

OCEAN JOB GOING TO BARROW

HMS Ocean is the allocated name for the Navy's new helicopter carrier ordered last month—and she will be floated on an ocean of tears from Tyneside, after Swan Hunter unexpectedly lost the contract to VSEL at Barrow-in-Furness.

Swan Hunter at once called in the receivers, saying the company's financial situation offered no alternative, and construction was temporarily halted on the Type 23 frigates HMS Westminster, Northumberland and Richmond.

Wild accusations of mafia-type deals followed the Government's decision, with local MPs accusing them of plotting the yard's downfall.

It was suggested that the specifications had been deliberately changed in order to increase Swan Hunter's costs.

Defence Procurement Minister Jonathan Aitken dismissed this as absurd. The clincher was the fact that VSEL's bid was over £50m less than Swan Hunter's while fully meeting the requirement.

"We were surprised, just as others have subsequently been surprised, by the size of the difference between the two bids" he said. "However, we were not surprised that VSEL's bid was so low, but that Swan Hunter's bid was so high."

Mr Aitken made it clear that both

yards tendered a ship to meet exactly the same specification — and although they based their bids on different designs of their own choosing, "the similarity between the two proposals was remarkable."

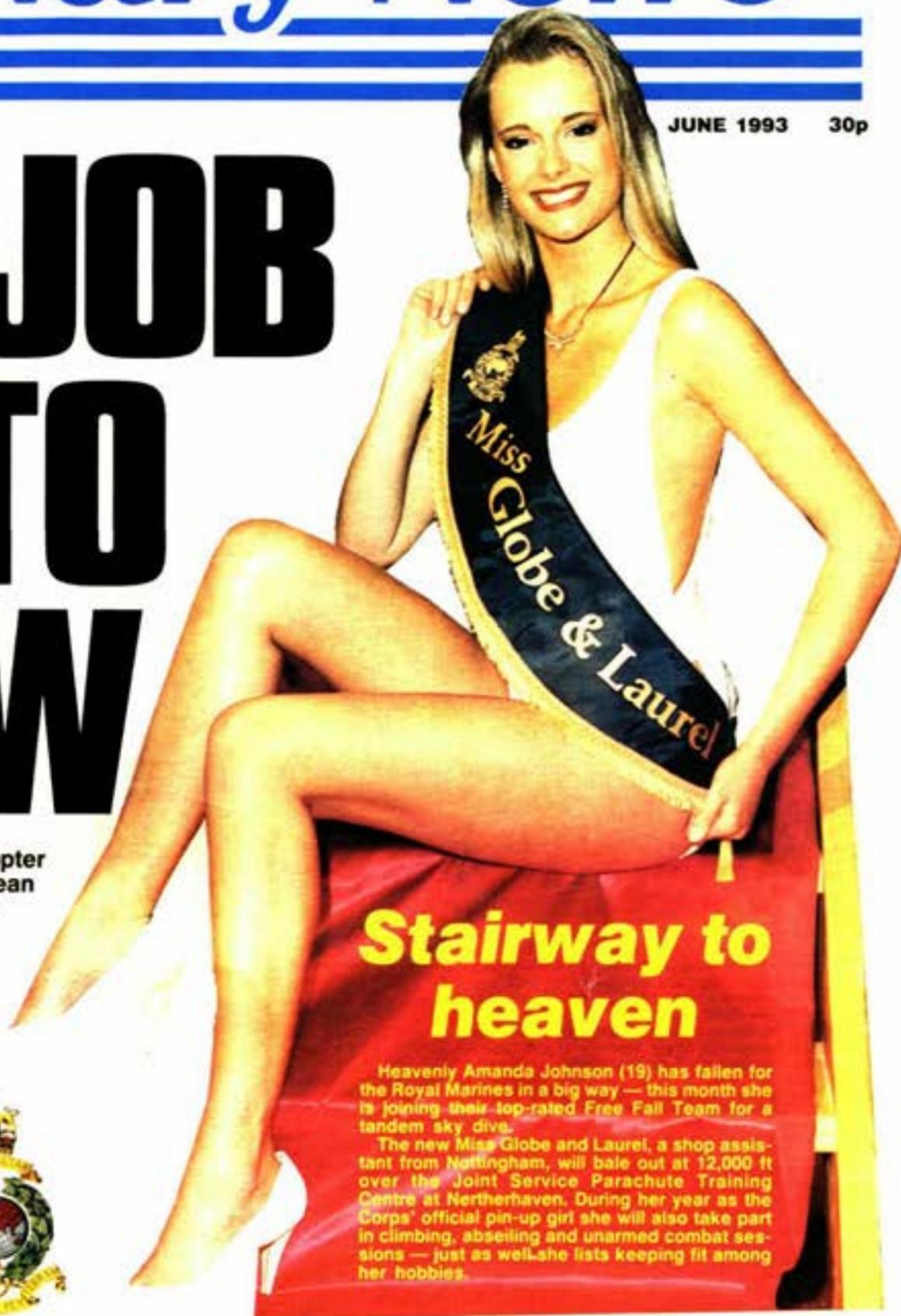
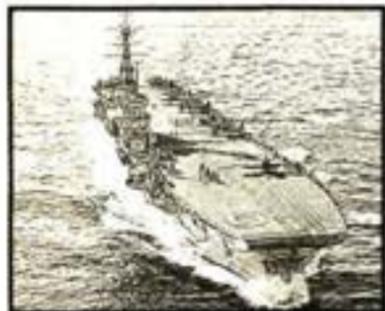
He congratulated VSEL for putting in "a first class, highly competitive bid" and paid tribute to Swan Hunter — "a proud name and a great yard which has built warships for the Royal Navy to the highest standards for many years."

"For that company to go into receivership with a potentially large loss of jobs is a human and commercial tragedy which we all deeply regret."

The 20,000 tonne vessel will be built using the latest laser technology and will have a crew of 600. She will also be able to embark 700 commandos and 12 helicopters to bring them ashore.

HMS Ocean is seen as a vital component of the Navy's future capacity to take part in world-wide missions, including humanitarian aid, now that its submarine-hunting role has diminished with the end of the Cold war.

● The last HMS Ocean was a light Fleet carrier that saw the first deck landing of a jet aircraft off the Isle of Wight on December 3, 1945. In 1950 she was part of the Commonwealth force at the outbreak of the Korean War (she is seen here two years later patrolling in the Yellow Sea) and during the Suez crisis in 1956 she helped launch the first major airborne helicopter assault from ships. She was broken up in 1962.



Stairway to heaven

Heavenly Amanda Johnson (19) has fallen for the Royal Marines in a big way — this month she is joining their top-rated Free Fall Team for a tandem sky dive.

The new Miss Globe and Laurel, a shop assistant from Nottingham, will bale out at 12,000 ft over the Joint Service Parachute Training Centre at Netherhaven. During her year as the Corps' official pin-up girl she will also take part in climbing, abseiling and unarmed combat sessions — just as well she lists keeping fit among her hobbies.



Atlantic swells

HMV Britannia ploughs through rough seas off Anglesey past the Russian Sovremenny Class destroyer Gremyashchy. They said it was the first Royal Review to be held in a Force 8 gale — weather the wartime convoys once wished for to keep the U-boats at bay and so it was entirely appropriate to the occasion. See also pages 8 and 36 — and next month's issue for a full report and pictures.

See picture — PO/Photo Faz Parker

Highland farewell for HMS Scylla

IT was on occasion tinged with sadness when HMS Scylla paid her final visit to her affiliated city of Aberdeen.

During her long career in the Royal Navy — she first commissioned 23 years ago — Scylla has forged strong links with the "Granite City" and during her previous visit in June 1992 she was honoured to receive the Freedom of the City.

At a Civic Luncheon, hosted by the Aberdeen City Council, each sailor who was on board for the Freedom ceremony received a video of the occasion.

The following day Cdr. Michael Booth, Scylla's Commanding Officer, along with members of the ship's company, joined the civic procession through the streets of Aberdeen before attending the Sunday service at St Nicholas Church.

As she sailed from Aberdeen for the last time, in stormy weather conditions, the Grampian Police Pipe Band provided a rousing send-off and the evening sky was lit up by a fireworks display.

The Leander-class frigate fired a nine-gun salute to signal the end of her long and happy association with the city and the 19th Field Regiment Royal Artillery (The Highland Gunners) replied from the Torry Battery.

● HMS Scylla has now departed UK waters, heading for her final deployment in the South Atlantic.

Photos: Top — members of Scylla's ship's company at the service at St Nicholas Church.

Right — HMS Scylla, floodlit alongside at Aberdeen



Sea Kings rolling deep

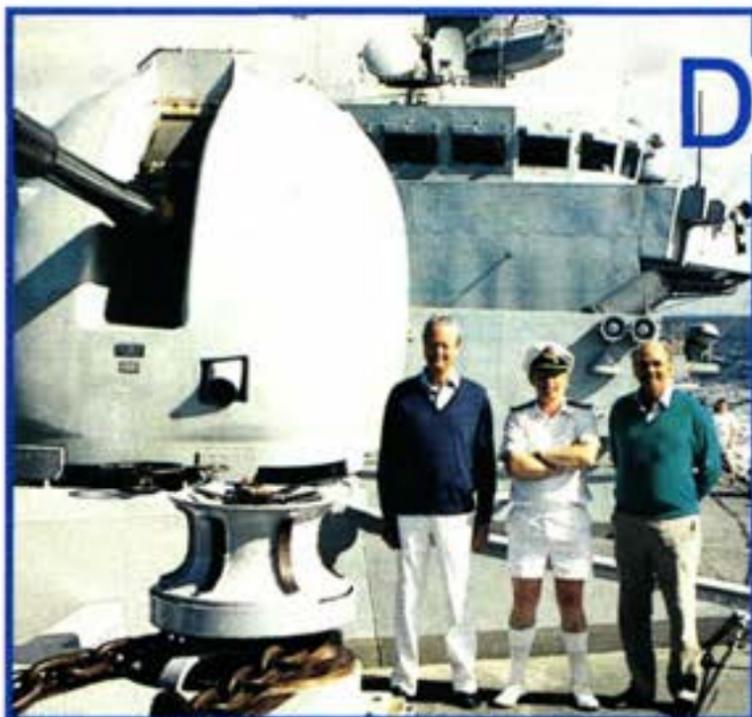
WHILE Sea King helicopters from 845 Sqn are busy with the United Nations in Bosnia and others of 846 Sqn are embarked in HMS Ark Royal, in the Adriatic, back in the UK ten aircraft, from both squadrons, home based at RNAS Yeovilton, took part in Exercise Rolling Deep, supporting Royal Marines of 3rd Commando Brigade on Salisbury Plain.

The exercise included training in Airmobile Operations, with 40 Commando's Charlie Company carrying out hover jumping and fast roping descents.

Aircrew training included night flying exercises, using night-vision goggles and NBC training, flying in aircrew respirators.

While participating in the Exercise, a Sea King of 846 Sqn carried out the first underslung lifting of the Saka light strike vehicle which is under trial with the Marines in the reconnaissance role.

Picture, right — Navy Sea Kings operating with 40 Cdo RM on Salisbury Plain



Dukes at sea

WHEN the Duke-class frigate HMS Marlborough visited Nassau, by coincidence, also there, holidaying in the Bahamas, was the Duke of Marlborough, so he was invited to spend the day at sea in the ship of his name.

Accompanied by Prince Michel de Bourbon, the Duke spent the morning touring the ship and disembarked back to Nassau in the Lynx helicopter. This was the Duke's first visit to HMS Marlborough, and followed a very successful visit by 40 members of the ship's company to Blenheim Palace, the Duke's home, back in March.

Prior to her deployment to the Western Atlantic, Marlborough had been the venue for the AGM of the Royal Film Corporation during her visit to London, when the Prince of Wales, President of the RNFC, took the opportunity to present LS and GC medals to POAEM(R) Ternstrup (since promoted to CPO), POMEM(M) Jones and LS(S) Hayhoe.

Photo: left: On the forecandle of HMS Marlborough, the Duke (left), Cdr. Peter Eberle, the Commanding Officer, and Prince Michel de Bourbon.

ALDERNEY MAKES A COMEBACK



THE ISLAND-CLASS offshore patrol vessel HMS Alderney has been rededicated, following her seven-month long refit at Rosyth Naval Base.

Guests of Honour at the ceremony were Vice-Admiral Sir James Junguis and his wife, Lady Junguis, who launched the ship at Aberdeen, back in 1979.

Commanding Officer of HMS Alderney is Lieut.-Cdr. Steve Turner, Royal Australian Navy, and in keeping with naval tradition, it was his wife, Robin, and the youngest member of the ship's company, RO Andy Scruton, who cut the rededication cake. (Photo above).

Warm run home for ice ship

Ice patrol ship HMS Endurance conducted anti-drug smuggling surveillance operations in the sunny Caribbean on her way home at the end of her first Antarctic tour under her new name.

IN BRIEF

Four hundred and fifty students from the State University of New York Maritime College visited Plymouth in the 12,700 ton training ship *Empire State*.

□ □ □

The role of women on the Home Front in the Portsmouth area during World War II is explored in an exhibition at the D-Day Museum, Southsea.

□ □ □

Europort 93, the international maritime and inland shipping exhibition will be held at Amsterdam on 16-20 November. Tel (0)20 549 1212 ext 1221 for details.

□ □ □

Early Tudor seamen will be among six costumed characters entertaining visitors to Henry VIII's warship *Mary Rose* at Portsmouth during a special Tudor week from 28 June to 4 July.

□ □ □

Horatio Nelson will be featured in the Channel 4 series *The Great Commanders* in a programme planned for transmission on October 10.

□ □ □

Ex S/M Lewis Keens whose death was reported last month helped establish a Service record — he was one of 11 children who all served in the Armed Forces in World War II, which all survived.

□ □ □

Vice-Admiral G Messina of the Italian Navy and IGA J Grossi, the French Directeur des Constructions Navales, were among the guests at the Royal Corps of Naval Constructors annual dinner at the Pump Room, Bath.

□ □ □

President of the HMS Westcott Club Stuart Farquharson-Roberts was presented with a gun metal Westcott plaque found by ex-ERA Don Brown in the attic of his new house.

The former mv *Polar Circle* was back in Portsmouth last month, having encountered all kinds of climate during her six month absence.

The weather had seriously hampered her prime task of conducting a survey of the South Sandwich Islands, which had never been made to modern standards.

As a preliminary, known points on the island had to be fixed in the correct position on the globe, which kept the survey teams busy flying to remote sites in the deep South Atlantic.

Even parts of South Georgia are not correctly charted and some observations and aerial photographs were made here while *Endurance* lay in the path of a succession of deep depressions swinging east and bringing high winds and poor visibility.

The ship took the Governor of the Falklands Mr David Tatham and his wife to South Georgia, later transferring them in one of her two Lynx helicopters to RFA *Gold Rover*.

Volcanic

Among other visitors to the *Endurance* were the parents of her senior pilot, Lieut. Pete Howard, who arrived in the cruise ship *World Discoverer* at Deception Island while the ice patrol ship was anchored there.

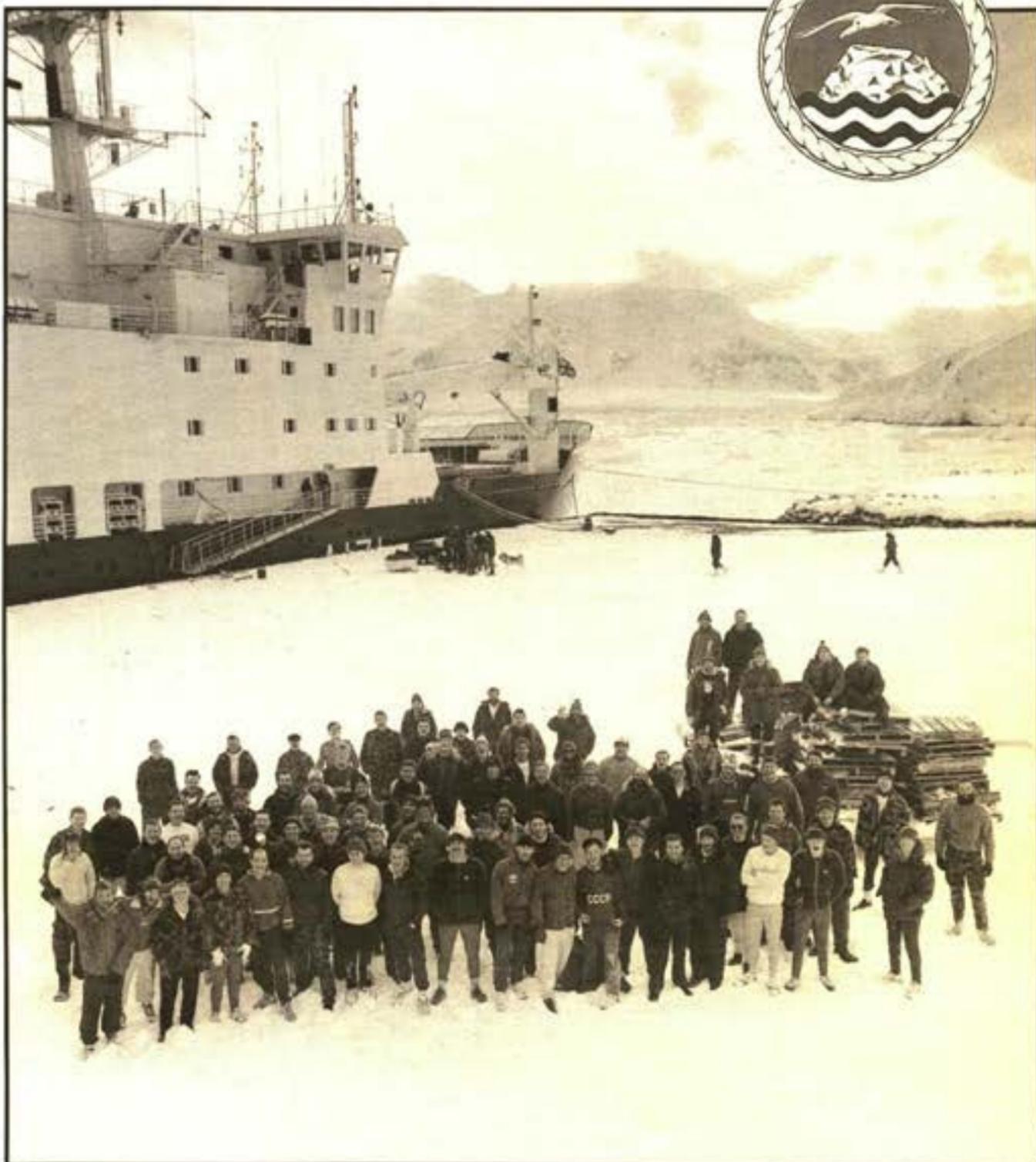
The Howards joined other passengers bathing in the shallow waters which are warmed by volcanic activity.

Keeping fit was usually more difficult in the icy wastes of Antarctica, though the PTI Cpl Marcus Di Vincenzo was adept at keeping the ship's company hard at work in the ship's well equipped fitness suite.

He also organised a one by 100 mile relay at the British Antarctic Survey Base of Rothera — at 67° 34' S possibly the furthest south one has been run. Overall time was 13hrs 28 mins and the fastest time was run by Mne Tam Laird in six minutes exactly.

The average time of 8 mins 5.3 secs was considered pretty fast in a temperature of -3°C with the wind gusting to 25 knots.

● The relay runners are seen here, tired but happy at the end of their run, with HMS *Endurance* alongside at Rothera.



Banana split

A Sea King helicopter from 771 Naval Air Squadron at Culdrose took off half the crew from a banana boat broken down and drifting near St Agnes on the Isle of Scilly.

The aircraft's diver LACMN Ian Chambers negotiated the transfer of 13 men with the master of the Cuban-registered *Gran Piedra*, leaving 12 behind to wait for a tug from Falmouth.

Russians join in Portland peace games

Russian Naval officers joined their RN and United States Navy counterparts to study ways of co-operating at sea using the war game facilities at the Maritime Tactical School at HMS Dryad.

The scenario was based on an imaginary conflict involving a sea embargo, an evacuation of the participating countries' nationals, and a humanitarian aid operation.

The "peace game" was followed by lectures at RNC Greenwich and trips to sea in the Type 42 destroyer HMS *York* and the RFA *Black Rover* off Portland.

Embargo

Here they witnessed a helicopter boarding exercise enforcing a maritime embargo and followed RN personnel ashore on a disaster relief exercise.

The tri-partite discussions, initiated in 1988 by British, Russian and American academics, are known as the Adderbury Talks after the house where the first session was held.

Tattoo set for revival

The Royal Marines' popular Tattoo at Eastney is being revived by the RM Museum this month, though the show on Saturday, June 26 will be a day-light event.

The last searchlight tattoo was held in 1989, just before the Royal Marines' departure from Eastney Barracks, and the new venture comes in response to public demand.

Opening at 10.30am, it will include two air displays by the Red Arrows and the Team Toyota Aerobatics, plus the Royal Marines Band, HMS *Daedalus*' Mastmanning and Cutlass Display team, the Bluelights Motor Display Team and the RM Light Infantry Cadet Marching Band.

Admission is £3.50 for adults, £2.50 for children. Advance tickets are 50p cheaper, available from the Guildhall Box Office on 0705 824355.

All profits go to the museum's Heritage Appeal.

Westminster move

HMS Westminster leaves Tyneside to begin sea trials as redundancies are announced at Swan Hunter (see page 1).



Marine killed by lightning

A Royal Marine was killed by a bolt of lightning during an exercise on Dartmoor.

Cpl Paul Neslen of the Headquarters and Signal Squadron 3 Cdo Bde was operating a radio from the back of a Land Rover when the lightning struck, splitting its aerial in two.

He was airlifted to the Royal Devon and Exeter Hospital at Wonford where he was certified dead.

Three other Marines in the vehicle was treated for shock.

ANN Drafty . . . on the WE front

ROSTER WAITING TIMES
 to LWEM(O) — 21 months, LWEM(R) — 6 months
 to POWEM(O) — 34 months, POWEM(R) — 12 months

End of the line for WEMs



"I've been on board so long I've grown a set!"

Recruiting of WE Mechanics has now ceased and the final "box" of baby WEMs will leave HMS Collingwood by the summer. As a result, the long queue of male WEMs who have been waiting an average of seven months for their first sea draft will reduce rapidly and there are signs that this is already happening. The need to replace other WEMs removed from ships for Warfare Branch cross training will further reduce the length of the queue and the last WEMs will join their ships for their first sea drafts around the end of the year.

Once the backlog of spare WEMs has been used up, it may be necessary to lengthen some first sea drafts depending on how quickly (or slowly) we are able to build up the numbers of the new Operator Mechanics who will in future join in their place.

For the WRNS, the situation is rather different and the cessation of WWEM recruiting to help reduce the overall WEM surplus, plus the increased demand as more converted ships enter service, means that there will be a shortfall in the number of WWEMs available for sea drafts. When WWEMs are not available to fill female billets, ships will be offered male ratings in lieu, offset where possible by an increase in the number of WRNS elsewhere onboard so as to meet the accommodation requirements and preserve the male/female ratio. In practice this will be difficult to achieve without some turbulence and changes to ERDs and will not always be achievable. Lengths of first sea draft for WWEMs already at sea may therefore also have to increase.

Although WE Mechanics will be around for several years yet (until the year 2008 for Warrant Officer WEMs), they will be progressively replaced by Warfare Branch ratings fulfilling an operator mechanic role from the end of this year.

Don't depend on surpluses

Still room at the top

In the midst of the long redundancy programme it was good news (very good for some!) to have some promotions in each category of CPOWEM and WE Warrant Officer this year, despite the initial forecast of no vacancies for CPOWEM last November due to uncertainty over the Defence programme. The actual number promoted was a cautious estimate to ensure that they will not cause further redundancies and that there will be scope for a few more, including Charge Chief selection, next year.

And finally . . . don't forget that promotion of senior rates can make more room on the rosters below!

The policy for managing the surplus manpower now building up in some (but not all) categories is to draft those for whom there is no billet available inside three months to their first preference area wherever possible, in establishments where their skills are most likely to be of use. Most people move on to complement jobs fairly quickly unless of course they are awaiting discharge.

Manpower for the Royal Tournament is now being provided to a large degree from these surplus categories — particularly important this year as the Royal Navy is the lead service for the Royal Tournament. Whilst this is a most productive way of employing our surpluses, it does of course mean that they will have to be taken away from the areas that have become used to having them. With further redundancies now announced, the availability of surplus manpower in the future is likely to be much reduced and we should not therefore become too dependent on the surpluses.

THE WE DRAFTING TEAM

In order to be in the right shape for the Warfare Branch when it comes, WE drafting has been separated along Mechanic and Artificer lines, with one desk dealing with each — see below for details of the new telephone numbers. The next change will come in about two years time, when the Mechanic desk will become part of the Warfare Branch Drafting Section.

Drafting Commander/WE Warrant Officer Appointer: — Cdr Colin James (Ext 2524)
Apps/Art Can/Office Manager: — CWWTR Gail Price (Ext 2520 / 2524)

WE Mechanic Drafting:
 — Lieut-Cdr Les Moores (Ext 2511)
 — POWWTR Sharon Goodwin (Ext 2529 / 2511)
 — LWTR Andy Ball
 — LWWTR Sue Collis
 — WWTR Sarah Styles

WE Artificer Drafting:
 — Lieut-Cdr Les Maddock (Ext 2525)
 — POWEM(O) Paul Jackson (Ext 2527)
 — Miss Jo Haycocks /2525)

Support needed at Bath

The formation of the Naval Support Command and other new organisations opens up the prospect of some jobs for WE senior rates in the Bath area. If you are interested in this attractive part of the country and would like to be drafted there you should render a Form C240 to tell Drafty.

YOUR PLACE OR MINE?

If you are thinking of buying a new car you may be undecided where to go to sell your present one.

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Sixth of the Sixth

HMS MONMOUTH, the sixth and latest of the Duke-class frigates has been formally accepted into service with the Royal Navy after sailing through fierce gales on her voyage from Yarrow Shipbuilders, on the Clyde, to Devonport.

After the symbolic lowering of the Red Duster and raising of the White Ensign, Monmouth joined her five sister-ships in the Sixth Frigate Squadron, based at Devonport.

Photo, above — HMS Monmouth arrives at Devonport.
 Picture by LA(Phot) Andy White

Farewell flypast to 829 squadron

PORTLAND bade a fond farewell to 829 Naval Air Squadron when it was disbanded to join forces with 815, to form the largest helicopter squadron in Europe.

Many former officers were on hand to witness Lieut-Cdr. Paul McKay hand over the squadron's Battle Honours for safekeeping to Capt. Alastair Ross, Commanding Officer of RNAS Portland.

In the Captain's final address he recalled the squadron's achievements in both the Falklands and Gulf conflicts, and said the squadron may reform with Merlin aircraft in the future.

The Squadron received many good wishes from all over the world, including 3 Squadron, based at the Royal New Zealand Air Force base at Auckland, with whom they have special ties.

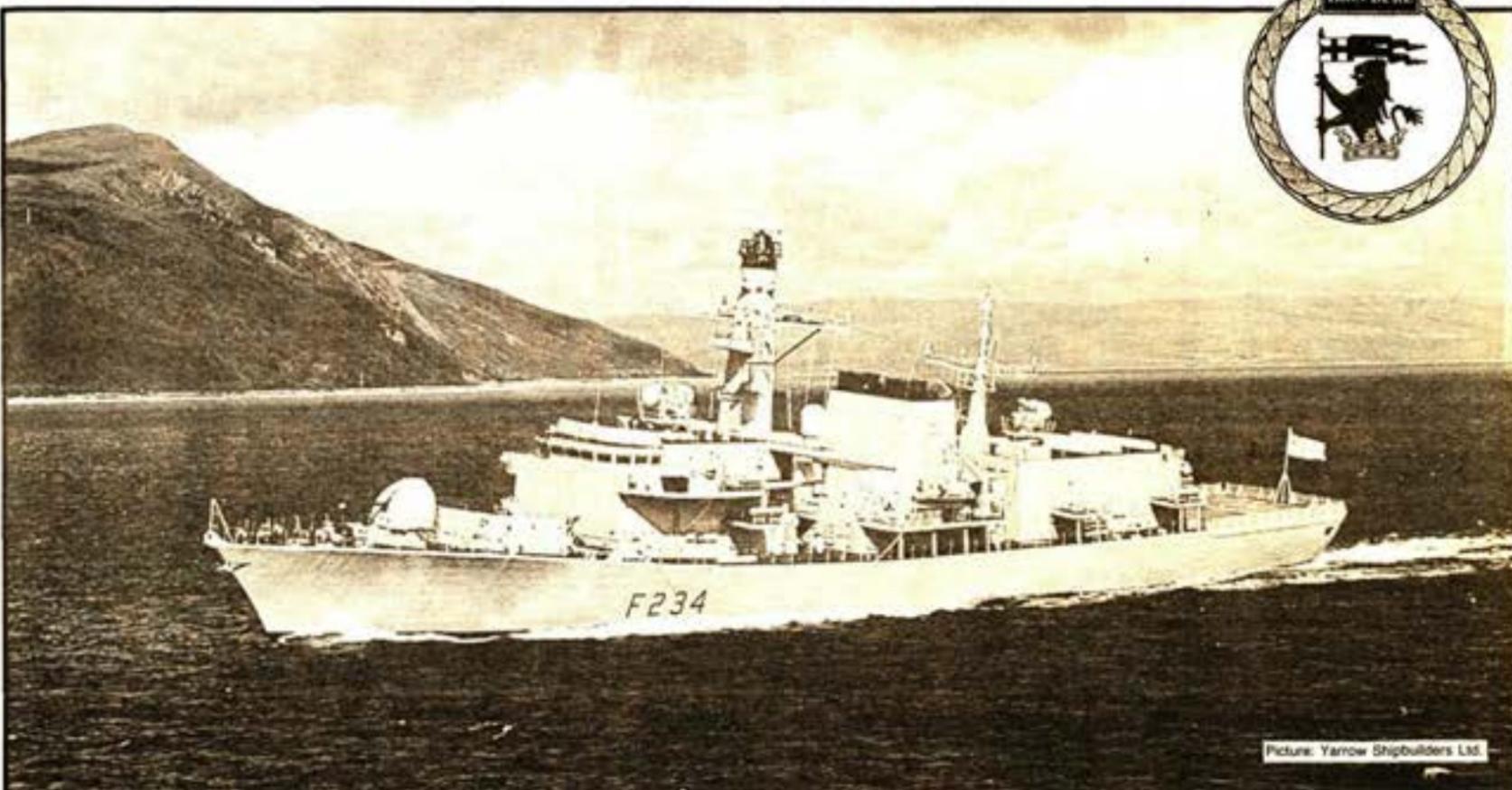
To help celebrate the amalgamation, Lynx helicopters from France, Holland, Portugal, Denmark and Germany, visiting Portland for the 1993 European Lynx Meet, formed a fly-past.

● Lieut. Malcolm Pollock has been awarded the Robert Sanderson Trophy for his contribution to Lynx Air Warfare while serving with 829 Sqn.



FACTS AND FIGURES

Displacement: 4,000 tonnes. Length: 133 metres. Beam: 15m. Ship's company: 185. Propulsion: Diesel electric and gas turbine. Armament: GWS26 (Vertically Launched Seawolf); GWS60 (sea skimming Harpoon missiles); 4.5" Mk 8 gun; 2x30mm guns; MTLs (close range anti-submarine torpedo weapon system); EH101 helicopter (or Lynx or Sea King). Communications: Integrated Communications System (ICS4) providing VLF and LF receive facilities and MF, HF and VHF transmit and receive facilities for voice, morse, teletype and data signals; SCOT (satellite coms system providing 24 hour worldwide communications). Sensors: Radar 996 (surveillance); Radar 1007 (navigation); Radar 1010/1011 (target identification); Sonar 2050 (hull-mounted, omnidirectional, medium range active sonar with improved passive capability); Sonar 2031 (long-range passive towed array); UAF Electronic Warfare System (passive surveillance); General Purpose Electro-Optical Director (to provide target data for 4.5" gun).



Picture: Yarrow Shipbuilders Ltd.

HMS Iron Duke joins the Fleet

LAUNCHED in March 1991 and accepted into service in July last year, HMS Iron Duke commissioned at Devonport on May 20 in the presence of her sponsor, Mrs. Jane King — see picture back page — (wife of former Secretary of State for Defence Tom King), and the Duke of Wellington, for whose forebear the ship is named.

Her primary role is anti-submarine operations, for which she is well equipped with the latest computer assisted sonar systems and communications equipment, but she can be employed in various roles.

Extensively automated, HMS Iron Duke follows the trend of lean manning in modern warships. But to operate, repair and maintain the complex on-board equipments every member of her ship's company is required to possess a high level of professional knowledge. Each of her 17 officers, 57 senior ratings and 111 junior ratings has a vital role to play.

Sophisticated

The sonar team operates the very sophisticated sonar sets used to detect submarines. The radar division mans the radar displays in the Operations Room and plots the data received from other ships and aircraft. Electronic warfare ratings analyse electronic signals in order to identify and classify ship or aircraft emitters, while the communications division keeps the ship in touch with the shore HQ and maintains tactical communications with all ships and aircraft in the vicinity.

Information from all sensors is processed and displayed in the Operations Room and Sound Room. In the event of an enemy attack — whether by air, ship or submarine — the captain and his warfare team will decide on the optimum use of the ship's weapon systems.

HMS Iron Duke's design incorporates many stealth features making her a difficult target for an enemy to find. But were the ship to come under attack, she has a number of self-defence weapons. Most notable of these is the Vertical Launch Seawolf missile system.

She can also make use of decoys.

The ship's helicopter — the Merlin EH101 once in service or currently a Lynx or Sea King — is a potent weapons platform, which can carry torpedoes and missiles in an anti-submarine or anti-surface ship role.

In performing its principal, anti-submarine, duties the towed array sonar is used to detect boats at long ranges. The helicopter can be directed into a position from which the crew can use sonarbuoys or dipping sonar to pinpoint the submarine and track it.

HMS Iron Duke could also be tasked in wartime to use her long-range Harpoon missiles against enemy ships or to provide bombardment support to forces ashore using the 4.5 inch gun.

The ship's propulsion machinery comprises GEC Electric Propulsion Motors and two sets of Rolls-Royce Spey Gas Turbines, each set driving a shaft and a fixed pitch propeller. Quiet, low speed running is derived by the propulsion motors alone, which are supplied with power from any combination of four Paxman diesel generating sets.

Unique

Sprint speeds in excess of 28 knots are obtained by clutching in the two Spey Gas Turbines through a GEC gear box. This Combined Diesel Electric and Gas Turbine (CODLAG) arrangement is unique to the Type 23.

The Type 23 makes extensive use of modern technology, employing integrated circuits to control and monitor most machinery. The technical knowledge needed in the marine engineering department

means that all personnel require a combination of electrical and mechanical training to a higher level than hitherto.

Several of the new sensors and weapons systems on board HMS Iron Duke utilise much advanced electronic and computer technology. Included is the vertical launch Seawolf missile system, a close range defence system comprising two tracking radars, forward and aft, and a silo containing 32 missiles.

There is also a Magazine Torpedo Launch System which allows torpedoes to be launched from within the ship. As with Seawolf, this eliminates the need for personnel to reload on the upper deck during action.

At the heart of the Iron Duke's sensor systems will be an advanced, computer based command system connected to the newly introduced Combat System Highway, which enables the computer to communicate with and control the sensor and weapon systems.

The ship's Stores Accountants, responsible for six major store rooms containing nearly 18,000 different items, are also aided by computer technology.

Living conditions on board are good. Senior rates have four or six berth cabins with separate messes, while junior rates live in relatively spacious mess-decks, with a separate recreational area.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

FLAGSHIP TO JELlicoe

THE present Duke class frigate is the third Royal Navy warship to bear the name Iron Duke, which is derived from the first Duke of Wellington.

The first ship of the name was an ironclad launched in 1870. She spent much of her time on the China Station and was the first capital ship to use the Suez Canal. A super Dreadnought, the

second HMS Iron Duke joined the fleet in 1914 and was Admiral Jellicoe's flagship at the Battle of Jutland in 1916. She was awarded the battle honour Jutland 1916.

She enjoyed a varied and distinguished career, was a training ship in the 1930s and spent the Second World War at Scapa Flow as the depot ship. She was sold shortly after the war.

Britannia Rules the Waves



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On October 21 1805, Nelson with his twenty-seven ships of the line engaged thirty-three ships of the Franco-Spanish fleet. At Admiral Nelson's command, the signal was hoisted to the yardarms and mastsheads of his flagship HMS Victory — *England Expects That Every Man Will Do His Duty*. The Battle of Trafalgar had begun, a scene from which is so impressively and dramatically depicted on this limited edition collector plate, you almost experience a presence of being there with the sea boiling and charging as the master mariners manoeuvre these great war vessels into broadside firing position; the roar of the cannons, the smell of gunpowder and the screams of cannon balls tearing through the sails bringing rigging crashing to the deck... shouted commands and the blast of close-quarter musket fire — terrifying carnage. It was from a French musket shot, at the height of this epic confrontation that Admiral Nelson was mortally wounded; however, he lived long enough to learn of the greatest of his victories, one that dashed forever Napoleon's dream of superiority at sea.

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Trafalgar Breaking the Line

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JACK

BY TUGS



Letters



Penpal lightened unhappy childhood

SOME fifty-four years ago during the early years of the war, I was a pupil at the Willow Park Junior School in Pontefract. As our own contribution to the war effort we were taught to knit garments for our armed forces.

Piping revival

MUSIC, in all its forms, has always been a part of the mariner's way of life — but since the closure of the Apprentices Training School at HMS Caledonia, where there was once a flourishing pipe band, the naval link with piping now lies only with the historic association of the Royal Marines 42 Cdo Pipe Band (1945-71) with the Argyll and Sutherland Highlanders.

This stems from when the Marines who survived the sinking of HMS Prince of Wales and Repulse joined forces with the remnants of the Argylls before the fall of Singapore.

I am attempting to revive piping in the Navy and will be trying to strengthen this and any other link that comes to light with the formation of a Royal Naval Piping Society and Pipe Band Association. Tel. 0225 884022 for details. — Cdr C. de Burgh, MOD, Bath.

Humpy over a Camel

I ALWAYS look forward to Navy News — however I was surprised to see an aircraft misidentified in the April issue.

The aircraft on page six of the April issue is a Sopwith 2F1 Camel, not its cousin, the Sopwith Pup. — R. J. Marchant, Hastings.

Sorry, our correspondent obviously sold us a Pup. I confess I wouldn't know one if it bit me in the leg — Ed.

(How well I remember the awful smell of the oiled wool which made many a pair of sea-boot socks!)

The garments were all assembled, labelled with our names and school, packed into huge wicker hampers and sent off to 'I know not where'.

Two years later, by which time I had moved on to the Girls' High School, I received a beautifully written letter from a young sailor, AB Leonard Berry serving in HMS Penelope. It was a letter of thanks for the balaclava helmet which he had received from one of our hampers.

We struck up a pen-friendship which thrived until my very strict father forbade it. However, in one of his letters Leonard had said that, should I not hear from him for a long time, I should contact his mother in Romsey, Christchurch, Hants for news of his well-being (or otherwise).

Wedding

This I did and, not only did he write back, he enclosed a photograph of his wedding. He married his home-town girl Ruth, who was organist at their local church.

I have often wondered what became of them — I never met Leonard but his letters about his life at sea, his family, his girlfriend, his home town, etc certainly helped me through a desperately unhappy childhood.

In no way would I wish to intrude into his personal life, but I would like to know what became of him, his wife and younger sister.

Your address was given to

me by Lieut. M. A. J. Colyer serving in HMS Chatham, BFPO 253. I wrote to him after I had seen the photograph of his wedding in the newspaper — he had met his bride while serving in a later HMS Penelope. — I. Busfield, (nee Ashby), Morpeth, Northumberland.

Good value for £4

It was with dismay that I read the letter from F. Ide (April edition) complaining about the division of the annual subscription to the Royal Naval Association.

If he is so incensed by the level of funding there is a conference this month where he could present a motion — but he has not put one forward.

Last year's subscription of £4 does not go very far — choose any other organisation with 50,000 members and see if their subscriptions are at this low level.

If a branch of 100 plus cannot raise funds then there must be a serious problem. If the member wants to see where the money goes in detail then he should read the accounts — the one sixth of £4 goes to the Area, not the branch.

The HQ has the day-to-day administration of 441 UK branches, 37 overseas branches and 72 clubs on a permanent staff of 3½ people — if that is not value for £3.33 then I fail to see just what the member wants from the Association. — K. R. Wright, NCM Area 5.

May Day alternative

May I suggest that 24 May be designated Battle of the Atlantic Day? When Britannia ruled the waves that date was commemorated as Empire Day — and it is still celebrated as a public holiday in Canada, as Victoria Day.

While May 1943 is given generally as the turning point in the battle, one can be specific and point to 24 May as the day when the U-Boats were ordered to withdraw from the North Atlantic.

It might well be considered as a holiday in preference to May Day. — A. Hendrie, Storrington, West Sussex.

One Boxer's rebellion over sea time

I THINK the Fleet is overstretched at the moment, without another cut of up to five ships.

Last year we in HMS Boxer sailed on Orient 92. We were all very happy with this great trip, even though it was very hard work — 160 days at sea and only 40 alongside. We arrived back in Devonport in November for just one week-end — then it was back to work for five days. Then we had three weeks summer leave/Christmas leave, Assisted Maintenance Period in January

and then Joint Maritime Course in February with a trip across the pond.

The duration of this was 59 days with nine alongside in Bermuda and Norfolk, Va. We arrived back at Devonport for two weeks leave in April and after that we thought we could look forward to a good period alongside for leave/courses and a much needed AMP — but it is not to be.

Without going into detail, all I can say is that we will probably not be doing the UK economy much good with all this money we've been paid that we aren't able to spend — we will end up being the richest junior rates in the Fleet.

I have never done so much time at sea with such a small ratio alongside in all my career. How do other ships' programmes rate beside ours? — LMEM, HMS Boxer.

Widows wanted

TO all you younger generation of war widows — the War Widows Association of Great Britain has become recognised and respected and has quite a bit of clout.

But those of us widowed by the Second World War are becoming old, and we need you, with your youth and vigour, if our Association, founded with so much effort, is to survive to serve your generation as well as it has now served mine.

Our present Chairman is a younger widow, and is fully aware of your problems and determined to help you overcome them.

If we are to continue as a National Association of some importance with the influence and know-how to put your wishes and views across, we need your support on our Committee, and as our Regional Officers, able and eager to take over the reins when we lay them down. — J. Maxwell, founder member WWAGB, Hampstead, London.

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

Caught in the frame



While serving in the Royal Navy from 1947-54 I had the privilege of being picked for the street lining party on the occasion of the Queen's Coronation on 2 June, 1953.

Out of all the Service personnel taking part, it was me the photographer caught framed through the window of the coach in a picture used by Tuck's Postcards.

A shipmate of mine was the first person to tell me the cards were on sale at Woolworths when I was home on leave a few weeks later — I think it shows that a Stoker is as good as a Guardsman when trained! — F. G. Todd, Colchester.

No. 467 40th year

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Alternatively, talk to your UPO.



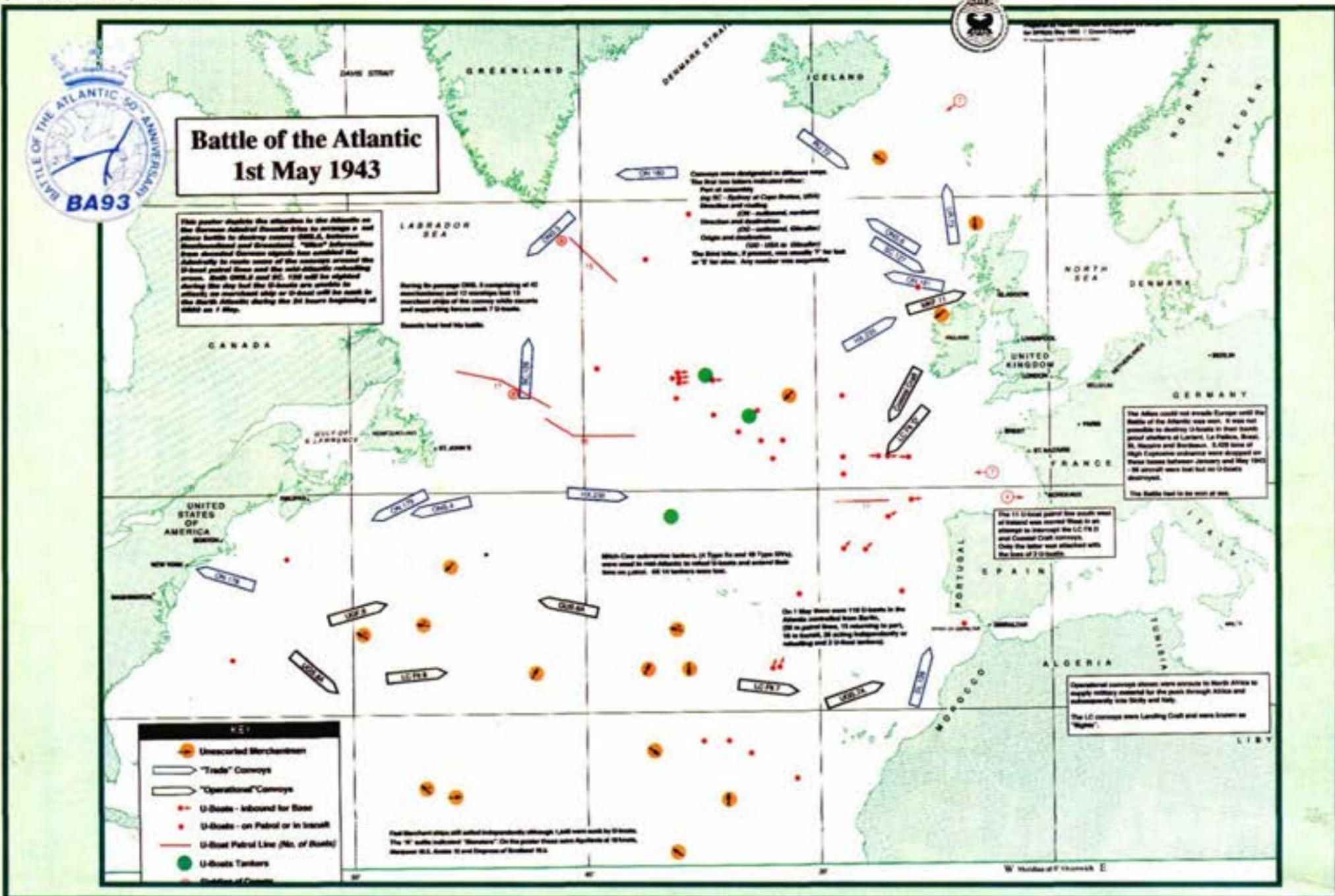
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Battle of the Atlantic 1st May 1943

This poster depicts the situation in the Atlantic on the 1st May 1943. It shows the positions of the various convoys and the U-boat forces. The map is divided into sections by latitude and longitude. The Atlantic Ocean is shown from North America to Europe and Africa. The map includes labels for major cities, countries, and seas. The map also shows the positions of various convoys and U-boat forces. The map is a detailed representation of the Battle of the Atlantic on 1st May 1943.

- Unescorted Merchantmen
- "Trade" Convoys
- "Operational" Convoys
- U-Boats - inbound for Base
- U-Boats - on Patrol or in transit
- U-Boat Patrol Line (No. of Boats)
- U-Boat Tankers
- Positions of Convoys

'Longest conflict' remembered

AS Navy News went to press veterans of the Atlantic Convoys converged upon Liverpool to mark the 50th anniversary of the Battle of the Atlantic, the longest campaign of the Second World War.

Forty warships from 16 nations, together with ships from the Merchant Navy, gathered for a Fleet review, off Anglesey, by the Duke of Edinburgh, the largest gathering of warships since the Jubilee review in 1977.

The review launched a five-day programme of commemorative events including a march by over 2,000 sailors and veterans, a massed band concert and a service of commemoration at the Anglican Cathedral attended by the Prince and Princess of Wales.

Historic flight

A fly-past of modern and historic aircraft was planned to take place over the River Mersey featuring the oldest-known Swordfish biplane (W5856) which was officially received by FONA Rear Admiral Ian Garrett on behalf of the RN Historical Flight last month.

Naval representatives from countries taking part in the celebrations also attended the opening of Western Approaches, a re-creation, in its original site (Derby House) of the underground headquarters which commanded Allied sea and air warfare throughout the Atlantic.



IN fine voice are Diva Lesley Garrett and Alf Walker, 67, one of 28 veterans who gathered on board HMS Belfast to launch the specially-commissioned musical tribute to commemorate the 50th anniversary of the Battle of the Atlantic.

HMS Belfast, moored in the Pool of London, has had her wartime appearance restored by painting her in the North Atlantic camouflage livery which she wore during the Second World War.

To help commemorate the fact that the next two years are the 50th anniversary of her most intense period of active service she trained and elevated her forward six-inch gun turrets for the first time in over 25 years, to engage a "target" in north London.

POSTED? 1993 IS THE YEAR TO BUY A NEW HOME..

Posted to H.M.S. DRAKE, H.M.S. RALEIGH or H.M.S. THUNDERER?

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Posted to C.T.C. EXETER?

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Pointing the way ahead



PROVIDING an impressive formation off the coast of Florida are ships of STANAVFORLANT, joined by the guided missile cruiser USS Virginia, during a workup period for Exercise Unified Spirit. They are, from left, NRP Alvares Cabral, FGS Lubeck, USS Virginia, HMS Birmingham, HNLMS Witte de With and HNOMS Trondheim.

PCD stand and deliver

"DEAR Jack, Not much news this end... your flat's been repossessed, your car's a write-off and your wife's run off with a Pongo. Apart from that, all is well. Trusting this finds you safe and happy, your loving Mum xxx."

Good news — or bad! — wings its way to every ship and establishment throughout the world where personnel eagerly anticipate the QM's pipe "Mail is now ready for collection."

If that long-awaited bunch of Blueys arrives safely then all is well. But if Granny's home-baked fruit cake fails to materialise then the first people to hear about it are the staff at the Postal Courier Depot (PCD) at Mill Hill.

"Naval staff at PCD, all seagoers and experienced ships' posties, are very aware of the importance of mail arriving on time, intact and in order, and the striking rate for first time delivery is in the high 90 per cent bracket," said Lieut.-Cdr. Bob Aspinall, of PCD.

"But, on occasion where mail does go astray the facts, as you might imagine, are very quickly brought to our attention."

Lieut.-Cdr. Aspinall, RPO John Williamson and LREG Mitch Youngman, along with six Army personnel and four civilian workers, see off, on average 150 bags of mail each day to destinations as far afield as the Falklands, Cambodia and Australia.

Whenever a ship deploys abroad she informs PCD of her intention to conduct a foreign visit. PCD is then responsible for arranging mail despatches to the port as advised by the local naval attaché.

The British Embassy, or nominated agent, is then responsible for getting the mail to the ship when it arrives. If there is a short notice programme change, the ship will inform PCD and the Embassy, and despatches already sent will be recovered or diverted accordingly.

"Some destinations can cause us a bit of head-scratching as how to route the mail," said Lieut.-Cdr. Aspinall. "But, no matter where the ship goes, there's always a way."

"Dakar, in Senegal, for example, is a difficult port because of the way the post is handled on arrival. During HMS Herald's recent visit special dispensation was given for us to use an air courier but, out of three attempts the mail only connected with the ship on one occasion."

Language problem

The USA, surprisingly, also gives PCD a few headaches. In Florida, where mail is despatched, the majority of the workers are Hispanic. Many of them have language difficulties and the mail, sometimes, fails to reach the right ships.

PCD have a 95 per cent recovery rate of missing mail but stress it's unusual for large amounts to one destination to regularly go missing. Many people number their letters and this gives the staff an idea of what amount of mail fails to arrive.

At Mill Hill the staff boast they can post almost anything, anywhere — as long as it's not hazardous! "A 14ft. fishing rod? No problem. A fork-lift truck? Be with you in no time. Your trusty mountain bike? Expect it in the post."

However, when it comes to edible items, they often fail to arrive intact, due mainly to bad packaging. Many's the birthday cake that's been nothing but a heap of crumbs by the time it's landed on the mess table!

Eying the remains of what, in a former life, looked suspiciously like a Cadbury's Cream Egg, oozing out of a ripped Jiffy bag, RPO John Williamson listed a catalogue of disasters which have passed, metaphori-



Up to the posties, from left, LREG Mitch Youngman, RPO John Williamson and Ptes Andrea Joplin and Kathy Mason.

cally, through his hands. "Someone serving in Diego Garcia couldn't last the course without a drop of his favourite brew. Unfortunately the 2 litre bottle of Tizer which he requested exploded before arrival and ruined 20 bags of mail in the process."

Then there's the infamous "fresh" salmon which was sent surface mail to the Gulf. By the time it reached its destination it was well-past its sell-by-date.

Coffee beans

"There's always an up-side, of course," added RPO Williamson. "The Navigating Officer in HMS Broadsword has supplies of fresh coffee sent to him and we always know when his next package comes through because of the delicious smell which wafts its way around the building!"

"There's no end to the list of objects which folk attempt to send through the post, many of which have no chance of arriving intact — the one remaining wine glass out of a set of 24 in our store room is a testament to that fact."

Mail flows into Mill Hill at a steady pace (ironically their quietest period is Christmas when most of the Fleet is in home waters) and with the latest Task Group operating in the Adriatic the volume of mail has increased substantially. Over 70 bags a day are being de-

spatched to HMS Ark Royal and RPO Williamson and his staff have their hands full (as pictured above) making sure the mail gets through — and on time!

Anyone experiencing difficulties with mail should contact the Naval Mails Officer at PCD

who welcomes direct contact from relatives and friends of RN and RFA personnel. He is often able to reassure those with mail problems and can advise if post to a particular destination has not been delivered. Contact him on 081 346 2611 ext. 3232/3244.



THERE'S a distinct Joint Services flavour at Bari airhead for the Adriatic Task Group. Members of the shore party collecting the post include, centre, LCpl. Andy Yard, of 17th/21st Lancers, and on his left Flt-Sgt. Andy Lewis. Helping them load the mail into a Sea King helicopter from HMS Ark Royal, are, left, Lieut. Tim Ramsdale, a pilot from 846 NAS, and right, LWREN-REG Amanda Chapman.

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Stand by your beds!

CHILDREN in Uganda will be able to sleep soundly in new beds thanks to personnel serving in HMS Collingwood.

Hospital equipment worth over £60,000 was found in the government store at Knowle Hospital, Wickham, where it was due to be destroyed unless a good home was found for it.

The Uganda Society of Disabled Children found out about the 900 hospital beds, 100 camp beds, bales of pillows and mattresses and 3,000 crutches and promptly set about raising the money to ship the consignment out.

The Lifeline World Relief Services of Southampton then became involved and contacted HMS Collingwood asking for personnel to help load the six containers.



Howay the lads

TAKE a few cardboard boxes, some newspaper and glue and what have you got? The next generation HMS Newcastle in build!

During a visit to the Percy Hedley School in Forest Hall, Newcastle-upon-Tyne, MEM(L)s Kerwin and Tristram, along with their commanding officer Cdr. David Harburn, were able to advise the children (pictured left) on their radical design. They were also able to present to the school, which is run along the same lines as the Peto Institute in Hungary, with a cheque for £700.

Children's ward

Two other local charities benefited during HMS Newcastle's visit to her home city — Ward 26 at the General Hospital, a children's ward specialising in neurological problems, received a cheque for £700 to buy a vitally-needed set of scales while Parkway Special School also received a donation of £700 to help fund several new projects.

The money donated to the three charities was raised during HMS Newcastle's Orient '92 deployment.

Picture: LA(Phot) Steve Saywell



Helping Hands



IT'S THE WHEEL THING FOR HRH

ON only his second day in command of the minehunter HMS Cottessmore Lieut.-Cdr. The Duke of York was called upon to make a cheque presentation to two cyclists from Gainsborough.

A former member of the ship's company, LMEM Patrick Baldwin, died of Creutzfeldt Jakob Disease at the end of last year and in appreciation of the care given to him,

Amanda Hawse and Andrew Gamwell decided to raise money for the Gainsborough and District Nursing Association by cycling 480 miles from the town to HMS Cottessmore.

On their arrival in Portsmouth they were met by the Duke of York and were presented with a cheque for £235 donated by the ship's company. Picture: LA(Phot) Andy Pratt



LEAVING THE ARMED FORCES AND WANT TO OWN YOUR OWN HOME?

A unique new scheme can now help you buy a home of your choice at a price you can afford.

A national initiative for service personnel affected by the 'Options for Change' Review is being operated by the Joint Services Housing Advice office (JSHAO) in conjunction with three housing associations.

Under the scheme you can buy a share in the home of your choice as an affordable alternative to renting.

Do-it-yourself Shared Ownership (DIYSO) enables you to purchase between 25% and 75% of your new home.

For the remaining percentage you can pay a low rent to the housing association. As your earning power increases you can become a 100% home-owner in your own time - should you wish to do so.

The scheme, sponsored by the Housing Corporation, is being operated in the following areas:

Midlands



Orbit Housing Association
☎ 0926 332255

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Moat Housing Society
☎ 0732 457616

North of England



North British Housing Association
☎ 0772 824441



Centurion cheques in

WHEN it came to raising money for a local charity, naval and civilian personnel in HMS Centurion chose to support a cause close to home.

Mrs Mary Riddell, whose daughter LWRENWTR Janet Riddell works on the Missile, Seaman and EW drafting desk, was recently diagnosed as suffering from Multiple Sclerosis. Since the beginning of the year she has been confined to a wheelchair but one which is totally unsuitable to her needs.

A specially-designed wheelchair, unavailable on the NHS, would considerably enhance her lifestyle and, with this in mind, personnel set about raising the £2,500 required.

After seven months of fund-raising, Cdre. Martin Appleton, performing one of his last tasks before retiring from the Navy, was able to

present LWRENWTR Janet Riddell with cheques for over £900.

Donations were received from HMS Centurion's annual Michaelmas Fair and from the Welfare Committee and a series of sponsored sporting events, organised by POPT Brigham Young and his staff in the Sports Office, helped boost the final total.

There is still some way to go before the full amount has been raised but HMS Centurion is determined Mrs Mary Riddell will be able to buy her special wheelchair in the very near future.

● LWRENWTR Janet Riddell receives the cheque from Cdre. Martin Appleton (centre) watched by POPT Brigham Young, staff of the Sports Office and civilian personnel.



Herald's angels are razor sharp



SPORTING that Telly Savalas "easy to maintain" hairstyle are five members of HMS Herald's ship's company who decided to "baldly" go where no man has gone before in aid of charity.

PO(M) Pete Jones, AB(SR) Nigel Drewry (rear), AB(MW) Chelsea Canham, LPT Scouse McEwan and AB(M) Robbie Robinson (front) auctioned off their hair and raised £261.

The sponsored headshave was only one of many charity events organised by the ship's company during HMS Herald's last deployment — over £2,700 was raised, equating to some £23 for each member of the ship's company.

A selection of toys, books and medicines were donated to a children's orphanage in Russia when the ship visited St Petersburg. The

ship also contributed £1,000 towards a guide dog for the blind and it is hoped to name the dog Gerald, the Russian pronunciation of Herald.

Money was donated to local schools and orphanages during an expedition, led by Sub-Lieut. Robbie Swift, to Brasilia and Rio de Janeiro. Other naval skills, were utilised to the full, namely painting, but luckily there was no Pussers' grey to hand! The team also undertook minor building and electrical repairs in various local community projects.

Other events organised by the entertainment's committee included a Country Fayre and a gruelling inter-mess marathon.

Picture: LA(Phot) Dave McCormick

Helping Hands

Drake's darts hit the bullseye

ON TARGET for the Derriford Hospital Children's Services Appeal were a team of stewards from HMS Drake who took part in a 24-hour sponsored "dartathon" and raised over £1,000.

The team — John Whitehouse, Colin Groves, Tim Perry, Gary Welford, Lawrence Brennan and Allan Padgett — initially set out to score a total of 250,000 points over the 24-hour period but raced way ahead with a final score of 369,454, averaging 15,000 points every hour.

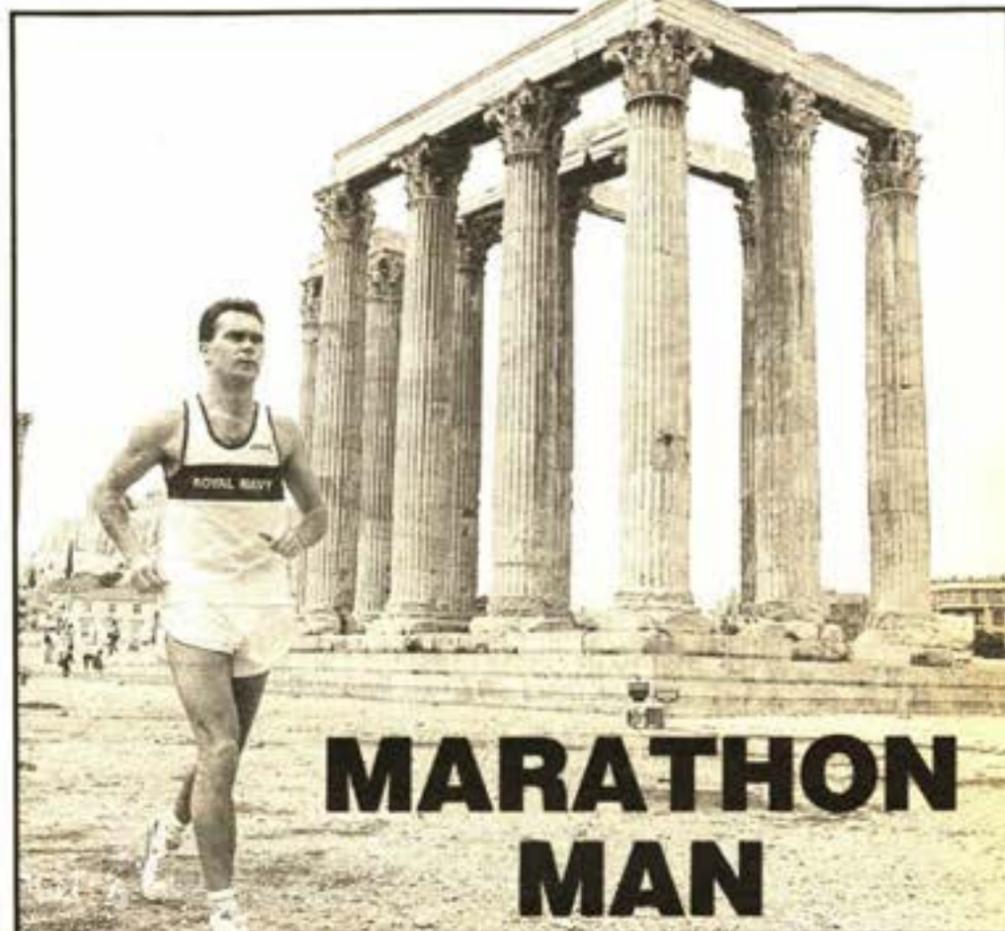
First behind the oche to start the event was the Captain of HMS Drake Capt. Mike Thomas (who scored an awesome treble top) and Steve Reeves, health care assistant at the hospital.

During HMS Edinburgh's visit to her namesake city, her commanding officer, Cdr. Andrew Willmett, presented a cheque for £1,300 to the Leonard Cheshire Foundation Trust.

April Fools' Divisions held at Britannia Royal Naval College raised over £2,200 for charity. All platoons wore fancy dress and through the auctioning of key jobs such as Captain, Commander, Ceremonial Training Officer, the sale of Red Noses and a "wear what you like" morning, £1,000 was raised for

the Samaritans and £1,200 for Comic Relief.

KGFS is to benefit from sales of a limited edition print of W. L. Wyllie's oil painting, "Trafalgar 2.30pm." The original belongs to BRNC and now, in association with Triton Publications, Torquay, KGFS has issued a new print. Copies are available, priced £141 from KGFS, Trafalgar House, 1 Chesham St, London SW1X 8NF. Cheques should be made payable to Seaservers Ltd.



FOLLOWING in the footsteps of the first ever marathon runner is POSA Steve Cox of HMS Ark Royal, pictured ending his gruelling run at the Temple of the Olympian Zeus, in Athens.

But, unlike Pheidippides who brought news to Athens of the Battle of Marathon, Steve survived the 26-mile run and clocked up a time of 2hrs 50min!

Steve managed to achieve his ambition while HMS Ark Royal was taking a well-deserved break from Adriatic patrol at Piraeus, the port of Athens.

Backed up by a minibus, a medic and supplies of water his biggest problems were the Green hills and something which Pheidippides did not have to cope with — Athens traffic.

"These days Athens is a crowded, sprawling city," he said. "Much of the route took me along city streets and roads and we had to scout out a safe route beforehand. There was no way I was going to kill myself like Pheidippides!"

Picture: PO(Phot) Shiner Wright

A class act at BRNC



ALL students are used to moving from classroom to classroom but it's not often they get the chance to move the classroom itself.

Ten members of the Special Duties Course at Britannia Royal Naval College moved a classroom from Shillingford First School, north of Tiverton, which closed last year, to its new home at Stoke Flemming County Primary School.

The building was dismantled by the children's parents and will soon become home for the reception class at Stoke Flemming.

Pictured with the children and teachers Mrs Fenton and Mrs Drew are, from left, Ross Welburn, Nick Carter, Terry Bradford, Ian Brailey, Tony Ford, Andy Walton, Mike Walker, Jane Wilkinson, Andy Blocke and Nigel Brenchley.

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Risk of malaria remains

MALARIA, which occurs in many tropical and sub-tropical countries, is most prevalent in rural areas — but remains an ever-present risk in towns and cities, even off-shore and at airports.

Each year 10-15 people in the UK die and 2-3,000 are seriously ill as a result of malaria acquired abroad.

Advice on precautions to be taken and the antimalarial drugs recommended for different parts of the world — in Papua New Guinea, the Solomon Islands and Vanuatu there is significant resistance and in Cambodia the only effective

prophylactic is Doxycycline (Vibramycin) — are given though there is a warning that no drug offers complete protection.

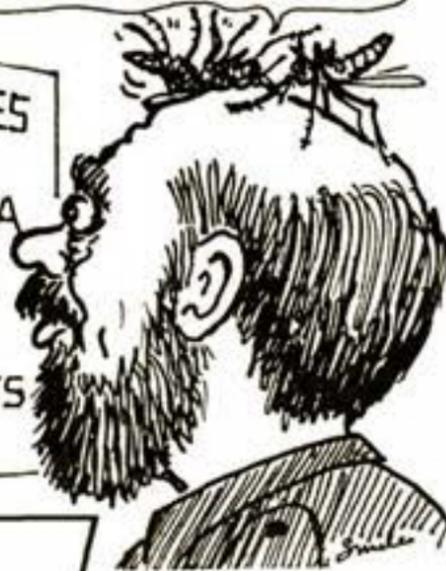
The wearing of long sleeved shirts and the use of insect repellent, "knock-down" sprays and other pesticides in providing protection from bites are given equal emphasis.

DCI Gen 102/93

WITH ARMPITS LIKE HIS WHO NEEDS PESTICIDES!

MOSQUITOES
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DCI GEN 102/93



Get Wise on DCIs

Change to PVR rates

WRNS officers retiring early on compassionate grounds will no longer have their gratuities and pensions based on compulsory retirement rates after 1 October.

The provisions have been reviewed to take into account the alignment of male and female conditions of service and legislation on equal treatment.

After October 1, where the commission held is pensionable and an immediate retired pay will be awarded at the rate for premature voluntary retirement.

Where the commission earns a gratuity and is terminated six months or more in advance of the full period of service, this will also be assessed under the PVR formula.

Where preserved pension benefits are concerned there is no change, since these awards do not differentiate between compulsory and voluntary termination of service.

DCI JS 36/93

Computer security

COMPUTER Security courses open to all Service and civilian MOD personnel during 1993/94 and designed for IT security officers, system managers or users of computer systems are listed. (Tel. Roger Griffin on 0344 634511 for details.)

DCI Gen 120/93

Raleigh Expeds set to continue

ORIGINALLY planned to wind up in 1988, the Raleigh International series of expeditions for young people continues on into the 1990s and still needs help from Service personnel — who if aged 17-25 may also apply to join as Venturers.

A financial contribution is required from both Expedition Staff and Venturers though individuals may claim an adventurous training grant and Special Messing Allowance through normal channels — see BR 4024.

Venturers currently have to attend a selection week-end and raise £2,950 towards the charity and their own expedition. They should apply nine months to a year in advance, though staff can be accepted at shorter notice.

A full list of forthcoming expeditions is given, those for next year including Chile, Zimbabwe, Alaska and Russia.

DCI JS 29/93

Professional NVQs

CITY and Guilds are traditionally known for their trade awards — but also have a range up to Graduateship, Membership and Fellow which are at professional level and likely to grow in importance as NVQs progress.

A scheme whereby Manadon graduates can qualify for a Senior Award is described — it may eventually enable non graduate officers to qualify for a professional graduate level qualification through recognition of work-based learning and experience.

DCI Gen 114/93

DEGREE courses available at the Royal Military College of Science, Shrivenham are also listed.

DCI Gen 115/93

Hang gliding . . .

A Joint Service Hang Gliding Expedition to the mountain regions of Spain will take place, 24 July-14 August 1993. The aim is to expose service hang glider pilots to high mountain flying and thermal conditions.

Minimal level of experience required of applicants is CPC rating with some recent flying. An even division of novice, intermediate and advanced pilots will be selected.

Closing date for bids is 5 June 1993, but late applications may be considered.

DCI JS 40/93

THE Inter-Services Hang Gliding Championships will be held over South East Wales from 27 June to 3 July, based at the Joint Services Hang Gliding Centre at Crickhowell.

There will be a training period from 21-26 June. Details of classes and for which the entry fee is £15, and eligibility are given, together with an application form. Tel 0874 623111 ext 3260 for details.

DCI JS 41/93

. . . and sailing

THE 1993 Bosun Dinghy National Sailing Championships will be held at the UKLF Sailing Centre, Netley on 31 July/1 August.

It is planned to hold two races each day. All dinghies must be privately owned or obtained through Service clubs or organisations and the entry fee will be £20 per boat.

Entry forms from Maj. S. J. Pyatt tel. 0635 204271 — all entries must be sent in by July 15.

DCI JS 42/93

End of the ETS Branch

DETAILS of the phasing out of the WRNS ETS branch over the next eight years, as announced in April's Drafty's Corner, are given.

Following the decision to send women to sea it was not found practicable to merge the ETS branch with another or develop a dedicated sea role for it.

So its professional tasks will be progressively taken over by civilian personnel of the technical, administrative and graphics grades while billets for each rate are reduced. The last will go by April 2000.

It is expected that numbers will reduce mainly by natural wastage with some opportunity for branch transfer though there may be some redundancies if overbearings arise.

Meanwhile normal advancement rules will apply where there is a requirement in the higher rate and the SD(1) scheme for promotion to Instructor Officer remains.

Opportunities for transfer or sideways entry are severely limited at present, but may improve in the next few years.

Before transfer, any rating who joined the Service before 1 September 1990 and who is not a volunteer for sea service will be required to confirm that she is willing to accept liability for sea service for the rest of her career.

DCI RN 82/93

NAAFI pays out

NAAFI extra rebate for the year ending 1 May 1992 amounts to £115,665.

It is divided among the RNBT (£42,472), WRNSBT (£3,794), Fleet Amenities Fund (£46,266), Naval Home Command (£10,271), Fleet (£10,063) and Royal Marines (£2,799).

DCI RN 80/93

Winning journals

THE Commander-in-Chief Fleet's journal prize to encourage high standards of written work presented by junior officers goes to Lieut. Alan Cole of HMS Boxer. He receives £100 and two years membership of the Naval Review.

Runners up Sub-Lieut. R. J. Clark, Sub-Lieut. B. L. Darling WRNS, Lieut. S. P. Huntington and Lieut. P. M. Markham WRNS each receive £20.

DCI RN 75/93



AVENGER IN THE FALKLANDS

COMMANDER British Forces Falkland Islands, Rear Admiral Neil Rankin, describes the role of the Royal Navy frigate in the defence of the South Atlantic as "absolutely vital". "We sleep a lot easier knowing that seaward we are just as well protected as in the air or on the ground," he said.

Speaking on board HMS Avenger, now on her way home after handing over guardship duties to sister-ship HMS Arrow, he went on — "I would think that this is one of our most important commitments, which we will keep up as long as necessary."

"We are British citizens down here. As far as I am concerned this is Sovereign Territory and our commitment would be as high as to England, Scotland, Northern Ireland, and Wales."

The duty in the Falklands is a poignant one for both of the Type 21 frigates, as their sister ships Argent and Antelope were lost in the 1982 War.

Avenger herself played a vital role in the conflict, taking the surrender of a thousand Argentine troops and liberating Fox Bay.

Members of the present ship's company visited

Campito, the remote hillside site of the memorial to the two sunken ships, overlooking the San Carlos Bay area where they lie.

Bad weather has taken its toll of the memorial, so it was carefully restored, before a memorial service, led by Avenger's Commanding Officer, Cdr. David Durston, took place in the swirling mists.

Questions were asked in the House of Commons when it was reported that HMS Avenger's visit to Chile had been cancelled because of cutbacks in the Navy's fuel budget.

She was originally programmed to call into Chile, where interest has been expressed in buying Type 21 frigates, but Armed Forces Minister, Archie Hamilton, stated that Avenger would be returning directly to the UK from her four months patrolling in the Falklands.



Photographs: Top — In a flypast during the Queen's Birthday celebrations at Port Stanley, HMS Avenger Flight's Lynx provides a patriotic flavour.

Above — The Governor of the Falkland Islands, David Tatham, inspects the Guard of Honour provided by HMS Avenger.

Flowers of the sea

AN exhibition centering on the experiences of men who served in the Flower-class corvettes in convoys across the Atlantic during the second World War has opened at the Royal Naval Museum at Portsmouth.

Over a dozen of the corvette veterans, most of whom were Hostilities Only personnel, were among the first to experience the exhibition and audio-visual presentation, after attending the opening ceremony as guests.

Capt. Ray Hart, one of the last surviving Battle of the Atlantic commanding officers — he commanded the destroyers Videttes and Havelock during 1942 to 1944 — performed the opening ceremony.

Over a dozen of the corvette veterans, most of whom were Hostilities Only personnel, were among the first to experience the exhibition and audio-visual presentation, after attending the opening ceremony as guests.

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Flight on form

AWARDS presented by the Flag Officer Naval Aviation Rear Admiral Ian Garnett on board HMS Campbelltown reflected an exceptionally busy year for the Type 22 frigate's Lynx flight.

Lieut. Tony Hills collected the Sopwith Pup Trophy on behalf of the flight for achieving the highest operational capability during 1992.

It was embarked for 216 days last year, operating in the North and South Atlantic, the Mediterranean and the Caribbean, flying a total of 260 hours. Two challenging incidents were helping HMS Cardiff in disaster relief in the Bahamas after hurricane Andrew and helping to rescue the super-tanker World Hitachi Zosen, on fire with 270,000 tons of crude oil on board off North Africa.

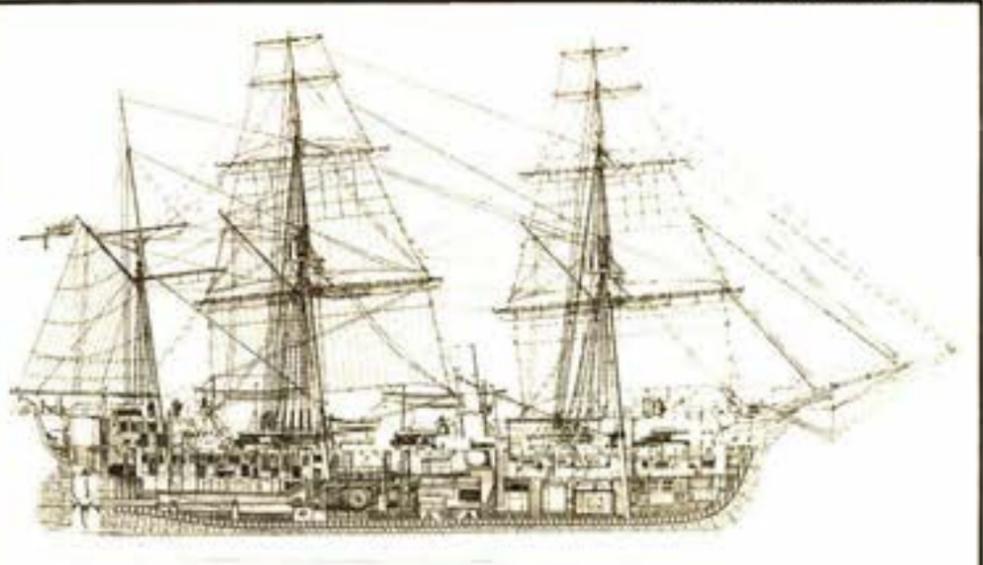
After the latter, the then Flight Commander, Lieut.-Cdr. Nick Clarke was awarded the Queen's Commendation for Valuable Services in the Air for his part in locating the blazing ship and delivering the fire fighting teams.

Lieut.-Cdr. David Goodwin, then the ship's Executive Officer, received the Queen's Commendation for Brave Conduct for leading the four-man team, as did CMEM(M) Harry McCoughlin for the superb leadership and specialist knowledge he displayed at the time.

The final award was a further QCVSA to Campbelltown's present XO, Lieut.-Cdr. Ian Low, for his role in Operation Granby whilst Senior Pilot of 845 Sqn.



● Left to right are Lieut.-Cdr. Goodwin, Lieut.-Cdr. Clarke, Rear Admiral Garnett, Lieut.-Cdr. Low and CMEM McCoughlin.



HMS GANNET 1878

Designer classics

A SERIES of highly detailed illustrations showing the sloop HMS Gannet as she was while on active service in the 1880s has been produced by HND students at Bournemouth and Poole College of Art and Design.

It is planned to restore the ship, which is preserved at Chatham Historic Dockyard, to her state in 1886, following her first substantial refit.

To this end former Director of the Maritime Trust Vice-Admiral Sir Patrick Bayly commissioned the large-scale views and cross sections — the centre-piece (above) showing all visible internal and external features of the ship is 6ft x 4ft — over ten years ago, though it was not possible to start work on the project until 1991.

First presented on board the Cutty Sark, they will go on display at the National Maritime Museum, Greenwich before being permanently set up alongside HMS Gannet.

Meanwhile a superb model of a more recent addition to the Fleet has been handed over to the commanding officer of HMS Active, Capt. Chris Beagley, seen (left) with Eric Dyke whose latest creation — he has presented models to many HM ships including HMS Brave and HMS Norfolk in recent years — now has pride of place in the Type 21 frigate's main passageway flat.

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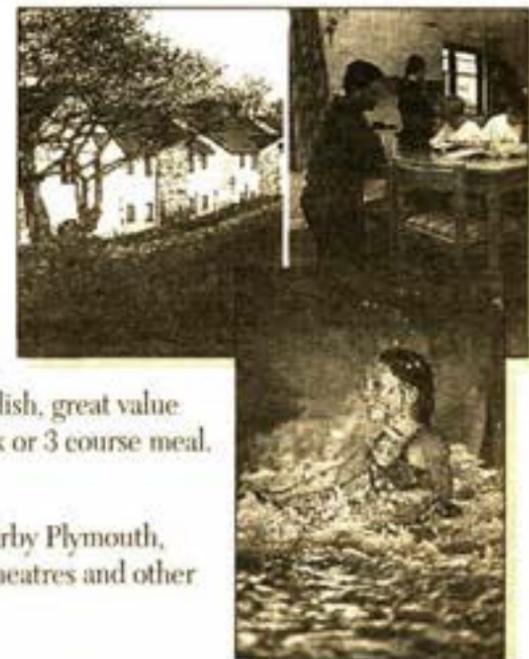
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Brave of the year

MASTER-at-Arms Chris Browne meets Master of the Worshipful Company of Haberdashers, Mr Brian Jenks, at Haberdashers Hall in London. Chris is seen receiving an engraved silver bell — his award for being named "Brave of the Year" for all-round excellence.

Type 22 frigate HMS Brave, which is now undergoing a refit at Devonport, has a strong affiliation with the Worshipful Company of Haberdashers and the presentation to Chris took place during a visit by members of the ship's company to the Hall. They were hosted to lunch by the Master and Wardens.

ANDROMEDA FIRST AND LAST...

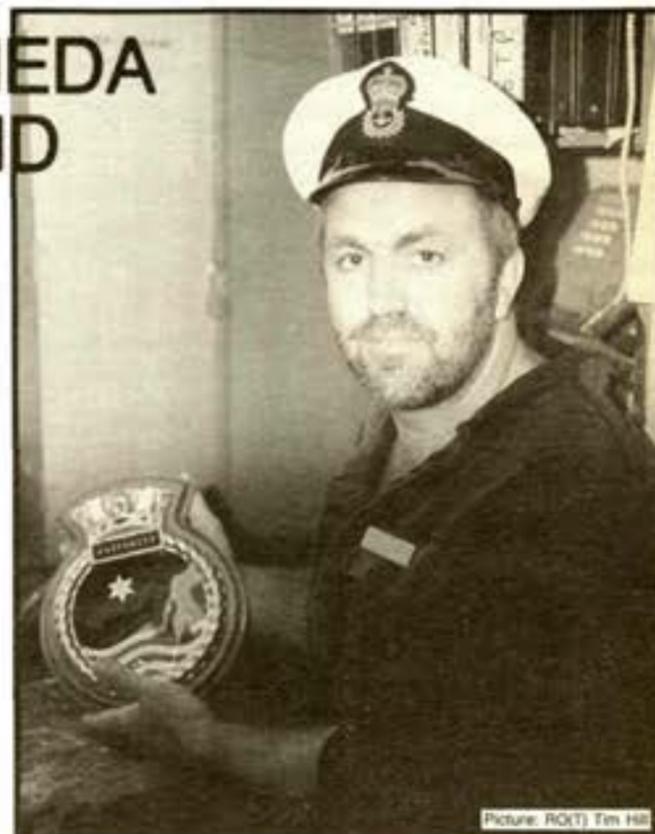
CMEA(H) Mick Izzard puts the finishing touches to the last ship's crest for HMS Andromeda, which was his first ship after joining the Royal Navy in 1969.

Now the frigate is taking up her new "extended readiness" status, Mick has been put in charge of her hull maintenance.

Once completed, the crest was given to the Leicester Senior Service Naval Club, whose old club building and possessions were destroyed in an arson attack in January.

Fellowship

CAPT. Peter Organ has been elected a Fellow of the Institute of Marine Engineers.



Picture: RO(T) Tim Hill

NEW COMMODORE

THE LAST national serviceman in the Royal Naval Reserve has been put in command of the volunteer force; he was created commodore at a ceremony on board HMS Victory.

Cdre. Ian Pemberton will act as a link between the Royal Navy and the RNR. He is also in command of a sea training centre at Bristol.

During National Service he

was a midshipman and served in the Mediterranean. He joined the volunteers in 1961 as a seaman officer. In civilian life he is a personnel controller for Spillers Milling.

HOME AND AWAY

CDR. Mike Pengelly, Commanding Officer of the RN School of Educational and Training Technology, bade farewell to Lieut.-Cols. Bambang Sanjoto (right) and Gatot Soedarto of the Indonesian Navy and Lieut. Christian Bogdan of the Romanian Navy.

During their month-long stay, the officers had undertaken specialist instruction in the RN's much-envied Systems Approach to Training.



PICTURED in chillier climes are Cdr. Richard Davey, Ms Christine Shelley and Col. Richard Cohen on a NATO-sponsored visit to Moscow and Alma Ata, where they had talks with senior political and military figures.

Cdr. Davey works for General Sir Edward Jones, the UK's Military Representative in Brussels, Ms Shelley is deputy head of the NATO Secretary General's private office, and Col. Cohen works for the International Military Staff as Head of the Military Co-operation Branch.



The wounds that don't show

They used to call it shell-shock. Now it's called combat stress. It is a terrifying affliction. It takes many forms, but usually it is caused by shock, the shock of an exploding shell, the shock of a bomb.

The Ex-Services Mental Welfare Society helps those men and women from all Services whose minds have been affected by repeated hostile actions. From Ireland, the Falklands, both world wars and from many actions in between.

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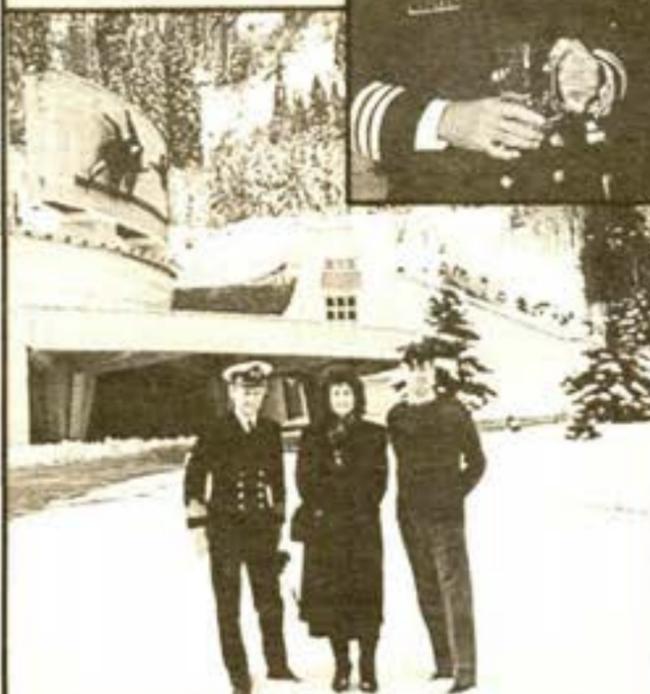
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JUST WHAT THE DOCTOR (WOULD HAVE) ORDERED

QUALIFIED Naval Auxiliary Sue Geddes, of Leith RNXS Unit, has been awarded a Flag Officer's Commendation in recognition of the First Aid treatment she gave an injured colleague.

LNX Keith Fotheringham seriously injured his hand in an accident on board XSV Exploit. But Sue's prompt action reduced his blood loss and minimised shock.

She also immobilised the fractures and all-in-all her response meant the surgeon at Inverclyde Royal Hospital was able to operate shortly after Keith was admitted.

Sea service



FOR THE Royal Navy's first woman chaplain, the Rev. Caroline Pullman, the rocking and rolling of her first ship, HMS Cardiff, no longer hold the terrors they did. For the first few days of the ship's passage out to enforce the United Nations blockade off the former Yugoslavia Miss Pullman endured a bad bout of sea sickness.

Having found her sea legs, Caroline has mastered at 15-knot transfer to HMS York to hold a communion service.



Capt. Browne makes the presentation to LPT McKeown. See story right.

McKeown's a highly successful export!

TWO consecutive deployments to the South Atlantic, necessitating an absence from the UK of 10 months out of 12, saw HMS Herald visiting several West African and Brazilian ports, including a Christmas run ashore in Rio.

Because of the length of time away, a physical trainer was drafted to the vessel. LPT John McKeown was the first PT to serve in this class of ship, but he made the job his own.

He is pictured receiving a Herbert Lott award from the Captain Hydrographic Surveying Squadron, Capt. Rodney Browne, who visited the Herald in Santos, Brazil.

The award marks John's "professional abilities, immense enthusiasm and capacity for hard work." In addition to organising daily and weekly sports contests and events, John conducted several ses-



sions of fitness training daily for all abilities, "the first com-

mencing prior to breakfast and the last frequently going on to pipe-down."

For another member of Herald's ship's company, Sub-Lieut. Tony Knott (inset), the deployment included a two month stint on loan to HQ British Forces Belize. Tony's duties ranged from watchkeeping to dealing with casevacs.

He also took part in various Army exercises, spending a week on patrol in the jungle, dived the Blue Hole (first discovered by Jacques Cousteau), and organised a cultural trip to Mexico to view Mayan ruins.

Six of the best

A FEW more greybeards — actual and metaphorical — have been lost to the Senior Service with the retirements of the Second Sea Lord, Admiral Sir Michael Livesay, Capt. John Robathan, Cdr. Mike Porter RNR, Aux. Lieut.-Cdr. Maurice Hogg, and WOs Peter Grocott and John Southall.

Admiral Livesay served across the world during his 41 year RN career, but developed particularly close links with Scotland and it is in Perthshire he will make his retirement home.

"Assured Supply" was the last exercise for three stalwarts of the Falmouth Port HQ, who between them had clocked up over 130 years' service.

Capt. Robathan joined the RN in 1943 and went on to command HMS Kent. Following his retirement in 1976 he became NOIC, Cornish Coast and later NCSO Falmouth.

Cdr. Porter served in the Royal Navy from 1956 to 1959, and joined the RNVSR in 1960 and the RNR in 1964. He was SONCS at PHQ Falmouth from 1980 to 1993 and his service with the Sea Cadet Corps stretched over 40 years from 1953.

Lieut.-Cdr. Hogg served in the RN from 1943 to 1946 and joined the Royal Naval Minewatching Service (later the Royal Naval Auxiliary Service) in 1953. He was PNXO at Fal-



WO Southall

mouth PHQ from 1974 to 1993.

Colleagues and friends from across the UK travelled to Gosport to mark the retirement of WOVtr Grocott, who had joined the RN in 1951.

Mr Grocott was presented with a silver cup (the "Peter Grocott Trophy") which will be passed to the Royal Naval Supply School. The trophy will be awarded annually to the most outstanding Wtr/LWtr (male or female) to complete the Leading Writer Qualifying Course.

WO John Southall has spent the last 12 years as uniformed representative responsible for liaison with the Software Issuing office in DRA Portsdown.

His scrupulous accounting of all software issued to the Fleet saved the bacon on numerous DWEOs over the years and "Mr Software" as he's known, will also be fondly remembered by Unit Security Officers and Classified Book Officers to whom he has lectured at HMS Mercury and Ashford.

Left: Lieut.-Cdr. Hogg, Capt. Robathan and Cdr. Porter.



Admiral Livesay



WO Grocott



PALM HISTORY



MAKING friends with the locals is Royal Navy pilot Lieut.-Cdr. Peter Palm (750 NAS, Culdrose), a member of the United Nations peacekeeping force in Cambodia.

Peter was sent first to Siem Reap in the north-west of the country, where he encountered primitive conditions and frequent exchanges of gunfire between rival groups of local militia.

He has now swapped his bullet-ridden hut for a comfortable office in Phnom Penh, where he is the Naval Policy Development Officer.

People in the News

Irish ties

LIEUT.-Col. Tony Potter, CO 1st Battalion Royal Irish Regiment, is presented with a pipe banner by Lieut. Chris Dyke, ship's navigator, on behalf of the officers and men of HMS Brave.

The Battalion has enjoyed close links with the ship over the past six years. Chris is on temporary detachment to the Battalion in Cyprus to swot up his "Armyese" prior to an appointment at Sandhurst



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NEWSVIEW

Scandal in ephemera

In a Defence Records debate in the Lords former Armed Forces Minister Lord Trefgarne made a commendably reasoned plea for the preservation of the Services' film and photographic archive.

It was timely in view of all the World War II anniversaries currently being celebrated — but also possibly too late.

Those pictures and films, some of which date from the Boer War, supplemented by the videotapes of more recent conflicts form what he rightly regards as a priceless national asset that could easily be lost forever.

The nitrate film on which the old movie reportage is based turns first to a jellied mass and eventually to dust. Proper storage can delay the process of decay, but as early as the 1970s the Imperial War Museum which has for long had the responsibility of conserving these records was finding advanced deterioration of viewing prints only 30 years old.

It all comes down to money, of course. Trefgarne took a close interest in the problem during his time in office and was able to make some extra cash available from the MOD, but he was painfully aware that it fell far short of what was needed to copy the whole archive before it fell apart.

Ironic

There are around 1,000 reels still awaiting transfer, which on present plans will not be completed until well into the next century, by which time many of them will be "fit only for the waste paper basket."

He wondered whether additional commercial sources of funds could be tapped and here he has a point well worth making. Speaking in another place last month Defence Procurement Minister Jonathan Aitken noted that Britain's defence exports last year were worth more than £5 billion, 20 per cent of the world market. These were record figures which he expected would be exceeded this year.

Navy News has its own extensive archive of photographs, many of which are unique in that they were commissioned solely for our use and have appeared nowhere else than in these pages, and hardly a month goes by without some request from the industry to make use of them in promoting their products.

If the worm has been eating into a truly irreplaceable part of our national heritage, it should be turned and soon.

In an age when information technology allows instant transmission of living history, the need to conserve some of it for posterity should be of equal concern.

TV documentaries of the events of a century and more ago can draw on a massive archive of preserved correspondence and superbly detailed full plate images taken from glass negatives. It would be supremely ironic if the resources available for recording history in the making today were not set to their full advantage.

Don't get carried away

WO Mike Deans' poster warning on the hazards of diving is being distributed to all ships — together with a leaflet from the Spinal Injuries Association.

The Staff Officer (Personnel) at HQ C-in-C Fleet was tasked with producing it following an increase in the number of serious neck injuries caused by diving into shallow water.

The parallel campaign by the SIA — which is in the forefront of the effort to pick up the pieces of the casualty's life after discharge from the Service — is being sponsored by Barclay's Bank.

It points out that at least 40 Britons break their necks in diving accidents each year — almost all of them young males aged between 15 and 30 — which usually means life in a wheelchair.

Alcohol frequently plays a part in these accidents — don't drink and dive is the advice.

THINK
BEFORE YOU
DIVE

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LOOK

BEFORE

YOU LEAP

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DON'T GET CARRIED AWAY - LOOK BEFORE YOU LEAP

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Straits times for Southampton



HMS Southampton visited Singapore while on exercises with Australian, Malay and Singapore Navies, practising her air defence role.

She had two weeks rest and recreation there, allowing visits by families and giving the ship's company a well-earned break, before their departure to join the Armilla Patrol in the Gulf.

● Left — HMS Southampton cuts a dash in the Singapore Straits during Exercise Starfish.

● Below — Alice in Doc Martens? AEM Willie Curie paints an updated version of the Wonderland girl on the nose of the ship's Lynx helicopter.



David keeps his mind on the job!

ONLY member of HMS Alacrity not pointing in the right direction for this traditional happy snap ...
Lieut. David Bellingham

(seated left, second row from the front) was probably checking the position of the sun, just in case. After 23 successful visits around the Caribbean, he was naturally anxious the Type 21 frigate

reached her next port of call safely.

This was Devonport, where she arrived home last month after the longest West Indies Guardship Deployment in recent years. During her six

months away the Alacrity tied up at Ponta Delgada (twice), Bermuda (twice), Miami, Belize, Grand Cayman, Jamaica, Tampa, Tortola, Trinidad, St Vincent, Bequia, Grenada, Curacao, St Lucia, St Kitts, Nassau, Anguilla, San Juan, Grand Turk, Key West and Grand Bahama.

Wherever and whenever possible she reported on surface activity to the US Coast Guard, helping in the fight against drug trafficking. There were opportunities for exercises with them and with nine Caribbean Regional Police forces.

Rescue

HMS Alacrity paraded units at Independence Day celebrations at Grenada and St Lucia as well as taking part in the bicentennial of the arrival of the breadfruit plant on St Vincent (as reported in the March edition).

While in company with RFA Orangeleaf she came to the rescue of an open 14 ft fishing boat from Martinique, which had broken down 60 miles out to sea. The first sighting was made from the Orangeleaf — had it not been for her high bridge lookout position there might well have been a tragedy.

Picture: NA(SE) Taff Blackford.




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READY TO BOARD

HMS Cardiff approaches the Lebanon-registered coaster *Amin*, ready to transfer the boarding party to check her out. Bound for the port of Rijeka in Croatia, the merchantman was in ballast from Beirut, and was allowed to continue on passage.

While the Royal Navy's HMS Ark Royal, continues to operate from the coast, ready to intercept, HMS Cardiff, under NATO command, enforces the maritime blockade. The Sea King helicopters and ground parties, including the Sea King, play a key role in United Nations operations.

'Can-Do' Cardiff and the ring of steel

AS the fighting in Bosnia continues, despite UN mediation, the six ships of the Royal Navy Task Group remain on station, staying at a high state of preparedness, exercising all aspects of their capabilities.

HMS Ark Royal and her accompanying RFA's, *Grange* and *Argus*, have all been operating since January, the frigate HMS *Broadsword* has joined since the beginning of April, with the sixth member of the Group, the Dutch frigate HMNL *De Ruyter*, has joined, relieving her sister ship *Abraham Cruijff*.

The Group's aircraft, Sea King helicopters — carrying anti-submarine and airborne early warning — are also on station.

AS the ships of the RN Adriatic Task Group stay watching and waiting in the wings the Type-42 destroyer, HMS Cardiff is in the forefront of maritime operations, a key member of the NATO force enforcing embargoes against Serbia and Montenegro.

The sanctions, imposed under the terms of the United Nations Security Council Resolution 820, mean that only food and medicines may be taken into Serbia and Montenegro, and that vessels calling into ports in the remainder of former Yugoslavia are barred from carrying arms.

Up to 140 merchant ships enter and leave the Adriatic each day and with each one bound for the former Yugoslav states required to be boarded for inspection, unless previously cleared, enforcement is obviously an immense task.

Cardiff is the Royal Navy representative in the ten-ship Standing Naval Force Mediterranean, under the command of Italian Admiral Enrico Martinotti. Six ships stay on station at all times, each assigned to their own sea area, while above NATO maritime patrol and airborne surveillance aircraft maintain 24-hour cover.

Patrolling a 400 square mile area around the 40-mile Straits of Taranto, the gateway to the Adriatic, the Portsmouth-based destroyer has been living up to her nickname 'Can-Do Cardiff', reaching a total of 45 boardings, more than any other ship in the Force.

Boarding parties arrive either by roping down from the ship's flight Lynx helicopter or by fast Gemini craft. Lieut. Kevin French, one of the three officers who lead Cardiff's boarding parties explained that the intention is to try their best not to slow down the vessels. "It's much appreciated by merchantmen who may have been stopped on more than one occasion," he explained.

Missiles

All the while Cardiff remains outside the territorial waters of former Yugoslavia — to venture into the 12-mile limits would be regarded as a "hostile act" — but she remains aware of Yugoslav naval activity along the coastline, and it is known that Styx missile batteries are sited in positions along the coast. The men and women of Cardiff's ship's company remain in permanent State 2 Defence Watches, ready for action at short notice.

The Republic of Albania is an immediate neighbour to the Bosnian conflict, and two

officers from the Albanian Navy were recent visitors to HMS Cardiff, witnessing operations in support of the United Nations' sanctions.

Pictured right, with Cdr. Richard Leaman, Cardiff's Commanding Officer, are, left, Cdr. Petrao Thomai and, right, Cdr. Vladimir Bayami.

The visit is believed to be the first by the Albanian Navy to a Royal Navy ship at sea since before the Second World War.

Flagship

Describing the patrolling NATO warships as "a ring of steel", Cdr. Leaman, declared "The seaborne blockade is virtually one hundred per cent effective and clearly the emphasis needs to be placed on land frontiers as well if the embargo is to be completely watertight."

When Admiral Martinotti's own ship, the cruiser *Vittorio Veneto*, is not out on patrol then he and his staff transfer to HMS Cardiff and she becomes the Flagship for the Force, a major additional role involving much extra work for everyone on board.

Cardiff has now been on Operation Maritime Guard for over two months, having relieved HMS *York* in March. She is due to hand over her task to HMS *Edinburgh* at the end of July.

Meanwhile, her ship's company will continue to remain extremely busy and ever vigilant, carrying out their active role in the Adriatic.

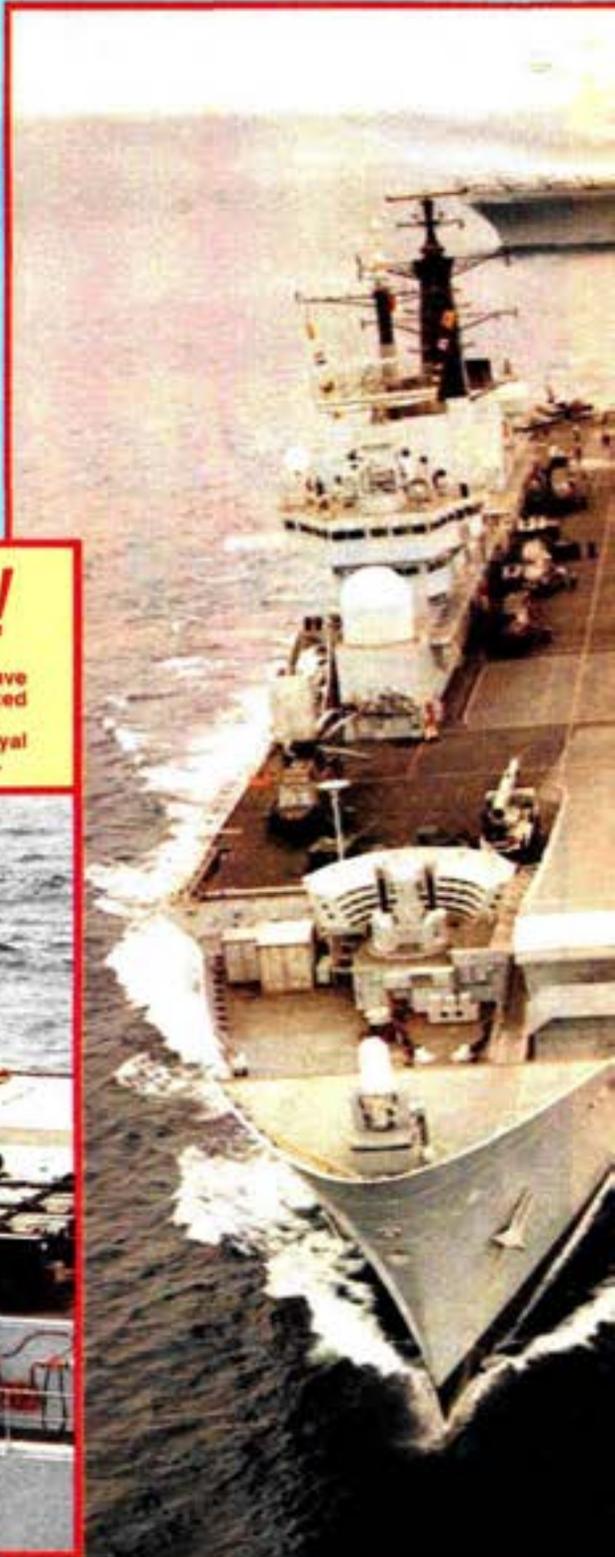
Morale remains at top level. As Cdr. Leaman declared "I am very proud of the way all of our lads and lassies on board are rising to the challenge of the extremely important and worthwhile role we are playing in this area."



Going great guns!

Although the bulk of the troops originally embarked in RFA *Argus* have returned to the UK, to remain there on standby, the 50 or so still embarked keep military equipment maintained and serviceable.

Pictured below, gunners from 5 (Gibraltar) Battery, 97 Locating Regt. Royal Artillery, test fire one of the six 105mm field guns on the flight deck.



S THREE ROLES IN THE CONFLICT

avy Task Group, led by HMS es to operate off the Dalmatian intervene if called upon, HMS TO command, enforces the Ashore in Croatia and Bosnia, copters of 845 Squadron and cluding Royal Marines, play a Nations relief and mediation

fforts at Task Group paredness,

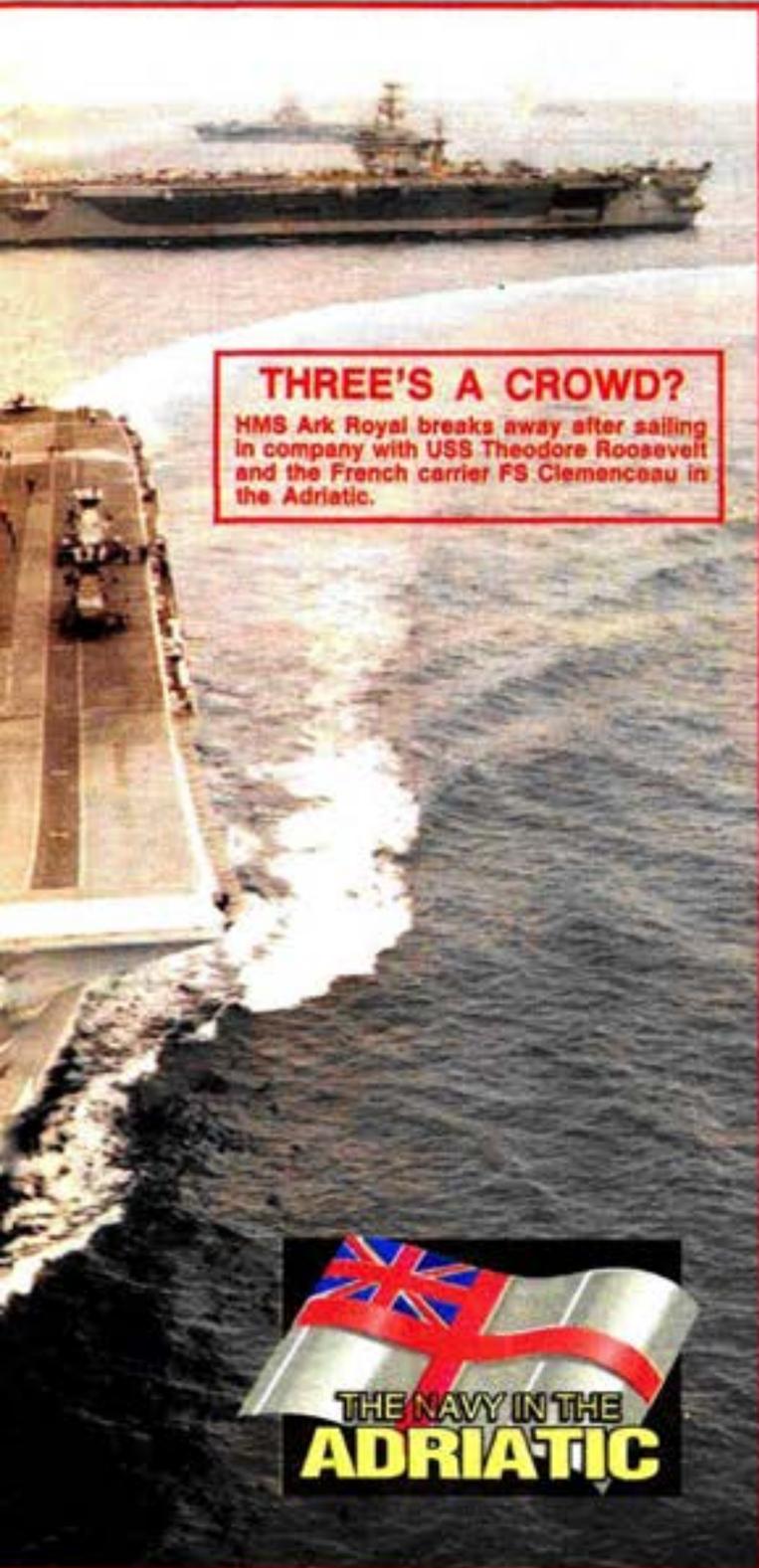
Lynx helicopters and Ark Royal's Sea Harriers — capable of fighter, strike and reconnaissance roles — continue to fly the Adriatic skies, keeping at the peak of readiness.

Owen, Fort or the area lean there mber of the as recently sen.

Their mission seems set to continue, their presence just over the horizon a comforting reassurance for the British forces operating on the mainland in difficult and potentially dangerous conditions.

ommando, k frigates'

Ark Royal's long haul may soon be coming to an end, as her sister-ship, HMS Invincible, is currently working up in UK waters and it is generally expected that she will arrive in the Adriatic to take over the task as Group leader at the end of next month.



THREE'S A CROWD?

HMS Ark Royal breaks away after sailing in company with USS Theodore Roosevelt and the French carrier FS Clemenceau in the Adriatic.



Junglies in their element

FROM their base at Divulje, near Split in Croatia, the four Sea King helicopters of 845 Squadron are being kept extremely busy, with two of the four aircraft almost always away, carrying out a variety of missions.

The Sea Kings, under the direct operational command of the United Nations, invariably fly their sorties in pairs, for safety and mutual rescue reasons, operating over a wide area of the former Yugoslavia.

The original allocated flying hours per month are now regularly exceeded, and two more helicopters have recently arrived replacing two which have returned to UK for repairs and maintenance, one having sustained shrapnel damage from mortar fire.

Becoming a familiar sight on the TV news, the white Sea Kings have been in the forefront of UN relief and evacuation operations. Recent missions included twice flying in to the battle area of Mostar to take out wounded Spanish soldiers serving with the UN, and the evacuation of over 50 Muslim Bosnians from the besieged enclave of Zepa, south of Srebrenica.

Mediators

845 are also frequently employed to safely transport UN officials and mediators around the war-torn country. In one recent operation involving three aircraft they flew a party of 30, comprising UN mediators, including Lord Owen, and local military leaders of the three warring factions — Serb, Croat and Muslim, on a 150-mile trip to the Mostar area, in an attempt to stop the intense fighting and bloodshed going on there.

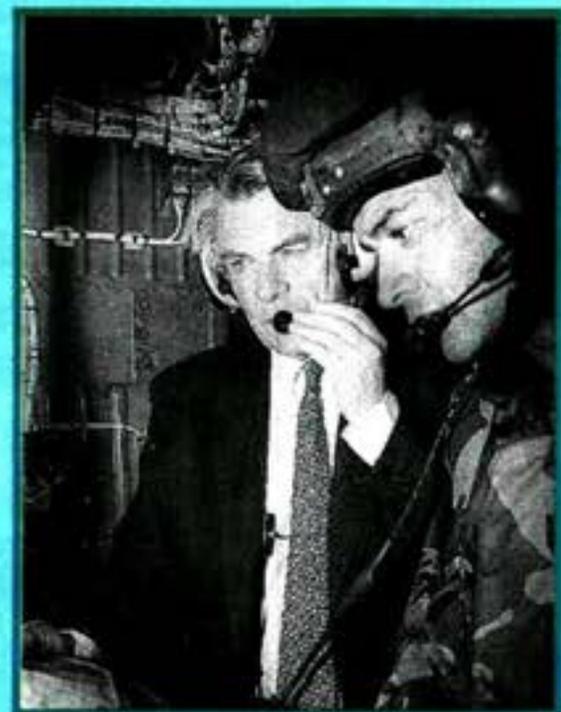
Training

Another VIP passenger was General Michael Rosa, Commander UK Field Army, who travelled from Split to the UN Headquarters, housed in a former ski-resort hotel at Kiseljak, near Sarajevo.

The Squadron have been based at Split since last November, though personnel

are regularly rotated every three months. Sea King pilot Sub Lieut. Sean Cox has recently returned for his second stint.

"The temperature change is dramatic" he said. "When we first arrived it was freezing with plenty of snow around — now its really hot, presenting some difficulties in high altitude ops." "All the squadron's previous training as "junglies" in the snows of Norway and out in the desert is certainly standing us in good stead for this present task."



Pictures:
Top — Up and running, three of 845 Squadron's Sea Kings lift off from their base at Divulje, near Split, in Croatia.
Above — CPOACM Jeff Edwards briefs mediator Lord Owen as they fly from Split to Metkovic, near Mostar for talks with the warring factions

(Wire pictures from 845 Sqn by LA(Phot) Dave Whittaker)

Left — Recently returned from duties with the ground reconnaissance teams operating in Bosnia are, left, RO(G) Nigel Hoyland and, right, L/ Sdr Les Fehir.

Both are serving with 148 Commando Battery RA, based at Royal Marines Poole. Nigel has served two years of a five-year draft with the Battery, while Les, after serving for eight years in the RN, has now transferred permanently to the Army.

While in Bosnia their work involved them in carrying out forward air controlling and direction tasks, travelling throughout the country to war-torn areas such as Vitez, Mostar and Sarajevo.

The cook, the terrorists, their boss & the stripper

SAILORS don't have enough on their plates, it seems; now Hollywood has to come up with a fresh scenario to fret about. *Under Siege* is set on board the Second World War battleship USS Missouri, heading into port for its decommissioning ceremony. Suddenly a gang of terrorists have bluffed their way on board, penned up the crew below decks and are getting ready to offload the ship's nuclear missiles on to a submarine, presumably for onward transmission to one of those countries with lots of sand.

However, during their round-up, the bad guys missed not only a stripper who had fallen

dier who decides to have one last weekend fling in New York before killing himself. Enlisting

NN Screen Scene

asleep inside her cake (What's that, you don't have a stripper in a cake on your ship? Tut), they also overlooked the ship's cook, locked up in the meat safe for insubordination.

Since he's played by top tough guy Steven Seagal, here obliged to part with his trademark pony tail, it will come as no surprise when the film turns into a sort of *Die Hard* on the high seas, with Seagal eliminating the opposition one by one, or even on occasion two by two. Unlike Bruce Willis he has company, namely the degaiteau'd stripper, tagging along behind to help and hinder.

It's a sure-fire thriller, which has taken millions at the box office. Seagal demonstrates his usual hatchet-faced invincibility, while Tommy Lee Jones as the flamboyantly camp desperado-in-chief combines humour and menace. Erika Eleniak plays the stripper whose superstructure is even more impressive than that of the *Mighty Mo*.

Scent of a Woman is worth seeing primarily for Al Pacino's great Oscar-winning performance. He plays a blind ex-sol-

a hard-up student to act as his helper, he embarks on his programme of expensive hotels, even more expensive call girls and so on... but the student has his own problems, and Pacino finds a new lease of life by interesting himself in helping to solve them. At 2½ hours, the film doesn't seem a moment too long and is full of moments to treasure, such as the lovely scene where Pacino teaches an English girl how to tango and, of course, the barnstorming climax in which he stages a 7th Cavalry last minute arrival to try and save his young minder's bacon.

Boxing fans can o.d. on *Midnight Sting* (or *Diggstown* as it was originally and more intriguingly called) in which Lou Gossett has to beat 10 fighters in consecutive bouts in order to win a giant bet. It's all part of an elaborate scam run by James Woods, usually noted for his portrayals of various slippery snakes, but here a good guy for a change. The film expertly rings the changes between comedy and thriller, and is altogether a super-efficient piece of



Above: Marisa Tomei as silent star Mabel Normand and Robert Downey Jr as "The Little Tramp" in Richard Attenborough's *Chaplin*.

entertainment.

Last of this month's quartet of film releases is Richard Attenborough's *Chaplin*, which races us through the set-pieces of the great comedian's life: the grinding poverty of his East End upbringing, the boozy bedlam of the music hall, the primitive early days of film making when Hollywood was just a

hamlet in the middle of nowhere — in fact enough happened to Chaplin before his 21st birthday to make an acceptably incident-packed feature.

Attenborough, though, has chosen to give us the whole story — the superstardom, the predilection for dangerously pubescent girls, the feud with FBI

supremo J. Edgar Hoover, which eventually drove Chaplin out of the USA.

It's a vivid picture of an extraordinary life; in the title role Robert Downey Jr. seems to have sunk his heart and soul into his remarkable impersonation.

— Bob Baker

NN At Your Leisure NN

EVERY INCH THE HERO

IN A communique issued in 1950 the Admiralty observed that Capt. Frederic Walker "more than any other, won the Battle of the Atlantic. His methods had amazing success and more than any other factor gave the Royal Navy supremacy."

His personal tally of success against the U-boat menace speaks for itself — he sank 20 and a further eight were destroyed within a year of his death by ships of his Group.

That Walker died in the hour of victory — though he was not to know it — at the age of 48 invites comparison with Nelson, and as Admiral of the Fleet Lord Lewin notes in his foreword to a long overdue bi-



ography of *The Fighting Captain* (Leo Cooper £17.95) by Alan Burn, it is not an idle one: "for Walker to be able to transfer to other ships in his Group, displacing their Captains, and to be accepted not with grudging suspicion but with wholehearted warm support marks him as a leader of the calibre of Nelson."

Even more poignant is the fact that Walker succumbed to a stroke brought on by the strains of command — which at least allowed him the dignity of what amounted to a State funeral, the venue for the obsequies accorded his devoted commander, Max Horton, seven years later.

More than Nelson, the tall, craggy featured Walker looked every inch the naval hero — had the movie world caught on to his story in the immediate post war years Jack Hawkins would have been the obvious choice to play him.

Typical of his approach to his task is the account of HMS *Starling's* first kill, U 202 on June 1 1942, in which the "creeping attack," with variations of his own devising, was shown to be a powerful new tactical weapon.

This had the directing ship astern of the U-boat at convenient range for keeping Asdic contact, while the attacking ship proceeded in between, 1,000 yards ahead and not operating Asdic.

The directing ship passed on ranges and bearings, conning the attacker to a position preferably just short of her quarry before giving the order to fire.

After the attacker, moving at just five knots, had dived off 26 depth charges 25 yards apart, she cleared the range at full speed and allowed the directing ship to move up and deliver another pattern over the same area.

The advantages of this method were that it gave no warning to the U-boat of an impending attack, was extremely accurate as to bearing and range, and was carried out at a speed where the noise of the screws could not be easily picked up.

The author, who served under Walker, gives a workman-like account of the skill and self-sacrificing dedication of an officer still revered as a local hero at his base port of Liverpool who has long deserved a wider celebrity, despite the rare distinction of his DSO and three bars.

— JFA

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SUPERPOWER NAVY — SURPLUS TO REQUIREMENTS?

Some of William H. Honan's *Great Naval Battles of the Twentieth Century* (Robson Books £18.95) are not battles at all in the proper sense — and a couple of them didn't quite make it into the present century either.

Manila Bay and Santiago deserve inclusion in this selection of largely contemporaneous and first-hand accounts, though, for the Spanish-American War of 1898 was one of the first occasions in which high-speed warships, precision artillery and high explosive shells were tested in actual combat.

In the Mediterranean in 1966 the Soviet Navy did not actually come to blows with the US Sixth Fleet — though the "Chicken of the Sea" confrontation Honan himself described between high-performance aircraft checking out their respective potential adversaries' defensive tactics and capabilities claimed quite a few lives in accidents.

The US Navy may have survived as the sole superpower fleet — but Honan suggests that America had no sound justification for building a large ocean-going force in the first place.

While Britain and Japan could argue that their national survival depended on strong navies to protect the sealanes, no such argument could be made for the virtually self-sufficient USA — nor could she be seen to need one to protect her coastlines from nearby aggressors.

And if her navy was constructed simply as an imperialist toy, she might have done better without it. Then she might not have

"mugged the Spanish Empire" in 1898 and made off with the Philippines and Guam.

"And had America not owned those territories in the far reaches of the Western Pacific, it seems hardly likely that Admiral Yamamoto would have disturbed Pearl Harbour in December 1941..." But throughout much of the 40 years of the Cold War her armada of nuclear submarines was the mainstay of the doctrine of massive retaliation which, along with other deployments, held back the advance of communism, so it had a point after all.

If either end of this anthology leads to a justification of American naval expansion, in between is a crisp selection of reportage and inspired "faction" with a balanced international perspective.

Honan offers his version of Port Arthur in the Russo-Japanese War of 1905-6 which he characterises as "the first Pearl Harbour"; Rudyard Kipling reports on Jutland, also covered by Georg von Hase's description of the destruction of the *Queen Mary*; C. S. Forester details the death throes of the *Bismarck*; and there is a piece from Sandy Woodward's compelling account of the Falklands, the first classic memoir of an Admiral at war in the computer age.

— JFA



SHIPMATES AGAIN — THIS TIME IN THE CANBERRA

SS CANBERRA, the P&O cruise liner, is to be the flagship for the Allied veterans returning to Normandy for the 50th anniversary of D-Day next year. Her charter has been agreed between the Royal British Legion (Marketing) Ltd and P&O Cruises.

The ship will carry veterans and families from the RBL (including the Normandy Veterans' Association), the Royal Canadian Legion, the American Legion and the Veterans of Foreign Wars of the United States.

Canberra will sail from Southampton on June 4 1994 and meet up with the official flotilla at sea the following day. She will dock in Cherbourg lat-

er on the 5th and veterans will be taken to the commemorative services on June 6th. She will sail for home late on the 6th, returning to Southampton early on June 7th. Prices will range between £250 and £800 per head.

The Lord Sterling of Plaistow, Chairman of P&O, is pictured on the left presenting a painting of the Canberra to Mr

Ted Jobson, Royal British Legion Chairman, to mark the agreement.

Individuals and groups interested in the trip are asked to contact The Royal British Legion, Dept. Canberra, 48 Pall Mall, London SW1Y 5JY. When costs and details are finalised they will be sent out together with booking confirmation.

VERNON: HOME OF THE TORPEDOMEN

CDR Lionel Crabb — only the newspapers called him "Buster" — is the only name to have survived in popular memory from the long index of characters who passed through HMS Vernon.

This is a pity, because Crabb, though a courageous and highly professional diver and by all accounts an engaging personality, was according to Rear Admiral Nicho Poland "a man of action rather than a thinker" whose death in Portsmouth Harbour in 1956 while apparently spying on the visiting Russian cruiser *Ordzhonikidze* was simply a case of "a middle aged gentleman who made a dive too many."

Crabb, who had retired two years earlier, was even in the words of his friend Gordon Gutteridge a rabidly anti-communist, down-at-heel and blinkered monarchist spy "who never came in from the cold" — and now Poland's massively researched history of Vernon and her people, *The Torpedomen* (Kenneth Mason, £29.50), puts history into perspective.

The MOD cleared the facts of Crabb's disappearance for publication — and the explanation merely restates the obvious conclusion — that he bungled his mission, whatever it was, drowned in the at-

tempt and his body was cast up in Chichester Harbour 14 months later, by then not surprisingly minus head and hands.

It is doubtful, of course, whether this will satisfy the romantics who have speculated for nearly 40 years that he was captured and "turned" to work for the Soviets. His is too good a story — or has been turned into one — not to improve with the telling.

Archetypal

There are other characters here just as worthy — and as colourful, such as Arthur Wilson, the archetypal Victorian naval hero who was appointed Vernon's Captain in 1889. Wilson, who was awarded the VC at the Battle of El-Teb a few years earlier — "I only walked out in the morning as a loafer just to see the fight" — really put the place on the map.

During his tenure it became a regular part of call for distinguished visitors anxious to see for themselves the development of novel instruments and weapons for which Vernon soon became famous.

Yet when Queen Victoria herself arrived he was busy connecting some vital electrical circuitry and sent word

that he would come to her as soon as he could!

Cdr. John Ouvry was one of Vernon's most distinguished mining experts — by contrast a diffident and quietly spoken man with no obvious talent for leadership. The description of his examination and recovery of magnetic mines dropped on the mudflats of Shoeburyness is hair raising.

Demagnetising coils were devised by Vernon's scientists as a result and were immediately effective, though the masters of the merchant vessels fitted with them did not have much confidence in them at first.

They gained rather more when, at the end of her voyage, a ship anchored in the Humber and switched off her coils — and a mine on the sea bed beneath her immediately exploded.

The White Ensign was hauled down for the last time at HMS Vernon on 31 March 1986 — an event, the author bitterly observes, hardly acknowledged either by the Navy or the public at large.

His book, the product of ten years of research, is a painstaking tribute to that most painstaking branch of the Service, which demanded cool analysis and steady nerves in equal measure.

— JFA

The carrier's emergence as naval weapons system

TELLING the story of an aircraft carrier purely as a weapons system works well in the case of USS Lexington and Saratoga, for their careers spanned the critical early years in the development of the type of warship that was to dominate warfare at sea for the second half of this century.

Indeed, in their evolving technologies it is possible to trace the birth and growth of many of the systems still in use today, argues Robert C. Stern in *The Lexington Class Carriers* (Arms and Armour £19.99).

Originally designed as a battlecruiser, the Lexington carried eight 8 inch guns even after her conversion and when the ships were launched they had no dedicated AA weapons at all — as late as 1939 Saratoga was complaining bitterly that she had only four machine guns.

Sacrificed

She survived a Kamikaze attack off Iwo Jima in February 1945 and was later sacrificed in the second of the Bikini atom tests.

Lexington was lost at the Battle of the Coral Sea — the first

fleet carrier to be sunk in the first purely naval air battle.

Both were pioneers to the end.

— JFA

AWARD WINNER

TOM Cunliffe has won the King George's Fund for Sailors Best Book of the Sea 1992 Award for *Hand Reef and Steer*, published by Waterline (£22.95). The book's publication coincided with a growing revival of interest in gaff-rigged yachts.

This is Mr Cunliffe's second Best Book of the Sea Award — he won in 1988 with *Topsail and Bartleaze*.

A Special Merit prize goes to Ann Savours, the distinguished Polar historian, for *The Voyage of the Discovery*, published by Virgin at £25. And a special award for the best produced and designed book is made to Edward Wake-Walker for *Gold Medal*

Rescues, published by David and Charles at £40.

Entries are now invited for the 1993 awards. A top prize of £1,500 will again be made, with two discretionary awards of £350 also available. To enter, five copies of the book should be sent to Hugh Lawson, KGFS, 1 Chesham Street, London SW1X 8NF. The closing date is December 31.

TIMES AND TIDES

OF INTEREST to the small craft user are Admiralty Tidal Stream Atlases, which give almost 100% coverage of the waters around the British Isles. The series is being updated and improved.

New and updated volumes include NP222 *The Firth of Clyde and Approaches*, NP250 *The English Channel*, NP256 *The Irish Sea and Bristol Channel*, NP264 *The Channel Islands and Adjacent Coasts of France*, NP337 *The Solent and Adjacent Waters* and NP257 *Approaches to Portland*.

For 1994 the Hydrographic Office is also adding a fourth to its series of tide tables, NP193, giving daily predictions for 11 ports on the west coast of Scotland, from Stornoway to Troon.

Tidal stream atlases (£4.95) and Tide Tables for Yachtsmen (£3.50) are available from Admiralty Chart Agents and selected chandlers.

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A sailor's biography of the ill-fated cruiser **HMS CHARYBDIS (1941-43)**. Now available from the author Craig Leith at 18 The Thicket, Widley, Waterlooville PO7 5JL for £11.30 or at £12.10 (payable to Craig Leith) for postal applications. A proportion of all proceeds will go to the Charybdis Association.

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Reunions

46 Commando RM. The annual reunion, which also commemorates the 50th anniversary of the formation of the unit, will be held on Oct. 16-17 at the Commando Training Centre, Royal Marines, Lympstone. Any former members not on the mailing list can obtain details from Reg Betts, 39 Beechfield Rd., Fremington, Barnstaple, North Devon EX31 3DB (tel. 0271 23013).

HM ships Wizard and Cadiz (1950-52): A reunion will be held at Stoke Social Club, Devonport on July 31. Details from Eric Smallshaw, 3 Dundee House, St. Andrew's Court, Eccles, Manchester M30 0LW (tel. 061 789 3421).

LST, 50th anniversary of commissioning (USA): There are still a few places left for the trip to Norfolk, Charleston and New Orleans on Sept. 13-25. Details from Valer Williams on 0705 510433.

HMS Excaltor: The President, Officers and crew of TS Excaltor will host a dinner on Trafalgar Day, Oct. 22, at the Saxon Cross Motorhotel, Sandbach, Cheshire. Details from Len Cheetham, "Cresting", 5 Havannah Lane, Buglawton, Conington, Cheshire CW12 2EA (tel. 0260 272739).

TS Explorer, Evesham SCU will be holding a reunion for former cadets at its South Littleton headquarters on July 17. It is hoped that former officers and ship's company of HMS Explorer will also attend. Details on 0356 833383, Mondays and Tuesdays, 1915-2115 hrs., or by writing to the Commanding Officer, TS Explorer, Sneathill Lane, South Littleton, Evesham, Worcestershire.

Regulating Branch Assn. (RB) will be holding their next reunion at the Whitley Club, White Island on Sept. 25. Tickets, £8, are available from Pat Doubleday, 41 Glenstone Rd., Copnor, Portsmouth PO3 5DL.

HMS Cotton: The 50th anniversary reunion of the ship commissioning in Boston, USA and of all other ships of the 18th and 19th Group forming convoy RAM6 and Operation Trammel, will be held in Southampton on Sept. 3-4 (closing date for applications Aug. 13). Details from Len Haydock, Yew Tree Cottage, 94 Grimshaw Lane, Overynook, Lincs. LN9 1PE (tel. 0695 577946).

6th Destroyer Flotilla (1944-48): Former shipmates of HM ships Caesar, Cambrian, Caprice, Carron, Carysfort, Cassandra, Cavendish and Petard are invited to the association's ninth reunion at the Royal Sailors' Home Club, Queen St., Portsmouth on Sept. 18. Details from Roy Millard, 1 King St., Chester CH1 2AH (tel. 0244 215755).

HMS Isis: Survivors will be holding their reunion at RMA Leyland, Preston, on 17-19 July 93. Contact W. Davidson (tel. 071-2526048).

HM ships Hecta, Hydra, Hecate and Herald (Ocean Survey Ships): The first A.G.M. and reunion of the H Boat Association will

be held in Portsmouth on July 3. All bookings must be made by June 25. Details from J. A. Erskine, The Elms Guest House, 48 Victoria Road South, Southsea PO5 2BT (tel. 0705 823924).

British Pacific and East Indies (Forgotten Fleets) Assn. will be holding their memorial reunion in Portsmouth on Sept. 2-3 1995. Associations and individuals wishing to attend should contact Mimsel Evans, "Bryn Deryn", Lonyr-Eglwys, St. Brides Major, Brgend, Mid Glam. CF32 0SH (ships' associations) Dennis Gardner, 116 Folly Lane, Stroud, Glos. GL5 1SX (Fleet Air Arm); Frank Manning, 26 Valley Rd., Kenley, Surrey CR2 5QG (Merchant Navy); Gerry Purnell, 1648 Green Lanes, Sutton Coldfield, West Mids. B73 5LT (all ex-serving men and women living overseas).

HMS Redoubt 1942-45: 50th anniversary of arrival in S. African waters will be celebrated at 3rd reunion dinner at Wellington, Northants, Saturday, 5 June. Ladies welcome. Details from Sam Morley, 113 The Ridgeway, Cuffley, Herts. EN5 4BG (tel. 0707-873444).

HM ships Courageous and Terror: Mr. R. Bell, 56 Highview Rd., Ealing, London W13 0HN would like to hear from anyone who has cap tallies for the two ships.

HMS Newark (1943-44): Ronald Cooper, 46 Westbury Rd., New Malden, Surrey KT3 5BA (tel. 081-949 1540) request photos which show life in the messes and wardroom. He would also like to hear from anyone who has a copy of an article written about the ship by an American journalist.

Scott of the Antarctic Memorials: David Saunders, Woosung, Pointfields, Hakin, Milford Haven, Pembrokeshire SA73 3EB would like details of any Scott of the Antarctic memorials and memorials dedicated both to those who were lost and who returned home.

HM ships Maidstone and Sea Rover: E. France, 1 Burlington Ave., Thornbury, Bradford, West Yorks. BD3 8DY would like copies of Crossing the Line certificates for both ships.

HMS Strathella, Jan.-Feb. 1944: MCPO James Bunch, PO Box 871, Floral City, Florida 34436, USA would like to hear from the ship's company of HMS Strathella with a view to inviting them to a 50th anniversary reunion with former crew members of USCGC Modoc which rescued the ship when she was adrift in the North Atlantic.

Lieut.-Cdr. Samuel Denis Harper RNVR: Bruce McMillan, 230 Kenmore Rd., Dundee, New Zealand is doing research into the development of Radar in New Zealand during the Second World War and would like to

contact Lieut.-Cdr. Harper. He was involved in the development of shipboard radar working out of Christchurch.

L.C.G. and F. Assn.: Would members please note the Secretary of the association is now Mr. John Cook, 9 Elizabeth Court, Lawson Close, Martock, Somerset TA12 6EZ (tel. 0935 824265) to whom all enquiries should be addressed.

HM ships Norfolk, Bellona, Onslow, Orest and Onslaught, Egersund, Narway 1945: Karl Wilhelm, Grützmaier, Auf dem Kyberg 9, Germany 8024 Deisenhofen, Germany would like to hear from members of the squadron which attacked a German convoy bound for Stavanger on January 11-12, 1945. He was on board U-427 at the time.

HM submarine P31 (Upoat): John McCurrach, Inverstepy, Kingston on Spey, Fochabers, Morayshire N32 7NW (tel. 0343 87514) is writing a history of the submarine and would like to hear from anyone who served in her.

HMS Nelson (1939-44): Colin Corbett, 24 Lealand Rd., Drayton, Portsmouth PO6 1LY (tel. 0705 385017) would like to hear from anyone who served with Chief Yeoman Voss.

Cod War: Capt. Terence James Uden, Maritime House, 15 Hawthorn Walk, Scarborough, North Yorks YO11 3HW (tel. 0723 585288) is researching a forthcoming video on the fishing industry and would like to hear from anyone who has cine film, slides or good quality photographs of Cod War incidents.

HM ships Rodney and Nelson (1935-45): Ege Kjolholdt-Guttormsen, Bergliets vei 1 C, 0575 Oslo, Norway (tel. 010472 2268993) would like to hear from any former personnel who served in the two ships and who may have photographs.

HMS Rockingham (1941-44): Fakenham Local History Society, representing the area which adopted the ship in 1942, would like to contact anyone who served in her or anyone with information concerning her. Contact Keith Leasman, 1 Colkirk Hill, Pudding Norton, Fakenham, Norfolk NR21 7NX (tel. 0208 864914).

Sea Fury, RN air station Culdrose, October, 1952: Ken Rimell, 16 Gifford Rd., Bosham, Chichester PO18 8LD (tel. 0243 572967) would like to hear from anyone who knows the whereabouts of Sub-Lieut. Montague whose Sea Fury, operating from Culdrose, was ditched some eight miles out. A reunion of personnel and crews rescued by air sea rescue boats will take place in Lyme Regis in the summer.

HMS Athray, 1952: Mrs. Hilary Gallagher, c/o Trafalgar Hall, Haverfordwest, Pembrokeshire, Dyfed SA62 5PL (tel. 043 787 357) seeks information about the participation of her naval diver husband, Albert Patrick Gallagher, who took part in the rescue attempt.

AB Ernest Baby, HM Submarine M1: Mrs. Irene Davies, 6 Mason's Road, Enfield, Middx, is seeking any information, photos, etc. re her late father lost at sea in M1 in Nov. 1925. Also of George Baby, his brother, lost Sept. 1917 serving in HM Submarine G9.

Sub-Lieut. J. D. Montagu, 738 Sqn (1952): Ken Rimell of the Museum of D-Day Aviation, Manor Farm, Chichester, PO20 7EF (tel. 0243-572967) is trying to trace Sub-Lieut. Montagu, who crashed his Sea Fury aircraft off Lyme Regis in October 52, rescued by RAF Air Sea Rescue Unit for a planned reunion.

HMS Durban, South American Division (1931-33): the daughter of CPOSTK P. A. Chandler has a copy of the ship's commissioning book and could be interested to hear from anyone who served in HMS Durban. Contact: Jan Ahearn on 0705 379015.

Calling Old Shipmates

HMS Ganges, Hawks Division, 49 Mess, 87/88 Class, May 1954: Alan Morris, 25 Melrose Walk, Popple, Basingstoke RG24 9HH (tel. 0256 470903 evenings only) would like to hear from former shipmates.

LCT 878, Operation Overlord, 1944: A. J. Heath, 20 Miles Close, Harlow, Essex CM19 4DX would like to hear from former shipmates who served during Operation Overlord.

HMS Sursay, Malta (1951-53): Former shipmates interested in a reunion contact G. Pink, 9 Calder Ave., Freckleton, Preston PR4 1DN (tel. 0772 633873).

HMS Seymour, 1945: Josef Schmitz, Schall-Strasse-43, 5000 Köln 41, Lindenthal, Germany would like to hear from those serving in HMS Seymour who rescued 26 survivors from E-boat S-220 which was sunk on March 1, 1945. 18 members of the crew of S-220 are still alive and would like to organise a reunion either in Germany or the UK.

HMS RN Air 3A (FAA Auxiliary): L. F. T. Potter, 507 Weststead Rd, Ipswich, Suffolk IP2 8LW would like to hear from former shipmates.

HMS Ganges: John Douglas, Douglas House, Penmans, Carmarthen, Redruth, Cornwall TR16 8NX would like to hear from anyone who trained at the establishment with view to using their stories in a book he is writing.

HMS Fury/S.S. Harpalion (1942): A. M. Skinner, The Garden Cottage, Walsingham Park, Malton, North Yorks YO17 9QF (tel. 0653 693880) would like to hear from anyone who took part in Convoy PQ10 to Russia on April 13 1942 when the Harpalion had her rudder blown off as a result of enemy action and had to be abandoned — HMS Fury was detailed to sink her with gunfire.

HM ships Vanguard, Bermuda, Blackwood and Diadem: Frank Lawton, 86 Fernleigh Park, Gallegg, Derry BT48 8LF would like cap tallies for the above-mentioned ships.

Fandango (Hunter Calypso): Colin Davies, 13 Sverhurst Way, Bergliet 7945, Cape, RSA is rebuilding a Hunter Calypso, a 19ft, keel-boat, named Fandango, which was on a sailwater mooring in Simonstown Bay (possibly at the naval base) for the last 40 years before being sold. He would like any information he can get about the class, or the actual boat, and would like to obtain measurements for her spare parts, sail plans and any other rigging details.

HG 70 and HM ships Avon Vale and Eridge: Wolfgang Kaufmann, Rödolfstrasse 32, Dresden, D-8050, Germany would like to hear from anyone who took part in the convoy and the attack on U-79 on August 10, 1941.

HM ships Birmingham (1947-50) and Peacock (1951-53): T. Marshall, 33 Crouch Rd., Irlingham, Northants NN9 5PS would like to hear from anyone who has photos of the Sultan of Zanzibar's visit to HMS Birmingham. He would also like to know what became of the Peacock's silverware, especially the silver galleon.

HM ships Undine and Urchin (1942, 1939): An association has been formed to which former shipmates are invited to join. Details from Stan De'ath, 28 Main St., Sewstern, Grantham, Lincs. NG33 5RF (tel. 0476 860833).

HMS Ladybird Assn., Sasebo, Japan (1950-53): Any former shipmates wishing to join the association should contact Terry Cooper, 28 Hoppgrove Lane South, Malton Rd., York (tel. 0904 425883).

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HM ships Victory, Drake, Ceres, Eagle and Peregrine and RNH Haslar (1952-54): Johnny Cooper (former Acting SBA and STD), c/o 264 Wating St., Dartford, Kent DA2 6EW would like to hear from former shipmates.

HMS Pleasant (1943-46): J. Gillis, 194 Canterbury Rd., Harve Bay, Kent CT6 5UB (tel. 02273 61733) would like to hear from former shipmates or any of the towing crew who were with her from Portsmouth to Scotland where she was broken up.

HMS Manxman, Malta (1955-58): Alan and Eileen Barsby, Vine Cottages, 4 The Lant, Shepshed, Leics. LE12 9PD would like to hear from ex-PO Ron Chetland, his wife Rene or any of their children Ruth, Norma, Nigel, Helen or Fiona.

No. 17 Squad Junior Marines, Lymington, June 1964: Jock Clark, 16 Seggars-dean Park, Haddington, East Lothian EH41 4NB would like to hear from anyone who enlisted with him.

HM ships Wizard, Cardigan Bay and Cadiz (1949-51): Eric Smallshaw, 3 Dundee House, St. Andrew's Court, Eccles, Manchester M30 0LW (tel. 061 789 3421) would like to hear from POSTK Joe McMahon, AB Terry McNay and STK Bill Stevens.

HMS Newcastle (1940-45): J. Vincent, 17 Portman Rd., North Petherton, Bridgwater, Somerset TA6 6SR (tel. 0278 683165) would like to hear from Albert Thorpe.

HMS Figgard, Chatham Boy Arts., Grenville Division (1935-39): Fred Thornton, 5 Hoburne Court, Hoburne Gardens, Highcliffe, Christchurch, Dorset BH23 4SN (tel. 0425 270019) would like to hear from former shipmates.

The France and Germany Star Assn. invite former RN, Army and RAF personnel who served in North West Europe, between June 1944-May 1945, to become members of the Home Counties Association, details from Mr E. B. Davies, 4 Maple Close, Madderhead SL5 4DH.

HMS Dampier, South Pacific Commission (1945-46): Ex-AB Ray Levers, 3 Dove-dale Ave., Lone Eaton, Nottingham NG10 3HF (tel. 0602 736456) would like to hear from former shipmates.

HMS Amade, 3rd DF Mediterranean Fleet (1949-52): Former shipmates interested in a reunion should contact D. Macaulay, 14 Gloucester Way, Chichester, West Sussex PO19 4DL (tel. 0243 774058).

HMS Indomitable (1950s): R. Sloane (tel. 061 962 1214 days, 061 962 8560 eves.) would like to hear from anyone serving in her, particularly stewards and cooks, with view to a reunion.

TS and HMS Exmouth: Mr J. Johnson, 5 The Matings, Alconbury, Huntingdon, Cambs. PE17 5DZ would like to hear from anyone who has cap tallies for TS and HMS Exmouth.

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Over to You

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FIFTY YEARS ON

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

A relatively quiet month — with the U-boats withdrawing from the N. Atlantic, merchant shipping losses dropped to the 123,000 tons, the lowest for 18 months. Of these only 18,000 tons, four ships, were sunk in the N. Atlantic, compared with 12 ships of 68,000 tons in the Indian Ocean.

Seventeen U-boats were sunk, six by our allies. In the central Mediterranean the Fleet was mopping up the Italian Islands.

Principal events included:

1: HMS Staring sank U-202 in N. Atlantic. RAF Beaufighter sank U-418 in E. Atlantic. HM ships Penelope, Paladin and Petard bombed Pantelaria.

2: HMS Jervis and Greek ship Vasilissa Olga sank Italian torpedo boat and two merchant ships off Cape Spartivento.

3: HM ships Ilex, Isis, Orion, Paladin and Troubridge bombed Pantelaria.

4: HM submarine Truculent sank U-308 off the Faroes. RAF Hudson sank U-594 off Cape St Vincent.

5: HM ships Newfoundland, Paladin and Troubridge bombed Pantelaria.

6: Pantelaria bombed again. Five cruisers, eight destroyers and three MTB's have a field day.

7: After a further 25 minutes of bombardment, Pantelaria surrenders. HMSA Waterloo sunk in collision off Fremante.

8: RAF Fortress sank U-417, but aircraft crashed.

9: HM ships Aurora, Newfoundland, Orion and Penelope bombed Lampedusa which surrendered.

10: HMS Nubian received the surrender of Linoia. No bombardment necessary. HM submarine Ulkor bombed D/F Station on Salina, Lipari Islands.

11: HM ships Jedd and Pelican sank U-334 in N. Atlantic. RAF Widgey sank U-584 in Bay of Biscay, but was then shot down by a Ju 88.

12: RAAF Hudson sank U-97 off Cyprus.

13: HM submarine United sank Italian AMC Obia off Cape Spartivento.

14: RAF Liberator sank U-194 in N. Atlantic. HMS Staring sank U-119 and HM ships Wild Goose, Woodpecker, Wren and Kite sank U-449 in Bay of Biscay.

15: Taken from The Royal Navy Day by Day.

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New... 'THE HAZARDS OF RUSSIAN CONVOYS'... part 7
First ever video devoted entirely to the 'Russian Run'. Containing almost all the official film taken, plus rare Russian & German footage, this episode vividly brings to life the drama of those convoys. Snow, ice, severe Arctic gales, U-boat, warship & heavy air attacks. Complemented with the wry humour of ships crews in the face of adversity, the large number of warships seen are far too numerous to list! UK price £21.90 (inc p&p). Elsewhere add £3.05. This is the ONLY video series devoted to OUR Sea War & for details of



Brussels bids Kit a fond farewell

ON A sea of good wishes and good-will, members of Brussels said farewell to their outgoing chairman Shipmate "Kit" Carson, at a dinner in his honour at the Brussels Royal Yacht Club.

Since taking up an appointment in 1966 with Eurocontrol Organisation, Shipmate Carson, an ex-FAA pilot, has been founder chairman and, with his wife, Freda, he has served the branch loyally and will be greatly missed.

The dinner was attended by ex-members of the RN, the WRNS and the FAA with honoured guests including commanding officers and ships' company of HMS Blackwater and Jersey who were on a courtesy visit to Ostend.

organised by Bromley, held at the Langley Rooms, Catford, was a great success, the more so as it also marked the ninth birthday of the branch. During the evening Shipmate Bob Puttick was awarded the "Shipmate of the Year" shield for his work in re-decorating the Bromley naval club, in addition to his secretarial duties. With membership in the increase the

will be dedicated and the old one laid up at St. Mary's Church, Ketton. The branch extend a welcome to fellow shipmates and standard bearers to attend. For details contact Shipmate Mike Copland, 102 Lonsdale Road, Stamford, Lincs (tel. Stamford 56961).

£150 to local charities including the local Sea Cadet Unit and £150 towards having a telephone installed for a shipmate undergoing major surgery.

At Shrewsbury annual general meeting the chairman reported a steady growth in membership — 10 recruited last year — and a successful year financially. The following shipmates were elected officers: R. Blackburn, president; A. Hurdley, chairman; J. Shotton, secretary; T. Harry, treasurer.

missioning. Highlight of the evening was the installation of the new branch president, Mrs Phoebe Perrone, who agreed to fill the vacancy left by the death of her husband, Rear Admiral Perrone. It was also a proud occasion for Shipmate K. Hazel, who was awarded life membership. There was a Certificate of Merit for Shipmate J. Mackay and founder member, Shipmate C. Taylor was presented with a clock-barometer in recognition of 20 years' loyal service as branch secretary.

the branch annual general meeting, praised their achievements and the growth of the branch which, in six years, has risen to 62 members. The following shipmates were elected officers: Jan Tarrant, vice chairman; Colin Fowle, social secretary; Steve Price, welfare. The treasurer, Shipmate Derek Cheer, was unanimously re-elected and Shipmate Pete Woodley remains as secretary. The outgoing officers were thanked for their hard work. The branch welcomes new recruits and offers a busy social programme. For details contact Shipmates Pete Woodley on 812142 or Derek Cheer on tel 813130.

BRANCH NEWS

A busy few months for members of Caerphilly. To aid the King George's Fund for Sailors members took part in a collection in the foyer of the local ASDA store and raised a grand total of £532. The branch also sponsored a cadet from TS Cardiff for sail training in TS Royalist and organised a trip to the FAA museum at Yeovilton which was greatly enjoyed. An added bonus was a visit to the CPOs' Mess in HMS Heron where they were warmly welcomed.

On June 4 there will be a Service of Remembrance at the Collingwood Battalion Royal Naval Division Memorial organised, as in the past years, by Blandford. After the service, tea will be served in the Officers' Mess Blandford Camp for a nominal charge of approximately £1.

Be it a commissioning, hosting a dinner, or judging a fancy dress competition, Shipmate Ken Kennett, the outgoing president of No. 4 Area, and his wife, Ruth, adapted themselves to whatever the occasion demanded. For long and valued service, Shipmate Ken, area president for 10 years, six years as area chairman, plus long service with Portland branch, was presented with an inscribed silver Quaiche (a Highland drinking vessel), plus a three litre bottle of "Highland Dew," at a farewell party in his honour. His wife, Ruth, received the first certificate of appreciation given by the Area and the Jacqui Ward memorial trophy. This is presented yearly by Delabole to the lady who contributes most to the aims and ideals of the association.

The sixth dinner-dance



Members of the Brussels branch, with their outgoing chairman, Shipmate "Kit" Carson, centre, and his wife Freda are pictured here after attending a dinner in his honour. Also pictured are the COs and officers of HM ships Blackwater and Jersey.

branch looks forward to celebrating its 10th birthday next year with a grand "bash" at the club.

There was a good turn out of members for Redruth and Camborne meeting at which chairman, Shipmate John Bennetts, introduced Father Ian Rutherford, the first branch padre in 10 years. Father Rutherford served in the Navy for 16-and-a-half years of which eight were spent in submarines. No. 4 Area meeting was well-supported by shipmates from as far as Ferndown to Penzance. Some members of the branch enjoyed a week-end visit to London and were guests on-board HMS Belfast for a most enjoyable social evening.

Didcot is proud to say that it will be officially presented with the ship's bell of HMS Wolfhound, on September 3. It was on this date in 1941, that the Wolfhound was attacked by a German JU88 causing the forward part of the ship to break off and sink. Former crew members and those associated with the ship are welcome to attend the presentation of the ship's bell. They should contact Shipmate E. Sedwell on 0491-641296.

On June 13, the new standard of the Ketton and District

For many years of loyal service, shipmates of Cambridge honoured their vice-president, Shipmate Dick Helyer, by presenting him with life membership. Shipmate Helyer, joined the Royal Navy as a boy in 1930 and "survived" TS Arcthusa and HMS Ganges before being drafted to HMS Royal Oak. Despite his small stature he became a champion boxer and tells how his size was, on one occasion, put to use as a "pull-through", for cleaning the bore of the battleship gun barrels with a heaving line secured around his ankles!

Due to limitations on space we were unable to include the information given by Shipmate Albert "Hookey" Walker of Newark regarding an incident which occurred towards the end of the war in the Scheldt Estuary. The information was sent to Kapitan Hans Goetsch who advertised in Navy News seeking information about German one-man/two-man submarines for a book on the subject. To have included the information would have excluded reports from other branches.

In the past year, Whitstable raised £500 for various charities which was distributed as follows: £200 to Age Concern,

Open house at conference?

A WARM welcome awaits branch members, their wives and friends as they gather in Portsmouth for the RNA's annual conference to be held in the Guildhall on June 19.

With 16 motions on the agenda conference promises some lively debate, in particular with reference to those motions proposing that full membership of the association be extended further afield.

High Wycombe proposes "that members of the Royal Fleet Auxiliary, who have served in recognised theatres where campaign medals have been awarded, be eligible to join the RNA as full members." Paddock Wood propose that full membership be extended to RNXS personnel.

"That members of the Royal Artillery Maritime Regiment, who served alongside RN personnel on defensively-equipped merchant ships (DEMS) be eligible for full membership," is proposed by Edmonton while the motion from Lewes is "that members of the Merchant Navy be allowed to join as full members."

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RNBT's tale of two Alfs

THE ROYAL Naval Benevolent Trust has recently come to the aid of two ex-able seamen, both named Alfred, and both now mobile again.

Alfred Skilling was a Chatham-based Able Seaman who served from 1941 until 1945 when he was invalided from the Service as a result of a shrapnel wound and ulcer.

While serving aboard HMS Duncan in 1941 to 1943, he saw action in Madagascar, on the Atlantic and Malta convoys, the North Africa landings and the Indian Ocean, but he never got over sea sickness and always carried a bucket with him.

Alf, who over the years has raised thousands of pounds for Cancer Research, has had three hip operations and a leg operation. Unfortunately, he has now developed arthritis which has resulted in his inability to propel his manual wheelchair, a situation very frustrating and depressing for Alf as he has always been a very active man.

But RNBT soon solved his problem by supplying him with an electric scooter.

Alf now states that whilst aboard his new scooter he can let go forward and aft and can do a good five knots without his bucket!

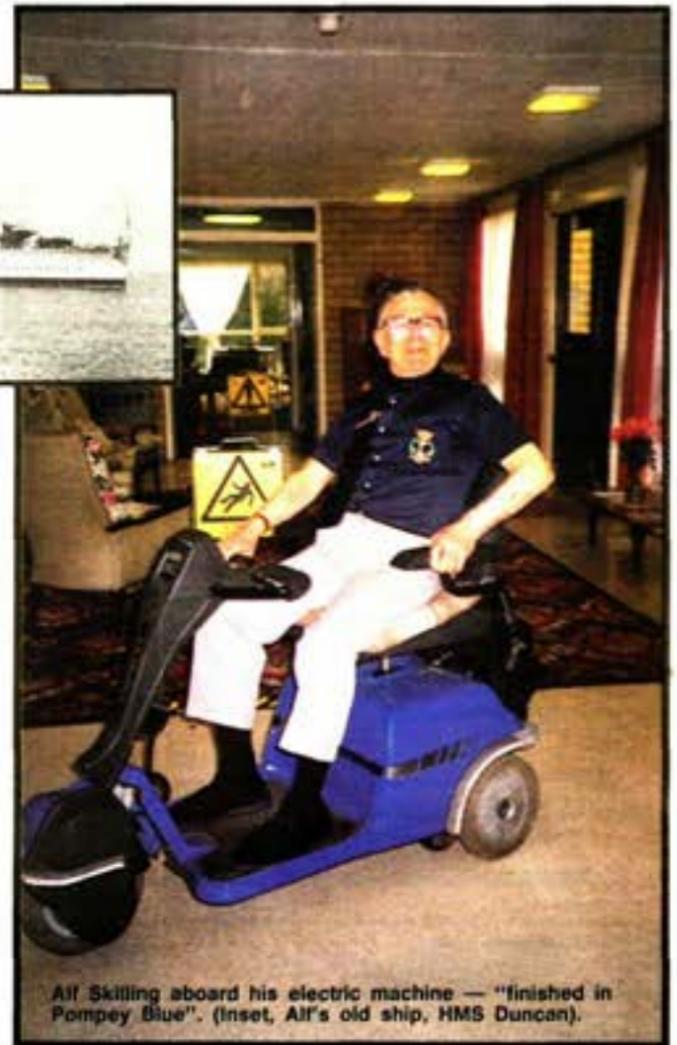
Alfred Wannerton was an Able Seaman Diver who joined the Service in November 1951, and after initial sea training on HMS Implacable, he served on two general service ships, HMS Redpole and HMS Chevron, before qualifying as a Clearance Diver



serving on HMS Brechley in bomb and mine disposal. But during his period of Service on his final ship, HMS Reclaim, he suffered spinal bends resulting in permanent paraplegia.

Alfred still maintains very close ties with the Royal Navy and is a Member of The Association of First Class Divers. When it became apparent that he could no longer propel his manual wheelchair The Association of First Class Divers dived deep into their pockets and raised a magnificent sum of £700 to assist towards the purchase of a suitable wheelchair for Alfred.

Bearing in mind the urgency of the need for the chair and the fact that another £800 was required, an application was made to the RNBT who immediately made a grant of £500 and as a result of RNBT contact with the Navy Special Fund, that Trust also made a grant of £300.



Alf Skilling aboard his electric machine — "finished in Pompey Blue". (Inset, Alf's old ship, HMS Duncan).



Alf Wannerton in his wheelchair with (left) Tony Cook, RNBT Portsmouth Area Treasurer and (right) WO (Diver) Peter Still, Treasurer of the Association of First Class Divers.

Clay pigeon shoot bags 14 thousand



AMIDST a carpet of bluebells in the glorious Hampshire countryside, twenty teams were welcomed to the Royal Naval Benevolent Trust's third annual Charity Clay Pigeon Shoot, held at Manor Sports, Sherfield Manor.

The overwhelming generosity shown by many firms in sponsoring and entering teams together with the excellent organisation of Cdr. John Ling, Royal Navy, made it not only a very enjoyable day for all those who attended but also swelled RNBT funds by some £14,000.

Sir John Webster, said how much he had appreciated the efforts of all those concerned in making it such an enjoyable day. He then invited Lady Fieldhouse to present the RNBT Charity Clay Pigeon Shoot Cup to the 1993 winner, GEC-Marconi.

Medals donated by Varivane Industries were then presented to the runner-up, Mayet Company, and everyone else who participated in the Shoot.

The day ended with a Luncheon at which the Trust's President, Vice Admiral

Photo, above — Crackshots in action during the RNBT Charity shoot at Sherfield Manor

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Salute to old friends

BETWEEN them, these four ships have put in nearly 100 years' service and they still look well on it.

HMS Arrow (bottom left) and Ambuscade (bottom right with HMY Britannia) don't have much longer to go, however, though Arrow has a few more months than she expected.

After the announcement that the Navy's six Type 21 frigates would be phased out over the next few years, Arrow was programmed to retire in August. But a switch of plans early this year has put off her decommissioning date to 4 January 1994.

She did not join STANAVFORMED in February as originally planned — instead there was an abrupt change of direction after reaching Gibraltar, as she left to relieve HMS Avenger in the South Atlantic.

A gruelling Joint Maritime Course in appalling conditions helped prepare her for winter off the Falklands, but she had the opportunities to enjoy rather better weather during the voyage south, with a visit to Salvador in Brazil.

While cruising through the tropics £700 was raised towards a presentation to the ship's charities during her planned farewell visit to Sunderland in August.

She was also scheduled to call at Montevideo before arriving on station, where she will be relieved by HMS Scylla next month and make her way home to Plymouth via Rio de Janeiro and Lanzarote.

Her sister ship HMS Ambuscade is pictured sailing up the Thames to the Pool of London, saluting HMY Britannia at Greenwich as she left the capital after a three day visit as part of her round-Britain tour to celebrate the Battle of the Atlantic.

The Ambuscade was moored alongside HMS Belfast for five days following exercises off the South Coast.

HMY Britannia, is seen also (centre) at Palm Beach, Florida where the Royal Marines Band are shown beating retreat after a reception for the Scotch whisky industry hosted by Scottish Secretary Ian Lang.

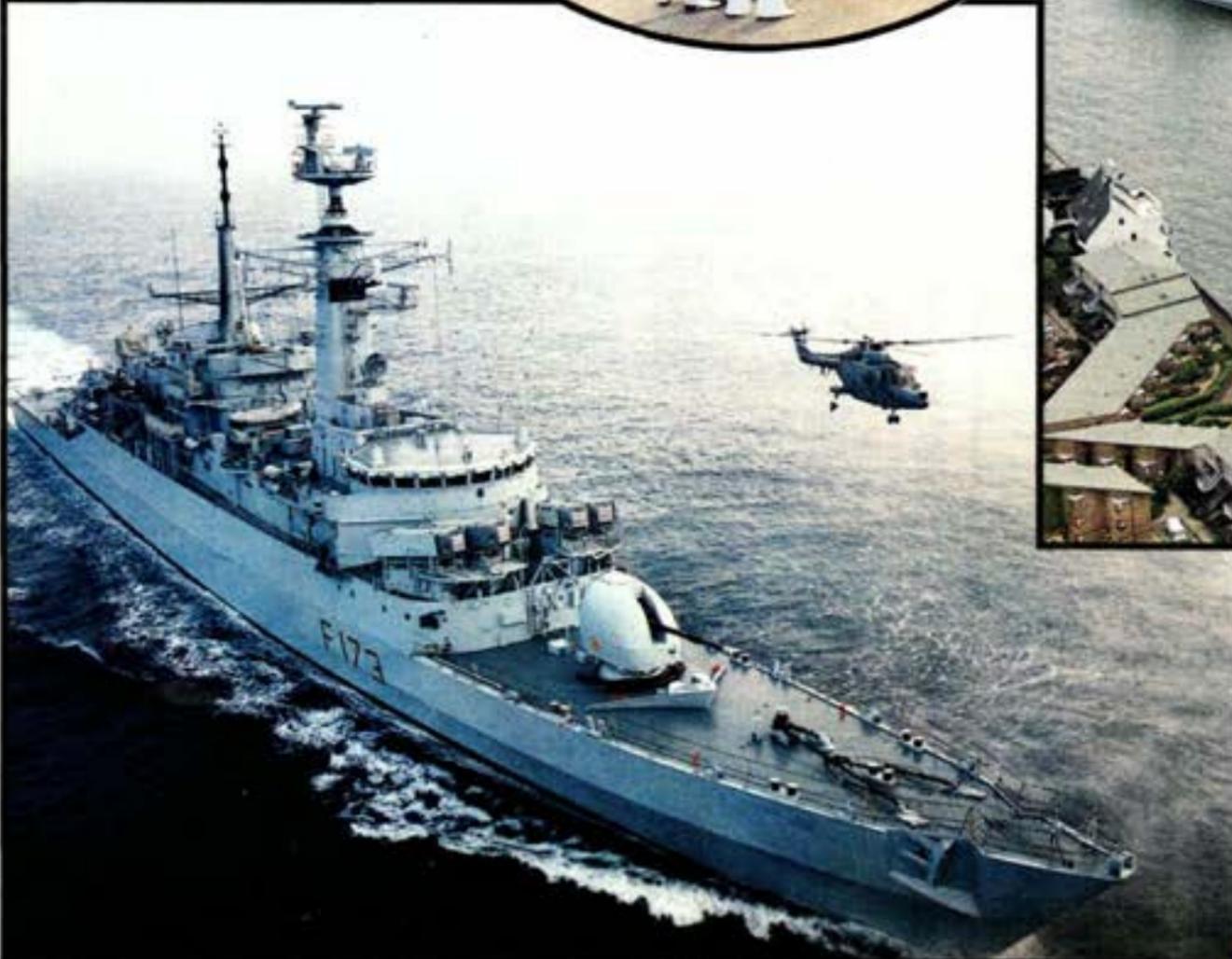
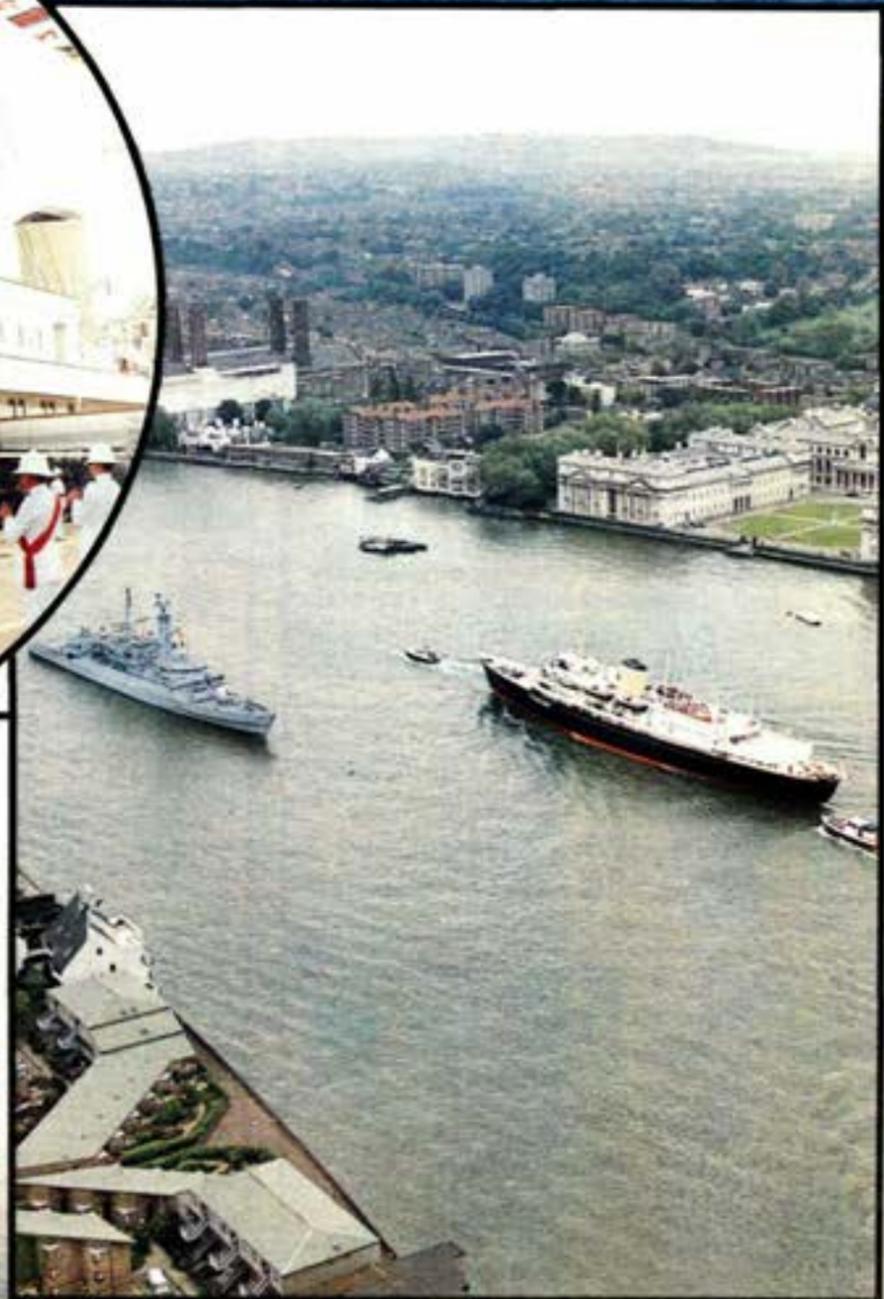
The Duke of Edinburgh embarked in her for his tour of

the Caribbean, was joined by Prince Edward when she arrived in Florida, while the Prince of Wales took ship in her for Jamaica after his official visit to Mexico.

The Dutch Navy ships HMNLS Poolster and Zuiderkruis's long and successful relationship with 825 Naval Air Sqn has sadly come to an end with the disbandment of the Culdrose-based squadron next month.

After deploying Anti-Submarine Warfare Sea King Helicopters on many occasions over the years, 826 Sqn amalgamates with 819 NAS at Prestick though their role of sending aircraft to some Type 22 frigates and auxiliaries will continue.

A Mk 6 Sea King flew by the Zuiderkruis as she steamed back to Den Helder from Spain — flying the White Ensign and the Dutch national flag in salute (top right).



Four Naval salutes —

- Top: to HMNLS Zuiderkruis by 826 Naval Air Squadron.
- Centre, left: by the Royal Marines Band — to the Scotch whisky industry!
- Centre, right: to HMY Britannia by HMS Ambuscade, passing each other on the Thames at Royal Naval College Greenwich.
- Left: to Sunderland in August, by HMS Arrow on her farewell visit to her adopted city.



Miscellaneous



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New policy from Naafi

NAAFI Financial Services and Hill Samuel have joined forces to offer Servicemen and women an income protection insurance policy.

The policy has been especially designed for the Armed Forces and takes into account the occupational duties and activities of Service life.

There are no exclusions for

Zeebrugge ceremony

The Duke of Edinburgh lays a wreath in the cemetery at Zeebrugge to mark the 75th anniversary of the famous raid on the Belgian port by the Royal Navy and Royal Marines to block the channel used by German submarines.

war risk or flying risk and it applies equally for those serving in Northern Ireland and Bosnia. Premiums for men and women are the same.

The HM Forces Protection Plan will pay up to two-thirds gross monthly income in the event of medical discharge from the Armed Forces.

Statistics show that Servicemen are four times more likely to be medically discharged from their job than civilian counterparts. For women the figure is eight times.

The plan runs in five-year periods and is renewable.

Leaflets giving further details and application forms are available from Naafi shops, clubs and financial centres.



Relics of Nelson and Drake

Portsmouth's Field Gun Team, currently training hard for next month's Royal Tournament, were brought in to manhandle an historic piece of sailcloth out of HMS Victory (see above).

The Battle of Trafalgar will form the finale of this year's show at Earls Court, and the foretopsail long preserved in Nelson's flagship is believed to be the one she carried during his last fight.

Commanding Officer Lieut.-Cdr David Harris has launched a fund to raise £250,000 to restore the sail, which is to be laid out in a hangar at HMS Daedalus for dry cleaning under the direction of the National Textile Council.

He would like eventually to have it on permanent display, rigged on a yard in Portsmouth historic dockyard's redeveloped Boathouse 4.

Meanwhile an expedition to find the body of Sir Francis Drake, lying in a lead coffin at the bottom of the Caribbean, is being mounted this summer by a team of archaeologists.

Remains

Drake died of fever off Puerto Bello, Panama in 1596 and his remains are now thought to lie beneath 125 ft of alluvial mud.

If found, it is planned to return them to Britain.

The project is being backed by Sir David Nicholas, former Chairman of ITN and Gordon Manning, former vice-president of the US broadcasting company NBC.



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Dome open

LAWN tennis is thriving in the Royal Navy and a year of trophies and rewards has culminated in the opening of the Portsmouth Indoor Tennis Centre in Burnaby Road.

All RN and RM serving officers and ratings will be able to use the centre during the public booking periods at a special 40% reduction on production of their identity cards. This includes families.

Run for the Royal Navy and Portsmouth City Council on a commercial basis by a contractor accountable to a Joint Management Committee, the centre is not a club but a "Pay and Play" facility. The playing fees (includ-

ing entry for four people) will be: peak rate — £7.50 per hour; off peak — £5 per hour.

Further information is available from the Manager on Portsmouth (0705) 830736 or Portsmouth Naval Base ext. 22550.

While further information about Royal Navy tennis generally is available from Lieut.-Cdr. Steve Fuller (men) on Temeraire ext. 23741 or Lieut. Carol Elliott (women) on Temeraire ext. 23958.



Sport



Selectors offer new players their chance

Cup goes to extra time

THE Navy began the South West Counties championship Cup Final in determined mood, keen to avenge their Inter Services defeat, and were rewarded with an early goal when the Army's Pte Batey headed the ball past his own keeper, writes Lieut.-Cdr. Jim Danks.

The Navy lead was short lived, though, for within a minute Batey redeemed himself by firing home a cross from Sgt Williams to level the score. Both teams settled down after this hectic start.

In the 26th minute the Navy regained the lead with an excellent goal. Quirke robbed Batey on the right hand side of the field, advanced on goal and scored with a fierce shot from the edge of the area past the despairing dive of Taylor in goal. But again the Army struck back quickly, when Sig Paul Brown took advantage of a slip in the Navy defence to make it 2-2.

At the start of the second half, Taylor was cautioned for bringing down Thwaites. POPT Nick Haigh (BRNC) went close with a shot which hit a defender and went over the bar while Brown hit the bar from a Sgt Higgins corner.

Despite much endeavour by both sides, the scores remained level after 90 minutes and extra time was played. In the second minute of extra time Steve Riley's timely tackle prevented Brown from scoring a goal and the Navy's best chance came from a free kick following a trip on Thwaites. Only a fine save from Taylor prevented the Navy going ahead.

With the threat of penalties to decide the winners and the Navy defence showing signs of tiredness, skipper Sgt Kevin Parkins dived to meet a perfect cross from Pte John Willis to put the Army ahead for the first time in the match with just 2 minutes remaining. The Navy could not recover from this decisive score and the Army won the Cup for the second time in 5 years — when they also defeated the Navy.

This was a vastly improved performance by the RN in a match played in a competitive yet sporting spirit. The Army again proved the thorn in the side of Navy soccer this season, recording the only two successes against the Navy team in what otherwise has been a very good season. The Navy team was managed by CPOPT John Gwynn, and coached by WOPT Tommy Johnson (assisted by POPT Vic Jones).

overcoming Nelson 6-1. The Nelson goal was scored by LPT Fraser Quirke.

The second match was against 1/3 Training Regt Royal Engineers from Camberley and Nelson gave a much improved performance and led by 2-1 at half time; their goals coming from POPT Vic Jones and Quirke. However, the Army's fitness gradually told and despite a fine performance by WOPT Tommy Johnson at the heart of the defence, he was unable to prevent the Army side from taking the match 6-2.

Fraser Quirke achieved a unique record of scoring in all rounds of the Navy Cup and in both Jubilee Cup games.

In the deciding match played in heavy rain throughout, 1/3 Training Regiment beat RAF Coningsby 2-1 and became this year's cup winners.

The RNFA and the Combined Services FA are very grateful for the sponsorship and support given to this most successful football competition by Courage and Naafi.

The Kentish Cup match between the Combined Services and the Belgian Armed Forces was played at Portsmouth for the first time. The Belgian squad contained six Under 21 capped players and one with full international experience. Needing to record a good win, the CSFA got the perfect start.

A throw in on the left wing was headed on by Steve Johnson to Sig Jim Strouts who shot past the Belgian goalkeeper to put the CS ahead in the 2nd minute. Van Mol equalised for the Belgians in the 25th minute with a curling free kick which went over the wall and past Taylor in the CS goal.

Despite a spirited performance from the CS players, they were unable to break down a resolute Belgian defence who were keen to hang on for a draw. In the process several of their players resorted to unnecessary degrees of reaction to tackles which led to several cautions being given to the CSFA players.

By virtue of this draw, the Belgians retained the Kentish Cup. POPT Steve Riley had an outstanding game for the Combined Services in the heart of the defence. Other naval players in the team were LAEM Nigel Thwaites and POWEA Steve Johnson. Lt Cdr Chris Brady (RNC Greenwich) has coached the team this season.

THE RN opened their cricket season with a drawn match against Incogniti at Burnaby Road. Batting first Incogniti made 216 for 3 with Rignall (29) and Sanderson (66) sharing an opening stand of 98, writes Lieut.-Cdr. Jim Danks.

Lieut. Chris Slocombe (707 Sqdn), skipping the side in the absence of Maj. Charles Hobson, used 7 bowlers as he tried unsuccessfully to dislodge the Incogniti batsmen. LSea Bob Learmouth (Brave) bowled his off spin tidily to take 2 for 53 from 20 overs before Incogniti declared at 216 for 3.

Capt. Robin Hollington (HQRM) and Learmouth formed a new opening partnership and made 41 in 16 overs before Hollington was bowled by Sanderson for 31. Wickets fell steadily and at close of play on the first day the Navy were struggling at 120 for 6.

Next morning LWTR Gary Braithwaite (Nelson) completed his innings of 57 not out, his first fifty for the Senior side, when the Navy declared on 171 for 7.

In their second innings Incogniti batted with some urgency and Goggin made his second half century of the match with an innings of 75 not out before they declared at 186 for 4 in 38 overs setting the Navy a target of 232 to win in 90 minutes plus 20 overs.

A good start was provided by Hollington and Learmouth with Hollington making 65 before falling lbw to Sanderson. Useful contributions came from LWEM Dean Kitching (Collingwood) with 35, Braithwaite 27 and Slocombe (25) before the overs ran out with the score at 190 for 8, still 42 runs short of victory. O'Shea with 4

for 40 kept Incogniti in the game as he tempted the Navy batsmen with his slow bowling.

Scores: Incogniti 216 for 3 dec and 186 for 4 dec. Royal Navy 171 for 7 dec and 190 for 8. Match drawn.

The Navy made a poor start in their match with Free Foresters when Hobson was out first ball of the innings. However, Mid Paul Snelling (BRNC) and Learmouth repaired the damage with a fine stand of 134 for the second wicket before Snelling was bowled for 61.

Six runs later Learmouth was stumped for 64 and Kitching with a robust innings of 34 not out made in 27 minutes saw the Navy reach a score of 185 for 5 declared.

The Free Foresters lost Robins for 12, well held by Kitching from a knock on by the wicket keeper off the bowling of Cpl Martin King with the score at 35. But Anderson was in fine form and he made an excellent 95 before being bowled by Slocombe's slower ball with the score at 147 and Perry (53 not out) saw the Foresters to a 8 wicket win with plenty of time to spare.

These first two matches offered the chance to give several new players their first introduction to Representative cricket and the experience will have done no harm.

Matches in June: 4 v British Fire Service, at Portsmouth; 8 v MCC YC at Portsmouth; 9 v Middlesex II at Portsmouth; 22 v Civil Service at the Civil Service Ground, Claverton Road, Bath. Support from RN personnel working at Bath will be welcome. 29 June v United London Banks at Portsmouth; 30 v British Police at Imber Court, Esher.



CPO Dave Robson collects the Naval Air Command Championship Cup for Volleyball from Surgeon-Cdr. John Turner.

Still winning after all these years

IN WINNING the 1993 Naval Air Command Volleyball Championships, RN Air Station Culdrose's players have claimed an unmatched achievement.

Since coming together late in 1986, when they narrowly lost in the semi-final of the RN Inter-Unit Championships, the side have not lost a match in an RN-wide competition. They won the Inter-Unit Championships on the next five occasions — and it would almost certainly have been six had the IRA's activities not forced their cancellation in '89.

They have also won the Navy Cup on the three times it's been contested, and have only lost once in the last five years of NAC competitions.

All this has happened in a period when the squad has lost half a dozen players and brought on several others from novice to senior status. What's more, in nearly every tournament entered, the Culdrose side have had to travel furthest of any, save those coming from north of the border.

Congratulations to Barry Barnfield, Alan Blenkhorn, Shane Covaney, Dave Hall, Dave Harrison, Steve Haywood, Russ Jameson, Don Maclean, Steve Miller, Laurie Moody, Norman Potts, Dave Robson, Gerry Smith, Jimmy Stand, Graham Tatbot, Paul Tognner, Brian Walker, Marty Wilde and all the others.

FISH TALES

FORTY competitors took part in the RN and RM Fly Fishing Championship at Chew Valley reservoir, traditionally the first event of the season and eagerly awaited by those who had spent the winter trying to perfect flies (or more likely, catching up on the DIY).

But the omens were not good; a bright sun combined with a very cold north-easterly wind proved a recipe for poor fishing. Only 21 fish were caught on the day.

There were some successes, though, notably for the RM. Sgt. Kev Sellar took both best bag and best rainbow trophies and Capt. Nick Anthony with Capt. Ian Dunn shared the best boat prize. Nick did especially well to find five fish on a day when everyone, including two England internationals, struggled to make a catch.

LAEM Ron Tutt prevented a clean sweep for the Royals by taking the best brown cup.

● Meanwhile, at the RN/RM two day boat championships, fished out of Dartmouth, Mnc. Duncan McCracken caught a huge turbot weighing just short of 25lbs. He sold the fish for over £100.

Weather allowed only one day's fishing as it turned out. In all 201 plaice were caught (CPO Jim Steptoe caught the heaviest), plus one flounder and a coalfish.

HMS Nelson, as winners of the Navy Cup, were the RNFA representatives in this year's Naafi Jubilee cup. In the home match played at Burnaby Road, RAF Coningsby were the visitors. They proved too strong,

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Track and field season opens with a flourish



CSgt Andy Mitchell on his way to third place in the shot. He won both the hammer and the discus.

THE ROYAL Navy Athletic Club made a good start to the 1993 track and field season with a close victory in their opening Southern Athletic League fixture. Back at Burnaby Road track for the first time in three years the club had some excellent wins backed up by a solid team performance.

Sub-Lieut. Rick Paulson (RNEC Manadon) showed that his winter's training programme was beginning to pay off by winning the A string 400m with a personal best performance of 52.1 seconds. MEA Stuart Combe (Sultan) showed some real grit, battling all the way up the home straight to take second place in the B string.

CK John Potts (Heron) and Sub-Lieut. Dave Philpott (RNEC Manadon) produced the rare sight of a RNAC double in the 800m, both holding off strong challenges to win from the front.

RNAC's throwers picked up where they left off last year, taking 35 out of a possible 40 points, CSgt Andy Mitchell (RM Poole) winning both the hammer and the discus and also taking third place in the shot. Another big point scorer was Sgt. Stuart Gibbs (CTCRM), who won the pole vault and B string discus and took third place in the high jump.

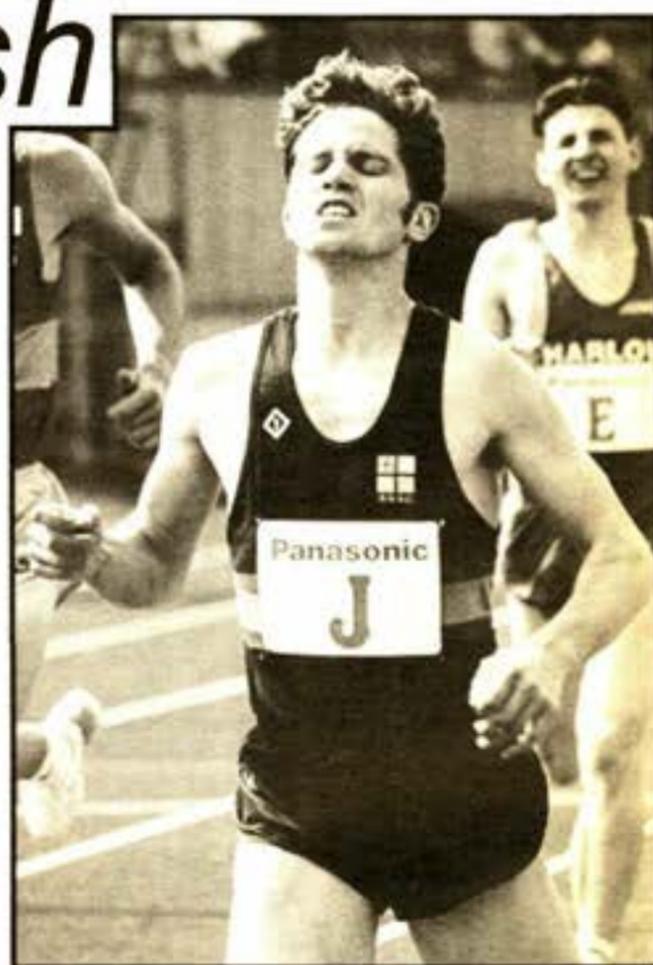
The long and triple jumps, very often the Navy's Achilles' heel, gave us some valuable points with a double win for AEM Jason Harnett (Heron). Jason's performance earned him the RNAC man of the

match award, a close decision over AB Topsey Turner who showed that he will be pressing hard to take on the mantle of the Navy's number one sprinter this summer with wins in both the 100 and 200m.

The final outcome of the match was a 3 point margin over Oxford City, 131 points to 128 points; Newham and Essex Beagles, Aldershot Farnham and District and Harlow taking the minor placings. The win took RNAC into second place in the league.

THIS year's Navy Cup Athletics final will take place in Brickfields, Plymouth, on Wednesday, July 14th. The winning men's and women's teams from each Command Championships will be invited to compete. The present holders of these trophies are HMS Sultan (men) and HMS Heron (women).

BECAUSE of a barbecue involving HMS Collingwood personnel it has become necessary to change the venue of the Inter-Service Tug-of-War Championships. These will now take place at Burnaby Road on July 8th.



CK John Potts of HMS Heron triumphant in the 800m.

Pictures: Caroline Cooper, Honiton.

FOURSOMES PROVE NAVY'S UNDOING

WITH some of their English international players absent, Dorset, the English County champions, were still strong enough to beat the Royal Navy in a very entertaining encounter over Parkstone Golf Club's well manicured and picturesque course, writes Lieut.-Cdr. Roger Knight.

The morning's Foursomes were really the Navy's undoing, losing 4½-1½ when, at the half way stage, it looked as if it was going to be the same result but in the Royal Navy's favour! The lead pairing of CPO Pat Smith (RFANSU Culdrose) and MEM Colin Wilson (Neptune) went down 4/3, with Wilson having to nurse a wrist injury sustained the day before.

AB Kenny Smith (Alderney) and CK Stuart Huxtable (Cochrane) who also was injured — with a sore knee and heel — lost 2/1. Lieut.-Cdr. Ian Yuill (CTCRM) the team captain, and CPO Jim Thomson (Valiant) gained a 2/1 win but WTR Euan Spratt (Neptune) and CPO Don West (FMG Rosyth) were always struggling and were beaten 4/3.

CPO Mick Filleul (RNAS Yeovilton) and LWTR Ian Ashenden (Seahawk) looked to be heading for a win but a couple of birdies against them late in the match saw them go down 2/1. In the final match, CCY Nobby Stiles (Mercury) and Lieut.-

Cdr. Pat Lynch (Daedalus) gained a valuable half.

To make up a deficit of 3 points required a good start in the Singles, but the task was made doubly difficult by the Navy only getting half a point (by Wilson) out of the first four matches.

However, in the next four matches the Navy fared much better winning three, thanks to Thomson, Ashenden and Lynch, who were all successful in some very tight matches. Stiles won the ninth match so it meant that the last three Navy players — Spratt, Filleul and Kenny Smith all had to win their matches to force an overall halved result. Regrettably, all three lost, leaving Dorset victorious in this the 25th encounter between the two sides by 12 matches to 6.

At the dinner afterwards, with the English County Championship trophy proudly displayed, the President of Dorset, former Navy golfer Surgeon-Cdr Donald Holmes stated that he not only instigated but also

played in the inaugural Royal Navy V Dorset fixture, which Dorset also won! He also commented on how fortunate the Royal Navy golf team were to receive sponsorship from WA Consultants, whose MD, Mr John Richardson attended the match.

● The Royal Navy and Royal Marines Open and Inter-Command Stroke Play Championships are being held at the China Fleet Country Club on 23-25 June. Entries are limited to 50 (approx). With both competitions being played off scratch, players with handicaps of 12 and below are advised to enter via their Command Secretaries. Individual entries can also be accepted via the RINGA Secretary (Lieut.-Cdr. R. G. Knight, HMS Mercury ext 370). But please note that only 12 places are available for individual entries and these will be balloted out by handicap if the number of places available is exceeded.



Collingwood wins Portsmouth Gun

TIPNER Ranges hosted the annual Portsmouth Area Rifle Association Skill at Arms Meeting. The Portsmouth Gun — awarded to the team scoring the most points overall throughout the competition — was awarded to HMS Collingwood (team picture above).

Collingwood also won the Ryder Cup (Service Rifle Competition), the Culme-Seymour Cup (Team Snap Shoot), the Tipner Shield (Service Rifle Competition) and the Generals Cup (Pistol Team Tiles Shoot).

HMS Dryad won the Queen Charlotte Cup in the team rifle event for those under 22 years of age, the Somerset Cup (Team ETR shoot) and the Renown Cup.

North Corner Group in the dockyard provided HMS Nelson's team. They won the Willis Trophy in the Service Rifle Competition. While HMS Sultan's large contingent accounted for the Goldsmiths and Silversmiths Cup (Rifle Team

Tiles), Excellent Cup (pistol) and the Fisher Cup (for the highest scoring team in the PARA winter league, held during January and February).

The Small Arms Champion for 1993 was LS(M) Alan Prior (CWTA). He won the Sheerness Cup for amassing most individual points.

The Senior Officers Pistol event was won by Cdr. Graham Bateman (CWTA). The Butts Party shoot was won by JS(R) Martin (Dryad).

Entry forms will be sent to ships and establishments around November for next year's competition, scheduled for March 21-25. For more information on shooting competitions, fullbore and smallbore, contact CPO(M) Dave Bagley (PNB ext 25233) or PARA Chairman, Cdr. Andy Norton (RMS Collingwood).

Boxers take fight abroad

THE ABA light-welterweight title trail ended last month in disappointment for Cpl. Rob Wileman (Comacchio Group) when he was stopped in the first round against the British No. 1, Peter Richardson from the North East Counties.

Wileman, brave as ever, took the fight to his opponent but took standing counts after twice being dropped to the canvas. He signalled to the anxious Navy coach, CPOPT Tony Bevel, that he was okay to continue, but the referee decided that he'd seen enough.

Contender

Bevel said: "I always knew he'd have his hands full. Richardson was the man who sensationally outboxed the American favourite and Olympic No. 1 contender Vernon Forrest at Barcelona."

"It was a very brave effort. Sadly, Rob has now left the Service and we'll miss him," Bevel added. Earlier in the ABA semi-finals three-times ABA super-heavyweight champion Mne. Kevin McCormack (45 Cdo) was the victim of an appalling decision at Oxford when he lost to McKenzie from Midland Counties on a split decision.

One judge saw it 60-55 to McCormack, while the other went 59-58 against. The look of disbelief on Bevel's face said it all. One consolation for McCormack is his selection for Wales in the Acropolis Cup in Athens early this month.

Also this month, the Navy boxing squad fly off to sunny Barbados for two matches against the West Indies. Fifteen boxers are participating. Full report next month.



Double first

CDR. Liz McCombe, for many years a prominent figure in ladies golf in both Service and County circles, has recently achieved two firsts for a serving WRNS officer.

Firstly, she was nominated as the non-playing captain of the England junior ladies team for an international tournament in Paris. (England came fourth of nine countries.) Secondly, she has been appointed as vice-captain of the Hampshire Ladies Golf Association for 1993/4, which will lead to her selection as captain for the following season.

Bravo Zulu Liz McCombe — a great credit to ladies golf in general and the WRNS in particular.



Flèche in the pan?

AFTER years of defeats, the RN/RM archery team beat the RAF into second place at this year's Inter-Service Indoor Championships, held concurrently with the National Indoor Championships in Birmingham.

Having taken an early lead, the Navy squad (CPO Dave Roberts, CPO Brian Hardy, WO Mark Savery RM and Cpl Simon Needham) went on to beat the RAF by 30 points. They narrowly missed beating the England national team, which included two members of the bronze-medal winning Barcelona Olympic side.

● Serving or ex-serving members of the RN or RM MOD employees wishing to join the RN Archery Society should contact the Secretary, COGT Dave Jones, Ashmore Block, SCU Laydons, HMS Mercury ext 645.

THE RAF dominated the second Naafi Carlsberg Inter-Service Darts Championship, winning the team, doubles and singles events. Pick of the Navy players were J. Joice and B. Forsyth (Collingwood), who reached the final eight of the pairs, and Forsyth and D. Owens (Sultan) in the singles, where they made the last 16 and 32 respectively.

A place in the sun for triathletes

SUNNING themselves at Club La Santa, Lanzarote in the Canary Islands, are members of the Royal Navy/Royal Marines Triathlon Association.

They spent two weeks on the island undergoing intensive training in preparation for the new season and emerged fighting fit.

The training camp was

overseen by Mne Chris Ray, a GB international triathlete. Apart from the gruelling training sessions, aspects of diet, schedules and race planning were also covered.

Turn, turn, turn

WHILE on patrol in the Adriatic, the ship's company of HMS Ark Royal, heading the Royal Navy's peacekeeping force, challenged for the Defiance Cup — a 100x1 mile relay — and achieved a commendable time.

Fastest time was clocked by PO(SA) Steve Cox with 4 minutes 42 seconds. The 100th runner was the oldest — 42-year-old Lieut. John Jones.

A raffle based on finishing times netted £900 for the ship's charities. An individual wager was made between CPOMEA Mac McCabe and LPT Dolly Gray. There was no more than a whisker

between their respective times as it turned out — 5.22.83 and 5.22.39.

A similar event (the Mike Till Trophy) took place on board HMS London off the coast of Yemen. Her CO, Capt. Tim McClement, was the first of the 100 runners.

The London's Royal Marine detachment did particularly well. Mne. Pete Barron was the fastest (5.16), followed by Mne. Gilham (5.19). Clubswinger LPT Paul Bromley completed the last mile to bring in an overall time of 10 hours 28 minutes 44 seconds. The average time for a mile was 6.16.8.

HAUL OF TROPHIES FOR COLLINGWOOD



WRENS at HMS Collingwood made their mark on the sports field this season. They proved unbeatable on the netball court, winning the Portsmouth Area League, RN(W) Inter-Establishment Tournament and the Navy Cup.

Their skills also showed on the hockey pitch. There they won the Navy Cup for Hockey, beating HMS Heron on penalty flicks after a close and hard-fought match.

The hockey team is pictured above — (back row, l-r) CWRENPT Julie Frowen, LWRENPT Jill Monnox, WRENWEM Michelle Beer, WRENSEA Michelle Spear, Sub-Lieut. Jan Estall, WRENWEA Jane Quinby and WRENWEA Lianne Riley.

Front (l-r): WRENWEM Julia Heslop, WRENWEM Angie Griffiths, POWRENPT Elaine Lindsay, CWREN Julie Voss and WRENWEA Carla Dossdale. Lieut. Joni Robinson is not shown.



Above: MEM(M) Dicky Davis rounds a bend during HMS London's 100 x 1 mile relay.

NOT BAD FOR A POM!



The hat that once kept out the West Country rain now protects Bob Chapman against the Sydney sunshine!

FORMER RN athletics team captain Lieut.-Cdr. Bob Chapman won a silver medal in the 5,000 metres at the recent Australian Veterans' Athletics Championships held in Adelaide. Bob was representing New South Wales, having also come second in the State Championships held earlier.

Conditions in Adelaide were very tough for distance runners with a temperature of about 27°C and a lot of humidity. Bob said, "In all my years of athletics this was the first occasion that I've ever seen drinks handed out during a track race — and I was very glad to have one!"

He is currently in Australia on an exchange posting and is serving at the apprentices training establishment HMAS Nirimba on the outskirts of Sydney. Nirimba is due to close this year and Bob will shortly be moving to Naval Support Command Headquarters in the centre of the city where he is looking forward to lunchtime runs around the scenic parks, particularly in the Botanic Gardens and past the Opera House.

Bob ran a lot for RN/RNAC in athletics and cross-country and was based for several years at HMS Drake before he left for Australia.

Amazon sevens up

FRESH from several victories against Army and RAF teams in the Falklands, the rugby players of HMS Amazon entered the Bahamas Kalik International 7s Rugby Tournament.

This took place in Nassau, where the ship was making a call on her long journey home. Teams from several of the Caribbean Islands took part, as well as sides from throughout America.

Coming up against "specialised" 7s squads in the competition, the Amazon team did extremely well to win the Plate trophy. The players were (back l-r) AB Anderson, LPT Hogg, LS(M) Honeychurch and CK Parks. Front (l-r): CPOWEA Jones, MAA Loughran, LWEM Oakley and CPOAEA Taylor.



Cumberland in the Caribbean

FOLLOWING nine months of trials and training in UK waters, HMS Cumberland has now found her place in the sun, having taken over from HMS Alacrity as the West Indies Guardship.

After assuming her duties at Bermuda, Cumberland headed south and, following operations with the station tanker RFA Oakleaf, paid a highly successful visit to Key West at the bottom tip of Florida.

Having experienced a warm welcome during their six-day stay at this relaxed holiday island, Cumberland's ship's company are looking forward to a further thirteen port visits before returning home to UK in October.

Lowering the Flag in Portsmouth

AS part of a reorganisation of the Navy's regional command structure, it is planned to reduce the number of Area Flag Officers from three to two — with the post of Flag Officer Portsmouth disappearing in April 1995.

Designed to achieve better use of resources, the plan is that the two remaining Flag Officers would be located in Rosyth and Plymouth, the first being responsible for areas north of the Rivers Dee and Humber and the second looking after areas south of this line.

Despite the loss of the Flag post, the Navy's commitment to the Portsmouth area remains strong, the changes resulting, in

part, from MOD's decision to locate in the city the new organisation responsible for all naval personnel matters and shore-based training, an organisation which integrates the staffs of the Second Sea Lord and C-in-C Naval Home Command.

The headquarters for the Royal Marines has also recently been relocated to Portsmouth, due to move into new buildings at Whale Island.

Iron Duke commissioned

THE DUKE of Wellington, descendant of the famous military campaigner, was at Devonport Naval Base to witness the commissioning ceremony of his namesake ship, HMS Iron Duke.

During the ceremony five-year-old Tessa Beckett, daughter of the ship's Leading Regulator, presented a bouquet to Guest of Honour and ship's sponsor Mrs Jane King, wife of the former Defence Secretary, Tom King. In time-honoured tradition,

the commissioning cake was cut by Iron Duke's youngest rating, 17-year-old ME(M) Barry Graham and Mrs Andrea Larmour, wife of the ship's Commanding Officer, Cdr. David Larmour.

Also guests at the ceremony were six members of the Dukes of Malvern Club. The Club is an association for all those men and women who passed through the training establishment, HMS Duke, at Great Malvern, between 1941 and 1946.



Picture, above: Mrs Jane King inspects HMS Iron Duke's Guard of Honour at the ship's commissioning ceremony at Devonport. Photo — LA(Phot) Andy White



Photographs: Above, HMS Cumberland under the floodlights during the visit to Key West in Florida. Top, inset — WREN(EW) Kirsty Taylor and AB(S) Ian Wise shopping and sampling local goods in Key West's famous Duval Street.

Pictures by LWREN(Phot) Annie Kerr

RNEC MANADON SET TO CLOSE

ENGINEER Officers in the Royal Navy will no longer receive their training "in-house", but will obtain their qualifications under a sponsorship scheme with a civilian university, if proposals to close down the RN Engineering College at Manadon are accepted.

A review team, considering the need for economies, the projected reduction in numbers of engineer officers and the increased availability of higher education in the civilian sector, has concluded that the Navy's own college is no longer necessary.

Under the new proposed scheme, which would complement the existing direct gradu-

ate recruitment, students would study for an engineering degree relevant to naval needs and upon successfully completing the course would be offered a commission in the Navy.

Speaking in Parliament, Archie Hamilton, Minister for the Armed Forces, stated that he accepted this recommendation as the basis for consultation. "Unless alternative uses for it

could be found, Manadon would close in 1995" he stated. "Manadon has a long and proud tradition and has served the Navy well, but in today's changed circumstances other means exist of providing high quality training for Naval Engineering Officers and it is right that they should be exploited."

● Quick off the mark following the announcement, the Univer-

sity of Plymouth put itself forward as the most suitable venue for the new training schemes.

"The University of Plymouth's acknowledged expertise in maritime teaching and research, and its established close links with the Royal Navy, clearly make this University the most appropriate to undertake this important work," stated Vice-Chancellor Prof. John Bull.

Sea rises to the occasion

STORMY seas and high winds provided the backdrop to the Fleet Review, evoking memories of conditions, 50 years ago, endured by allied seamen as they waged the Battle of the Atlantic, the longest campaign of the Second World War.

Veterans of the Battle, embarked in the ferry Stenna Cambria, followed HMY Britannia as she ploughed through heavy seas, reviewing ships from 16 Nations which had gathered off Anglesey.

Aircraft

The Fleet had assembled the previous day at Moelfre — where many of the wartime convoys had set off — but as the weather worsened overnight several of the smaller vessels, including HM Ships Biter, Charger and Puncher, were forced to head for shelter. HMS Humber (Commodore RNR) stoically remained in line but was buffeted by the winds.

Two 21-gun salutes, fired by the Fleet's flagship, HMS Cornwall, heralded the start of the review. A fly past of naval aircraft followed but the weather

forced the cancellation of flights by two Second World War Swordfish, a Spitfire and Hurricane.

With her speed reduced to 12 knots and her White Ensign and Royal Standard torn by the high winds, HMY Britannia steamed through the lines of ships, followed by HMS Bulldog and the Royal Guardship, HMS Active.

The Duke of Edinburgh, as Admiral of the Fleet, and King Harald of Norway, in the uniform of Hon. Colonel of the Royal Marines, took the salute at what was one of the largest gatherings of warships for 16 years.

RN and RFA vessels taking part included HMS Ships Liverpool, Birmingham, Boxer, Chiddingfold, Quorn, Middleton and RFA Olmeda, anchored alongside foreign and Commonwealth frigates and

destroyers. In tribute to the 30,000 allied merchant seamen lost during the Battle of the Atlantic, ships from the Merchant Fleet were also present.

In a message to the Fleet the Duke of Edinburgh praised the ships for sitting out the storm. "The weather conditions could hardly have been worse but they had no effect on the smartness and turn out of the aircraft, and the ships and their companies taking part in the review."

Liverpool

"The presence of so many representatives of the wartime allies was a worthy tribute to the service and sacrifice of those who fought and won the Battle of the Atlantic 50 years ago. Splice the mainbrace! Philip."

On completion of the review many of the ships headed for Liverpool where a five-day programme of commemorative events was launched.

The Queen visited the city to open the Battle of the Atlantic Gallery at the Merseyside Maritime Museum, to inspect the Royal Guard at Albert Dock, and meet some of the many veterans who have gathered in Liverpool.

More mine hunters

THE Government hopes to order a new batch of Sandown Class single role minehunters this summer, Defence Procurement Minister Jonathan Aitken revealed last month.

