues and police assistance and was shortly joined by LReg Billy Calvert and LReg Lonnie Loneragan. Together they helped the injured, detained suspects for questioning and generally "held the fort" until the civil police arrived. Their actions were commended.

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.

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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.

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VIP visits for Broadsword



DURING HMS Broadsword's duty in London as host ship for the 50th anniversary of Malta receiving the George Cross, she was visited by her sponsor, Princess Alexandra.

The Princess toured the ship and met many members of the ship's company, including the Piping Party (from left) -LS William Kennedy, AB Yorkie Gately and CCMEA Bob Taylor.

Other VIP guests to visit the frigate were His Excellency Salv Stellini, High Commissioner for Malta, and Admiral of the Fleet Lord Lewin. The High Commissioner — pictured right on the left — presented the Admiral with a medal recently struck by the Maltese Government for Servicemen who served in the defence of Malta during the last war.



NEW BOY AT 103!



LIEUT.-Cdr. Douglas Williams, who as a Boy Seaman was one of the last to train in sail, has joined St Dunstan's, the organisation for blinded servicemen and women, a week after his 103rd birthday.

He served in the Royal Navy for 43 years, coming through two world wars only to lose the sight in one eye in an accident during gunnery trials.

Douglas joined the family of St Dunstan's after the sight failed in his other eye. Welcoming him to the organisation and presenting him with his badge was Admiral of the Fleet Sir Henry Leach, chairman of St Dunstan's, who made the journey to the centenarian's home near Portsmouth.

Both gunners, the two men had much to chat over before Admiral Leach left carrying a gift from Douglas (right in picture), a book on the Grand Fleet and the Battle of Jutland, in which he fought in HMS Royal Sovereign.



People in the News



First of *their* kind —

After six months of intensive training at RN air station Culdrose, Wrens Sarah Handley, Susan Brown and Kerry Barnard have become the Service's first female aircraft handlers.

At the Royal Navy's School of Aircraft Handling they qualified in all aspects of aviation firefighting, crash rescue and aircraft ground handling.

The School's Officer in

Charge Lieut.-Cdr. George Armstrong said the role of the aircraft handler was very demanding and that the training was necessarily physically arduous.

"I am extremely pleased the girls have made the grade; each has shown great determination," he said.

Picture: L/Wren Sabera Thomas



— first of *his*

WHILE there's been plenty of news about former male-only bastions in the Royal Navy tumbling, less has been reported on the fall of female-only strongholds — but equality is a two way process.

Lieut. Steve Walker, for example, has become the Service's first male Personnel Selection Officer. He joined the Navy as an Instructor Officer and his first appointment was to HMS Raleigh as a New Entry Instructor.

He said his present job as PSO at Raleigh particularly appealed to him as it gave him the opportunity to work and mix with young people in both formal and informal situations. As a former secondary school teacher, he valued that contact.

Since completing his PSO course in interviewing techniques and psychometric testing with the Senior Psychologist (Naval) in London, Steve's tasks have ranged from advising ratings on their prospects of future branch transfers to adventure training on Dartmoor.

On the wider scale, the PSO's function at HMS Raleigh is to validate and quantify previous selection procedures, while at the same time identifying weak trainees and making predictions on training potential.

Buzz for coders

FIFTY years to the day after they first walked through HMS Drake's main gate to join the Navy, ex-Coders Bill Harrison and John Mawer made a return visit accompanied by their wives. Both were somewhat astonished to see how facilities had improved.

SQUADRON HIGHS

THEY'RE doing fine at 819 ... LACMN Alan Mullins made a clean sweep of the training awards at HMS Gannet when he won the Ian Marchant Trophy as best passive sonics operator as well as the Vickers Trophy for his skill with active sonar.

At the same time Lieut. Stephen Pitcher was awarded the Kemsley Trophy as best pilot on the anti-submarine operational flying training course.

They received their awards from Capt. Rory McLean — who had served in 819 Sqn in the early 1980s and was paying an informal return visit.

HISTORY MAN

NAVAL historian Richard Ollard has been awarded the Caird Medal by the Trustees of the National Maritime Museum, Greenwich.

Formerly a senior lecturer in history at the Royal Naval College, Greenwich, Mr Ollard was also a senior editor with Collins and is a long-serving and influential member of the Navy Records Society Council.

His published works include *Pepys: A biography* (1974) and *Fisher and Cunningham: A study in the Personalities of the Churchill Era* (1991). But he is perhaps more generally known for his book *Clarendon and his Friends* (1987).

Mere touch of superiority?

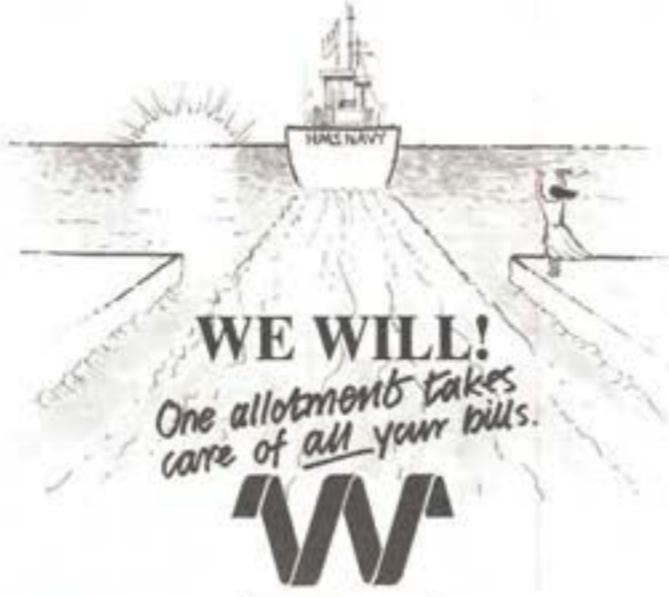
YOUNG Mark Gamble was left in no doubt of his place in the family hierarchy when his nearest and dearest joined him at his Passing Out Parade at HMS Raleigh.

Keen to follow in his father's footsteps, Mark aims to become an artificer. At present, though, he's destined for HMS Daedalus to start training in his chosen specialisation as an air engineering mechanic.

Mark is pictured with his father, Lieut. John Gamble (centre) his brother-in-law Sub-Lieut. Ben Gunn and his sister, POWren Mandy Gunn, all serving in Portsmouth.

Picture: LA(Phot) Andy White

WHO WILL PAY YOUR BILLS WHEN YOU GO BACK TO SEA?



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Civilian housing poses a problem

OCCUPATION of married quarters by families who have lost their entitlement is an emotive and complex issue which occurs in all three Services and all married quarters areas.

This was again evident following a letter received from "A Hulsea rating" at Portsmouth, who said he was concerned at the number of civilians/ex-naval ratings living within the quarters system.

"As a serving member of the Royal Navy, married with children, I found it disheartening when asking for a MQ house to be told that none are available at the moment.

"On looking around I find people having left the Service, in many cases a year or more ago, and divorced women who are still occupying these same 'unavailable' houses.

"Surely," he says, "these houses could best be utilised by those still serving, and we should be given priority on these dwellings which, after all, are provided for the housing of the RN and their dependants, not hordes of 'hangers on'."

In response, the Portsmouth Naval Area Housing Office made clear that that it had always been possible in recent years to offer the correct type of married quarter to entitled ratings in the Portsmouth Port area who applied. The diffi-

culty was often in providing a quarter on the applicant's preferred estate — but that could apply whether or not unentitled families were living there.

Outlining the position generally, the office said, "Most unentitled families — irregular occupants — have no choice but to apply to a local authority for rehousing, and most local authorities simply do not have the housing stock to accommodate all the people who need a Council house.

"MOD is left with the problem of the recovery of the married quarter so that it can be allocated to a waiting, entitled family, while avoiding excessive pressure on an already hard-pressed local authority, and at the same time giving caring advice and consideration to ex-naval families who find themselves facing potential homelessness.

"Eviction from the married quarter is, regrettably, often the only solution to rehousing an unentitled family, but this can only be achieved by taking legal action through the civil courts, a prolonged process taking up to a year to accomplish. The individual family's circumstances also need to be taken into account, and when warranted, legal action is delayed."

The office said there was a rolling programme of eviction in the Portsmouth Port area and, as a result, the number of irregular occupants was steadily decreasing.

"In short, while MOD is taking a firm line concerning repossession of married quarters from unentitled families, each case must continue to be approached in a caring and sympathetic manner. In the meantime, the number of such cases is not affecting the overall ability to house entitled families in the Portsmouth area."

STITCHED UP AT DEFIANCE

DURING a visit to HMS Defiance, the Fleet Maintenance Base at Devonport, Lady Hill, wife of the Chief Naval Engineer Officer Vice-Admiral Sir Robert Hill, took the opportunity to view the New World tapestry and add a stitch of her own.

The tapestry, designed by Tom Mor, comprises 23 panels and Lady Hill was invited to add a stitch to the scene of Sir Francis Drake playing bowls on Plymouth Hoe.

This section, depicting the 1558 Armada, is, appropriately, being completed at HMS Drake by wives of Service personnel serving in the naval base.

Other visitors who have added a stitch include the Queen — it is hoped the tapestry will be finished by the mid 1990s.

Kids' club

JMB Gymnastics is a new club for those children of Service personnel living in and around the HMS Dryad area.

For further information about when the club takes place contact Mrs. Bone, Havant 452387, or the PT Office, HMS Dryad, ext. 4403/4596.



SAMANTHA'S ROYAL MAIL

FIVE-year-old Samantha Peck got a right royal surprise when the postman delivered a letter from the Palace.

Samantha, whose Dad Kevin is an Air Weapons Electrical Mechanic, thought the Queen might be interested in hearing all about his work with 800 naval air squadron on board HMS Invincible so she drew a picture of the ship and sent it on to Buckingham Palace.

Several days later Samantha received a reply, signed by one of the Queen's Ladies-in-Waiting, thanking her very much for the picture.

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Eddie Bernard, Canteen Manager, Naafi



New centre honours community officer

Wives read all about it

ALTHOUGH Peter Crossley retires next month after 25 years as the Navy's first Community Officer his achievements will not be forgotten, especially in Rowner, Gosport.

The new £250,000 community centre at Grange Lane has been named the Crossley Centre and Peter is delighted at the recognition.

"I am obviously thrilled," said Peter. "I know I shall always be welcome to drop in."

When Peter retired early from the Navy in 1968 to become the first community officer he was charged by the then CINC Portsmouth, the late Admiral Sir John Frewen, to go in and find out what the Navy, as a "caring organisation" should do beyond the mere provision of a house or flat to improve the quality of life of many young families subjected to frequent separation and moves and usually far away from their roots and wider family support.

Committee

Initially, helped by his wife Frances, Peter worked from his car but in a short time a residents' committee was formed at Rowner and the young community at last had "teeth". A community centre arrived,

playgroups mushroomed and by 1971 Rowner was served as well as most other communities when its committee demanded, and got, its 12 shops, Naafi supermarket and a bigger and better centre.

The pioneering community work in Rowner spread to other married quarters estates in the 1970s and suitable premises and offices sprang up at Stambury, Thorney Island and Eastney.

Opportunity

"It gave me a fantastic opportunity to help develop a community on estates which had nothing but dwellings on them," said Peter.

"Imagine a community today with few people over the age of 30, young girls in their teens away from Mum for the first time, pregnant or with a young child and their sailor husbands away at sea. They need all the support they can get.

"Families require more than just a roof over their head. We found out what was needed and then set about providing it."



● Peter Crossley and his wife Frances at the opening of the new Crossley Centre at Rowner, Gosport.

WHILE information and advice on family life is readily available through the pages of Navy News many naval wives are unaware that they also have resource to their own magazine.

The simply-titled Naval Wives Magazine appears quarterly and is now in its fourth year.

Representatives from locations all over the country — and the world — gather news and views for submission to the editor who, with the help of a team of wives, sorts and edits copy before handing over to the printers for co-ordinating with the advertising pages, typesetting and printing.

Eventually the finished product drops through the letter-box of every single Naval and Royal Marines' married quarter. It also goes to ships, wives' clubs, Hives and SA-FABs enabling most wives to receive a copy.

Anyone who doesn't receive a regular copy can arrange postal delivery by contacting the publishers, Combined Service Publications Ltd., PO Box 4, Farnborough, Hants GU14 7LR.

The editorial staff of the magazine would also be delighted to accept articles and photos from naval wives worldwide.

TRI-SERVICE HOUSING OFFICE TO BE SET UP

RECOGNISING the need to provide Service personnel with comprehensive and timely advice about the increasingly complex range of housing options open to them, a Tri-Service Housing Advice Office (TSHAO) is to be set up.

Role of the new office is to provide a focal point for housing advice to all serving personnel and to ex-Service personnel who are still in married quarters.

The TSHAO will offer help and advice on availability of local authority housing including advice on each local authority's policy for allocating houses to Service families.

There will also be advice on housing association opportunities nationwide; low cost home ownership schemes (such as DIY shared ownership schemes and shared equity); self-build schemes; owner-occupation schemes; and any other housing options, such as the Royal British Legion Patriot and Earl Haig housing schemes.

Other areas covered will be MOD nominations to housing associations; availability of married quarters across the three Services; availability of housing under the MQ Sales Discount scheme; and housing

opportunities in the SSAFA housing database which will list local private rental avenues, estate agent addresses and details of SSAFA helpers nationwide.

The TSHAO will be based at UKLF, Old Sarum, and available for advice from July 1. A DCI giving full details, including application procedures, is being issued.

A fair do

TREVOL House fete, a traditional summer fair organised by the Torpoint RN Wives' Association, attracted large crowds who helped raise money for local naval charities, local schools and the Air Ambulance.

Attractions at the fete included cream teas, a bottle stall, sponge-throwing, fortune telling and music from Flag Officer Plymouth's Royal Marines Band.



Broadsword's family affair

PICTURED enjoying a day out in HMS Broadsword are LS(R) Robbie McCullough, his wife Andria and children Sara and Daniel.

Along with HMS Chatham, the Type 22 frigate welcomed hundreds of relatives on board during her Families Day and they were entertained with air displays from a Lynx and Hunter jet and a race between the two ships.

The old lady of the gair, HMS Broadsword, won by a length — a definite case of age before beauty!

A family connection of another kind was established during a christening in HMS Broadsword.

Father Michael Sharky officiated during the christening of Liam Scott, son of CPOWEA Alan Scott and his wife Maria.

Leah says it with flowers

A PROUD moment for eight-year-old Leah Welch as she presents the Queen with a bouquet during the commissioning of HMS Lancaster at Devonport.

Leah, a pupil at Dunstone School, in Plymouth, is the daughter of the commanding officer of HMS Lancaster Cdr. Jonathan Welch. Picture: LA/Photo Andy White



SSAFA ON SONG

MUSIC lovers will be flocking to the Sir Jack Lyons Theatre, at the Royal Academy of Music, later this month for a special gala concert held in aid of SSAFA.

The charity concert, which takes place on July 15, will be hosted by Richard Baker and includes a varied programme, appropriately titled Music of Land, Sea and Sky.

Tickets, price £15, are now available by sending a cheque, made payable to SSAFA KCD 3, to R F Lewellen, 7 Devonshire Court, 26a Devonshire Street, London W1N 1RJ, stating how many seats are required and enclosing a self-addressed stamped envelope.

Further information can be obtained from the concert administrator Jeffery Lacey on 081 399 7764.

Falklands War remembered

THE TENTH anniversary of the Falklands conflict has been marked by ceremonies around the country, celebrating the triumphs and remembering the ships lost.

At Sheffield Cathedral a service took place to remember the loss of HMS Sheffield; Rear-Admiral Salt, commanding officer of the ship at the time, read the lesson and laid the first of many wreaths at the plaque in the city which stands in memory of those who lost their lives.

The Duchess of Gloucester attended a service at HMS Drake, where members of the HMS Ardent Association remember their shipmates every year. Following the ceremony the Duchess crossed the Tamar to the China Fleet Country Club to unveil an anchor, set into a concrete plinth, in tribute to the 22 men who died when Ardent was bombed in Falkland Sound.

The Royal Marines' famous yomp across the Falklands to Port Stanley has been remembered, too, in the form of a 12-foot bronze statue, based on a photograph of Corporal Pete Robinson marching towards

Sapper Hill, Union Flag flying from his radio aerial. Pete left the Marines in 1985 but has been invited back to the Royal Marines Museum at Eastney, Portsmouth, when the sculpture, by Philip Jackson, will be ceremoniously unveiled.

In Old Portsmouth a special open air memorial service was held to remember those lost in the war, ten years past not having dimmed the memory.

The Plymouth-based Commando Logistic Regiment Royal Marines provided medical and logistical support at Ajax Bay during the operations to retake the Falklands, treating 695 casualties and processing more than 2000 prisoners of war, as well as providing stores and ammunition. To celebrate the 10th anniversary of their action an Ajax Bay Day was organised when families were treated to a display of military and technical skills, including high abseiling, unarmed combat and the inter-squadron log race.



THE frigate HMS Plymouth and submarine HMS Onyx, both veterans of the Falklands War, are now owned by the Warships Preservation Trust, and are on public display at Birkenhead for at least the next two years as a national memorial to all the seafarers lost in the South Atlantic during the conflict.

The Trust is to organise a reunion for anyone who served in either vessel (particularly during the 1982 conflict). Those qualifying should write to the Project Manager, HMS Plymouth/Onyx, Dock Road, Birkenhead, giving home address and details of service, and an invitation to the reunion will be forwarded.

Pictured above, HMS Onyx, the only Royal Navy Patrol Submarine to serve in the South Atlantic during the Falklands War, arriving in Birkenhead.

Last call for Daedalus

THE HMS Daedalus Air Day — to be held on Saturday July 11 and scheduled to be the last — promises plenty of action with an air display which includes the Red Arrows, Sharks helicopter display team and other RN aircraft, Diamond Nine Tiger Moth team, Crunchie flying circus, Tornados, Mosquito and Chinook.

The RN Historic Flight will be represented by the Firefly and Swordfish.

There will also be a large static display of aircraft, and many supporting attractions, including parachute and motorcycle display teams, mast manning by 46 Air Engineering Apprentices, and Vol-unteer Cadet Corps field gun competition.

Admission charges are: Adults, £5; children over five and OAPs, £2; children under five, free. Car parking is also free. All proceeds go to charity.

Royal Arthur calling

IT will be the end of an era when HMS Royal Arthur closes at Christmas — but for the 100,000 personnel who went through their Petty Officers' courses there the name could live on.

"That's how many people we know are eligible to join us — but at the moment we have just

750 of them on our books," Royal Arthur Association publicity officer Ron Frost told Navy News.

"And since 80 per cent of those are Skegness men, from the time when the Butlins holiday camp there was taken over during the war, we badly need to attract people who put in

time at Corsham if our association is to survive."

Corsham's leadership training functions will transfer to HMS Nelson (Whale Island) in January 1993. Meanwhile details of HMS Royal Arthur Association membership — currently £4 p.a. — are available on 0754 766414.

Ensign's tragic tale

WANDERING along the beach of the French port of Villiers-Sur-Mer, a small boy picked up a large tattered White Ensign that had been washed ashore and kept it as a souvenir.

Over forty years later he handed it in to the British Ministry of Defence, and steps were taken to discover its origins, through the letters column of Navy News.

Now it appears that the full tragic story has been finally pieced together and the ensign is from HMS Salamander, a minesweeper operating off the French coast in 1944 and mistakenly attacked and sunk by British aircraft.

Operating with two sister ships, Britomart and Hussar, Salamander had hoisted two extra ensigns in a vain bid to identify the group's nationality, but the attack claimed 85 lives and a further 124 were wounded, leaving Salamander with her stern blown off, and the other two ships sunk.

The six-foot by three-foot ensign has now found a final resting place in the Hampshire village of Wickham, a village twinned with Villiers-Sur-Mer. Presented to the local branch of the Royal British Legion it now occupies a special place in the Community Centre's special twinning display.

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Redundant aided on sale of quarters

THE CHANCES of Service personnel who have been declared redundant buying a surplus married quarter at a discount have been increased by a change in the rules of the scheme.

The system of sale of surplus quarters to service personnel at discounted prices has now been in operation for some years and lists of properties available are distributed regularly.

Now the rules for selecting successful applicants have been amended. The change will allow applicants who have been declared redundant to have seniority enhanced by the addition of a maximum of five years to their length of reckonable service, subject to an enhanced seniority not exceeding 21 years for other ranks and 33 years for officers.

Where applicants have equal enhanced seniority, precedence in the scheme will be given to the Serviceman with the greatest original length of reckonable service.

Where applicants will have equal time, precedence will be given to the oldest.

DCI(JS) 53/92

That will do nicely . . .

THE American Express Corporate Card is now available to officers and warrant officers of the RN, RM, QARNNS and WRNS at a special cost of £3.50 a year, compared with the normal rate of £37.50.

The Forces have previously employed an American Express scheme but this has been limited to personnel in specific appointments undertaking official duties.

Eligibility rules and conditions are provided in the announcement.

DCI(RN) 126/92

Beware of contractors bearing gifts . . .

ALL concerned are reminded of the continuing need to be alert to the risk of fraud involving contractors.

Noting there are many possible frauds at all stages in the procurement cycle, the announcement says most would require the co-operation, perhaps innocently, of MOD staff. All staff, directly or indirectly concerned with procurement should therefore be wary of performing "favours" or short-cutting approved procedures for the benefit of a contractor.

Staff are also reminded that it is for a Crown Servant to prove that any gift or reward received was not received corruptly. The main safeguard to demonstrate innocence is to refuse all but the most trivial gifts and declare offers of hospitality in Hospitality Books.

Allegations of involvement in suspected acts of procurement fraud may result in prosecution or internal disciplinary action.

DCI(Gen) 111/92

A 'D' gets you a five

NAMET syllabuses have been rewritten to reflect the literal and numeracy skills now required of a leading hand, and align the tests with the GCSE and the National Curriculum.

The most important change is in mathematics which will have two papers, the second of which will allow use of a calculator. Ratings gaining a D grade in GCSE English/Mathematics will automatically qualify for a NAMET score of five in the appropriate subject or subjects.

The new syllabuses took effect from May 1, although the old-style papers may be used as an alternative until Sept. 1.

DCI(RN) 121/92



"Give way, skipper — you're junior to me on this!"

Get Wise on DCIs

Chaplaincy services

A VARIETY of courses arranged at Ampoet House, Andover, by the Naval Chaplaincy Services covers a wide range of welfare counselling aspects, church music, Sunday school teaching, and special lay training. Officers and ratings may apply to attend, and dependents in some cases.

There are, too, weekends and seminars for RN establishments and organisations. The announcement also provides details on Christian Leadership courses for RC personnel.

DCI(RN) 130/92

No call for Temps

WITH no significant shortages among junior officers this year, there will be no invitation to apply for promotion to the Temporary SD List.

The Temporary SD Lists scheme was reactivated by the

Admiralty Board in 1983 to help alleviate shortage in some sub-specialisations by promoting a small number of selected Warrant Officers to this list.

There have been eight tranches to date, the last in September 1990 for promotion in 1991, and the requirement is reviewed annually.

When the situation is reviewed in 1993 it is anticipated that any requirement will be limited to a small number of specialist officers to fill mix-manning posts in Faslane.

DCI(RN) 128/92

Climbing on Lundy

THE Joint Services Lundy meet takes place on Lundy Island from Sept. 5-9, sponsored by the RN and RM Mountaineering Club, whose members are eligible to attend.

The announcement provides

application details for the event, for which there is a limited number of places.

DCI(JS) 55/92

Air update

THE current ASW Aircrewmen refresher course is being updated. It will last eight weeks and is to be completed by all aircrewmen who have not been employed in front or second line ASW service for more than 30 months before a draft to a front-line ASW squadron.

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.

Long delays for sideways entry

THE current situation on branch transfers and sideways entry branches is outlined in an announcement relating to RN, WRNS and QARNNS personnel.

Listed are sideways entry branches to which ratings will be allowed to transfer providing the strength of the branch does not exceed authorised numbers.

If transfer is approved, ratings can normally expect to be drafted to start the appropriate transfer course within 12 months. However, due to significant reductions in recruitment targets for all sideways entry branches, the number of applicants may exceed extraction targets and here much longer delays can be expected.

In addition, when a rating is being considered for transfer from an underborne category, timing of the transfer will usually depend on provision of a relief.

The sideways entry branches listed are: RN/WRNS — Aircraft Controller, Aircrewman, Communications Technician, Operations (Seaman), Photographer, Physical Trainer, Families Service. RN only — Ops(Diver), Coxswain (SM), Regulator. WRNS only — Medical Technician.

Some shortages

On General Service and Fleet Air Arm branch transfers (other than sideways entry), the announcement says requests for manning clearance will be sympathetically considered. But, even if clearance is given, drafting action may be delayed by up to 18 months to meet drafting constraints and reduce turbulence.

Manning clearance from the following underborne branches will be given only in exceptional circumstances: RN/WRNS — Ops(EW), Ops(Radar), Ops(Sonar), MEM(L), NA(AC), NA(SE), NA(METOC), AEM(R), MA, Technicians, QARNNS — MA(Q), EN(G), WRNS — ETS, WA, D Hyg.

On transfer to submarine branches, it is stated that there is a continuing requirement for submarine-trained ratings. While this is met, mainly by long-term adjustments to recruiting and streaming targets, there is a limited need to make good some shortages.

The announcement says that WRNS ratings who joined the Service before Sept. 1 1990, who are not volunteers for sea in their source branch, will not be required to volunteer for sea service if



"By the time you get that through you could be on pension!"

requesting either to transfer branches or sideways enter a WRNS-only branch which existed before Sept. 1 1990.

However, preference in the selection process will be given to those who volunteer for sea. If a WRNS rating applies for branch transfer to a previous RN-only branch, she must be a volunteer for sea service.

DCI(RN) 124/92

COMBAT STRESS

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



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

In 1945 his mind could take no more, and he spent the next 25 years in and out of mental hospitals. He now lives with us. Sailors and Airmen still risk mental breakdown in serving their country. However brave they may be, the strains are sometimes unbearable.

We care for these gallant men and women, at home and in hospital. We run our own Convalescent Homes, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R. . . . t H. . . . n at Pensions Tribunals, ensuring that they receive all that is their due.

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

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

To protect those concerned, this is an amalgam of several such case histories of Patients in our care.

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"I hope this lot appreciate the effort we're making to give them a Christmas to remember!"

NEWSVIEW

Timely role in tale of fish and ships

REPORTS that the Min. of Ag. and Fish are reviewing future arrangements for fishery patrol work will have caused interest, and perhaps a few wry smiles, among many people who over the years have been members of the Royal Navy's Fishery Protection Squadron.

In highly cost-conscious times it is inevitable that whole ranges of activity carried out on behalf of the Government come under the microscope, and that when it can be demonstrated that equal, or better, service can be provided at reduced cost, there may be cause for action.

At the same time there are elements other than economics in services like fishery protection where, quite apart from knowledge of the laws involved, the Royal Navy can offer an authority and assurance, plus long experience in the task, which others must find difficult to match.

What about pirates?

By co-incidence, as this edition went to press news was coming in of fishery incidents off S.W. England in which the Navy was playing a policing role. Which reinforces the question of what happens when circumstances arise which demand a touch of firm treatment... a bit of muscle? Perhaps that is what one correspondent had in mind when he wrote to a national newspaper recently, "What does a patrol of privatised fishery vessels do when it encounters pirates? Invite them to its AGM?"

Another telling quotation is reported on behalf of the National Federation of Fishermen's Organisations which said, "Fishermen don't like being policed but they have a lot of respect for the Fishery Protection Squadron."

An age-old task, fish patrol can be unglamorous work in tough conditions but there are sailors who prefer to serve in small ships. Many people will think the Navy has a vested interest in maintaining the role for a variety of reasons — including the training opportunity and base-porting aspects — and would not wish to see it lost or drastically altered.

What surely cannot be denied is that there is much more than cash to such questions and that all the ramifications need the deepest consideration before decisions are made.

Neptune mess is granted a facelift

CLUB and mess refurbishment, boats, sporting equipment and expeds — these and many other projects were given a financial helping hand when a total of more than £400,000 was allocated for the benefit of the Naval Service at two summer meetings in London.

Largest single sum was more than £100,000 towards refurbishment of the Junior Rates' dining hall in HMS Neptune (although the grants were staged, with half payable now and the rest in November).

Another major grant was for more than £40,000 towards renovation of the moat at HMS Sultan. The meetings heard that much hard work had been carried out by many volunteers on this facility whose aim is to provide not only prime fishing for Portsmouth RN and RM Coarse Angling Association but also a leisure site, with picnic and barbecue areas, for personnel and families.

To make this possible, specialist knowledge and equipment was

now needed in dealing with weed infestation of the water, overgrowth of trees and scrub, and some silting up of the moat.

Sports lottery

At the Grants Committees meetings the Sailors' Fund allocated more than £220,000 for projects, with about £67,000 in annual and half-yearly grants, while the Fleet Amenities/Fleet Recreational Funds allocated over £110,000 towards projects and nearly £10,000 in annual and half-yearly grants. Assisting too was the Navy's Sports Lottery, which gave a boost of more than £20,000 towards various sporting bids.

As ever, there was considerable pressure on the funds, with bids far outweighing cash available, and careful scrutiny led to pruning.

Among applications which failed was one from HMS Nelson (Whale Island) for a total of £173,207 towards refurbishment of public areas of the WO's and Senior Rates' Mess. The meetings were told of the move of various units to Whale Island and the large amount of work taking place. But with a number of representatives saying this might be a bid worth considering at a later stage, there was no support for a grant at present.

Other bids which failed included one for £57,756 from RN air station Culdrose for an eight-bay per-

manent golf driving range, and one for £21,331 from HMS Warrior for installation of a skittle alley and creation of an amenities centre.

A report was received on the success of the first year's operation of a cottage-letting scheme in France, and it was agreed that a further scheme next year would be supported by the Sailors' Fund and FAF.

At the close of the Sailors' Fund meeting tribute was paid on behalf of members to Rear-Admiral Douglas Dow, who has been Grants Committee chairman during his appointment as Director General Naval Personal Services from which he has now retired.

Responding and thanking members for their support, Admiral Dow spoke on how useful and enjoyable the meetings had been as the committee was able to do so much for the Service. There were also tributes at the subsequent FAF/FRF meeting.

WHERE THE MONEY GOES

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

HMS Neptune — £101,665 (grants of £67,777 from Sailors' Fund and £33,888 from FAF) towards refurbishment of Junior Rates' dining hall. Grants to be staged over two meetings (half now and half in November).

Flag Officer, Portsmouth — £20,000 (grants of £13,333 from Sailors' Fund and £6,667 from FAF) towards refurbishment of United Services Sports hockey and rugby clubhouses.

HMS Sultan — £40,361 (grants of £26,907 from Sailors' Fund and £13,454 from FAF) towards renovation of the Sultan moat.

Portsmouth Naval Gliding Club — £24,230 (grants of £18,153 from Sailors' Fund and £6,077 from FAF) towards single-seat glider. Sports Lottery contributing £2,000.

HMS Daedalus — £13,000 (grants of £8,700 from Sailors' Fund and £4,300 from FAF) towards improvements to Naval Air Command Mountain Centre, Bethesda, North Wales.

CTCRM — £12,400 (grants of £8,266 from Sailors' Fund and £4,134 from FAF) towards fitness training equipment. Sports Lottery contributing £2,000.

HMS Drake — £18,500 (grants of £12,300 from Sailors' Fund and £6,200 from FAF) towards refurbishment of Drumbeat Club.

42 CDO, RM — £11,037 (grants of £7,400 from Sailors' Fund and £3,637 from FAF) towards refurbishment of Sergeant's Mess bar and TV room.

HMS Seahawk — £10,000 (grants of £6,900 from Sailors' Fund and £3,400 from FAF) towards bridges and planters for Junior Rates' dining hall.

Plymouth Command Sub-Aqua Club — £7,000 (grants of £4,700 from Sailors' Fund and £2,300 from FAF) towards rigid inflatable boat with engine and road trailer. Sports Lottery contributing £5,000.

HMS Seahawk — £10,000 (grants of £6,667 from Sailors' Fund and £3,333 from Fleet Recreational Fund) towards

investment in Falmouth Water Sports Association's Sailing Centre.

HMS Neptune — £5,000 (grants of £3,900 from Sailors' Fund and £1,100 from FAF) towards two commercial-quality surfboards.

CINCFLEET — £8,000 (grants of £5,333 from Sailors' Fund and £2,667 from Fleet Recreational Fund) towards subsidising films for SOUTHANT and Gulf ships.

HMS Drake — £5,250 (grants of £3,300 from Sailors' Fund and £1,950 from FAF) towards purchase of a Draccombe lugger day boat. Sports Lottery contributing £1,000.

Royal Sailors' Rests — £8,250 (grants of £4,167 from Sailors' Fund and £4,083 from FAF) towards replacement mobile canteen for HMS Osprey and Portland Naval Base.

CINCFLEET — £4,000 (£2,700 grants from Sailors' Fund and £1,300 from FAF) towards recreational travel costs for Armilla ships. Sports Lottery contributing £1,000.

HMS Gasnet — £3,047 (grants of £2,000 from Sailors' Fund and £1,047 from FAF) towards sailing dinghy. Sports Lottery contributing £1,000.

RN Football Association — £2,000 (grants of £1,300 from Sailors' Fund and £700 from FAF) towards representative tour of Hong Kong. Sports Lottery contributing £2,000.

CTCRM — £2,000 (grants of £1,300 from Sailors' Fund and £700 from FAF) towards Joint Service expedition to Smith Island, Antarctica. Sports Lottery contributing £2,000.

Operation Yosemite (Sierra Nevada) — £2,000 (grants of £1,300 from Sailors' Fund and £700 from FAF) towards high altitude trekking expedition. Sports Lottery contributing £1,500.

RN Provost HQ Gibraltar — £3,799 (grants of £2,533 from Sailors' Fund and £1,266 from FAF) towards refurbishment of Regulating Staff mess.

RM Poole — £3,525 (grants of £2,350 from Sailors' Fund and £1,175 from FAF) towards sauna.

HMS Osprey — £3,000 (grants of £2,000 from Sailors' Fund and £1,000 from FAF) to modernise and improve theatre lighting.

HMS Seahawk — £3,000 (grants of £2,000 from Sailors' Fund and £1,000 from FAF) towards adventure training expedition Tusk '92 (Mount Kenya).

RN Hospital Hester — £3,000 (grants of £2,000 from Sailors' Fund and £1,000 from FAF) towards replacement mobile home for Rockley Park, Poole.

HMS Cambridge — £2,653 (grants of £1,769 from Sailors' Fund and £884 from FAF) towards sauna.

HMS President — £1,000 grant from FAF towards fitness equipment. Sports Lottery contributing £1,000.

FOBN — £4,000 (grants of £2,700 from Sailors' Fund and £1,300 from FAF) towards improvements for Rothermurchus Lodge, Joint Services Scottish Recreation Centre.

CTCRM — £1,500 (grants of £1,000 from Sailors' Fund and £500 from FAF) towards archery equipment.

HMS Defiance — £1,500 (grants of £1,067 from Sailors' Fund and £433 from FAF) for Pirneau Mochla '92 adventure training project, Pyrenees.

Union Jack Club — £1,170 grant from FAF towards promotional video.

HMS Heron — £1,000 (grants of £667 from Sailors' Fund and £333 from FAF) towards participation by ALWAGM(C) C. Barnes in UK and international shooting competitions.

● 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 — £48,580 from Sailors' Fund.

Half-yearly grant to RM Commando units — £8,736 from Sailors' Fund.

Annual grant to Union Jack Club — £5,839 (grants of £4,220 from Sailors' Fund and £1,619 from FAF).

Half-yearly grant to Regular Forces Employment Association — £14,703 (grants of £7,135 from Sailors' Fund and £7,568 from FAF).

Window dressing



You don't need to buy when you go window shopping — but it gives you plenty of ideas.

Cdr. Nigel Bray, project officer for this summer's showing-the-flag cruise around the UK, was hoping his displays would whet the appetite of customers with long-standing accounts — the tax-payers.

Dressing RN Shop Window 92 last month were HMS Ark Royal; the Type 42 destroyer HMS Gloucester, (both seen below); the Navy's latest minehunter HMS Cromer (left); the patrol submarine HMS Oracle; and the fleet tanker RFA Olmeda — all seen here preparing for a series of visits to parts of the country the Senior Service does not usually reach in strength.

C-in-C Fleet Admiral Sir Jock Slater took the opportunity to make dress rehearsal day off Portsmouth his annual VIPs at sea event, inviting military and civilian dignitaries to watch the ships go through their routines.

Roping skills

But the guests for their appointments at Bristol, Liverpool, Edinburgh, Newcastle and Hull would be drawn from a wider range of interests.

"We wanted to invite people who would have an open mind about the Navy — but who would be well-placed to pass on the message of our roles and capabilities," Cdr. Bray explained.

"So we got our Naval Regional Officers to pick out the local leaders of industry, chambers of commerce, churchmen and senior educationalists so we could explain to them that since the collapse of the Warsaw Pact it is now up to us to be able to operate in a much wider range of roles.

"I think the old threat creat-



ed a sort of tunnel vision. Only when it was removed did we see there was a great deal of instability in the world that we were well capable of dealing with.

The ships left Portsmouth after completing Staff College Sea Days to keep their first appointment in the Bristol Channel. HMS Ark Royal landed four Sea King Mk IVs, two each to Bristol and Cardiff airports, to ferry back the visitors.

Hundreds of visitors had to be turned away at Leith when over 6,000 people toured HMS Ark Royal — even though the ship stayed open an extra three hours.

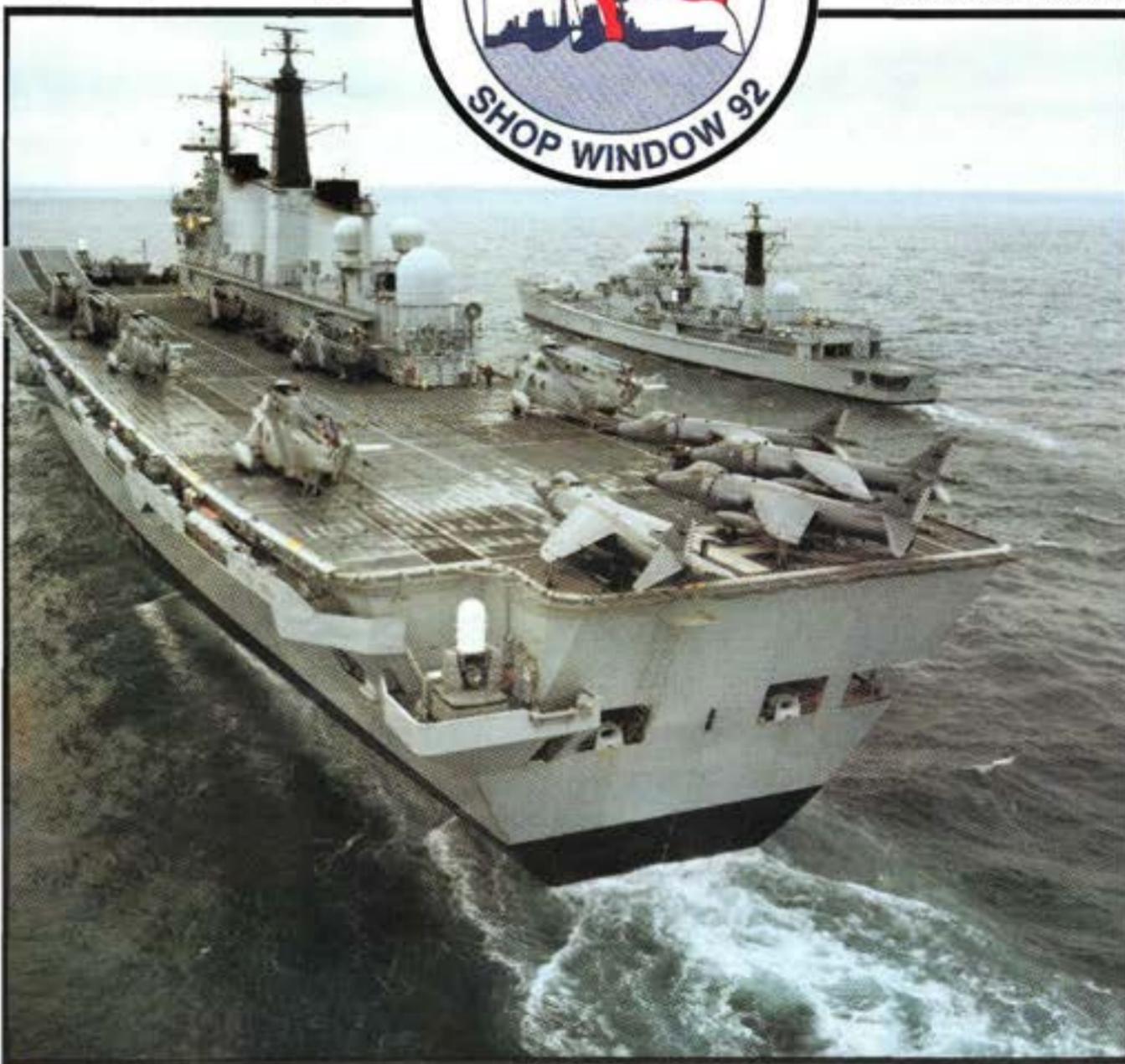
Said the Ark's commanding officer Captain Neil Rankin: "We have been able to reach a lot of people who would otherwise not get the opportunity to meet the Navy, who live too far away from Navy Days ports."

They were welcomed by Flag Officer Surface Flotilla Vice Admiral the Honourable Sir Nicholas Hill-Norton and given a series of presentations and a tour of the ship followed by a 45 minute flying display by all the varieties of aircraft deployed in the group — Sea Harriers, ASW, AEW and Commando Sea Kings and Lynx helicopters.

From these last the Royal Marines demonstrated their rapid roping skills — the same techniques they employed in the Gulf War — while the ships carried out some close manoeuvres and performed a replenishment at sea.

This was the programme that filled their time during the first two weeks of June, supported by events ashore in local town centres that included static displays and performances by a Royal Marines Band.

Pictures: PO(Phot) Tel Harding



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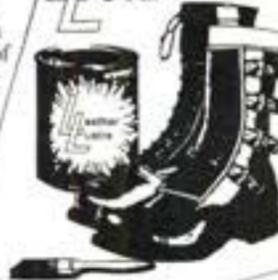
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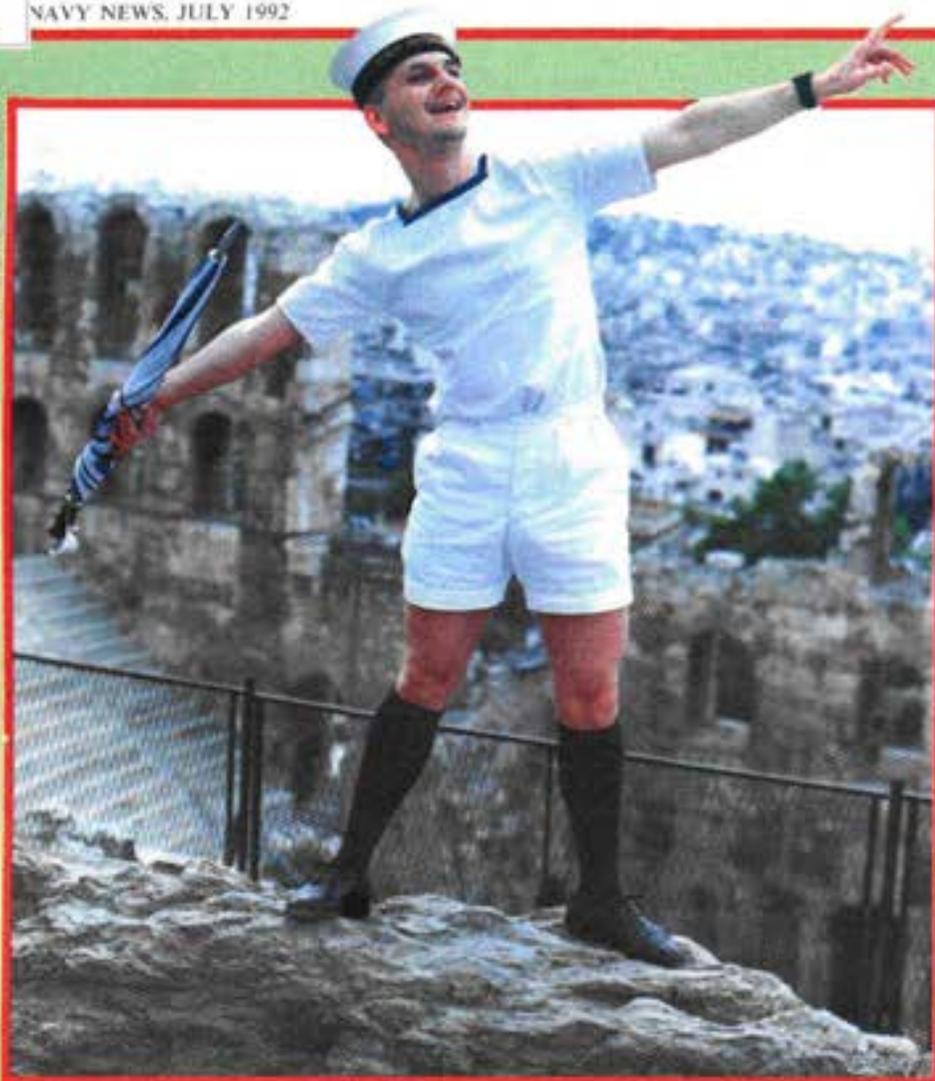
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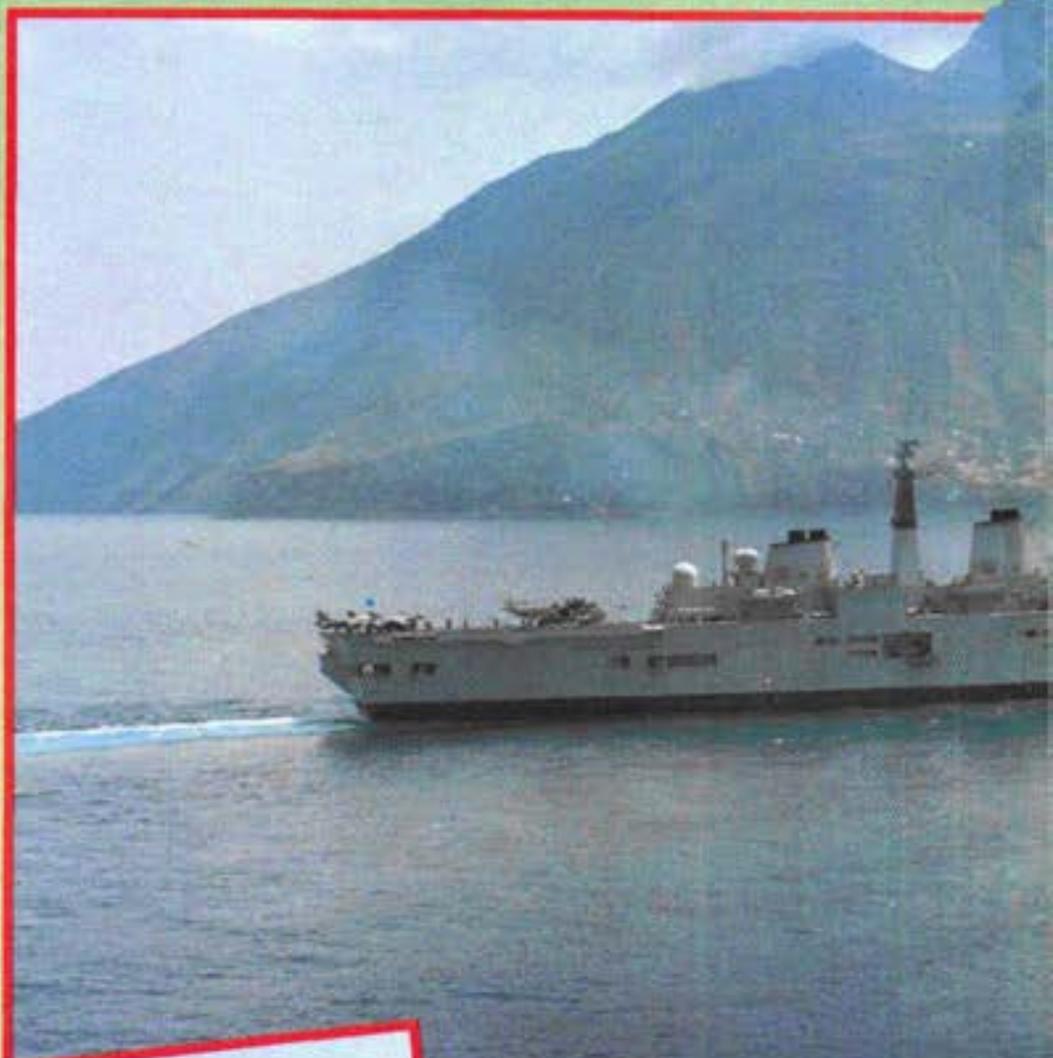
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Full of easto



Pictures — L/A Dave Trish
PO(Phot) Phil Ball



SOMEWHERE in the Mediterranean of hazy, sunny day holidaymaker Invincible is under attack from bombers.

"Air raid warning yellow — attack imminent," is the first warning over the broad Warfare Officer Lieut.-Cdr. Chris Durb body knows it is not going to be a n

Orient 92 is not just fun in the sun — does happy snaps of runs ashore in Greece and currently on deployment to the Far East — HMS Newcastle, HMS Boxer, HMS Norfolk and Fort Austin — are tasked with dem ability to operate in strength outside the Ni nuclear, biological, chemical and damage o make sure the theory can be put into pra

As the Sea Harriers are launched to inter comes back on the air: "Assume NBCD s stations. On anti-flash and Hands to actio

Covered from head to toe in up to three clothing the ship's company is quickly c crash shut in swift succession throughout cise umpires make their rounds, checkin ment has been properly lashed down.

"The enemy fighters will be intercepte approximately ten minutes."

But as they engage it is learned that s got past them and that Sea Dart missiles take them out at maximum range.

Exhausting

"Sea Dart unable to engage two enemy a on Port side of ship. Brace! Brace! Brace!

All personnel grab for something solid. she is hit (1lb scare charges explode cov spot of extra realism). Bombs and rockets aft and reports of fires start to come in blanket searches the NBC officer gives a s in the Port inner diesel generator module room and a flood. There is a flood in 8 F/ox steering gear." Teams moved in to provic

"Intelligence reports indicate that a furt have been launched."

Again the Sea Harriers roar off. Meanwhil has been contained with the water level though it is still rising in the forward engine been sent down to start pumping. The fire is out.

Of the six enemy aircraft deployed, four ers and are now closing on the starboa flashed two targets with another two com

All over again — the familiar routine a

After three hours of this kind of mena exhausting activity, the prospect of a run ask the more inviting. Latest port of call zath Canal has been Mombasa, Singapore. To later this month.

● HMS Invincible led an air and sea sea missing from a merchant ship in the Red Aden. No trace of the men, lost overboard found, however, and the search had to weather deteriorated.

ern promise

— but it's not all play and no work as Jack heads for the Rising Sun



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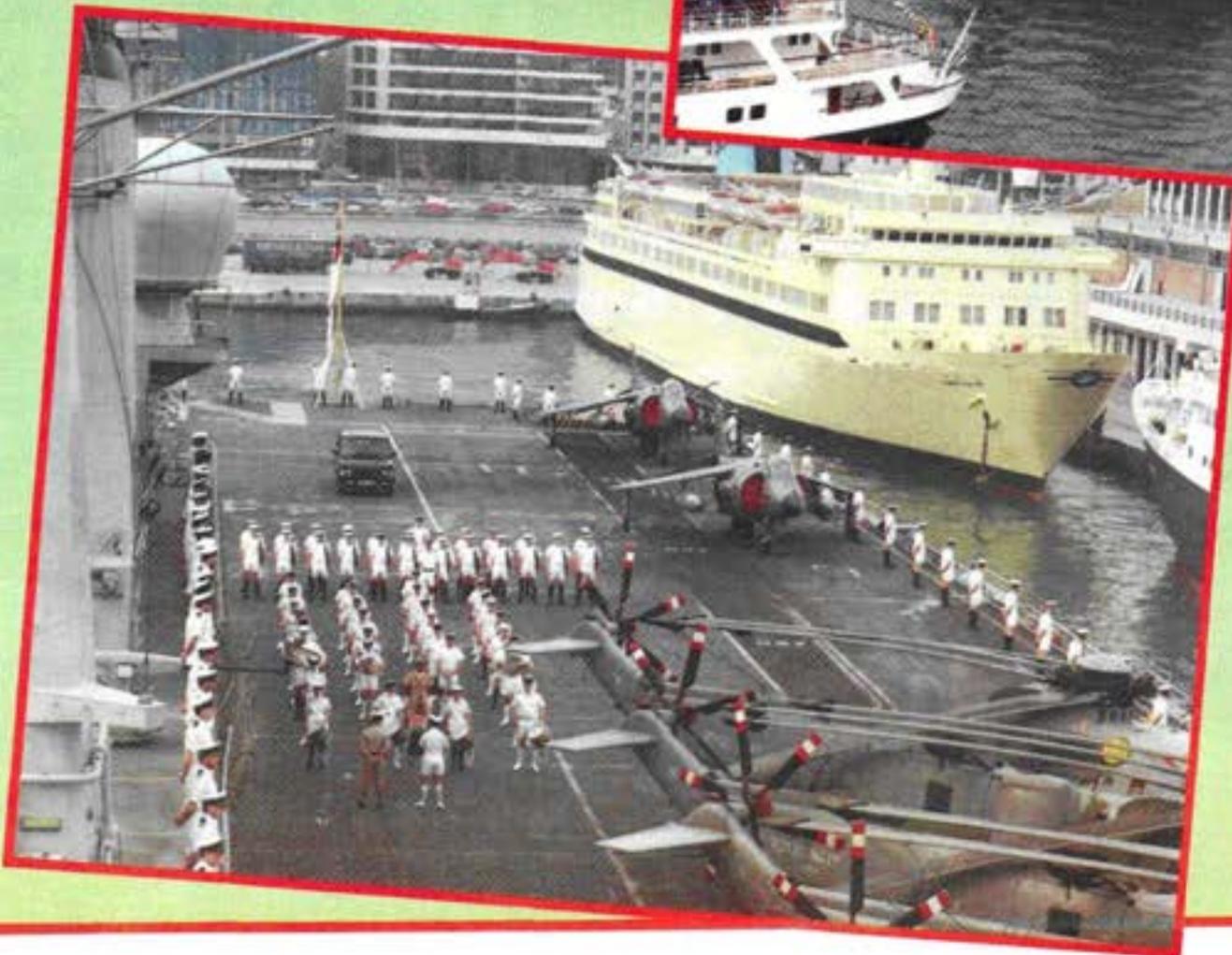
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ch for three crewmen
Sea off Socotra near
the MV Ghazouet, was
be called off as the

Pictures (clockwise from top left):

- LA Charlie Slater from HMS Invincible strikes a suitably classical pose above the antiquities of Athens.
- HMS Invincible passes Stromboli Island in the Tyrrhenian Sea.
- Met Men (and woman) look on the bright side — the Invincible's Meteorological Department only needed their brollies to fend off the sun when they visited the Acropolis. Left to right are NA Monty Montgomery, LA Richie Turner, LWREN Louise Graham, LA Charlie Slater, Cdr Charles Stevenson, Lieut. Nick Carter, PO Steve May and Lieut.-Cdr Nick Hammond.
- HMS Newcastle and
- HMS Invincible arrive at Piraeus.
-
- Taking a ticket to ride in Souda Bay, Crete — (left to right) LAs Simon Eaton, Thomas Devlin-James, Michael Morrison and PO Gordon Sorfleet from HMS Boxer.





FAST AND FURIOUS

THE Kuwait fast attack craft Jalboot (later renamed Al Sanbouk) pictured right is typical of those captured by Iraq in 1990 and later destroyed by Royal Navy Skua missile-armed Lynx helicopters in the Gulf War.

German-built, they were powerfully armed with four Exocet missiles and 76mm and twin 40mm guns and carried British navigation radar and Cullass electronic

warfare equipment. Top speed around 40 knots.

(From *Fast Attack Craft* by Anthony J Watts, Arms and Armour Press £9.95).

— JFA



TIME OF TRIUMPHIRATES

INTER-SERVICE rivalries still persist in the 1990s, of course, and probably always will. Maybe they should, to some degree — to help keep us all on our toes.

But in the past they reached the point of idiocy and often came to threaten national security. Public dissatisfaction with the woeful British performance in the Crimean War which contrasted with the professionalism exhibited by the German General Staff in the Franco-Prussian War a few years later forced the military reforms programme that led to the formation of the Committee of Imperial Defence.

So it was that, in 1911, the Cabinet learned that the heads of the Army and Navy had quite separate plans for dealing with the fast-burgeoning German threat.

They were not even to approach a proper working partnership until after the First

World War when the Chiefs of Staff Committee system was inaugurated in 1923. It would be copied exactly by the USA twenty years later and both countries operate their defences on its model to this day.

In *The Chiefs* (Brassey's £30) General Sir William Jackson and Field Marshal Lord Bramall have explored the history of this system — and given that both are Army men, one himself a notable Chief, it is a remarkably fair account that shows how far the old jealousies and suspicions have been eroded by the establishment of a unified Ministry of Defence.

It was the Falklands conflict — in which Bramall was CGS — that saw their finest hour to date, perhaps, in the way they helped weld together political, strategic and tactical considerations into a coherent and practicable whole.

John Nott's swingeing cuts were easily put aside — and it is in their demands for finan-

cial support that Service chiefs, naturally enough, are seen at their most partisan. The Treasury has been their common enemy, against which self-interest was bound to prevent them presenting a united front.

Perspective

But the Falklands forced an altered perspective — and Nott, who has stood in the pillory once again with the 10th anniversary appraisals of the events of 1982, is here treated to a rare encomium.

"No great bureaucracy like Whitehall welcomes the invalidation of its perceived wisdom and it was all too easy to argue that the South Atlantic Campaign was an exceptional 'one-off' affair which was never likely to be repeated... It is to John Nott's great credit that, as a result of his personal post-Falklands efforts, central contingency funds were set aside for the replacement ships, aircraft and equipment lost in the fighting; and that Defence expenditure was allowed to rise to the full NATO 3% growth line in real terms..."

All the Chiefs of Staff of the post-Suez years, the authors aver, must share some of the blame for not resisting more

strongly Treasury insistence on only funding projects needed primarily for NATO purposes.

"It is always easy to justify force levels against fixed commitments like the specific pledges to the North Atlantic Alliance than against the ill-defined need to react to unexpected or miscalculated threats to British interests elsewhere," they say — though uncertainties over the role of the former with the collapse of the Warsaw Pact and the proliferation of the latter with the emergence of long-suppressed nationalist ambitions released by the dissolution of the Soviet Union may soon produce a more circumspect attitude.

Abhorrence

Theirs is a very British institution "suitable only for Anglo-Saxon style democracy with its abhorrence of dictatorship". Their claims — that it provides military efficiency without loss of political control, cohesion in land, sea and air warfare and balances policy and management — are open to question on occasion. As Donald Cameron Watt has pointed out, its danger, especially today, is that it may be used to impose a single solution where there may be a number of problems

Quintessentially British, beyond doubt, is the gallery of pen portraits of the principal personalities who have had to grapple with each other and with their political masters more often than with the enemy, it seems, in the course of a spectacularly war-torn century.

From the naval point of view the likes of Fisher, Beatty and Cunningham from an earlier era are treated to the same even-handed appraisal as the authors' own contemporaries and colleagues.

Mountbatten, who "did not endear himself to his colleagues" and whose concept of them giving him advice free from single-Service prejudice was not practicable in the face of their determination to maintain "the collective responsibility so dear to the British mode of decision-making", was perhaps the most influential of all the later generation.

"... he did focus and strengthen the power of the military voice in Whitehall as no-one else could have done, and from this the whole Chiefs of Staff organisation benefited. His successors were to remember the level of authority that he achieved and tried to emulate it."

— JFA

Coming to terms with Hiroshima

THERE is some good writing in J D Robb's curious little wartime memoir *Only Survivors Tell Tales* (Vantage Press £7), sales of which benefit LST Club funds.

It is a pity, then, that it has been disguised as a novel narrated by the accident-prone protagonist "Bertie Bott's" conscience — this series of somewhat disconnected tales would have stood up better in a more conventional autobiographical format.

Memorably

Bertie's adventures take him across the world to India, the East Indies, Australia — and finally Japan after the surrender, when a grim day's sight-seeing in Hiroshima is memorably evoked by the confused reaction of a few simple sailors.

"The stones of what they afterwards discovered was the United Press building were standing enough for them to picnic on the highest point of the building, and they wrote their names in urine on the dust of Hiroshima. There might have been other ways of expressing their thoughts, but the young men who had been through so much together and come so far from home were either going to cry for the human race or urinate upon it..."

Robb's vignettes of (mostly) naval life in his wartime career are mostly light-hearted — but nearly all have a macabre taint that Roald Dahl would have appreciated.

Bertie almost comes to grief at the end of the story, when trying to smuggle a samurai sword past Customs at Portsmouth. Encumbered by the trophy, which he has bandaged to his leg, he falls overboard his LST — and is brought to the surface bleeding and naked from the waist down after a Leading Seaman dives down to cut him free from the souvenir that symbolised his survival.

— JFA

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Foreword by former President of the Royal Air Forces Association, himself an ace Malta pilot, Air Marshal Sir Ivor Broom, KCB, CBE, DSO, DFC, AFC. Both he and the author were there — in the thick of it — during those desperate days of the Malta siege. Malta the 'unsinkable aircraft carrier'.

The narrative details the stark horror of the continuous bombing of the tiny island. There are stories of the courage and valour of the men and women of the navy, air force and army. If you, or your relatives served in the Mediterranean. There are pictures you must see, and names that you will know. The carrying of the war to the enemy, sinking and destroying the Axis navy and supply ships.

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Going with the Flo



ADVENTUROUS Training found its way into the hallowed portals of the Queen Alexandra's Royal Naval Nursing Service in the guise of Exercise Florence, organised by Senior Nursing Officer Caroline Doughty (middle row, left), who recently qualified for her Yacht Masters Offshore Certificate.

Teams of naval nurses sailed the RN's ocean-going yacht Racer first to Lisbon and Cadiz and then on to Gibraltar.

Adventurous Training is now an integral part of management training and the naval nurses eagerly grasped the opportunity to pit their wits against the elements.

Some of the participants of Exercise Florence are pictured surrounding CNO Trish Hambling on board Racer at the Joint Services Sailing Centre. Standing at the back (left) is CPO(MT) Ian Niel (Haslar), only male crew member for Leg 1. Bottom right is the Leg 1 skipper CPO Robbie Robson.

Picture: LA/Photo Tony Power

"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 DOUGLAS, author "HMS GANGES. Roll on my dozen!" S.A.E. details: Douglas House, Boscaewetha, Penmarth, Carnmenellis, Nr. Redruth, Cornwall TR16 6NX.

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LIVING AND DYING BY THE NAZI BOOK

KRETSCHMER, Prien, Schepke — these have become the best known of Donitz's submarine commanders.

Yet Wolfgang Luth was second only to Kretschmer with his tally of 47 Allied ships and a submarine and perhaps he has been unfairly neglected.

He is not altogether an attractive subject, though. In *U-Boat Ace* (Airlife £15.95) Jordan Vause reveals an ardent Nazi ideologue who, even his best friend admitted, had no sympathy for the misery he inflicted on the crews of the ships he destroyed.

There were occasions when he treated survivors with clemency and his concern for his own men earned him their devotion. Perhaps this was not wholly calculated, though Vause describes at length the techniques of studied unconcern the best commanders practised to inspire confidence in their crews when they were themselves under attack.

Not a few U-boats were lost when the men panicked, so it behoved the "old man" to exude a sense of calm. Sometimes he simply went to sleep, which seems an excess of sang froid in the circumstances...

Luth's own end was ironic. Against all the odds he survived the war and was area commander at Flensburg, seat of the short-lived Donitz government, when, on May 14, 1945, he was shot by a sentry.

Three times he had failed to answer the guard's challenge; his own orders stated: "Ask once for the password, then shoot."

Unusually, the Allied authorities granted Donitz special permission for an orthodox Nazi funeral. To the last Führer, the swastika-draped obsequies of Wolfgang Luth seemed like a last tribute to the Kriegsmarine and to Germany itself "on the threshold of an uncertain and sinister future".

— JFA



At Your Leisure



Lured on to the rocks

A LONELY young Royal Navy rating becomes deeply attached to a female pen friend. He writes her over 200 letters, but they never meet. Though he actually proposes marriage to her, in his heart of hearts he probably doesn't want to; for a naive, rather withdrawn youngster a fantasy relationship is easier to cope with.

Not such an unusual situation — many charming friendships have been sustained for years by this means. One, subtly romantic and based on a shared love of antiquarian books, was the subject of the recent film hit "84 Charing Cross Road."

Unfortunately in this case the girl never actually existed — and the sailor sent his be-

loved "Diana" (in fact a con man who placed an ad in the



Gordon Honeycombe

Pen Pals section of this newspaper) the best part of £20,000 before he learned the terrible truth.

Now Gordon Honeycombe

has fictionalised this true story in *Siren Song* (Hutchinson £16.99). The former TV newscaster has a taste for the bizarre — *Dragon Under the Hill* was a memorably macabre piece of mystical Nordic whimsy a few years ago — and he has extended this sorry little tale of deception to a surprising length.

It could hardly have been done without the co-operation of the victim who, it is hoped, will remain anonymous and who stands to collect 25 per cent of the royalties from the amiable erstwhile TV housewives' choice.

It is well-researched, too, though much of the necessarily imagined dialogue doesn't ring true. The mess deck cross-talk seems oddly dated — likely ladies ceased being "bints" a quarter of a century ago, surely?

The con man was caught and duly collected a well-deserved 30 months in the clink — though he was out after 10 — a cautionary tale both for love-lorn sailors and the lower forms of life that may be tempted to prey upon them.

Does any of this give the prospective pen pal pause? Well, some of the introductions made through Navy News have led to the altar; not too many, it must be hoped, have ended in tears. They still form the biggest part of our postbag.

— JFA

DOWN TO BASICS — SEX AND VIOLENCE

BASIC Instinct has gained notoriety, not to mention massive profitability, via its full-blooded revival of that traditional figure, the femme fatale. As played by Sharon Stone (aka, in *Sun-speak*, No-Knickers Sharon, a reference to one of the film's already legendary moments) she is portrayed as insolently, shamelessly using her high-voltage sexuality to snare partners of either sex to satisfy her whim of the moment.

But — just how fatale is this femme? Could she, indeed, be the homicidal blonde whose handwork with an icepick is currently cooling off down at the county morgue? Michael Douglas, again demonstrating his astute touch in choosing money-spinning projects, is the cop assigned to investigate the case and who quickly finds himself mesmerised by his number one suspect.

From its shocking opening scene to its nerve-racking final shot, the picture grips like a pit-bull — while exhibiting, it must be said, about the same degree of subtlety and finesse. Catch it now — on 16mm — while it's hot. The video version, according to rumour, is likely to be missing a snippet or two.

Macho man also has woman trouble — though of a very different order — in *Stop! Or My Mom Will Shoot*. Tough cop Sylvester Stallone is leading a happy bachelor life in Los Angeles, catching the bad guys, not bothering to wash the pots and so on, when one day his mother flies in from the Bronx. In no time, she's taken a Brillo pad to his new gun, she's showing his baby photos all around the squadroom and is feeding him breakfasts so huge that he spends the rest of the day swallowing packets of Tums.

One suspects this project changed hands a few times since, according to the stereotype, the story ought to feature a Jewish mother and son. As it is, with Stallone apparently trying to shed his action-man

Screen Scene

image, the film offers lots of scope for him to demonstrate bemusement, bafflement and comic exasperation.

His previous movie, incidentally, *Oscar*, is available from the RNFC Video Library. It's an old-fashioned stage adaptation, a one-set farce in which he plays a prohibition-era gangster, with (a reverse angle on *Stop! Or...*) a daughter out to destroy his tranquillity.

And now, some news just in: Mick Jagger is after Emilio Estevez's body... Before m'learned friends let fly with the writs ("Navy News in record pay-out!") let us scurry to explain that this is merely a reference to the plot of their latest picture. *Freejack* opens with a poser for Estevez: one moment he's in a racing car hurtling towards certain death, the next he's strapped to an operating table 50 years in the future.

— Bob Baker

The Greek Campaign as told by survivors

PREVIOUSLY unpublished accounts by naval eyewitnesses of the Greek Campaign of 1940-41 have been collected by Edwin Horlington in *Tell Them We Were Here* (Edlington Press £8.50).

The confusion that reigned in Operation Demon, the evacuation from Kalamata and environs, is blamed on inferior communications — things might have turned out differently if naval signalmen and telegraphists had been attached to the Army ashore. Cdr. H W Biggs of HMS Hero concluded:

The problem was vividly illustrated when HM ships *Phoebe*, *Hero*, *Hereward*, *Defender* et al arrived at Kalamata expecting to take off 8,000 men.

Wasted

"There was nobody there" the (anonymous) RN appraisal noted. "Although troops were in the neighbourhood, they had not received information that the Navy would be coming in for them that night. Thus precious minutes were wasted while contact was made with the military authorities."

"Then things moved swiftly. Berthing two at a time,

the three destroyers carrying 1,200 or more each trip, ferried 8,650 troops to the waiting transports. If it had not been for the official delay they might have collected another 3,000, but they had already remained for longer than was wise and it was after 4 am when the convoy finally sailed."

There was no air cover to counter the concentrated attacks of the Luftwaffe and so it was only practicable for evacuations to take place at night.

Six cruisers, 19 destroyers, three escort vessels, three corvettes and six 'A' lighters took part — all the light naval forces available. Since events ashore moved with unexpected swiftness, communications were inevitably chaotic. In these circumstances the rescue of a total of 50,000 officers and men — almost all it had been hoped to bring off, in fact — was a superb achievement.

— JFA

'The convoy will not disperse, gentlemen. It goes through. No matter what...'

DOUGLAS REEMAN

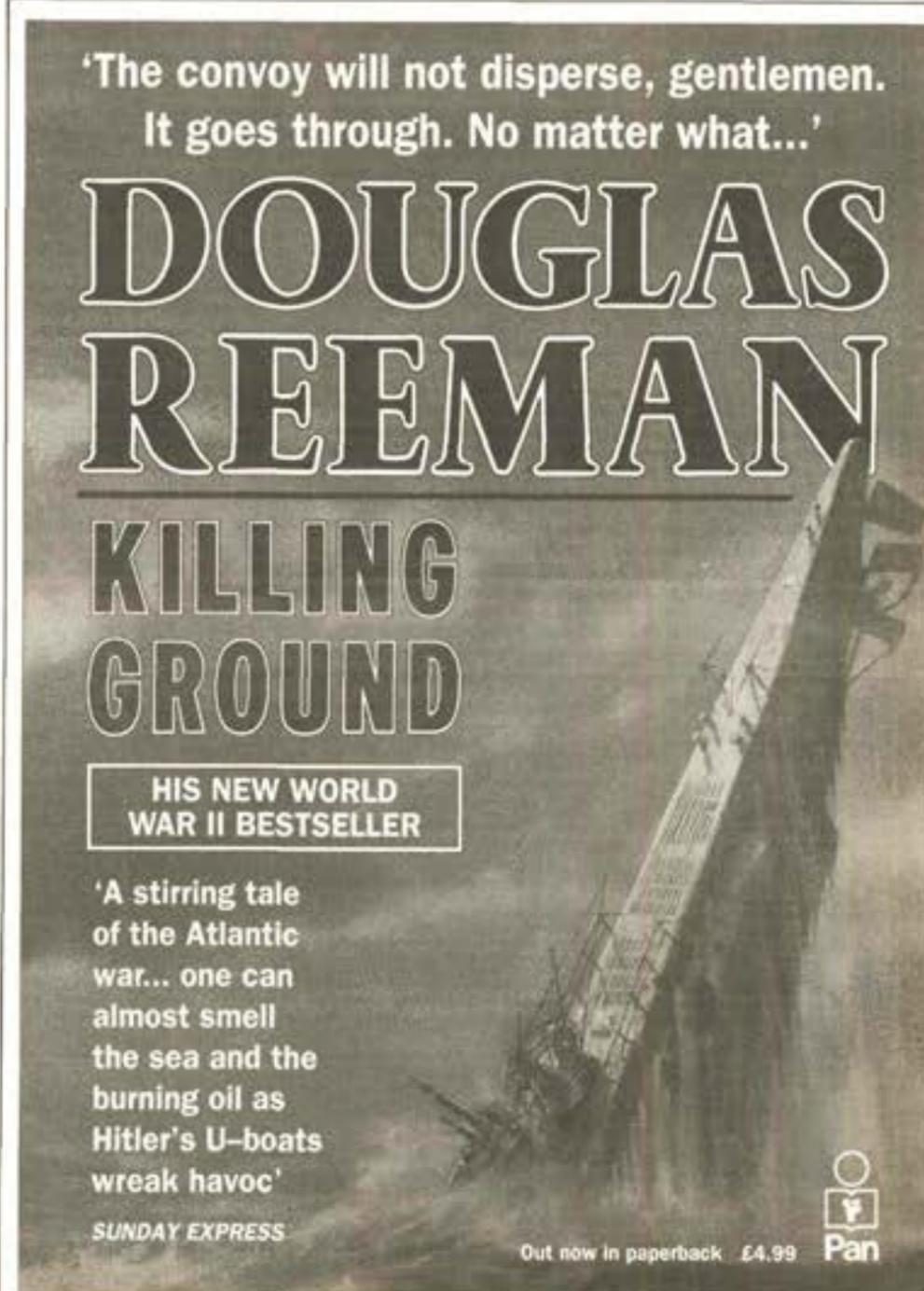
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At Your Service



Reunions

COMMEN Gibraltar 1979-80 (including Windmill Hill signal/RKER Stations and Northcott). A reunion is being planned for 1993. Anyone interested please contact EDCY Pussler Hill on 0705 730053 or ex-LR(0) Mac McWilliams on 0705 294417.

21st Escort Group (HM ships Cora, Byron, Redmill, Deane, Rupert and Fitzroy) 1943-45: A reunion will be held at the Most House Hotel, Southampton on October 17. For full details contact Tony Saunders on 0329 662335 or Eddie Hale on 0247 601407. All former shipmates and their wives are welcome.

Bounty Boys Assn. will be dedicating a plaque at Sea Cadet Headquarters in memory of the Bounty Boys who died during the Second World War. Anyone wishing to join the association and attend the reunion should contact Jack Brown, 115 Everleigh Road, London SW11 5UJ (tel. 071 226 7237).

HMS Kipling held their 50th reunion at the Ashburn House, Fordingbridge on May 11 attended by 64 shipmates and friends. Guest of honour was Countess Mountbatten of Burma. A wreath was laid on the memorial for the late captain and HMS Kipling laid a wreath at sea over the place HMS Kipling was sunk. Anyone interested in attending their next reunion in May 1993 should contact E. Clark, 11 Melrose Avenue, Cove, Farnborough GU14 9SY (tel. 0252 546652).

Artificer Apprentice Entry 46 (HMS Fiegar 1962): Anyone interested in a reunion please contact Lt. Col. Dave Hambrook, Warden, HMS Collingwood (tel. 0705 551067).

LCG and F. Assn. held their first reunion in Portsmouth in May, thanks to the hard work of Jack Brown. In recognition of his service Jack was appointed Vice-President Founder Member. Anyone wishing to join the association should contact Doug Baint, 99 Cranbury Road, Eastleigh SO5 5HJ (tel. 0702 618839).

Greenville Division, Aircraft Apprentices 1942: A reunion will be held on July 18. For further information contact Tom Hawkes, St. Ives, 12 Reef Close, Littlehampton, W. Sussex BN17 6GG.

HMS Jamaica Assn. will be holding their eighth reunion at the Royal Sailors' Home Club, Portsmouth on September 19. Further details from S. Warstall, 64a Ditchine Rise, Brighton BN1 4OP (tel. 0273 695118).

HMS Maxton: Anyone interested in attending a reunion please contact Chris Wilkinson, 45 Kivross Cres., Great Barr, Birmingham B43 7PU (tel. 021 360 9699).

HMS Beauchamp: Anyone interested in a reunion please contact Chris Wilkinson, 45 Kivross Cres., Great Barr, Birmingham B43 7PU (tel. 021 360 9699).

23rd Destroyer Flotilla held their fourth reunion in the WOs' and Senior Rates' Mess, HMS Nelson, Over 80 shipmates and their wives attended.

White Cliffs Veterans: The Royal Marines School of Music is composing a new Heilfire Corner March to be played at the reunion on September 19-20. For details of the reunion send a s.a.e. to Ken Fire, 77 Lydie Road, Wainor, Kent CT14 5JY (tel. 0204 369536). Applicants will then be registered for the medal to be struck to commemorate the 50th anniversary of the shelling ending anyone applying for registration alone need not send a s.a.e.

864 Sqn. (1962-64): The second reunion will take place at the Nautical Club, Birmingham on October 3. Anyone interested please contact Dave Saltmarsh on 0371 850298 or Dave Scowen on 0322 385054 after 1800 hrs.

HMS Fiegar, Class 37, 1959: A reunion will be held on board HMS Victory on September 18. Those interested please contact Lt. Col. David "Chippy" Harris, HMS Victory, HM Naval Base, Portsmouth, no later than August 14.

HMS Dido will hold a final reunion and farewell dinner at the Most House Hotel, Bolton on September 11, 1993 to commemorate the 50th anniversary of Operation Slapstick. For details send s.a.e. to A. G. Brothie, Dido, 1 Nourse Dr., Heacham, N. King's Lynn, Norfolk PE13 7SD.

HMS Serena Assn. (1944-46) celebrated their 13th reunion at Lingfield, Surrey on April 25. The association's members were able to meet Serena, the adopted six-year-old orca from HMS Serena's side party in 1946 and who was educated at the RC Mission School, Causeway Bay, Hong Kong. For further details about the association contact Eric Drummond, 5 Green Way, Scarcroft, Leeds LS14 3BJ (tel. 0532 852222).

HMS Sovereign, Second Commission: The decommissioning dance will take place at the Royal Fleet Club, Devonport on July 30. Tickets are £5 per head and are available from LS(TS) Rogers, Decommissioning Dance Secretary, HMS Sovereign, BFPD 390 (cheques to be made payable to Welfare Fund HMS Sovereign). All second commission ex-Sovereigns are welcome.

TS Thunderer, Aberystwyth will be celebrating their 50th anniversary in March 1994. All ex-cadets interested in a reunion please contact the unit at Riverside Terrace, Aberystwyth. The unit would also be interested in photographs or other memorabilia covering the 50 years it has been in existence.

HMS Arethusa Assn. will hold their fourth reunion at The Royal Sailors' Home Club, Portsmouth on November 14. Details, enclosing s.a.e., are available from Tom Sawyer, 4 Victoria Rd., Wood Lane, Rothwell, Leeds LS26 0AA.

Home Rover Crew/1st Home Group, Malta: Former RN and RM personnel interested in a final reunion in 1993 please contact Dave Thompson on 0992 441936.

HMS Vestal: A reunion will be held on July 21. All ex-vestalians and their guests will be welcome. Details and tickets are available from Ray Howe on 0705 526831.

HMS Ganges 1953: Anyone interested in a reunion please contact Ian Puckering, 9 Bourne View, Greenford, Middlesex UB8 7QS (tel. 081 902 0607).

899 NAS Sqn, 1942: Anyone interested in attending a reunion to mark the 50th anniversary of the squadron's formation please write, with details of their service record in 899, including official number, to Lt. Col. R. P. Stone, 899 Naval Air Squadron, RN air station Yeovilton, Ilchester, Somerset BA22 8HT (tel. 0935 455250).

Junglies Cocktail Party will be held at Sherborne Castle on July 24. All officers with Jungle background are welcome. For security reasons entry will be by ticket only. Requests, with mess no., to Lt. Col. Reynolds, 3 Commando Brigade, Air Squadron RN air station Yeovilton, Ilchester, Somerset BA22 8HT (tel. 0935 840551 ext. 6313).

LST Landing Craft Assn.: Plans are already under way for the 1993 and 1994 reunions. For details of membership contact Cyril Iton, 59 Reynolds Road, Ipswich IP3 0JW.

HMS Trinidad Assn. held a successful reunion in May to commemorate the 50th anniversary of the sinking of HMS Trinidad by enemy action in the Barents Sea. Following a service of remembrance at St. Nicholas Church, HMS Drake, a reception and

buffet lunch was held in the WOs' and SRs' mess.

16th Destroyer Flotilla: A thank you to all shipmates of HM ships Windsor, Walpole, Whitshed, Worcester, Wyvern, Southdown, Hambledon, Eglington, Montrose and Mackay for a successful first reunion at their wartime base in Harwich on May 9-10.

HMS Wolfhound (1940-45): A fifth reunion will be held at the Union Jack Club, Waterloo on September 25. Further details from J. Beniers, Woodstock, Pond Rd., Healdy, Bordon GU35 8NN (tel. 0428 712221).

Russian Convey Club: A new branch has been formed in the Avon/Somerset/Wiltshire area. Anyone wishing to join and attend branch meetings should ring 0934 732199 or 0275 871316.

HMS Widgown 1942: On September 13 at Courmelle's Sur Mer, near Caen, Normandy, there will be a reunion in honour of the French torpedo boat Siroco. The ship was sunk but many of her ship's company were rescued by the British destroyer HMS Widgown, commanded by Capt. R. M. Frederick. It is hoped that former shipmates from the Widgown will be able to attend this reunion organised by the Amical des Anciens de Marine Dunkerque. For further details please contact Mr H. Barhway, 1 Park Mews, Park Road, East Molesey, Surrey KT8 9LD.

HMS Diana (1954-56): A reunion will be held at the Birmingham Nautical Club on September 26. Further details from Brian Spock, 225 Kimberworth, Park Road, Northfield, Birmingham B61 3JG (tel. 0709 564153).

HMS Comus Comrades held a successful reunion at York on May 9-10 which was attended by 84 shipmates. The next reunion will be held in the POs' Mess, HMS Nelson, on October 17. Details to be announced at a later date.

Russian Convey Club (North and East Midlands Branch) will hold their next meeting at the RMA Club, Coulson Rd., Lincoln on July 25. Further details from Roy Willis, 19 Lindsey Close, West Dessacarr, Doncaster (tel. 0302 538191).

Artificer Apprentices, Tarpont (1943-47): A reunion dinner for Collingwood Division will be held at the Grand Hotel, Plymouth Hoe, on October 3. Details from Maurice Bunn, 56 Moor Lane, St. Budeaux, Plymouth (tel. 0752 362489).

River Class Assn. (1942-46): The seventh reunion will be held at the RMA Club, Riverside, Adelaide Rd., Royal Leamington Spa on September 26. Further details from Peter Horrell, Spriddestone Lodge, Wembury Rd., Wembury, Plymouth PL5 6DO (tel. 0752 458326).

Coastal Forces Veterans: 12 members of the London branch visited Ostend in May to pay homage to those men who lost their lives on February 14, 1945 when 12 British MTBs caught fire and exploded. The Ostend and District RBL welcomes visiting groups — further details from J. Harris on 592 509092.

British Pacific Fleet Assn. (HMS Indefatigable): Members of the association visited Australia for the 50th anniversary of the Battle of the Coral Sea. Highlights included a visit to HMAS Neeraba and a march on Anzac Day.

HMS Coventry: Anyone who served in HMS Coventry and wishes to meet up with former shipmates and attend reunions please contact ex-PODEL Jan Oxford, 56 Westover Road, Copnor, Portsmouth PO3 9NS.

Algieres Assn. held their eighth annual reunion at Portsmouth. Next year's reunion will be held in Blackpool — for further details contact Philo Willis, Elmfield, 5 Forest Dr., Heacham, King's Lynn, Norfolk PE31 7AP (tel. 0486 70115).

HMS Ganges 1953, 58 Rect., Collingwood 35 Mess, 240 and 241 Classes and 58 Rect, HMS Drake 37 Mess, 250 and 251 Classes: Any members or instructors interested in a reunion in 1993/3 contact, for Collingwood, M. Kelly, 62 Wally Close, Grimby DN37 8HN (tel. 0472 865811) or for Drake, Les Lansbridge, 20 Lime Court, Wigmore, Gillingham, Kent ME5 6LP (tel. 0524 235537).

No. 1 Combined Training Centre: Over 40 former members met for the first reunion at Inverary. For further details contact James Jepson, Combined Operations Museum, Argyll Estates Office, Cherry Park, Inverary PA32 8XE (tel. 0499 2203).

FAA Armourers Assn.: Anyone wishing to join the association please contact Mick Holdsworth, Aylesham Lodge, Adsham Rd., Barham, Canterbury CT4 6EY.

HMS Duke (1941-46): 140 members attended the third reunion at Malvern. For further information about the association contact P. F. Brown, Quinton, Park Rd., Laine Lane, Barnham, West Sussex PO22 0AQ (tel. 0243 551399).

HMS Punjab: Over 30 people attended the 50th anniversary service at Plymouth Hoe War Memorial in May. For further information about the association contact P. W. Phillips, 56 Malbury Rd., Knowle, Bristol BS4 2UP (tel. 0272 715749).

Sri Lanka Salute: A group of 146 veterans, wives and friends took part in the 50th commemorative visit to Sri Lanka and were present when a memorial was unveiled by Air Commodore L. G. Birchall at Koggala Lake.

Calling Old Shipmates

LCT 357: Would Stoker Tug Wilson, Wireman(LC) Wally Lippingwell or any other former shipmate please contact Don Andrews, 12 Cook Close, Lakewood Village, Lauriston, 2443, NSW, Australia.

LCT 318 (3) 11th LCT Flotilla: Would any former shipmate contact ex-Wireman J. B. Routledge, 7 Churchill Avenue, Whitby Bay NE25 8UY.

HMS Tapir (1944-46): Mr D. A. Butler, 2 Higher Lavonick, Meriggassey, Cornwall PL26 8TB (tel. 0726 842498) would like to hear from former shipmates who served in the Tapir from Aug 1944-Sept 1946.

HM ships Rosaura (1940-42), Cattistock (1942-44) and Princess Alice (1945): Ex-Tel G. G. Clough, 20 Shrewsbury Road, Cockshott, Elmeham, N Shropshire SY12 6JE (tel. 0939 270320) would like to hear from former shipmates with whom he served in the communications branch.

HMS Pembroke (1940): Tom Walters, 33 White Oak Dr., Finchford, Wolverhampton WV3 9AQ (tel. 0902 763717) would like to hear from ex-stoker Ernie Millard whose last known address was Smallwood Rd., Tooting, E. Leicester, and Tom Walters, of Wolverhampton.

HMS St. George (1946) and HMS Keppel (1946): Ex-PO(M) K. Stoodley, 29 Vernon Court, Bridport, Dorset DT9 3GF (tel. 429047) would like to contact Felix Saunders and J. Walker.

HMS Forth (1954-55): Derek Hunter, 8 Tunstall Rd., Harrogate HG2 7RD, would like to hear from cooks A. Lilley (Scarborough), F. Vangh (Hull), S. Both and anyone else who served in HMS Forth.

HMCS Funcher (1944-45): Ex-ST CPO(RCN) Ron Male, 17 St. Clare Ave., Nepean, Ontario, Canada K2G 1Z8, would like to contact Barry Bickle and Dennis Money.

HMS Lasso (Force Pluto): Mervyn A. Reace, 496 Reynolds Rd., Research, Victoria, 3095, Australia, would like to contact any former ship's company, in particular the Stokers who served in HMS Lasso.

HM ships Drake, St. Angelo, Prince of Wales, Cape Town, Ganges and Slinger: Mrs E. Osborne, 24 Cosheton Rd., Fairwater, Cardiff CF5 3NR, would like to hear from shipmates who served with her husband Lt Frederick William Osborne during the period 1937-53, especially those who may have photographs of him.

HMS St Vincent: Malcolm Pink (tel. 0737 248455) and Horace Willet (tel. 0953 58143) would like to hear from former members of D178 class with view to a reunion.

HMS Jaguar (1939-42): Ex-Seaman Gunner Bill Lynch, 10 Gower Place, Mumbles, Swansea SA3 4AB (tel. 0792 362456) would like to hear from former shipmates who survived the sinking of the ship at Tobruk in 1942.

HMS Rocks (1977-78): Luigi Fisher, Rm 455, British Embassy, BFPD 2, would like to hear from RO1(D) Kit Carson, or anyone who knows of his whereabouts. He was last serving in HMS Abdiel. Any other GB

COMMEN Ods from that time also get in contact.

HM ships Cochrane, Drake and Pembroke (1839): Frances Blake, Barkers Piece, Moorend Common, Freet, Harlequin-Thames, Oxon RG9 6PU would like to hear from former shipmates.

HMS Adament (1941-42): Frank Coggins, 16 Newton St., Newton St. Faith, Norwich, NR10 3AD (tel. 0603 690769) would like to hear from former shipmates who served with him in the depot ship HMS Adament.

HM ships Ganges, Defender, Harrier, Loch Fyne, Scorpion, Terror and Cochrane (1964-69): P. K. Cobbing, 26a Dorset St. West, Colburn, Melbourne, Victoria 3068, Australia would like to hear from former shipmates.

HMS Musketeer: Ex-AB W. Durrant, 13 Takley Close, Waltham Abbey, Essex EN9 1QH would like to hear from ex-AB Don Kemp with whom he served in the Russian Convoys and who was his son's godfather.

V and W Assn.: Shipmates who served in any V and W ships are invited to contact C. W. Fairbrother, Stable Cottage, Colchester Rd., West Bergholt, Colchester CO6 3JQ (tel. 0206 240514) giving full details of ship, rank/rate, when and where served, any citations as well as episodes and experiences.

HMS Waverleydale (1942-45): Henry Lefmann (Jack Duddy), 13 Park Rd., Denmas, Waterlooville PO7 8NE (tel. 0705 255495) would like to hear from Norman Hancock (EA), Bob Bryant (Yeol), Gunners' Mate Barnes, Tom Linley (TGM), POSTD Lucas, LS Preston (HSD), PO Stuckey and other members of the CPOs and POs Mess. Regarding details of a reunion at Havas, Waverleydale, N. Yorks on Oct. 24.

HMS Mauritius (1944-46): A. F. Gardner, 25 Pancromer, Langrish, Crick-Howell, Powys NP8 1LT, would like to hear from former shipmates, in particular a "Turner" crew.

HMS Ilex (1942-44): Air Cdr. M. Wright-Boycott, The Chestnuts, High Street, Milverton, Taunton, Somerset TA4 1LW (tel. Milverton 400 033) would like to hear from Sub-Lieut. Thomas Eric Harris RNRV and Stoker Sidney Green.

Merchant Navy Assn.: Any ex-DCMG Gunners, RN or RFA personnel who wish to join the association please contact James Carlton, 38 Windermere Rd., Hyde, Cheshire SK14 4PU (tel. 061 368 1124).

Minerfare and Clearance Diving Officers' Assn.: Anyone wishing to join the association please contact Lt. Col. R. J. Hoole, HMS Nelson (Gunwharf), Portsmouth PO1 3RH (tel. 0705 822351 ext. 24011).

HMS Diana (1954-56): Shipmates of the first commission interested in a reunion please contact Brian Snow, 225 Kimberworth Park Rd., Rotherham S61 3JG (tel. 0709 564153).

HM ships Coesack, Hythe and Ryeal F. O. Bath, 50 Studend Rd., Milbrook, Southampton would like to hear from former shipmates.

FIFTY YEARS ON

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

The month was overshadowed by the disaster of the North Russian Convoy PQ17. Thought to be threatened by attack by the Tirpitz, it was ordered to scatter by direct signal from the Admiralty. Twenty-three of the 36 merchant ships were then picked off by air and submarine attack.

It was, however, a good period for sinking U-boats and Italian submarines; 14 were sunk, three of these on the Eastern Seaboard by US forces. Merchant shipping losses better than June, but still 128 ships (600,000 tons) lost.

- Principal events included:
- 1: Free French destroyer La Tigre sank U-215 off New York.
 - 2: PQ17 ordered to scatter.
 - 3: HMS Niger sunk in British minefield off Iceland. RAF Wellington sank U-502 in Bay of Biscay.
 - 4: HMS Hyacinth captured Italian submarine off Beirut.
 - 5: HM South African Naval Forces ships Protea and Southern Maid sank Italian submarine off Beirut. HM ships Pelican, Spiby and French ship Leopard sank U-136 off Madeira. HM ships Beautifol, Duverton, Erigde and Hurworth bombed Mersa Matruh. Abacoors of 800 Squadron dove ships in harbour to sea, where an ammunition ship was sunk by the destroyers.

- 6: HMS Luworth sank Italian submarine off Azores.
 - 7: RAF Lancaster and Whitley sank U-751 in SW Approaches.
 - 8: HM ships Dido, Euryalus, Javelin, Jarvis, Pakenham and Paladin bombed Mersa Matruh. HM ships Aldernam and Duverton engaged E-boats.
 - 9: HMC St Croix sank U-90 in Atlantic.
 - 10: HMC Ships Skeena and Wataekwin sank U-569 in Atlantic. HM ships Erme, Rochester and Sandwich sank U-213 off the Azores. RCAF Hudson sank U-754 in West Atlantic.
- Taken from The Royal Navy Day by Day.

Over to You

55 Thisbigorn: Barbara Schwepcke, German ZDF television, 30 Old Queen Street, London SW1H 9HD (tel. 071-233 4105) would like to hear from those who survived when the Thisbigorn was sunk by bombs dropped from a German airplane in the Red Sea on Oct 16, 1941, with view to taking part in a television documentary.

Montage Whalers: Brett Winslade, 18 Wake Lawn, Milton, Portsmouth PO4 9HU (tel. 0705 831394) would like to hear from anyone who can help the Hampshire Fire Brigade Whaler Section obtain a whaler of their own. He would be also be happy to hear from those wishing to take part in their "whaler weekend" on Aug 14-15.

BYMS Minesweeper, Great Yarmouth: Helen Gill, 20 Greville Close, Watton-on-Naze, Essex CO14 8HR (tel. 0255 675614) would like to hear from anyone who served in BYMS minesweeper which rescued the crew of a Flying Fortress which rescued the 25 miles off Great Yarmouth after returning from a bombing raid on Berlin.

Dunkirk XD Demolition Parties: George Ransome, 85 Norton Street, Old Trafford, Manchester M16 7GU would like information about the port demolition parties, in

particular the name of the commanding officer of each party from "H" to "X" "P", the date and port of departure, name of ship conveying them and the date and port of arrival.

HMS Sovereign Second Commission: The decommissioning dance will take place at the Royal Fleet Club, Devonport on July 30. Tickets are £5 per head from LS(TS) Rogers, Decommissioning Dance Secretary, HMS Sovereign BFPD 390 — cheques made payable to Welfare Fund, HMS Sovereign.

LAEM(M) Donald Murray, formerly of RN air station Portland, Clara and Michael Puttick, 20 Estella Rd., Buckland, Portsmouth PO3 7SG (tel. 0705 870572) would like to hear from LAEM(M) Donald (Scott) Murray and his wife Brit. LAEM(M) Murray's godson Matthew is it and the Puttick family wish to contact him as soon as possible.

HM ships Repulse and Prince of Wales: A few solid pewter memorial medallions commemorating their loss 50 years ago are still available. Apply to Peter G. Durston, 23 Page St., Mill Hill, London NW7 2EL.

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A NINETEENTH century naval seaman's handkerchief, dated 1899, has been retrieved from an old sailor's ditty box and returned to the place where all the Navy's sailors are now trained.

Captain of HMS Raleigh, Capt. Richard Irwin, was presented with this unusual gift by Cllr. and Mrs Maxted from Dartford, Kent.

It originally belonged to Cllr. Maxted's father, Thomas Maxted, who joined the Navy as an ordinary seaman on Feb. 15 1899.

Once a standard piece of issued kit, the handkerchief is nearly three feet square and has embroidered on it every piece of information a seaman of that era needed to have readily to hand, from how to use a cutlass to signal flags, navigation and kit upkeep.

This naval treasure will be placed in the Naval Heritage Room at HMS Raleigh.



Uxbridge see stars during gala night

ALL praise to Uxbridge branch which, despite the recession, succeeded in raising £2,500 in 12 months, to help residents of the Royal Star and Garter Home at Richmond.

The fund-raising drive began when a team from Uxbridge entered the London Borough of Hillingdon Bed Race and continued throughout the year, culminating with a gala celebrity night organised by the branch and supported by Roy Castle, who gave his services free.

Residents from the Star and Garter, accompanied by the home's chief executive, Mr Ian Lashbrooke, attended a party in the Uxbridge club house when the cheque was presented by Shipmate Don Misson, chairman Uxbridge branch.

BRANCH NEWS

member from outside the area planning to attend will be warmly welcomed if they inform the branch secretary, Shipmate Ray Rees, 59 Murray Street, Llanelli, Dyfed, before the event.

While resisting the property developers Fulham and Chelsea suffered illness among the committee and as a result had to "shuffle" their duties around. The following shipmates are now officers — E. Barfield, president, H. Wicks, chairman, J. Godrich, vice-chairman and standard bearer, P. Robinson, secretary, J. Woodrow, treasurer, N. Poole, welfare officer, L. Malone, social secretary, D. Barton, scribe.

During HMS Cardiff's visit to her namesake port Cardiff branch organised a disco for members of the ship's company, which was greatly enjoyed. Hospitality was returned when members of the branch were invited on board the ship and entertained by the CPOs' Mess. On behalf of the visitors an enlarged photograph of the Mess members (1991), was presented by photographer Shipmate Fred Jenkins to CPO Chris Francis.

At the annual general meeting of Harwich branch Shipmate Bill Gorham, chairman, stood down to be replaced by Shipmate Brian Aldis. Shipmate Jim Gorham was re-elected treasurer and the Rev. Ste-



A splendid collection of ships' badges adorn Triumph Close, home of Shipmate A. Dunn, of Coventry branch, who is a well-known collector of naval memorabilia and he is seen here receiving a very important addition to his collection — the badge of the submarine HMS Triumph.

Making the presentation is Lieut. Craig Fulton who, with AB(SMM) Scooby Stobie, paid a visit to Shipmate Dunn to present the badge before the submarine embarked on her first operational patrol.

phen Hardie, vicar of Harwich, agreed to accept the office of honorary branch chaplain.

There was a big turn out at

Saltash presided over by Shipmate George Wadhams, who thanked the social committee for the presentation of the RNA stall at the May Fair. Thanks also went to those who

had donated prizes for the raffle. Before the meeting broke up members elected Shipmate Ken Griffiths to the office of vice-chairman.

July 12 is a date for the diary when Exmouth plan a memorable service and parade to mark the 50th anniversary of the Dieppe Raid which took place on Aug. 19 involving some 6,000 Canadian troops, British Commandos and 200 ships. As July 12, is also National Seafarers Day, the branch extend a warm welcome to all shipmates to attend the service in Holy Trinity church, at 1445 hrs.

A commemorative plaque will be dedicated in Holy Trinity church to the Canadian Forces and a Maple tree planted in memory. A plaque will also be dedicated and an oak tree planted in memory of the British Commandos. The parade will be led by the band of the Royal Marines. Those who plan to attend and display their standards should contact service and parade co-ordinator Shipmate John Beresford, Uphill, 39 Masey Road, Exmouth EX8 4AR (tel. 0395-274550).



Jan calls it a day

FELLOW shipmates of Dartmouth branch helped CPO Jan Tidball, branch chairman and founder member, push out the boat to mark his retirement from the Navy after 29 years service. Jan, parade instructor at BRNC Dartmouth since 1986, served in HM ships Eskimo, Euryalus, Andromeda, Sirius, Phoebe as well as a spell in Singapore in HMS Triumph.

Shipmate Tony Robinson, vice-chairman Burton-on-Trent, together with fellow shipmate John Arkesden are anxious to contact former members of the ship's company of HMS Fernie. They would also like to know the name of the German ship which was sunk by the Fernie and to contact some of the survivors. Shipmate Robinson's address is 102 Roliston Road, Burton-upon-Trent DE15 9RF (tel. 0283-67371).

At the annual general meeting of Bridlington branch, the following shipmates were elected officers: C. Braithwaite, president, B. Robson, chairman, D. House, vice-chairman, D. Shaw, secretary, A. Martin, treasurer, Mrs B. Carr, welfare officer, G. Wade, standard bearer. Members meet on the first Thursday of the month at the Royal British Legion club at 2000 hrs. and extend a warm welcome to new recruits.

Llanelli branch plans to hold a Trafalgar Day parade on Sunday, Oct. 18. Any branch or

Council reports fall in numbers

A DROP in membership of 2,034 in 1991, plus a deficit of £6,011 in the association's finances, made gloomy news for delegates attending the Royal Naval Association conference at Dundee, on June 20.

The decline in membership, for the third successive year, was headlined in the national council's annual report and accounts, presented to conference by the new council chairman, Shipmate Ron Tasker.

The number of shipmates who have "crossed the bar" is largely responsible for the drop in membership in 1991, giving a present total of 44,518 made up of 24,694 life and full

members and 19,824 associate members.

The report states that the council was pleased to note a number of new branches commissioned in 1991, but it was also saddened by the loss of Farnham, Oxford and Rochdale branches which were disbanded due to lack of members.

In a detailed breakdown of the association's income and expenditure it was stated the 1991 reunion, in Blackpool, incurred a deficit of £9,587.

According to the report, recent reunions attracted an attendance of between 2,800 and 3,300. When the budget was prepared for the 1991

reunion ticket prices were based on an attendance of 2,500 but only 1,400 purchased tickets.

The report concluded with a plea from the council to delegates to look for new members and turn the decline of the past three years into an increase in membership in the coming year.

For more news of conference, see Navy News, August.



Mansfield marches on

A CONCERT by the band of the Royal Marines CINCFLCET, organised by Mansfield and District, marked the 21st birthday of the branch and the 50th anniversary of Warship Week when five towns in the district adopted HM ships Icarus, Belvoir, Abingdon, Brocklesby and Tactician.

The big surprise at the concert was the first performance of "The Mansfield Matelot March," composed by branch vice-president,

Lieut. John Perkins of the RM School of Music, who dedicated the march to the branch.

On the following morning there was a big turnout of over 500 shipmates, displaying 57 standards, for the dedication of the new Mansfield standard and the laying up of the old. The parade, seen here, against the background of the great railway viaduct of Mansfield town, was led by the band of the Royal Marines, with cadets from TS Prince Charles providing the Guard of Honour.

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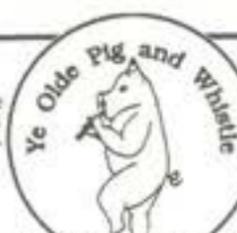
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Today's Rests in: Devonport, Portland, Portsmouth, Rosyth, Rowen and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, lounge Coffee bar etc., to a chat with the Missioner and his wife.

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 RSP is funded by gifts, covenants, grants, legacies from the sailor and the general public. Please help RSP 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



Trust in Lourdes

THANKS to ships and establishments throughout the Service 26 handicapped children from naval families and navy adopted schools were able to enjoy a pilgrimage to Lourdes escorted by RN personnel of all rates and ranks.

As well as the Plymouth contingent, led by WO Pete Riley, there were also groups from Portsmouth, accompanied by PO Gary Wright, RNH Haslar, and, for the first time, a small group from Scotland.

A further RN overland team, led by WO Andy McDonald from HMS Sultan, helped other civilian groups with a shortage of helpers.

During the week the groups enjoyed swimming, picnics in the Pyrenees, horse riding, cafe visits and a fancy dress party in the hotel.

The children also visited the famous Lourdes shrine and bathed in the spring waters.

Anyone who wishes to assist the Handicapped Children's Pilgrimage Trust either by fund-raising or by joining the RN team next year should contact HCPT RN Secretary Sub.-Lieut. N E Yeomans, The Wardroom, HMS Daedalus.

Helping Hands

IT'S A BARREL OF LAUGHS IN ROSYTH

DRESSED in period maritime costume, 30 members of the RN Provost and Regulating Staff Mess, Rosyth, took part in a charity beer barrel pull and raised £3,000 for the Aberlour Children's Trust.

Using a Montague whaler, the crew transported the barrel from Dunbar to Rosyth where it was taken to the RN Provost and Regulating Staff Mess and put to good use during the 19th Century Maritime Fancy Dress Charity Ball.

Collingwood have been helping local people with their gardens as part of a local community project.

The POs put their green fingers to work in the garden of Mr Len Sanders and his wife Nettie — Len, himself, served in the Navy for 27 years as a marine engineering artificer.

On the eve of the annual HMS Sultan Summer Show over 100 handicapped and disadvantaged children enjoyed the thrills and spills of Burnett's fun fair free of charge.

Organisers of the show hope to raise £25,000 from this year's event.

Engineering College Manadon trekked across Dartmoor and raised £1,800 for the Plymouth Fellowship Elderly Club.

HMS Cambridge entered two teams in the Dartmoor Jail-break and raised £800 for the Spastics Society. Aided by various hire car companies one team made it all the way to Blackpool while the other reached London.

Cyclists from HMS Dryad completed a 800-mile bike ride around Britain arriving back home with only 20 minutes to spare on their fourth-day deadline. The ride raised £2,500 for research into Motor Neurone Disease and to buy equipment for the children's ward at the Queen Alexandra Hospital, Cosham.

Donations from the WOs' and Senior Rates' Mess, the Gunnery Instructors association and the Plot Radar Instructors Association, all from HMS Dryad, have helped cere-

bral palsy sufferer John Pullyblank purchase a new custom-built electric wheelchair.

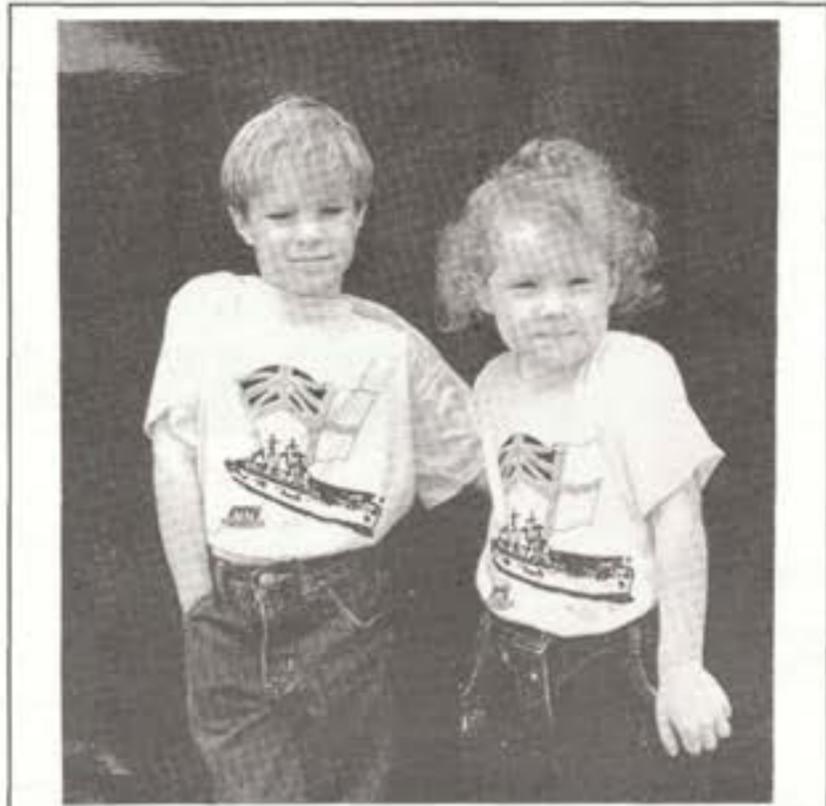
Cdr. Tony Taylor of Clyde Submarine Base, presented a cheque for £4,924 to Andy Cassidy and Lesley Beck, of Scotland's Alternative Skiers, a ski club and registered charity for handicapped people. The money was raised by 150 members of the Neptune Ski Club during a 24-hour sponsored ski marathon held on the dry slope at the base.

A group of POs from HMS

A team of walkers from RN

A team of walkers from RN

We're a couple of swells!



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For orders from outside UK, payment is to be made by International Money Order in £ sterling



The ship's company of HMS Brave has raised over £2,500 for LMEM Hugh Stokes who broke his neck in a diving accident in Dubai while on leave after the Gulf War.

Money collected was boosted by donations from the RNA, RNBT, Lloyds of London and the Missions to Seamen. LMEM Stokes, who is now wheelchair-bound, was presented with £3,300 and his Gulf War medal at Devonport Naval Base.

During Armilla patrol the ship's company of HMS Birmingham raised £10,000 for their adopted charity, Acorns, a children's hospice which cares for terminally ill children and which provides support for their families.

The Callum Gumbrell Appeal, at St Mary's Hospital, Portsmouth, has benefitted by £617 thanks to the ship's company of HMS Gloucester.

The money was raised during a charity bike race between Boston and Gloucester, Massachusetts, during the ship's WESTLANT deployment. The Callum Gumbrell Appeal, which was started by the parents of a week-old baby who died from an untreatable heart condition, now stands at £10,000. Any other ships who feel they can assist should contact Mrs Julie Gumbrell, c/o Leonard Gold, Chartered Accountants, 24 Landport Terrace, Portsmouth PO1 2RG (tel 0705 829525).

CPO Bryan Head of HMS Dolphin has raised £1,400 in memory of CPOWEA Ron Le Fur, a colleague from the submarine base who died of cancer last year. CPO Head took part in the Abingdon (Oxon) marathon and decided to donate the money to the Imperial Cancer Research Fund and the Countess of Mountbatten Hospice, in Southampton, where Ron spent his final months.



POT LUCK IN PLYMOUTH

TAKING time off from a busy programme leading up to BOST in June are members of HMS Cumberland's POs' Mess who presented over £150 in gifts and cash to their adopted mess charity, Plymouth Speech Therapy Service at Cumberland House.

Pictured with Miss Jenny Jones from the service are, from left, POMEM(L) Fred Bristow, POSTD Phil Hill, POWEA Arty Shaw and PO(R) Steve Tubbs.

Picture: LA/Photo Brum Clews

Navy relishes culinary success

Record-breaking year for chefs

ITS MOST spectacular performance yet in the Hotelympia and International Salon Culinaire de Londres, saw the Royal Navy and Royal Marines team walk away with a total of 34 awards from the 37 classes entered.

On Services Day, the RN/RM competitors swept the board in the Inter-Service Cook and Serve event, taking the trophy and gold medals as outright winners as well as silver and bronze awards. WRENSTD Bridget Cobley (Nelson) also won the Madame Prunier Trophy as best female Service competitor in the live events.

Hotelympia is Britain's largest and most prestigious hotel and catering exhibition and the Salon attracts competitors from across the world.

In the Open Team Buffet the US national team, currently world champions, took the gold medal. The RN and RM team took the bronze, beating both the Irish and Australian national teams.

Following their success in the Salon, CPOCK Phil Ashman (3 golds, 1 silver) was confirmed as captain of the Craft Guild of Chefs' team for the Frankfurt Culinary Olympics in October and POCK Ian Franklin (2 golds, 1 silver and a certificate of merit) was nominated for the team. POCA Tony Hancock (Iron Duke) will be the reserve.



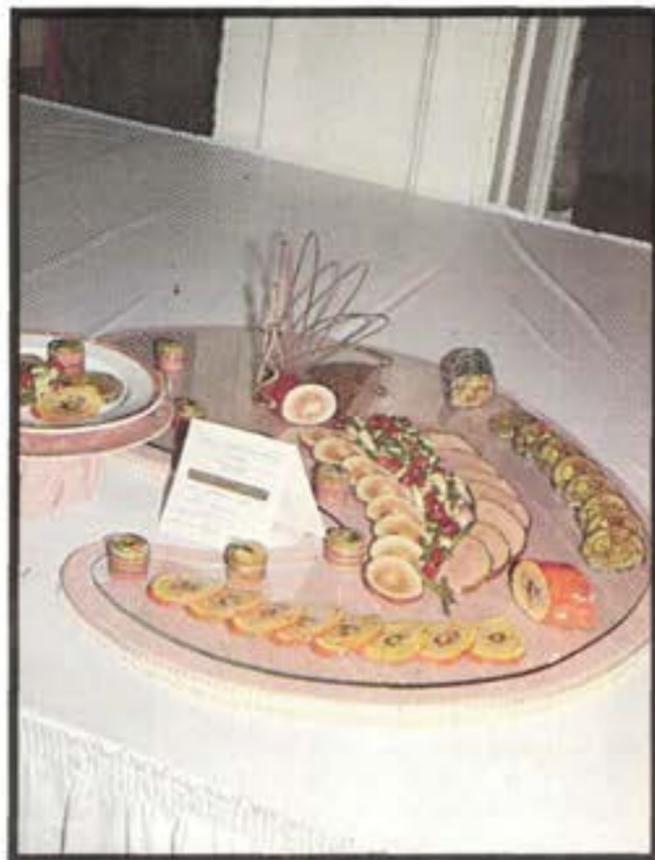
Bronze medal winners in the Open Team Buffet class (left to right) CPOCK Cockcroft, CSgt Dino Brazzo, POCA Tony Hancock and Sgt Paul Bentley.

RESULTS

Live theatre: Inter-Service Cook and Serve: LCK Scoble (Dolphin) and Wren Cobley (Nelson) trophy and gold medal; LCK Summerville and STD Lynch (Warrior) silver medal; Mne Hayter (Lymstone) and Wren Murden (Invincible) bronze medal. Individual Inter-Service: CPOCK Vadis (RNCKs) silver medal. Napkin folding: POSTD Thornton (RNSS) silver medal. Cocktail making: Thornton silver medal. Restaurant sweet: Thornton (bronze medal).

Static Theatre — CPOCK Ashman (RNCKs): show platter of meat (gold); show platter of poultry (gold); show platter of meat (Table of Honour) (gold); show platter of game (silver). POCK Franklin (RNCKs): show platter of fish (gold); show platter of fish (Table of Honour) (gold); show platter of salmon (silver); show platter of crustacea (cert. of merit). POCK Galpin (Drake): show platter of game (gold); show platter of poultry (bronze). WO2 Roberts (RMB Stonehouse): show platter of poultry (silver); show platter of meat (bronze). CK Pilkington (Britannia): works in fat (silver). CPOCK Cockcroft (RNCKs): works in chocolate (bronze). Sgt. Bentley (RNCKs): show platter of crustacea (bronze). CSgt. Brazzo (RNCKs): works in fat (cert. of merit). POCK Preston (Andromeda): show platter of fish (cert. of merit). POCK Baker-Green (RNCKs): show platter of game (cert. of merit).

Open team buffet: CSgt. Brazzo, CPOCK Cockcroft, Sgt. Bentley and POCA Hancock (bronze).



● Good enough to eat — CPOCK Phil Ashman's gold medal winning Show platter of Poultry.

Cream of Culdrose caterers

COOKS and Stewards from RN air station Culdrose warmed to the task of competing in a Salon Culinaire sponsored by Calor Gas and Nestle. An annual event, this year held at Cornwall College, the competition is open to catering colleges, Services establishments and hotels throughout the South West.

The winning team included CK Lee Rushbrook, WRENSTD Terri Later, CPOCK Mac McKinley, WRENSTD Tina Seymour-Simpson and CK Mario Shaw.

Mac won a silver medal for bread artistry and Mario a certificate of merit for work in fat. Lee and Tina worked together to earn a silver medal in the junior cook and serve event. Terri won a silver medal in the senior flambe sweet and a bronze in the senior flambe joint.

Congratulations, too, to STD Stephen Espie, who won a bronze medal for his flambe sweet and to three officers wives, whose experience doing the flowers for the wardroom paid dividends in the floristry classes. Mrs Sharon Bostel won a gold in the F1 Class, Mrs Fiona McElwaine a silver medal in F2 and Mrs Margaret Sargeon a certificate of merit in F4.

Now wash
your hands
please

SINCE the Navy lost crown immunity from food hygiene legislation earlier this year all RN personnel who handle food — cooks, caterers and stewards — are to be qualified in Food Hygiene.

The RN Cookery School at Aldershot has already trained over 100 students at the basic level and soon all Leading Hands on course will take the intermediate level as part of their professional qualifying course.

The advanced certificate is still under development but it is planned that all instructors and Warrant Officers in the Food Services branches and Catering Officers will do the advanced course.

This brings the Navy firmly in the lead in their commitment to safe food handling practice and has already brought praise from the Institution of Environmental Health Officers.

TITANIC EFFORT



ICING with happier memories for those connected with the liner Titanic came in the form of decoration on a cake made by WrenCK Emma Phillips as a centrepiece for the British Titanic Society Convention held in Southampton.

Emma, who is 18, made the cake under the instruction of ex-CPO cook Graham Jones, now contractor ARA's catering manager for HMS Nelson.

Convention organiser Brian Ticehurst said, "The cake was the first thing people saw as they entered the main exhibition room. It was much admired, televised, videoed and photographed... everyone was most impressed."

At the end of the event, Mr Ticehurst presented the cake to Newlands First School in Southampton, whose pupils had exhibited a class project of Titanic models and paintings.

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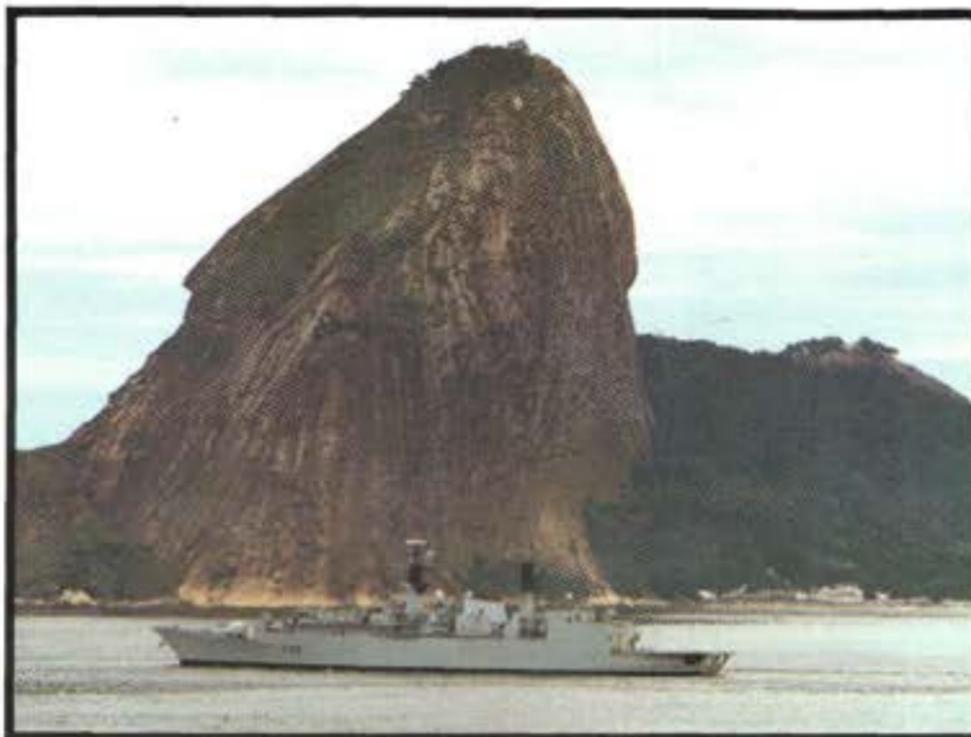
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Sailing down to Rio

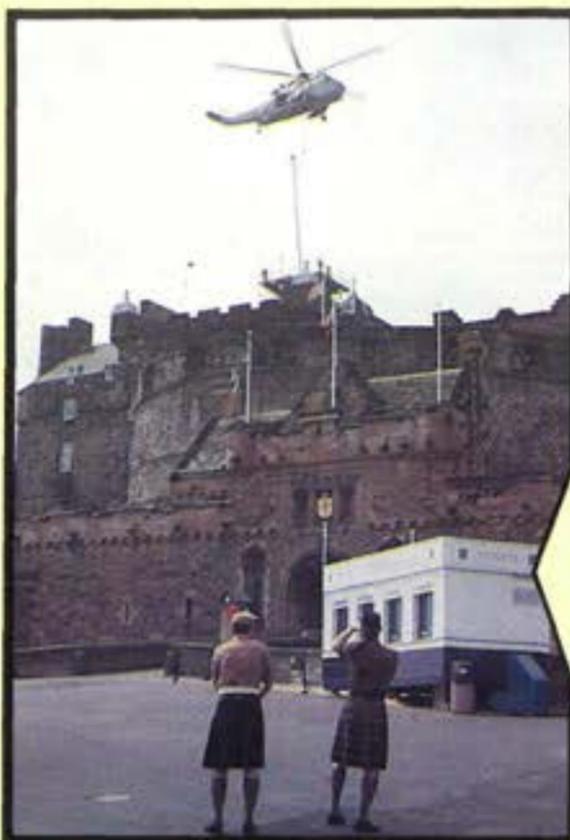
JUST before Rio de Janeiro became the focus of attention as the site of the Earth Summit, HMS Campbelltown sailed in for a six-day visit.

Her ship's company took every opportunity to enjoy their stay in Brazil, climbing the Corcovada Mountain, taking in the sun on Copacabana and Ipanema beaches, and sampling the excitement of white water rafting expeditions and the Rio nightlife.

Picture, right, shows HMS Campbelltown sailing past the Sugar Loaf Mountain as she leaves Rio.



POLE POSITION FOR 819 SQN



WHEN the flagpole on top of Edinburgh Castle needed replacing, the Navy were called in to help, lifting the new 60 foot, one-ton, steel pole into position by helicopter.

The Sea King, from 819 Sqn, based at HMS Gannet, Prestwick, was piloted by Lieut.-Cdr. Ted Buckett, who described the exercise as one of the most difficult loading trips they had done. "The view was great" said Lieut.-Cdr. Mike Cribley, who went down on the winch wire to guide the pole into position, "as long as you didn't look down."

Ursula's JRs Mess going for gold

WHEN the junior ratings of the latest Type 2400 submarine, HMS Ursula, assembled for a photocall for the picture for the commissioning book a dazzling display of gold was in evidence in the form of good conduct badges and a sprinkling of LS and CG medals.

LWTR Alec Lumb, on further investigation, found that the total time served by the 27 members of the Ursula's Junior Rates Mess was 285 years and 8 months, averaging out at 10 years, 7 months per man, and that the mess was the proud holder of 60 GC badges and 6 LS and CG medals.

Leading the way with 20 years service was LSTD Gerry Holt, whilst the baby of the mess, AB Nobby Clark mustered a mere 3 years 11 months.

So, HMS Ursula now claims that her Junior Rates Mess is the most senior in the Royal Navy. Any challengers?

Mess line-up pictured below, with senior man LSTD Gerry Hold, front row, third from left, and junior, AB Nobby Clark, taking it sitting down.

* Latest update. Alec Lumb is now an Acting POWTR. Nobby Clark has got his first badge, as have the other two previous no-badge men. Lost two, gained three, leaving the Mess with a total now of 61.



A dog's life

"THE LIFE story of an Able Seaman who leads a dog's life" is the sub-title of a short illustrated book recounting the exploits of Just Nuisance, the larger-than-life dog encountered by many an RN rating serving in Capetown during the 1939-45 period and fondly remembered more than a few times in the columns of Navy News.

A special limited edition of the book is now being made available when a donation (minimum £3.50) is made to the Arctic Campaign Memorial Trust, at HMS Belfast, Morgan's Lane, Tooley Street, London SE1 2JH.

● A service for the International Reunion of Arctic Veterans of World War II and dedication of windows of remembrance and thanksgiving is to take place at Portsmouth Cathedral on Saturday 11th July at 1100 hrs.

Return to the Cape

A GROUP of veterans and their wives is to visit Simonstown, the former Royal Navy South Atlantic Fleet base in the Cape, at the end of October. Excursions as guests of the South African Navy will include Wingfield naval air base as well as the Simonstown base itself.

A few places remain for the Cape visit, and details can be obtained from Keith Rennie, Africa Now, The Coach House, Wragmire, Cotehill, Carlisle (Tel.0228-560446).

Faslane Fair

THE BAND played, the gates opened, the crowds flooded in and the sun shone and shone, belying the story that it always rains in Faslane!

The 1992 Faslane Fair proved a huge success, attracting over 5000 people, with a sum of over £8000 raised on the day, and at least a further £6000 from the sale of raffle

tickets and commercial sponsorship, which will go to the Scottish Society for the Mentally Handicapped and to other local charities.

Events at the fair included a Field Gun Run by the Clyde Submarine Base Team, a martial arts display and a Royal Marines' rescue demonstration.

ANYONE FOR POLO?



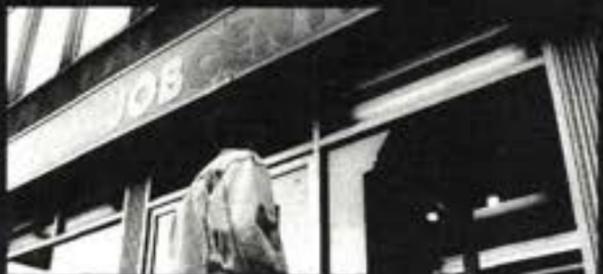
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Rugger pioneer

WREN Stores Accountant Catherine Mullis is certainly prepared to tackle life head on... when she's not at work with the base replenishment team at Clyde Submarine Base she's a dedicated member of the West of Scotland's fledgling women's rugby team.

She first became interested in Rugby Union after the 1991



World Cup, before which she was a self-confessed couch potato, and set about finding a club with lady players. West of Scotland proved ideal, with some 30 women on its books and male players offering training and encouragement.

But Catherine failed to persuade any of her colleagues at Faslane to join her on the pitch. Now she is to join HMS Defiance in Plymouth so new workmates can expect some gentle persuasion.

Whatever happens, Catherine is destined to become the first Wren to take part in a Royal Navy rugby training course. She will spend a week in Portsmouth studying playing and coaching techniques and go in for the Preliminary Coaching Award.

She hopes to coach young players in the South West and to find a ladies team for herself.

Smith clinches Strokeplay Championship

ONE thing was for certain in this year's Royal Navy and Royal Marines Strokeplay Championship — there would be a new winner's name engraved on the trophy. What was not certain was who that winner would be, writes *Lieut.-Cdr. Roger Knight*.

With the likes of Lieut.-Cdr. Malcolm Edmunds and Surgeon Lieut.-Cdr.(D) Phil Guest having left the Service with 14 championship victories between them, this year's result was not going to be the foregone conclusion it had often been in the past.

However, the new champion proved a worthy winner. In an exciting final round at Western Gailes near Troon, CPO Pat Smith (Culdrose) emerged victorious beating Ck Stuart Huxtable (Broadsword) by three shots. CPO Don West (Rosyth) was two shots further away in third place.

Smith won in style, leading from start to finish, but his opening round of 70 was the lowest of the competition and had even the local club members murmuring their admiration!

At the start of the final round he held a two shot lead over nearest rival Huxtable. As they were paired together it turned into a matchplay situation. At one stage Smith was five shots clear but over the difficult closing holes Huxtable narrowed the gap to two. At the last Smith got a regulation 4 and, with Huxtable missing the green with his second and run-

ning up a bogey 5, Smith was home by 3 shots.

Several players had threatened in earlier rounds. LCpl Nigel Small (CTCRM) had a very useful 74 in the opening round, but fell away. Lieut.-Cdr. Pat Lynch (Daedalus) was well in the hunt after the second round but an 84 in the third put paid to his chances.

Muss, Joe Sharp (Lympstone) followed up his opening round of 78 with a 75, but all his good work was dashed with an 88 in the third. CPO Steve Lambert (Renown) suffered a similar fate, shooting a 91 after 78 and a 77. CPO Jim Thomson (Valiant) came off the rails with a last round of 86 having been well in contention with rounds of 78, 79 and 78.

However, the hard luck story of the Championship surely belongs to CPO Martin (Brum) Hunt (Culdrose) who, in the opening round, found himself stood on the 18th tee requiring a par 4 for a round of 72. But three tee shots out of bounds resulted in an horrendous 11 and he signed for a 79. To his credit he battled away in the remaining rounds to finish in joint 4th place with Lynch.

The Inter-Command Championship, run concurrently with

the individual championship, saw the Naval Air Command team (Smith, Hunt, CPO Mick Filleul (Culdrose), LPT Bill Stretton (Yeovilton), CPO Taff James (Portland) and Lynch) retain their title, winning by 30 shots from Fleet. The Royal Marines pipped Portsmouth into third place on a count back.

Earlier in the month the Royal Navy side had been well beaten by a very strong Leeds and District Union side at Sand Moor GC near Leeds.

In the Foursomes Jim Thomson and Lieut. Duncan Ellis RM (CTCRM) gained the Navy's only win. In the Singles Sgt Bill Parker (3 Cdo Air Bde) prevented a whitewash with a very creditable half.

THIRTY players competed in the 1992 Fleet Engineering Centre, Rosyth, Golf Championships at Burntisland GC, Fife. The competition was played over two rounds, the morning session hampered by dense fog.

Winner and runners-up were: 1, CPOWEA Don West (75 points); 2, CPOWEA Dave McBride (73/better 2nd round); 3, WEM(R) Craig Davies (73).



Well suited

DETERMINED to make a splash during the forthcoming Royal Navy Divers' Golf Championship are these four, caught practising at the tournament venue — the Southwick Park course adjacent to HMS Dryad.

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WO Mo Crang, pictured about to sink a putt, organised the championship, the biggest ever for the divers. More than 100 past and present members of the RN Clearance Diving branch will be competing on August 10.

Among them will be Mo and the others in the picture (from left): LS Dave McKenna, LS Sam Silcock and Cdr David Sandiford.

GUEST STARS

FOR the second year in a row a team of six runners representing the Minewarfare, Diving and Maritime Trade Department of SMOPS won the trophy as first guest (non-Army) team home in the extremely demanding Welsh 1,000 Mountain Race.

In repeating their 1991 success, the team had to negotiate a 40km route starting on the beach at Aber and taking in the 1,000m mountain ranges of the Carnedd and Glyders before finishing on the summit of Snowdon (1,085m).

Representatives of the three Services and civilian fell running clubs made up the 60+ teams competing. The MDT runners were Lieut.-Cdr. Phil Burrell, CPO(MW) Taff Hembrow, CPO(MW) Alan Bainbridge, AB(D) Taff Lloyd, AB(D) Rob Bouchard and CCWEA Tug Wilson.

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Bouts and around

GREAT Britain's international middleweight Mne. Mark Edwards of HMS Nelson leaves at the end of this month for the Barcelona Olympics and the quest for the highest prize in sport — Olympic gold.

For most of the close season Mark has been train-



ing at Nelson with Navy coach CPOPT Tony Bevel. This combined with frequent training camps at Crystal Palace under Ian Irwin, the national coach, has seen Edwards climb a steady road to peak fitness in preparation for the ultimate challenge of his illustrious career.

The coach has concentrated much on the twice-ABA-champion's strength and power to see him through the challenges from the hard hitting Cubans and East Europeans.

Last year Mark lost to the now world champion, Russo from Italy, so he knows who the danger men are, said Bevel.

"His state of fitness is now near to what it was before the World Championships, and the way to a medal is for every punch to count. That's what we have worked on, and he looks good."

"For Mark himself, he's looking forward to it. He showed tremendous dedication to qualify for Barcelona... now he only has to believe it and it will happen for him."

ARE there any other competitors in the Olympic Games with Royal Navy connections? Navy News wants to know.

CITY of Portsmouth Football Development Scheme in conjunction with the Football Association is holding a summer holidays funweek at Alexandra Park (August 3-7) for boys and girls, price £32. Ring 0705 834832 for details. Funweeks are held throughout the country — to learn more ring 0707 50057 (24hr Ansaphone).

FIRST prizewinner in the Tri-Service Rugby Draw was POMEA Rooks of HMS Arrow, who wins a £2,000 holiday. Second was Lieut.-Cdr. Kent (Fearless), who won £250 worth of electrical equipment, and third was the CO of 800 NAS, Lieut.-Cdr. David Braithwaite, whose prize was £100 worth of sports goods. Sponsored by BAeSEMA, the raffle raised more than £6,000 for Service Rugby.

ALLIED Breweries Ltd have kindly agreed to continue their sponsorship of Service sport for 1992/93. The following associations will benefit: RN Athletics, RN Badminton, CS Basketball, RN and RM Motor Sports, RN Squash Rackets, RN Volleyball and RN (Women's) Sports.

The sponsorship is to be used specifically to enhance inter-command championships, RN championships, Navy Cup competitions and tours. All beneficiaries wish to express their thanks.

Sport

Forces Pennant is secured for the third year

SHERBORNE Regatta, hosted by the Fleet Air Arm in June, is one of four inter-command rowing meetings to take place annually. It gives the Navy's rowers of all standards an opportunity to compete together and the selectors a chance to view the talent from which a squad is chosen to represent the Service in Amateur Rowing Association events.

1992 has been a successful year for the RN Squad: the greatest achievement winning for the third year running the Forces Pennant at the Head of the River Race. The pennant, fiercely contested each year, is awarded to the fastest of the many Service crews which enter the race, along with upwards of 400 civilian national, club and schools crews.

Conditions this year were fair and the Navy VIII got off to a good start, overtaking their first boat within a quarter of a mile. They rated a steady 32 for the 4 1/2 mile race, taking another crew just before the Hammersmith Bridge, and two more on the Fulham bend. Their efforts secured them 149th place overall (28th out of 128 in their class), with the RAF first boat — their next closest rival — coming in 198th.

Buoyed up by this success and a fine win at the Kingston head, where the Navy first VIII was again the fastest Service crew, spirits were high for the Joint Service Regatta at Peterborough, but in the blue ribbon event the Navy boat was beaten to the finish line by the Army.

Having sat neck and neck for the first 600m the Army began to inch away over the last 400, and the Navy crew, despite a solid row and an average rate of 39, were unable to hold them.



Pictured with the Head of the River Race Forces Pennant — in fact, a cup — is the RN squad: (back row l-r) Lieut. Alisdair Hutchinson, Lieut. Andy Holland, Sub-Lieut. Andy Patterson (stroke), Lieut. Andy Cameron, (front l-r) Lieuts. Gary Foster, Stuart Wright (training manager), and Penny Graham (cox), AEA Alan Davidson and LAEM Brian Kemp. Lieut. David Woolley is missing — slightly run over by a bus!

Picture: Lieut.-Cdr. Peter Johnson

The ladies redeemed the day, however, with Heron winning the Ladies Novice IV and Sub Lieut. Debbie Rorke (BRNC) carrying off the Novice Sculls Trophy.

With active Command rowing in Plymouth and Portsmouth, and Fleet Air Arm row-

ing based in HMS Heron, the RN and RM ARA is always in search of new blood, from novices to experienced oarsmen, and for ex-rowers interested in helping on the administrative front. Queries should be directed to Lieut. David Stroud on Prospect House Ext. 5577.



Chilly course

BRRR! The Combined Services Cold Water Acquaint Course, attended by RN, RAF and civilian personnel, was held at Southsea.

Designed to inure swimmers to the cold water before they attempt the Inter-Service Long Distance Swim (3 1/2 miles) at Lake Bala, North Wales, on July 13, the course was administered by CPOPT Pete Crowley (fifth from left front row).

Ten of these intrepid swimmers are planning to swim the Channel later in the year, eight in relay and two as individuals.

Anyone wanting to know more about the Lake Bala swim should contact CPO Crowley on PNB ext 25912.

GB RECORD SWIM

AT THE GB Open Masters Swimming Championships at Crystal Palace the Royal Navy masters team produced arguably the finest performance ever by an RN swimming squad, writes team manager Ron Kimber.

In the 45 years I've been involved in RN swimming I cannot remember a Navy team performing so well at this level. This success was almost certainly brought about the policy of tracing ex-RN swimmers and bringing them back to represent the Service long after they'd retired from it.

The team took away five gold medals, 10 silver and eight bronze from the GB Open Masters. The icing on the cake was a Great Britain record for Alec Laylee in the 70-74 years age group at 50m freestyle.

In addition to this country's best masters swimmers, the championships attracted competitors from Russia, France and Germany.

The RN medal winners were as follows: (25-29 years) Steve Thomas: 1, 400m; 2, 50m b'ly; 3, 100m b'ly. (30-34) Ian Hughes: 1, 50m back; Adrian Noble: 2, 400m free. (45-50) Peter Stephens: 2, 100m b'ly and 2, 200m b'ly; 3, 50m b'ly. (50-54) Barry Blander: 3, 400m free. (55-59) Geoff Bishop: 3, 50m breast; 3, 100m breast and 3, 50m back. Dave Aulen: 3, 1,500m free. (70-74) Len Audrit: 1, 50m breast and 1, 100m breast; 2, 50m b'ly. Also Laylee: 1, 50m free (GB record); 2, 50m back and 200m back. Over 240 years' medals were second.

Navy masters swimming is now well to the fore and thanks must go to Capt. Peter Wason, RNSA chairman for his support. Now to recruit him into the team!

This year will see the first Inter-Service Masters Swimming in October and the RN has high hopes of success. More swimmers are needed, though, particularly those retired and in the upper age groups. Masters swimmers compete only within their own five year age group, so everyone is in with a chance. Anyone wishing to know more should contact Ron Kimber on Fareham 281287.



BLAZIN' BRAZEN

Heroic effort

MNE Mark Crossdale's athletic prowess and the fine example he sets have been recognised in the award of the 1990/91 Nato Cup.

An accomplished road and fell runner, Mark has



also proven himself a first class skier and is currently ranked No. 1 in the British Nordic team. As the 1991 British 15km and 30km champion he represented Great Britain at the 1991 World Championships in Italy and the 1992 Winter Olympics in France.

On the athletics front this year he won both the British long and short course championships and represented England in Switzerland. He was also first runner home in the 1990 "Man Versus Horse Race," a gruelling 22-mile event run in Wales.

Mark has been a particular inspiration to young Marines joining the RM biathlon team. His dedication was amply displayed during the 4x7.5km biathlon relay at this year's British National Ski Championships. Having dislocated his shoulder in a fall, Mark reset his own arm and continued with the race, enabling 45 Commando to hold a creditable sixth position in a field of 19 teams.

FROM the look of the picture HMS Scylla's players did their best to get a stranglehold on the Midi-Ships rugby final, but HMS Brazen lead 12-7 at half time and 18-16 when the final whistle blew.

It was a tight game, with Scylla holding Brazen's clear weight advantages in the pack superbly. There was drama right to the end — Brazen conceded a penalty in the final minute and a score would have given Scylla the trophy, but it was not to be.

A high standard of rugby was displayed during this match at the Portland Borstal pitch — and good sportsmanship prevailed throughout.

CASUALS SMART

LWEM George Alcock, LWIR Brian Cheung and POWEM Dave Tilford were among the competitors in the Lisbon 7s Rugby Tournament, playing for the Lisbon Casuals, a team mainly comprising British ex-pats living in the Lisbon area.

The three sailors are stationed at CINCIBERLANT, the NATO base commanding the sea lanes at the approaches to Gibraltar.

Brian was selected as the Casuals' Man of the Match on the strength of his kicking leg — his conversion kicks were spot on throughout the two-day tourney. Alas, the Casuals were knocked out in the semi-finals.

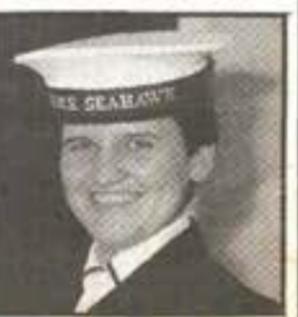
FIXTURES

MIDDLESEX II will travel to Portsmouth on July 6 to take on the Royal Navy at cricket. The match begins at 1100. On the previous day the RN U25 team will play Public Schools of Western Australia, also at Portsmouth from 1100. This year's U25 inter-services cricket festival will take place at Vine Lane, Uxbridge, on July 10/11 and 12. Day 1 sees RN v Army, day 2 RAF v losers day 1 and day 3 RAF v winners day 1.

MAGS BAGS TROPHY

LWREN Margaret Briggs (Culdrose) has been named the Royal Navy's Young Sports-woman of the Year and presented with her trophy by the Second Sea Lord, Admiral Sir Michael Livesay.

Margaret's greatest success has come in 22 rifle shooting, at which she has represented the Navy and the Combined Services for a number of years. She also plays hockey and netball, but enjoys all sports.



Jumping ahead of the field

ROYAL Navy and Royal Marines showjumping and eventing teams have scored spectacular successes at Windsor, Larkhill and Tidworth.

The Queens Challenge Cup and Queens Plate are always presented by the Queen at the Royal Windsor Horse Show and provide a gruelling test of nerve as well as skill and showjumping ability as the leading riders jump-off in the main arena in front of a large crowd and television cameras.

This year a team selected by Lieut.-Cdr. Richard Randall (RNEC Manadon), consisting of POWren Louise Isaacs (772 Sqn.) riding Jack of Diamonds, LCpl Simon Bustany (42 Cdo.) riding Rupert XIV and Mne Howard Wood (40 Cdo.) riding Jasmine, were close behind the top Army teams from the Kings Troop Royal Horse Artillery and Household Cavalry Mounted Regiment but ahead of 13 teams from non-horsed units. The RN/RM team were awarded the Queens Plate for only the second time since 1968.

Berkeley

The following day the squad moved to Larkhill and this time beat both the Army and the RAF to win the Inter-Services Showjumping Championships for the first time in nearly 20 years. The three riders who had been successful at Windsor were joined by Randall on a horse owned by a retired naval commander, Ted Waller from the Berkeley Hunt in Gloucestershire, and their combined score of 12 faults over a course of Foxhunter standard was four faults better than the Army team.

The Inter-Services Championships moved on to the horse trials event at Tidworth Park in Hampshire. Randall picked a totally different team for this test, which combines dressage, showjumping and cross-country riding. Cdre Richard Bridges (COMAW) rode his own horse Smoke Spindrift, Lieut.-Cdr. Mike Croome-Carroll (Cottesmore) picked up the ride on Ted Waller's Cruise, Mne Wood switched to Jackboot and Cpl Nigel Joyce (40 Cdo.) came in on the RMSC's Inter-City.

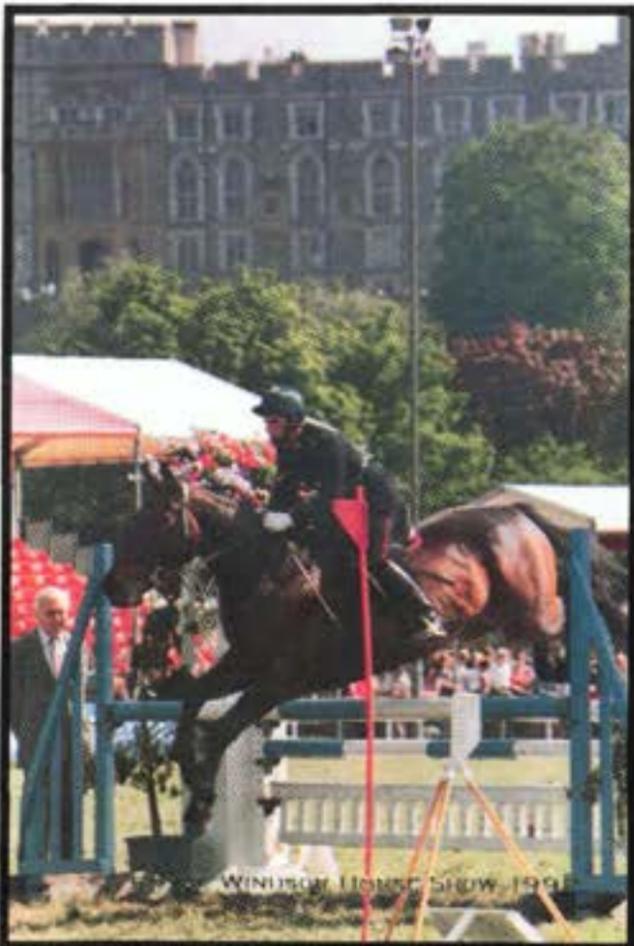
Lame

It was expected that the Army, smarting from their unexpected earlier setbacks, would strike back, but the hard ground and several lame horses conspired against them and they produced a surprisingly sub-standard team.

There were few clear rounds over the testing cross-country course but the Navy team did well and got three riders into the top 12 to defeat the Army

once more, but finished some way behind the RAF. After two legs of the Inter-Services Equitation Championships the Navy is in the unaccustomed

position of being ahead of both the Army and the RAF. Training and other plans for the final leg at Camberley in September are already well underway.



LCPL Butch Bustany on Rupert in the main arena at Windsor
Picture: Courtesy of Pleasure Prints, Newbury.

NOVICES CHAMP AT BIT

EQUESTRIAN stars of the future had a chance to demonstrate their skills at the RN & RM Novice Equitation Championships at the Naval Riding Centre, HMS Dryad.

Riding horses on loan from the Centre, the Royal Marines Saddle Club and the Royal Artillery Saddle Club at Larkhill, 46 riders representing ten units or establishments entered the competition for the Kemble Plate. The popularity of the event meant that the competition had to be divided into two sections. Royal Marines riders and horses took the lions' share of the honours.

The individual winners, who both rode RMSC

horses, were Wren Donna Jenkin (illustrious) on Kipling and CPO Pete Ogburn (Cumberland) on Marigold. A Royal Marines team representing RM Poole (Sgt Phil Cornell, LCpl Josie Mills TA, Mne Richard Fletcher) won one section and a team trained at the RM stables at Bickleigh (Lieut. John Mules (Argyll), CPO Ogburn and Kristen Oxby (dependant)) won the other section and the Kemble Plate.

YACHT MASTER



GOING aloft — PO Ian Jary tastes the high life aboard HMSTC Lord Trenchard, as a member of the tri-service crew sailing in the wake of Columbus and using the navigational techniques of 1492.

Under the navigational direction of the Mate, recently retired RN diver Clive Eggington, the Lord Trenchard made an uneventful overnight passage to Cherbourg and later sailed to St Peter Port, Guernsey, where revellers among the crew headed for the bright lights and gave themselves something to regret the next day.

That began at 0500 with rising winds and seas. Even submariner Ian was suffering. The wind strengthened throughout the day. At 2200 it was blowing in excess of Force 10 and the skipper decided to heave to under storm jib and try sail. Even these proved too much and skipper Simon Salter had the yacht stripped to bare poles.

Dawn brought little comfort and at 1050 a towering green wall heaved up before the yacht, at the last second crashing down and burying the Lord Trenchard from stem to stern.

After much pumping out, the yacht was still a sorry sight and it was decided to put in to Brest for urgent repairs. These achieved, passage across the Bay of Biscay was begun.

Variable light winds and calm seas saw the yacht reach Viana do Castelo, Portugal, and — lost time made up — the next three days prior to docking at Lisbon allowed some opportunities for sighting seeing and food and wine tastings.

At Lisbon the Lord Trenchard joined up with the remainder of the Northern European Fleet. She was handed over to the crew for the next section of the expedition, with races to Cadiz, Las Palmas and Puerto Rico before her.

On the blocks



THE FIRST ever Navy Cup Athletics final takes place at the Mountbatten Centre, Portsmouth, on July 15 and the men's match, between HM ships Sultan, Heron and Cochrane, CTC Lympstone and RNEC Manadon, looks to have the makings of a first class competition.

HMS Sultan must start as favourites, with Navy stalwarts like Graham Riley (steeple-

chase), Ed White (sprint), Andy Quixley (javelin/high jump), Mark Fieldsend (hurdles), Jock

Stewart (5,000m) and the in-form Steve Cox (5,000m) lining up.

But they are unlikely to get everything their own way. HMS Cochrane has Rupert Williams and Topsy Turner in the sprints and the Navy veteran Eamon Fitzgerald in the vault and high jump.

Lympstone has Andy Mitchell, also in form, in the throwing events, Gerry Gerrard in the distance races and RN decathlete and coach Stu Gibbs to fill in the gaps.

The teams from Manadon and Heron are unknown quantities but it would be most unusual if Heron were not to spring a few surprises in certain events. Manadon may also have some hidden talent.

HM ships Neptune, Dryad and Heron and Britannia Royal Naval College will contest the ladies competition. This looks to be more evenly contested, with many of the known lady athletes not serving in Cup Final establishments.

It is hoped the competition will stimulate more interest in track and field and help discover talent for future years.

ELAINE



ON LEAVING Gibraltar after a tour of 18 months, LWrenPT Elaine Reynolds was presented with a Herbert Lott award marking her exceptional service to WRNS sport and her outstanding support of family sports and liaison activities. Elaine's now been drafted to HMS Sultan.

Heave ho . . .

AMONG those watching the Inter-Service Charity Tug of War Competition at Windsor was the Princess Royal. She saw the HMS Collingwood team (pictured right) finish third overall in the 640kg class, which was won by RAF Cottesmore. The Collingwood coach is Charge Chief John Bennett.

Still with Collingwood, the establishment hosted the RNKA Canoe Polo Championship and coaching weekend. HMS Neptune triumphed, seeing off opposition from HMS Osprey, RNEC Manadon and Collingwood itself.



BATTLEAID '92



● Above: HMS Battleaxe during a RAS in company with RFA Brambleleaf and HMV Britannia en route to Malta where the Queen took part in the 50th Anniversary celebrations of the George Cross. Picture: Sub-Lieut. R Taylor, HMS Battleaxe

Trawler patrol action as fish task probed

ONE of the Navy's oldest squadrons, the Fishery Protection Squadron, has come under scrutiny from Whitehall in a bid to save £6 million a year.

The Ministry of Agriculture, Fisheries and Food is considering privatisation proposals and looking to see whether an

could fulfil the role more cheaply, but it is stressed that no decision has been made.

Fishery protection has been carried out by the Navy in one guise or another since 1379 — Admiral Nelson once captained the squadron.

They are also involved in the security of North Sea oil installations, and assist in Customs and Excise duties and anti-drug operations.

Professional

Speaking on board HMS Ark Royal during Operation Shop Window '92 FOSF, Vice-Admiral Sir Nicholas Hill-Norton, suggested he would be surprised if a private organisation could provide a better service as well and as cheaply as the Navy.

"We would like to go on doing the task," he added, saying he was convinced the Navy did the job in a professional way.

Boarding

Last month HMS Brecon boarded a French trawler off the Scilly Isles after Cornish fishermen claimed it had deliberately cut their nets.

The MCM vessel remained in the area, long the scene of confrontation between the two fishing fleets, until she was relieved by HMS Alderney.

● On a private visit to the Fishery Protection Squadron last month the Prince of Wales joined HM ships Shetland and Brinton on patrol and observed a routine boarding off a fishing vessel in the Firth of Forth.



● Right: AB Doc Livingstone lets Nicky Yearling, from Lipson Community College, Plymouth, take the strain as toys and clothes are loaded on to HMS Battleaxe for delivery to Russian and Polish orphans. Picture: Simon Burt

Special delivery for Baltic ports

WHEN HMS Battleaxe visits the Russian Federation port of Baltiysk and Gdynia, in Poland, early this month she will be carrying a cargo of toys and clothes for distribution to orphanages.

In the light of recent events in Eastern Europe the ship launched Battleaid '92 and the visits will see the culmination of weeks of work and fund-raising to collect goods for Russian and Polish orphans.

The gifts, filling 100 tea-chest sized boxes, have been donated by children from schools in Plymouth, the frigate's home port. Children from Gibraltar also donated three lorry-loads of toys and clothes during HMS Battleaxe's recent visit to the Rock and, in addition, more than £2,000 was raised through sponsored events.

"The ship's company regularly organise fund-raising events for charities at home," said the Battleaxe's commanding officer, Cdr. Jim Scorer. "They think it's a splendid idea to export their efforts."

Chief of Staff to FOSF Rear Admiral Bruce Richardson will be embarked in HMS Battleaxe during her visit to Russia and will call on senior officers of the Russian Navy including Admiral Yegorov, who is in command of the Baltic Fleet, and Admiral Litvinov, Com-

mander of the Baltic Squadron.

On departure, HMS Battleaxe plans to take part in an exercise with a Russian warship before crossing the Gulf of Danzig for a visit to the Polish port of Gdynia.

Tactical nuclear weapons to go

FOLLOWING last year's announcement that tactical nuclear weapons would no longer be deployed on Royal Navy ships in normal circumstances, the Government has now decided that this "residual capacity" is no longer needed.

"Royal Navy ships and aircraft and Royal Air Force maritime patrol aircraft will therefore no longer have the capability to deploy tactical nuclear weapons," Defence Secretary Mr Malcolm Rifkind stated. "The United Kingdom weapons previously earmarked for this role will be destroyed."

In his statement Mr Rifkind

said, "The United Kingdom's sub-strategic nuclear capability will therefore consist of RAF dual-capable aircraft with the WE177 free-fall bomb."

Royal Wrens

WRENS will be joining the Yachties soon — and they won't all be "galley slaves".

Cabins are being prepared for Wrens in HMV Britannia, with WRNS officers likely to be their first occupants. They will serve in a wide range of departments.

There are at present around 500 WRNS serving at sea.

Defence Secretary in the driving seat

PICTURED at the helm of a RIB after a visit to HMS Cumberland is new Defence Secretary Malcolm Rifkind.

Accompanied by FOST Rear Admiral Mike Boyce during his day at sea, Mr Rifkind visited HM ships Argonaut and Cumberland and witnessed a RAS from RFA Black Rover with HMS Brazen and GS Emden.

With Mr Rifkind in the RIB are WREN(M) Yates, AB(M) Fenwick and LS Matlin.

Picture: PO(Phot) Vince Richards



'Pingers' on trial

MOD is to place a contract for 100 acoustic net "pingers" which will be attached to the nets of fishing vessels to alert submarines to their presence. They will be used in an extended sea trial in the Clyde area to establish their effectiveness in a working environment.

Cost of the trial will be borne by MOD and the local fishing community have indicated their willingness to assist. The trial is planned to begin in early 1993 and will last about 18 months.

Fishing safety

The decision to place this contract follows publication of a consultative document setting out MOD's latest proposals for improving the

safety of fishing vessels in waters frequented by submarines, following the loss of the fishing vessel Antares.

Armed Forces Minister Mr. Archie Hamilton said, "This positive step forward follows an extensive period of development. We are very concerned for the safety of fishing vessels and we expect that this, together with a number of measures already implemented, will help contribute to maritime safety."

● At a Plymouth court martial in June a lieutenant-commander who was a lieutenant on a nuclear submarine Perisher course at the time of the Antares sinking in 1990 was severely reprimanded.

Homosexual law change

A SELECT Committee recommendation that homosexual activity of a kind legal in civilian law should no longer constitute an offence under service law has been accepted, the Commons were told.

But it was made clear by Defence Minister Mr. Jonathan Aitken that this "sensible measure of decriminalisation" tidying up the differences between military and civilian law was not intended to alter the present disciplinary climate of service life.

"Service personnel who are involved in homosexual activity will, as at present, be administratively discharged, whether or not any criminal offence has taken place."

He went on, "However, in future, individuals who engage in homosexual activity that is legal in civilian law will not be prosecuted under service law and they will have no criminal record or entry on the police computer."

