

Marines to buy quieter, more efficient hovercraft

# IT'S LESS BOVVER WITH THE NEW HOVER

**THE Royal Marines plan to buy hovercraft to move troops and stores rapidly in amphibious operations.**

An invitation to tender has been issued for up to four new diesel-engined hovercraft, capable of carrying up to 16 fully-equipped troops or two tonnes of stores.

They will operate from the Royal Navy's amphibious ships and will be able to move from ship to shore, and over land and ice, at speeds of up to 30 knots.

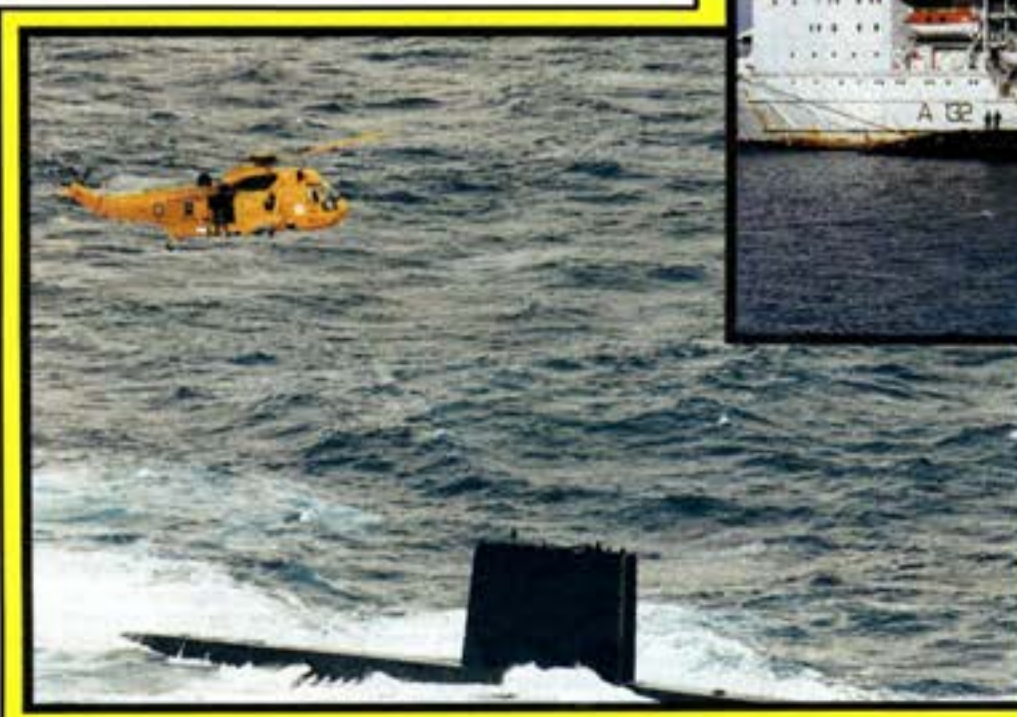
Hovercraft companies in the United Kingdom, France and Australia are being invited to tender for the work.

### Fan technology

Modern hovercraft using the latest fan technology, diesel engines and composite aluminium design offer greater speed

and flexibility, and can carry a greater payload for their weight, than conventional craft. But the Marines will still need conventional landing craft for moving vehicles, equipment and the main body of personnel.

Hovercraft for the Royal Marines were previously tried out in service during the 1960s and 1970s. However, they used large quantities of fuel, were noisy and heavy, and employed aviation technology which made them extremely expensive and difficult to maintain. Modern technology has largely overcome these major drawbacks.



## Boat people

Submarines home and away —

● Top: HMS Trafalgar in Nelson-style rig as she becomes the first T-boat to go into refit at Devonport. Left to right are AB 'Otis' Reading, PO 'Mac' McDonagh and AB 'Sully' O'Sullivan.  
 ● Above: HMS Trenchant alongside the forward repair ship RFA Diligence in Mare Harbour, Falkland Islands.  
 ● Left: HMS Oracle 200 miles west of Ireland, handing over a sailor with a perforated lung for casevac to Shannon. A Nimrod from RAF Kinloss provided Top Cover for the Sea King from RAF Brawdy.

## Anglo-French frigate firms up

AT a meeting in Edinburgh, the Defence Secretary Mr Malcolm Rifkind and the French Minister of Defence, M. Pierre Joxe, reviewed progress on proposals to collaborate on design and procurement of a common anti-air frigate for their respective navies, and agreed the way forward for the next phase.

The new frigate, whose task will be to escort and protect maritime forces in the Atlantic and elsewhere, will be equipped with an anti-air missile system of the FAMS (Family of Anti-Air Missile Systems) programme.

The ministers have agreed that the UK and France will continue efforts to realise a single joint staff requirement for the ships and their weapon systems, and that the countries will work together to achieve maximum commonality in design and specifications for a common ship.

### Exchange

A preliminary joint project office is to be established in the UK this year to manage joint activities, identify critical milestones and ensure all avenues for collaboration are pursued.

As soon as practicable, further personnel will be exchanged between the project teams.

# Stepping up a gear after clutch change

● Right: The clutch change team with the old Olympus clutch — from left, CPOMEA Beavon (FER), MEM(M)1 DeB, POMEA Bailey, POMEA Ryles, WOMEA Bellamy (DMEO), LMEA Kirk, LMEM(L) Sheppard, LMEM(M) Ritchie, CPOMEA Williams, CPOMEA March (NP 2010) and Lieut. Ryder (MEO).  
 ● Below: Over 8,000 miles from home and a new clutch and engine are installed within a fortnight.



"THE standard Olympus clutch won't lock out, sir!" was the cry from the After Engine Room in HMS Ambuscade as NP 2010 were three-quarters of the way through a Tyne engine change, during an Assisted Maintenance Period in Mare Harbour, in the Falklands.

In cold and cramped conditions the combined teams of NP 2010 and the ship's company worked around the clock to achieve, what is believed to be, a unique feat of Tyne engine and Olympus clutch change inside a fortnight — and all of this 8,000 miles away from home.

One week later a new clutch and engine had been fitted and trialled making it a busy introduction to HMS Ambuscade's time on station in the Falklands.

After relieving HMS Campbelltown (pictured below transiting the Panama Canal) HMS Ambuscade made visits to Gibraltar, Dakar, Banjul and Abidjan and while on passage southwards she notched up her 500,000 nautical mile since being accepted into service in 1975.

During her time on station HMS Ambuscade conducted several patrols around the Falkland Islands and visited South Georgia where, after re-supplying the garrison, her ship's company were able to explore the whaling stations of Husqvik, Stromness and Leith which were abandoned in 1965.

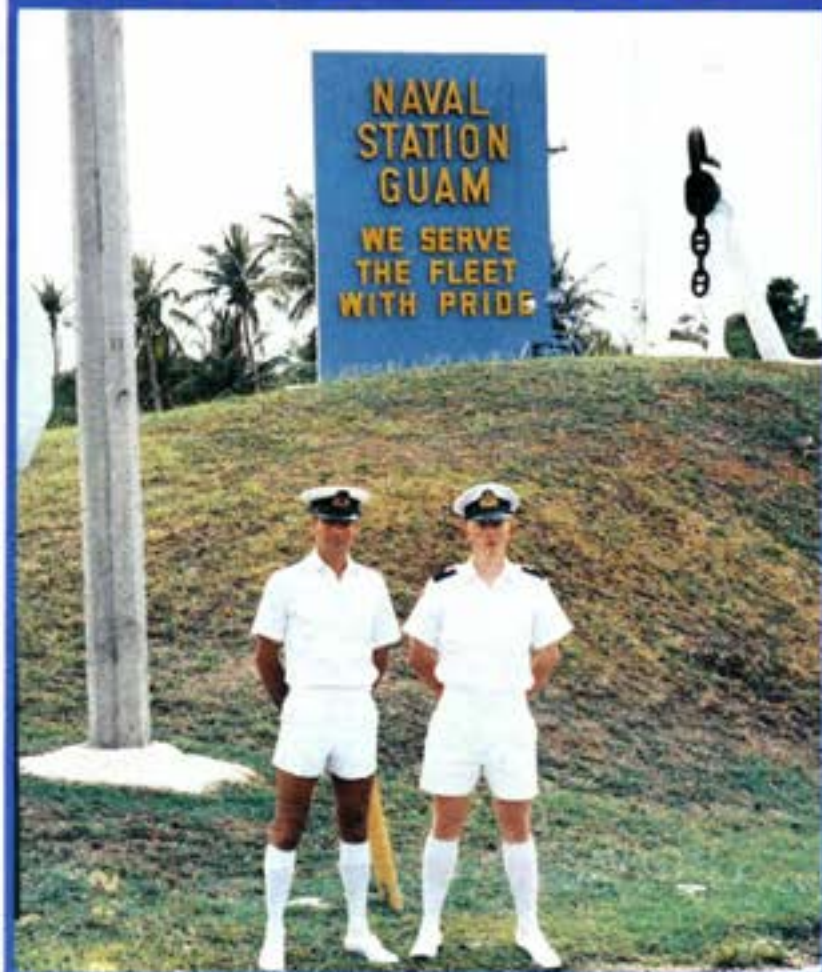
HMS Ambuscade hands over to HMS Amazon later this month and returns to the UK in early December via Brazil, St Lucia and Barbados.



● Below: HMS Campbelltown transits the Panama Canal on her way home after handing over South Atlantic patrol duties to HMS Ambuscade.



## On patrol in the Pacific



DURING a short deployment in the Pacific, the Hong Kong Patrol Craft HMS Peacock called in at the USN base at Guam on, what is believed to be, the first RN ship visit to the naval station since HMS Tiger in 1973.

HMS Peacock visited Guam for four days before calling in at Cebu, in the Philippines before resuming normal patrol duties in Hong Kong.

While on deployment in the Pacific men from the 6 Gurkha Rifles (the Peacock's affiliated corps), the Royal Hong Kong Police and the RAF were embarked, providing an excellent opportunity to experience life at sea with the Navy.

Pictured outside the base at Guam are Lieut. Nick White RNR and Mid. John Cole. Straight from BRNC, Mid. Cole was one of three Young Officers on board. Lieut. White was embarked as an extra watchkeeper during the three-week deployment.

## Team challenge



CDR. Tim Sloane, of Navy Public Relations, is pictured with his willing team of volunteers — including Gem the Robot — who manned the RN stand at this year's Royal Tournament.

Always a popular attraction, the stand drew hundreds of visitors, among them the First Sea Lord

Admiral Sir Julian Oswald who was kept busy collecting money for the KGFS.

The RN team have now moved on to the NEC Birmingham for the Autumn Ideal Home Exhibition, which opens later this month, and returns in February next year for the Birmingham Boat Show.

# Aid in the wake of Andrew



HMS Cardiff (top left) and RFA Orangeleaf were joined by HMS Campbelltown in bringing relief to Eleuthera and the Berry Islands in the Bahamas, devastated by Hurricane Andrew.

HMS Cardiff, the current West Indies guardship, arrived within five hours of receiving the call for help. Her Lynx helicopter carried out a quick survey which showed that the northern part of the island was worst hit and working parties were quickly ashore with water, food and medical assistance.

The Cardiff's Commanding Officer, Cdr Richard Leaman, told Navy News the devastation had been widespread, with many homes flattened, power supplies damaged and water filtration and sewage plants knocked out. On Harbour Island not a single building escaped.

Emergency help had been provided to all settlements by the end of the first day and then, as work began to clear roads and provide shelter, HMS Campbelltown arrived with more relief stores.

RFA Orangeleaf meanwhile turned her attention to Spanish Wells and Current Island, adding her share to the Royal Navy's \$1m relief effort.

The work was completed inside a week and after checking that the inhabitants of Berry Island were out of danger the Cardiff moved off to a well-earned break at Nassau and the Campbelltown continued on her way home from the Falklands.

● Surg.-Lieut Paul Howden sounds out one of Hurricane Andrew's younger casualties while (inset) more children collect emergency water supplies provided by HMS Cardiff.

Pictures: PO(Phot) Spider Webb



## IN BRIEF

### Conqueror periscopes on show

TWO periscopes from HMS Conqueror, the nuclear-powered Fleet submarine that sank the General Belgrano in the Falklands War, are going on display at the Royal Navy Submarine Museum at Gosport.

SIX members of the Hydrographic Office Swimming Squad beat strong winds and tides to make a relay crossing of the Channel in 12hrs 31mins. They were accompanied by HMS Gleaner and hope to raise £2,000 for the RNLI and St Margaret's Hospice, Taunton.

JOHN Paul Jones' cottage birthplace near Kirkbean on the Solway coast is to open as a museum in April next year, thanks to a \$50,000 gift from the US Navy personnel and supports.

A second six-inch gun has been added to the New Tavern Fort at Gravesend, now being restored. Discovered at the Atomic Weapons Research Establishment at Foulness, it was made in 1937 and was probably mounted in a wartime cruiser.

DEVONPORT Naval Base Museum in south Yard has been re-opened with exhibits from Royal William Yard including rare uniforms. Tours by appointment through the Flag Officer Plymouth.

HM Submarine Onyx's Battle Honour Board, given to her adopted town of Stockton-on-Tees, has been returned by the Borough Council to the Falklands veteran submarine, now open to the public at Birkenhead.

OS Joseph Pyke, killed while serving in HMS Hunter in 1944, has finally had his name added to Walsall's Roll of Honour after an appeal by his family.

## SUPPORT FOR FIELDHOUSE MEMORIAL

THE Falklands Islands Government has immediately pledged £1,000 towards the memorial to Admiral of the Fleet Lord Fieldhouse, Commander-in-Chief Fleet during the 1982 war.

### Fund to close

THE South Atlantic Fund set up in 1982 is to close on December 31, having disbursed £16.6m. The residual sum of £3m will go to the single Service benevolent funds to meet any future needs arising from the Falklands conflict.

As announced last month, it is planned to erect a bust of Lord Fieldhouse, who died in February, in Falkland Gardens, Gosport, overlooking the harbour the distinguished submariner knew so well.

Chief Executive of the Falklands Ronald Sampton told Navy News: "We are deeply aware of the debt we owe to Lord Fieldhouse for the inspiration, judgement and leadership that he contributed to our liberation."

Lady Fieldhouse visited the Falklands in June as part of the Heritage Year celebrations.

## Cars seized in smuggling haul

TWO BMW cars were included in a huge haul of contraband captured by Hong Kong patrol ship HMS Peacock.

## BOUND FOR THE BALTIC



ROSYTH-based mine countermeasures vessels HMS Ledbury, Dulverton and Brocklesby pass under the Forth Bridge on their way to a two month deployment to the Baltic.

The first group of British MCMVs to visit the former Eastern bloc is calling at ports in Latvia, Lithuania and Estonia, operating an on-call force and exercising with its counterparts in other Baltic naval forces.

### Oslo parade

Last month the ships, which form part of the First Mine Countermeasures Squadron, joined a parade in Oslo at the unveiling by King Herald of a statue commemorating the Norwegians who fought at sea during World War II — some with the Royal Navy after their own ships were lost.

The Crown Colony's Governor Chris Patten was shown a mountain of TV sets, video recorders and air conditioning units stacked up on the dockside after the Peacock, commanded by Lieut.-Cdr Dave Carey, intercepted high speed launches smuggling them into China via Vietnam's north eastern port of Hon Gai.

The cars had each been loaded into a 35ft launch.

Recently vessels have been stopped inside Hong Kong waters by Chinese security forces — also anxious to halt the illicit trade in luxury goods — prompting an appeal by the Hong Kong Government to the Royal Navy to make its presence felt in the shipping lanes through which Vietnam-bound vessels habitually pass.

# All change for WE Apps

PLANNING is currently underway to update and streamline the WE Artificers' Career Course to ensure that training continues to meet the increasing technological demands of our modern warships. This has also provided an opportunity to introduce some initiatives to the training schedule that should be beneficial to both the future artificer and the Royal Navy. In essence these are:

- ★ Earlier sea training period, of about six months
- ★ Technical and Application training to run consecutively
- ★ 18 month sea draft, in a selected LWEA billet

There are several advantages to the new scheme, which will begin implementation from 1994. Firstly, the sea training phase will allow the apprentice earlier experience of life and work at sea, thereby providing an essential reference for his or her subsequent training. Equally, the Navy will be able to make an earlier assessment of the apprentice's suitability to the Service environment. Secondly, the consecutive technical and application training

phases will avoid the current one year interruption for sea training and the many problems which arise from this break in continuity. And thirdly, a sea draft in a complement billet as an LWEA will provide invaluable consolidation for the prospective senior rate with 'hands on' technical and managerial experience and responsibility.

Other benefits of the new scheme are that it will allow Ar-

tificer Candidate Training to be integrated (but without the need for the sea training), and it will continue to meet B Tech requirements as at present. Some problems still remain to be resolved however, in particular the timing of the extraction of submariners and their employment as LWEAs at sea.

Work is now in hand in HMS Collingwood and elsewhere to turn the planning into reality by about 1994/95.



"It'll help sort out the WE Apps from the 'Perhaps!'"

## Expertise, please — let Drafty know

Navy policy, laid down in BR14 Drafting Instructions, encourages the principle of "Type" and "Stream" drafting, so as to generate pools of expertise in types of ship and equipment. Where possible, drafting is carried out accordingly to this principle, although inevitably there has to be a degree of cross training as older ships and equipments are replaced by new. To help Drafting Officers to make the best of the experience and expertise available, returns are needed, on Form C234 — "Equipment or ADP Experience Return".

So if you think your experience is not being put to best use, could it be that your Divisional Officer has not forward-

ed the details to Drafty? No need to wait until the end of your draft — it's too late then anyway as your next draft will have already been arranged. Help your drafting officer, and yourself — make sure your expertise is recorded. And, if you want a "change of stream", let him know this too, via Form C240.

On the same theme, if you are keen to return to sea earlier than your SAVDATE to use your expertise and fill a temporary or permanent vacancy, then fire off a C240 to your drafting officer at any time — there is always a need for short notice, short term drafts, and the Emergency Relief Pools are always difficult to maintain.



## Drafty

## ... on the WE front

### WARFARE BRANCH

Now that the introduction of a Warfare Branch has been announced, Drafty is starting to plan the drafting organisation which will be needed for both the changeover period, which will last for several years, and for the steady state beyond, when the new branch is fully up and running.

Initial thoughts are that the existing 2 WE desks should change from their current AD/CEW/Radio and WD/OC/Ordnance split, to one which separates the mechanics and artificers, thus creating a WE Artificer desk and a WE Mechanics desk. Artificer drafting would then continue as at present, whilst the Mechanics desk would gradually shift

across to Operator-Mechanic drafting, along with the other Operations branch desks who would also be transferring to OM drafting.

Planning for the new organisation still has some way to go, and it is already clear that there is much work to do for it to be in place to draft the first Operator-Mechanics to sea for the spring of 1994.

## Equal shares for sea-time

Those due their First Sea Draft on completion of course include WEMs completing Part III training, and ex LWEMs and POWEMs completing Artificer course. Efforts are made to get them to sea as soon as possible in the next available billet.

Some LWEMs and CCWEAs completing course may have only recently come from sea, while others may have been ashore for some time. To ensure that everyone gets an equal

share of shore time, sea drafts in these cases are generally in Sea Availability Date (SAVDATE) order, not in the order of class completion.

SAVDATE determines your place on the sea roster. It is based on a laid down MINIMUM TIME ASHORE (MTA), which is added to your previous leave after sea service. MTA is itself based on the length of time in the last sea draft.

## REUNIONS SEVEN DAYS A WEEK.

For some, the thought of leaving the forces is a daunting prospect. How will you cope leaving behind old haunts, old routines not to mention old mates? Fortunately, there's a way to keep in touch with the past and look to the future — The Royal British Legion.

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## Sits vac?

Difficulties in finding sea billets for the WEMs due their first sea draft persist, and the length of draft has been reduced in an effort to get them to sea as soon as possible. Those who do end up having to wait are being employed usefully, in such places as Maintenance Bases and Shore Radio Stations. However, Drafty is prepared to consider bids from establishments, and ships which have spare accommodation, who may be able to employ these trained but inexperienced ratings on a short-term basis. Any WEMs sent to ships may be able to remain onboard to fill complement billets as and when they become available.

## THE WE TEAM

Drafting Commander and WE Warfare Officers' Appointer	— Cdr Colin James	Ext 2524
Apps/Art Can/Office Manager	— CWREN Gail Price	Ext 2520/2524
Ordnance/WD/OC Drafting	— Lieut.-Cdr. Les Moores POWREN Sharon Goodwin LWTR Simon Ball WTR Nobby Clarke	Ext 2511; Ext 2520/ 2511
Radio/AD/CEW Drafting	— Lieut.-Cdr. Les Maddock POWREN Linda Battle LWREN Sue Collic WEM Dan Maskell	Ext 2525; Ext 2527/ 2525

## Why are WE waiting?

ROSTER STATES:  
to LWEM(O) 16 months, to POWEM(O) 25 months  
to LWEM(R) Dry, to POWEM(R) 15 months  
and for Artificer Candidates Course, waiting time is between 23 and 29 months from the end of LWEM's course.

## The Vixen Volunteers



FEW of today's young air mechanics can boast that they actually worked on a Sea Vixen. AEMs Pete Adcock, Dave Moy, Paul Agland, Jon Crossan, Andy Atherton and Phil King (pictured above, left to right) from the Engineering Training School at RNAS Yeovilton volunteered to smarten up the aircraft that stands outside Flag Officer Naval Aviation's HQ. After a good wash and polish the Vixen, a fighter aircraft which flew from aircraft carriers and Yeovilton in the 60s and early 70s, looked as bright and shiny as she ever had.



# HMS Liverpool refit and ready

NEWLY refitted, the Type 42 destroyer HMS Liverpool was rededicated at Rosyth Naval Base last month, at a ceremony whose guest of honour was Lady Strathcona, who had launched the ship back in September 1980.

During the refit the guided missile destroyer was converted to carry Womens Royal Naval Service personnel. She can now accommodate up to 27 WRNS junior rates and six WRNS senior rates.

The Royal Navy's Type 42 destroyers form the backbone of the Fleet's anti-air warfare forces as well as being equipped to deal effectively with surface and submarine targets.

HMS Liverpool's air defence armament centres around the Sea Dart missile system which,

in its prime role is designed to



marine targets. This sensor also feeds information to the computer, which then provides aiming data to help the controller position the Lynx helicopter to attack with its own air launched homing torpedo.

With its powerful radar, the Lynx extends the ship's detection range against enemy surface forces. It also has a useful search and rescue role.

Tenth of the Royal Navy's Type 42 destroyers, HMS Liverpool was built by Cammell Laird of Birkenhead, who used a revolutionary new process in her construction. This took place indoors, sheltered from the elements and the usual build time was reduced by 18 months.

This new technique allowed all heavy items of machinery and equipment to be installed in the hull while still open, yet under cover. The upper decks were manufactured separately as a unit, being almost completely fitted out beforehand. Additionally, this was done in an inverted position, which enabled what would have been predominantly overhead work to be carried out conveniently.

Once assembled, the whole unit was lifted, turned over and then fitted into position on the hull. The after end of the ship was also constructed separately, complete with propeller shafts and rudder.

HMS Liverpool's future programme includes visits to Bremen and Stavanger this month, a visit to Liverpool (yet to be confirmed), periods of exercise and maintenance and a base port change from Rosyth to Portsmouth next February. In May 1993 she will take part in the Battle of the Atlantic Celebration in Liverpool before spending the second half of the year on Armilla Deployment.

provide area air defence to a group of ships at sea and also has a good capability against surface targets. The system comprises a twin-barrelled missile launcher and two Type 909 fire control radars which guide the missile to its target with the help of the ship's main computer.

A Vickers single-barrelled automatic 4.5 inch Mark 8 gun is also fitted. This weapon has a high rate of fire and is also controlled by the Type 909 radars. It performs well against shore targets in the bombardment role and is capable of engaging both air and surface targets. Close range self-defence is provided by the Vulcan Phalanx "gatling gun" system and a number of smaller, 20mm guns.

Overall the ship has a comprehensive fit of search and target indication radars, such as the Marconi 996 Target Acquisition Radar, as well as various electronic warning devices which together feed the centralised computer system with information to enable the air defence weapons to engage their targets.

The Type 42 destroyer is fitted with an active/passive sonar set for the detection of sub-



Extensively damaged in the war, the sixth HMS Liverpool is pictured in Alexandria in October 1940. The following year she was refitted in the USA.

Above: Guided missile destroyer HMS Liverpool. Her vital statistics are — Laid down: July 1978; launched: September 1980; commissioned: July 1982. Length: 412 feet. Beam: 47 feet. Draught: 19 feet (screws); 13.9 feet (keel). Displacement: 3,800 tons. Ship's company: 280. Propulsion: 2 x Rolls Royce Olympus gas turbines (25,000 shp); 2 x Rolls-Royce Tyne gas turbines (4,800 shp). Speed: in excess of 28 knots. Range: 4,000 miles at 18 knots.

Derived from the Arms of the City of Liverpool, the badge of HMS Liverpool shows a black cormorant. Her motto is *Deus nobis haec otia fecit* (God gave us this ease).

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3RH. An order for 12 cards is priced at £8.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1988.

## Honours from the two World Wars

SIX Royal Navy ships have previously borne the name Liverpool. The first was a 40 gun vessel of 681 tons, built on the River Mersey and launched in 1741. After service off the coast of Spain and on the Mediterranean Station she was sold in 1756.

The second vessel, also built in Liverpool, was launched two years later. She saw service in the Channel, North Sea, Newfoundland and Mediterranean. After joining the Fleet off North America she was wrecked off Long Island in 1778.

Third HMS Liverpool was a Fourth Rate of 50 guns launched in 1814. She served on the Cape of Good Hope Station and East Indies Station and was sold in 1822. In 1860 a wood steam frigate bearing the name was launched. Wearing the flag of Rear Admiral G.T.P. Hornby she led a squadron on a voyage around the world (1869/70). On her return she paid off at Devonport.

The fifth HMS Liverpool was a Bristol class cruiser of 4,800 tons launched in 1909. Highlights of her career included: Home Fleet (1910-14), cruiser action off Heligoland (1914), off African coast searching for German AMC Kronprinz Wilhelm (1915), Adriatic (1915-18), Dardanelles (1918), Black Sea (1918-19). She was sold in 1921.

The previous HMS Liverpool to the present destroyer was a 9,400 ton cruiser completed in 1938. In 1940 she intercepted the Japanese liner Asama Maru 35 miles from the coast of Japan and removed 21 German officers and men, survivors of the German SS Columbus on their way home.

The Liverpool was then transferred to the 7th Cruiser Squadron and in June 1940, together with HMS Gloucester, engaged small craft off Tobruk. Later that month the Squadron sighted three Italian destroyers south-west of Cape Matapan, Greece. An action ensued at long range and the enemy destroyer, Espero was sunk. The Liverpool was finally broken up in 1958.

● **Battle honours:** Heligoland 1914, Calabria 1940, Mediterranean 1940, Malta Convoys 1942, Arctic 1942.

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# Thirty days? That's nothing to our tally

NEWS that those who served in the Mine Countermeasures Group after the Gulf War ended are to be awarded the GSM, with clasp "Kuwait", is indeed welcome. That those engaged in the hazardous task of mine clearance should be so recognised is clearly right.

However, it is noted that the qualification of this award is simply that of "service of 30 days or more continuously" in the defined area. There is no mention that the 30 days must have been 30 days of continuous actual mine clearance operations.

Is it any wonder then that those who have been refused the GSM (clasp "Minesweeping 1945/51") because they failed to have the required 180 days of actual minesweeping (not merely service) in the defined areas during the defined period after the end of the Second World War should feel somewhat aggrieved?

One member is even accepted as having taken part in 163 days of actual minesweeping during the 28 months in which he served in the minesweeper

but has been refused the medal.

In spite of our being able to quote numerous cases of anomaly and inconsistency in this award, MOD have said they will not review the interpretation placed on the conditions and this has resulted in their refusing the award to those who, in our view, are fully entitled. — **Jack Williams**, Algerines Association, Blackpool.

AS a recipient of the GSM medal, with clasp "Minesweeping 1945-51", which required 180 days actual minesweeping to qualify (and at a time when minefields were quite extensive), it must be galling for those who failed to qualify by, say, a mere 30 days to see that in the present day, those 30 days are all that are needed to earn the equivalent. — **F. Haworth**, Bury, Lancs.

CONGRATULATIONS on the positive reaction to the award of the GSM, with clasp "Kuwait", and the good news for those who served in Group 8B.

In the 180 days actual minesweeping criteria for the GSM, with minesweeping clasp 1945-51, Dan buoy laying, proceeding to and from harbour, time spent in harbour did not count.

I served with the 15th Flotilla on the east coast and many of those Bangor class minesweepers were long overdue for refit and broke down with regularity. Many who served on these duties have now crossed the bar and those who survived are pensioners.

Perhaps someone could look at this matter again in order to make some old shipmates happy. — **Harry Greenwood**, Hon. Sec., Burnley and Pendle Ex-Naval Association.

## Deja vu

HMS Chatham's claim (September edition) that she was the first RN ship to visit Madagascar for half a century is challenged with the names of at least nine previous ships.

Ex-AB M.J. Robinson, of Dumbarton, points out that HMS Gurkha visited Diego Suarez and took part in Bastille Day celebrations during her 1953-64 commission.

Another caller was HMS Puma, which visited Diego Suarez in 1960, writes Lieut-Cdr. W. Diggle, from Callington, Cornwall, while Mr K. J. Burns, of Norwich, recalls a visit there while serving in HMS Albion in 1959.

Meanwhile, from Ipswich ex-LEM Brian Mills says that several years earlier in 1956 HMS Kenya, in which he was serving, was accompanied by HMS Magpie on a Diego Suarez visit.

Earlier still, in 1953, HMS Euryalus, while on the South Atlantic Station, visited Majunga in Madagascar, writes Mr Stan Matthews, of Silverton, Devon. And even earlier, in 1951-52, HMS Bermuda, flagship of the CINC South Atlantic, was in Diego Suarez, says Mr Albert Pengelly, of Okehampton, Devon.

● Thanks, too, to all others who wrote, including those mentioning the Madagascar visits of HMS Pelican (1956) and Leopard (about 1961).

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

## Harsh lesson of a drop in the ocean

YOUR LWTR correspondent (August) who writes about punishment for being "absent from place of duty" may like to compare it with how it was 50 years ago.

In 1939 I was serving in the Iron Duke and while painting ship's side fell overboard. On being hauled out and returning on board, I was "in the rattle" for leaving the ship without permission, returning on board improperly dressed (I had lost my cap in the water) and negligence resulting in the loss of a tin of paint — for which I was given two days' "sixteen".

This meant one hour doubling round the upper deck with a Lee-Enfield rifle at the slope, with a three-minute break after half-an-hour, during which I had to hold the rifle out by its butt level with the shoulder. For the second half hour it was in change arms mode, with the rifle on the right shoulder, which meant the bolt dug into the shoulder. All at the double.

This was then followed by one hour's work, during which I had to scrub the upper deck using my toothbrush and an eggcup of water, necessitating continual doubling off for more water. After this, as with all punishments, kit inspection. The Duty Officer inspecting my kit criticised the state of my toothbrush, and for telling him I had been scrubbing the upper deck with it I got another two days' "sixteen" for insolence.

Still, it taught me not to fall overboard. — **E. F. Stanley**, Hedge End, Southampton.

## Cashel cup quest

IN 1905, or thereabouts, members of the (now Royal) County Down Golf Club at Newcastle, Co Down, Northern Ireland, presented a silver cup to Mr George Combe in gratitude for his outstanding services to golf at Newcastle in particular and in Ireland in general.

The three-handled loving cup, about 15-inches high, was believed to be a replica of the Cashel Loving Cup. The family of the late Mr Combe gave the cup back to Royal County Down in the 1960s, and it is now played for as the Combe Cup scratch championship each August.

It is thought that when the cup was originally presented, a further three replicas of the Cashel Loving Cup were made. According to club records, it appears that at least one, and perhaps all three, were presented to HMS Antrim.

I would be grateful if anyone can shed any light on the stories behind the presentation and the present whereabouts of the cups, or provide any other details. — **J. Crawford**, Hilltop, 111 Lisburn Road, Saintfield, Co Down, BT24 8BX

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**JACK**

BY TUGS



**Letters**

# Let the housing office ease that — SOUTH BOUND STRAIN

AS a concerned wife and mother who wishes both to support her husband in his naval career and also do whatever is in the best interests of her son, can anyone help allay my fears?

Having purchased property in Scotland before the decision to move the Type 42s to Portsmouth, I wonder if anyone considered the changes in standard of living to the many families forced to move home or face long-term separation from our spouses?

Before someone mentions that my husband has the option to stay in Scotland on a vessel other than a Type 42, may I say that due to his specialisation there will be no sea-going billets from Scotland for him and consequently the shore billets will be almost nil.

Having therefore decided to move, we then have to choose either to live in MQs or purchase property in the Portsmouth area. But due to the price difference, there is no way we could afford a similar property down south.

So, reluctantly having decided to move to MQs, we have to sell our present home. In the present economic climate we have to make a choice:

● Put our house on the market now and possibly, due to waiting lists for MQs, either risk losing a sale if closure dates are not suitable or risk having nowhere to live.

● Not put our property on the market until we get quarters and possibly for a long time have to pay not just a mortgage but also MQ rent, two Community Charges and, if over the winter, two lots of heating bills.

Should there not be any two-bedroomed houses available, will we be offered any other vacant house regardless of size or are we expected to store all our furniture and go into private-

rented accommodation for an unspecified time period?

When finally getting MQs and our own house sold, and being entitled only to a two-bedroomed accommodation, my son's relationship with his grandparents will suffer as there will be no accommodation for them and it is impractical for one-day visits.

It could also be unfair on our son who is used to a large garden if he is now forced to live in either a house or flat without a safe enclosed garden.

One final point: My husband volunteered for a Rosyth draft seven years ago when Rosyth volunteers were few and far between, only now to find the rug pulled from underneath us. In the interim seven years we have accumulated furniture to fill a three-bedroomed house.

Although prepared to accept two-bedroomed accommodation, it would be nice if previous accommodation size were taken into account when allocations are made, as well as family size.

Can we be guaranteed, in light of this unforeseen move, that suitable accommodation will be available as required? — Rosyth wife.

Replying to the points raised, the Portsmouth Area Housing Office said, "The overall level of demand for married quarters in the Portsmouth area is not expected to increase due to the planned Type 42 base port move from Rosyth since that change will be balanced by other base port moves away from Portsmouth and other ships paying off in the same timescale.

"Accordingly, assuming applicants give the normal notice of three months, there is no rea-

son to believe there should be any difficulty in providing quarters to their entitlement for those families who decide to move to the area. Waiting times should be minimal but could lengthen for particular estates if applicants insist on waiting for a property in a specific area."

The reply went on to say that in the case of families who intend to sell their own homes with the aim of moving into a quarter at Portsmouth, it was less easy to provide assurances because of the current housing market and uncertainty when the sale would be completed. In this situation families were presented with a difficult range of options.

In general terms it would be easier to plan for the provision of an MQ if it was decided either to leave the property empty or to rent it out for a period before sale. "In this situation the applicant can join the waiting list up to three months before the base port change date and regular contact with the MQ allocation desk would provide the opportunity to plan the move as the date of offering a property approaches.

"However, if the family decided to continue to live in their own property while attempting to sell, the current rules are that the applicant cannot join a waiting list until the date of contract exchange.

"This is often not long before the sale completion date and, while no guarantees of an MQ being available in the preference area can be made, close and regular contact with the MQ allocation staff will permit us to do all we can to offer accommodation entitlement.

"The scale of entitlement for different types of property has been laid down by MOD in an attempt to provide a defined structure which will meet the needs of an average family to a fair and reasonable standard. Attempts to take account of lifestyle differences between individual families would be very difficult to judge effectively and are liable to generate much greater perceptions to unfairness than the present, admittedly rather rigid system.

"Certainly all houses have enclosed, secure gardens, as do a number of two-storey flats. Therefore if a garden is an essential requirement, this can be taken into account when the allocation of a quarter is made.

"While it would be wrong to try to give firm guarantees, it is

hoped the above does provide some reassurance. Certainly we are keen to assist families and the important thing will be for close liaison in the months and weeks leading up to the move, with the aim of easing what we recognise can be a stressful event."

# Double standards down below

THESE thoughts will, hopefully, assist MEAs (engine-room) preparing themselves for civvy street.

I left the Royal Navy as a ACCMEA(M) three years ago with the qualifications obtained from the Mechanicians course attended 1985 to Dec. 1987, plus some GCE O levels. After 18 months ashore I decided to go back to sea. I applied to the Department of Transport for forms and sent off these qualifications for assessment to obtain DOT engineering certificates.

It was a rude awakening to find that DOT did not recognise the City & Guilds Certificates obtained and that I was only entitled to sit the Class IV examination (Motor), purely oral, which any experienced LMEM could pass.

When asked to confirm the syllabus of the Mechanicians course, HMS Sultan referred me to the City & Guilds in London who referred me to... HMS Sultan! I have had to bite the bullet and attend a nautical college to sit six academic subjects, two engineering papers and also pass an oral. This has cost time and personal expense, plus loss of potential earnings.

I would advise anyone contemplating entering the Merchant Marine to contact the Department of Transport, Marine Directorate, Sunley

House, 90 High Holborn, in London, WC1V 6LP (071-405 6911) to find out what if any, of their academic qualifications are recognised. This will give them time to prepare for any examinations required by utilising the excellent education system in the Royal Navy.

But is it not feasible to be awarded qualifications that are recognised by the MOD and the DOT alike? It seems ridiculous that a CCPOMEA can be qualified to operate up to 50,000+ SHP (41 MW) machinery in the RN and then, with a Class IV DOT Certificate, be only capable of operating machinery up to 4,021 SHP (3,000KW) in the Merchant Marine. — T. Williams, Dunfermline, Fife.

## Holocaust at Ostend

REGARDING the Coastal Forces Veterans item (Reunions column, July), while it is true that 12 MTBs were destroyed at Ostend on Feb 14 1945, five of those boats were of the 29th Canadian MTB Flotilla and of the 60 officers and men who perished in the holocaust half of them were Canadian. — S.J. Clifford, London Branch, Coastal Forces Veterans Association.

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# Birthday of the goddess of childbirth



CELEBRATING her 25th birthday here is HMS Juno — just before her planned retirement at the end of this year.

Ten former commanding officers attended the celebrations at Portsmouth, the most senior, Vice Admiral Sir Edward Anson, later inspecting divisions with the Flag Officer Portsmouth, Rear Admiral David Bawtree.

## Crete visit

Earlier the Leander Class frigate paid a last visit to her adopted town of Eastbourne — and gave wartime sailor Gus Gascoin, who was serving in the sixth HMS Juno when she was sunk in the Battle of Crete 50 years ago, a last chance to see her.

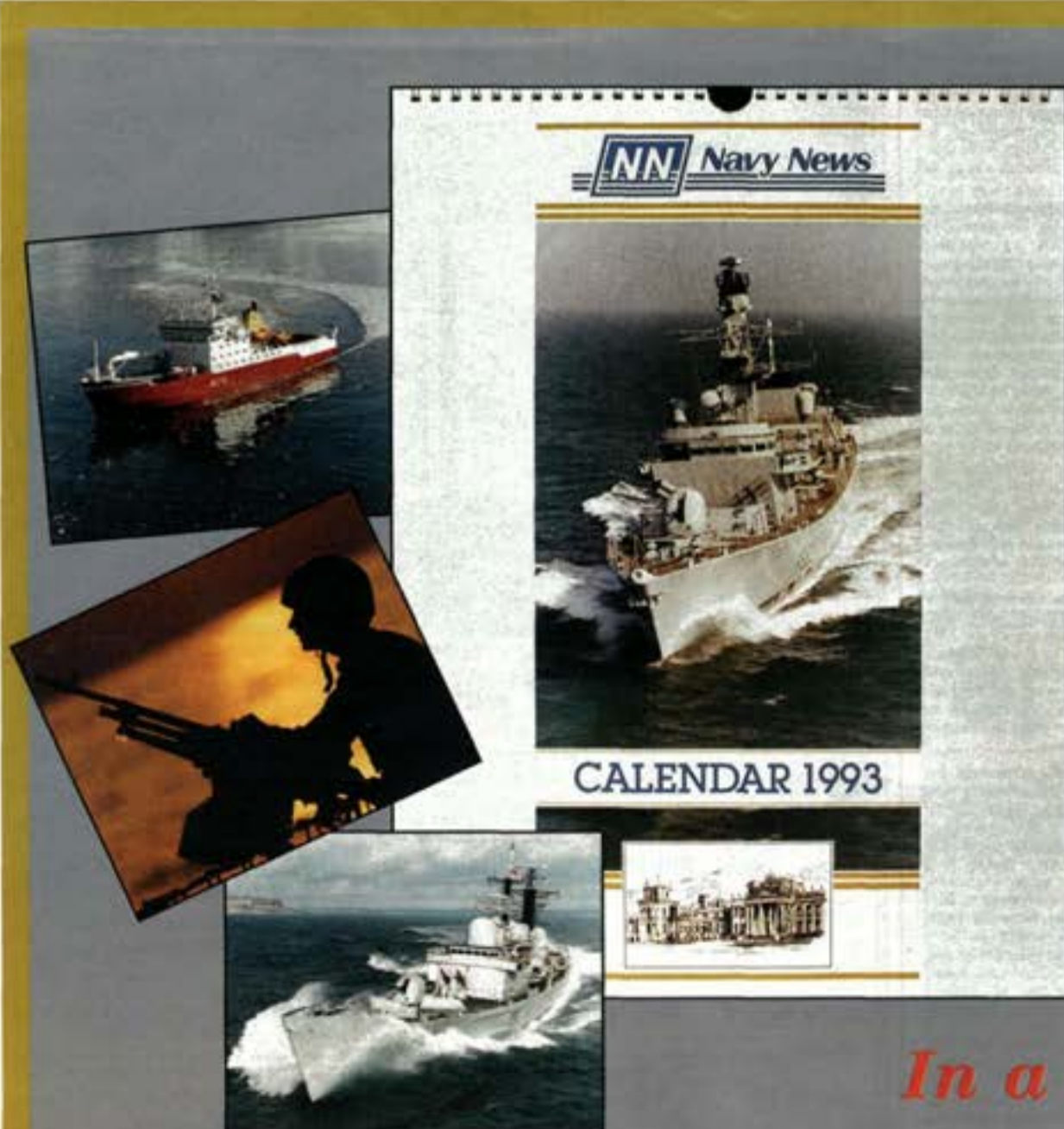
Every year for the past seven years Gus (71) and his wife Winnie had come down to Eastbourne from East Ham for their holidays — and each time he had missed her summer courtesy call.

This time he was given a personal tour of the ship and presented with her crest and a special certificate signed by the Prime Minister of Crete, given to the ship when she visited the island last year.

## Training role

In the course of her career, the Juno — Goddess of marriage and childbirth in mythology — has steamed over 680,000 miles and visited over 150 ports in 56 countries. Latterly she has been used extensively for training, while remaining committed to NATO as an operational anti-submarine frigate.

● Lady Anson, wife of former Commanding Officer Vice Admiral Sir Edward Anson, cuts the birthday cake with the present CO, Cdr Malcolm Dodds.



## Calendar 93

This year's calendar features a selection of favourite Navy News pictures depicting a range of current classes of Royal Navy ships.

With them are illustrations of famous buildings or landmarks in the city or area with which the ships are linked by name, adoption or close association.

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# Home stretch

NOW turning west and heading for home, the Orient 92 Task Group is being visited this month by the Commander-in-Chief Fleet, Admiral Sir Jock Slater.

He calls on HMS Invincible at Pulau Tioman, Malaysia, to take passage with her to Penang, where she is joined by HMS Newcastle and RFA's Fort Austin and Oilwin for a four day stopover.

The ships then head for the Gulf and through the Suez Canal to the Mediterranean where they are due to take part in Exercise Sea Griffin.

Meanwhile HMS Boxer is visiting Australia this month, calling at Darwin and Perth and Fremantle before following on to meet up with the rest of the Task Group at Gibraltar.

By the time they arrive home at the end of November, they will have visited 29 ports in 20 countries, having steamed a total of 25,000 miles, and taken part in 25 exercises — five of them major ones.

One of the biggest of these was

the annual Exercise Starfish with other members of the Five Power Defence Arrangement — Australia, Malaysia, New Zealand and Singapore.

There was plenty of time for fun in the sun on the way, though, as recorded in these happy snaps of runs ashore in Hong Kong and Korea.

● Right: it's a fair cop — Wren AB Tracey White (right), on Naval Patrol duty in Hong Kong with Wren Std Katy Jardine.

● Below: Pusan sales pitch — South Korean beauties from behind the counter of a local department store with (left to right) Wtr Niall Findlay, AB David Mackay and Cook Gavin Angus of HMS Invincible.



## Poppy day — all time high demand

FIFTY years after the battle of El Alamein the Poppy Appeal continues to work tirelessly to care for those who sacrificed their youth in the cause of freedom, writes the Appeal chairman.

Demands are at an all-time high. There are still veterans of the First World War, many very frail, as well as those from the 75 peacetime conflicts since 1945, including the Falklands, Gulf and Northern Ireland, who need the Appeal's help and support, as well as their widows and children.

Every year our commitments grow. We run three convalescent and six residential homes, with a much-needed seventh under construction. We are the largest private employer of disabled people and give allowances to over 4,000 permanently incapacitated ex-Service people and widows.

Our network of support on a local basis involves our 3,200 Legion branches and mobilises over 20,000 voluntary social workers who handle many thousands of cases of hardship and distress. Particular attention is given to over 40,000 long-term sick and the housebound.

### Generosity

This year's continuing economic pressures not only serve to increase the demands from ex-Service people and dependants for support from the Legion, but also mean it may be harder than ever to raise the funds we need, despite the unfailing generosity of the British public.

Our annual Poppy Appeal is the Legion's major fund-raising exercise, raising nearly £13 million last year alone. This year Remembrance Day is Sunday November 8 and poppies will be available from late October. All help will be greatly appreciated — not only by us, but more importantly by the thousands of people we can help. — J. P. Cannell, Chairman, Royal British Legion Poppy Appeal, Aylesford, Kent.

## ARGONAUTS PUT ON A PEDESTAL SHOW



SIX thousand visitors toured HMS Argonaut in just two days as she arrived in Malta for the 50th anniversary of Operation Pedestal — codename of the convoy sent to resupply the island at the height of the siege in World War II.

Only five of the original 14 ships survived the voyage from Gibraltar in August 1942 and a commemorative service for those who died was held at Customs House Valetta, attended by Capt. Rob Stevens and the Commanding Officers of three other warships in Grand Harbour for the celebrations — the frigates USS John L. Hall and FS Commandant de Pimodan and the Italian corvette Danaide.

### Extra cash for 'Best Book'

THE AWARD for the Best Book of the Sea has this year increased in value by 50%, with £1500 now to go to the author of the non-fiction book judged to "contribute most to the knowledge and/or enjoyment of those who love the sea."

Five copies of the book, which must have been first published or put on sale in the UK during 1992, should be sent to Hugh Lawson at King George Fund for Sailors, 1 Chesham Street, London SW1X 8NF, by 11 December.

# Brazenning it out for charity

PUTTING their feet up for a well-deserved rest are a group of athletes from HMS Brazen who completed a sponsored run in aid of local charities in her affiliated city of Durham.

The 12 runners set off from Heysham to Durham covering 324 miles, a journey which took them to Windermere, Harrogate, Whitby and Sunderland.

Running through some of the most beautiful countryside the North has to offer the team received warm receptions from many schools and villagers who turned out to cheer them on. Hospitality provided by Whitby and Sunderland branches of the RNA was particularly appreciated.

A total of £2,300 was raised through sponsorship and collections en route and the money was donated to the Trouts Lane School for children with special educational needs, and Seaham Sea Cadet Unit, TS Brazen.

Pictured towards the end of the run in Durham city centre are, from left, CK Johnny Stockeld, CPO Paul Brunel, PO Tim Broughton, LWEM Dobo Dobson, LPT PJ Probee, PO Wiggy Bennett, LS(M) Whiskey Walker, CPO Bob Sharp, WTR Jacko Jackson, Lieut. John Large, AB Ginge Waumsley and CPO George Gowland.

Picture: The Sunderland Echo



## SPREADING THE WORD IN AFRICA



WHILE taking part in the Orient '92 deployment to the Far East HMS Invincible has been able to transport bibles and books to charitable organisations at different ports of call.

In Mombasa the Rev. Michael Wishart handed over supplies to Captain Richard Diamond, Church Army, who is chaplain to the Mission to Seamen in Mombasa and Sisters of the RC order in Nairobi.

Also pictured are Surgeon-Cdr. Neil Harkness, Mr David Smith, missionary, Thomas Diamond, and Father Richard Mathers, RC chaplain to the task group.

HMS Invincible's sportsmen also showed they had kind hearts when they donated one of their old football strips to the Mombasa Academy School.



## Helping Hands



### CHEQUE FOR JJ FUND

DURING a recent ICEX in the Arctic the crew of HMS Trenchant raised over £1,100 for the JJ Fund, which was presented, at ceremonial divisions, to Cdr. Rick Jolly and his wife Susie, by Cdr. Shaun Turner.

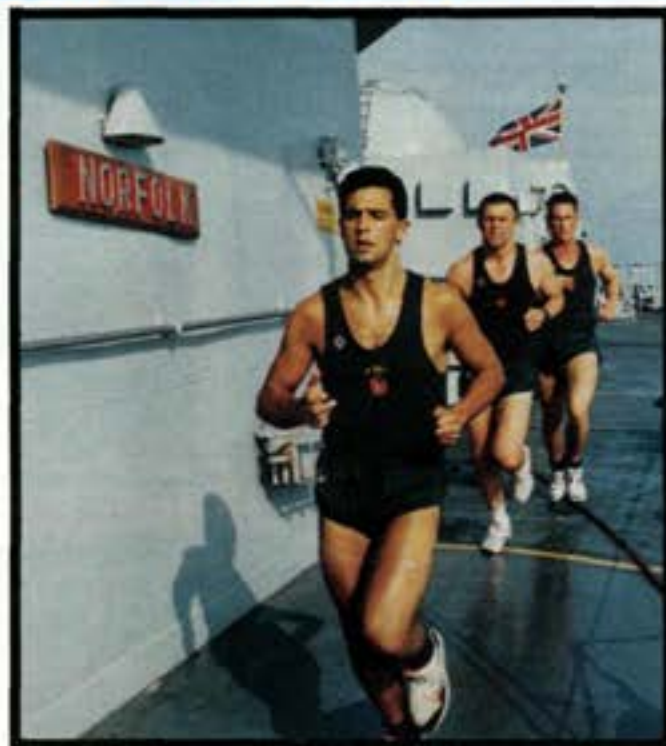
The JJ Fund was set up in memory of the Jollys' son James who died, three years ago, aged 16, and money raised will go towards establishing the Derriford Teenage Unit a four-bedded adolescent unit at Derriford Hospital.

A further £1,000 was also donated by Britannia Royal Naval College, and the crew of HMS Torbay are to hold a sponsored snooker marathon in aid of the fund.

### NORFOLK BREAKS INTO A SWEAT

RUNNERS from HMS Norfolk took the opportunity to raise £450 for their ship's charity, the Duchess of Norfolk's Help the Hospices Fund, as the Type 23 frigate transited the Suez Canal.

Starting at 0600 hrs. four teams of three runners pounded the decks to cover 100 miles in total. Racing against the sun they had to contend with soaring temperatures of up to 30 degrees Centigrade but, encouraged by the sound of the ship's band playing "Land of Hope and Glory", they finished their marathon run in commendable style.



● Above: Gritting their teeth as they cover a few more laps are, from left, RO Eric Ranson, POCA Martin Bateman and CPOWEA Kevin Corkindale.

### PROVOST WALK

FIVE members of the RN Provost Headquarters at Faslane have raised £400 on a 40 km. sponsored walk.

The team, supported by Bowmore Distillery and Kennings Car Hire, will divide the money between two children's hospitals in Glasgow, Yorkhill and Ruchill.



## A Brilliant job

ADDING a lick of paint to St. George's Children's Community Home, in Tunbridge Wells, are members of HMS Brilliant's ship's company who enjoyed a weekend's painting in their affiliated town.

HMS Brilliant has always enjoyed

close links with the town and the 15 volunteers rose to the challenge of redecorating part of the home. They also took the opportunity to present over £200 worth of toys bought from donations made by the ship.

**Helping Hands**

# Raleigh pedals for trust fund

APPRENTICES from Figgard, HMS Raleigh, took part in the annual pedal car rally at Torquay and raised over £1,000 for the Handicapped Children's Pilgrimage Trust (HCPT).

Two teams of apprentices, complete with pedal cars courtesy of RNEC Manadon, completed the two-and-a-half-hour marathon covering 180 laps. Despite many pit-stops and a few spills they finished sixth overall in a starting line-up of 20 cars.

The RNR at HMS Raleigh raised £171 for Cancer and Leukaemia in Childhood and members of Vanguard Squadron cycled 320 miles around

Cornwall raising £2,500 for Guide Dogs for the Blind.

A 40-mile walk in wet France by POMA John D'Albert and Les Hammond, Senior Store Keeper, from HMS Drake raised £600 for the Spastics Society during the annual sponsored Dartmoor Jail Break.

The Drumfork Sea Angling

Club, run by personnel from the Clyde Submarine Base, held a sea angling competition in aid of the Scottish Council for Spastics and raised £600.

Members of the ship's company of HMS Hecla visited the Wingrave Home for the mentally handicapped to present a cheque for £1,000. The money was raised during HMS Hecla's deployment in the Gulf.

Personnel serving in HMS Tamar and HQBF, along with two civilians, made a charity parachute jump at the Joint Services Parachute Centre at RAF Sek Kong and raised HK\$22,116 for the Children's Cancer Foundation.

Four members of the ship's company of HMS Coventry and four Rover Group apprentices cycled from Devonport to Coventry raising £1,200 for local charities. Among those receiving donations from the ride were the Coundon Care, NSPCC and Baby Lifeline.

The Spastics Society have benefited by over £500 thanks to a team of runners from the Captain Weapon Trials and Assessment (CWTA) who ran 74 miles across the South Downs from Queen Elizabeth Country Park to Alfriston.

Four riders and a driver from NATO HQ, Cinciberlant, Lisbon, raised £600 for the International Women's Club, Cinciberlant. They completed a 200-mile course from the Portuguese border town of Elvas finishing at NATO HQ, Lisbon, three days later.

A team of swimmers from HMS Collingwood raised over £400 for the Multiple Sclerosis Society during National Swimfit Week. Organised by Lieut. John Nixon and Mrs Elaine Wood the team was made up of both Service and civilian personnel, including Lieut. Steve Lashmar who has been diagnosed as suffering from multiple sclerosis.

A group of handicapped children from Longdon Special School in Brereton, Staffs, visited HMS Collingwood for the establishment's Field Gun Day. Prior to their arrival two teams of weapon engineering mechanics held a 100-mile pursuit bike race around the main parade ground to raise money to pay for the children's visit.



## Superb Rock Race

AFTER successfully completing the Rock Race during a visit by HMS Superb to Gibraltar Lieut. Cdr. Steve Brunton and Lieuts. Ed Evans and Paul Chapple returned home to present a cheque for £405 to Margaret McInnis, of the

Macmillan Nurses Appeal. The sponsored run went well with only one minor delay incurred when the team took a detour to the wrong 'peak'!

# Hark, it's Herald's angels!



DURING routine survey operations in the mid-Atlantic HMS Herald raised money for her affiliated charities by staging a 300-mile run around the upper deck of the ship. After much arduous training ten members of the ship's company ran some 360 laps (30 miles) each raising £440 for a home

for autistic children in Warwick.

A sponsored parachute jump has also been arranged in which the ship's commanding officer Cdr. Robert Mark, pictured waving the chequered flag, has been persuaded to participate!

# PAWS FOR THOUGHT



IT'S a dog's life on board HMS Beaver as PO Andy Snell and Naafi manager Dave Jenkins can sometimes testify to, so they were in good company when Dave Jonas, from the Woodside Animal Trust, brought along Jingles, a 10 stone Pyrenean mountain dog, to accept a cheque for £1,150 from the ship's company. Dave Jenkins, the only MOD civilian on board, and PO Snell organised a variety of fund-raising events during HMS Beaver's six-month deployment to the Gulf.

Picture: LA(Phot) Andy White

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## POPT HANDS OVER AWARD



POPT Neal Frame found himself in the picture when Drake Primary School asked him to present the Royal Life Saving Society's Aquagold Award to 11-year-old Lisa Milden.

Aquagold is at the very top of an award scheme covering survival and lifeguard duties. Lisa covered much of the syllabus while using the pool at HMS Drake. She is the first pupil at her school to achieve the Aquagold standard.

## WHO DO YOU THINK I AM?

WHILE crossing the Red Sea, the thoughts of HMS Invincible's catering branch turned to matters biblical... witness the scene as CPOCA Steve Shaw, Sub-Lieut. Colin Macaskill (Catering Officer) and CK Tony Costello try to persuade CPOCK Fred Dinsdale that he can feed all 1,200 on board on five loaves and two fishes. Such touching faith in the ability of a naval chef to work miracles.

Picture: PO(Phot) P. W. Bell

## Collecting letters

CAPT. Alan Ferguson and Lieut.-Cdr. Kenneth Trethewey have been elected Fellows of the Institute of Marine Engineers and may add FIMarE to the already considerable number of letters they are entitled to put after their names!

## New challenges for women of the cloth

THE REV Alison Norman is about to join the Royal Navy and become the first ordained woman chaplain from the Church of Scotland in any of the Armed Services.

Based at HMS Daedalus, Alison will be one of a team of three chaplains serving the establishment. She is only the

## Scott gets Kiel haul for prize

AEM Scott Barnett (top right) has received the Lloyds Bank Award for Endeavour, marking his all-round effort and achievement while serving at RN air station Culdrose.

Barnie, as he's known to shipmates, received the highest aggregate marks out of 150 on his course at the Engineering Training School and was one of the youngest AEMs to complete the course this year.

In fact, he didn't celebrate his 18th birthday until he was on the high seas enjoying part of his prize — a place in the crew of the Sail Training Schooner Sir Winston Churchill for the Kotka to Kiel leg of the Tall Ships Race.

Barnie also received a 35mm camera and a statuette of the Lloyds Bank black horse.

● Runner-up for the award was SA Lee Russell (bottom right), who works in the clothing store at Culdrose.



## Gold plated Armour



COMMANDER-in-Chief Fleet, Admiral Sir Jock Slater, took the Salute at the Passing Out Parade at Britannia Royal Naval College, when 200 officers completed their college training.

One of the Admiral's pleasant duties was to present a naval sword to Mid Wayne Armour of Trinidad for his outstanding achievements at BRNC.

During his year at Dartmouth, Wayne's sea training took him close to his family home. He visited Bermuda, St Croix, St Thomas, Montego Bay, St Kitts, Montserrat, Tortola, Grand Turk and Ponta Delgada.

He was Senior Officer Cadet on board HMS Broadsword and gained the highest exam marks during the voyage, winning a Herbert Lott cash prize. Earlier this year he visited the Vatican with College colleagues.

He became the first ever International Officer to be "Head of College", with the title Senior Sub Lieutenant, winning another prize for the way he performed his duties. He also won College colours for cross-country running.



faculty adjusting to naval life. "Grapevine" aims to provide recruits with a range of community, sports and leisure pursuits for weekends and free time.

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## SISTERS IN THE SERVICE

PROUD mum Mrs Dee Sherratt couldn't help but wonder how many other sisters are serving together in the Fleet besides her daughters, Terri and Clare.

WSA Terri Sherratt recently left HMS Ark Royal and is now at North Corner Group, Portsmouth. Her younger sister, WAEM Clare Sherratt has just taken up a draft at RN air station Culdrose, having previously been at HMS Daedalus.



## Wiltons roll out the red carpet

YOU couldn't get a setting more apt than the Rovers Return for the reunion of HMS Exeter's Chiefs with the whining Wiltons, Derek and Mavis.

The Chiefs, newly returned from STANAVFORLANT duties, dropped in at the best little boozier in Weatherfield at the invitation of Coronation Street stars Peter Baldwin and Thelma Barlow, who don't whinge a bit in real life.

Peter and Thelma had issued the invitation after they were welcomed on board for drinks way back on Boxing

Day during the Exeter's Venice stopover while on Adriatic deployment.

The newly-formed Coronation Street Appreciation Society (HMS Exeter branch) is pictured behind the "dry" bar — from left, CPOs Topsy Turner, Buck Rogers (Mess President), Tex Lunt, Jacko Jackson, Springer Leek, Guy Howells and Baz Stafford.

## DOUBLE FIRST!



JAN Estall, who joined the Women's Royal Naval Service in 1977 as a Wren Radar Operator, has scored a double first by becoming the first female SD officer and the first SD instructor officer.

Jan passed out from Britannia Royal Naval College this summer as a Sub Lieutenant Instructor Officer.

Having successfully completed professional, academic and leadership training at Dartmouth, she is now following a post-promotion course of academic studies and current affairs at the Royal Naval College, Greenwich, and is looking forward to taking up a teaching appointment at HMS Collingwood.

## RNR COMMODORE RETIRES

COMMODORE George Cooper, one of the few to achieve the highest rank in the Royal Naval Reserve, has retired after 30 years' service. His pennant was officially hauled down at HMS Wessex, the RNR training centre based at 50 Berth, Southampton Docks.

Personnel at Wessex paraded to mark the occasion and the Commodore inspected the

Guard. His pennant came down at Sunset at the hand of his son, Sub-Lieut. Richard Cooper RNR.

While Richard carries on the Cooper family tradition of Reserve service at HMS Wessex, brother Iain is an active member of the Royal Marines Reserve.

Commodore Cooper's civilian job is Chief of Operations with the Royal National Lifeboat Institution at Poole.



## Marks of gratitude for Chico

TO MARK his 40 years service to the thirsty, Law Yau — head barman at the Joint Services Senior Ranks Mess at HMS Tamar — has been presented with an inscribed silver salver by mess members.

Known as Chico, he began work as a barman at the POs Mess in Tamar at the age of 18. When the naval dockyard closed in 1959 and the POs Mess combined with the CPOs Mess, Chico also made the move. He moved again three years later to the mess in the new HMS Tamar.

He was still there in 1979 when the mess went tri-service and moved to its present location in the Prince of Wales Building. No-one cared to cal-

culate just how many drinks Chico has served to Servicemen and their guests over the past 40 years. Enough to float a frigate, probably!

He is shown receiving the salver from joint chairmen of the JSSRM, WOMEA Trevor Payne and WO1(GSM) Ken Hammel. Other presentations to him included a pair of gold cufflinks from the Chinese members of the mess and a congratulatory letter from the Prince of Wales.

## Top grade

ADMIRAL Sir John Kerr, Commander-in-Chief Naval Home Command, presented the Howard Johnston Memorial Sword to the top student of the Royal Naval Submarine School's advanced warfare course, Lieut. David Pollock (pictured right).



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# Navy Days pull in the crowds

DESPITE the wet and windy weather — "the wettest bank holiday in Portsmouth for years" — the three-day Navy Days Spectacular proved to be a great success with well over 60,000 people visiting the ships and watching the displays in the Portsmouth Naval Base.

With fifteen ships open to the public, headed by the carrier, HMS Ark Royal, and much high-tech equipment on display, there was lots to interest the enthusiasts and the family visitors alike.

But nostalgia and tradition proved just as popular with the crowds, with the Royal Marines' Beating Retreat alongside HMS Victory, and in the air, a finale fly-past of a veteran Vul-

can B2 bomber, making one of its last appearances.

History was also remembered on the flight deck of HMS Ark Royal where, parked alongside the Sea Harrier jump-jet, was a First World War Sopwith Pup fighter biplane, in celebration of the anniversary of the first aircraft to land successfully on a ship at sea — HMS Furious, 75 years ago.



Photo, right — The Vulcan bomber flies over two somewhat older veterans in Portsmouth Dockyard, the First World War monitor HMS Minerva and Nelson's flagship, HMS Victory.

## At work and play

ONLY half of the ships of the Fourth Frigate Squadron were able to participate in the Squadron Olympiad, held at the China Fleet Country Club at Saltash, as three of their number were engaged in more pressing duties — HMS Active in Boston, Massachusetts, following her Falklands and West Indies deployment, Avenger in the Mediterranean as part of the response to the situation in the Balkans, and Ambuscade on passage to her Falklands Guardship duties.

Nevertheless, ships' companies from Amazon, Arrow and Alacrity participated in a comprehensive sports programme which included golf, volleyball,

obstacle course, relay races, and an "It's a Water Knock-out", with over 200 attending and enjoying a good afternoon's fun.

## Good going

HMS CHIDDINGFOLD has been presented with the Rolls Royce FD12 Module Upkeep Trophy, having achieved the longest running generator (1857 hours over 6 months) amongst the Hunt-class mine countermeasures vessels.

## Adriatic patrol

HMS ANDROMEDA is having a busy time during her service with the Standing Nato Force Atlantic, operating in the Baltic before heading down to the Mediterranean.

Following very successful and popular visits to Tallin, in Estonia, and to Stockholm, the multi-national NATO Quick

Reaction Force is now deployed in the Adriatic, taking over shipping monitoring duties from the Standing Naval Force Mediterranean.

Andromeda is due back to her home base of Portsmouth in time for Christmas, after over five months away.

## Bienvenue, welcome

TWO Ministers of Defence were guests at the Clyde Submarine Base, with a visit by the French minister followed by one from Defence Secretary Malcolm Rifkind, his first since taking up his appointment.

Monsieur Pierre Joxe, the French minister, was at Faslane to see the preparations for the arrival of HMS Vanguard later this year and he was also able to pay a call to the visiting French submarine Emraude.

Mr. Rifkind was at the Base later in the week to welcome back the Polaris submarine HMS Resolution from her patrol, sailing with her as she made her entry into Loch Long.

He had previously inspected the Trident refitting complex at Rosyth before visiting the fishery protection ship HMS Alderney and flying out by helicopter to drop in on the Navy's newest minehunter, HMS Cromer, operating in the Firth of Forth.

Submariners again were the hosts when the Mayor of Shrewsbury, Cllr. David Davies, accompanied by three town councillors and their wives, spent the day aboard HMS Talent, the nuclear submarine affiliated to their town.

## UJC's Christmas package

THE Union Jack Club in London is again offering special Christmas packages and winter break bargains for Service personnel and families. Elected ex-Service members and temporary honorary members are also eligible.

The Christmas arrangements cover from two to five nights, according to choice, while the winter breaks involve weekends during the period Nov.28-Feb.28 (excluding Dec. 22-27).

For further details and bookings, contact the Union Jack Club, Sandell Street, Waterloo, London, SE1 8UJ. (Tel: 071-928-4814).



## Miscellaneous



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# Open season on reporting

## Upholder class move

EARLIER this year it was announced that rationalisation of base porting arrangements for submarines would involve moving Upholder class subs of the First Submarine Squadron from HMS Dolphin to join the Second Submarine Squadron at Devonport. Implementation date for the change from Gosport to Devonport will be December this year for HM submarine Upholder, and next February for HM submarines Unseen, Ursula and Unicorn.

DCI(RN) 218/92

## Mail order economy

THE increasing cost of postal services, coupled with the need to effect financial savings, makes it essential for utmost economy when posting official mails.

Stressing that use of official mail is to be confined to matters of a strictly official nature, the announcement lists types of correspondence for which official mail facilities are not normally to be used.

The rules are also listed on class of postage, use of registered mail, printed posted impression (PPI) envelopes, and the MOD van service.

DCI(Gen) 189/92

## Waterproof cover

FULL details are given on the Home and Dry insurance scheme whose cover includes personal home contents and effects and, for those in married quarters, the Navy-owned contents, fixtures and fittings.

DCI(RN) 210/92

## N-Trust benefits up

RESULTING from a cost-of-living review, increases as follows are made in the levels of benefit and contributions to the Naval Dependents' Income and Assurance Trust (N-Trust).

Basis 55: New initial monthly benefit, £217.49 (previously £205.35); new gross monthly contribution, £6.39 (previously £6.09). For Basis 60, the same benefit figures apply, while the new monthly contribution is £10 (previously £9.45).

DCI(RN) 219/92

FULLY open reporting is being introduced throughout MOD beginning with reports covering periods ending on September 30 this year.

This means that from that date all staff will be required to sign their annual staff reports confirming that they have seen not only the box markings, including long-term potential, but all the words written about them.

Service personnel who report on civilian staff should study two announcements on the subject.

One explains that some minor, though important, changes are required to the existing MOD Forms 330 and 331 to meet the needs of open reporting, and these changes will be achieved by placing labels in appropriate places on the staff report form.

The other outlines changes to the reporting process and includes two annexes, one of which reproduces the leaflet it is hoped to introduce later this year. This gives guidance to both job-holders and reporting officers. The second provides information on the staff appraisal training courses now available to all reporting officers which reflect the requirements of open reporting.

Should any questions arise, reporting officers may contact CM(IR)3, Room 612, Lacroix House, Theobalds Road, London, WC1X 8RY (Tel: 071-430-6062/5572).

DCI(Gen) 210 and 211/92

## Relief on charity

THE maximum amount of donations to charity which will attract tax relief under the Charities Payroll Giving Scheme is now £600 a year.

Service personnel have been able to take part in the MOD's scheme since April 1989 and its agent to administer the scheme is South West Charitable Giving, Churchtown, Peter Tavy, Tavistock, Devon, PL19 9NN.

Nominated charities receive the tax relief which is given on donations because these are deducted from pay before tax has been calculated. Between £1 and £50 a month may be given under the scheme, and individuals may contribute to a maximum of 12 charities, provided the minimum donation to any one is not less than £1.

The announcement provides administrative details of the scheme.

DCI(Gen) 195/92

## Licensed to bill

AMONG MOD personnel to whom civilian driving licences may be provided at public expense are Service personnel

who are, or may be, required by their trade and employment to operate Service vehicles and equipment on public roads in the course of their duties.

DCI(Gen) 182/92

## Change of address

THE RN Scholarship Fund provides a small number of scholarships, currently up to £1,200 a year, to assist the education of the sons of serving, retired or deceased officers of the Royal Navy or Royal Marines of the rank of lieutenant or above.

The fund's administration and hon secretary's address has now changed to that of: Secretary, RN and RM Children's Trust, Hardy Block, HMS Nelson, Portsmouth.

DCI(RN) 215/92

## Treats in store

IN GENERAL, public funds should not be used to pay for the entertainment of Crown servants, but there are cases where some modest expenditure in the interests of good management may be appropriate.

The announcement sets out the circumstances in which working lunches and refreshments at meetings attended wholly or mainly by MOD staff or other Crown servants may be funded at public expense.

DCI(Gen) 190/92

## Rules on gizzits

REMINDERS are provided on the rules governing the way in which individuals should react to offers of gifts or hospitality from outside organisations, particularly private companies in a contractual relationship with the MOD.

Set out also is the procedure to be followed when bringing official gifts from foreign governments and commercial organisations into the country following duty visits outside the UK.

DCI(Gen) 213 and 214/92

## Tropical fashion

A NEW pattern white tropical shirt with short sleeves and eyelet holes at the shoulders, is being introduced for female officers.

This results from the need to

provide a short sleeved shirt to which shoulder straps can be attached in No 10 W dress (Red Sea rig), in addition to the in-service tropical shirt with shoulder flaps.

The new shirt is manufactured from a white polyester/cotton material.

DCI(RN) 230/92

## Pest in charge



"What bugs? Where?"

THE health of a ship or establishment is the responsibility of the commanding officer who must ensure that his unit is free from pests and that a safe working environment is provided.

Normally these tasks are delegated to a "responsible officer".

In peacetime, pest control should be carried out either by trained MOD personnel if available in their areas of responsibility or under a civilian pest control contract. There is a legal requirement to keep food preparation areas free of contamination.

A full announcement lists insects and animals to be dealt with, and covers the use of pesticides.

DCI(Gen) 212/92

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.

## Get Wise on DCIs

### Visas made simple

THE Services Booking Centre is the agency responsible for obtaining visas for UK-based MOD personnel and their dependants who travel overseas on duty.

A basic guide to visa requirements is printed in JSP 356, Chapter 17, which lists countries requiring British citizens to obtain visas and the number of working days the SBC needs to process applications.

Whenever there is doubt over the need for visas, sponsors or intending passengers should contact SBC for advice. For RN/RM units the contact telephone is: Main Building Extension 81471 (or BT 071-21-81471).

DCI(Gen) 200/92

### All training together

THE Army and RAF Foreign and Commonwealth Training organisations are moving from London to Fort Southwick, near Portsmouth, where they will co-locate with the RN F and CT organisation. The Army was moving in September and the RAF this month.

On April 1 next year the three single-Service F and CT organisations will amalgamate to form a tri-Service Directorate based at Fort Southwick.

DCI(Gen) 202/92

### Editorial advice

DOES your job require you to produce non-technical publications?

Closure of the editorial unit in CS Division last year resulted in withdrawal of the personal advice service on prepa-

ration of non-technical publications. Now a new Joint Services Publication (JSP 420) has been prepared to provide guidance.

DCI(Gen) 206/92

### Lott-ery prizes

THE following awards to naval personnel for inventions and suggestions were made in 1991 by the Herbert Lott Naval Inventions Trust Fund Committee:

CPO(WEA) A. J. Davison, £260; PO(SR) C. J. Coulter, £155; CPO K. A. G. Lee, £250; Lieut. P. M. Stretton, £230; WO A. Gilbert, £250; Lieut. K. Baker, £252; MEM V. C. Woods, £385; CPO C. Hooper, £300; POWEA P. R. England, £165; PO V. J. Corney, £50; PO J. R. Hodgson, £50; LWEM(R) G. K. Kennedy, £20; CPO H. F. A. Ball, £100; CPO M. C. Gard, £100.

Four of these people also received awards in the scheme, for MOD and Service personnel, operated by the Committee on Awards to Inventors. Those involved, and sums awarded by this committee, were:

CPO(WEA) A. J. Davison, £650; Lieut. P. M. Stretton, £250; CPO(SR) C. J. Coulter, £50; POWEA P. R. England, £40.

DCI(RN) 217 and (Gen) 187/92

### Sealink offers

MOD and Sealink Stena have agreed a scheme to allow Service personnel and their families reductions, ranging from 5 per cent to 15 per cent (except day returns and Faresavers) on several Sealink Stena routes.

The announcement provides full details, including information on proof of entitlement and conditions.

DCI(JS) 82/92

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## 'Left a bit — right a bit ...'

I thought you said I should 'Push AFT'!

EXPERIENCE has shown that the non-standard orders given to RMAF tugs by commanding officers of HM ships and RFAs sometimes exacerbates berthing problems, says an announcement.

It goes to provide a set of standard orders, and examples of usage.

While it is not possible to cover every conceivable situation, the standard orders should be sufficient for the majority of movements and are to be used by all RN ships and RFAs in dockyard ports and naval bases whenever possible.

Tugmasters are to be briefed about intentions in advance of movement, and should be kept fully informed while the movement is in progress. They will often be able to offer advice, particularly about local conditions, says the announcement.

DCI(RN) 223/92



"How many chopping days to Christmas?"

## NEWSVIEW

### Hovering back into the action

FOR some years the Service tried out hovercraft in a variety of roles, though not on any major scale, and eventually they faded from the picture. Now a new breed of hovercraft is planned for the Royal Marines to move troops and stores rapidly in amphibious operations.

Tenders are being issued for up to four new craft which, operating from the Royal Navy's amphibious vessels, will be able to move from ship to shore, over land and ice, at speeds of up to 30 knots. This does not, however, signal the demise of conventional landing craft for moving vehicles, equipment and the main body of personnel.

Since the Marines carried out hovercraft trials in the 1960s and '70s technology has made great strides, and progress of the new design will be monitored with much interest.

### Mine veterans' views

THE men who swept mines in the years after the Second World War have been casting a wry eye over the qualifications required for the mineclearance medal for work after the recent Gulf war compared with those applying for their own work.

On the face of it, the case they have been advocating for decades has much to support it. Comparisons between wars and eras, as between conditions of service then and now, are notoriously difficult. Yet the strong feelings rekindled by the recent announcement on Gulf minesweeping — which in itself was welcomed by many veterans — could not but also revive a belief that they dipped out, and also demonstrate what great pride so many retain in their naval service.

### V-boat name ideas

A SPATE of national newspaper correspondence has included suggested names — some facetious — for the fourth of the Trident boats, first three of which start with the letter V.

One thought was that a rumoured name of Venerable would be inappropriate for a mighty modern sub — and at the same time could find itself corrupted to that of a certain medical condition. But another writer, who served in the old light fleet carrier of that name, thought it a good choice.

Doubtless the suggestion Venus can be discounted, but in more serious vein a letter to Navy News mentioned Vengeance, Vindictive, Vitality, Vernon and Victor. We shall see.

## LIFELINE BATTLE LED FROM LIVERPOOL

# Fleet review of 'Atlantic convoy'

THE Battle of the Atlantic, most vital of all campaigns of World War II, will be celebrated in May next year, with a Fleet review at Liverpool of 40 warships sent by almost all the countries that were involved.

A Royal Navy carrier will lead a re-creation of a wartime Atlantic convoy, meeting up with merchant ships at Moelfre, Anglesey, before steaming across to Merseyside for the review on 27/28 May.

Next day over 1,500 sailors will parade through the city while aircraft ancient and modern perform a fly-past. In the evening there will be a charity concert at Goodison Park, staged by the massed bands of the Royal Marines, North West Sea-Cadets, Army and RAF.

On Sunday, May 30 a commemorative service will be held at Liverpool's Anglican Cathedral, to mark the 50th anniversary of what is commonly regarded as the turning point in the battle to protect the vital transatlantic lifeline, so nearly severed by German U-boats and long-range Condor aircraft — the only battle of the war Churchill later admitted truly frightened him.

Another memorial service will be held at Bootle on the Saturday — for Captain Walker's Old Boys, the association of those who served under the legendary 2nd Escort Group commander, Captain Frederic Walker.

### Unified command

Coinciding with the programme of events will be the opening of a permanent gallery at the Merseyside Maritime Museum, recording Liverpool's key role in the campaign, and the restoration of the basement rooms under Derby House, Tithebarn Street, which became the nerve centre from which Admiral Sir Max Horton, Commander-in-Chief Western Approaches, directed it.

The basement was commandeered and turned into an impregnable citadel of some 50 rooms in 1940 after Plymouth, hitherto the centre of UK naval operations, came under heavy attack by the Luftwaffe.

Though the Battle of Britain is popularly seen as the vital conflict in the defence of the UK, in truth the struggle that centred here was far more important — and much more protracted.

Without food and supplies from North America, the population would have starved in about 3½ weeks.

Essentially a naval operation masterminded by submariner — Horton's was a classic "poacher turned gamekeeper" appointment — the Citadel also witnessed the first occasion on which British and American surface and air

units co-operated under a unified British Command.

It was, in fact, the world's first combined operations command HQ and the prototype for all similar establishments to this day.

Much of the work in the chart room, where the course and progress of many hundreds of

embattled convoys were plotted and managed, was done by Wrens. There were never fewer than 50 employed here, also watching over Arctic convoys to Murmansk and other destinations in Russia and Northern Europe.

The place was in use throughout the war and remained a naval establishment until the early 1960s. Now it is being restocked with period artefacts to tell the story of Liverpool's finest hour — a story that was once shrouded in secrecy and never had the credit that was its due.

## Horton — hero of the Western Approaches

"Assuming his important command at the peak of the German submarine menace, Admiral Sir Max Horton brilliantly directed the control and protection of all convoys in the approaches to the United Kingdom, devising and effecting superb measures to safeguard Allied shipping"

— American Legion of Merit citation

Viewed by many of his contemporaries as an arrogant bully, Horton was one of the most unpopular officers in the Royal Navy — but his energy and determination were unequalled. His outstanding service to his country was recognised by King George VI, who ordered him a state funeral at Liverpool when he died in 1951.





# Wherever the action is — there's Mr Chick

WHENEVER the Royal Navy goes into battle, there, it would seem, is laundry contractor Mr. Chick Shun Chui, whose "battle honours" since he joined up with the Navy in 1949 must be just about unique for someone still serving at sea today.

In his first ship, the cruiser HMS London, he saw action in the Yangtze Incident in China when HMS Amethyst made her dramatic escape from the advancing Communist China armies, and only a year later he was in the Korea War, serving in the cruiser HMS Kenya.



Picture — A happy occasion as Mr. Chick Shun Chui receives his second Gulf medal from Capt. John Lippiett on board HMS Norfolk.

1956 found him laundering in the cruiser HMS Newcastle during the Suez invasion and when, in 1982, the Task Force set sail for the South Atlantic, Mr. Chick Shun Chui was there, on board HMS Argonaut, the Leander-class frigate, which was seriously damaged in an Argentine air attack during the Falklands War. Admitting that this was the most frightening experience of his career, Mr. Chick proudly received his South Atlantic Medal.

A further medal followed, this time for service in the Gulf in HMS Jupiter during the period of the Iran/Iraq war in 1986 and when the 1991 Gulf War broke out he was there again, still laundering away in Jupiter during Operation Granby.

Now Mr. Chick has received his second Gulf medal, presented to him in his current ship, HMS Norfolk, by the Commanding Officer, Capt. John Lippiett, the ceremony taking place just prior to Norfolk's visit to Mr. Chick's home-town of Hong Kong, during the Orient 92 deployment.

## C-in-C's thankyou



AS the wife of the RN Liaison Officer in Dubai, Mrs. Felicity Horton had built up a remarkable reputation with the ships of the Armilla Patrol and the local expatriate community for her energy, willingness to assist and enthusiastic support, arranging the details of programmes for ship visits and acting as liaison point ashore to guarantee their success. When rising tension and later war in the Gulf markedly increased the naval presence she redoubled her efforts to support the Royal Navy, frequently manning her husband's Embassy office during his many necessary absences and giving freely of her time, energy and patience.

In recognition of her remarkable contribution, the Commander-in-Chief Fleet, Admiral Sir Jock Slater, has awarded her his Commendation, presented (in picture above) at a special luncheon party held at Admiralty House.

## Mini-jet back on line

RESCUED from a state of disrepair by HMS Daedalus' Practical Aircraft Training Section, a Sea Harrier replica model, originally built for display at the Royal Tournament, is now back in prime condition.

Restoration work was carried out by personnel of the Training Section along with students from the local area carrying out work experience at HMS Daedalus.

Photographed with their fully refitted and overhauled Mini Harrier are, left to right, LAEM Sticky Green, LAEM Bomber Brown, students Greg Moore, Robert Buchanan and Michael Earwater, and LAEM Ian Mitchell.



## SURVIVAL OF THE FITTEST



YET another "Female First" entered the record books when among the six successful students completing the Royal Navy Survival Equipment Course at HMS Daedalus were three Wrens, Allison Smith, Gillian Herd and Samantha Annison.

Top of the class was Wren(SE) Gillian Herd.

All three girls are now off to RNAS Yeovilton to continue their careers, maintaining the survival equipment, flying clothing and parachute assemblies worn by naval aircrew.

Photo, left. All in the same boat (actually one of the lifeboats which they have been trained to maintain) are, left to right, Wren(SE) Allison Smith, NA(SE) Scott Holland and Stephen Pine, Wren(SE) Gillian Herd, NA(SE) Andy Moran and Wren(SE) Samantha Annison.

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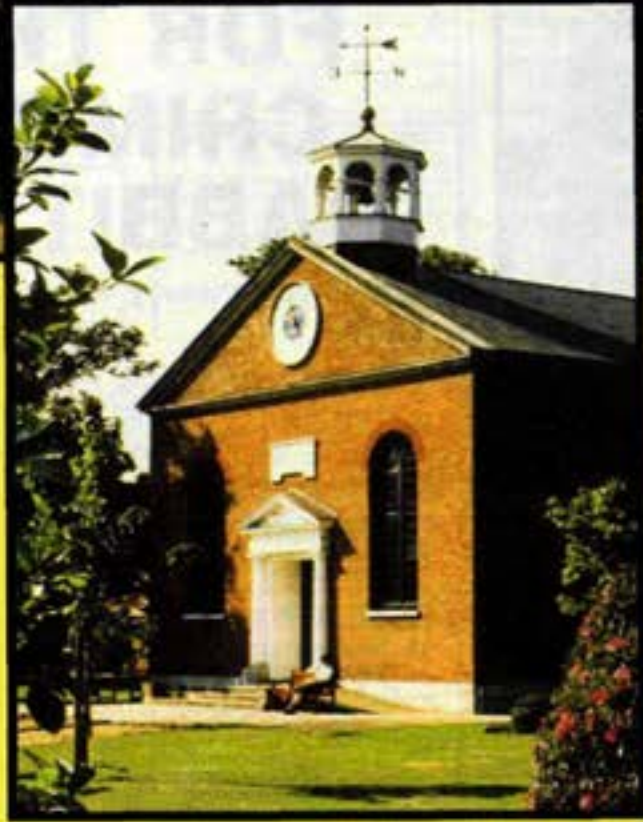
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# Haslar's healing



**AS the crisis deepens in the former state of Yugoslavia RN Hospital Haslar, in Gosport, is among the first to send out naval personnel to join United Nations medical teams providing aid to the civilian victims of the war.**

Surgeon Lieut.-Cdr. Jonathan Bedford, along with Surgeon Lieut. David Birt, of RNH Stonehouse, are to fly out with the Army.

"We are not aware of any major health problems as yet — no dysentery, typhoid and so on — so I imagine we will be mostly dealing with injuries caused as a direct result of the fighting," said Lieut.-Cdr. Bedford.

RNH Haslar has deployed medical personnel to recent conflicts in the Falklands and Gulf Wars and during Operation Safe Haven, in the Kurdish region of Iraq, and has taken patients from every major battle and war from the middle of the 18th century, and from Trafalgar to Vietnam.

RN hospitals were established in Portsmouth, Plymouth and Chatham by Order in Council in 1744 after the Navy Board suggested "... when the folly of poor men is considered, intoxicating themselves with strong liquors in the height of their distempers, the great numbers that are swept away by such intemperance and the desertion of great numbers who recover; both compassion to them and the interests of Your Majesty's service require putting a speedy stop to the evil of such pernicious consequences ... by building a hospital."

Haslar was first to be completed — costing £38,000 and capable of housing 1,500 men — and opened its doors to patients in 1753.

## Pneumonia Bridge

At that time patients were admitted via the notorious Pneumonia Bridge and were more than likely to depart via Deadman's Mile, the short journey to the naval cemetery.

Two hundred years on and conditions have improved dramatically with Medical Officer in Command, Surgeon Capt. Ian Jenkins, happy to confirm the majority of patients survive their stay at Haslar!

Today RNH Haslar functions as District General Hospital for Gosport over 63 per cent of which are occupied by the Royal Naval Hospital.

As well as providing the main training for RN Medical Service (RNMS) and the Nursing Service (QARNNS), one prepares personnel for a wartime role.

In peacetime one of Haslar's roles is to train the RNMS, MAs are unique paramedics able to operate single RM Commando Unit.

Nurse training also takes place in the combined Solent School of Portsmouth and the Isle of Wight, and wards of Haslar and Queen's continue, after basic qualification.

## Hospital news

Just as the OPs room is the new operating theatres in Haslar be the latest in anaesthetic and monitoring.

Haslar is the Navy's Operating Theatre school and much of their theatre complex, culminating in the a recognised civilian qualification, been recognised as a training centre, leading to greater liaison between the two services.

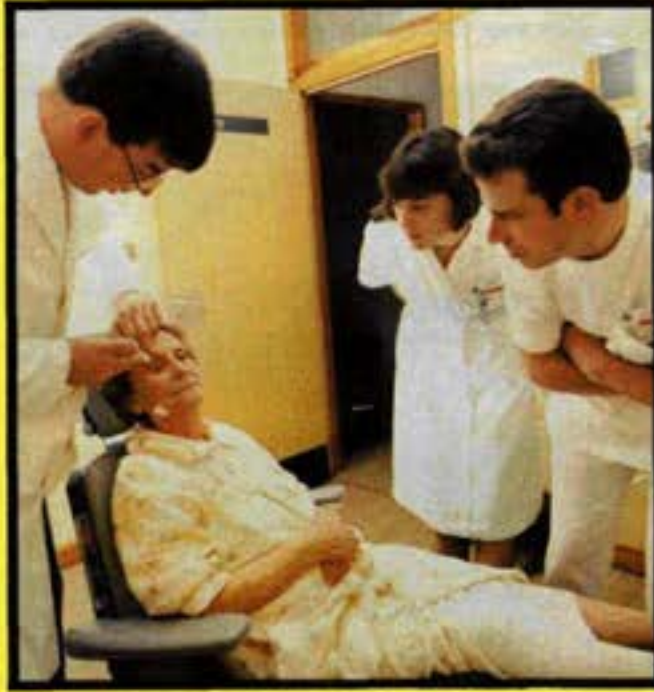
During any major conflict the Hospital Team for the Royal Marines, messes, and may also be expected to training of these teams centres around everyone is taught the theory and practice of anaesthesia and surgery.

In the Department of General Surgery covered is similar to any major hospital, covering gastrointestinal and circulatory disorders.

The Professor of Naval Surgery, closely with and sits on the Board of Surgeons of England and is responsible for the rotations of RN surgeons.

To the layman the word "nuclear" is a scary word, radiation, cancer and another, more positive, side to the coin.

The Department of Nuclear Medicine is one of the most advanced in Europe in the use of radionuclides.



Above: The impressive frontage of RN Hospital Haslar, Gosport, based on the design, by Inigo Jones, for Greenwich Palace.

Inset: The Hospital Church of St. Luke, completed in 1762, is similar to another church of the same period, St. Ann's in Portsmouth naval dockyard. Inside are memorials to James Lind, Father of Nautical Medicine, and many of the distinguished doctors who served in the hospital.

Top right: CPOMT(N) Ray Rombough, watched by AMA Craig Walker and PMAQ Nichol, carries out a post-operative cataract examination on Mrs Elizabeth Taylor. As well as maintaining eyesight standards of civilians and naval personnel the department also deploys during wartime. Up to seven per cent of all injuries sustained in modern warfare involve the eye and consultant ophthalmologists provided a frontline service in both the Falklands and Gulf Wars.

Right: One of the many routine operations carried out daily in RNH Haslar's operating theatres.

# ng hands

both as a military hospital and a port, with 196 beds currently in use, occupied by civilians.

Training base for all members of the Queen Alexandra's Royal Naval Hospital. The hospital's prime tasks is to

is to train the MA, the backbone to the Navy, being fully-trained handed in a frigate, submarine or

the RNMS School which is part of Health Studies based in Gosport. Student nurses train in the schools Alexandra Hospital, Cosham, and on specialised courses.

## erve centre

erve centre of a ship, so may the garded, equipped as they are with oring equipment.

Department Assistant (ODA) train- year training takes place in the City and Guilds 752 examination. In recent months the hospital has e for Portsmouth area ODA train- teen RN and NHS personnel.

ospital provides a Surgical Support ical officers and ratings for war- n run a hospital ship. Much of the ound the operating theatre where ractical side of life-support, anaes-

Surgery the range of specialities ospital, with specialist interests in orders.

Surgeon-Cdr. Richard Dale, liaises of Training of the Royal College of nsible for co-ordinating training

or" conjures up images of bombs, nd death but, at Haslar, there is story.

icine is one of the leading centres s to diagnose disease and produce

pictures of body organs usually known as body scans. With an obvious bias towards things naval the department's research programme has resulted in several world firsts, among them the production of computer-simulated pictures of bone and brain blood flow in divers suffering from the bends.

The Accident and Emergency department, opened in 1983 as part of the new purpose-built "crosslink" complex, operates with a team of just four medical officers and 11 nurses and dealt with over 20,000 casualties in 1991.

## Search and Rescue

The 24-hour service covers all types of accidents and emergencies - casualties arriving by Search and Rescue helicopter with injuries sustained at sea, victims of yachting and boating accidents and immersion or drowning accidents.

Every year the RN Psychiatric Service sees many hundreds of Service cases and the three service consultants see more patients between them than virtually any other medical specialist.

As well as treating patients in the hospital's psychiatric unit the doctors and nursing staff are just as likely to be found at the "coal face", in shore establishments or in ships. Teams from Haslar have been deployed on a number of occasions over the past few years, not only in the Falklands and Gulf Wars, but also to individual disasters both at home and abroad.

## Casualties of war

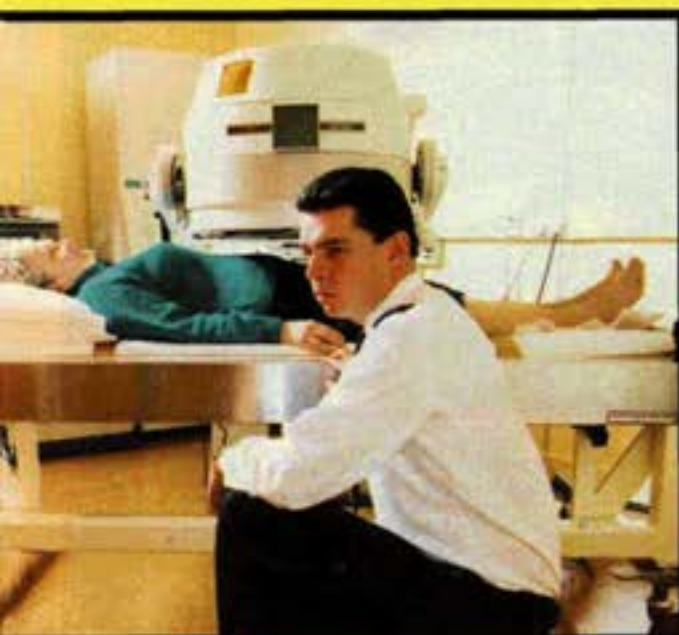
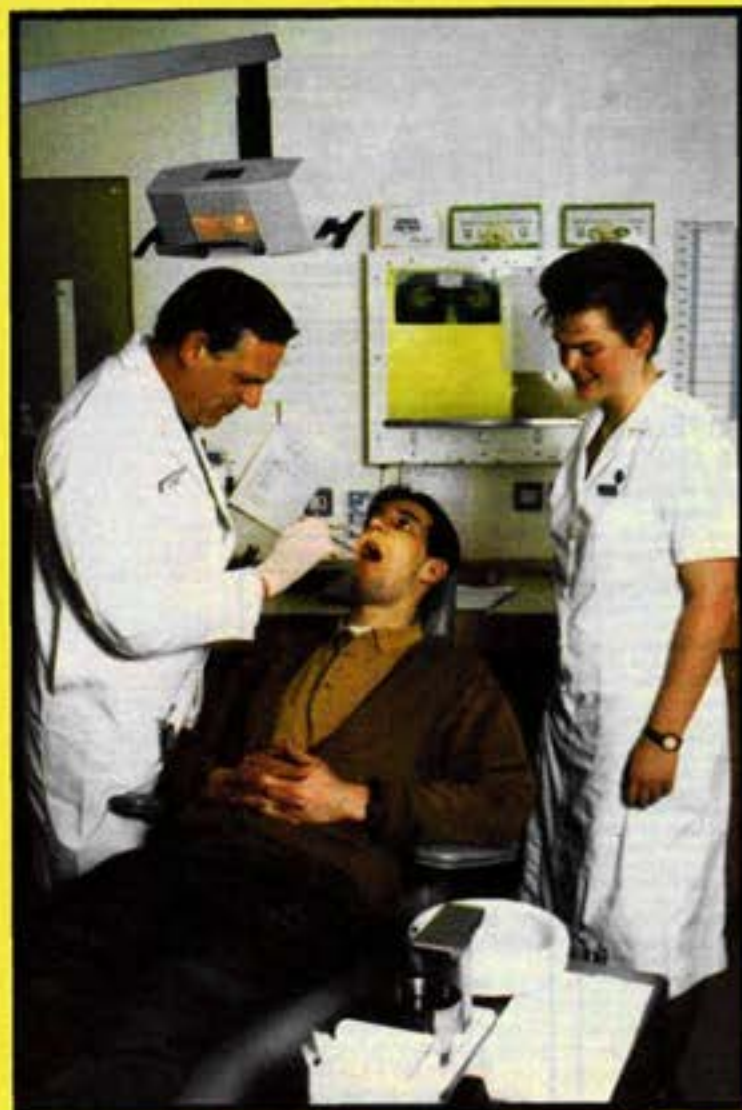
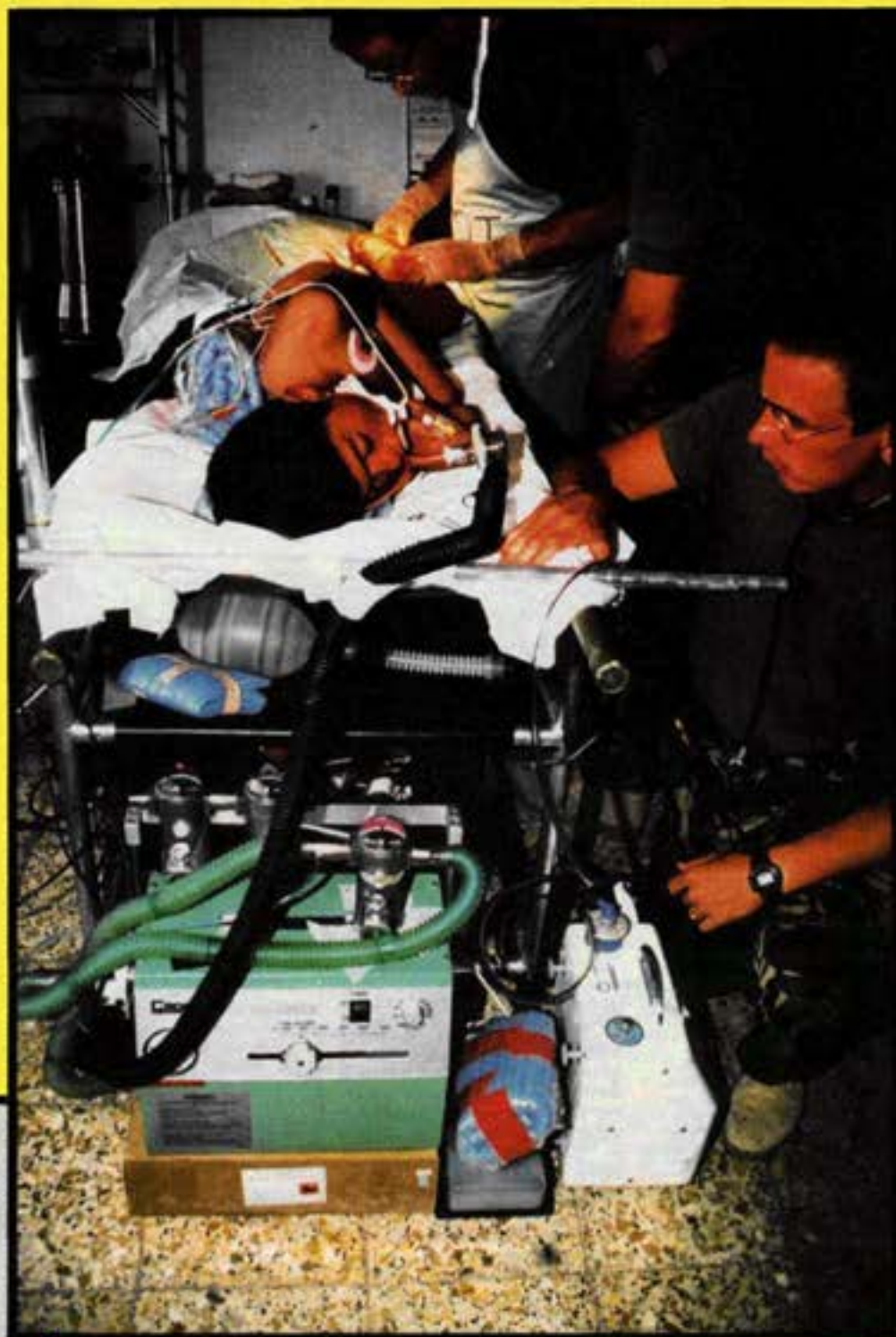
Established in 1899 the Department of Pathology is one of the oldest in the world and played an important role during the Gulf War.

In addition to continuing the usual service to the hospital, they provided a Chief Medical Technician (L) for RFA Fort Grange at the start of Operation Granby. The haematologist, laboratory technical officer and another CMT(L) were subsequently embarked in RFA Argus while two CMT(L)s were deployed on Operation Safe Haven.

In all these roles the department provided the expertise to set up, from scratch, a pathology service to support the clinicians in the treatment of casualties of war, famine and disease.

Since it first admitted patients back in 1753, the history of RNH Haslar has been interwoven with the Navy and its major conflicts, while keeping pace with developments in medicine, surgery and nursing and operating successfully as both a military and a civilian hospital.

But its reason for existence still remains... "for the treatment of injuries and to alleviate the sufferings and diseases of our seamen and marines."



Top: Reminiscent of a scene from M\*A\*S\*H, Surgeon-Lieut.-Cdrs. Simon Rudland (kneeling) and Patrick Loxdale operate on a Kurdish youth. Personnel from Haslar were deployed to both the Gulf and Kurdistan last year.

Right: "Just say arrgghhh" ... Oral Surgeon-Cdr. Jim Holland and WRENDSA Joanne Russell get to the root of the problem, rendering WEM(O) Martin Roberts, from HMS Dolphin, speechless. The Department of Oral Surgery and Orthodontics also receives and treats facial injuries from the punch-up in the pub, road traffic accidents and sports injuries to gunshot and shrapnel wounds from Northern Ireland and other areas of conflict.

Above left: On arrival in the Coronary Care Unit LMN Smith receives the best of care from Surgeon-Lieut. Hamblin, RNR, and SN Rachel White.

Left: CPOMT(R) Paul Griffiths stays close at hand while Mrs Dorothy Ash undergoes a body scan. The next objective for the Department of Nuclear Medicine is to obtain a Magnetic Resonance Imager which is replacing out-of-date CT Scanners.



# More than a skyline

IN 1841 Lord Palmerston dismissed Hong Kong as "a barren island with hardly a house upon it." Now it is one of the world's most densely populated cities, best known for its bustle and its still burgeoning skyscrapers.

In her brilliantly illustrated guide to *Historic Hong Kong* (Odyssey £9.95) the noted orientalist Sally Rodwell starts by challenging the popular misconception of the region having had little history to speak of before the arrival of the British — archaeologists have found evidence of human habitation from as early as 4,000 BC.

But she devotes only a quarter of it to the years 4,000 BC-AD 1841 and almost as much to the post war economic miracle and its associated architecture which may, of course, soon acquire antiquarian status somewhat prematurely.

Old — really old — Hong Kong is, in truth,

quite well concealed, but there are many ancient temples, forts, tombs and dwelling houses to be found even in the most modern urbanised districts — like the charming 200-year old Hakka house Law Uk, now surrounded by huge blocks of flats in Chai Wan.

Ten tours, with accompanying maps, are included, together with a list of place names and their origins.

— JFA

Pictured (left) is one of the illustrations from the book, a line engraving of Hong Kong harbour by T. Allom, dated 1843.

## NOVELS FOR ALL AGES

ONE FOR youngsters and one for the grown-ups. Livewire Books for Teenagers has published Barbara Hughes's *Then and Now* (£3.99 paperback) and Hodder and Stoughton has brought out Robert D. Ballard and Tony Chiu's *Bright Shark* (£14.99 hardback).

*Then and Now* follows a teenager's journey as she comes to terms with the death of her father in the Falklands War. She finds solace in acting and gradually recovers her sense of direction.

Dr Ballard is the man who located the Titanic and the Bismarck. Now, with novelist and journalist Tony Chiu, he has written a thriller bristling with authentic detail centred around the rediscovery of an Israeli submarine lost after the Six Day War. The Israelis launch a desperate bid to destroy the boat before its explosive secret can be revealed.

# GLORIOUS EXTERIORS MASK THE SQUALOR

SECOND in the planned 12-volume History of the Ship series from Conway Maritime Press, *The Line of Battle* (Ed. Robert Gardiner £28) traces the development of the sailing warship in its heyday from 1650-1840.

Though the Ship of the Line itself, as the principal capital ship of the period, naturally has pride of place, the frigate, born out of the expansion of maritime warfare as a global phenomenon, follows close behind.

Indeed from this, the largest vessel not intended to lie in the line of battle the present volume proceeds to characterise all the subordinate units that

grew up in support of the battle fleet — the sloops, corvettes, brigs, bomb ketches and so on, with whose functions C. S. Forester made the reading public familiar through the Hornblower cycle.

### Worthy

Forester combined a scholarly appreciation of tactics and architecture with historical sources and anecdote in the framework of fiction to produce a vivid picture of the times — and it is a pity that the contributors to this series do not have the same sense of colour to bring an otherwise worthy project to life.

The touch of the dramatist is

needed here to enliven all the statistics and plans — excellently researched and reproduced as they are. A single connecting line of narrative would be welcome too, a distillation of essentials at which the late David Howarth was so adept.

On the other hand, behind the romance of the days of sail lay a mass of severely practical considerations, the machinery of which is here well, if somewhat exhaustively, defined.

### Prestige

It was "the prestige of kings and powerful states, a reflection of their wealth and national pride" that demanded the mass of sculpture and other decorative embellishment that masked the squalor and discomfort within these ships —

and while the construction of the large wooden ship was "the supreme technological achievement of the time, equalled only by the raising of a great building, it would be unthinkable not to lavish on it the most elaborate ornamentation."

It might be argued that the nuclear submarine is one of the supreme technological achievements of our times — but it is hardly as pleasing to the eye.

The section on ship decoration is a fascinating study of how aesthetic considerations influenced ship design — perhaps even today the clean, rakish sweep of the stretched Type 22 frigate may be enjoyed in preference to the boxy functionalism of the new generation of "stealth" ships.

— JFA

## Techno thrills

RUNNING to almost 1,000 pages Larry Bond's *Fortress* sets the trigger to Armageddon in South Africa and proceeds to rip apart the deserts, the veldt, the cities and sea...

Chemical and nuclear weapons are deployed, chaos threatens to engulf the globe. A glossary helps the reader separate his TOWs (Tube-launched, optically-tracked, wire-guided missiles) from his Wakeris, his Pumas from his Rooikats. (Warner Books paperback, £5.99).

Another technothriller out in paperback is Charles Ryan's *The Capricorn Quadrant* (New English Library, £4.99). Here the threat of global holocaust rests in an aircraft — the Sabre, containing Soviet stealth technology, artificial intelligence and cold fusion beam weaponry years in advance of any US project. Sabre is lost and beyond human control.

BG

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WELL, more a cook's book than a cookbook really... the Safe Food Manual has been produced for the Royal Navy by the Food Hygiene Bureau and will be distributed to all naval cooks and stewards as part of a new food hygiene training package.

Essential reading, the manual highlights the responsibilities of catering personnel under the terms of the Food Safety Act 1990 and illustrates, through 10 Basic Hygiene Com-

mandments, the correct and safe way to prepare food and drink.

The manual was officially handed over on-board HMS Southampton, when Capt. Andrew Slater, Director of Fleet Supply Duties, received his copy from Bureau MD Tim Hughes.

The ship's Supply Officer, Lieut.-Cdr. Andrea Crook (pictured left) then delivered a copy hot-foot to CPOCK Tony Browne and LCK Andy Blanchard. Picture: LAI/Photo Tony Power



# At Your Leisure



## Chronology of the convoys

FIFTY years ago last month the convoy PQ 18 to North Russia was fought through despite heavy loss from massed air attack.

But so decisive was the repulse of the Luftwaffe on this occasion that convoys were never thereafter seriously threatened from the air — and it thus may be seen as a key event in the grim history of the *Convoys to Russia 1941-1945* (World Ship Society £12 plus £1 pp).

The disaster of PQ 17 which occurred two months earlier is included in Bob Ruegg and Arnold Hague's detailed chronology of all the operations and convoys to North Russia from 1941-45, which lists all the Naval

and merchant ships involved and also carries a description of the port of Murmansk and the work of the Royal Navy Flag Officer and Naval Party 100 there.

British, Allied and enemy losses are indexed and there are several photographs published for the first time.

Pictured left is HMS Edinburgh. Laden with Russian gold, she was a celebrated casualty of Convoy QP 11. Most of the bullion was recovered in the early 1980s.

## An updated examination of German destroyers

MIKE Whitley's classic 1983 study *German Destroyers of World War II* (Arms and Armour £25) is now substantially revised and enlarged, with particular emphasis given to their links with the Kriegsmarine's torpedo boat force.

The destroyer element had been painstakingly built up in the pre-war years with new designs characterised by exceptionally heavy armament. But their strategic and tactical deployment was misunderstood and mishandled — the loss of ten units in just two days in April 1940, when they were ranged against their British rivals and the battleship HMS Warspite in the Norwegian fjords, was never made good, so that there was thereafter insufficient cover for the capital ships.

Nevertheless, the destroyer flotillas went on to give sterling service in all theatres, some of their most useful work lying in the dangerous minelaying sorties they conducted off the British coast throughout the war; and in the Arctic, pitted against the Allied convoys to Russia.

Included in this new edition are fully detailed plans and sectional views, individual histories of each ship, and many new photographs.

— JFA

## Essential lore for yachties

IT'S that time of year again when members of the sailing fraternity calling in at the Navy News office cast envious eyes over the review copy of *The Macmillan and Silk Cut Nautical Almanac*, the essential annual reference for all coastal navigation around the British Isles.

The Almanac also covers the coasts of France, the Channel Islands, Spain (to Santander), Belgium, the Netherlands and Germany. The 1993 edition is as chock-full of vital information as its 12 predecessors.

But there are improvements. For example, the increasing use of GPS has prompted editors to slim down the chapter on astro-navigation, which in turn has allowed more pages to be devoted to harbour and tidal information. (Published by Pan Macmillan, price £21.95).

# Ein stein — relatively little to die for . . .

"FINAL call for beginners. Let the music begin, and enjoy the show," quips Prime Minister John Major as, newly installed at Number 10, he finds himself with a request to write the foreword to Bill Pertwee's revue of the actors and actresses who started on the road to popular success by entertaining the troops in the Second World War.

Many of the Dad's Army ARP warden's assembled Stars in *Battledress* (Hodder and Stoughton £14.99) were beginners then — but having honed their skills on the rough stone of Service audiences they found the punters at home, cosily tuned into the radio and the fledgling TV service, were no less appreciative.

Jon Pertwee — the author's cousin — Donald Hewlett ("It Ain't Half Hot, Mum") Russ Conway and Arthur Lane were all Navy men — the last providing one of the best stories, from his travels with the "Tokyo Express" revue in occupied Germany:

### Black Forest

"... we had stopped at an inn in the Black Forest for a drink. We drank the local brew out of beer steins and of course the Navy lads decided to keep them as souvenirs when we got back on to our coach. The innkeeper went mad and said he would report us to the British Naval authorities. We recovered them all except one. Where it had gone I do not know. The only way to placate the innkeeper was to tell him that I thought the thief was one

of our able seamen — in fact it was Bill Clayton — and that because of his misdemeanour he would be taken into the woods and shot for having let down the British Navy.

"We then enacted a melodramatic scene in front of the innkeeper; with Bill begging for mercy as he was taken into the woods where, before long, a couple of shots rang out. This seemed completely to satisfy the innkeeper..."

Among the other famous names whose careers are detailed here are Goons Milligan, Secombe and Sellers (best known in his early days as a brilliant drummer).

Reading between the lines of Milligan's own much celebrated wartime memoirs, you realise that none of these (mostly amateur) entertainers had an easy time of it as they fought

their nightly battles to lift morale in near impossible conditions. Here too are detailed the desperate shows that were produced, against all the odds, in the prisoner of war camps of eastern Europe and the Far East. They have all deserved better notices.

— JFA

# Would you believe it? Virtual reality's here

WHAT goes on here? Tough cops and large, lolloping dogs are chasing one another around the laboratory of a mad scientist, while scaly monsters emerge from the shadows, only to be mown down by a speeding wagon train. It can only mean one thing: someone's jumbled up the reels of this month's 16mm film releases.

The tough cop is to be found in *Stone Cold* which stars — if that's the word to use about an actor of whom no one has heard — a lad called Brian Bosworth who, from the look of him, may have had a prior career with the Chippendales. In the real world one wouldn't give much for his chances against the magnificently slimy villain played by Lance Henriksen but in the reel world it makes all the difference when the scriptwriter is on your side.

Brian is the undercover cop assigned to infiltrate a terroristic motorcycle gang, a setting which keeps the film's roster of stuntment fully occupied during most of the 92 minutes of rugged, 18-cert action.

*Beethoven*, the one with the dog, is 87 minutes of friendly U-cert amusement. Initially one fears the worst, since Beethoven as a puppy looks excessively cute, but in no time he's been adopted by the Newton family and grown into 13 stones of amiable anarchy, delighting the three Newton kids and

horrifying their orderly-minded Dad, played by Charles Grodin with his patented look of one who can't quite believe the terrible things that are happening to him.

"We aren't dog people," he argues, surveying Beethoven's latest bout of devastation.

## Screen Scene

"We're more ... goldfish people." But all ends in reconciliation and the prospect, by no means unwelcome, that the Grodin/hound combo may return in a sequel.

"Virtual Reality" is said to be the coming thing. No more spectating, according to the boffins: with VR you're right among the action. This technique is, in a way that's never entirely clear, the gimmick on which the story of *The Lawnmower Man* turns.

A simple-minded, downtrodden gardener (Jeff Fahey) is co-opted into scientist Pierce Brosnan's experimental VR programme and accidentally transformed into a sort of human super-computer who's not kindly disposed towards the rest of us. It is, of course, Stephen King's stand-by plot of the nerd who's given magical powers, but the bizarre computer-generated special effects and the intense playing of Messrs Brosnan and Fahey lift it out of the rut.

It's about time the movies devised some

new monsters and *Sleepwalkers* at least makes a stab in that direction — even if, finally, the mythology it comes up with seems like a patchwork of old familiars. We are offered a mother-and-son duo (quite original) condemned to wander the Earth feeding on the blood of young female virgins (huh-huh). They have the power of invisibility and of shape-shift but, au naturel, are all leathery skins and claws.

When they're in human form, only cats can recognize the creatures for what they are, which explains why their house is always surrounded by a crowd of baleful moggies, an irritation which Mum deals with by planting the odd landmine. It's all good, gory fun, a laugh a minute if watched in the right spirit.

Lastly and expensively is the long (140 mins), sprawling *Far and Away*, in which peasant's son Tom Cruise and squire's daughter Nicole Kidman set off from 19th century Ireland to seek their fortune in Ameriky. The climax of the movie is a spectacular reconstruction of the Oklahoma Land Rush, with an army of covered wagons careering across the landscape in a helter-skelter scramble to stake a claim in the new territory. The RNFC's Scope prints do justice to a film which will inevitably lose much when transferred to video.

— Bob Baker

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Reunions

HMS Wansleydale (L86) (1942-45): To commemorate the 50th anniversary of commissioning a tree-planting ceremony and reception will be held at St. Margaret's Church, Haves on Oct. 24. All former members of the ship's company are invited to attend. Further details from H. F. Lehmann, 13 Park Rd., Darnley, Waterlooville PO7 6NE (tel. 0705 255495).

Calling Old Shipmates

HM ships Gnat, Griffin and Jaguar and HM Tug St. Monance: Graham Salt, 6 Flamingo Ct., Fareham PO16 8PQ would like to hear from former shipmates who were on board when HMS Gnat was torpedoed by U-79 on Oct. 21 1941 and from those serving in ships which assisted with her salvage.

HMS Walfire (1939): Sidney Dobson, 2257 Cooperbridge Dr., R.R. 3 Isaacston, B.C., Canada V0S 1M0 would like to hear from members of 25 Class of May 1939 Boys Training.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month: THIS was the month of the Battle of El Alamein, in the weeks before the attack submarines and aircraft applied relentless pressure to the Axis supply route, sinking many supply ships.

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Over to You. Blue Beret (Song): Anyone knowing the words to this naval rendition, apparently composed on passage to the Falklands in 82 (words include - 'With his steaming boots and his spoo's vest') please contact CCTC D. B. Turner, WOs' & Spgr Mess, 9 Signal Regt, BFPO 58.

Principal events included: 2. HMS Curacao sunk in collision with RMS Queen Mary in NW Approaches. USAF aircraft sank U-512 off French Guyana.

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Hi-de-hi, campers! OLD sea dogs from Nottinghamshire turned out in force for a reunion, at Butlin's Funcoast World, Skegness, of former boys from HMS Ganges, the Navy's principal training school for 15-year-old boys which closed in 1976.



## Bolton branch bowled over

FOR boosting membership of Bolton from 20 to more than 60 in the past year the branch was awarded the Briggs Rosebowl at the RNA's annual conference in Dundee.

Shipmate Tom Gallagher, national council member No. 10 area, presented the 100-year-old silver bowl to the branch whose members turned out in force for the special occasion.

The rosebowl was first presented by Commodore C. J. Briggs to the wardroom of his flagship, HMS Royal Sovereign, when he commanded the Channel Squadron from 1892 to 1895.

During the 1950s the bowl passed to his son Rear-Admiral Thomas Vallance Briggs who became President of the RNA in 1971. He then presented the bowl to be used for branch recruitment.

After the branch's successful 12 months Bolton's social secretary Ken Hood is confident it will continue to go from strength to strength. Plans are already under way for a Trafalgar Night celebration on October 21 at Franworth Veterans Club.

Picture: RNN (Bolton/St Helens) Ltd.



# Submarine float proves a winner

## Cream of Cornwall

THE combined efforts of members of Belfast and Bangor branches, (No 12 Area), under the direction of area secretary, Shipmate Lieut. Bill Johnson-Wilson, won top awards for a float they entered in the Belfast Lord Mayor's show.

The float, displaying a scale model of the midget submarine XE3, commemorated the heroism of its crew, especially former Leading Seaman diver James Joseph Magennis, of Belfast, whose great courage won him a Victoria Cross.

The XE3, in a daring assault, entered the narrow strait between the mainland and Singapore Island and sank the Japanese heavy cruiser Takao anchored off Singapore on July 30, 1945.

□ □ □

The coming of age of Thetford branch was celebrated in style by 200 shipmates, wives and guests at a buffet-dance held in the Carnegie Rooms. Guests of honour included Shipmate Jack Needle, president No 5 Area and his wife Sally, and the Mayor of Thet-

### BRANCH NEWS

ford. To mark the occasion Sea Cadets of Bury St Edmunds put on a surprise display which was greatly enjoyed. The 21st birthday was also an occasion to salute founder member Shipmate Richard Easten who was presented with inscribed glassware as a mark of appreciation for his years of loyal service to the branch. Ex-Wren Shipmate Joan Ladell received a bouquet of flowers in recognition of the hard work she has put in both for the club and the branch in the past year.

□ □ □

Prior to paying off (see page 8), HMS Juno paid a farewell visit to her adoptive town, Eastbourne. To mark the occasion the ship landed an armed guard and three substantial di-

visions of the ship's company who marched along the sea front for a thanksgiving service at the bandstand. The Eastbourne branch was proud to coordinate support among local maritime organisations and ex-service associations who were well-represented at the service. TS Eastbourne provided the band and a contingent of Sea Cadets and the salute was taken by the commanding officer of the Juno, Cdr. Malcolm Dodds accompanied by Lieut.-Cdr. Graham Bradford RNVR, president, Eastbourne branch.

□ □ □

The popular RNA Singers of Southend branch, under the baton of Mr. Derrick Nunn, were offered the Westcliffe Bandstage for a concert during

carnival week. Despite the weather the concert was well supported, with the singers interviewed by local radio. The 30-strong choir meet their own expenses and sing for charity and although they are well-booked Mr. Nunn will always respond when an invitation comes to sing for Senior Citizens or for the handicapped. Contact him at the RNA Club, 73/79 East Street, Southend-on-Sea SS2 6LQ.

□ □ □

Members of Doha, in the State of Qatar, celebrated St George's night by holding a fancy dress party. The branch welcomed visits during the year from the ships' companies of HMS Hermione and HMS Beaver. Their next big social event will take place on Trafalgar night.

□ □ □

The Pendleton branch thank Shell UK community service fund for the grant of £300 to

buy a standard. The branch commissioned late last year and now boasts 43 members. Shell UK set up the community service fund to enable company employees and pensioners to provide small scale help to voluntary organisations. The grant for the Pendleton standard was obtained by Shipmate C. F. Baylis, a retired employee of Shell UK.

A WEEKEND spree in Cornwall, as guests of Saltash, was greatly enjoyed by 57 members and friends of Watford branch who, on arrival by coach, checked in at the Granada Motel. The weekend got off to a good start with a boat trip to Calstock. The programme of events included a buffet dance at St Mellion Country Club, lunch in the China Fleet Country Club and a service of thanksgiving and remembrance in St Nicholas and St Faith church. A "thank you" to the social committees of the two branches for organising a great time.

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## Flower power

MEMBERS of Cheltenham branch were delighted when the emblem of the association, recreated by talented gardeners, appeared in the town's Imperial Gardens. Apart from generating interest in the association members hope to use it to launch a drive for more recruits.

Picture here admiring the RNA logo are, from left, Shipmates George Davidge, Jim Swain, Ted Goodhall and Bill Licquish.

Picture: Gloucestershire Echo.





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Headmaster:  
P. W. Blundell, B.A., A.C.P., Cert. Ed., I.A.P.S. Member

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Arundel, West Sussex



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  - ★ Teaching in small groups to GCSE and A level, and University entrance.
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  - ★ For Service families, a reduction in fees, special travel arrangements, etc.
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- Inquiries to the Headmaster's Secretary, Slindon College  
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*Land of Change*

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The Personnel Department (Ref NN 039), Al Yamamah Business Office, British Aerospace Defence Ltd, Systems and Services Division, Warton, Preston, Lancs PR4 1BR. Tel: Preston (0772) 634317.

# Adventure in the Highlands



Photographs:  
Main picture, Rothiemurchus Lodge seen from Castle Hill.  
Inset, Top — Receiving instructions in windsurfing from instructor Mike Shepherd are, left to right, LMEM Pat O'Connell, WWTR Linda McGonigle and WRO Lesley Smith, all from MHQ Pitreavie.  
Left — ABS(MW) Arran Rennie and Alan Dickman of HMS Quorn try out their canoeing skills.  
Right — LS(MW) Simon Chapman tries his hand at fishing.  
Pictures by CPOA(Phot) Barry Hill



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SITUATED in Scotland's Cairngorm Mountains, seven miles from Aviemore, Rothiemurchus Lodge was purpose-built as an Adventure Training Centre and is open all year round for use by all serving and reserve personnel of the Armed Forces.

The Lodge is at its busiest, not surprisingly, in the ski-ing season, with all the necessary equipment and clothing available for hire at good rates — downhill skies, boots and poles will cost you £5 a day and cross country kit £4.

But attractive sporting facilities are available during the summer months too, with a comprehensive water sports deal which includes fully qualified instruction in canoeing, windsurfing and sailing on nearby Loch Morlich, with a selection of the latest canoes and windsurfers and Topper dinghies available.

Climbing, hill-walking, orienteering, bird-watching and mountain-biking activities are available at all seasons, and pony trekking, gliding, golf and clay-pigeon shooting facilities are nearby.

And if this all seems just a bit too active, a quiet spot of fishing is available, with the reservoir at the Lodge brim-full of brown trout just waiting for your line.

Increasingly the Lodge is catering as a holiday centre, with families and the single serviceman or woman taking their leave there or using it as a base for touring the area.

**WHAT DOES IT COST?**  
Accommodation: £7.50 per person per night. (From May to October children under 13 are half price — but must pay full rate during the winter season).  
The water-sports package costs £18 a day.

The Lodges consists of the Nuffield Building and the Union Jack Building, each containing airy spacious and centrally-heated bedrooms with two, four or six bunks, providing a total of 102 beds in all.

**Fully equipped**  
On arrival visitors receive a bed pack consisting of duvet, duvet-cover, sheet, pillowcase, hand and bath towels. They

must bring their own food, but the kitchen in each building is fully-equipped with crockery, cutlery, cooking utensils and each has a refrigerator, freezer and microwave.

There are ample shower facilities and a coin-operated washing machine and tumble drier are provided.

The history of the Rothiemurchus Lodge dates back to the 1950s when, with funds supplied by the Nuffield Trust and land by the local owner, the first building was erected and since then, with further financial aid from the Nuffield Trust and Scottish Union Jack Association, the Lodge and its facilities have been continually upgraded and improved.

Doug Blair (a former CPO adventure training instructor at HMS Daedalus) and his wife Meg have been running the Lodge for the past eight years — if you want to know more about the Lodge or wish to make a booking contact them on 047-986 1288.



## Taking control

A NEW simulator to be used in the training of Aircraft Controllers for duties at sea has been handed over at HMS Osprey, Portland, by the builders, British Aerospace Simulation Ltd.

Photo, left: The Captain of HMS Osprey, Capt. Alistair Ross, with Wren Sue Jolliffe and Mr. Brian Timmins, Operations Director of British Aerospace Helicopter Simulator Ltd., cut the celebratory cake at the opening ceremony.

# SMALL SHIPS, GOING PLACES



## Homeguards in Denmark

CELEBRATING the 40 years' Jubilee of the Danish Naval Homeguard, four ships of the Royal Naval Auxiliary Service were guests at the base at Slipshavn. The ships, Loyal Chancellor, Loyal Helper, Example, and Loyal Volunteer parted company on the return trip, two visiting Korsor and two calling in at Copenhagen. Pictured, left, Loyal Volunteer approaching Slipshavn.



## University challenge in Europe

COSTAL training craft HMS Charger (Liverpool University RN Unit) and HMS Biter (Manchester and Salford URNU) spent a busy summer season, not only circumnavigating Britain, with calls in to many small ports, but also getting across to mainland Europe, to Amsterdam in Holland and to the French towns of Morlaix, Lorient, Paimboeuf and St. Malo.

The deployment was divided into three two-week training periods with a different crew of 11 students on each trip for each period, the vessels returning to Liverpool to act as guardships for the Round-the-Isle-of-Man Yacht Race and for policing duties in the Mersey during the Tall Ships' Parade of Sail.

**Pictures:**

Top right, HM Ships Charger and Biter at Morlaix, a visit which coincided with the Bastille Day celebrations. Right, berthed alongside at St. Malo in Brittany.



## Group 10 on call in the sunshine



MINEHUNTERS do it quietly, so they say, so Group 10 "MCM On-call Force", comprising HM Ships Atherstone, Cottesmore and Cattistock of the Second MCM Squadron slipped quietly out of Portsmouth for their two-and-a-half month summer deployment, first of all to the French coast to take part in Norminex 92, a major French Navy MCM exercise.

After great success in achieving a "clean sweep" of the mines in their area, the British ships paused for a run-ashore in Lorient before heading south to the Mediterranean.

Here the minehunting force continued to maintain a high state of readiness, prepared for any potential task out of their normal operating areas, and exercising for some of this period off Sardinia with the Italian minehunters Lerici and Sapri.

Lots of hard work, but, during their 6,500 mile deployment the ships' companies managed to get runs ashore in Gibraltar, Sicily, mainland Greece, Crete and Corsica, before returning back to their home port.



**Photographs:**

Left, HMS Cottesmore leads the way in the Mediterranean.

Above, Going with a swing — Atherstone's coxswain PO(D) Aj Wheeler hits the spot with a two wood, successfully passing the gun line.

Bottom Crosspot is easier when the weather's warm and the sea's calm. Lieut.-Cdr. Glen Forrest RAN, XO of HMS Cattistock, and members of the ship's company destined for the Italian Ship Sapri.

Below, a far cry from the cold Clyde, 'sweeping in the sun.'

# Notice Board

## Points

The following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at October 1, 1992.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during September.

CCMEAM — Int (28.8.91), Nil; CCMEAL — Dry, 1; CCMEAML5M — Dry, 1; CCMEALS — Int (27.3.92), Nil; CCWEAOC — Int (3.4.92), 2; CCWEAWD — Int (3.4.92), Nil; CCWEAOC5M — Dry, 3; CCWEAWD5M — Int, 6; CCAEAM — Int (1.9.91), 1; CCAEAR — Int (1.9.91), Nil; CCAEAW — Int (1.9.91), Nil.

POE(W)/RS(W) — Int (7.6.91), Nil; LSE(W)/LRO(W) — Int (6.6.92), Nil; POE(M) — Int (7.6.91), 2; L5(M) — Int (6.12.91), 3; POE(R) — 197, 4; L5(R) — Int (10.3.92), 5; POE(S) — Dry, Nil; L5(S) — Int (15.3.91), Nil; POE(D) — 156, Nil; L5(D) — 137, Nil; POE(MW) — Int (10.3.92), Nil; L5(MW) — Int (15.3.91), Nil; POE(SR) — 248, Nil; L5(SR) — 137, Nil; POE(SA) — 201, Nil; L5(SA) — 279, Nil; LRO(T) — 144, 1; RS — 172, 5; LRO(G) — Int (2.4.91), 6; POPT — 277, Nil; RPD — 208, 2.

POE(M/L)(G) — Int (28.5.91), 5; LME(M/L)(G) — Int (18.12.91), Nil; POE(ME)(G) — 415, Nil; LME(ME)(G) — 148, Nil; POW(MO)(G) — Int (3.7.92), Nil; LWE(M)(G) — Int (1.5.91), 2; POW(M)(G) — Int (2.7.91), 9; LWE(M)(G) — Int (29.7.92), 12; POCA — Int (21.6.90), 3; POCK(G) — 386, Nil; LCK(G) — Int (10.10.90), 5; POSTD(G) — 649, 2; LSTD(G) — Int (16.10.90), 3; PO(SA)(G) — 570, Nil; LSA(G) — Int (18.10.90), Nil; POWTR(G) — Int (27.7.90), Nil; LWTR(G) — Int (20.2.92), 1; POMA — 86, 2; LMA — Dry, 2.

PO(S)(SM) — Int (19.8.91), Nil; L5(S)(SM) — 241, Nil; PO(TS)(SM) — Int (9.10.90), 1; L5(TS)(SM) — Int (21.5.91), Nil; RS(SM) — 230, 2; LRO(SM) — Int (5.9.90), 3; PO(ME)(M)(SM) — 506, 2; LME(M)(SM) — 84, 7; POE(ME)(M)(SM) — 739, Nil; LME(ME)(M)(SM) — 666, Nil; POW(MO)(SM) — 358, Nil; LWE(M)(SM) — Int (6.6.90), 4; POW(M)(SM) — Dry, Nil; LW(M)(SM) — 116, Nil; PO(W)(SM) — Dry, Nil; PO(SA)(SM) — Int (28.11.90), Nil; LSA(SM) — Int, Nil; POWTR(SM) — Int (26.7.90), Nil; LWTR(SM) — Int (12.2.92), Nil; POCK(SM) — Int (17.10.91), Nil; LCK(SM) — 873, Nil; POSTD(SM) — 306, Nil; LSTD(SM) — 560, Nil.

POA(AH) — 891, 4; LMAH — 618, 5; POA(METOC) — Int (13.3.92), 1; LA(METOC) — Int (12.6.92), Nil; POA(PHOT) — 240, Nil; POA(SE) — 272, Nil; LA(SE) — 139, 1; POACMN — 490, 1; POAEM(M) — 215, Nil; LAEM(M) — 258, Nil; POAEM(R) — Int (8.11.90), Nil; LAEM(R) — 274, Nil; POAEM(WL) — 358, Nil; LAEM(WL) — 540, Nil; POAC — Dry, 2.

POWREN(R) — 123, Nil; LWREN(R) — Int (9.7.90), 1; POWREN(S) — 222, Nil; LWREN(S) — 146, Nil; POWRENT — 113, Nil; RPOWREN — 157, Nil; POWRENT — Int, Nil; LWRENT — Int, Nil; LWRENTD — Int (19.2.91), 1; POWRENSA — 277, Nil; LWRENSA — Int (21.2.91), Nil; POWRENT(R) — 165, Nil; LWRENT(R) — Int (17.10.91), 1; POWRENT(R)(G) — 130, Nil; LWRENT(R)(G) — Int, Nil; LWRENTMETOC — Int (12.8.92), Nil; POWRENTMETOC — Int (12.8.92), Nil; POWRENTPHOT — Int (5.6.90), Nil.

POWRENAEM(M) — 209, Nil; LWRENAEM(M) — 258, Nil; POWRENAEM(R) — Int (7.11.91), Nil; LWRENAEM(R) — 193, Nil; POWRENAEM(WL) — 262, Nil; LWRENAEM(WL) — 263, Nil; POWRENETS — 187, Nil; LWRENETS — Int (13.9.90), Nil; LWRENTL — 372, Nil; POWRENTL — Int (16.1.91), Nil; LWRENTL — Int (9.10.90), Nil; POWRENTDYG — Int (5.7.90), Nil; POWRENTDYG — Int (5.7.90), Nil; POEN(G) — 139, Nil; LENO(G) — Dry, 2; PORG — Int (10.9.91), 1; POMA(G) — Int (12.3.91), Nil; LMA(G) — Int (10.9.91), 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

POWREN GA — 190, Nil; POWREN MT — 782, Nil; POWREN TEL — 1102, Nil.

## Appointments

AT a service at Lambeth Palace, the Archbishop of Canterbury commissioned Bishop John Kirkham as Bishop to the Forces.

Bishop Kirkham, who served with the Royal Hampshire Regiment and the King's African Rifles during National Service, is the Bishop of Sherborne.

Royal Navy appointments recently announced include:  
Lieut.-Cdr. J.H. Stanford, Chiddingfold in command, March 18.  
Lieut. M. Harrison, Quorn in command, Feb 12.

## Swop Drafts

CK Atkins, HMS Dryad, Main Galley, ext. 4226, drafted HMS Monmouth in Jan. Will swop for any Portsmouth-based ship, deploying or not.  
RO(G) Brine, COMMEN, Fort Southwick, ext. 5305, drafted HMS Southampton in Feb. Will swop for any Portsmouth-based ship not deploying.  
LAEM(M) Whitehurst, RN air station Culdrose, ext. 2517, drafted Preswick P.F.E. in Nov. 819 Sqn. in Jan. Will swop for any Culdrose-based front line squadron (not 826).

LS(S) Shaw, 3GP HMS Brilliant (2050-184) Will swop for any Portsmouth ship not deploying.  
CK Magee, HMS Birmingham, deploying Jan. Will swop for any Portsmouth-based ship not deploying.  
CK Purbeck, Captain of HMS Defence residence, Plymouth, ext. 52738 drafted HMS Inverness, Nov. Will swop for any Devonport ship deploying or not.

AB(R) Cairns, (CAC) HMS Cumberland, deploying April. Will swop for any south coast shore base.  
RO(J) Davison, HMS Daedalus, Security Section, ext. 4433, drafted HMS Inviolable in Dec. Will swop for any Portsmouth-based ship (not CV) deploying or not.

LWEM(O) Gough, SE Mess, HMS Alacrity, deploying Nov. Will swop for any Devonport shore base or ship not deploying.  
STD Roberts, HMS Exeter, Will swop for any small ship or carrier, deploying or not.  
WRENRO1 H&E, COMACEN, 1 Island, Ext 584. Will swop for any southern draft, preferably Portsmouth.  
WRENCK Phillips, Main Galley, HMS Nelson, ext. 24139. Will swop for any Plymouth shore base.  
CPOMEA(L) Russell, HMS Southampton, drafted FDS(ME) in Jan. Will swop for any Portsmouth shore draft (Gosport side preferred).

WRENSTD Leasby, HMS Illustration, drafted HMS Inviolable in Jan. Will swop for any Plymouth-based ship.  
LSA Bruffell, HMS Cochrane, ext. 64556. Will swop for any Portsmouth draft.  
CPOWEA(A) Rumphys, COMMW Upkeep Group, Rosyth, ext. 64250 (technical senior rates bill). Will swop for any Portsmouth shore base.

WRENSTD Wallace, RN air station Yeovilton, ext. 6626, drafted HMS Roebuck in Dec. Will swop for any Portsmouth-based ship.  
LRO(G) Stevenson, HMS Avenger, drafted ACCIAN/ELANT COMMEN in Jan. Will swop for any southern area COMMS billet.  
MEM(M) Leworth, HMS Chatham, Will swop for any Type 22, deploying or not.  
LCK Tyler, Old Naval Academy, Portsmouth dockyard, ext. 22154, drafted HMS Coventry in Jan. Will swop for any Portsmouth- or Plymouth-based ship not deploying.  
LWEM(O) Steele, HMS Collingwood, ext. 260/230, drafted HMS Argyle in April. Will swop for any Rosyth-based ship or shore draft or any Type 42.  
POMEA Southard, HMS London, Will swop for any Portsmouth-based ship, deploying or not.  
WRENSA Sims, RN air station Portland, ext. 3358. Will swop for RN air station Yeovilton draft.  
RO(T) Pringle, HMS Birmingham, Will consider any Portsmouth-based ship not deploying.

CPOMEA(M) Alborough, HMS Intrepid, Will swop for any Devonport draft.  
WTR Giles, HMS Raleigh (tel. 0752 812980), drafted CINCFLEET, Northwood in Jan. Will swop for any Plymouth shore base.  
ADM(H) Hayes, HMS Nelson, ext. 23900, drafted HMS Cumberland in Feb. Will swop for any Portsmouth base or ship deploying or not.

Kidderminster, Worcs. Sharon (24), St Albans, Herts. Rita (37), Southport, Merseyside. Gail (29), Newton Abbot, Devon. Carol (45), Barnsley, Yorks. Sharon (22), London. Kate (19), Sevenoaks, Kent. Wendy (27), Plymouth. Lesley (30), Hinckley, Leics. Denise (26), Portsmouth. Debbie (25), Mansfield, Notts. Carol (20), Saltash, Cornwall. Maureen (38), Ipswich. Jackie (34), Birmingham. Lynnette (19), Wellingborough, Northants. Chris (18), Wellingborough, Northants.

Trish (53), Southsea, Hants. Jayne (29), Milton Keynes. Cherie (21), Bracknell. Berns Joy (51), Easingwold, York. Ann (25), Portsmouth. Sue (24), Taunton, Somerset. Barbara (31), Newcastle-on-Tyne. Kimberley (20), Stockport, Cheshire. Carol (28), Nottingham. Tanya (20), Taunton, Somerset.

Elizabeth (31), Barking, Essex. Melanie (16), Llandudno, Wrexham. Sandra (45), Ekeston, Derby. Margaret (49), Leicester. Lisa (19), Exeter, Devon. Jane (43), Portsmouth. Denise (23), Telford, Norfolk. Sarah (17), Dudley, W. Midlands. Claire (16), Wolverhampton. Lisa (19), Warr. W. Midlands.

Lorraine (28), Lichfield, Staffs. Susan (26), Chichester, Sussex. Isabelle (37), Gateshead, Tyne & Wear. Kerry (27), Stevenage, Herts. Julie (33), Hinckley, Leics. Alane (21), Otham, Lancs. Andrea (23), Stevenage, Herts. Jill (31), Basildon, Essex. Pat (43), Torquay, Devon. Jannette (25), Walton-le-Dale, Preston.

Jennifer (27), Bognor Regis, Sussex. Kelly (19), Plymouth. Amanda (17), Sunbury-on-Thames, Middx. Carol (33), Cheltenham, Glos. Nichola (20), Telford, Norfolk. Lynsey (22), Norwich, Norfolk. Jane (29), London. Helen (29), Stafford. Maggie (25), Sheffield.

Sheila (62), Boston, Lincs. Barbara (29), St Neots, Cambs. Maureen (34), Caermarvon, Gwynedd. Julie (30), Watford, Herts. Jane (25), Gosport, Hants. Barbara (35), Ramham, Kent. Rachel (21), Portsmouth. Tracy (24), High Wycombe, Bucks. Laura (18), Witham, Essex. Jane (17), Milton Keynes.

Jackie (27), Middlesbrough, Cleveland. Genevieve (16), Atherton, Derby. Wendy (18), Shrewsbury, Shropshire. Lorna (26), Alford, Lincs. Kristine (28), Eltham, London. Ann (30), Houghton Conquest, Beds. Kathy (18), Liverpool. Joanne (25), London. Jackie (26), Woolwich, London. Christine (34), Preston, Lancs.

## Deaths

J. S. P. Mumford, Lieut. RN air station Yeovilton, Aug 17.  
C. E. Roe, Cdr. HMS Mercury, Sept 3.

Sir Guy Grantham, GCB, CBE, DSO, Admiral. Commanded light cruisers in Mediterranean in Second World War. Served 1918-59, including Submarine Service. Ships included HMS Hood, before commanding HM ships Phoenix, Naad, Geopatra (at Second Battle of Sirte), and Indomitable. Later appointments included Flag Officer Submarines, CINC Mediterranean and CINC Allied Forces Med, and CINC Portsmouth. After retirement became Governor of Malta. Aged 92.

Sir Kenneth Buckley, KBE, Rear-Admiral. Ships included HMS Valiant, Despatch and Keppel, Anethusa and Galates. Survivor of HMS Repulse, in which he was torpedoed officer. Later Fleet Electrical Officer based in HM ships Implacable and Vanguard. Other appointments included command of HMS Ariel and Collingwood, and Director of Engineering and Electrical Training, and Chief Naval Electrical Officer. Aged 88.

Jan Forbes, DSC, Cdr (retd). Served from 1933, including HM ships Bittern and Aurora. In Far East survived loss of HM ships Prince of Wales, Grasshopper and Stronghold before becoming Japanese POW. Later ships included HMS Ajax, Widemouth Bay and Maenad. Member Algerines Assn. Aged 72.

H. C. J. Shand, DSC, Capt (retd). Ships included HMS Success, Whitehaven, Hardy, Jamaica and Geopatra, with HMS Sydney (RAN) during Korean War; later commanded HMS St Austell Bay and was Senior Naval Officer West Indies as Commodore. Aged 77.

H. Knight, Ex-CK. Ships included HMS Stevenstone, Member 1st Destroyer Flotilla (1942-45) Assn.

D. F. Edwards, Member HMS Jamaica Assn. Served as County Councillor, Mid Glam.

D. H. Caskie, Ex-CSTO. Ships included HMS Cairo, Penelope and Birmingham. Aged 88.

D. Price, BEM, Ex-CPOELEC. Served 1932-54, including HMS Queen Elizabeth, Illustrious, Catterick and Devonshire.

W. J. Taylor, Lieut.-Cdr (retd). Served 1924-52, including HMS Witch, Nepal and Bramble. Aged 84.

S. Williams, Ex-AB. Survivor HMS Zulu; also served in HMS Resource, Member Zulu Assn.

J. Reekie, Ex-AB. Service included HMS Pretoria Castle and LST 347 and 3508. Aged 87.

C. McGeorge, Ex-ERA(MEAP1). Ex Boy Tiff and later boilermaker and diesel engineer. Served 1953-77.

D. Jones, STD1. In HMS Exeter at Battle of Java, and later Japanese POW.

E. Jones, Ex-CRS. Served 1950-74, including Korea, Malaya and Mauritius. Emigrated to Western Australia 1974 and active in RSL and Naval Assn. Aged 58.

K. Perkins, Ex-NA(AH). Served 1959-68. Member Aircraft Handlers Assn.

S. Alexander, Ex-CGI. Served in both World Wars. Aged 94.

W. Anderson, Service included HMS Dauntless, and was Japanese POW. Aged 82.

F. Shearman, Ex-STD1. Ships included HMS Espiegle and Rosario. Member Algerines Assn.

A. V. Hawkins, Ex-CERA. Service included HMS Sylvia. Member Algerines Assn.

The deaths are reported of the following life members of the HMS Ajax and River Plate Veterans Association who both served in the Ajax at the Battle of the River Plate: W. Lax (aged 81), gun captain of B. Turret; and H.R. Daniels (aged 70).

ROYAL NAVAL ASSOCIATION  
The deaths are reported of the following shipmates:

D. Hayes, Cork (No 12 area). Served 1936-62, including HM ships Rodney, Glorious, Jamaica and Fort. Aged 77.

C. H. Nice, vice-president Chelmsford, Ex-CPO. Ships included HMS Coventry and Rocket. Member HMS Coventry Old Hands Assn and London Div. RNRV Old Hands Assn.

W. Hallam, chairman Langollen. Ships included HMS Duke of York and Comus. Aged 61.

H. P. H. O'Brien, secretary/treasurer Langollen. Lieut.-Cdr. (retd).

H. H. Fieldhouse, treasurer Birchington-on-Sea. Ex-Thames sailing barges, Merchant Navy and Fleet Air Arm. Aged 72.

L. A. Pierre, Redruth and Camborne. Ex-CCY. Served 1968-87. Aged 42.

S. Gould, Brierwood. Aged 85.

F. Balls, founder member and first standard bearer, Cromer. Ex-AB. Served 1942-46, including Malta convoys, and invasion of France. Ships included HMS Antwerp. Aged 68.

R. Mitchell, life member and club secretary Fulham and Chelsea. Member London SOCA and 8th Destroyer Flotilla (HMS Cosack). Aged 57.

G. W. Guy, Bridport. Ex-POTEL. Service included HMS Decoy, Dorsetshire, Royal Oak, Clyde and Thunderbolt. Aged 80.

P. Nadin, Denton and district, standard bearer 13 years, also vice-chairman and chairman. Ships included HMS Anethyst. Ex-submarine and Korean veteran. Aged 59.

R. Simpson, founder and life member Maj-Admiral. Survivor HMS Naad. Aged 91.

To mark the decommissioning of 829 Sqn an informal dance will be held in the WEYMOUTH AREA on the evening of **25th FEB 1993**. Service and ex-service members requiring further details should contact **829 SQN PARENTING, RNAS PORTLAND, DORSET**. Marking back of envelope with letters P.U. and enclosing an S.A.E.

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

In 1945 his mind could take no more, and he spent the next 25 years in and out of mental hospitals. He now lives with us.

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

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

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

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



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## Sporting triumph



## H.M.S. TRIUMPH

LIEUT.-CDR. Robert Dunkley, of CINCFLEET, is pictured presenting a sports strip to Lieut.-Cdr. Mike Davis-Marks, CWEA Donahy and CWEA Morrison, of HMS Triumph. The submarine was awarded the strip for the largest percentage increase in numbers subscribing to the Voluntary Sports Subscription.

# Rock chamber to the rescue

A 24-YEAR-OLD diver who got a bad case of the bends ascending too fast from over 50 metres off the coast of Morocco was flown in a Spanish helicopter to Gibraltar for treatment.

"He arrived in a portable one-man decompression chamber and was in a bad way," CPO Jim Carlin, the Rock's Chief Diver told Navy News.

"It was a delicate operation to transfer him to our own chamber, involving rapid decompression — but it was a chance we had to take."

The man spent 36 hours in the chamber — together with AB Diver Chris Avill, there to change intravenous drips and give routine medication while the rest of the crash team maintained a constant vigil outside.

The two-man chamber installed early this year is one of the best facilities available to cope with diving accidents.

## Longlife Rollers

ROLLS-ROYCE engines promising extra power, efficiency and longer life in the next batch of Type 23 frigates were inspected by First Sea Lord Admiral Sir Julian Oswald, visiting the Test and Evaluation centre at Pyestock.

The Spey SMIC engine is currently undergoing endurance trials at the Admiralty Test House.



## Converted?

SCOTTISH rugby stars Gavin Hastings and Craig Chalmers spent a day at sea in the mine countermeasures vessel HMS Bicester — and presented a signed rugby ball to the ship's commanding officer, Lieut. Nick Gasson after giving members of the ship's company a few tips on how to improve their game.

# Sea King 'trawls' yachtsmen

A SEA King helicopter from RN Air Station Culdrose "trawled" three yachtsmen from the sea after their mast collapsed onto the Guernsey lifeboat.

The lifeboat had already taken off six people from the yacht when the mast blew down in the gale force winds, injuring two of its own crew.

The three remaining were told to jump into the sea one by one, so they could be picked up by Aircrewman Ian Chambers, who was himself lowered into the water.

The injured lifeboatmen were airlifted to Guernsey Hospital for treatment.

## Date at Dieppe

Those who died in the Dieppe Raid of August 1942 were remembered at a parade in the shadow of the French town's chateau — with members of 40 Commando mingling with survivors.

Among them was 72-year-old Alex Fear, then a young Sub-Lieutenant who won the DSC for his part in commanding a motor launch that sank a German armed tanker and brought back a party of commandos who had managed to get ashore and hold down an enemy battery for six hours.

Fear managed to dodge enemy fire with the aid of one of the first pairs of contact lenses — which enabled him to conceal his poor eyesight from the Naval medical examiners.

## Dolphin 'Spirit' blithe again

A dolphin believed to have been injured by a monofilament fishing net was rescued by LAEM Simon Baker after it beached itself at Gwithian, Cornwall.

He alerted the Gweek Seal Sanctuary where, after two weeks of tender loving care, "Spirit" was pronounced fit to return to duty.

RN Air Station Culdrose provided two Geminis and four divers to escort him back to the wild. They supported him between two ladders on an airbed for the trip out into Falmouth Bay, keeping him well doused with water until the moment came for him to be lowered back into his natural environment.

## SOME IDEAS FOR THE WINTER EVENINGS

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## Trophies galore for Daedalus

HMS Daedalus has a fine pedigree in smallbore and service weapon shooting, and has borne it out this year. After winning seven trophies at Command, Service and national level, the smallbore club turned their attention to the Command Skill-at-Arms competition held at Mere Range, Wiltshire.

A class of 14 juniors led by instructor PO Gary Lancefield augmented the seven established station shooters and under the captaincy of CPO Alan Ball brought home eight team trophies.

Alan again retained his service pistol championship, but

was hard pushed by newcomer PO(Phot) Paul McCabe, who also proved very proficient in the service rifle events. AEM Pearson, one of the juniors, dominated the junior rifle championship, winning practically every event and taking the Heron Trophy for top junior marksman.

## Six of the best



DIRECTORATE of Naval Education and Training Support's cricket team returned to the MOD with the Akta Minolta Six-a-Side Trophy, having successfully pitted their skills against the best the Army, RAF, MOD PE and outside industry could muster. Pictured standing (l-r) are Mr Tony Stafford, Cdr Bob Duke, Lieut-Cdr Dave Roberts and Mr Mark Heyes. Squatting down are Mr Anil Pillai, Lieut. Fiona Fawcett and Mr Ray Hammond.

## FINAL EIGHT

BEST showing by Royal Navy teams in the Naafi-Carlberg National Team Darts Championships was by the two foursomes who made it through to the final eight. Over 200 teams took part and RAF Uxbridge won overall.

The team from the POs' Mess HMS Collingwood (POs Mark Brindley, Paul Murray, Jeff Robinson and Adi Page) lost their quarter final to an Army team from Gaza Barracks, Catterick.

While last year's runner-up, the team from the Drum-

fork Club, Helenburgh (PO-MEM Dicky Pennell, LMEM Dave Hughes, ex-CPO George Dixon and WEM Dave Gutteridge) lost their quarter final to this year's losing finalists, Support Weapons Wing, Netheravon.

# OH KAY!



TRIUMPHANT smile from POWRENAEM Frances Kay (Dryad), holding up one of two trophies she won on the Bisley rifle ranges for prowess in the first stage of the Queen's Medal competition. Frances achieved 104 out of a possible 105 points to take the Admiral Campbell Cup and the Loder Cup.

## Can you answer yes to the following questions?



- 1 Are you a WO/CPO or equivalent rank in the RN/RM/QARNNS or WRNS serving on the Open Engagement or 2OE?
- 2 Are you in your penultimate year of completing 22 or 27 years service?
- 3 Are you looking for a new and stimulating challenge?
- 4 Can you work with and relate to youngsters and their parents?
- 5 Do you want to retain your Service links?

Answered YES to all five questions? Then have you thought about THE NAVAL CAREERS SERVICE as a second career?

NO? Then read on.

The Naval Careers Service can offer much more than the points above: other advantages are stability, job satisfaction, service up to the age of 55 and the possibility of promotion to Lieutenant (CS) or equivalent. For full details on rules of eligibility and application procedures read DCI(RN) 62/89 or BR 689, Vol. 1, Art 0201.





## Quixley saves best till last

FINAL match of the season for the Royal Navy Athletic Club produced one of the outstanding performances of the year when Lieut. Andrew Quixley (Sultan) set a new Navy record.

He won the javelin event with a throw of 63.94 metres, 90cm beyond his previous record. The distance is likely to place Andrew (left) among the top 40 Britons when the UK rankings are published later this month and earned him the Panasonic Man of the Match Award.

RNAC finished the track and field season a creditable eighth in Division 2 of the Southern League. The cross country season, traditionally a strong area for the club, opens with the Hampshire League at Farley Mount (October 3) and the Westward League at St Austell (October 18), when RNAC runners will begin the defence of the League titles.

● HMS Sultan won the first Navy Athletics Cup final at Portsmouth by

a single point. The final event, the 4x400m relay, gave them their narrow win over the Royal Marines and HMS Heron. Sultan had been lying third all day.

● PO Sue Taylor (right) crosses the line to win comfortably the 1,500m in the annual Inter Service Athletics competition at Victoria Stadium Gibraltar. Cpl. John Grinrod RAF admires his stopwatch.

Sue's run helped the RN women to victory with 112 points. The RAF were second with 94 and the Army third with 26. But in the men's competition, the Navy had to settle for third place with 95 points. The RAF won with 114 and the Army came second with 110.



## NAVAL AIR TAKE COMMAND OF GOLF CHAMPIONSHIP

IN A very exciting finish at the testing China Fleet Country Club, Saltash, the Naval Air Command just managed to pip the Royal Marines to add the Inter-Command Match Play title to the Stroke Play title they won earlier in the year, writes Lieut.-Cdr. Roger Knight.

The Inter Command Match Play Championship involves teams of six players per Command, with six Commands — Portsmouth, Plymouth, Naval Air, Fleet, Royal Marines and Scotland all playing each other in a round-robin tournament.

All the matches are played off level, with the only stipulation being that the top three players in each Command must be in handicap order. This ensures that the best player in one Command competes against the best of another. It also means that to be successful a Command needs to have strength in depth.

After the first round, the Marines found themselves in the lead by virtue of being the only team to win, having beaten Scotland 3½-2½ with the other four Commands halving their matches.

Round 2 saw Naval Air take over the lead by virtue of a better "goal average" having beaten Plymouth 4-2 whilst the Royals could only manage a half against Fleet, despite good

wins by their number 1 and number 2 Lieut.-Cdr. Ian Yuill (CTCRM) and Sgt Bill Parker (3 CDO Air Sqn).

The Royal Marines were back on top after Round 3 by half a point, having beaten Portsmouth 3½-2½ with Yuill and Parker once again winning their matches, while Naval Air were held to halved match by Fleet who were quickly getting a reputation as the "draw" specialists having "halved" all their matches! Scotland moved up to third place by beating Plymouth 3½-2½, thanks mainly to their Navy players, CK Stuart Huxtable (Cochrane) and CPOWEA Steve Lambert (Renown), getting them off to a good start.

### On top

After Round 4, the Royal Marines were still on top, half a point clear of Naval Air Command, having beaten Plymouth 4½-1½. Naval Air managed to get the better of Scotland 3½-2½ in a very close match indeed. It almost goes without saying that Fleet halved, this time against Portsmouth!

The stage was now set for a very exciting last round with the two main contenders having to play each other. The Royal Marines only required a halved match to take the title; Naval Air Command needed a win. To add a little bit more spice, Scotland were in a position to snatch second place if Naval Air were well beaten,

providing they could overcome Fleet who had not lost (or won!) any of their matches!

In the first match, CPO Pat Smith (Culdrose), the Navy Champion, secured a good win over Parker. PO Taff James (Osprey) obviously fancied his chances when he was dormie 2 up against Yuill, but Ian used all his experience to win both the 17th and 18th, the last with a superb birdie.

### Selection

Lieut.-Cdr. Pat Lynch (Daedalus) then made the score 2½-½ in Naval Air Command's favour when he comfortably beat LCpl Nigel Small (CTCRM), but Lieut. Duncan Ellis (CTCRM) celebrated his selection to the Navy side by beating CPO Mick Filleul (Culdrose) to make the score 2½-1½. Musn Joe Sharp (CTCRM), a former Navy player, then brought the scores level with a good win over LPT Bill Stretton (Yeovilton).

It all rested on the final game and, despite a fine effort by the "John Daly" of the Royal Marine side, Mne Rick Fawcett (Cdo Log Regt), that wily old campaigner CPO Peter Hayden (Culdrose) clinched the title for Naval Air Command.

There were some excellent performances over the three days — Lambert won all his matches "batting" number 2, likewise WO Tommy Johnson (Temeraire) and CPO Eddie Edwards (Dolphin) but they were lower down the 'order'.

## Pro-am challenge

THIS season the British Forces Hong Kong football team will take its place among the elite of Hong Kong football after its hard won second place in the Second Division last season earned it the right to play against the professionals in the First.

There is tremendous interest among Chinese football fans as to how the Forces XI, with their British style of play, will fare against the Crown Colony's professionals and how star Forces players like Pat Russell will compare with the former English League players now signed with Hong Kong sides.

Team manager Major Peter Smurthwaite said: "We are amateurs competing against big-budget professional outfits — but we hope to cause a few

upsets.

"I was extremely proud of the team last season. They not only came a close second in their league, but also finished runners-up in the Viceroy Cup and reached the semi-finals of the Junior Cup. In addition they carried off the trophy as the Second Division's Most Sporting Side."

The Forces' team is delighted to have won the backing of a new sponsor, the Hong Kong company Cool Distilled Water.

### Elgin Cup

AS FIRST Service team home in the Dunfermline half-marathon, the runners from Maritime Headquarters Pitreavie won the Elgin Cup. They were Lieut.-Cdr. Bob Faulks, POMEM Paul Reynolds, CPO(OPS) Phil McGregor, Lieut. Geoff Fenlon and Lieut.-Cdr. Bill Chambers, who completed the run in under an hour and a half.

### Opposition required

PLYMOUTH-based and interested in playing rugby league? Rob Stockwell, secretary of Plymouth City RL Club, wants to hear from you. He's keen to drum up as many fixtures as possible against ships, establishments etc.

Rob's already liaising with HMS Amazon, where some 30 personnel have expressed an interest in playing, but he figures there must be plenty more interested parties across the area as a whole.

His own club has been operating for eight seasons. Last season saw it win its first trophy, with a 56-18 victory over Swindon clinching the final.

This season, though, the club's very short on fixtures. Rob can be contacted at 69 Butt Park Road, Honicknowle, Plymouth PL5 3NR or tel. Plymouth 767231.

### DRIVER OF THE YEAR

LAEM(M) Paul Allaway of the Historic Flight at RNAS Yeovilton has been racing his Escort Autograss car at national level for the past two years. In that time he has won the titles of Southern Centre and Western Champion, together with his own league's "Outstanding Driver of the Year".

Paul has now qualified first place to race in the Autograss National Championship to be held in Dorset. He and his car are pictured (below) in front of the Historic Flight's Fairey Firefly.

□ □ □

A SPORTS and classic car sprint was held at HMS Daedalus by the Royal Naval Motor Sports Association in conjunction with the Triumph TR register. It involved runs against the clock over an RAC licensed course.

This was the first event of its kind for the Association and it proved extremely successful. Over 50 entries were received, with cars ranging from classic TR2s and 3s to full race TR8s and rally cars.

Last month the RNMSA held a stage rally at HMS Daedalus.

### MAD MEN WANTED

EVERY year the Royal Navy sends a team of riders to compete in the Inter Service Cresta Run Championships. This exciting event requires the rider to descend the three-quarter mile long ice track head first at speeds of up to 80mph.

In order to field a team of eight men, novice riders are required each year and the coming season is no exception. If you are a serving member of the RN or RM and interested in competing next year in Switzerland, write to Lieut. Tim Dathan, HMS Montrose.



# GETTING THE HANG OF GLIDING



WHY walk with the turkeys when you can soar with the eagles? Join the Royal Navy Hang Gliding Club, writes club secretary Lieut. Rob Dowdell. The club, which helps with training and equipment, and organises expeditions and competitions, is keen for new members to join.

An 11-strong mixed RN and RM team came a very close second to the Army at the 1992 Inter-Services Hang Gliding Championships held at Crickhowell, South Wales. Lieut Rob Schwab, a Sea Harrier Instructor from 899 Sqn, RNAS Yeovilton, was the 1992 Inter-Services Overall Champion and he will now go on to represent the Combined Services in national level competitions.

LCK Steve Warner (RNH Plymouth), CPO Bob McMahon (Daedalus), Sub-Lieut. Bart Bunnell (RNEC Manadon) and PO Ed Curtiss (Seahawk) all put in very creditable performances in the Intermediate Class and in the novices group for newly qualified pilots, CPO Steve Brown (702 Sqn) and WO John Mitchell RM were first and second.

Hang Gliding has just achieved full Adventurous

Training status and courses at the Joint Services Hang Gliding Centre at Crickhowell will now be subsidised. There are introductory weekends, two-week Elementary Pilot Courses and other courses and expeditions for more advanced pilots, which are open to all RN and RM personnel: details are listed in DCI GEN 261/92.

Once qualified, pilots gain automatic membership of the RN Hang Gliding Club, which has a range of gliders and equipment available for continuation training. Write to Lieut. Rob Dowdell, Secretary RNHGC, 815 Sqn, RNAS Portland, Dorset DT5 1BJ or phone Portland 3541 for more information. You could be flying in next year's Inter-Services Competition when, we hope, the RN will be overall Champions!

● Left: PO Ed Curtiss flies a Highway Vision.

## DESTINATION BARBADOS



BEAUTIFUL Barbados was the location for the Royal Navy (Women) Netball Tour, organised by Ms Joyce Evans and Lieut. Carol Elliott, RN Womens Sports Officer.

Funded by team members, the tour also received financial support from the RN and RM Sports Lottery, the Nuffield Trust and by establishments' Leisure and Amenities Funds.

Hospitality was the keynote and the tourists were made very welcome by locals and by Navy personnel serving in Barbados. The opposition, though, was of a very high standard.

Despite the heat, the Navy girls developed their teamwork and came away from the island with one win, one draw and three defeats. Their victory was against the Barbados Defence Force team.

Pictured are (back row from left) Wren Anita Steward, Wren Jenny Bradney, coach Joyce Evans, Lieut. Paula Rowe, Miss Gail Hoskins, LWren Linda Williams, Wren Sue Dale. Front from left: Wren Michelle Spear, Wren Natasha Holmes, POWren Elaine Ropke (captain), POWren Mary Wallace and Wren Nicki Nicholls.

## Showing a haggis a fling or two

WHEN IT comes to haggis hurling competitions, you need a stomach for the fight... There was no lack of grit and determination when teams representing the Royal Marines, the Parachute Regiment, the Royal Air Force Regiment and 10th Para TA Battalion did battle in the 1992 Great Haggis Shoot and Handicap Steaks for charity. The Royals — Capt. Jim Hutton, WO2 Ben Donaldson, Cpl. Jim Oakley (pictured in full swing), Cpl. Stephen Delaney and Cpl. Bill Wright — were beaten into second place by the Paras.

### FESTIVAL

HMS Collingwood beat host side HMS Sultan in the final of the Portsmouth Area Cricket Festival, a knockout tournament in which full teams competed in 10-over matches.



## TT breakdowns

HIS GOOD luck of the last few years didn't make the trip with LS(D) Roy New (Nelson Gunwharf PACDU) to the Isle of Man for the Manx TT...

Practice week was a nightmare, with two engine seizures and the loss of one end of an exhaust pipe. Even so, he clocked the 7th fastest time in the Newcomer A Class on one circuit.

Having worked on the bike all weekend he began his first race over the 37 1/2 mile track with high hopes; the bike conked out nine miles later. A new set of pistons and several days later, he was ready to test the bike before racing again. This time the gearbox exploded.

More hours of repair and Roy managed to start in Friday's race. All appeared to be going well when the engine seized again. He was out of the race.

Ever the optimist, he said, "With all the bad luck I had at the Isle of Man, I must say that when the bike did work it was out of this world to ride there. I hope to go back



one day and do a lot better." Roy wishes to thank DNPTS (travel expenses), HMS Nelson Leisure and Amenities Fund, South Bucks Diving Services, Bob Willsher Motorcycles (en-

gine spares and back up) and his parents (accommodation, tyres and two engine rebuilds).

● Roy is again leading the BRC Open Two-Stroke

Championship, which he won last year. No-one has won this event for two years running since it began in 1976. Four more meetings might well see Roy clinch that honour.

## 'Gash' deal in the can

A £300,000 CONTRACT has been awarded to design and develop a garbage processing machine to shred and compact waste wood, metal, glass, paper and plastics in RN ships.

### In-store offer

MOD has invited comments on a proposal to relocate 180 civil service posts from the RN stores depot at Eaglescliffe, Cleveland, to Bath, Avon.

The posts would move in 1995-96 as part of the creation of Naval Support Command, whose headquarters will be based in the Bath area.

Move of these posts would not produce any significant change in the role of location of the Eaglescliffe depot, which employs a total of 650 staff. Some redundancies might be necessary, but the MOD says it would aim to keep these to a minimum through natural wastage.

A final decision on the proposal will be taken this autumn.

Because of the large volume reduction of 15:1, the waste can be processed, handled and stored on board for long periods in a sealed container. Alternatively, the container can be sunk overboard in permitted areas.

The contractors, Strachan & Henshaw, of Bristol, say the machine enables ship operators to conform with international maritime regulations aimed at preventing pollution of the oceans.

The company has also been awarded a contract to design and develop replacement aircraft lifts for the Invincible class carriers. This covers development of a prototype, and supply of one ship set of equipment, comprising two lifts.

Devonport Management Ltd will be involved in structural and ship-fitting aspects of the project.



## Big band sound

FOR the first time in nine years, the Massed Bands of the Royal Marines were appearing at the Edinburgh Tattoo. The 90 piece marching band, combining the Royal Marines School of Music and the Bands of Commander-in-Chief Naval Home Command and Flag Officer Scotland and Northern Ireland, was directed by Lieut.-Col John Ware.

Picture: PO/Photo Al Campbell

## Lancaster has her finger on the pulse

A MICROWAVE onslaught from a 155-ft high US Navy rig has left the new Type 23 frigate HMS Lancaster unscathed.

The frigate was keeping more than just a finger on the pulse during a recent deployment to the USA.

After days of preparation at the US naval base in Norfolk, Virginia, she and a team of electro-magnetic pulse specialists sailed to exercise areas off Virginia Beach to submit her weapons, computers and sensors to the electro-magnetism of Empress II.

Although rather ungainly in appearance, the Empress II is able to produce high-power electro-magnetic pulses which, if not coun-



● Above: USNS Mohawk, left, tows the Empress II as it bombards HMS Lancaster with magnetic waves

tered, can knock out a computer system in seconds.

To see how the Lancaster's systems stood up to bombardment by magnetic waves, eight miles of optic cables wove their way into every nook and cranny seeking out the smallest "leak" in her "hardened" protective measures.

Most of the trial involved station-keeping on "the electric hair net" often at considerably less than standard distance. For one stage of the trial, Cdr. Jon Welch, the commanding officer, manoeuvred the frigate stern to stern with the Empress II at only 200 yards.

Many a passing ship's look-out must have exclaimed surprise as he viewed the USNS Mohawk appearing to pull a large four-poster bed with a Type 23 astern.

### Trials teams

The trials teams and ship's company worked together closely, monitoring every event with meticulous accuracy.

Always keeping a weather eye to the SE as Hurricane Andrew sped towards the Bahamas and Florida, the Lancaster and Empress II steamed on, getting ever closer and the pulses be-

coming more potentially destructive.

After 12 days of painstaking work, the trials team announced the end of the last event and proclaimed the trial a success. The Lancaster's "hardening" had paid off and the ship's systems had survived

the power of the Empress II without a scratch.

At the end of the trials the Lancaster returned to Norfolk to de-rig before sailing to Baltimore for Defence Industries Day and a spot of relaxation and bargain hunting.



## CARDIFF BREEZES IN

"YOU did a wonderful and excellent job for us" — Prime Minister of the Bahamas the Hon. Hubert Ingraham thanks Lieut. Hutchinson (left) and Sub.-Lieut. Price on board HMS Cardiff after the Type 42 destroyer brought aid to islands ravaged by Hurricane Andrew (see page 3).

## Troon transfer



DROPPING in on Troon lifeboat is Ayr MP Phil Gallie who hitched a lift from a Search and Rescue Sea King from 819 Sqn. at HMS Gannet.

Mr Gallie volunteered to act as "survivor" during a maritime training exercise and was winched on board

the Arun class vessel in the safe hands of LACMN Paul Truss.

After spending some time on board, the MP was winched clear and returned to HMS Gannet where he met the squadron's commanding officer Lieut.-Cdr. Chris Sutton.

## Navy rescues RAF crewmen

A NAVAL Sea King Helicopter from HMS Cumberland picked up two crewmen from an RAF helicopter after it was forced to ditch in heavy seas during a rescue mission.

The RAF Sea King, from RAF Brawdy in Wales, was searching for survivors from an Irish fishing vessel, Orchadee, which sank after colliding with a French trawler, Agena, in the Bristol Channel.

After the RAF pilot detected smoke he ditched the helicopter close to HMS Cumberland. Two men were taken on board the Type 22 frigate while the others were winched to safety by an Irish helicopter. Although the crewmen were in the water for several minutes none of them were injured.

Two fishermen from the Orchadee were feared drowned but a third was picked up by the French trawler and then flown on to hospital.

The Navy's survey ship HMS Roebuck sailed to the incident area and later located the wreckage of the sunken fishing vessel on the sea bed.

