

MARCH 1992 30p

Rising on the Kyle —

Last of the current batch of Trafalgar Class submarines, HMS Triumph, is pictured completing her sea trials at the British Underwater Test and Evaluation Centre (BUTEC) on the Kyle of Lochalsh.

Picture: PO (Phot) Sapper Webb

— and sinking in the Channel

A RESCUE team from the Type 42 destroyer HMS Edinburgh had themselves to be rescued when a fishing boat they boarded in an attempt to salvage sank beneath them.

The skipper and two crew of the fishing vessel FV Dunlin had earlier been lifted off by a Navy SAR helicopter from Portland after their craft began taking in water off Weymouth.

As the Edinburgh party started pumping she suddenly upended. CPO MEA John Haswell and LMEM Mark Robertson were washed over the side and the First Lieutenant, Lieut-Cdr St Clair Armitage and POMEM David MacDonald dived clear. Sub Lieut David Gardiner was caught up in wires and went down with the boat — but managed to free himself and surface unharmed.

The six-man team were all quickly picked up from the very cold water, the First Lieutenant by HMS Edinburgh swimmer-of-the-water harness and the rest by Weymouth lifeboat.

— Photograph taken from the deck of HMS Edinburgh by AB N Le Mansois Field.



DESIGN THAT DELIVERS

Fast off-load priority for new helicopter carrier

TENDERS are being invited for the design and build of a commando and helicopter carrier as part of the Royal Navy's future amphibious capability. At the same time project definition studies are under way for replacements for the assault ships HMS Fearless and Intrepid, and plans have been announced to refurbish three of the Navy's landing ships logistic.

These proposals total about half a billion pounds.

The new helicopter carrier — previously referred to as an aviation support ship — will have a primary role of fastest delivery ashore of her entire embarked amphibious landing force.

The new ship is expected to be capable of carrying 12 Sea King and six Lynx helicopters, together with Royal Marines Commando unit.

In progress towards replacements for the Fearless and Intrepid, contracts have been awarded for project definition studies to YARD (Glasgow), VSEL (Barrow) and Dowty-Sema (Esher). Two further study contracts are due to be placed shortly for communications aspects.

Landing ships logistic played a significant part in the conflicts in the South Atlantic and Gulf, and five of this type are to be maintained.

RFA Sir Galahad is a new ship built following the loss of her predecessor in the Falklands, and another, RFA Sir Tristram, has been substantially rebuilt. There is to be fundamental overhaul and re-equipping of the remaining three vessels which will enable them to operate well into the next century.

Equipment orders announced separately include, subject to contract, a £20 million order with Westland Helicopters for upgrading Royal Navy Lynx Mark 3 helicopters to Mark 8 standard. Also subject to contract, there is an order with British Aerospace to convert five Harrier T4 training aircraft to T8 standard for the Navy.

Pay up by 6 per cent

THIS year's Services pay award provides a basic increase for most personnel of 5.9 per cent. There will be an additional two per cent for Warrant Officers to take account of comparability evidence and affecting WOs Royal Navy and WO1s and WO2s Royal Marines.

All recommendations of the Armed Forces Pay Review Body were accepted by the Government and will be implemented from April 1. The average increase in the military salary is 6 per cent.

While additional pay has in the main been increased in line with military salary, one change which affects the Royal Navy is in Hydrographic Pay where a new reserve band has been introduced for personnel in non-Hydrographic appointments for more than three years.

For full pay details, including the new daily rates and the Pay Review Body's views on Pay-as-you-Dine, see page 19. Concerning introduction of a reduced charge where a furnished married quarter has at least half the furniture stored by MOD see page 8.



One-for-three scheme

AN EVEN better deal than the new one-for-one kit exchange (see back page) is a new savings scheme for Service personnel who do not own their own homes, under which MOD is to contribute £1 for every £3 saved, to be available when they come to buy a house.

To open an account the individual must have served three years and undertake to save for at least five years. Minimum investment will be £50 a month, and maximum initially £200. MOD's £1 for every £3 will be added to the savings and interest earned.

Discussions continue on details, but it is planned to start the scheme as soon as possible.

The special savings account featured in a housing-reset-

lement announcement made in February as part of measures in the light of reducing Armed Forces numbers.

Other items included a plan to allow married quarters occupants, made redundant and with nowhere to live, to stay on in their MQ at the market rent as long as it is not needed for serving personnel.

There is also a scheme involving the transfer of surplus MOD blocks of flats to housing associations.

Recommended is a new organisation to manage the MOD's married quarters Estate. Being examined is a proposal that a new non-profit-making organisation should take over ownership and management of the MQ Estate for all three Services.

● More details in Page 18 article.

Capital time for HMS Norfolk



PRINCE MEETS A DUKE

DELICATE manoeuvring through the Thames barrier in thick fog brought HMS Norfolk to London, the first visit to the capital by a Duke class frigate and, as befits such an occasion, the "Duke" was met by a Prince!

The first visitor to the ship was the Prince of Wales who served in the previous HMS Norfolk as a Lieutenant. He was met by the ship's commanding officer, Capt. John Lippiett, and by CPO(OPS)M Gus Elliston who was previously a member of the Prince's division.

While alongside HMS Belfast in the Pool of London HMS Norfolk helped start a national appeal marking the 75th anniversary of King George's Fund for Sailors'. In company with the fund's chairman Admiral Sir Anthony Morton, the First Sea Lord Sir Julian Oswald and the Lord Mayor of London, Sir Brian Jenkins, launched the appeal by firing a number of ceremonial starting canons.

During the Norfolk's six-day visit Officers and CPOs hosted a cocktail party, with guests including the Duke of Norfolk and the Second Sea Lord Admiral Sir Michael Livesey.

Ship presentation

Two parties of senior officers and civil servants from the MOD and the Treasury were given a presentation of the ship's capabilities during a guided tour and 80 members of the Worshipful Company of Carpenters, who enjoy a long-standing affiliation with the ship, were entertained to lunch.

More guests enjoyed visits to the ship even as she sailed from London. Members of the Parliamentary Maritime Group embarked for a trip down to the Thames Barrier while members of the White Ensign Association took passage to Rosyth. Flag Officer Flotilla 1 Rear-Admiral Bruce Richardson also embarked by helicopter in the Thames Estuary for the trip north.

● Above left: On his arrival on board HMS Norfolk the Prince of Wales is met by Capt. John Lippiett and renews his acquaintance with CPO(OPS)M Gus Elliston.

Princess sports gold during Sultan visit

IN KEEPING with the new regulations for Wrens' uniforms, the Princess Royal swapped her blue braid and badges for gold when she visited HMS Sultan, the marine engineering establishment in Gosport.

After being met by HMS Sultan's commanding officer Capt. Robin Bradley the Princess went on to meet Wrens who are

being trained as marine engineering mechanics and artificers alongside their male counterparts.

● On a visit to Portsmouth at the end of last month the Princess had the opportunity to see how Wrens serving in HMS Ark Royal were being integrated into service at sea.



Whale of a story

WHEN RFA Fort Grange arrived back in Plymouth Sound it was discovered that the body of a 60-ft whale had been caught up under her bow thrusters.

The whale was thought to have attached itself when the supply ship sailed through a school of whales off the Azores.

Using her thrusters to manoeuvre caused the carcass to float to the surface at Plymouth, where it then became a hazard to navigation and a health risk. It was eventually towed away to an area off Rame Head, where concrete sinkers were attached to it before it was sunk in about 100ft of water.

Cambridge gun fires last round

HAVING fired its last shots, the Oto Melara 76 mm turret at HMS Cambridge has now been removed from its site.

The system, which has trained both RN and foreign and Commonwealth students at HMS Cambridge for 10 years, has been bought by the Royal Australian Navy.

After it was dismantled by contractors from DML it was broken up and shipped out to Australia where it will be reassembled and set to work at HMS Cerberus, the Australian gunnery range, outside Melbourne.



College hosts 'Patriot Games'

BIDDING for an Oscar for one of the most popular locations is the Royal Naval College Greenwich which has played host to stars from both the big and small screen.

Pictured on location with the college's commanding officer Cdr. Ed Searle and his wife Jennie is Hollywood star Harrison Ford who took a break from filming the latest Tom Clancy novel, Patriot Games.

A few months earlier filming also took place for two television productions, Joseph Conrad's Secret Agent and an episode of the detective series Poirot.

● Above: The Princess Royal chats to WRENMEA Yolanda Varney about her training while WOMEA(P) Tony Plant looks on.

Picture: PO(Phot) Stuart Antrobus.

To bed goes Soberton

SEVENTEEN former commanding officers of HMS Soberton — including the Commander-in-Chief Fleet, Admiral Sir Jock Slater — attended a special retirement dinner when the mine countermeasures vessel paid off in London after 34 years' service with the Royal Navy.

Happy landings

TWO pilots from Yeovilton have received the Flag Officer Naval Aviation's commendation for skillful flying, both for bringing their Sea Harriers in safely in flying emergencies which could easily have ended in catastrophe.

Lieut. Adrian Orchard of 801 Sqn was commended for landing his aircraft without further damage after the main undercarriage had broken off during flight.

Lieut.-Cdr David Braithwaite, Commanding Officer of 800 Sqn, received his award for his professional competence during an emergency when he managed to land his Sea Harrier safely at a shore base after experiencing a control restriction shortly after taking off from the flight deck of HMS Ark Royal.



Berkeley all square up the Severn

HMS Berkeley berthed in Sharpness Docks eight miles up the River Severn in order to pay a visit to her adopted namesake town, just a mile away.

The four days were packed with entertainment provided by the Town Council, the famous Hunt and Berkeley Nuclear Power Station and events ranged from pub skittle matches to the annual Hunt Ball.

At the Town Council reception Lieut.-Cdr Jonathan Maughan presented a cheque for £1,300 to Stroud Mencap, the proceeds of a sponsored West Highland Way walk and a cycle ride between Liverpool and Berkeley.

The longest-serving active ship in the Royal Navy was also its last remaining operational Coniston Class minesweeper.

When the Fishery Protection Squadron was reorganised in 1958, the newly accepted Soberton became one of ten ships based at Port Edgar in the Firth of Forth, remained in the squadron thereafter — and never served in her original designed role.

For almost all her life she has enjoyed a close association with the village of Soberton in Hampshire. Villagers will be able to make their own farewells when the ship's company visits them this month, the 450-ton vessel having arrived at Portsmouth for disposal.

The ship's bell will be presented to them as a farewell gift.

Meanwhile the Soberton's memory will be kept alive in the squadron she served so long with the annual award of the Soberton Trophy — a model wooden rum barrel bound in brass — for distinction in fishery protection.

Below — the Soberton's last commanding officer, Lieut.-Cdr Justin Wood, hands over the trophy to Captain Fishery Protection Rosyth, Capt. Laurie Hopkins.

IN BRIEF

Lovejoy draws the crowds

After providing the backdrop to an episode of "Lovejoy," attendance at the RN Submarine Museum at Gosport is said to have rocketed during the weekend of after it was screened early last month.

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Phoenix, the Royal Navy's Damage Control School at Horsea Island, Portsmouth, organised a weekend of training in sea survival and firefighting for crew members of Gosport's Ocean Youth Club's entry for "Grand Regatta Columbus '92", which celebrates the 500th anniversary of Columbus's discovery of the New World with a voyage from Plymouth across to the Caribbean next month.

□ □ □

THE crippled 1,600-ton coaster Janet C was rescued from rocks in gale conditions off Start Point after Salcombe lifeboat put a tow on board. In the incident, reported last month, HMS Iveston stood by in case assistance was needed.

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Written mostly during the Gulf War, the first performance of a concert, with poetry by ex-naval officer Maurice Cowin and music by Philip Drew, will be held at Portsmouth Grammar School on Sunday 15 March at 3 p.m.

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The ship's bell from the decommissioned nuclear submarine HMS Warspite has been given to Hereford City Council, where it will be used to summon members to meetings.

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The Prime Minister John Major, emphasised the continuing need for the Volunteer Reserve Forces at a reception at Lancaster House in London, when he presented a certificate to the Chairman of South Birmingham Health Authority, the 2,500th employer to declare support for the Ministry of Defence Volunteer Reserve Forces Campaign launched in 1988.

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The Directorate of Naval Recruiting was one of the winners of this year's British Recruitment Advertising Awards for the best radio commercial and campaign, broadcast on Capital Radio in October and November 1991.

□ □ □

Many mementos dating back to the Second World War, were among the items destroyed by fire when the Royal Naval Association Club at Leicester was gutted in a mystery blaze.

□ □ □

The Elim Pentecostal Church in Salisbury, a grade II listed building dating from 1896, is to be dismantled and moved to Pangbourne College in Berkshire, where it is to be rebuilt as the college chapel and dedicated to the seamen from the Royal and Merchant navies who died during the Falklands War.



Authors on the move

A NEW building for the Naval Staff Authors has been opened at HMS Collingwood, Fareham, by the Director of Naval Warfare, Capt. Jeremy Sanders.

Previously housed at HMS Dryad, they are responsible for writing, production and upkeep of NATO and national operational and tactical publications.

Join the Navy — see Miss World

Miss World — 20-year-old Venezuelan student Ninieth Leal — found one of many admirers in AB Mark 'Cheesy' Meese when she visited the 1st Submarine Squadron at HMS Dolphin.

She was there to promote the Variety Club of Great Britain's Gold Heart Day in aid of sick and underprivileged children — and presented a certificate of thanks from the club to the British Armed Forces to the Commander HMS Dolphin, Cdr. Ken MacKenzie.

Picture: Po(Phot) Jon Garthwaite

Pirates on parade

REAL-LIFE pirates and their fictional counterparts come face to face in a new exhibition at the National Maritime Museum, Greenwich.

"Pirates: Fact and Fiction", which runs from May 1 to August 31 in the newly-refurbished South-West Wing, features famous pirates and privateers Sir Francis Drake, Sir Henry Morgan, Blackbeard and Capt. Kidd and includes a presentation on current piracy problems in the Far East.

The exhibition also includes illustrated editions of R.L. Stevenson's Treasure Island as well as Dustin Hoffman's Capt. Hook costume from the new Steven Spielberg film "Hook".

Meanwhile a major exhibition of some of the museum's greatest treasures is to go on display in the United States.

Centrepiece will be Turner's enormous canvas depicting the Battle of Trafalgar, supported by other important works of art, including Canaletto's famous view of Greenwich Hospital, as well as ship models, navigational instruments, globes and charts.

The exhibition, structured into themes such as Man's Encounter with the Elements, War at Sea, Shipbuilding and Navigation, Exploration, Trade and Empire, and Ceremony and Leisure, has been organised with the San Diego Museum of Art in California, and it is to open there in March to be the major cultural event of the 1992 America's Cup.

In November it will be transferred to the Chrysler Museum in Norfolk, Virginia for a three-month stay, and then on to the Peabody Museum, Salem, Massachusetts until the end of April 1993.

More control from the centre

DURING the past year the FAA Drafting Section within HMS Centurion has progressively been moving away from the very well tried, but outdated, procedure of drafting to "The Block Draft Nucleus" (BDN) within the Naval Air Stations.

Broadly speaking, the BDN method consisted of drafting all non-front line personnel into a 'pool' of manpower at each of the respective Air Stations. Their eventual employment and squadron/unit within the establishment was then decided by the Air Station MACCO.

As Centurion was not made aware, precisely, of the whereabouts and type of employment of many of these individuals, their location was not known so that in the event of an unforeseen contingency, they could not easily and quickly be redeployed. Furthermore, the experience that they had gained was not fully recorded in Centurion and Drafty could not always take this into account when deciding on subsequent drafts.

The advent of the New Management Strategy, however, which demands much more precise control and utilisation of manpower, has meant that an even more careful drafting methodology is now required.

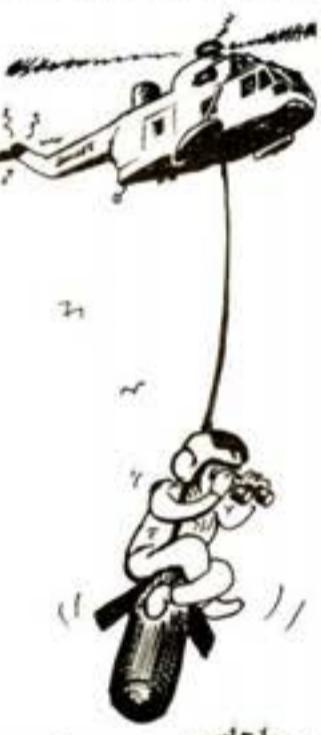
Following consultation with FONA and the Air Stations,

ratings are now being drafted direct to specific second line billets at the Air Stations. It will come as no surprise to most people to hear that the principal advantage of the new system is that it permits Drafty to match much more accurately the manpower requirement with the billets indicated on Schemes of Complement. But, despite this new procedure, local management retains the ability to make internal changes to cope with short term manning difficulties.

As far as preferences are concerned, submissions expressing a preference for a specific unit at an Air Station can be carefully considered in the drafting process and individuals' preferences are, as always, taken scrupulously into account.

Aircrewmen

Experience required



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Drafty

... takes to the air

NN



"What do we do... ring them with electronic collars?"

Air Engineers

New trade structure

The question is often asked "how will the AE trade restructuring affect drafting?"

In the long term, with Artificer numbers decreasing giving way to an enhanced Mechanic workforce, schemes of complement will change and this will affect sea roster lengths. Don't panic — it is not expected that sea rosters will get shorter.

In the short term there will be a need to draft some individuals, particularly AEMs, between units and in some cases establishments. This will be necessary to ensure that the FAA technical workforce is fully trained in the new trade structure by mid-1994. It is hoped that manpower movements can be kept to a minimum over the training period.

FONA and RNAS Culdrose are formulating a revised re-training requirement/package to be introduced into the SMAC syllabus. This will take account of individuals who have been absent from the Mk6 system for a prolonged period. Until this matter is resolved, drafting will inevitably be largely carried out on a personal basis and close consultation with squadrons will be required so that individuals receive the correct amount and type of training. Please be assured that much thought is being given to providing a satisfactory SMAC to cope with the Mk6, so that the drafting plot can be structured accordingly.

Aircraft Controllers

ACes in high demand

RECRUITING to the AC Branch continues as a high priority but there is a long way to go before the Branch is fully up to strength. There is also a heavy reliance on Aircraft Handlers with the ATC Adqual and on Ops(R) ratings. Advancement prospects in the AC Branch are above average.

Particulars regarding sideways entry can be found in BR1066 or better still, why not contact Lieut.-Cdr. Brunwin at RNAS Yeovilton on Ext 5236? He is always available for help or advice.

• A feature about the AC Branch, giving details and information of great interest to potential candidates was printed in last month's Navy News (centre pages 18/19).

METOCs

Filling the gaps in the weather

SOME turbulence is being experienced at the Junior Rating Level, due partly to the short advancement roster to Leading Hand and the current rate of recruitment to the branch. As a result, the experience level at Able Rate is relatively low and it has been necessary to move the more experienced ones — albeit with less than one year from completion of training — into gapped billets at CINC-FLEET.

Aircraft Handlers

No news regarding sweeping changes

Judging by the telephone calls and other discussions which take place with the drafting desks, it is apparent that the branch has been rife with rumour in recent years. These have possibly been generated by a number of studies into the structure of the Branch which have been undertaken in the past.

At the time of going to press, however, there is no news of any planned dramatic changes to the branch. Disappointing advancement prospects above Leading Hand have in the main been largely attributable to the reduction in the overall manpower requirement within the Branch and this has given rise to a surplus of senior ratings.

At the other end of the scale, the Branch has also "suffered" a significant overbearing of Junior Ratings, many of whom have had to be employed in billets which other branches have been unable to fill. However, eventually the surpluses will reduce because of a reduced requirement brought on by Options for Change.



"I wonder what exciting jobs they'll find for us now!"

THE FLEET AIR ARM DRAFTING TEAM

Drafting Commander/Warrant Officers' Appointee Cdr Mike Burnett ext. 2125
Office Manager/Ships' Flight Co-ordinator CPOWREN Lorraine Dalziel 2144
Drafting Officer, Technical Ratings Lieut.-Cdr John Barclay 2121
M Trade Senior Ratings POWRN Judy Smith 2124
WLR and ME Trade Junior Ratings LWREN Tracy Evans 2124
WLR Senior Ratings POWTR Mick Jobling 2123
Drafting Officer, Non-technical Ratings Lieut.-Cdr Roger Gleave 2049
Non-technical Senior Ratings POWRN Bridget Bale 2134
Non-technical Junior Ratings WRN Jo Heale 2134

A number of changes have occurred within the FAA Drafting Section over the last few months. CPO Dave Bows has vacated the post of Office Manager and Ships' Flight Co-ordinator and joined HMAS Ark Royal. (Just goes to show that even those in the Drafting division are not exempt from Sea Service!). His relief is CWREN Lorraine Dalziel who has joined from the MACC at Daedalus. POWREN Bridget Bale is renewing her acquaintance with FAA Drafting for a third time and, assisted by WREN Jo Heale is now responsible for non-technical drafting.

Drafting of Senior ratings of the mechanical persuasion is now in the capable hands of POWREN Judy Smith at the same time. LWREN Tracy Evans, assisted by WREN Jenny Atkinson, has assumed responsibility for all Junior Technical Ratings. POWTR Mick Jobling is briefly maintaining a male presence in spite of overwhelming odds!

CCC — CASUALTY CO-ORDINATION CENTRE

THE RNCCC, located at HMS Centurion, is a service for RN personnel and their families. A small team administers routine requirements and Centurion is permanently at two hours notice to provide casualty reporting and nationwide telephone enquiry facilities in the aftermath of a major disaster.

Following notification of an incident, the RNCCC processes souls on board and casualty information, marrying the latter to nominee information provided by every Serviceman and woman for that purpose. That information is then passed to Casualty Action Cells (Nelson, Drake, Cochrane, Culdrose, Osprey, Yeovil, Neptune) whose task it is to contact nominees (and only nominees) at the addresses provided, advise them of the misfortune and provide any necessary support.

At an appropriate stage, the contact number for an extensive and permanently in-place RN telephone enquiry service will be promulgated on national TV. Callers, anxious to know about loved ones, are guided through to one of 20 operators at Centurion where computerised support allows quick and easy access to appropriate information. (Procedural rules ensure that information is not mishandled or given out ill-advisedly).

Tri-Service

Established in September 1990 and still evolving, the RNCCC is slowly becoming the focal point for all RN and RM casualty reporting matters, peace or war, but has some considerable way to go.

In the aftermath of Operation Granby much work is being progressed on a Tri-Service basis and Single Service work related to that will continue as a downstream effect. Other work is being influenced by a variety of factors including advances in technology, the impact of PROSPECT, the changing structure of the overall HQ organisation, budgetary constraints and so on.

Streamlining

How can we help you? The most important part the Serviceman or woman plays is by accurately completing a Casualty Notification Return — form SS37. Firstly, we are looking at ways of streamlining this form, reducing the number of occasions on which

this will be the same person that has already been nominated on the casualty notification return, but for some personnel this will not be the case.

Rejected

How can you help us? Every SS37 received is faithfully read and all the information inputted into the NMMS data base. (About 1500 forms per week). A substantial number of forms are rejected because they have not been properly completed. The only guarantee we have that an SS37 is authentic is if it has a unit date stamp. Some forms are incomplete or cannot be read! Abbreviations really snooker us — it took ages to figure out that "WOT" is Walton on Thames! — please NEVER use abbreviations, but ALWAYS use post codes.

In the final analysis we hope we are never called into action, but by regular exercising and training we are prepared for the worst. Service personnel and their families may rest assured that in that unfortunate event, the RN has one of the most modern and well-equipped casualty coordination and support line facilities in the country, always on standby and at your service.



Nottingham — laced with clever gadgetry

NINTH of a dozen Type 42 destroyers in service with the Royal Navy, HMS Nottingham is a member of the 3rd Destroyer Squadron. She was launched on February 18 1980 and first commissioned on April 8 1983. Since then she has seen service in the South Atlantic, the Far East and the Persian Gulf, as well as closer to home.

Ten years after her launch she underwent a year-long refit in Portsmouth, which was completed last August. During this, extensive changes were made to her sensor and weapons fit, including fitting the new 996 radar and 2050 sonar, as well as updating the computer system.

Since the refit, the Nottingham has been preparing to rejoin the Fleet as an operational unit. Following Preliminary Sea Training at Portland, she underwent an rigorous trials period to test out her new equipment.

Having successfully completed the trials, which took her as far afield as Stavanger in Norway, HMS Nottingham was rededicated in Portsmouth on December 13.

Operational training at Portland is now keeping the ship's company busy and once this hurdle is past the Nottingham will rejoin the Fleet ready to serve anywhere in the world.

The primary role of HMS Nottingham is to defend other ships within a task force against air attack. To do this she employs several layers of defence. The first is fighter aircraft, such as the

Royal Navy's Sea Harrier or the RAF's Tornado.

Builder: Vosper Thornycroft (UK) Ltd. **Keel laid:** 19.1.1978. **Launched by Lady Leach:** 18.2.1980. **Contractor's Sea Trials:** August-September 1982 (2,032 miles run). **Final machinery trials:** November 1982 (515 miles run). **Accepted:** 22.12.1982. **Commissioned:** 8.4.1983. **Length:** 128 metres. **Beam:** 14.5m. **Draught:** 6m. **Displacement:** 4,500 tons. **Propulsion:** 2 x Olympus engines or 2 x Tyne engines. **Speed:** 30 knots. **Range:** 4,500 miles. **Armament:** Sea Dart missile system; Vickers 4.5 inch Mark 8 gun; Phalanx (CIWS); 4 x 20mm cannon; GPMGs. **Aircraft:** Lynx HAS 3 helicopter armed with Sea Skua or ASW torpedoes. **Ship's company:** 260.

These aircraft would be controlled by the ship's fighter controllers to intercept enemy aircraft at great distances from the

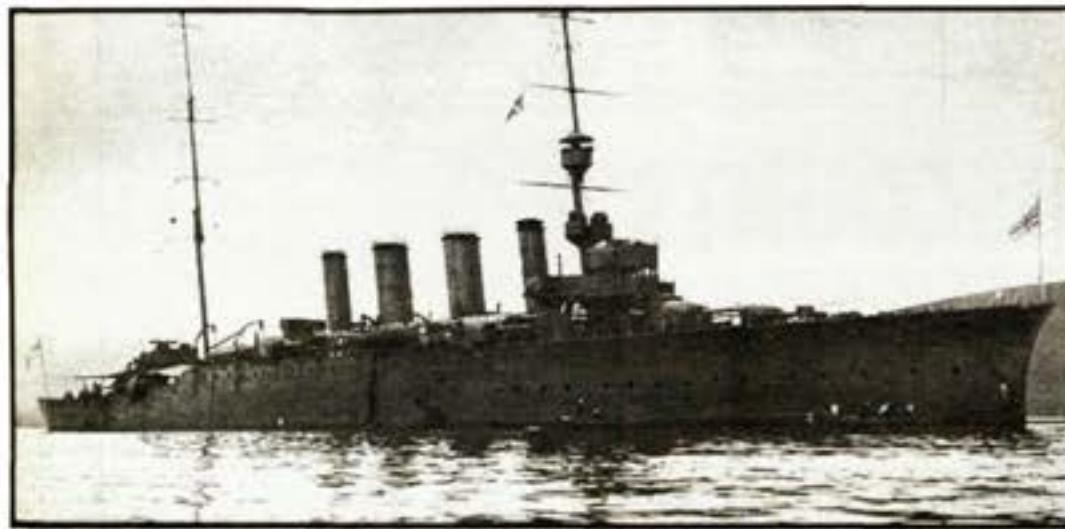
vessel. If, however, some aircraft penetrated the net, the Nottingham's own Sea Dart missile system would be employed.

These battle-proven missiles are controlled by one of the two Type 909 radars on board and are capable of countering all aircraft and missile attacks.

As the Falklands War proved, close-range weapons still play a major role in air defence. HMS Nottingham is fitted with the formidable Phalanx close-in weapon system for protection against low, fast moving missiles. Four 20mm cannon and additional machine guns provide the final layer of air defence.

For anti-surface warfare, HMS Nottingham would employ its Sea Dart missiles in their surface-to-surface role. For engaging the enemy at greater range, the Lynx helicopter armed with Sea Skua missiles would be brought into play.

And the new, highly sophisticated 2050 sonar makes HMS Nottingham a capable anti-submarine unit. If an enemy submarine is detected, the ship can attack it with her Lynx armed with a torpedo.



The fifth HMS Nottingham (above) distinguished herself in First World War battles.

MAJORITY ESCAPE AS WW1 CRUISER REFUSES TO SINK

PREVIOUS Royal Navy ship to bear the name Nottingham, fifth in the line, was a light cruiser of 5,440 tons, commissioned in April 1914 under Capt. Charles Miller.

She was promptly adopted by the City of Nottingham, whose citizens kept her ship's company of 400 supplied with newspapers and other comforts during her war service.

HMS Nottingham first saw action in the battles of Heligoland in 1914, where she engaged German coastal forces. On January 23 1915 the Germans sent four battle cruisers, including the Blucher, across the Dogger Bank in the hope of detecting British light forces.

The Nottingham took full part in the ensuing action, which was inconclusive as the Germans made good their escape. On May 31 1916 came the Battle of Jutland, which Nottingham survived unscathed but not without distinction.

In August the same year, while on patrol in the North

Sea, she was hit by torpedoes fired from U52. But she took more than an hour to sink and only 38 lives were lost.

Fourth HMS Nottingham (1796-99), a river barge of 67 tons armed with three guns, helped defend the Thames against invasion. Third ship of the name (1745-73) gained six battle honours in her illustrious career.

Jumping back to 1703 we find the first HMS Nottingham, a 924 ton, 60 gun, fourth rate cruiser, built in Deptford.

Much of her career was spent in the Mediterranean before she returned to Deptford for breaking up in 1716. Many of her timbers went into the second ship to bear the name.

Of 928 tons, she was first commissioned in October 1719.

Battle honours

Gibraltar 1704 Velez Malaga 1704 Marbella 1705 Finisterre 1747 Ushant 1747 Magnanime 1748 Louisburg 1758 Martinique 1762 Havana 1762 Heligoland 1914 Dogger Bank 1915 Jutland 1916.

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HQ. An order for 12 cards is priced at £8.00 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 stamp, postal order or cheque. No postcards are stocked of ships which paid off before 1966.



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Letters



The light that failed

YOUR correspondent J. Wilcock's suggestion (February) to rename HMS Polar Circle Polar Bear evokes memories of the Faroe Islands during the Second World War. But as NOIC's offices were near the fish quay, perhaps HMS Pooh Bear might be more appropriate!

I first visited the Faroes in 1944 when a Sub-Lieutenant and navigator of the destroyer Javelin. We had been escorting "Woolworth" carriers in strikes against the Tirpitz and were short of fuel in vile weather. I was feeling rather proud of myself, having fixed the ship with three stars among scudding clouds to reinforce a dubious Dead Reckoning position, and had retired to the privacy of the charthouse to be seasick when the captain called down the voicepipe "Sub, is there a boom across the harbour entrance?" (The harbour was half an hour's steaming ahead in the pitch darkness).

Signal

"No, Sir," I replied confidently.

"Funny," said the captain, "we've just received a signal from the NOIC saying that the lightbuoy marking the boom is extinguished!"

Incidentally, Horatio Nelson was a Midshipman and not a Lieutenant when he took on a polar bear single-handed. — R. D. Butt, Capt, West Wittering, West Sussex.

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

High cost of ownership

WOULD it be true to say that the Royal Navy encourages home ownership? If so, I can fully understand that this would reduce the burden of providing and maintaining married quarters, as well as preparing personnel for civilian life on completion of service.

Presumably the purpose of providing removal and other expenses is to ensure that when drafted, home owners in the Service are not out of pocket as a result.

If so, then the way the regulations are worded and implemented is clearly unfair. I discovered that legal and estate agents' fees are repaid to an individual only if a sale and purchase of property occurs between consecutive drafts, even if the draft may be to an area where the price of property prohibits purchase (eg London).

So even if one manages to sell a house (quite a feat in the present financial climate), moves on draft to a married quarter, then buys when drafted again, no claim for refund of estate agents' fees (on selling) or legal fees (on selling then buying) are payable.

To say that I am out of pocket as the result of being a home owner would be an understatement. Since buying a house I have been drafted five times and moved house three times. Since then I have received one payment for disturbance allowance and had one set of removal expenses paid. The remaining expenses I have met in full.

Refunds

When homeowners are drafted to a new place of duty (over 50 miles from their current place of duty) for over 12 months they then become eligible to claim legal fees for house sale/purchase and disturbance allowance and removal expenses.

To reclaim legal fees, house sale and purchase transactions need to be conducted simultaneously. This is because the scheme is based around keeping individuals in the housing market and should a person sell his house (even with the intention of purchasing another house at a later date) he or she is adjudged to have taken themselves voluntarily out of

the housing market and would not then be eligible to reclaim legal fees.

Similarly, entitlement to disturbance allowance and removal expenses is established by drafts of over six months and remaining service in that draft for over six months after any move of house.

While it is well understood that these rules do not meet every contingency, and there are times when individuals are drafted to expensive housing areas like London, there are other options available to personnel, such as refund of tenancy agreement costs should the individual let his house and excess rent allowance should there be no married quarters available.

The difficulties in selling a house following the downturn in the housing market are also recognised in that the six-month rule regarding eligibility for legal fees (ie, that the house sale/purchase transaction must be completed within six months of joining a new place of duty) can be extended, after application to NPP(Acs) at HMS Centurion, up to the point where a claimant has at least 12 months to serve at his current place of duty.

An ill wind that blew me no good

WHEN I became an officer I was unaware I had been issued with a different set of lungs to those of ratings. This must be the case because, according to CINCFLEET and Centurion, only ratings were affected by the oil fires in Kuwait.

Having returned from six months living in extremely polluted air in and around Kuwait I was pleased to hear we were to receive some form of compensation. Payment For Work In Unpleasant Conditions (PWUC) had been approved "exceptionally" for members of TU 321.1.9 which had been clearing mines since March.

Well pleased with this "generous" gesture, I thought of all the ways I might spend my newly-acquired fortune. Foolish me! No sooner had I said, "How about a season ticket to Dunfermline," than the money had been taken back by Centurion because PWUC was only for ratings. Normally, of course, this is fine because not many officers clean sewage tanks or work full time in the galley.

However, I wasn't aware I was breathing anything different to the rest of the ship's company. I still had the headaches, the watery eyes and the possible beginnings of unknown chest diseases in years to come. But, according to Centurion, I am an officer and don't suffer from any of these mortal ills — Ex-TU 321.1.9 officer.

IN REPLY, it was stated that HMS Centurion and specifically the Director of Naval Pay and Pensions (Accounts), who is a Commodore Royal Navy and not a civil servant, is responsible for making all payments in accordance with the Naval Pay Regulations, and these quite clearly state that PWUC is an allowance payable only to ratings.

"There is no leeway here for DNPP(Acs) — it would be entirely wrong for him to pay this to officers. It was however paid to the ratings of entitled units.

"Another allowance which is sometimes confused with PWUC is Pay for Work of an Objectionable Nature (PWON). This is paid at a higher rate than PWUC, and the conditions for which it is paid are also much more unpleasant.

"This allowance may be paid to officers or ratings and was paid to some people in the Gulf for whom special application was made. This included divers working and living in appalling conditions whose work included the removal of bodies from booby-trapped port areas in heavily oil polluted waters.

"The Commander-in-Chief Fleet's Staff indicated last September that full consideration would be given to applying for the exceptional payment of an equivalent allowance to PWUC to officers if a special case were presented to them. Coincidentally, a special case was received by CINCFLEET on January 17 and is being staffed."

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Jack

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CHIEF!

AND
WHO KNOWS
WHAT
NEXT!

BY TJS

REDUNDANCY?

RND so well remembered

HOW incorrect it is to say (letter, January) that the Royal Naval Division is little remembered by the Royal Navy of today.

I have arranged services at the RND Collingwood Battalion Memorial for the past 40 years, an inherited duty from my late father, who was a member of HQ RND.

The RND trained here at Blandford and on June 4 and Remembrance Day homage is paid by the Royal Navy, the RNA, the Government and people of Australia and New Zealand, the local ex-Service associations, sons and daughters of the RND and civic dignitaries.

The Hood Battalion Ensign is hung in Blandford Parish Church, looking somewhat battleworn.

Each year on June 4 Capt. Richard Annand VC (the first Army VC of the Second World War) stays with me here and participates in the Remembrance Service of that day. Capt. Annand lives in Durham; his father was Lieut-Cdr. Wallace Moir Annand, Adjutant of the Collingwood Bn RND, who died on June 4 1915, aged 27.

If your correspondent Mr. Stewart would contact me I would, with pleasure, include him on my mailing list for the RND services here. — Roy Adam, Chairman, Blandford branch RNA, Camvere House, Portman Road, Pimperne, Blandford, Dorset.

IN his letter about "Trench Jacks" Mr. G. Stewart ponders the whereabouts of the remaining Royal Naval Division battalion colours.

I can tell him that the colour and drum of Drake Battalion is held in the Headquarters of London Division Royal Naval Reserve at HMS President, 72 St. Katherine's Way, London EC, presumably in recognition of the fact that the largest single contingent in that battalion was made up by officers and men from London Division RNVR.

Mr. Stewart also bemoans the lack of recognition given to the RND. He and other readers may be interested to know that a memorial was commissioned by the RNVR Association and the RND Association in 1930 to commemorate the men of the RNVR who were mobilised in Crystal Palace Park in the First World War (the park was known as HMS Victory VI).

The memorial, which was placed in the park, was unveiled by the Prince of Wales in 1931. Memorial parades were held there regularly until the mid-1970s when they stopped, presumably because of dwindling numbers.

Sadly, the memorial was vandalised and remained in a bad state of repair until recently when the London Borough of Bromley, in response to approaches made by London Division RNVR and RNR Old Hands Association, generously did some repair work.

But much still needs to be done before the memorial is brought back to its original

condition and to this end a rededication parade will be held at the memorial on Saturday June 6. If Mr. Stewart, or any other readers would like to attend the parade or would like further information they should write (enclosing a large sae) to Mr. D. Haslam, c/o Station Buffet, Wivenhoe Station, Wivenhoe, Colchester, Essex, CO7 9DJ. — K. G. Dunn, London Div. RNVR and RNR Old Hands Association.

□ □ □

THE RND/Gavrelle project was conceived in the Swansea area, but the memorial commemorates all who served with the Royal Naval Division at Gavrelle in April 1917. Throughout the publicity and fundraising, emphasis was placed on the fact that the RND was composed of men from all walks of life and from the four corners of the UK (and beyond).

This was reflected in the wide-ranging participation in the project. The RN donated a three-ton anchor, which the RMAS sandblasted and rust proofed. In April 1989 the Royal Marines transported the anchor from Pembroke Dock to the French village of Gavrelle. The foundations and brickwork were paid for by donations from branches of the RNA, and HMS Dragon RNR were the guard of honour at the dedication ceremony on May 4 1991. — T. Tasker, Roskill Terrace, Mount Pleasant, Swansea, SA1 6JN.

□ □ □

THE missing silk Union Flags to which Mr. Stewart refers are those for the Anson and Drake Battalions. That of the former is in Glasgow Cathedral, while that of the latter is in the safe keeping of the London Division RNVR. Regrettably their Lordships did not ensure a claim being made for the four disbanded battalions (Benbow, Collingwood, Howe and Nelson). That these units were not so honoured was a sad omission.

However, the location of two of the colours in Newcastle-on-Tyne, perhaps reflects the large number of volunteers from this area. — A. F. F. Froom, Rainham, Gillingham, Kent.

□ □ □

I VISIT the First World War battlefields of France and Belgium regularly and Mr. Stewart might like to know that there is a memorial to the 63rd (RN) Division at Beaumont on the Somme, commemorating those who fell in the Battle of the Somme November 1916. Nearby is Ancr Military Cemetery where the majority of their casualties are buried. — P. Latham, Ex-LM(E), 1962-78, Bicester, Oxon.

• Thanks to other correspondents who wrote on this subject.

Letters

Skirting the question . . .

AS a Wren Writer working in a male-dominated office — which is visited and called upon more often than not by other males — the question, "Why don't you volunteer for sea?" seems to have been hurled in my direction so many times that I wonder how I've managed to keep a smile on my face and my words civilised.

I'm sure every other confirmed non-seagoer out there has faced the same interrogation.

In the beginning, my answer tended to be a long drawn-out affair, going into all kinds of detail. Now I have it down to eight simple words: "I like to wear a skirt for work" — and leave it at that.

Tell me if I'm exaggerating, but I do think this "Wrens' integration into the RN" is going a little too far. As a non-volunteer for sea I thought I'd found sanctuary behind my shoreside desk away from all the transformation. I was wrong. The days of the Women's Royal Naval Service as we know it are well and truly numbered.

The metamorphosis began with the "Wrens at Sea" package, and then the WRNS officer titles were discarded in favour of those of their male counterparts. The most recent symptom, and by far the most ridiculous, is the abandonment of our well-loved blue badges in exchange for red and gold.

The non-seagoing Wren is heading for extinction. Are we to be left with nothing to differentiate between ourselves and our seagoing colleagues? Please, we were born into a Service renowned and respected for many years as the "most feminine of the three female Services"; let us go out the same

Yokosuka, not N. York

THE photograph of HMS Victorious entering harbour (January) was actually taken in May 1964 in Tokyo Bay before going into Yokosuka.

The Alpha range on deck comprises Buccaneers, Sea Vixens, Gannets and Wessex and the ship's company are in No.1s.

Entering New York the Alpha range would have been Scimitars, Sea Venoms, Skyracers and a couple of Dragonflies. The Whirlwinds were grounded at the time. The ship's company would have been in tropical rig. — B. J. Hiscock, Ex-ERA, Broadstone, Dorset.

Savage Sunday

REGARDING "Ensign victim of friendly fire" (December), I was a survivor from HMS Salamander and I was on duty in the Wheelhouse at the time of the attack. I can confirm that a

White Ensign was spread out on the forecastle (not the boat deck).

After we were disabled by the "friendly" aircraft fire, the shore battery opened up. As we were drifting towards the coast, the ensign would have become a hazard on the deck and could

well have been ditched over the side in order to close up the gun's crew.

The full story of the incident is published in the book "Out Sweeps" under the chapter "Savage Sunday". — L. East, Ex-AB/ST, Winchester, Hants.

Malta ship idea floated

MALTA GC's links with the Royal Navy go back so many years and British and Maltese sailors fought gallantly side by side during the Second World War. Many lost their lives at sea; others were disabled.

To keep such ties with the Maltese in general, and especially those ex-servicemen who today are still the mirror of the past, it would be a great honour and pleasure if the island fortress could be donated just one small ship waiting the breakers' yards, perhaps a ship which served in Malta in the past.

I am sure this would be the greatest gift from the Royal Navy to the people who fought and died on land, sea and air now that Malta GC will be celebrating her 50th anniversary of the George Cross award by King George VI, father of the present Queen, who is attending the ceremonies in May. — Joe Galea, Birzebbugia BBG 04, Malta, GC.

Belle bottom blues — a broad view

● Our occasional laureate Bernard Campion's less than gallant assessment of the question of Wrens in submarines printed opposite is nonsense, of course. A submarine CPO of 22 years' service tells us he has seen many a heavyweight sailor "with bigger hips than any Wren" manage his way in and out of the hatch.

There was a certain Lady Mayoress who had some difficulty during a port visit in the north east a few years back, though ...

I hear we're chasing ways and means
Of placing Wrens in submarines —
And killjoys rush to make a list
Of reasons why we should resist.
They say that belles would not survive
Dismaying yell of "Dive-Dive-Dive!"
We also learn with great concern
(Though Jack for tender mate may yearn)
That certain shapes were not designed
With submarine escapes in mind ...
In short — despite men's rotty quips —
The Wrens don't sport a fair's taut hips;
If forced to surface with despatch
They'd never wriggle through the hatch.
Still, though we'll woefully admit
That certain features fail to fit
It seems unwise to penalise
Such keen recruits on grounds of size,
Or thwart the wills of girls who'd use
Rare skills on underwater cruise.
Dare I suggest they fight this hurdle
With charms compressed in tighter girdle?

Bernard Campion Bard of Plymouth

Navy News

No. 452 38th year

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Chloe stays cool in the heat of the moment!

YOUNG Chloe Prigmore has been dubbed a "little heroine" after she saved the lives of her sleeping family when their Rowner home caught fire.

Naval estate staff had fitted a smoke alarm at the naval quarter only days before and when it went off four-year-old Chloe, whose father is at sea on board HMS Upholder, woke Mum Carol, giving her plenty of time to leave the burning house with her other children, Christopher (3) and Vicki (18 months).

"My Chloe is a real little heroine and without her actions we could all be dead," said Carol Prigmore. "Now we all want Dad to come home soon."

Picture: LA(Phot) Chris Brick.

DON'T SAY GOODBYE SAY HELLO.

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

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

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

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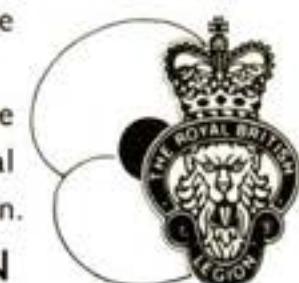
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Family Life

NN

Change in rents for 'half-way' houses

THE wish of many married quarters tenants to choose exactly how much Service furniture they have in their homes remains strong — with continued support from the Armed Forces Pay Review Body.

Now, from April 1, there will be a new "intermediate" charge where it is possible for at least half the furniture to be stored.

For the Services one of the problems of administering a scheme of partly-furnished quarters lies in "wharfing" furniture not required at any particular time.

Furniture hire

In its latest report the AFPRB says that rental charges for married quarters contain an element for furniture hire related to an assumed average life for furniture. "MOD continues to suggest that we base our recommendations on a shorter average life for furniture in married quarters."

But, believing they should not change the method at present, the Review Body said, "When MOD is able to offer a range of defurnishing options to Service personnel we will review our position; in the meantime, we continue to note the increasing proportion of Service personnel who are choosing to provide their own furniture.

"We are, however, pleased that MOD has been able to suggest a modification of charges so that the occupants of partially defurnished quarters need not pay the full furniture element.

"MOD has proposed one intermediate charge for part-furnished quarters to apply where circumstances (including wharfing capacity) allow such accommodation to be made

available. This charge would be payable where the value of the furniture provided is less than half the total value of the normal scale for that type of married quarter and will be set by MOD.

Welcome change

"We see this as a first step towards the introduction of a system which would allow Service personnel to have full

choice in the provision of furniture in their quarters and to be charged accordingly.

"We continue to believe that the Services should move to a situation where most married quarter occupants rent on an unfurnished basis and that such a change would be welcome by Service families."

The AFPRB also said that at MOD's request they had this year included in the furniture charges an element for providing cookers in married quarters. They believed this fair and reflected more accurately civilian furniture hire costs.

HURWORTH'S FLOWER GIRL



FOLLOWING a six-month refit the Hunt Class mine countermeasures vessel HMS Hurworth has been rededicated at Rosyth Naval Base.

Guest of honour was Lady Anne Halifax, the ship's patron, who was accompanied by her husband Admiral Sir David Halifax.

Other guests included Commodore Minor War Vessels Commodore Charles Freeman and Mrs Elizabeth Freeman and representatives from the town of Hurworth.

Bouquets were presented to Lady Halifax and Mrs Freeman by ten-year-old Andrea Penman, from Dunfermline, whose father Alex Penman is a marine engineering officer serving in the Hurworth.

Under the command of Lieut-Cdr. Nicholas Funnell HMS Hurworth is now part of the Second Mine Countermeasures Squadron based in Portsmouth.

• Above: Lady Anne Halifax and Mrs Elizabeth Freeman receive their bouquets from Andrea Penman.

No new proof in cot death survey

RECENT articles in the national and local press have publicised a report by Penarth Research International which claims to have identified a link between cot deaths and PVC covered, foam-filled cot mattresses of the type issued by the MOD.

This theory first came to light in 1990 and following the appearances of the latest articles the MOD again sought technical advice from the Buying Agency and also consulted the Defence Medical Services Directorate.

Both organisations emphasize the claims made by Penarth Research International are

unproven and say they are not generally accepted by the scientific community.

An independent working group, set up by the Department of Health, reported in May 1991 that the hypothesis linking Sudden Infant Death Syndrome to Poisonous fumes from PVC cot mattresses was unfounded.

Research is continuing but it is now stated that no new evidence has been produced in support of this theory.

Specialist advisers confirm that there is no cause for alarm and that parents should be recommended to wipe PVC cot mattresses once a week with a fresh diluted solution of disinfectant such as Dettol or Savlon.

Ask not for whom the toll bills . . .

NO longer can MOD toll warrants be used for bridges, ferries, tunnels and roads owned by local authorities, statutory boards, commissions and trusts. Now, under New Management Strategy rules, units have — like other Government departments and local authorities — to arrange for their own payment of tolls.

In 1965 it was decided that Government departments and the Armed Forces should "as an act of grace" waive their right to exemption from these tolls, and MOD introduced the toll warrant (F/Mov/269), which has been accepted by most toll authorities, who were reimbursed on a central basis through single-Service vote.

But with NMS aiming for better value for money through closer alignment of financial and line management responsibilities, units now take on this responsibility. At the same time many authorities have been making an extra charge for processing warrants and at least one has ceased to accept them.

In the paying of tolls, options open to units include the use of prepaid vouchers obtainable from many authorities; pre-funded cash payment; or cash payment followed by a claim for toll expenses.

The announcement provides contact details and information on 11 publicly-owned bridges, tunnels and ferries.

DCI(Gen) 11/92

Resources for courses

SERVICE personnel may claim a partial refund from public funds of fees paid to civilian bodies for some educational courses and examinations.

Involved in the Individual Refund Scheme can be claims

for external courses, Open University courses, distance learning courses, pre-release resettlement training courses and external examinations.

The maximum proportion of any fee which may be refunded is 80 per cent, with the student responsible for the balance. The total amount which may be refunded in any of the categories in any financial year is also subject to a maximum, set periodically.

The eligibility criteria and guidelines on acceptable courses should be studied before embarking on a course.

DCI(JS) 102/91

Going west

NAAFI Headquarters is relocating from Kennington in London to Amesbury, Wilts, with the move due for completion by the end of February.

DCI(Gen) 6/92

Due weight to your 'df'

DEFENCE Fellowships will be available during 1993 for Service officers aged between 35-45 of at least major or equivalent rank and for some MOD civil servants.

Main purpose of the scheme is to let those involved pursue a chosen subject of study or research, which is of benefit to the department, at an advanced level in a British university.

If a written thesis, to be submitted on completion of a Fellowship, meets the prescribed standard, the symbol "df" is

awarded to the candidate and "due weight" is attached to this when fitness for promotion is considered.

DCI(Gen) 3/92

Naval Law updated



THE present edition of the Manual of Naval Law was last subject to complete review and reissue in 1981.

Since that date two Armed Forces Acts, new Courts Martial General Orders, and other major new criminal law statutes have had a significant impact on both naval disciplinary and criminal law and procedure.

Now Change 7 has been published as a complete reprint of the existing manual. Desk top publishing technology has been used in the reprint and there is a major reorganisation of the text.

DCI(RN) 16/92



"Mister Turpin, I presume?"

NN Get Wise on DCIs NN

Licence a must for high fliers

THE CIVIL Aviation Authority has agreed that Leading Air Engineering Mechanics and above will in future be granted the same exemptions as Artificers when applying for CAA licences, provided they satisfy the requirements for recent experience.

Four year stretch

FROM April 1 the Standard Initial Training Period for Direct Entry Communications Technicians is to be four years.

The existing SITP of two years does not reflect the length of training to complete the CT qualifying course (four years) and therefore gives insufficient return of service.

A SITP of four years also brings the CT Branch SITP in line with that for Artificer Apprentices.

DCI(RN) 11/92

Questions of logistics

THE Institute of Logistics and Distribution Management was founded in 1981 as a professional management institute designed for individual managers.

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.

'Other risks' of adventure



GUIDANCE is given on insurance for adventurous training expeditions.

In general terms, MOD accepts liability for the acts or omissions of Service and MOD civilian personnel who are involved in properly authorised adventurous training expeditions conducted in accord with current regulations. This participation carries "duty" status which applies to all authorised military activities during the period of the expedition.

But participants are strongly advised to purchase insurance to cover any eventuality for which MOD would not be legally liable. The premium may not be paid from public funds.

The announcement lists various types of insurance and provides a checklist summary.

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People in the News



SLICK WORK

A DANGEROUS situation was averted on board HMS Gloucester in mid-Atlantic by the prompt actions of MEM(M) Jonathan Phippen, who has now received a Commander-in-Chief's Commendation paying tribute to his swift response.



When a fuel pump lubricating-oil fitting fractured on a diesel generator, hot high-pressure oil was sprayed over adjacent engine exhausts, live 440 volt electrical equipment and the auxiliary boiler. A major fire in the after auxiliary machine room threatened.

But Jonathan, who was working nearby, raised the alarm and, conscious of the danger of fire, approached the leak through the spray. Using a cleaning rag to stem the leak, he was soaked in hot oil, but held on until the engine was stopped.

HMS Gloucester is Jonathan's first ship since he completed training last March.

Top of the table

SENIOR Sub-Lieutenant is the most prestigious position to which any Young Officer at Britannia Royal Naval College, Dartmouth, can aspire.

Now for the first time, the honour has fallen to a female officer. Sub-Lieut. Trish Aplin is responsible directly to the Captain of the College. She is a link between him and the 350 Young Officers under training and her duties include leading the Parade on Ceremonial Divisions.

She is pictured (centre) briefing her four Divisional Midshipmen in the Britannia Room at the College. The insignia on their sleeves mark their distinction among their peers.

Pictured (from left) are Sub-Lieut. Sean Nicholson, Mid. Paul Matthews, Sub-Lieut. Aplin, Mid. John Cole and Sub-Lieut. Claire Judge.

Baby boon



A SHINING EXAMPLE

LIEUT. Helen Rogers became the first WRNS Guard Officer to lead the ceremonial Guard at HMS Raleigh's Passing Out Parade in "gold" last month.

The milestone follows the order that all WRNS personnel should swap their blue stripes and badges for gold and red ones. As Guard Officer for her winning class of Cunningham 49s, Helen also carried a sword.

THAT'S my boy! Despite being in the Gulf PO Dave Adaway has come face to face with his wife and Number One son thanks to the skills of Navy photographer LA Chris Brick.

Chris' lifesize shot was just the fillip Dave needed. Although he flew home from the Middle East for a month shortly after Sue gave birth to Michael, he's now back on board HMS Sheffield.

But at the end of this month the whole family will be reunited on the Type 22 frigate's return to Britain. Dave and Sue also have three daughters, Kerry (7), Emma (6) and Claire (18 months), all timed to arrive when Dave was shore-based.

Picture: POA (Phot) Stuart Antrobus



What a draft!

WITH a name like Pattemore, this young rating might have expected the treatment being meted out to him in the photograph when he became the first male rating to join the School of Fighter Control at RN air station Yeovilton.

Traditionally staffed by Wrens, the school nevertheless extended a warm welcome to AB(R) Martin Pattemore and he integrated well into the team.

Martin has now returned to HMS Dryad, but before leaving the West Country he vowed he would recommend a draft to the school to anyone Standby Drafty.

Picture: LA(Phot) Dave Treh

SACEUR IN POMPEY

AS PART of his official visit to the UK, the Supreme Allied Commander Europe, General John R. Galvin, met Admiral Sir John Kerr, Commander-in-Chief Naval Home Command in Portsmouth.

Although the General has visited this country on routine calls, this was his first formal visit as guest of the Chief of the Defence Staff, Field Marshal Sir Richard Vincent.

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PLAQUES FOR THE MEMORY

APPRENTICES from HMS Collingwood were pleased to help disabled ex-servicemen rig equipment for their display at the Royal Albert Hall Festival of Remembrance.

Now a member of the British Ex-Services Wheelchair Sports Association (BEWSA) has visited the weapons electrical engineering school to present a BEWSA plaque as a token of thanks.

Three of the artificer apprentices, who had been at the Albert Hall as part of an HMS Temeraire display team, were on hand to chat about the Festival with Mr Terence Hopkins. Capt. Peter Wason, the commanding officer, received the BEWSA plaque and handed over a Collingwood plaque in return.

Pictured from left are WEA APP Iain Spowart, Capt. Wason, Mr Hopkins, WEA APP Samuel Beverland and WEA APP Stephen Elliott.



People in the News

MORE SEA SERVICE THAN TEA SERVICE

DURING his 47 years' afloat with the Naafi, Alan Kendle served in more than 30 ships, his service including both the Falklands and Gulf Wars.

Shortly after his recent retirement, Alan, one of the few Naafi managers to achieve Warrant Officer status, was presented with the British Empire Medal, marking his "unrelenting and selfless dedication over the years".

The presentation was made on board HMS Ark Royal — Alan's last ship — by Vice Admiral The Hon. Sir Nicholas Hill-Norton, who said, "Mr Kendle's contribution to the morale and well-being of generations of officers and men of the Royal Navy is astonishing."



And the winner is

A MEMBER of the HMS Collingwood Theatre Club, Mrs Roberta Moran was named best actress at the Navy Drama Festival for her performance in Willy Russell's *Breezeblock Park*. She was awarded the Barbara Clayden Trophy.

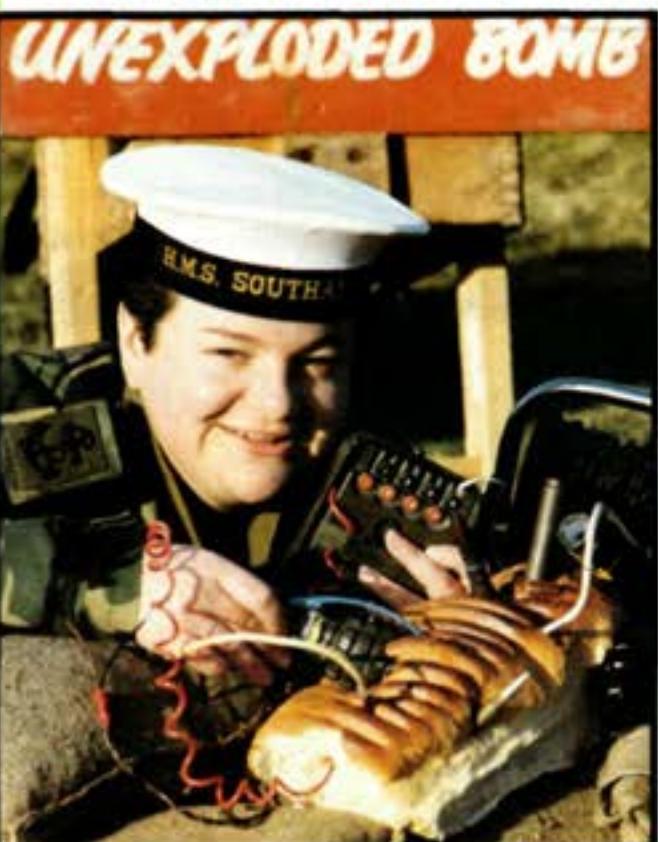
Her husband, Lieut.-Cdr. Peter Moran, works in the computing and electronics section of Technical School, HMS Collingwood.

Gore blimey!



Still with Collingwood, Sub-Lieut. Paul Tomlinson has received a National Blood Transfusion Service Silver Award for giving away 25 pints of the precious red stuff. He was presented with the lapel badge by Capt. Peter Wason, the Commanding Officer.

Cook fuses twin roles



UNEXPLODED BOMB

CRUMBS! When it comes to demolition, Leading Wren Cook Julia Pipes uses her loaf... No, that isn't a comment on Julia's dexterity at breadmaking, just an attempt to link her two very different roles in Service life.

Serving in HMS Southampton, she is the first Wren rating to complete the demolition course and the only serving Wren qualified to perform demolition team duties.

Julia joined the Navy in 1983 and is one of only two LWRENCKs serving in sea drafts. Her previous drafts have included HMS Warrior, Commando Training Centre Lympstone, RM Plymouth and RN air station Culdrose. She has also served with HQ Signals Squadron RM in Norway.

● HMS Southampton was due to have completed her repair and refit last month, ready for an extensive period of trials and training before being accepted back into the Fleet in May.

LOOK WHAT 24 YEARS CAN DO ...

LOOKING every inch the old sea dog is Able Seaman Peter Ashton (on the right), who, at the age of 44 is nearing the end of his naval career after 24 years before the mast.

What a contrast with freckle-faced youngster Jason Marsh, also an AB and a shipmate of Peter's on board the Portsmouth-based frigate, HMS Hermione. (Old Hermione, herself, is facing retirement; she's due to pay off in June.)

Peter has sailed the world,

serving in 10 ships and his famous ginger beard has become something of a trademark. "I can't live without it," he said.

Jason, serving in his first ship, demanded cheekily, "Will I look like him if I stay in?"

Picture: POA/Press Brian Amis

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NAVY NEWS



EXTRA MURAL ACTIVITY FOR BILLY AND LES

LWEM(O) Billy Leaver and his brother, LCK Les Leaver, stand proudly by the newly repainted ship's badge of HMS Avenger in HMS Malabar, Bermuda.

The two, who served together in HMS Ariadne in 1986, were delighted to be together again in the current West Indies Guardship.

Billy, HMS Avenger's resident artist, was responsible for the paint job.

FAREWELL TO HMS CLEOPATRA AS THE DUKES TAKE THE STAGE

The times they are a'changing



Cleopatra's last commanding officer, Cdr. James Fanshawe, leaves his ship for the final time.

AS the ship's company of HMS Cleopatra bade a fond goodbye to the Leander-class frigate at the De-commissioning Ceremony at Devonport, marking the end of her 26 years of service, further north at Newcastle, celebrations took place for a frigate just about to start her career, at the launching of HMS Westminster.

The two ceremonies underline the changes which the Royal Navy is currently undergoing as the Leander-class gradually take their leave and the Duke-class appear.

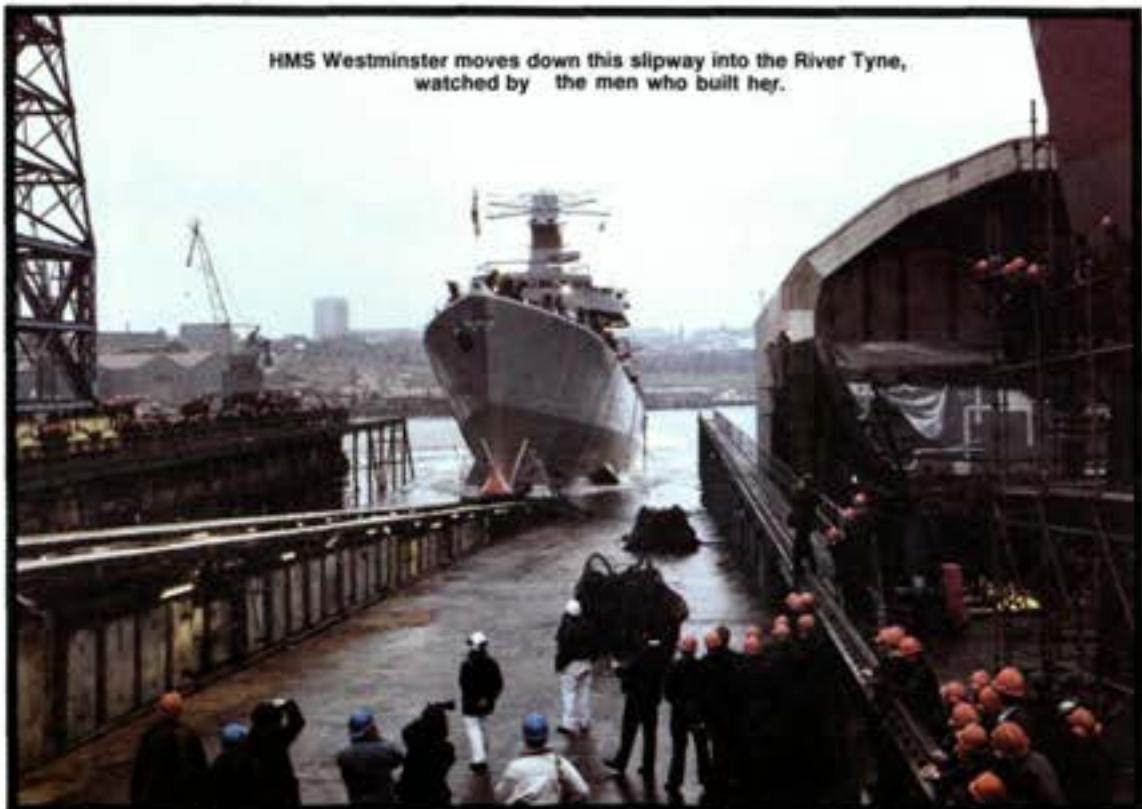
HMS Cleopatra — "Cleo" — has been a popular ship throughout her long career, which has taken her to over 30 different countries and 90 different ports, with a mileage steamed of over 700,000.

Her last deployment was with the Standing Naval Force Atlantic, and her last port of call was to Hull, enabling the ship's

company to exercise the right to the Freedom of Harrogate, the ship's affiliated town, one last time.

Guests at her De-commissioning Ceremony, attended by many ex-Cleos, included Flag Officer Plymouth, Vice-Admiral Sir Alan Grose, and the Mayor and Mayoress of Harrogate, Cllr. and Mrs. Stanley Hazell. Also there were representatives from Cleopatra's affiliated cadet units — TS Capstone, Ilfracombe, St. Edward's School CCF, Oxford, Kings School CCF, Bruton and TS Cleopatra, whose band provided the music.

HMS Westminster, the eighth of the Type 23 Duke-class frigates, was launched at the Swan Hunter yard on the Tyne by Lady Sara Livesay, wife of the Second Sea Lord, Admiral Sir Michael Livesay. Two of her sister ships are under construction in the same yard, Richmond and Northumberland, the latter due to be launched next month.



HMS Westminster moves down this slipway into the River Tyne, watched by the men who built her.

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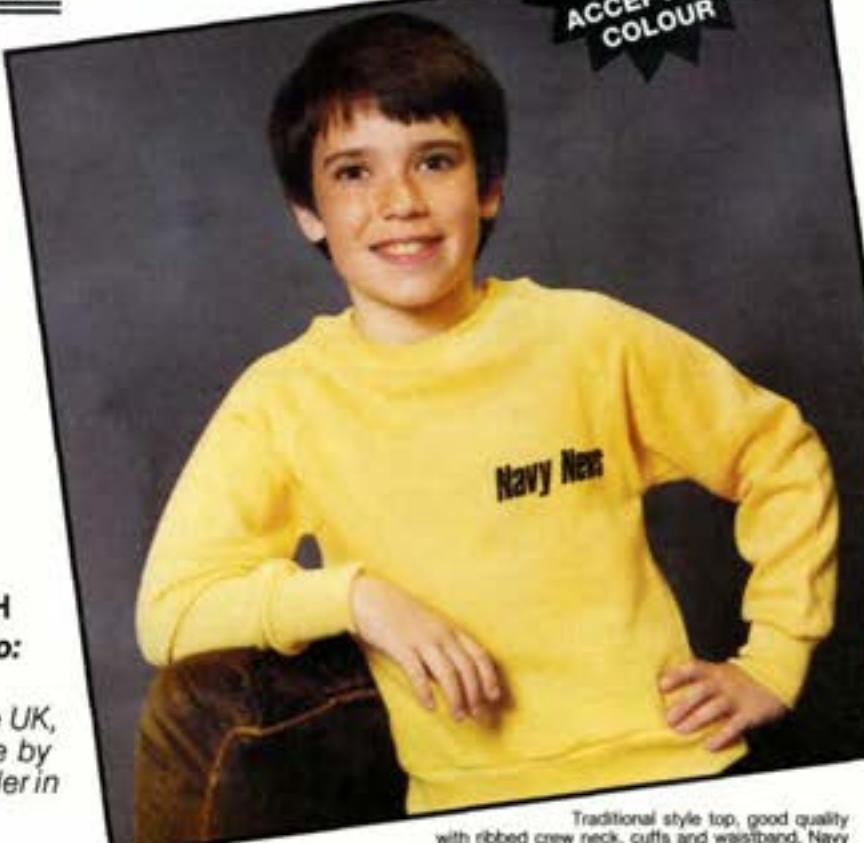


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FALKLANDS FLEET

PHOTOGRAPHED during Exercise Cape Peterel, off the Falkland Islands, are the five ships which currently make up the Royal Navy presence in the South Atlantic.

In the lead is HMS Jupiter, to her port HMS Dumbarton Castle and to her starboard, standing out in her red and white paintwork, is HMS Polar Circle, the newly-acquired ice patrol ship.

In support, as always, are the Royal Fleet Auxiliaries — the light fleet tanker Grey Rover, foreground, and the forward repair ship Diligence, with her distinctive circular helicopter landing platform.

Picture by Cpl. Weerasingh RAF, from Jupiter's helicopter.

Busy keeping the peace



Photographs

Above — For exercise, for exercise — the First Lieutenant, Lieut.-Cdr. Martin Boniwell (left) takes charge of a battle damage exercise on board HMS Hermione — part of the everyday routine for the Armilla Patrol ships.

Below — Commanding Officer of HMS Hermione, Capt. Sandy Backus, welcomes on board His Excellency Sheikh Saqr bin Mohamed al Qasimi, Ruler of Ras Al Kaimah, during the ship's visit.

Right — HMS Sheffield, Armilla sister-ship to Hermione, on patrol in the Gulf. Both ships are shortly to be relieved on station by HMS York and HMS Beaver.

CONFLICT in the Gulf may be a thing of the past, at least for the moment, but the ships of Armilla patrol are still involved in much activity as they carry out their roles in maintaining the United Nations embargo, representing British interests in the area and reassuring British shipping there.

HMS Hermione, now nearing the end of her deployment in the Gulf and, sadly, the end of her career in the Royal Navy, has had an active and varied time, maintaining her well-deserved reputation as an efficient ship and a happy one.

Since leaving Portsmouth in the autumn of last year Hermione's ship's company have enjoyed some interesting and unusual port visits, including Port Said in Egypt, Goa, on the Indian west coast, where local colour, cheap food and drink and generous hospitality from

the luxury hotels made for a great run ashore, and Ras Al Kaimah, one of the lesser-known Gulf Emirates, where mountain scenery makes an impressive backdrop.

Her tour of duty has also included Dubai and Bahrain, she was the first British warship to visit the port of Kuwait since the end of the war, the wanton destruction of the conflict still being very much in evidence there, and she was at Abu Dhabi during the celebrations to mark the 20th anniversary of the United Arab Emirates.

THE NAVY IN THE GULF



★STAR AWARDS FOR GULF WAR SHIPS★

GOLD Awards from the Daily Star newspaper have gone to the crew of HMS Gloucester and to the crews of mine clearance group HMS Bicester, HMS Brecon and HMS Brocklesby, for courage shown in the Gulf conflict.

The Awards honour acts of bravery and special achievement by those whose courage has been applauded by Daily Star readers — included with the Royal Navy recipients this year are well-known individuals such as Boris Yeltsin and ex-hostage John McCarthy to more unsung heroes like milkman Bert Boyce who rescued a kidnapped woman from imprisonment.

HMS Gloucester receives her Award in recognition of the part she played in destroyed Iraqi gunboats and shooting down an incoming Silkworm missile.

The mine clearance crews' Award is, in the words of the citation, for the men "... who risked their lives clearing over 1000 Iraqi mines after the Gulf War and who the Committee for Grants of Honours, Declarations and Medals claims do not qualify for Gulf Medals."

• HMS London has been recognised for the high standards of communications maintained during the Gulf War with the award of the Surface Flotilla Communications Trophy.

During the height of activity in the conflict, the main communications office in HMS London was handling between 1200 and 1400 signals every day and dealt with over 45,000 over the 40-day period, still retaining 100% availability of all tactical communications.



Make a date with Cilla

ATTEN-SHUN! Have you ever fancied turning your captain into Princess Di? Or your commanding officer into Elvis? Do you want the chance to go above and beyond the call of duty? Then Cilla's Service Challenge offers you that chance.

Cilla wants you to put your officers to the test and challenge them to become someone else. Whoever you challenge them to be, they will have to walk, talk and dress like them, as well as adopting some of their more peculiar habits — and, of course, everyone they meet will have to treat them as their chosen person!

Come up with an original idea and you could be in line for a special "Above and Beyond the Call of Duty" Award which Cilla will be presenting to the best Armed Forces activities.

It is all part of a major fundraising event in aid of breast cancer research to be launched on March 5. Ask your local unit for further details or phone 071-495 5551.

Sussex cheque

THE Senior Rates' Mess of HMS Sussex presented a cheque for £1,200 to the actor Michael Jayston who is vice-chairman of the Hove-based charity Kids appeal. The charity supports children suffering from cancer and leukaemia.



A GREAT pile of nutty brought a smile to the face of 9-year-old Gemma Matthews when sailors from HMY Britannia visited the Queen Alexandra Hospital, in Cosham.

Gemma was recovering from a broken hip after falling from her pony but she cheered up enormously when POPT Mai Badham, MEM Nick Nicholson and WEMO Spike Hughes arrived at her bedside with some sweets donated by the Royal Yacht to the children's ward.

Picture: LA(Phot) Dave Hunt

Drake's progress

A CHEQUE FOR £1,000 was presented on behalf of the WOs' and SRs' Mess in HMS Drake to Dr. Sheila Cassidy, medical officer for St Lukes Hospice for the terminally ill. The hospice is the senior rates' adopted charity and money was raised by weekly mess raffles and private donations.

The Drumbeat Club, in HMS Drake, also presented a cordless telephone to Ward Sister Patricia Cornwall of C1 Ward, RNH Stonehouse. The phone will enable patients confined to their beds to receive incoming calls from relatives and friends.



Helping Hands



Darren's jungle look

A JOURNEY into the remote jungle of Guyana gave LMS Darren Parker the chance to test some of his more basic medical skills.

Darren volunteered for the trip when HMS Leeds Castle, en route to the UK after completing South Atlantic duties,

stopped over in Guyana, the first visit by a RN ship in 17 years.

Armed with medical supplies from the ship he accompanied local government official David Furrows on the four-hour jeep ride to St. Columbus Mission — with a

promise from his commanding officer, Lieut.-Cdr. Peter Brown, that a search party would be sent out if he failed to return safely!

On his arrival at the mission Darren was met by "The Captain," the chief of a local tribe of Amer Indians. The Captain told his visitors he had been educated in England and regularly took the Financial Times, although several months out of date!

During his two-day stay Darren dealt with several cases of vitamin deficiency and stomach disorders but was surprised to hear that the peaceful life of the jungle wasn't all plain sailing. One local elder, Hector, had suffered a nervous breakdown but was recovering thanks to a course of Valium.

● LMA Darren Parker is pictured, above, handing over medical supplies to The Captain at St. Columbus Mission, Guyana.

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They don't mince words at Nelson!

LOOKING a little "pie-eyed" after taking part in a charity mince pie-making marathon in aid of the Lord Mayor of Portsmouth's Rocking Horse Appeal are a team of chefs from HMS Nelson.

The event was held at the British Gas showrooms and the six-strong team made nearly 1,000 pies during their two-hour shift, raising £340 for the appeal.

Pictured taking a well-earned rest after slaving over a hot stove are, back row, from left, WRENCKs Emma Phillips and Beverley Pearson, Lord Mayor of Portsmouth Cllr. Brian Read, CK Stephen Sinclair and CPOCK Nigel Wilkinson; front, from left, LCKs Spike Hughes and Russell Vickers.

Picture: LA(Phot) Chesty Saywall.



NN

Helping Hands

NN

CHEF'S SPECIAL

TOO many cooks do not spoil the broth as these "trainee" chefs are determined to prove.

Under the watchful eye of PO CK Paul Arnold, currently serving in HMS Renown, the children from St. John's Primary School, in Rosyth, get the chance to brush up on their culinary skills.

Upon learning the school was short of a domestic science teacher John volunteered his services and now teaches the children each Tuesday afternoon.

Picture: CPD(Phot) Barry Hill.



Culdrose hits the bullseye!

ON TARGET after raising money for the Royal National Institute for the Blind is PO Tim Edgerton, currently serving with 706 Sqn. at RN Air Station Culdrose.

Tim walked nearly 15 miles in 24 hours but the scenery remained pretty constant throughout — he covered the 15 miles by walking to and from the darts board in the POs' Mess at Culdrose.

During the 24-hour darts' marathon he threw approximately 12,000 arrows, scored 524 bullseyes, 536 treble 20s and 2,014 25s. He also spent 18 hours leaning on one leg and his trek up and down the oche raised almost £1,000!

□ □ □

The crew of HMS Revenge (Port) have no difficulty cycling to work these days for they have had plenty of practice.

Crew members took to the exercise bike during a recent patrol and cycled 14,484 km., an equivalent distance to that from Perth, in Scotland, to Perth, Australia.

The "Perth to Perth" cycle raised money for the submarine's charity, Wards 4A and 4B at Yorkhill Children's Hospital, Glasgow.

□ □ □

Virginia House, in Plymouth's Barbican, now has a new children's play area thanks to a group of trainees from HMS Raleigh. PO Roger Bishop and his class of trainee Store's Accountants spent a weekend painting walls around the new play area.

□ □ □

Personnel at RNR Haslar have raised £3,000 for the Guide Dogs for the Blind Association. To date, RNR Haslar has provided funding to train 36 dogs.

□ □ □

The Aircrew Association presented a cheque for £1,500 to the Fleet Air Arm Benevolent Trust. The association has over 11,500 members worldwide and proceeds of an annual raffle are evenly split between ten Service charities.

□ □ □

Gosport War Memorial Hos-

pital have received three colour televisions from the WOs' and SRs' Mess in HMS Dryad. The Mess adopted the hospital as one of their local charities last year and as well as the televisions they have presented £500 in the form of therapeutic aids for the care of the elderly.

□ □ □

A party held by the rugby club in HMS Collingwood raised £400 for the Special Care Baby Unit of the neo-natal ward at St. Mary's Hospital, Portsmouth.

□ □ □

Cycling Chiefs from HMS Chatham rode 260 miles from Devonport to Chatham to raise money for their adopted charity, The Broyle Programme, a home for underprivileged children in Strood. During a visit to their affiliated town the POs' Mess also presented a custom-built Wendy House to their charity, the Christopher Ward of All Saints Hospital, Chatham.

HELPING HANDLERS



WHEN studies allowed, a class of young trainees from the Naval School of Aircraft Handling, RN air station Culdrose, gave a helping hand to members of the local community.

The 12 trainees, who have been in the Navy for just three months, offered assistance when they and their instructors heard the plea of parishioners of St. Michaels, Mullion, for

help in refurbishing the church.

Although much of the work on the church building was complete, there still remained plenty of tidying and reclaiming to be done in the grounds.

So, armed with picks, shovels and plenty of team spirit, the Naval Airmen and Wrens set about demolishing walls, cutting back foliage and generally clearing up.

Robert's an old see-dog



THE Guide Dogs for the Blind Association is a three-times winner thanks to the hard work of WO Robert Smith, of the RN Gunnery School, HMS Cambridge.

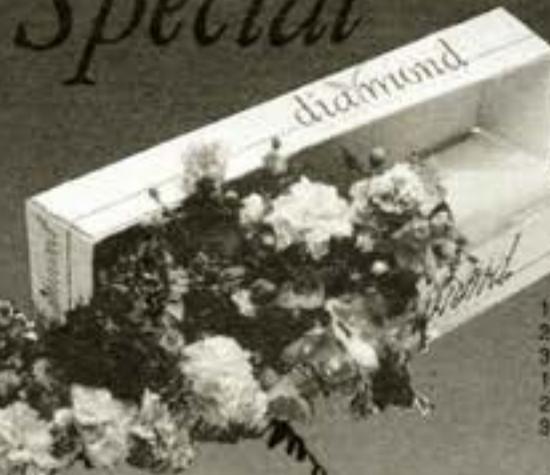
For the third time Robert and his wife Irene have raised enough money to sponsor a guide dog — to be known, appropriately, as "Gunner" — and after organising several fund-raising events they were able to hand over a cheque for £1,000.

Also at the cheque presentation were Mr and Mrs Williams, a blind couple from Heybrook Bay, adjacent to HMS Cambridge. In view of their disability the establishment always inform them before they start firing in order not to startle them with gunfire.

WO Smith is pictured left with the Williams' guide dog, Jonathon, during the presentation.

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Arrow in the Adriatic

INSTEAD of carrying out her planned programme in Exercise Teamwork, HMS Arrow headed for warmer climates in the Adriatic to relieve HMS Exeter, which had been on station there over the Christmas period.

Patrols were interspersed with a variety of local visits in Southern Italy — Bari, Brindisi, Ancona and Augusta and the highlight of Venice, further north, "the Jewel of the Adriatic".

There was warm welcome in Taranto, despite the past connection, as Arrow's Lynx helicopter flew overhead representing 815 Squadron, whose Swordfish biplanes 51 years earlier, had gained fame with their attack on the Italian Fleet there.

Back at sea, exercises have been carried out with the Ita-

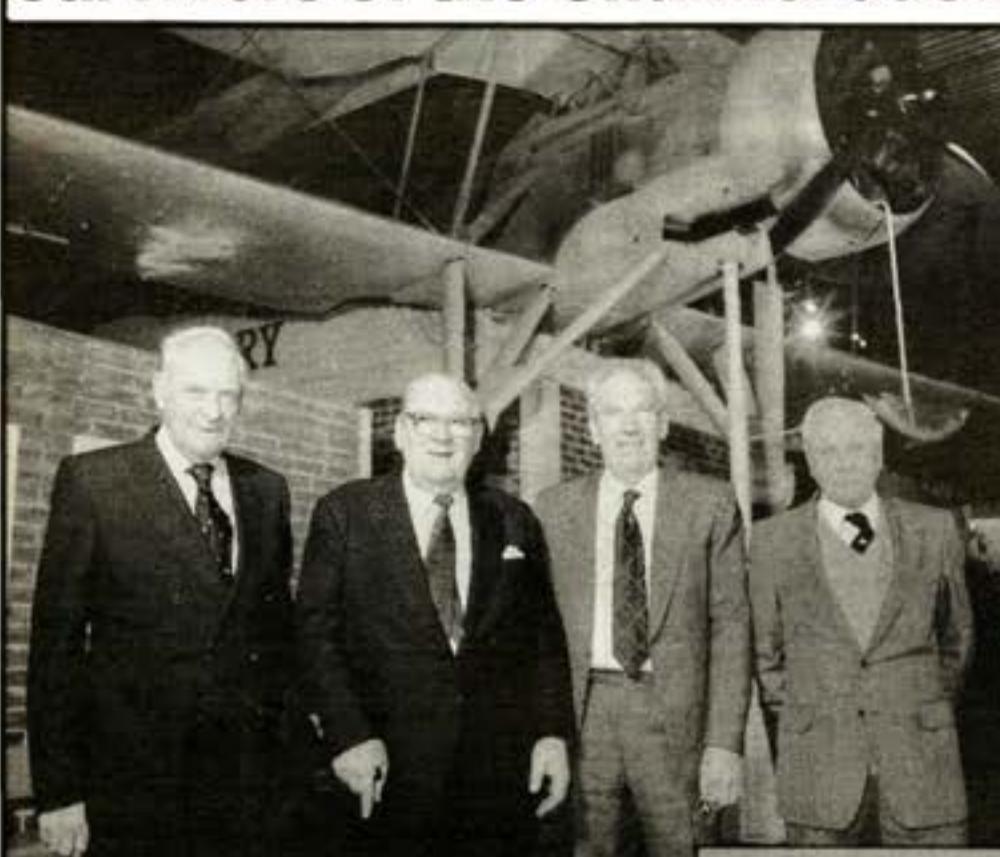
lian and United States Navies and with the outgoing Armilla group, HMS York and HMS Beaver.

A self maintenance period in Naples and a visit to Catania are planned before her return to UK at the end of the month.

When HMS York visited Bari, three football fans, POs Steve Lumley, John Alderstein and Bryn Hopper took time off to see Bari play AC Milan. After the game they were invited to meet international soccer star David Platt, and presented him with a ship's crest.

MEMORIES OF GLORIES PAST

Survivors of the Channel dash



Cockleshell heroes

FIFTY years after 12 Royal Marines carried out a daring raid on enemy-occupied Bordeaux during the Second World War, a memorial to their bravery and courage is to be erected at Portsmouth.

The memorial plaque will be in the Rose Garden at Southsea, former site of Lumps Fort, where the commandos trained for their mission and from where they set out to France by submarine to the French coast and then in their two-man canoes, known as cockles, up into Bordeaux harbour to destroy enemy shipping.

Although the mission succeeded — the raid was described by German High Command as one of the outstanding

commando exploits of the War — only two of the 12 marines survived, making it back to England after a six-month journey through occupied France and Spain.

The 12 thereafter were known as the Cockleshell Heroes, with an extremely successful feature film made about their daring exploits.

Bill Sparks, the sole survivor now of the raid, is to be invited to the unveiling ceremony to take place in July.

Flower of Jarrow

ONE of the smallest, but most famous class, of Royal Navy warships was remembered at a ceremony at Jarrow when the plaque, presented to the Flower-class corvette HMS Abelia by the town of Jarrow 50 years ago, was finally returned.

HMS Abelia was adopted by the citizens of Jarrow during Warship Week, December 13-20th 1941, after they had raised the then amazing sum of £120,000 to pay for her. This was a truly remarkable fund-raising feat in the dark years of the early 1940s and just five years after the Jarrow Crusade.

She had a distinguished career in war service, escorting convoys in the Atlantic, to Russia, and in the Mediterranean, and took part in the D-day landings, escorting the United States 1st Division at Omaha Beach.

The plaque was returned by Cdr. Bill Sidgwick, RN Regional Office North East, to the Mayor of South Tyneside, Clr. Jim Harper, watched by three ex-crew members of the corvette, Mr R. C. Andrews, Mr B. Cooper and Mr J. Downey.

Back in the swim

HMS ARK ROYAL is back at sea again after completion of her two-month dock-assisted maintenance programme at Portsmouth.

Among the new equipment installed during the programme, which cost over £3½ million with 76,000 man-hours of work, are a reverse osmosis plant for making fresh water from sea water, updated command and control and weapons systems and new propellers.

Watch your language!

AN EYE-CATCHING yellow pocket-sized booklet entitled "Watch Your Language" has recently been circulated in great numbers throughout Service establishments and ships, — in all, about 40,000 copies.

Despite its title, the booklet is not part of a campaign to persuade sailors to moderate some of their richer and traditional turns of phrase — it actually emanates from the Chief of Defence Procurement and deals with legal awareness in the areas of contracts and agreements in the procurement of equipment and supplies for the Ministry of Defence.

With more and more personnel, including many in the uniformed services, finding themselves involved in the procurement process, from major projects to relatively minor purchases, this booklet is designed to explain terms and words used in contractual relationships, so to avoid misunderstandings.

Despite its large publication numbers and wide distribution it is felt that it still has not reached some of the areas required — the official distribution arrangements being not, apparently, as effective as a certain brand of lager — so a further 5000 copies are still available for those who need them. If you are involved in the procurement procedure in any way, you can get your own copy by applying to Po1 C3B2a, Room 441, St George's Court, 14 New Oxford Street, London WC1A 1EJ.

Pulling in the crowds

DESPITE the current economic climate which has resulted in generally poor results for the tourist trade and museums in Britain, the Portsmouth Historic Dockyard — the complex incorporating HMS Victory and the RN Museum, Mary Rose and HMS Warrior 1860 — had a good year in 1991, with a record number of visitors.

This year it is hoped that special events like the tenth anniversary celebrations of the raising of Mary Rose, HMS Warrior's Victorian Navy Days, and the crowd-pulling August Bank Holiday Navy Days will help to keep the Historic Dockyard in the forefront of the tourism industry.

As the restoration work on Mary Rose continues, modern technology is being used, with titanium struts to support the original timbers of the 16th century gun deck, expected to be completed by the end of the year.

Work is currently in progress on a retired warship from a somewhat later age, as a compartment within the Falklands veteran frigate HMS Plymouth is stripped out for conversion into a small memorial chapel dedicated to all those lost at sea in the conflict. The Warship Preservation Trust is seeking donations to help with this work — details from the Trust at Lodge Hill, Liskeard PL14 4EL.



Star-gazers

FOUR sailors from HMS Ledbury had stars in their eyes when they received a visit from television astronomer Heather Couper.

Accompanied by "Admiral Lord Nelson", played by Nigel Hembest, writer and broadcaster on astronomy, Heather was introduced to the crew to publicise Marine Science Day at the Edinburgh International Science Festival, which runs from April 11-25th.

Pictured with Heather and Nigel are (left to right) AB Diver Ward Peers, ABs(MW) Scott Mullin and Alan Booth and AB Diver Paul Bhathena.

Questions of sport

FOLLOWING the popularity of the first RN-RM inter-unit sports quiz in 1989, a second quiz is being held this spring involving 100 written questions on a wide variety of sports.

Entries are invited from ships and establishments, with an entry fee of £10. Planned prizes are £100, £75 and £50 in each category (establishment and ship) plus an overall winner's bonus of £50, with this prize money depending on 50 units entering (so the amounts could be higher or lower).

The organisers hope that prizes will be added to unit sports funds towards equipment.

Full details of the quiz have

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"Perhaps we're a major item of kit and due for exchange as part of this KUA scheme!"

NEWSVIEW

Home savings plan could put you quids in

ANNOUNCEMENTS on the cash and conditions-of-service front in recent weeks will for the most part make welcome reading. Most interesting perhaps is the new savings scheme project (outlined in the adjoining article) under which personnel who do not own their own homes will be able to receive from MOD £1 for each £3 saved — the total to be available when the Serviceman or woman comes to buy a house.

As is widely known, the home ownership percentage in the Navy is far greater than in either of the other Services, whose members may therefore show widest interest. Nevertheless, there may well be many in the Naval Service whose circumstances and plans mean the new scheme will appeal as a way, in due course, of getting into the housing market.

Entailed is a long-term commitment to save, and all the details have yet to be settled, but it will be interesting to see how many take it up when all the small print is available for study.

New kit scheme

Meanwhile, in the Forces pay announcement for the year starting on April 1, the AFPRB recommended something extra for Warrant Officers, and also commented on the possibility, at some stage, of an incremental pay system for senior NCOs. At the same time, the general percentage pay increase will be regarded by many as very acceptable in present circumstances.

For the Navy, April 1 also marks disappearance of Kit Upkeep Allowance, which has existed for no less than three-quarters of a century. The one-for-one system has been long in the talking and planning stages, and advocated in various places, including the correspondence columns of *Navy News*.

Detailed planning for such a radical change has been considerable and doubtless there will from time to time be differing views on fair wear and tear — and perhaps on some unusual sartorial circumstances not envisaged in the rules.

But any teething troubles apart, "new for old" promises advantages. Not to be forgotten too is that taxpayers' cash earmarked for clothing will now be entirely devoted to just that. And (whisper the question), can everyone, hand on heart, say this was always the case when KUA was there to risk burning a hole in the pocket?

Choices on the home front

THE newly-announced package of measures designed to increase housing opportunities for Service personnel and improve resettlement arrangements, follows work undertaken by the Housing Task Force and a review of resettlement arrangements.

On Service housing, Defence Secretary Mr Tom King said that although many people in the Services were house owners, particularly in the Navy, the majority found that the mobility required in Service life denied them the opportunity their counterparts in normal civilian life could enjoy.

The Housing Task Force was set up to recommend how housing opportunities for Servicemen could be brought up to date with their civilian counterparts.

The existing popular scheme, under which Service personnel could buy surplus individual married quarters at 30 per cent discount on the market price, would continue.

Another source of longer-term housing was the Housing Corporation's programme of "do it yourself" shared ownership. This was well suited for people leaving the Services with significant capital sums to invest. The Housing Corporation would be able to accommodate around 500 applications specifically from Service personnel in the next financial year and further numbers in the years ahead.

Regarding housing provided by MOD itself for serving personnel, the Task Force recommended that a new non-profit making organisation should take over from MOD the ownership and management of the married quarters estate for all three Services.

Operations would be sub-contracted to make the best use of private skills, and to ensure a good service and a proper quality of housing for Service personnel and their families.

"We are also examining, for the longer term, a parallel scheme where Servicemen could acquire a stake through shared-ownership in the married quarter they occupy."

Savings scheme

But the most important change envisaged as a result of the Task Force's work was a scheme to help Servicemen save towards buying a house and reduce the disadvantage created by their frequent moves. This was a special savings scheme which would give help to Service personnel of a similar kind received by mortgage holders through the MIRAS system.

quarter at the market rent as long as it is not needed for serving personnel.

Surplus flats

In addition, there will be a new scheme for housing associations to provide accommodation for people coming out of the Services, under which surplus MOD blocks of flats will be transferred to housing associations who will make them generally available for rent, while reserving some of

the housing specifically for those leaving the Services.

The first scheme of this sort is in the Portsmouth area, where negotiations for disposal of a group of 108 flats to the Portsmouth housing association are well advanced.

Discussions are under way with other housing associations covering a further 412 housing units in Plymouth, Bristol, Shrewsbury, Doncaster, Woolwich and Rosyth.

Fishermen's friends



CLYDE fishermen showed their appreciation of the Navy's helicopter search-and-rescue services by presenting £250 to the King George Fund for Sailors, HMS Gannet's 1992 charity.

During the last year Navy helicopters were called to ten incidents involving fishing vessels in the Clyde area waters. "The boys at Gannet do an excellent job" said Mr Tom Hay, Vice-Chairman of the Fishermen's Association, as he handed over the cheque to Cdr. Paddy Healey, Commanding Officer of HMS Gannet, at the Prestwick Airport base.

EXETER'S ALL FIRED UP



THE longest-serving gun mounting at sea notched up a major milestone for HMS Exeter when 1,000 rounds were fired by her 4.5 Mk8 in less than a year.

Turret number 36, the Exeter's original gun, installed when the ship was built in 1978, fired most of these rounds during Operation Granby.

The remainder were fired on a PWO(A) course in the Mediterranean and during a major shore bombardment of the Scottish coast during JMC 913.

Since her return from the Gulf HMS Exeter has twice played host to groups of schoolchildren.

Pupils from Milford Haven School had all been pen friends during the Gulf War and while the ship was conducting weapon trials at the Abberthorpe range they were invited out for a day at sea.

Thanks to a long-standing friendship between LCK Rattler Morgan and Mrs Sue Walker, principal of the Lord Mayor Trevarr College, a group of disabled children also enjoyed a day on board the Exeter when she was alongside in Portsmouth.

The day was a great success and members of the ship's company are looking forward to a return visit to the school in the near future.

• Pictured alongside Turret number 36 are, from left, Lieut-Cdr Colin Gabriel, WEM(O) Bomber Mills, WEM(O) Pat Cowman, CPOWEA(OC) Mick Peters, LWEM(O) Gabby Hayes, WEM(O) Knockie White, Lieut Chris Record and HMS Exeter's commanding officer, Capt. John Cartwright.

Review body set to look at pay increments

WHILE this year's Services pay report results in an increase for Warrant Officers of two per cent more than the basic rise for most personnel, the Armed Forces Pay Review Body is now also showing "sympathy" with the idea of an incremental system of pay for senior NCOs of the Services.

This is especially so since MOD believes that length of service pay (LSP) is no longer serving the original purpose as a retention incentive, they add.

Saying they looked forward to receiving for their next report a comprehensive study which MOD is conducting on senior NCOs' pay, the AFPRB said its members had met a number of NCOs during visits to units who said they would prefer a pay system more akin to that of officers, with increments or bonuses rewarding expertise and experience in the rank.

Under an incremental structure the increase would be built into the pay system and would be paid on a regular basis linked to experience and time in the rank. "This would be seen as an advantage by personnel who had reached a point where no further promotion or pay progression was likely."

The AFPRB said each Service had different requirements for its senior NCOs in terms of expertise and length of service. The Royal Navy and Army were more concerned about retention before the 22-year point; the RAF wished to encourage and reward service beyond 22 years.

The report also said that an incremental structure, subsuming committal pay and LSP, might have the additional advantage of providing a clearer more easily understood framework for pay.

One of the other options was to consider an improvement of existing LSP arrangements but, like MOD, they had some doubts about the continued effectiveness of LSP as present constituted. They also believed that the LSP concept was unnecessarily complex and unpopular among Service personnel.

A further approach that bonuses be provided at chosen career points to tie in with the manning needs of each Service would need careful study.

Meanwhile they recommended this year that LSP be increased in line with military salary.

They also recommended that for Hydrographic Pay a reserve band should be introduced for personnel who had been away from designated hydrographic billets for three years or more.

The survey fleet had been reduced, with increasing emphasis on longer time at sea for those ships remaining. "We understand that the nature of surveying has changed quite considerably with greater concentration on defence surveys in home waters and fewer deployments abroad." Hydrographic personnel regarded this, and other factors, as a worsening of their conditions of service.

Transitional arrangements will ensure that those immediately affected by introduction of the reserve band will be protected.

Overseas: Married quarters: Officers, 27p to 89p; ratings 13p to 42p. Single accommodation: Officers, 7p to 25p; ratings, 3p to 18p.

Food charges increase daily from April 1 by: Single, 20p (to £20.65 a week); married unaccompanied, 30p (£13.30).

Water and sewerage charges: Until the 1990 pay review the AFPRB included in their recommendations an element in lieu of rates. Introduction of the Community Charge in England and Wales required the individual to pay the CC direct, so the rates element was no longer appropriate.

While in Scotland Service personnel are personally responsible for their Community water

Pay-as-you-Dine still on the menu

AS part of a continuing MOD study, led by a tri-Service project team, into the possibility of introducing Pay-as-you-Dine in the Services, it is planned to carry out trials in several establishments later this year.

In its latest report, the AFPRB says it has been disappointed with MOD's progress on the study — mentioned in its last two reports — but looked forward to seeing the results. "Our view is that PAYD systems seem to

operate successfully in some overseas armed forces, as well as being widespread in civilian life. We therefore believe that it would be fairer and more in tune generally with civilian life, if the armed forces adopted practices of this kind, unless there are overriding reasons why this should not be so.

"Our view is that MOD has not demonstrated that this is the case in respect of PAYD."

increase in military salary, is to have career break points on promotion to certain ranks, and payment will be made to qualified personnel currently receiving SSML, during appropriate exercises.

There is to be no change in the X-factor.

The range of daily increases in Accommodation charges, including water and facilities charges (as appropriate), from April 1 will be:

England and Wales: Married quarters: Officers, 20p to 80p; ratings, 11p to 33p. Single accommodation: Officers, 4p to 20p; ratings, 2p to 13p.

Scotland: Married quarters: Officers, 6p to 68p; ratings, 4p to 28p. Single accommodation: Officers, 4p to 21p; ratings, 2p to 14p.

charge, in England and Wales they are not, so an additional charge is included within the MQ rent.

Overseas facilities charge: Until 1990 personnel overseas paid the same MQ and single accommodation rents as those in Great Britain, including a rates element. As personnel serving overseas are not liable for the Community Charge, the Government introduced a facilities charge as a contribution to the cost of facilities and amenities provided.

The overseas facilities charge is based on a rate no more than the Service average Community Charge and is increased annually in line with the average increase in military salary.

THE NEW DAILY RATES

EXAMPLES of the new naval daily rates of pay from April 1 are as follows:

General and Supplementary List officers (new on promotion and top rates): Captain, £117.95-£144.68; Commander, £101.27-£111.95; Lieutenant-Captain, £72.19-£86.51; Lieutenant, £57.28-£66.58; Sub-Lieutenant, £34.04-£48.55; Midshipman, £23.89-£29.69.

Special Duties List officers with 15 years' rating service: After eight years, £76.63; after three years, £72.47; on appointment, £69.35.

In the following four categories the figures given are for the Uncommitted rate. For Intermediate rates add 30p to daily rate, and for Career rate add 75p a day.

RN and WRNS Sea Service Artificers, Medical and Communications Technicians (Uncommitted rate): Warrant Officer, £65.90; CCPO, £62.32; CPO(A), £59.92; CPO(B), £57.63; PO, £50.55; A/PO, £48.22; 4th Class Tech, £42.23; Leading Art, £39.60.

RN and WRNS other branches and QARNNS MAs (Sea Service)

(Uncommitted rate): Warrant Officer, £60.29; CPO(A), £52.36; CPO(B), £51.42; PO(A), £46.84; PO(B), £46.00; LRA(A), £42.23; LRA(B), £39.60; AB(A), £33.83; AB(B), £31.79; AB(C), £27.71; Ord(A), £23.17; Ord(B), £21.30.

Royal Marines (GD, Tradesmen and Musicians) (Uncommitted rate): WO1, £60.29; WO2, £56.89; CSGT(A), £51.69; CSGT(B), £50.68; CSGT(C), £49.67; SGT(A), £46.84; SGT(B), £46.00; SGT(C), £45.60; CPL(A), £42.23; CPL(B), £39.60; CPL(C), £37.20; MNE1(A), £33.83; MNE1(B), £31.79; MNE1(C), £27.71;

MNE2(A), £23.17; MNE2(B), £21.30. **QARNNS and WRNS (Non-Sea Service)** (Uncommitted rate): WO Band 7, £65.90; CPO(A) Band 5, £49.79; CPO(B) Band 5, £48.72; PO(A) Band 5, £46.45; PO(B) Band 5, £45.55; LDG(A) Band 2, £42.23; LDG(B) Band 2, £39.60; AB(A) Band 2, £33.83; AB(B) Band 2, £31.78; AB(C) Band 2, £27.71; Ord Band 1, £21.30.

Young Entrants: Juniors RN and RM, under age 17, £13.27; age 17, £16.10. Art. Apprentices and PMT: First year, £15.70; second year, £20.19; third year, £24.67.

SOME people have already put their calculators to work and concluded that their new pay rates, as shown in the AFPRB report, represent an increase of 5.6 per cent rather than the official figure of 5.9 per cent.

But the answer is that the current (1991-92) pay year has a February 29th, meaning there is an extra day's pay for Leap Year.

So, we are assured, the rates signalled — and published on this page — represent the correct percentage increase.

Another point to be remembered is that when the new "One for one" clothing scheme starts from April 1 — with no more paying for uniforms — pay will be reduced by the ending of Kit Upkeep Allowance of about £8 a month.

LOOK BEFORE YOU LEAP!



Born in war — a need 'as great as ever'

THIS year the Sea Cadet Corps celebrates 50 years of affiliation with the Royal Navy.

Born out of the Navy League's scheme for training Sea Cadets in TS Bounty for service in the wartime Navy, it prompted a huge expansion to 400 units and 50,000 cadets — coinciding in many towns with Warship Weeks, so that newly formed units took their names from adopted ships.

The Admiralty, through the Admiralty Commanding Reserves, paid for uniforms, equipment, travel and training. Thousands of 'Bounty Boys' progressed into the Navy as communications ratings, many returning to their units after the war ended.

In the same year the Girls Naval Training Corps was formed as part of the National Association of Girls Corps.

King George VI — seen above inspecting cadets at Buckingham Palace — became Admiral of the Corps. He was succeeded after his death in 1952 by The Duke of Edinburgh, who is due to hand over to The Duke of York in May.

BUCKINGHAM PALACE.

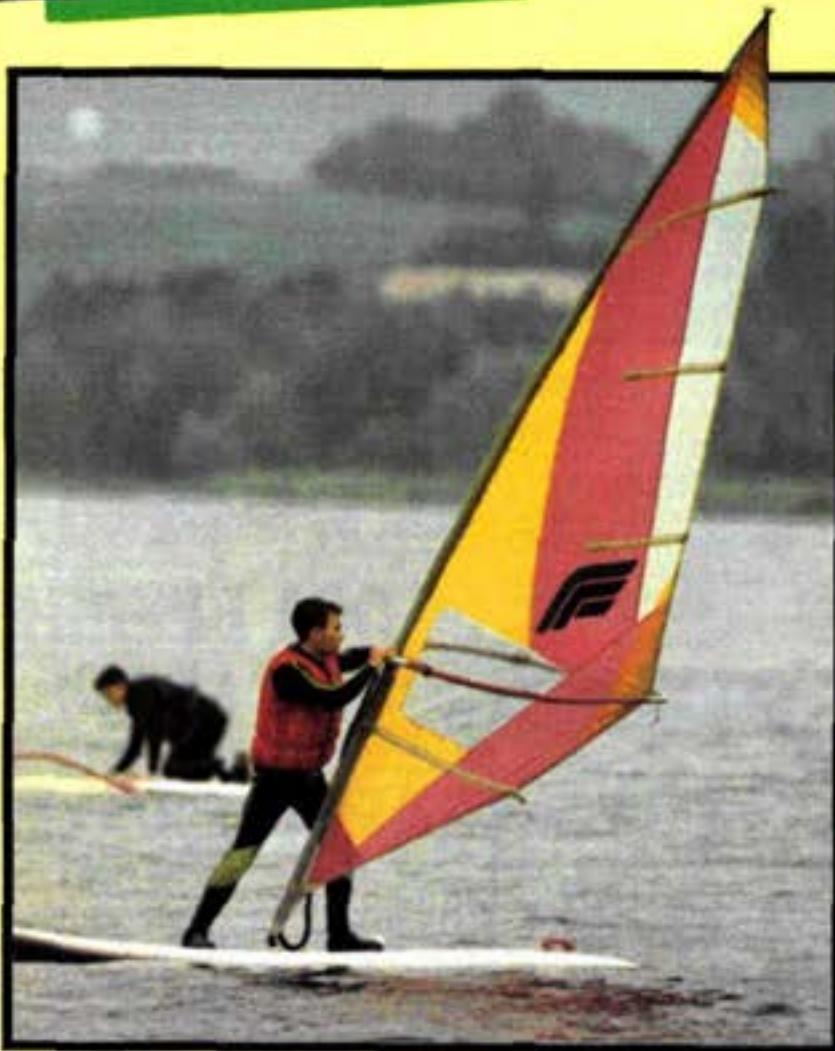
The Cadets have existed for over a hundred years, until 1951 is the 50th anniversary of the Sea Cadet Corps under the present name. In the Corps was taken under the command of the Admiralty and the King George VI became Admiral of the Corps. In 1952 it was decided to be entitled to assume the title of Admiral and for the last forty years it has been watched as the Corps has developed and moved on to changing conditions. Two things have not changed. The motivation of selfless volunteers and sacrifice and the importance and enthusiasm of the cadets.

The traditions, training and discipline of the Sea Cadet Corps are as strong as those of the Royal Navy. It is good to know that over a quarter of the Corps go on to careers at sea, while the remainder have an erratic career of gaining worthwhile experience.

Fifty years of existence does not come automatically and I commend this time, devotion and hard work of all those who have contributed to that outcome. The need for our Corps and its value to the young people of this country are as great as ever and I am confident that those who are serving it today will ensure that its honour will long continue.

Sir Lancelot Bell Davies

1992



Sea cadets are 50 years young

TODAY the Sea Cadet Corps has 400 units in the UK — with Marine Cadet detachments — and 15,000 cadets. Successful integration of boy and girl cadets over the past 11 years has led to the logical step of discontinuing the separate GNTCs and now they enjoy identical training while staff have the same insignia, ranks and pay.

Unlike its other Service counterparts, the SCC is self-funded — an arrangement that ensures its much-valued independence of spirit and ethos. Nevertheless, it relies heavily on the support it has always received from the Royal Navy in providing uniforms, boats, training and travel funds — and a great number of ship visits.

"Our professional Naval Staff have guided our work, encouraged and judged our standards, and kept us both modern and in touch with today's real naval world," Chairman of the Sea Cadet Association Vice-Admiral Sir Lancelot Bell Davies told Navy News.

"In the past half century some 40,000 Sea Cadets have joined the Navy. This steady annual supply of 30 officers and 800 rating recruits — all

enthusiastic semi-professionals — sets an invaluable example to their less well-prepared classmates and provides help and indeed leadership as the later adjust to Service life.

"Elsewhere, former Sea Cadets in civilian life all over the country speak out for the Royal Navy. Their bearing and character reflect great credit on the Corps and its parent Service."

"Each of our 400 units offers the only evidence of the Senior Service within the local community. It person-to-person contact is worth a thousand public relations programmes."

• The Sea Cadet Corps is always looking for volunteer instructors and helpers and for assistance in raising funds. Contact SCC headquarters on 071-928-8978 for a list of local units.

The Sea Cadets Story

1858 — Navy Lads Brigade formed at Whitstable after Crimean War identified a need to encourage and train young men for sea service. Gradually other units formed around the country.

1910 — Units sponsored by the Navy League, a pressure group formed in 1895.

1919 — Admiralty recognition.

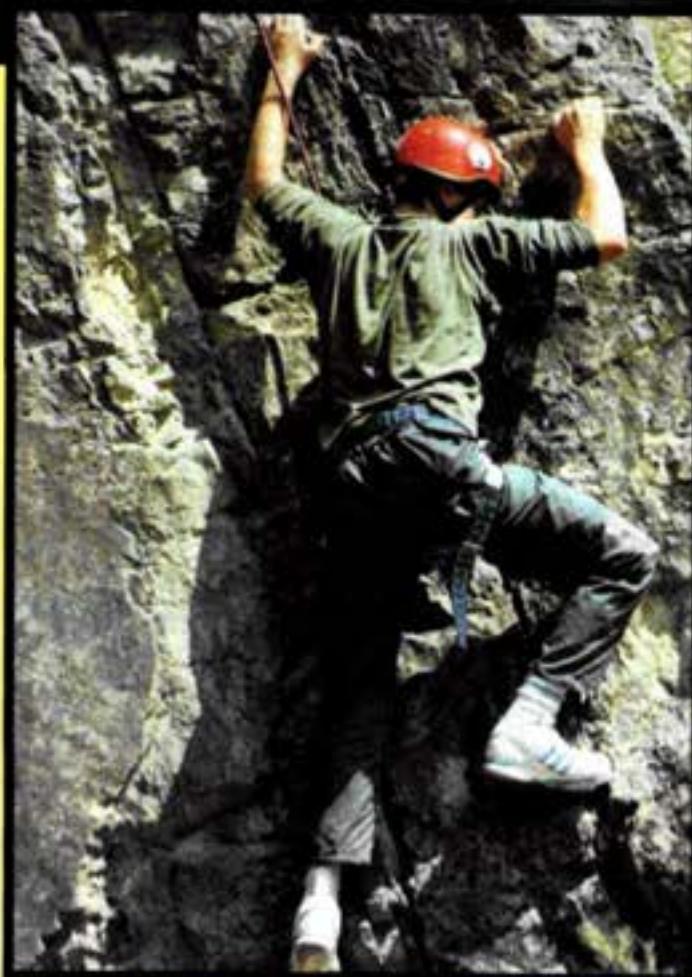
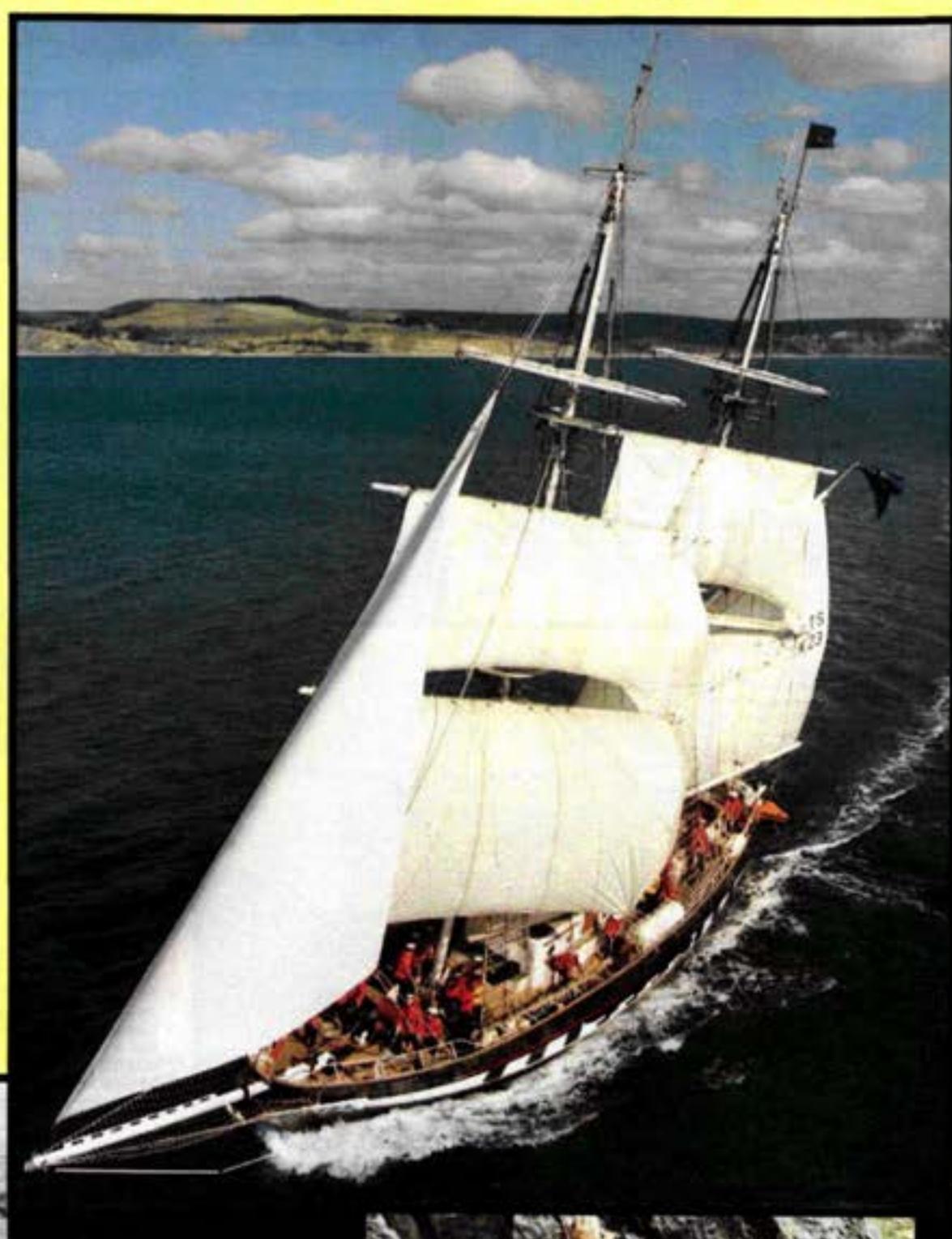
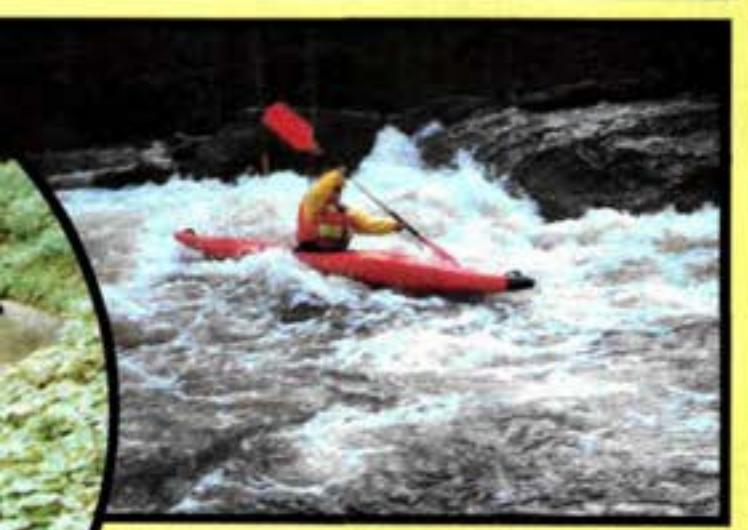
1939 — 100 units with 10,000 Cadets.

1942 — Admiralty asks for young men to be trained as naval signalmen — known as "Bounty Boys". Girls Naval Training Corps formed.

1976 — Sea Cadet Association takes over administration from Navy League. Admiralty continues material support.

1992 — Full integration of GNTC into Sea Cadet Corps.

THE GOLDEN AGE!



All navies great and small

SUPERB colour printing characterises two new coffee table decorations from Salamander — both by David Miller.

The World's Navies (£18.99) contains more than 150 national entries, over 200 colour photographs, maps, flags, force level diagrams and equipment tables. A pity the UK section carries no pictures of the latest Type 23 frigates or Upholder Class submarines, while HMS Minerva — one of the oldest major warships in the Fleet and soon to go out of service — and HMS Invincible both appear twice.

Any survey like this suggests there are a number of levels of effectiveness — from the "blue water" navy of which the USN is now the only example, though it has neglected some capabilities such as mine countermeasures in which the RN is now pre-eminent; to the tiny inshore patrol navies with a few boats armed with small cannon and machine guns, whose tasks preclude anything but occasional forays to the edge of their 200 nm economic zones.

Well-armed

Many of the latter have, of course, lately purchased new, fast and reasonably well-armed craft from UK shipbuilders, notably Vosper Thornycroft.

Miller collaborates with Lindsay Peacock in *Carrriers — the Men and the Machines* (£16.95). Hugely powerful though the modern "super carriers" may be, he makes the point that they are also highly manpower intensive. Also, each needs an escort group typically comprising between four and six air defence and anti-submarine destroyers and frigates plus a fleet replenishment ship. Finally, one carrier in a navy is insufficient, bearing in mind the need for periodic, extensive — and expensive — refits.

The Royal Navy's own force of three light carriers is thus seen to provide not much more

than the minimum viable line-up.

Some attention is paid here to the latest air-capable amphibious assault ships, with full-length axial flight decks operating V/STOL fixed-wing aircraft and helicopters. Largest by far of these is the US Navy's 40,000 tonnes-plus Wasp Class; but the new Italian San Giorgio Class is a very interesting design of roll-on/roll-off ship, lately seen to be highly cost effective. They have extensive disaster relief facilities — the San Marco was sent to the Gulf to provide hospital and evacuation support.

— JFA



"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, Boscombe, Bournemouth, Dorset, BH1 5JL.

Picture: Italian Navy

MEMORY OF WARTIME HORROR EXACTS ITS POUND OF FLESH

MEMOIRS by Russell Braddon and Laurens van der Post first brought home to the reading public the unbelievable hardships endured by prisoners of war of the Japanese.

Fifty years after the loss of HMS Prince of Wales and Repulse — many of whose survivors suffered the same fate and must often have wished they had died with their shipmates — John Costello's *Line of Lost Lives* (Gryphon Books £9.95) describes the infamous "Railway of Death" from Thailand

to Burma is a timely reminder of the heroism shown by so many who still today bear the physical and mental scars.

Misconception

Like so many others who have written of these things Cosford, a young NCO in the Cambridgeshire Regiment when he was captured after the fall of Singapore — a desperate battle, not the supine capitulation of popular misconception, as his vivid account of the fighting makes clear — has tried to come to terms with his tor-

mentors, though they changed his life forever.

Two years after his liberation he became a vegetarian. The smell of a joint of bad meat from the butcher had reminded him of a lump of rotting flesh on a limb in the ulcer ward at Tamarkan

In a London hospital for tropical diseases for a routine check in 1983, he woke early to find a Japanese nurse smiling down at him. He found he bore her no ill will — though "for all I know this young girl's father could have been one of my prison camp guards."

— JFA



Little: Small it may be, but this Swiss armed boat is a fast and efficient deterrent to any intruders on Switzerland's vast system of lakes.

Picture: Swiss Defence Forces Photo Unit

PLANE TALES

PUBLISHER Osprey Aerospace pursues its quest to cater for all lovers of aircraft — particularly military flying machines — with more titles in its softback Colour Series.

These neat books, all priced £10.99, are packed with vivid colour photographs reproduced on high-quality paper. So take your pick — There's Joe Cupido's *USAF Strike Aircraft*, looking at the US warplanes which spearheaded Operation Desert Storm, or *Sub Busters*, Hans Halberstadt's examination of the RAF and US Navy's submarine hunters.

In *Tiger Squadrons*, Tim Laming looks at high-profile combat aircraft squadrons in tiger markings. Included is the Culdrose-based 814 Naval Air Squadron, the Royal Navy's only tiger unit.

Philip Handiman describes *Mid-East Aces*, *The Israeli Air Force Today*, while Robert F. Dorr recaptures *Vietnam*, *The Air War*. It's back to the Second World War to trace the history of the *T-6 Texan*. William Jesse shows how the legendary pilot trainer of WWII is holding its own today.

More *Classic Warbirds* appear in the book of that title by David Stubbs. He shows them today, at airshows, making movies and racing. Meanwhile, Austin J. Brown and Mark R. Wagner look at *Sky Trucks USA*, the piston-engined classics of the 40s and 50s. Up to date, Norman Pealing and Mike Savage present *Jumbo Jetliners*, Boeing's 747 and the wide-bodies.

Times change, but somewhere in someone's hands *Soviet Combat Aircraft* still exist. Roy Braybrook details their development since 1945, using information gleaned during interviews with Russian designers and pilots.

Both mono and colour photographs are used to illustrate the text, and thanks to "glasnost" there are high-quality shots of the MiG-29 "Fulcrum" and Sukhoi Su-27 "Flanker". This hardback costs £19.99.

Finally, at £10.99 each, there are softbacks in the Superbase series looking at *Seymour Johnson*, North Carolina (Mark Wagner) and *Key West*, Florida (George Hall).



systems are included, while sections on the nature of the seabed and wrecks will interest sea fishermen and environmentalists.

The new 5011 can be obtained from any Admiralty Chart Agent and all leading chandlers at £4.95.

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Pictures of Sailor Town

TOURISTS visiting Liverpool's Albert Dock get some feel of the place in its heyday — the vast buildings, the functional but elegant architecture, proofs of technical advances and engineering ingenuity.

But the bijoux gift shops, water's edge cafés, trendy apartments and the TV studio from which This Morning is beamed to the nation's housewives, seem hardly to make an impact on the cavernous place.

The photographs in Michael Stammers' paperback Liverpool — The Port and Its Ships give the dock its true context.

From them we can imagine — for human (and equine) subjects are often incidental to the ships and buildings — the energy of the place when Liverpool was the second city of the British Empire.

We catch glimpses of tatty men and immigrants, ship owners and cotton brokers, carters and ferrymen. Never a permanent naval base, Liverpool was nevertheless important to the Royal Navy, supplying recruits from its citizens and warships from its shipyards, and there's a chapter dedicated to the Service. Indeed, the docks were nicknamed Sailor Town.

Michael Stammers is the Keeper of the Merseyside Maritime Museum, the initial development of which he was responsible for back in 1980. His book, priced £7.99, is published by Alan Sutton Publishing, Stroud.

SEVEN days into the Kuwait crisis ex-Lieut USNR George Bush found time to write to former Washington naval attache Admiral Sir Louis Le Bailly, thanking him for a copy of his memoirs: "The Man Around the Engine arrived today and will accompany me to Kennebunkport tomorrow ... Warmest personal regards and so many thanks."

The special relationship between the USN and RN is explored in a second volume *From Fisher to the Falklands* (Marine Management (Holdings) Ltd for the Institute of Marine Engineers, £17.50) which traces the emergence of engineering into the mainstream of naval affairs.

Somewhat ironically its theme stems from the report to Congress by Fleet Ad-

miral Ernest King, the officer who held the highest naval post in the USA throughout most of the Second World War — and a notorious Anglophobe.

Technical

"The Navy, perhaps more than any other of the services is dependent on a high quality of engineering skill and practice. All our ships and planes, the establishment which designs and builds them and the equipment which operates and arms them could not exist without the engineer and technical expert. Mobility is one of the prime military assets. The surface, submarine and air forces of the navy possess mobility in a high degree."

It fell to Le Bailly, on Admiral Fraser's orders as acting chief engineer of his flagship as Commander-in-Chief British Pacific Fleet, to

investigate why the Royal Navy lacked the "amazing mobility" that had characterised the USN's Pacific campaign in the Second World War.

Fraser had become convinced that there was much to be learned from the Americans, not only in the design of ships and machinery, but also in terms of officer training — especially in the realms of technology.

But years later, on his 81st birthday, Fraser warned him that while everything possible should be done to ensure the continuation of the two navies' special relationship "it could be that where the RN in the past had absorbed Fisher's ideas and had been remiss in giving its seamen officers insufficient technological training, it should never go too far in the opposite direction and fall into the trap, as the USN had tended to do, of 'ener-

vating the command' by overtraining deck officers technically at the expense of their 'sea-sense' and their understanding of tactics and weapon usage."

That, in Le Bailly's words, "a man untrained in any knowledge of modern technology suffers a serious impoverishment in his intellectual life" cannot be said to be axiomatic in the general sense. But it is certainly a truism for the modern naval officer — and was definitely the trouble with many RN deck officers who suffered from the anti-engineering influence at Dartmouth since the Board of Admiralty abrogated most of Fisher's ideas in 1925.

Retrospective

Admiral Le Bailly is himself now in his 77th year — but this is far from being a purely retrospective exercise, raking over past mistakes that may no longer

have relevance to the changing face of maritime power struggles.

He reserves his spleen for what he sees — with refreshing optimism — as a new era in which peace will not, however, bring a diminution but actually an increase in maritime responsibilities, including that special relationship with the USN "if the wealth that lies in the ocean depths is to be harnessed and peacefully harvested."

In that context "outer space has gripped the public imagination as the unexplored wealth of the abyssal depths and the ocean floor have, as yet, failed to do ... Without knowing the detailed reasons, the abandoning of HMS Challenger, the most sophisticated sea bed operations ship in the world, seemed to be to be a catastrophe."

—JFA

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NOT SO long ago, the common perception of the Seriously Rich could have been summed up by the cartoon of a pot-bellied old codger

resplendent in an ornate bath, calling to his manservant, "Searle, come quickly! The soap has floated out of reach!"

All changed, of course. Nowadays, dynamism is the keynote: the ruthless tycoon in red braces casting his shark-like eye over banks of VDUs.

This is the world of *Other People's Money*, in which Danny DeVito plays Larry the

elaboration.

It's cute, inventive and fast-paced, with the laughs deriving mainly from the voice-overs, notably John Cleese as the villainous feline Cat R. Waul, and old-timer James Stewart stuttering his inimitable way —



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Screen Scene

Liquidator, a man for whom making money is an addiction — especially if, as the title indicates, it's somebody else's money.

The drama of the film is in the confrontation between the upright, old-fashioned owner of a small electronics firm and asset-stripper Larry, who wants to buy him up. It's a gripping tale, notable for the amount of comedy the film makers find room for — plus, for a change, the sheer unpredictability of the story.

So much for high finance. Now it's back to this side of the Atlantic, and the world of the re-used teabag, the roll-up and the darned sock. *The Commitments* is the alternately funny and dramatic account of the formation of a Dublin soul band, the conflicts, musical as well as personal, between its various members, and what happens when they venture into the bruisingly rough music business.

Basically, it's all to do with belonging, with comradeship, put across with the high-octane energy familiar from early Alan Parker productions like *Fame* and *Mississippi Burning*.

Remember *An American Tail* — the feature-length cartoon about a family of immigrant mice arriving in New York at the turn of the century? Here comes a sequel, *Fievel Goes West*, a title which needs no

make that extremely imitable way — through the part of the sheriff, Wiley Burp.

Finally, a couple of video titles which might have escaped the attention. *1,001 Nights* is a French production starring Catherine Zeta Jones, made just prior to her *Darling Buds of May* fame. It's the old Arabian Nights hokum, featuring Sinbad, Aladdin and co ... plus Ms Jones, sporting a selection of wispy not-very-much-thank-you, as the luscious, loquacious Sheherazade.

At one point, the local wizard sentences some offender to eternal exile in the land of everlasting rain. Cut to a shot of Big Ben and a red pillar box ... clearly the most dreadful punishment a French scriptwriter could possibly dream up.

Mission of the Shark painstakingly reconstructs one of the final horrors of the Second World War. The USS Indianapolis was torpedoed after delivering the atomic bomb which was eventually dropped on Hiroshima.

The secrecy surrounding the ship's movements meant that the survivors spent days in the water before anyone realised she was missing. Finally, the captain was court-martialed for alleged negligence. It's a harrowing tale, full of painful ironies.

— Bob Baker



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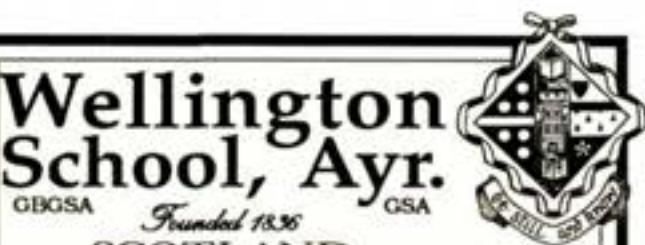
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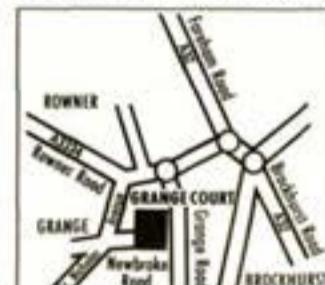
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HMS Resolution (1941-43) and LCT 7045; J. Beaton, 46 Sheering Mill Lane, Sawbridgeworth, Herts CM21 5LP (tel. 0279 724838) would like news of any reunions taking place and to hear from former shipmates.

Tom Heath: Ex-'Ganges' 1947 and HMS Lynden 1951-53. Please contact Frank on 0707 267086.

HMS Ships Chariot, Resolution and Cleopatra: Ron Wilkin, "Chelmsford", The Works Lane, Rettendon Common, Chelmsford CM3 5HB (tel. 0245 400325) would like to hear from ex-CPOs Jim Shear who joined up with him in 1938.

HMS Ships Clinton and Hetham: Charles Tate, 123 Hemper Lane, Sheffield S8 7FB would like to hear from old shipmates.

HMS Syren (1943-45): An association is to be formed with a view to holding reunions. For further details contact John Whithouse, Washford Post Office, Washford, Somerset TA22 0PJ (tel. 0984 40349).

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HMS Raleigh (1981): Robert Clark, 34 Caxiern Ave., Granitown-on-Spy PH25 3EX would like to hear from members of Petty 04 with whom he joined up in Jan. 1991.

HMS Volunteer (1943-44), LST 3514 (1945-46) and HMS Chevron (1947-48): Frank Lay, 36 Rennards Close, Wimersh, Wokingham RG11 5NT would like to hear from former shipmates.

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HMS Vengeance Asso: An enquiry from the USA has been sent to the HMS Venerable Association by mistake. Please contact Bias Redfern, 64 Coppice Rd., Taunton, Somerset TA7 1UA (tel. 0823 784876) for further details.

CWTS Geoff Pursey: W. N. Elwood, 13 Lantham Ave., Rottingdean, Brighton BN2 8FB would like to hear from old shipmates.

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TEN YEARS AND A

Ten years ago next month the Falkland Islands were invaded by Argentina. Three Royal Navy men in the Task Force sent to recover them remember the consequences.



● 25 May 1982 — HMS Coventry sinks in less than 30 minutes, struck by three bombs from Argentine Skyhawks.

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● Cdr. Ian Inskip

'The blast cone went through the hangar door . . .'

Despatched inshore time and again to fire over 1,200 rounds and half a dozen Seaslug missiles at the enemy, HMS Glamorgan was in the process bombed, strafed, shelled and under missile attack. She was the only ship to survive a direct hit by an Exocet.

Cdr Ian Inskip — currently Fleet Navigating Officer — was the County Class destroyer's Navigating Officer at the time. The following is taken from his bridge narrative, completed shortly after the missile struck:

"120636Z JUN — Ship's head was passing 185° when it hit and the steering alarm rang. I immediately ordered 'Midships, Revolutions 100 (12 knots), went to the steering console and selected the other system. The alarm re-set when I pushed the button and I sighed with relief. The aim of ordering Midships was to get the rudder as close to midships as the steering motors ran down, if in fact we had lost the motors. That is a trick worth remembering. As it was, it was not necessary."

"We were heeling at 13½-14° in the latter part of the turn and the missile was heading about 200-205°. We had turned about 35-40° when it hit. The missile head clipped the spermwater which initiated the fuse. It ploughed a furrow in the deck, making a small gash at the bottom of the dent as it was deflected up. About 10-15 ft after it hit the spermwater the delayed action fuse exploded the missile. At this stage it was 6-12 inches above the deck. It punched a 10-15 ft hole in the deck and another 1 ft x 2 ft hole in the galley deck, the missile head ball race being found in M2 Breaker Room. The 'blast cone' went through the hangar door, hangar office and hangar roof and the missile body followed the explosion through the hangar door and hit the helicopter. Very shortly after the initial 'thud' there was a 'whump' as the helicopter blew up. The straight hangar roof took on a somewhat rounded shape, the hangar door was blown out in many bits and the port Seacat launcher was blown over the side into the flight deck netting. The seven people in the hangar office were knocked to the ground. One of them managed to open the escape hatch and get out, one had a fractured leg and he survived by using the respirator of one of the dead. One was lying dead half in and half out of the door

and the rest died at the forward end of the office.

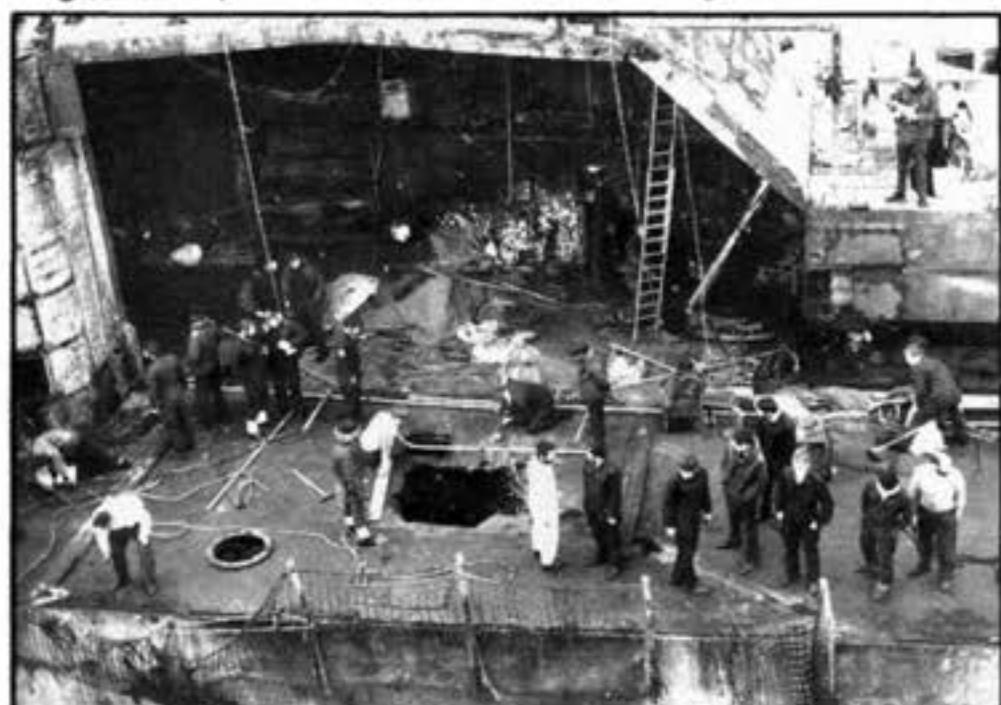
"Down below in the galley the servary bulkhead was flattened, the unbonded formica shattered and flew around like giant carving knives cutting off arms and legs and generally inflicting horrific injuries. CPO Cook Moore was standing by the Caterer's Office. He weighs about 18 stone and was fortunately behind the line of the entry hole. Nevertheless he was thrown 20 ft up the port passage through the smoke doors and the flash blinded him for two days.

"I will never forget the sight which greeted me. As I went out through the airlock it was like day with flames leaping in the air up to funnel height. Flames were licking up the waist and nothing but smoke and flames could be seen aft of the Seacat Director.

Sunset

"121352Z JUN — We have just completed burying our dead, thirteen in all. The ceremony was carried out on the Flight Deck with the committal to the deep from the quarter-deck. A large percentage of the ship's company attended and it looked as though everyone who could possibly manage it was there. Out of respect a high proportion of the officers and ratings changed into No 5s/No 1s. May God rest the souls of our departed friends.

"After a short service the bodies were slipped over the side — splash . . . splash . . . splash . . . splash . . . and on and on. Tears filled my eyes and although my head was bowed I could see many other men crying. It was a most sad and moving experience. The sun was setting — it was a glorious sunset with 30 per cent cloud giving vivid colours and virtually no wind with only a gentle swell . . ."



● 13 June 1982 — shipwrights working on HMS Glamorgan at sea the night before the Argentines surrendered after she had been struck by an Exocet missile.

HUNDRED DAYS

Sandy Woodward has been one of the most enigmatic characters of the Falklands War. Notoriously camera-shy — he was the despair of his public relations officer during his last job as Commander-in-Chief Naval Home Command — he has seemed little concerned with either how present public or posterity would view his role as the Battle Group commander in 1982.

Perhaps he still is — his memoir *One Hundred Days* (Harper Collins, £18) pulls no punches, makes no excuses and must be one of the most candid accounts of war ever penned by a senior military man.

In her foreword Mrs Thatcher recalls that French newspapers compared him with Nelson. Field Marshal Lord Bramall — Chief of the General Staff at the time — has said his choice of San Carlos Water for the landing rivalled Wolfe's plan for the capture of Quebec.

The British Press was once hardly as fulsome. Unjustly criticised for his caution, he might more easily have been identified with Jellicoe.

Indeed, there is some similarity in their situations in 1982 and 1916. Jellicoe at Jutland was, in Churchill's famous phrase "the only man who could have lost the war in an afternoon."

He may have lacked the dash and charisma of Beatty, with whom Jellicoe was unfavourably compared — and certainly it seems fair to say that his personal example was rather downbeat, prone to assessing the odds a little too realistically.

Indeed, he did not seem to have unqualified support at

In the end, Woodward was able to keep to his plan of operations almost to the day. There is no room here to go over the whole campaign and there are few actual revelations — though the inside story of some of the better known incidents makes riveting reading.

He was, he estimates, only a minute away from shooting down a Boeing 707 suspected of spying on the Task Group One, carrying Argentine Air Force markings, certainly had been earlier — but this one turned out to be a Brazilian airliner en route from Durban to Rio. Only Woodward's last minute instruction to lay off its course, forward and back, revealed its identity and averted total catastrophe.

"If we had shot that airliner down, it would probably left the Americans with no choice but to withdraw its support; the Task Force would have had to be recalled; the Falklands would be the Malvinas; and I would have been court-martialed . . ."

As General Jeremy Moore was to remind him some months later: "Only the land forces could win this war, but the Navy could always lose it."

If the book has a fault it is



● Sandy Woodward faces the might of the media. Like Jellicoe, he had been "the only man who could have lost the war in an afternoon."

'All his staff were killed . . .'



● CPO John Erskine

CPOA(WD) John Erskine was just back from the West Indies in the survey ship HMS Hydra when he heard she was to be sent to the South Atlantic as a hospital ship. After the war he would return in her sister ship HMS Herald for survey work in the Falklands. He retired from the Royal Navy after 22 years' service in November 1987 — and rejoined six months later, sailing to Brazil in HMS Hecia. During the Gulf War he served in the minesweeper HMS Ledbury.

"At the time of the Falklands I felt frustration being on a Hospital/ambulance Ship, having then been 19 years in the RN and a Chief Petty Officer underwater weapons specialist. However, amongst the first casualties was an RM Sergeant Jumper Collins who had been on the Pebble Island raid which destroyed the Argentinian Pucara ground attack aircraft.

"He stood up and made a speech in the senior rates mess when he heard a few of us saying we felt left out and assured us that we were doing a most useful and essential job. As he said: The majority of the land forces waiting in ships and helicopters to commence the assault were 18 and 19-year-old boys who had been frightened and worried about being left behind; but when they were assured that if they were wounded they would be lifted by helo to the Field Hospital — then to Uganda for specialist treatment — then on an ambulance ship, such as HMS Hydra, for a four-day 'cruise' to Montevideo and then home via crab air — it lifted their spirits and gave them the courage to get on with the job in hand. On hearing this our spirits rose and we felt much better.

"During the next couple of months we saw all sorts of injuries and the lads of the ships company — stokers, chefs, seamen, stewards, stores account-

tants who were doing nursing duties in two watches around the clock — got stuck in and looked after each other and every one of our 'guests' with a dedication that Florence Nightingale would have been proud of.

"The first batch, if I recall correctly, were mainly Royal Marines, SAS and SBS who had been wounded in the original assault and Goose Green covert ops.

Burns

"The next was predominantly burns cases — Welsh Guards and supporting staff from RFA Sir Galahad. Some are engraved on my mind — such as Simon Weston whose story we all know, but also Sgt Ray Fearon, RAC, attached to the Welsh Guards. As well as being injured, he was suffering remorse, as he had left his staff below on the bank deck and gone up on the bank deck and gone up to the RN Senior Rates Mess, where he was when the planes struck. All his staff were killed.

"During this trip the Ship's Company gave non stop attention by bathing burns and lifting scabs and literally carrying the burns cases to the toilet and having to wipe their backsides for them as they were totally helpless at first with their burnt hands.

"HMS Hydra did four trips

in all and each one was different. During the first trip whilst unloading the wounded at Montevideo, we had to endure the taunts and shouts from Argentinian passengers on a ferry which was leaving the next berth for Buenos Aires.

"The last was also a pretty harrowing experience, as it was predominantly amputees who had taken the longest time to stabilise on the Uganda before being transferred to Hydra. At least we were not under threat from air attack for this transfer like we were for the others which took place off Goose Green between east and west Falkland. Among the injured on this trip was WO2 John Phillips DSC, Royal Engineers Bomb Disposal, who lost his arm whilst trying to diffuse the bomb which destroyed HMS Antelope. We still correspond with each other to this day. He retired from the Army last year as a Captain.

A lot has been written about the Falklands Campaign, but very little about the medical and casvac facilities at Ajax Bay — Uganda, Hydra, Herald and Hecia. They did a vital job — as every wounded person to arrive at Ajax Bay alive remained alive!



● HMS Hydra sails for the South Atlantic in her new role as a hospital ship.

'I had never asked for a place in anyone's history book'

for the taste of some of his commanders who were more in tune with the old 'gung ho' school, suppressing doubts in order to keep up morale.

But the knowledge that the loss of either of his two carriers — his flagship HMS Hermes or HMS Invincible — would have spelled the end of Operation Corporate dictated the stance of its on-the-spot director. He wisely kept his two prime units so far east of the war zone that they were nicknamed the "Simonstown Patrol", qualifying for the South Africa Medal . . .

Commonsense evaluation of the situation has long since vanished.

Defence Secretary John Nott was himself keen to send someone like Reffell. As Fieldhouse put it to Woodward in his mischievous way: "When — not if — it all goes sour, he wants somebody important enough to sack!"

Sandy Woodward would hardly regard this as inappropriate — he makes several references to Nelson's 'Band of Brothers' and makes it clear that the same ideal continues to serve the Navy well. Even so, there might have been fewer photographs of faces and more of ships and places.

At the finish of it all, after taking a week's leave to potter around the Solent with his wife — "trying to think of various ways to avoid all forms of public appearance" he went out privately to meet the Hermes before she made her triumphal entry into Portsmouth.

Tearful

Plans to deliver a speech to the ship's officers fell apart and he left "with tears in my eyes to hurry back to Portsmouth, leaving them to their triumphant, tearful return."

Here — and in so many other places in this unique history, its readability much enhanced by the assistance of best-selling yachting writer Patrick Robinson — the "cold fish" some have described is revealed as the most human of admirals.

That he was temperamentally incapable of displaying the inner warmth of his personality to the media is too easily seen as a fault in the video age, when the camera claims to be the all-seeing eye it really is not. We can't all be TV stars. Woodward never wanted to be.

JFA

● Admiral of the Fleet Lord Fieldhouse of Gosport died last month at the age of 64. See page 32.

Was Glasnost a Falklands legacy?

Channel 4's acclaimed documentary *The Falklands War* has an accompanying book by Denys Blakeway (Sidgwick £12.99). Like the four part TV series, it concentrates on the negative aspects — the war should never have been fought in the first place, it was won more by luck than judgment etc.

RN and RM veterans left wondering whether their comrades died in vain in "the unnecessary war" may find consolation in one paragraph, however, that suggests a victory in which the interests of far more people than the 2,000 determinedly British inhabitants of the UK's remotest leftover of Empire have been served.

"Great Britain's stature in the world, and particularly in the United States, was enhanced as a result. Sir Nicholas Henderson, Britain's Ambassador in Washington, reported an immediate and tangible increase in the respect with which his country was held in America. In the years that followed men like Caspar Weinberger and Al Haig went as far as to attribute the first glimmers of reform in the Soviet Union to the West's demonstration, in the Falklands, that it was prepared to stand and fight aggression."

From the Navy's point of view, the chief virtue of this project has been its presentation of Admiral of the Fleet Sir Henry Leach to the public as the key figure in the launch of the Task Force.

He it was who persuaded Mrs Thatcher that it should be deployed — indeed, that it could be. He resented having to fight a very risky war that might have been averted — but by so doing he knew it was a way of saving the Navy from the planned defence cuts of Defence Secretary John Nott which he describes as "a howling cock".

Direct input to RNBT

DURING a Charity Clay Pigeon Shoot held in aid of the Royal Naval Benevolent Trust at the Manor Sports Clay Pigeon Shoot last year, one of the team sponsors, Electronic Data Systems United Kingdom, discovered that the RNBT was considering whether to adopt computers for use with its grants and administration work.

Brian Reynell, Director Office of Government Affairs for Electronic Data Systems, a member of their team that day, was told that the Trust intended to evaluate the use of computers by obtaining equipment at low cost rather than commit the Trust to a ready-made system and thus expend unnecessary funding on such equipment.

Some time after the Shoot Brian Reynell contacted the Trust and advised that EDS had a continuous process of renewing their computer equipment and asked whether the RNBT would be interested if EDS had spare superceded equipment.

The offer was gratefully accepted by the Trust and EDS presented the RNBT with an IBM PC XT. The equipment, which will be used primarily for word processing, was presented by Brian Reynell of EDS to CPO John Thompson, chairman of the Grants Committee.

● CPO John Thompson and Brian Reynell, of EDS, watch Mrs Carolyn Wright, one of the RNBT Grant Office staff, at the computer presented by EDS to the Trust.

Picture: LA(Phot) Tony Power



Charity 'cheque-in' hits the target

THE residents of Pembroke House have been presented with a king-size cut-out cheque for £400 by the RN and RM Gunners and Missile Instructors Association who adopted the home as their charity last year.

After the presentation, the elderly ex-naval salts thanked the gunners with a conducted tour of their home and a slap-up meal.

Keith's grant is key to light work

DESPITE being disabled since birth Keith Smith (34), son of the late Arthur Smith, a former Leading Torpedoman who served in the Navy from 1942-46, is fiercely independent.

Although he cannot speak, use his hands or walk he has full mental faculties but relies heavily on a team of helpers from the local Social Services to assist him with his everyday life.

Keith's only means of communication is by the use of a Lightwriter which consists of a

keyboard attached to an electronic visual display.

Keith is entirely dependent on his wheelchair, Lightwriter and computer to live and his living costs are therefore abnormally high due to his special circumstances.

In the past, whenever the

Lightwriter failed Keith was able to get immediate repairs done by the manufacturer but problems with this repair facility meant Keith had no option but to try and buy back a Lightwriter unit.

The RNBT heard of Keith's plight and were very pleased to assist with these expenses, awarding him a grant of £500 towards the cost of another unit.

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Trust helps with drive and ambition



WHEN former RO1(G) Danny Betts, (24), left the Navy in 1988 he managed to obtain a job with a local firm in Norwich, where he lives with his wife Julie and two children, Tyler and Olivia.

Unfortunately he was made redundant in early 1990 but luckily acquired another job as a driver. Danny, being a conscientious and ambitious young man, wanted to improve himself by progressing to HGV driving and although held in high regard by his employers he was, of course, unable to seek HGV employment without first qualifying.

After saving up the money for the medical and provisional licence Danny was then unable to meet the cost of the course. However the RNBT was happy to grant £320

for a five-day HGV driving course which he passed with flying colours.

Danny was then given an offer of employment but before he could take it up he needed to obtain a Hazardous Goods Qualification which he did not possess.

SSAFA Norwich again contacted the RNBT and the grants committee were pleased to assist further with a grant of £153 towards the course fees.

Having qualified on both counts Danny obtained employment with Hadley and Ottaway. ● Danny Betts, centre, is pictured with (left) Fit.-Lieut. J. McDonnell (ret'd.), of SSAFA Norwich, and Colin Sayer, Transport Manager of Hadley and Ottaway.

Picture: Cameo Photographic Studio, Norwich.



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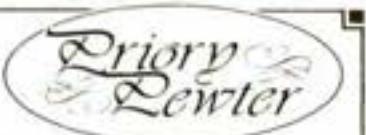


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Notice Board

Promotions to Chief

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

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPSR) — N. B. Martin (Manchester), S. C. Churchill (Dryad), A. L. Solomon (Dryad).

(COMMUNICATIONS GROUP) REG AND PT

To MAA — R. J. Loughran (Amazon).

MARINE ENGINEERING

To CMEM(M) — J. G. Carney (Neptune NT), N. M. Nevile (London).

SUPPLY AND SECRETARIAT

To CPO(C) — D. S. P. Firth (CINCFLEET), S. C. Norton (RNCOs Admire), R. H. B. Reville (DFDS Sealink).

To CPOSTD — K. Farrow (CAPIC Gibraltar).

To CPOSA — R. E. Harrison (Avenger), J. P. Watson (Centurion), P. J. Taylor (Admiral).

MEDICAL BRANCH

To CMT — A. M. Travis (Britannia).

FLEET AIR ARM

To CPOACM — J. W. Peterson (T77 Seafly).

To CAEM(M) — S. P. Tabber (DGAN/ASE MASU).

CHIEF PETTY OFFICER ARTIFICIER

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

To CPO(ACTEL) — G. I. Williams (GCU Leda).

CPOMEA — A. D. Beggs (Exeter), A. J. Doyle (Torbay), J. C. Drinker (Dolphin Star), S. G. M. Hubbard (Sultana), K. Perrin (Dolphin SMMU), A. J. Pope (Sultana), A. C. White (Neptune NT), C. A. Wilson (Sultana).

CPOMEA — A. J. Amosco (SM250G) Devonport, L. Baker (Intrepid), D. L. Fort (Trelawny), C. Rimmer (Dolphin SMMU), B. M. Simmonds (Trenchant), S. M. Stapleton (Arrow).

CPOAEA(WL) — P. D. Allan (826 Sqn). P.

Awards

THE Queen's Gallantry Medal has been awarded to a Royal Marines Commando officer who twice confronted armed Iraqis "with total disregard for his safety" during the operation to help the Kurds.

Col. Jonathan Thomson was in command of 45 Commando during Operation Haven last year to safeguard the return of Kurdish refugees to their homes in northern Iraq.

The citation says he helped prevent a dangerous escalation during the operation to secure the Iraqi stronghold of Zakho which was then swarming with Saddam Hussein's police.

While patrolling in the city he came across a wounded Kurdish refugee who was being threatened by an armed Iraqi policeman. Col. Thomson immediately disarmed the Iraqi without drawing his own weapon.

This quick-witted and selfless action undoubtedly saved the life of the Kurd and defused an extremely tense situation, the citation added.

On another occasion men from 45 Commando were involved in an exchange of fire with Iraqi presidential guards

BEM: A/CPO(H) H. Gallagher, CPO, A. Lyons, A/POWREN/HYD M. A. Noms, WRNS.

Royal Red Cross — ARRC: Supt Nursing Officer J. M. O'Brien, QARNNS.

OCVSA: Lieut-Cdr R. P. W. Withey.

Mentioned in Despatches: Lieut S. M. Brett, SGT W. W. Crawford, Surg-Lieut P. R. Davis, RN, Lieut Cpl P. S. Dwyer, DMS, RN, MNE, A. D. Grant, CPO, P. N. Green, SGT, D. F. Irving, Capt, D. G. D. McKinney, Maj, V. N. Powe, Lieut-Col. M. J. Samuelson, and Col. A. D. Whay.

Thrasher stamps

A LIMITED edition of 2,000 philatelic covers have been issued to commemorate the 50th anniversary of the award of two Victoria Crosses to HM submarine Thrasher.

Lieut. Peter Roberts and PO Thomas Gould received the awards after removing two unexploded bombs from the submarine's casing, off northern Crete in February 1942, the only time the Royal Navy has been awarded two Victoria Crosses for the same event on the same day.

The covers incorporate photographs and text highlighting the events leading up to the awards and were issued abroad, bearing Greek postage and postmark cancellation.

Further information regarding the price and availability of the covers can be obtained from the Philatelic Officer, Fleet Air Arm Museum, RN air station Yeovil, Somerset BA22 8HT (tel. 0935 840565).



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The deaths are also reported in the following members of the Alpenines Association: P. Ridgeway (ex-HMS Truelove), R. Dryburgh (Citra) and B. Marshall (Merlin).

The deaths are reported of the following ships:

A. Saville, Southampton. Boy entrant HMS Arrethusa and Ganges. Later served in HMS Indomitable. Member Burma Star and Malta GC Assns. Aged 72.

H. Nichols, Falmouth.

A.G.C. Smith, Falmouth. Ex-RM. Also member Gambia Assn.

S. J. Harding, founder member and vice-president, Battersea. Ships included HMS Warspite. Aged 85.

A. Evans, welfare officer, Warwick. Aged 79.

D. Anderson, Peterborough. Ships included HMS Acasta, Capetown, Winchelsea, Tribune and Maidstone. Aged 94.

J. Munro, Dundee. Survivor HMS Foylebank and member Foylebank Assn.

R. Wickham (vice-president), A. Coat and S. Valentine, Purley.

J. Butine, chairman Linkwood and vice-chairman No 4 Area. Ex-CMEM, serving 1952-75, including HMS Devonshire, Ark Royal, Cumberland, Newfoundland, London, Tiger and Torquay. Aged 59.

F. Owen, Royal Leamington Spa. Ex-CPO FAAs, ships including HMS Indomitable and Glory. Member Burma Star Assn. Aged 70.

G. Cotterell, Kingston-upon-Thames. Ex-LS Survivor HMS Dainty. Member Alpine Assn. Aged 74.

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L. Clarke, Swindon. Ex-Stoker PO, ships including HMS Eagle, MGB 312, and HMS Peacock. Aged 71.

S. T. Jenkin, Swindon. Ex-AB, ships including HMS Bonaventure. Aged 69.

R. J. A. Gill, Yeovil. Ex-POSM. Served 1953-72, including HMS Naiad. Aged 63.

Margaret Plummer, Newton Abbot. Ex-WRNS. Aged 68.

J. Bryant, Portsmouth. Ships included HMS Glasgow.

N. Pache, Hanworth. Ships included HMS Wishart. Aged 72.

K. Bestford, secretary Whitsby and founder member of reformed Branch Ex-EERA. Ships included HMS Frobisher. Aged 67.

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R. J. A. Gill, Yeovil. Ex-POSM. Served 1953-72, including HMS Naiad. Aged 63.

Margaret Plummer, Newton Abbot. Ex-WRNS. Aged 68.

J. Bryant, Portsmouth. Ships included HMS Glasgow.

N. Pache, Hanworth. Ships included HMS Wishart. Aged 72.

K. Bestford, secretary Whitsby and founder member of reformed Branch Ex-EERA. Ships included HMS Frobisher. Aged 67.

F. Desmond, Purley. Ex-CPD Range-finder. Served 25 years, including submarines and X-craft. Second World War Member London Branch SOCA. Aged 74.

H. Page, Member London Branch SOCA. Aged 75.

The deaths are also reported in the following members of the Alpenines Association: P. Ridgeway (ex-HMS Truelove), R. Dryburgh (Citra) and B. Marshall (Merlin).

The deaths are reported of the following ships:

A. Saville, Southampton. Boy entrant HMS Arrethusa and Ganges. Later served in HMS Indomitable. Member Burma Star and Malta GC Assns. Aged 72.

H. Nichols, Falmouth.

A.G.C. Smith, Falmouth. Ex-RM. Also member Gambia Assn.



NN

Royal Naval Association

Branch support for the KGFS

FOR every sailor March 18 will have a special significance this year — it marks the 75th anniversary of the King George's Fund for Sailors (KGFS), formed in the City of London in 1917, during the height of the U-Boat campaign.

As the City of London has been a major source of support ever since, the anniversary will be commemorated with a church service followed by a Guildhall reception.

Since 1917 the Royal Navy has been one of the Fund's other major sources of income and so the anniversary will be marked outside the capital with events in Scotland, Birmingham, Bristol, Cardiff, Liverpool, Portsmouth and Plymouth.

Branches of the association have never ceased to support the Fund but in these hard times more and more money is needed so the appeal is out to shipmates to continue the good work, especially in this anniversary year.

'GRAND' TOTAL WILL PROVIDE HOME HELP



IT WAS all hands on deck when a bumper cheque for £1,000 was presented to Erskine House by members of Ayr and Prestwick branch.

The grand total was accumulated throughout the year thanks to numerous fund-raising events and will go towards helping Erskine House's elderly and disabled ex-Servicemen and women.

Pictured at the presentation ceremony are, from left, Shipmates Margaret Tomlinson and George Hampton, chairman of Erskine House's executive committee, Vice-Admiral Sir Thomas Baird, John Davies, branch chairman, John Caird, treasurer, John Gemmell, and a visitor from HMS Gannet.

SPANISH EYES ON ALICANTE

SHIPMATES who take the well-worn tourist trail to Spain, especially to Alicante, will be pleased to know that a welcome awaits them in the newly-commissioned Torrevieja branch, the first to raise the flag in Spain.

BRANCH NEWS

Commissioned last month at Torrevieja's Royal British Legion Club by Shipmate Dennis Judge, national council member No. 1 Area, the branch was formed 14 months ago by Shipmates Ken Brooks and Roy Real. Sadly Roy did not live to witness the growing attendance at the monthly meetings which are held every second Monday in the Royal British Legion Club, Torre 111, Punta Vibora, Torrevieja.

While it will be hard work to match German hospitality, shipmates of Bromley hope to push the boat out when their "oppos" pay them a return visit later in the year.

At Folkestone annual general meeting the following shipmates were elected officers: T. Lowrie, chairman, C. Chambers, vice chairman, J. Fowler, secretary, S. Marfleet, treasurer, B. D. W. Kemp, social secretary, C. Leopard, standard bearer and W. Gray, welfare officer.

In recognition of 11 years loyal service to Walton-on-Naze branch Shipmate Bill Jenkins was presented with a port-hole clock and elected first branch vice-president. Bill, a founder member, served as chairman for five years and is replaced by Shipmate Len McCarthy. The presentation was made by the grand old lady of Walton-on-Naze, Shipmate Bea Browne. Still active at 95 years, she joined the WRNS during the First World War, re-enlisting in 1938 and eventually retiring as Chief Officer.

Big eats, plenty of beer and a "sing-a-long", hallmarks of German hospitality, were experienced by shipmates of Bromley when their German "oppos" and old friends invited them to celebrate the 100th anniversary of the Cologne branch of the Marine Kameradschaft. During their stay the visitors attended a dinner-dance and a wreath-laying ceremony and before leaving enjoyed a lively evening in the Cologne branch clubhouse.

branch and a lot was learnt during discussions, the occasion proving both enjoyable and informative. Another happy event was the branch Trafalgar night celebration when shipmates honoured their president, Shipmate Jack Harvey, with life membership. Other social events throughout the year were well supported and shared with shipmates from neighbouring branches.

Woking branch will hold their fourth annual St. George's Day service and parade on May 3, at Old Woking, Surrey. The parade, to music by the band of TS Active, will end with a service in the 900 year-old parish church of St. Peter's. A warm welcome is extended to branches and other ex-Service organisations wishing to attend. For details contact: Shipmate R. Fraser, 37 Holly Avenue, New Haw, Weybridge, Surrey, telephone: 0932-349928.

At Saltash branch meeting in the China Fleet Club the Royal Naval Benevolent Trust was chosen as the charity the branch will support this year.

Shipmates of Whitehaven and District enjoyed a unique experience when they visited the Proof and Experimental establishment in Cumbria and were allowed, under supervi-

sion, to load and fire 105mm guns. Seeing their fellow shipmates in this role was also a unique experience for the ladies in the party. A memento of the visit, a polished and engraved casing, fired during the visit, was subsequently presented to the social secretary, Mrs L. Robbs, at a social evening. The presentation was made by WO (Master Gunner) Mike Taylor who, in return, was presented with a branch plaque. The branch thank Shipmate W. Tomlinson for arranging the visit and the WOs' Mess of the Proof and Experimental establishment for the generous hospitality extended during the visit.

Shipmate S. W. Applin, on a visit to the US, laid a wreath on behalf of the City of London branch at a memorial in the Punchbowl American Pacific Cemetery to mark the 50th anniversary of Pearl Harbour.

Shipmate Frank Helden, member of the Vancouver Island (Duncan) branch, has received the Canadian Friendship award for outstanding service in the field of veterans' affairs. He is the first veteran from Western Canada to receive the award in 70 years. Shipmate Helden, who originally came from Sunderland, is also a founder member and secretary of the Western Canada branch of the Royal Marines Association.

When Shipmate Janet Treverton of Peterborough branch visited former shipmates Jim and Jean Lewis, now living in Port Stanley, in the Falkland

Islands, she went bearing gifts, one of which was a rose bowl inscribed with the RNA crest and wedding bells to mark the 50th wedding anniversary of Jim and Jean. The gift was from their fellow shipmates of Peterborough branch.

Members of Irlam and Cheadle expressed their appreciation for two members of the branch at their annual buffet dance. Shipmate Eric Poynton, standard bearer for the past 12 years, was presented with his life membership certificate and a certificate of appreciation was presented to Shipmate Harry Hingsten for ten years loyal service to the branch.

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News in brief

BEFORE relinquishing his appointment as commanding officer at RN air station Culdrose, president of Helston, Capt. Terry Taylor, accompanied by his wife, was given a fitting send-off by shipmates. He was presented with a branch plaque as a memento.

Caerphilly have been allocated the band of the RM Commando Forces Lympstone, for the dedication of their branch standard on July 19.

"Up spirits" marked the opening of the new Weymouth branch before Christmas — branch president, Rear-Admiral Gwyn Pritchard pulled the first pint.

A plaque commemorating the adoption by Liskeard of HM ships Linnett and Rhododendron in 1942, and presented by the Admiralty to the local council, is now one of the most treasured mementos in Liskeard headquarters.

Reigate started the New Year in style by entertaining senior members and widows of former members to a dinner and cabaret presided over by branch president Rear-Admiral B C Perowne.

Four "ancient mariners" from York had their sea legs tested when they embarked in HMS York in Force 10 weather in Portsmouth for a journey to Rosyth. Shipmates Derrick Watson, Geoff Miskelly, Paul Smith and Alan Seeson send thanks to Capt. Roy Clare and the POs' Mess for the welcome and hospitality extended.

Peterborough and District report good takings on their Tombola stall which is £500 up on last year. They would also like to send their used stamps to anyone collecting them in aid of the RNA.

A collection of model boats, including HM ships Newcastle, Verulam, Zulu and Kelly, are offered for free display at fund-raising events by Shipmate R. Yull, of Gravesend branch. For further information contact him on 0474 334757.

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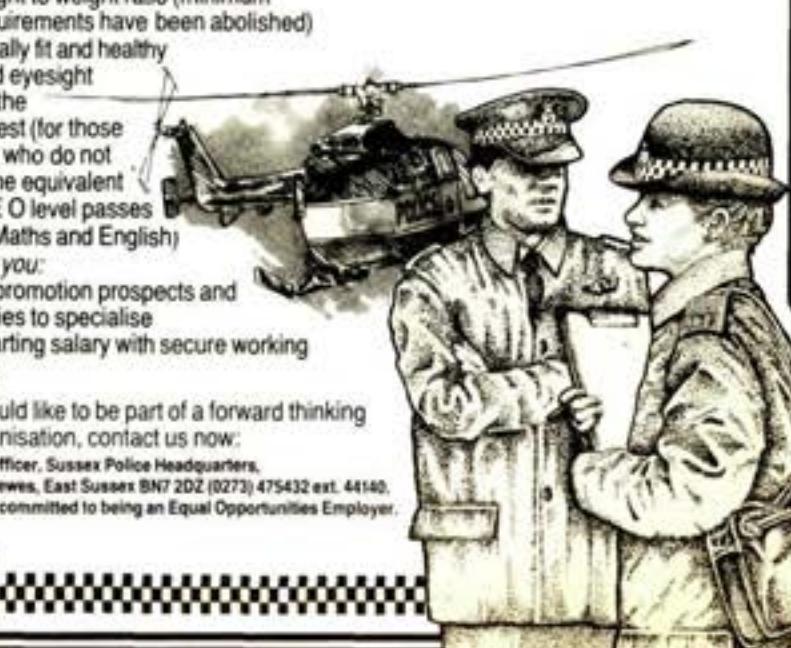
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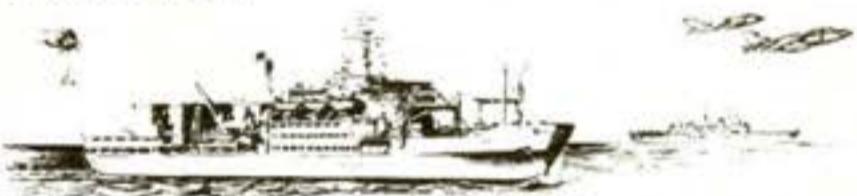
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LAURELS ALL ROUND AS TENACITY PAYS OFF

MARCH 21 will see the annual encounter take place at Twickenham between rugby teams representing the Royal Navy and the Army. The aim of this article is to reassure members of the RN, including the Royal Marines, that their team is on course, under full sail and with all guns firing. The match should provide a thrilling afternoon's entertainment at which it is hoped the Navy will be victorious, writes *Capt. Bob Fletcher RM*.

Their latest broadside was fired at Chiswick on February 19 when they ran in 10 tries against a Civil Service side which had strongly resisted before the half time whistle, keeping the score down to 13-10. The final score of 49-10 helped underline the determination of the boys in blue.

Honours were equally shared between backs and forwards. Outstanding displays of running back play resulted in tries for centre Glenn O'Loughlin, scrum half Paul Livingstone and wing three-quarters David Sibson (2) and replacement Bobby Penfold.

Determined forward pressure in which the pack made good use of a ruck ball led to further tries by prop Bill Dunham, No. 8 Bobby Armstrong (2), fellow backrow men Iain Dixon (this year's RN captain) and Dale Smallman. Outhalf Richard Parkins added the remainder of

the points with three conversions and a penalty.

The win against Civil Service added to earlier wins against Oxford University and Surrey and re-established the confidence slightly denting by a last minute defeat by a strong Bristol United side the previous week.

Remaining matches include Plymouth Albion on March 3 followed the next night with Cornwall at Devonport Services Rugby Club. The final build up fixture will be played against a Public School Wanderers side, including several internationals on March 10, against at the Rectory.

For all of you who are planning the pilgrimage to Twickenham, tickets may be purchased through Lieut.-Cdr. Harry Brickwood DNPTS on Portsmouth Dockyard ext 24193. It should also be noted that due to the stringent impos-

Determined running by Navy flanker LPT Ian Russell during the Cambridge University match. The students scored a try in the final minute to win 12-15.

sition of fire regulations barbecues are now banned in the car parks.

THE ARMY hosted the Royal Navy at the Military Boxing Stadium, Aldershot, and proved just how much strength in depth they hold and why they have dominated Service boxing in recent years.

Down but not out!

CPOPT Tony Bevel took his seven sailors to try to achieve the impossible and was rewarded with some very brave performances.

At flyweight AB(MW) Len Woodcock changed tactics intelligently against Fus. Duncan and stormed to a fine finish, pinning the soldier back. But Duncan's good start saw him home on a majority decision.

With the bantam, featherweight and light-welterweight all given to the Army on walkovers, next into the fray was Navy veteran at lightweight, Mne Andy Calpin (CTCRM) against Sapper Tommy Winspear. Calpin's very brave performance after a knockdown won the applause of the crowd, but Winspear's power came through in Round 2 with the Mne counted out on the canvas.

Most interesting clash of the night came at welterweight between Mne Trevor French (42 Cdo) and the highly-rated southpaw Driver Chris Bessey, the Army's latest rising star. Bessey was under instructions not to get involved with the hard-punching French and he boxed superbly to keep the Navy's England international at bay and win unanimously.

At light-middleweight LCpl Lee Innes proved too experienced for MEM Gary Curtis (Amazon); the referee stopping the contest. But Mne Gary Grounds of Commachio Group RM, scored a comfortable points win over Pte Dowling to give the Navy the first of its two wins.

England team captain Mne Mark Edwards boxed sensibly behind a stabbing left jab to outpoint Pte Treslove unanimously.

Final bout saw sweet revenge for LSgt Dave Abbott at heavyweight against MEM Colin Leiba (Trafalgar), who had sensationally knocked him out in

last year's clash. Abbott, his weight well down and strength up, simply had too much for Leiba, who had started well. With his experience and strength the soldier pinned Leiba in the Army corner and knocked him out.

Disappointed, Navy coach Bevel said boxing was full of ups and downs and this season

the coach will be hoping his two Olympic prospects, Mark Edwards and Rct. Kevin McCormack (CTCRM) get themselves through their difficult European qualifying matches in Copenhagen.

□ □ □

An enthusiastic home crowd turned out to cheer the Navy team as the RN played host for the match against the RAF. National squad commitments, however, kept Mnes Edwards and French out of the team and they were sorely missed, writes *Lieut. Mark McGinley*.

At flyweight AC D. Fox beat AB Lennie Woodcock, by a unanimous decision. So, too, was SAC O. Spenceley's win over LCK D. Pope at bantam-weight. The referee stopped the featherweight contest between SAC C. McCauley and SA John Barker in the airman's favour after Barker took a standing count in the first.

Mne Andy Calpin won his lightweight match by knocking out J/T D. Rudd in the second round with a punishing right hook. The light-welterweight contest between Cpl. R. Goodsell and AEM J. Kilkenny was stopped by the referee after Kilkenny was forced to take a standing count.

At welterweight SAC N. Ellis beat MEM M. Clarkson by a majority decision. But MEM Gary Curtis enjoyed a unanimous victory over Cpl L. Francis at light-middleweight. And the middleweight contest saw SAC J. Brown beat SA A. Lee on a unanimous decision.

Mne Lee Ramsey won the light-heavyweight bout on a walkover. Life wasn't so easy for MEM Mark Leeman, who was knocked out in the second round of the heavyweight bout by AC J. Gosling.

The RAF had a well-deserved and hard fought victory over a determined Navy team. **RAF 7 bouts RN 3.**

the Navy were down.

"We have to learn from this and put it right. We are just so strong in the upper weights but so weak in the lower ones," he said.

As Navy News goes to press,

the Navy were down.

"We have to learn from this and put it right. We are just so strong in the upper weights but so weak in the lower ones," he said.



NEW BLOOD NEEDED

THE competitive golf season is almost upon us, with the opening fixture, RN v Dorset, taking place at Came Down Golf Club over the weekend of March 14/15, writes *Lieut.-Cdr. Roger Knight*.

Several stalwarts have either left the Service or will be at sea, so new talent is urgently being sought. Low handicap golfers (6 and under) who have not yet been in touch with their Command golf representatives are asked to contact me (RN Golf Secretary) either by letter or telephone — HMS Mercury ext. 370.

After Dorset, the fixtures list is as follows: May 3/19 RN v Cornwall at Portsmouth; May 30/31 RN v West Yorkshire at Leeds; June 15-17 RN Open and Inter-Command Stroke Play at Western Gailes GC, Scotland; July 4/5 RN v Brecon and Radnor at Powys; July 27 RN v Civil Service at Sutton Coldfield; July 31 Navy Cup at China Fleet Country Club GC, Plymouth; September 5 Denham Bowl in Buckinghamshire; September 9-11 RN Match Play Championships at China Fleet Country Club; September 20 Fendown Fox (Graham Butler Trophy) in Dorset; September 21-24 Inter-Services Championships in North Devon; October 3/4 Cornish Piskey at Newquay GC, October.

● CPO Eddie Edwards (Dolphin) has been awarded Command Colours for his



promotion of Navy golf in the Portsmouth area — as organiser, supporter and player.

WINTER SPORTS REPORTS IN APRIL'S NAVY NEWS

Host side win table tennis

ALMOST 40 competitors battled out Portsmouth Command Table Tennis Championship 1992, which was hosted by HMS Collingwood. As well as the home team, players represented HM ships Sultan and Centurion and there was a joint Fearless/Intrepid (LPD) contingent.

Collingwood A and LPD A proved to be the strongest squads, with Collingwood emerging as outright 1992 team winners by 7 sets to 2.

Final places in the mens open singles event went to POWEM(R) Steve Reilly (LPD), who defeated Lieut.-Cdr. Ralph Hudson (Sultan) 2-0, and Lieut. Tim Currass (Collingwood). His match, in which he narrowly defeated STD Graham Ritchie (LPD) by 2 sets to 1, was one of the most entertaining of the day. Reilly's strength then showed as he beat Currass 2-1 in the final.

The open doubles was closely fought, with No 1 seeds CPOWEA Pete Eggbeer and POWEM(R) Taff Reha (Collingwood) defeating the No 2 seedings, Currass and Lieut. China Childs (Collingwood). This was a repeat play-off and result of Collingwood's own open doubles championships — 2-0. WEA APP Kev Howard (Collingwood) took the junior title and Lieut. Mike Knowles took the veterans title back to HMS Centurion.

All table tennis players are reminded of the Inter-Command/Royal Navy Championships, to be played at HMS Temeraire over the weekend of March 21/22. Further details from Lieut. Currass (HMS Coventry) or POWEM(R) Reha (POs' Mess, HMS Collingwood ext. 381).

IN BRIEF

FIRST trek from Kathmandu to the start point — then you're ready to begin the Annapurna Triathlon.

This arduous event kicks off with a 1.7km swim across Phewa Tal lake and back to Pokhara, second largest city in Nepal. Next, a 72km cross-country cycle ride over rough, mountainous roads with treacherous switchbacks ...

And finally a 12km fell run up and down a savage gradient. Any takers? Among the starters on March 28 will be CPOWEA Steve Crossley (27), of HMS Dolphin.

Steve, who flies out on March 10, has received some sponsorship from the Royal Navy.

A COMPREHENSIVE fixture list, beginning with a trials/coaching weekend at Portsmouth (April 24-26), is mapped out for the RN U25 cricket team. The programme culminates in the U25 Inter-Service competition at Uxbridge (July 10-12).

The trials weekend is a stepping stone to RN representative cricket and players are required to fulfil commitments throughout the season. But if you can't make the trials or know you'll be unavailable for part of the season, don't be put off; the more players the better and competition for places makes for a healthy squad.

Also required for the 1992 season is a scorer — unsung perhaps but an important member of the U25 squad. Anyone interested in playing or scoring should contact team manager Lieut.-Cdr. Mike Mairis at CWTA, COB 2, Portsmouth Naval Base. (Tel. ext. 25249)

● A hospitality marquee has been arranged for the Royal Navy at this year's Hampshire Cricket Week, which takes place in Portsmouth July 14-20. Any MOD(N) Department or RN Sports Association wishing to book this facility to host sponsors or for their own use should contact Lieut.-Cdr. Clive Lambhead on Portsmouth Naval Base ext. 24153 for further details. Hampshire's opponents this year are Derbyshire (July 14-16) and Glamorgan (July 17-20). There will also be a Sunday League fixture against Glamorgan on the 19th.

HMS Nelson's squash team took their revenge on HMS Dolphin, who had beaten them in the Portsmouth Area Cup final, by winning the Navy Cup squash title.

Both finals hinged on the last game. In the Navy Cup MEM Richard Edmonds (Nelson) narrowly defeated POPT Ian Binks. The other Nelson players were CPO Tony Pritchard, Capt. Mike Sauvage, Cdr. Bob Easson and Lieut.-Col. Howard Bonser. CPO Dave Williams and PO Pedro Willis were reserves.

TWO teams from HMS Collingwood entered the British Army Motoring Association Rickshaw Ramble, a series of off-road driving tests. Cdr. Paul Morris, Commander of the Mechanic Training School, was first overall in the navigational scatter and Lieut. Paul Diver, an instructor at Collingwood, was overall best novice and won the orienteering.

WITH three colleagues, ex-CPOPT Clive Todd will represent Wales in the British Indoor Fours Bowling Championships. His team took the Welsh title playing at home at Cardiff Sophia Gardens. The British Championships will be decided in Newton Abbot on March 16/17.

NEXT course for the RLSS UK National Pool Lifeguard Bronze award will be held at HMS Temeraire during the period May 11-14, with the examination on May 15. Applications are invited in writing from all comers. The price of the course will be £12.50 per person. Queries and applications to CPOPT P. Crowley, HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB.

GALE STORMS HOME TAKING LADIES TITLE

CONDITIONS were sunny but very cold for the annual Royal Navy Cross-Country Championships at HMS Sultan. The ladies race was won by Sub-Lieut. Sandy Gale (RAF Brampton), who was making a comeback after two years away from the sport.

Pictured (left) with the tokens of their success are runners Wren Emma Craig (Defiance), Lieut. Angie Buchanan (MOD), Sub-Lieut. Sandy Gale (RAF Brampton) and POWEM PT Pippa Cook (FO Plymouth).

Picture: POA(Phot) Stuart Antrobus

Navy Athletics Secretary on Portsmouth Naval Base ext. 24153.

WESTWARD

STAGED over a new course organised by our arch rivals, Bideford, the fifth Westward League cross-country race was run in testing wet and muddy conditions, writes *Lieut.-Cdr. Bob Chapman*.

Encouraging performances were also given by Lieut. Angie Buchanan (MOD) 3rd and Wren Hopkins (Invincible) 5th LPT Moores from Haslar finished fourth, a welcome result, testifying to her recovery from a serious injury.

Plymouth, RM and Thames group won the team championship, finishing three points ahead of Portsmouth. The main event of the afternoon, the senior race, was won as expected by Lieut. Chris Robison (Gannet). Second was newcomer Mne. Gerrard, who in his first serious season over country is proving to be a valuable asset.

Appreciated

No surprise, either, in the winner of the veterans race. Lieut.-Cdr. Bob Chapman, whose continued service to Navy athletics is appreciated by everyone, was the popular victor. The seniors team event was won by the Royal Marines, while Portsmouth won the veterans competition.

The junior race was won by the Royal Marines, with Musn Watson (Deal) winning by over half a minute from WEM(R) Dent (Cumberland) and SEM (Smith) Culdrose. Portsmouth's team finished second.

Congratulations to Chris Robison on being selected to represent the UK in the World Cross-Country Championships in Boston later this month. We wish him every success.

The services of Cpl Stu Gibbs have been secured for the coming athletic season, as Navy Coach. Any establishment/command or even individuals who would like to take advantage of this international athlete's knowledge and coaching ability should contact the

The last race is at Brickfields, Plymouth, in mid-March and we are all fired up to have a go at retaining our title. This result has set up a marvellous climax to the season, with RNAC in tremendous form and dominating the West Country running scene.

Leading team results after five races: 1. RNAC 1,477 points; 2. Bideford 1,467 (39 teams). Leading league teams: 1. Bideford 7,238; 2. RNAC 7,196; 3. Newquay/Perranporth 6,820.



ALL-COMERS ROAD RACE FOR OUR OLYMPIANS

LAUNCHED in November by the Princess Royal, the nationwide 1992 British Olympic Appeal aims to raise £2m towards the cost of sending the British team to Albertville and Barcelona.



Local targets for each of the Solent areas are a realistic £7,000 and one of a number of fund-raising activities to be staged there between now and June is the Gosport 10K Road Race, on Sunday, March 29.

This will be run over a flat, fast course, starting in Grange Road, Gosport, at 1100. Official starter will be Commodore Martin Appleton of HMS Centurion. Prizes will be presented by the Mayors of Fareham, Gosport and Havant.

The Race Director — Lieut.-Cdr. Bob Villier — is looking for a really large field of competitors, including both serious runners and those looking for a relaxed fun run.

"Your SUPPORT and your MONEY are needed," he said.

Entry forms can be obtained from the Race Co-ordinator, 4 Crest Close, Down End, Fareham, Hampshire PO16 8RZ. It is also possible to enter on the day of the race.

DARTS FIRST

RAF Uxbridge's Pinn Inn will host the first Inter-Services Darts Championships, which are sponsored by Whitbread, with additional support from Darts World and the Naafi. Prizes and trophies are available for individual, pairs and team triples. The competition, on April 4, is open to serving members of the RN, Army and RAF and to members of the US armed forces serving in the UK. For further information contact Sgt Bob Avenell, Catering Flight, RAF Uxbridge, Middlesex UB10 0RZ. (0895 237144).

Mark of success

WELL over 100 keenly-fought contests involving the 42 entrants took place during the RN Judo Association 1991 Championships at HMS Temeraire.

Pictured bloodied but unbowed is Mark McCraw (29 Cdo RA), winner of the Open weight category. He is seen receiving the Musha Ningyo Trophy from Lieut-Col. Gordon Keelan, RNJA chairman.

The Inter-Command Team Championship was won by the Royal Marines, who collected 17 gold, four silver and two bronze medals. The squad comprised Mne Dave Smith (40 Cdo), Colour Sgt Dave Richardson (CTCRM), Mne David Wiltshire (Commachio Group), Mne McCraw, JMne Bourne (CTCRM), Mne Fogin (RMR Tyne) and Mne James (3 Bas Air).

Congratulations to them, and also to WEM(R) Dan Parkes, who took the gold medal in the Under 95kg class. Dan, who has just turned 18, competed in the British Closed Championship for the first time in January and was narrowly beaten in the final.

As a national silver medalist, he was selected for the



British Under 21 squad and he is currently preparing for national squad training.

Forthcoming events include: April 1/2 full squad training (location to be confirmed); May 11/12 Inter-Services Championship at RNEC Manadon, Plymouth, Devon PL5 3AQ. (Tel. 0752 553740 ext 81478)

National Team Championship at Leicester for the Combined Services team.

For information about judo in the Royal Navy and Royal Marines, please contact Lieut.-Cdr. Jim Richardson at RNEC Manadon, Plymouth, Devon PL5 3AQ. (Tel. 0752 553740 ext 81478)

Many chances but goals won't come

SCORING opportunities were created but not converted into goals by the Royal Navy team which travelled to St Blazey to play Cornwall in the South West Counties Competition, writes *Lieut.-Cdr. Jim Danks*.

Despite having the major share of the game, the Navy lost 1-0. A missed Cornish chance sparked a period of Navy dominance early in the first half. POPT Glen Young (Centurion) had two efforts saved by Hicks and then shot over the bar.

POWEM Steve Johnson (Collingwood) headed narrowly over the bar following a free kick by LREG Kevin O'Donnell (Neptune) and O'Donnell himself went close with a shot from the edge of the area.

Cornwall's match-winning goal came in the 37th minute, a strong shot fired past POMEA Stuart Adams (Resolution) in the Navy goal. The Navy nearly equalised in the first minutes of

the second-half, but AEM Nigel Thwaites (Daedalus) shot wide when well-placed, Cpl Russ Wilson (RM Poole) forced the keeper to make a fine save.

Despite a 0-0 scoreline, the RN v the Civil Service match created good scoring opportunities which, allied to defensive lapses, provided fine entertainment. LPT Paul Willett (Raleigh) and LPT Nick Haigh (Cleopatra) combined well in the early Navy pressure, but it was the Civil Service who went nearest to taking the lead following a corner on the half hour.

The eager Navy forwards were caught several times by the offside trap and when AB Lee Moffatt (Liverpool) failed to clear the ball properly there was a shot — fortunately wide — on the undefended goal. Moffatt atoned for this lapse with a fine save of a close-range shot.

The start of the second half saw Young twice going close for the Navy. As time ran out the Civil Service threatened, but Moffatt denied them.

This was a promising perfor-

mance by a Navy side which was short of the three players who had turned out for the Combined Services the previous evening.

As current inter-service champions, the Royal Navy begin their bid to retain their title by playing the Army at the Military Stadium, Aldershot, on March 18 (kick-off 1930).

The Navy then play the RAF at Burnaby Road on March 24 (kick-off 1930). A band will play before the match and at half-time and refreshments will be available.

Spectators are encouraged to attend both matches and in particular the match at Portsmouth, where, with strong vocal support, the side will be determined to retain the Constantinople Cup for Inter-Service Champions, a feat they have not achieved since 1976.

Other matches this month: March 4 v Bognor at Burnaby Road (1930) and March 10 v Dorset at Poole FC, Hamworthy, Poole (1930).

On March 7 the RN Youth team will take on Army Youth at Burnaby Road. Kick-off is 1100 and spectators are very welcome.

Middle East

After two matches and two wins in Saudi Arabia, the Combined Services FA squad travelled to Oman, where they drew 1-1 against the Sultan's Armed Forces XI (Kevin O'Donnell for CS scoring in the 6th minute) and beat an Oman XI 1-0.

CSFA thank British Aerospace Sports and Leisure Development for sponsoring and organising the Saudi Arabian leg. The invitation to Oman came from CoS Sultan's Armed Forces BAe organised it with Military Sports Affairs, Sultan's Armed Forces. The team were hosted by the Royal Navy of Oman. CSFA are also very grateful to Gulf Air and the Oman FA.

Team coach was Lieut.-Cdr. Chris Brady (Greenwich) and joining O'Donnell were Sgt Tiv Lowe (CTCRM), POWEM(R) Steve Johnson (Collingwood)

and Cpl. Russ Wilson (RM Poole).

The tour fostered team spirit and developed a game plan prior to the commencement of the highly-competitive Kentish Cup, played against the Belgians and the Dutch. First match for CS was against the Netherlands Armed Forces at Aldershot.

Within eight minutes CS were two goals ahead, both scored by Cpl. David Maynard (Army) following good passes from LPT Steve Riley (Daedalus). However, the Netherlands eventually equalised despite a well-organised CS defence.

NAF play the Belgians on March 11 and on April 1 CSFA travel to Monsrion to play the Belgians in the deciding match.

With the score at 1-1, the CSFA match against a Football Association XI at Ossett Albion FC's ground was abandoned due to frost. While in their final game before their Kentish Cup match with Holland, CSFA played host to the Diadora League XI at Aldershot and ran out deserved 3-1 winners.

Warriors of the frozen wastelands

OUT TO demonstrate that they are one of the most adaptable and flexible military units in the world are the Royal Marines, pictured taking part in Arctic training in Norway.

The arduous three-month exercises made the Marines the obvious choice for deployment in Operation Safe Haven, the Kurdish relief operation in the northern Iraqi mountains, proving that if the Marines could survive and fight in the Arctic they could do it anywhere.

There to witness first hand the difficult and sometimes treacherous conditions the men from 40 Commando endured was First Sea Lord Admiral Sir Julian Oswald.

"What has impressed me about the Marines in this type of training is the accent it puts on the right sort of conduct and decisions of a very small group of people," he commented. "They have to be very sensible in this kind of environment."

Admiral Oswald also confirmed that with the military threat to Europe coming more from warm weather locations there were plans for the Marines to carry out exercises in the Middle East or Mediterranean. One company of Marines will take part in training in Kuwait this spring while others could be spending more time in ships.

• This month forces from 11 nations are taking part in the major exercise Teamwork 92, which involves 45,000 personnel, 170 ships and 300 aircraft. The maritime part will be conducted in the Northern Atlantic, Baltic Approaches and Norwegian Sea.

Maritime operations include deployment of Nato's Striking Fleet Atlantic, Standing Naval Force Atlantic and Standing Naval Force Channel while amphibious landings in northern Norway are being conducted by the UK/Netherlands Landing Force and US Marine Corps.



• Above: First Sea Lord Admiral Sir Julian Oswald, centre, drives a trials rigid raider with a little guidance from Maj. Julian Baxter, left, and Mrs. Michele Ney.

• Left: Men from 40 Commando navigate the icy waters of the Arctic during a beach assault exercise in northern Norway.

Pictures: PDA(Phot) Al Campbell



Kit Upkeep Allowance goes out of fashion

FINAL preparations are now being completed for general introduction of the Navy's new one-for-one kit exchange system from April 1.

"Time-expired," worn or damaged uniform items will be replaced free for new ones — and Kit Upkeep Allowance disappears.

New kit record books (S2910) will hold details of current uniforms. Some items, such as No. 1 suits, caps and raincoats, will be called major items, with expected wear life, and these exchanges will be recorded in the book.

If there is a doubt about the wear of returned items, or if an item is worn out before its life-expiry date, the Supply Officer's judgment will be final. "There may be good reason for the wear, in which case there is no problem, but in the case of wanton or careless damage, the individual will be charged for the cost of replacement," Navy News was told.

Items not recorded in the kit record book will be called minor items and, when worn out, may be exchanged on a one-for-one basis. It will still be possible to buy additional kit, with the cost of the extra items charged directly to the individual's pay account.

The new system, which has already operated for New Entry ratings since last July, will apply to all ratings and other ranks of the RN, RM, QARNNS and WRNS. It

means that cash clothing will no longer exist and Service clothing will be divided into two groups — uniform clothing and specialist clothing (the former loan clothing).

The only exceptions will be RM Warrant Officers' No. 1 uniforms which are of officers' pattern and not available through Service sources, WRNS tights or stockings, and civilian clothes worn by people in some drafts, such as MOD, where plain clothes are essential. Allowances will be paid to cover these items.

Officers are not part of the one-for-one system.

Because it will not be possible to change all items of kit on "day one" of the new system KUA — which has existed since 1917 — has been retained up to the last moment for those who joined before July 1 1991. For example, a rating who joined in January 1991 will not be able to exchange his No. 1 suit in the ordinary course of events until January 1997, since it is a major item, with an estimated wear life of six years.

The new system allows for tailoring and cobbling at public expense. Where considered necessary, and authorised, uniforms can be tailored and both medal ribbons and badges can be sewn on to uniform and working dress. In addition, parade boots and Service pattern court shoes can be repaired.

• Saying that stock levels on the most common ranges had been greatly increased so that initial requirements can be met, the HMS Nelson uniform clothing store — doubtless

echoing the sentiments of other stores — asked for patience and a measure of common sense from all customers during the

first four weeks of the new system while stock turnover is assessed. And a final plea (joking, we think), "Please wash all socks prior to return!"

BIGGEST submarine ever built in the United Kingdom, the 15,000-tonne HMS Vanguard is due to be rolled out from her Devonshire Dock Hall birthplace at VSEL, Barrow-in-Furness, on March 4.

A button will be pressed to open the doors of the massive construction hall to allow the Vanguard to emerge slowly into daylight. Then, by use of bogies and rail system, the vessel will take some three or four hours to travel the 190 metres to the centre of the shiplift.

Later, Britain's first Trident submarine — at 492 feet about three times as long as the height of Nelson's column — will be lowered into the water at a rate

of some eight inches a minute. The whole operation to move the enormous vessel from build position to her first "dunking" is expected to take almost three days.

The Vanguard's naming ceremony is due to take place at the end of April.

Have chart, will fax

WHEN the P and O cruise ship Sea Princess picked up a distress call from a French ship on fire in the Bangka Straits off Sumatra, the British ship had no chart for the area.

But the hydrographic office at Taunton came quickly to her aid, sending a chart out by fax, and the Sea Princess sped to the rescue. All 365 passengers were safely transferred.

At sea in Type 22s

YOUNG officers are to carry out initial sea training in Type 22 Batch 1 frigates modified for the task.

Replacing sea time provided by the Dartmouth training squadron, initial sea training — to be introduced in the spring — will allow periods at sea in the three Type 22s which have been modified to give extra accommodation for up to 65 young officers in each ship. The eight-week training periods will include seven at sea.

HMS ships Broadsword, Brazen and Brilliant have been converted for this role, and HMS Battleaxe is to follow later in the year.

IST training will not affect the operational ability of the ships, it was stated in answer to a Commons question.



• NO, old-and-bold matelots can't be traded in for newer versions — it's one-for-one getting a jockey dress rehearsal. In what becomes HMS Nelson's uniform clothing store, SA Guy Robinson has a new cap fitted for size by Commodore Chris Hebron, watched by LWRENSA Bev Walker and the spectacularly hirsute LCK Corky Corfield (HMS Fearless), who made sure he found a suitably shabby shirt just for the occasion.

Picture: LA(Phot) Slinger Woods.

