D-DAY MINUS TWO...

With two issues to go before June's massive catalogue of D-Day events, reminiscences from veterans are still pouring in. We will be making full use of them in three special FREE supplements in May, June and July—so order your copies now to avoid disappointment.

Meanwhile, thanks to 'Invasion Wren' Jenny Hamilton of Wimbledon for the knitted dog—one of 200 the girls serving at Portsmouth 50 years ago were asked to make to help raise funds for the Red Cross.

"My craziest duties at that time were trips ashore to convince Portsmouth shopkeepers they didn't need the wool substitutes they sold on coupons," she recalls.

'Rex' was made from the original D-Day pattern in Home Notes magazine—and militarised by PO(Phot) Jan Brayley using his son Toby's Action Man equipment...

See Page 3 for a D-Day update.

Also Inside:

• Sweet and sour in Hong Kong—HMS Tamar special feature (centre pages).
• Talking Turkey—HMS Montrose in Istanbul (page 17).
• Two pages of winter sports (pages 28-29).

RFA TAKES TO THE TASK

As Royal Navy Sea Harriers helped protect the UN relief convoy into the Bosnian town of Maglaj—the first for five months—three RFA landing ships were diverted to assist in the deployment of extra troops to the former Yugoslavia.

RFAs Sir Tristram, Sir Galahad and Sir Bedivere were taking part in the major amphibious exercise Royal Dawn in Scottish waters when the summons came.

They moved down to the military port of Marchwood on Southampton Water to load up with troops, stores and vehicles—including Saxon armoured personnel carriers—which they had all delivered to the Croatian port of Split within a fortnight.

In all, the Royal Fleet Auxiliary was last month devoting 30 per cent of its strength to operations in the Adriatic.

RFA RESOURCES has been at Split since November 1992, acting as a 'field' supply depot for the Army. She is soon to be relieved by RFA Fort Lahore.

RFA SIR GERIANT, also based at Split since last October, is providing temporary accommodation for Army personnel based in the port area.

RFA FORT AUSTIN has a major role in operating the 'Air Head' link from Bari in Italy, receiving high priority stores and mail from the UK and passing them onto the RN Task Group.

RFA OLWEN has been in the Adriatic since January. Beyond her prime function of supplying the Task Group with fuel, water and limited stores, her ability to operate and support Sea King helicopters adds to the flexibility of RN air operations.

THREE-STAR LEVEL

Navy News has won three awards in the 1993 Editing for Industry competition of the British Association of Industrial Editors—making a total of 65 racked up since it first entered in 1972.

In all that time not a year has passed without success in an increasingly competitive contest—a unique achievement, we are assured.

An Award of Excellence was made in the class of Best New Story for Navy News' report of a double drugs bust assisted by HMS Avenger and HMS Active towards the end of last year.

Certificates of Merit were gained for picture editing—and for a feature detailing the historical background of the Battle of the Atlantic commemorations at Liverpool.

Above: Sea King helicopters of 849 (foreground) and 820 Naval Air Squadrons (rear) in a flying display for members of the House of Commons Defence Committee visiting HMS Ark Royal in the Adriatic.

Right: bound for Bosnia—Saxon armoured personnel carriers in white UN livery are loaded into the RFA landing ship Sir Bedivere at Marchwood military port.
Massed bands go with a swing

A cold day in Cologne saw the volunteer bands of HMS Heron, Seahawk, Dryad and Collingwood "warming up the locals with a concert in front of the city's famous cathedral. For the past seven years the bands have been invited by the Domstader German band to take part in the Cologne Festival. Augmented this year by Royal Marines of BRNC, FOSKN, CINCFL and FO Plymouth they spent five months in Germany taking part in four carnival processions including the main Rose Monday event which was attended by one million people and during which the band marched 35km in temperatures ranging down to -4°C.

Vice Admiral Sir Neville Forrester, who handed over the "baton" as president of the RN Volunteer Band Association, met with a surprise as he finally left the MOD. To mark the occasion of his retirement from the Navy a 30-strong volunteer band from the Portsmouth area was smuggled into the building to play him out in style.

Nottingham is proud to fly the flag

She's put in quite a few miles since 1954 — HMY Britannia that is — and on passage from Belize to the Cayman Islands she notch ed up her one millionth mile, an occasion celebrated in the engine room by The Queen, Duke of Edinburgh and Admiral Bob Woodward Flag Officer Royal Yacht (left). The original 12,000 horsepower Parsons Tradescant turbine engines, made by Parson/NEI when the Queen launched the Royal Yacht in April 1954, are still in place one million miles and 40 years later.

Since her launch Britannia has supported the Queen during 63 state visits, the most recent to Belize, Cayman Islands, Jamaica and the Bahamas. An increasingly busy part of the Royal Yacht's programme is the undertaking of Sea Days or major commercial seminars in further British interests — last year she was away from her base port of Portsmouth for over 200 days and carried out ten such commercial days.

After her nine-week deployment to the USA and the Caribbean HMS Britannia returned home last month.

Masters of the 'Rolls'

HMS Quorn, the Rosyth-based Hunt class mine countermeasures vessel, has won the Rolls-Royce FD 'i2 Trophy. The trophy, which is a replica of the Spirit of Eceasia, was presented to Commodore Minor War Vessels and Divin, Rosyth, by Rolls-Royce and is awarded every six months to the ship which maintains the best standard of generator maintenance.

HMS Quors, during the second half of 1993, did just that, achieving over 1,000 hours of relatively trouble-free running which amounts to 99 per cent availability of all generators. During this period the ship carried out a busy programme as part of Standing Naval Force Channel, spending much of her time ahead and away from base support.

Overture to Dolphin opera

More used to hosting Sods' Opera than Grand Opera, HMS Drake looks set to rival Covent Garden and La Scala, Milan, by providing the venue for a new musical production, "Arion and the Dolphin". The event, launched on board HMS Sheffield last month, is a unique collaboration between professional opera singers, musicians, teachers and students in the south west and culminates in live performances in HMS Drake's Drill Shed from June 14-19.

Tickets are now on sale from the Theatre Royal Box Office, Plymouth (tel. 0752 287222). Among local schoolchildren who attended the launch on board HMS Sheffield were, from left, Dominic Smith, Andrew Parish and Shonagh Blackmore.
Operation D-Day gets rolling

Viscount Cranborne — the Government Minister heading up the D-Day Commemorative Programme — launched a D-Day Roadshow in London last month.

It will visit nine more cities over the next two months, winding up in Portsmouth on 2-3 June.

The mobile trailer exhibition recalls the liberation of Europe by highlighting the part played by Britain as a whole — and the regions in particular.

The free show is open to the public at each location between 9.30am and 5.30pm.

The dates are: Plymouth 31 March-April 13-15 April; Belfast 22-24 April; Norwich 29 April-May 4; York 6-8 May; Newcastle 10-12 May; Manchester 14-16 May; Coventry 18-20 May; Liverpool 21-23 May; Glasgow 25-27 May; Portmouth 2-3 June.

A parade in Dover on 27 September will mark the 50th anniversary of the end of 'Hellfire Corner' — more than four years of bombing and shelling across the narrow Straits of Dover.

This will be the highlight of the Frontline Britain '94 commemoration, of which Countess Mountbatten and Sir Edward Heath are patrons.

A Frontline Britain Medal is being struck, to which veterans wishing to register in advance or obtain details of events. Tel 0765 814800.

A major International All Services Event to mark the anniversary of the build-up to D-Day along the South Coast will be held at Royal Victoria Country Park, Netley in the presence of The Duke of Edinburgh on May 27.

The Duke will afterwards board HMBS Britannia for a Review of a mass of shipping drawn up in Southampton Water, the Solent and Cowes Roads.

There will also be a flypast which will include a Swordfish and a Spitfire and many other aircraft, ancient and modern.

All D-Day veterans will be admitted to the Netley event free of charge. For others wishing to attend the charge is £6. Tel 0703 289098 for further details.

Likewise, D-Day veterans are invited free of charge to attend a 'Royal Marine on D-Day' seminar organised by the RM Historical Society at the RM Museum, Portsmouth on June 1 at 6pm. Call 0703 289098.

HMS Brecon has just completed a major refit at Rosyth and is expected to join the Portsmouth-base Second Mine Countermeasures Squadron in June.

A memorial is to be unveiled at the Dover parade and a plaque is also being held at Calais on 30 September to mark the anniversary of the town's liberation.

Further details from Frontline Britain '94, 107 Mongeham Road, Great Mongeham, Deal, Kent CT14 9LU.

'Ve done my bit...'

These pictures from HMB Herald show the severity of the storm in which MV Christinaki was lost with all hands 300 miles SW of Lands End.

Hitting heavy seas and winds up to 70 knots, HMB Herald was 'pooped' and suffered damage to her hanger, flight deck guard rails and quarterdeck a few days out from Plymouth in the mid North Atlantic.

The severe storm and intense depression (950mb) to the SE of Ireland forced her to turn south and run before the storm after she took in water which got as far as the Wardroom flat.

She then received a distress call from the Christinaki and turned towards her last reported position 300 miles SW of Lands End.

A day-long hunt for the vessel with the bulk carrier MV Tiro and an RAF Nimrod found only wreckage, two empty liferafts — see above — three sea survival suits and a fragment of lifeboat.

IN BRIEF

This year's International Wooden Boat Show at the National Maritime Museum Greenwich from June 2-5 will feature the Sir Ernest Shackleton, the boat which in January re-enacted the great explorer's epic 1916 voyage across 300 miles of freezing Antarctic ocean from Elephant Island to South Georgia.

A wide selection of oils and watercolours makes up the most comprehensive maritime pictures sale ever held at Christie's on May 5, followed on May 6 by the most important collection of Scrimshaw ever offered at auction.

Volunteers are wanted by the Trineme Trust to help men the 170 cars at a full-scale re-creation of an ancient Greek warship during their summer cruise at Poros from 11-21 July. Cost £175 — no experience necessary. Tel: 0481 613411 for details.

MV Tiro and an RAF Nimrod found only wreckage, two empty liferafts — see above — three sea survival suits and a fragment of lifeboat.
A strange title for Drafty's corner for this could well be the first woman's column in Navy News. And just show how even handed NDD is, written by a man.

In 1992 it was decided that the co-ordination of women at sea would be transferred from the MOD to Centurion where it would become part of the normal day-to-day business of drafting. Therefore in February 1993, the first (and present) incumbent moved in and set up shop. Primarily tasked with ensuring that the ships of the Fleet are manned with the most effective and appropriately trained male and female ratings, the task appeared at that stage, relatively easy.

In addition to this, the other aspect which required close scrutiny was that of compiling maternity statistics for answering the numerous Parliamentary Questions, and a central point of contact for pregnant women and their ships/establishments. These regulations which first came into force late 1990. These regulations have been revised several times and the latest edition is dated September 1992. The First Women's Column in Navy News. And just to

SHORTAGE OF FEMALE RELIEFS

Seven ships go back to male

manning

A frequent question asked by the ship's Senior Maternity Officer is, "Can you take a male relief instead?" In general the response is "Sorry, no spare male accommodation available." The result is the ship will be gap filled (even more) with the correct branch becomes available.

It is obvious that this situation could not be allowed to continue with detailed calculations and discussions with Centrefleet several options were outlined on the way ahead. The result is that between July 1994 and March 1995, a total of seven ships were converted to male only, although the option will be available to reconvert if mix man again becomes available for sea recovery.

By the time this article is published, these ships concerned will have been informed.

Low recruiting

This will be a turbulent time for those involved and some in the fleet are wondering whether the ship's of the Fleet are manned with the most effective and appropriately trained male and female ratings. These regulations have been revised several times and the latest edition is dated September 1992. The First Women's Column in Navy News. And just to

Our own Guernsey grown Freesias to any address in the Mainland UK only. Please send Freesias to Address

To: M. Fletcher, Les Arbres, Green Lanes, St Peterport, Guernsey CI GY 1

Please send Freesias to Address

Cheque enclosed for £10 payable to M. Fletcher. Please write name and address on back of cheque.

SIGNAL!

A History of Signalling in the Royal Navy

by Captain Barrie Kent, RN with a foreword by Admiral of the Fleet Sir Edward Ashmore, GCB, DSC

Signaller is the first comprehensive and fully illustrated history of the Royal Navy's communications. Highly readable and informative, it spans the development of signalling from the earliest days of simple flag signals to the introduction of wireless, and on to the world of electronic warfare, satellites and data links. Many interesting and amusing old documents, letters and memoirs relating to naval signalling as well as related items are also contained in an informative Anthology. Published in hardback with 391 pages, Signaller is lavishly illustrated throughout with over 100 interesting historical photographs and drawings, including 8 pages of colour plates.

Price £16.00 + £1.50 p&p (U.K.). Total £17.50

Overseas p&p: Europe £2.50. Rest of the World £3.00. (Cheques, British or US 

Drafting Office r receive s the draft although, of course, you do not initial it yet. Your Drafting

At approximatel y 14 week s before you r bab y is due you r short notice

Car insurance

Is your premium over £300?

Royal Navy personnel can save £££s

Call Admiral at Lloyd's free on

0800 600 800

Please quote reference NAV

Weekdays 8 am to 10 pm Saturdays 9 am to 2 pm

Please only call if renewing in mid 30s.

All at sea on maternity?

Although the rules are relatively complicated due to the legal aspect, as explained in any questions on maternity for both officers and ratings should be directed to the Ship's Senior Maternity Officer. At the present time, there are no restrictions on the application of the regulations. However, in some cases the application of these regulations may be affected by the ship's draft status. The rules are

SMP whethe r you are

Your Drafting

Noting that you are in the Servic e and taking advantage of the availability of a

The WSSC Team

Li Cdr Pierre Bale, Ext. 2648.
**FORWARD WITH BIRMINGHAM**

Currently engaged on Adriatic operations as a member of the Standing Naval Force Atlantic (see also page 27), HMS Birmingham is one of the Royal Navy’s Type 42 destroyers - backbone of the Fleet’s anti-air warfare forces.

The 42s are also equipped to deal effectively with surface and submarine targets. Powerful, cost-effective platforms for the RN’s latest weapon systems, they were well proven in battle - in the South Atlantic in 1982 and the Gulf in 1991. HMS Birmingham, second Type 42 destroyer to be built, was laid down in 1975 and commissioned in 1976. She served as Admiralty Board Flagship for the Silver Jubilee Review the following year.

After her first 500,000 miles she had her mid-life refit, emerging with new engines and major enhancements to her weapon and sensor fit. Since then she has deployed to the West Indies, USA, Gulf of Oman and Europe and taken part in many NATO and international exercises. Ongoing updates to her equipment fit ensure her effectiveness is maintained.

Primarily an area air defence ship, the Birmingham is fitted with the Sea Dart missile system. The supersonic missiles are stored in a magazine below the twin launchers situated on the fo’c’sle. The system is re-loaded by automatic hold, reducing the time that the ship is without air defence.

Also fitted is an automatic 4.5” Mark 8 gun, which can be used against aircraft and surface ships and was found to be particularly effective when used in the shore bombardment role during the Falklands War.

Should the Sea Dart and 4.5” gun fail to destroy an incoming target, Chef decoy systems can be activated. The last line of defence is the Phalanx radar-guided gunfire, a close-in weapon system. This is backed up by numerous visually-simulated, small calibre guns fitted abait the bridge.

The ship’s secondary, anti-submarine role uses the 1960 active sonar. Once the submarine has been located the Lynx ASW helicopter launches Hughes Navy News, April 1991
I am a 14-year-old reader of your newspaper and after reading the review of ‘Navies in the Nuclear Age’ (February issue) I feel I ought to make some comments about ship classification.

I feel the current system of classification is outdated and in ways been small, but this one is (albeit a short range missile) a twin launcher for 22 SAMs! I think by their classifications. We are downgrading our ships, but the current system of classification is outdated. Yet it is classed as a frigate!

Parity plea for widows

There are 31 war widows in this country who are classed as New Zealand widows — and all they receive as their pension is New Zealand.

We, the unofficial Chinese laundrymen, have been serving in the Fleet for over 50 years. We are aware of the ongoing changes in the Royal Navy, especially in the ships’ laundry, starting with laundering by hand, and drying clothing in the engine room, to the present day when the work is done by modern machines. The principle has, however, not changed. Was it based on the rule of “no work, no pay”? 

Responsibility and responsibility have also been deeply confirmed. Four laundrymen died, including two in the RFAs during the Falkland conflict. We wear our medals and pride.

Nothing can change the fact that HMS Tamar will close in mid-1997. This means that we are going to lose our jobs. The problem that we are now facing is: can some laundrymen aged over 40 who have been working in the Navy for over 15 years adapt a new life once they have lost their job? At present they are living at the bottom of the ladder, not only in the laundry. But the widened training gives them food, but only leave them embittered and sorrowful.

Recently, a ray of hope has appeared with the possibility of being registered as a British Citizen. This has encouraged many of our, and now we are on the verge of being registered to the British. To me, this is an important step.

A recent event has filled us with hope and happiness. We had set up a project regarding the return of Hon Kong to the People’s Republic of China. This has encouraged many of us, and now we are setting up a project regarding the return of Hon Kong.

The final step involves finding a contractor to operate the system. Whoever the contractor is, it is mandatory for providing staff to work in ships without the Government. He, and the Government, are working in both the RFA and Royal Navy. If we get the approval, we will be able to work in ships without the Government.

In establishing a way forward, we should become aware of the importance of the laundry industry. An official said that the laundry industry is being relieved both in design and use of equipment. The Government and the contractor are interested in the changes in the laundry industry.

These facilities will not longer be available to us after 1997. The Ministry to maintain clearance on the current laundry crews and crew new ones is one of the main reasons for us to maintain our laundry practices.

In establishing a way forward, we should be aware of the importance of the laundry industry. An official said that the laundry industry is being relieved both in design and use of equipment. The Government and the contractor are interested in the changes in the laundry industry.

The final step involves finding a contractor to operate the system. Whoever the contractor is, it is mandatory for providing staff to work in ships without the Government. He, and the Government, are working in both the RFA and Royal Navy. If we get the approval, we will be able to work in ships without the Government.

In establishing a way forward, we should become aware of the importance of the laundry industry. An official said that the laundry industry is being relieved both in design and use of equipment. The Government and the contractor are interested in the changes in the laundry industry.
More power to their elbow

As the Type 23 frigate HMS Northumberland neared completion at Swan Hunters Tyneside yard, Northumberland County Council presented her with a set of Northumbrian small pipes.

The piper squeezes a bellows between the upper arm and body to fill the bag with air and the instrument has a lighter, sweeter tone than the Scottish bagpipes.

"Keeping a constant note on the drones is the most difficult part — it requires a very steady pressure," says Sub Lt Jason Freeborn.

Jason is the first person on board to get to grips with it, anyhow — the plan is for members of the ship's company to play it on ceremonial occasions.

It's hot stuff!

A new 'hot fire' training simulator, the most advanced of its kind in the country, has been commissioned at the Naval Air Command Fire Training School at RNAS Culdrose.

Designed by the school's own staff and built by International Fire Training Equipment of Loughborough, it represents a quantum leap in training possibilities — and it is also very cost effective and environmentally friendly.

Earlier trainers have only simulated one type of aircraft — this unit can reproduce 15 different fire scenarios, ranging from an instrument fire in the mock-up cockpit to a full-scale engine and fuselage fire.

The system uses aviation fuel under pressure, producing a fine mist which when ignited results in a far more intense fire burning only a fraction of the fuel — and giving off much less smoke.

Trainees can fight these more realistic fires using water instead of foam — and since much less fuel is used the clean-up operation will be much simpler.

The unit is the first of a family that will offer enhanced training for Fleet Air Arm fire fighters. Three more are expected to be in service by the end of next month, creating worldwide interest from both military and civilian organisations.

NOW READ

The BOOK

The latest Natocars guide to new or used car buying is the most comprehensive and informative publication ever produced and is a must for anyone thinking of buying a new car.

It explains the special entitlements now available under new legislation for Tax Free purchase, for use both within and outside the E.C. and how thousands of pounds can be saved on over 700 models.

The Complete Buying Guide will give you full details of the many other benefits available. How to obtain a free valuation for your present car and possibly save paying the VAT when you sell it. How to enjoy a low finance rate with free credit protection, an extra discount on your insurance premium and special concessions for ferry travel.

It details also, special Tax Paid car purchase schemes and how you can buy a used car with complete confidence. In fact, everything you need, right through to doorstep delivery!
Big job for little ships

Raging seas and biting cold winds gusting up to Force 10 did little to hinder the ships of the First Mine Countermeasures Squadron as they played an important role in this year's Joint Maritime Course off Scotland.

HMS Cattistock made a gale-lashed passage to Stornaway while HM ships Quorn, Cottesmore, Hurworth and Brocklesby rehearsed their tasks in the shelter of Loch Ewe.

All night detection tactics were trialed and in pitch blackness mines were hunted and dealt with. Naval divers approached the shoreline neutralising enemy ordnance while Royal Marines practised securing the beaches.

As HMS Fearless, Broadsword, Cardiff and Avenger converged on the area support ships RFA Sir Galahad and HMAV Arakan moved into position for the combat phase. The MCM1s then proved the way for a successful amphibious landing by 45 Cdo, the Commando Logistic Regiment plus French and Dutch Marines using hovercraft and landing craft.

The build-up and on-shore in Ross and Cromarty saw a boom in the local economy. HMS Roebuck's Supply Officer, Lt Julie Dunthorne, stunned the proprietor of a corner shop in the remote Scottish hamlet of Altbea by ordering 800 pints of milk, 400 bread loaves and a large quantity of fresh vegetables.

"We were grateful for the Royal Navy's custom," said the enterprising owner, "but getting the fresh vegetables up here was a bit tricky!"

Newcastle's 'purple days' down south

One of the most enjoyable aspects of HMS Newcastle's recent deployment in the Falkland Islands was the opportunity to "go purple" — taking part in events that recognised no real distinction between the Services (other than their social habits of course).

During "Crosspol" members of her ship's company went out on patrol with the Ghurkas, the resident infantry company, while many of Newcastle's Radar rates visited radar sites of the Falkland Island Air Defence Ground Environment.

Numerous flights were taken in RAF aircraft and for the lucky ones there was the chance to experience the excitement of an F3 Tornado flight.

Determined to make the most of her South Atlantic deployment HMS Newcastle turned modest expectations into real achievements thanks to excellent training facilities available in the Falklands — live inshore naval gunfire ranges, towed surface gunnery targets and willing RAF aircrew who tested both the ship's systems and the ship's company.
Divers hunt for king’s treasure

One of the most important underwater searches off the British Isles since the quest for the Mary Rose is underway with the help of the Scotland Northern England and Northern Ireland Clearance Diving Unit (SNNICDU).

Based at Rosyth, the unit has been assisting an Edinburgh-based company with the location and possible recovery of Charles I’s treasure barge, the Blessing of Burntisland. The barge was sunk half a mile from shore while carrying baggage across the Firth of Forth during Charles’ first tour of Scotland as King and is believed to have been carrying a 280-piece silver dinner service commissioned by Henry VIII.

With the help of SNNICDU’s ensign-raise ceremony divers and the mine countermeasures vessel HMS Cottimore the company has located over 100 wrecks in the area. To date very little of significance has been found but with the aid of diving archaeological experts from the USA it is hoped the Blessing of Burntisland will soon be discovered.

This recent hunt for buried treasure is only one small part of SNNICDU’s duties — the Explosive Ordnance Disposal and Diving Unit is responsible for the safe disposal of all types of munitions found below the high water mark in Scotland and Northern Ireland as well as northern England, above a line between the Dee and the Humber estuaries.

The 22 officers and men provide 24 hours a day, 365 days a year, coverage for any bomb disposal or diving task in their area of responsibility with call outs ranging from homemade bombs and Second World War German mines to SAR diving in support of local police authorities.

One of the more auspicious tasks the unit carries out is the ensign-raising ceremony on HMS Royal Oak. The ship lies in 20 metres of water in Scapa Flow, where she was sunk by U-47 on October 14, 1939, and every year on or around the anniversary of the sinking a small team of divers visit the war grave and raise an ensign on the port propeller shaft of the vessel.

Each year a team from the unit carries out a range clearance operation at the Cape Wrath bombing and firing ranges. Despite the sometimes horrendous weather and treacherous tidal streams this diving and bomb disposal task is one of the most rewarding the unit carries out.

Just off the bleak and windswept coast lies Garvie Island itself, a 200 by 30 metre rock which has changed very little over the years despite the continuous pounding it receives from 1,000lb bombs. Not all the ordnance hits its target and it is in the water around the island that the main bomb disposal job lies.

Last year, with underwater visibility up to 20 metres, the unit located and destroyed over 40 UXBs.

The 22 officers and men provide 24 hours a day, 365 days a year, coverage for any bomb disposal or diving task in their area of responsibility with call outs ranging from homemade bombs and Second World War German mines to SAR diving in support of local police authorities.

One of the more auspicious tasks the unit carries out is the ensign-raising ceremony on HMS Royal Oak. The ship lies in 20 metres of water in Scapa Flow, where she was sunk by U-47 on October 14, 1939, and every year on or around the anniversary of the sinking a small team of divers visit the war grave and raise an ensign on the port propeller shaft of the vessel.

Each year a team from the unit carries out a range clearance operation at the Cape Wrath bombing and firing ranges. Despite the sometimes horrendous weather and treacherous tidal streams this diving and bomb disposal task is one of the most rewarding the unit carries out.

Just off the bleak and windswept coast lies Garvie Island itself, a 200 by 30 metre rock which has changed very little over the years despite the continuous pounding it receives from 1,000lb bombs. Not all the ordnance hits its target and it is in the water around the island that the main bomb disposal job lies.

Last year, with underwater visibility up to 20 metres, the unit located and destroyed over 40 UXBs.

- Above right: One of the team’s divers places a charge on a UXB.
- Below: An impressive display as the unit detonate bombs at Garvie Island.
- Bottom: The SNNICDU team at Rosyth.

Last year the SNNICDU were on the leading edge of technology when they took part in the initial trials of a revolutionary diving helmet. The British Gas designed helmet, being tested by Lt David Ince and AB(D) Andy England, pictured left, incorporated a heads-up display and miniature video equipment built into a KMB17 Supalite diver’s helmet allowing the diver to see relayed pictures or video of the task conducted underwater. Eight members of the team put the system through its paces in a variety of underwater engineering tasks ranging from Non Destructive Testing to pipeline construction. The trial was a great success and the “heads up” helmet will soon be available commercially.

NAvy News, APril 1994

Navy Days

1994

Portsmouth

28th, 29th and 30th May

Ships, Air Displays, Bands, Harbour Trips

All profits to Naval Charities

FREE PROGRAMME

1 Day Adult £4 Junior/Senior Citizens £2

3 Day Adult £10 Junior/Senior Citizens £5

FREE CAR PARKING

Bus/Coaches: Advance Booking £11.00
At Gate £14.00

Small Coaches: Price on application

Gates open 10.00am to 5.30pm

Enquiries to NITT Devon Office, HMS Nelson, Portsmouth, PO5 3NP.
Price s + order form s availabl e upo n request . Al l price s includ e P P an d VA T

BREWSTE R BEAR Gold (d/1 , 1/b, r* ) 15 " hig h £14.75

CHUBB Y BEA R Gold , jointe d (d/b , 1/b, r* ) 11 " hig h £14.75

SAMMY SEAL Whit e o r Silver/Beig e 27 " lon g £22.65

BOUQUET Roses/Carnations/Freesia/Fer n £17.5 0

PIN K MOTHE R

K JONES

produced to give HMS Victory's "special needs" visitors

Gate, attende d the "premiere" o f a  ne w vide o pro -

minut e video. "This project ha s taken a  whil e t o com e t o

give ou r "specia l needs " guests , enhancin g thei r visito r

Haynes, wh o was instrumental i n the production of the 25 -

VICTORY ROLE

ROSES Red/Pink/Yellow/Gol d (large ) £13.8 5 ,

DID YO U THIN K MEMBERSHI P OF

NOT VISA/ACCESS/AM

DID YO U THIN K MEMBERSHI P OF

EXP CARDS ACCEPTED

Picture: LA(Phot ) And y Pratt .

VISA/ACCESS/AMEX

Wonkey Donkeys

Avo n Park Residential Home, Park

Devon and Cornwall pay only childre n up to the age of 18.

Ex RN's or RM's outside That' s for husband, wife and

NOT

so...

WOULD COST £200?

&D CUILDLIES

BBEAS STANDARD

a greater insight duri ng thei r tou r o f th e ship .

Reduced to give HMS Victory's "special needs" visitors

Gate, attende d the "premiere" o f a  ne w vide o pro -

minut e video. "This project ha s taken a  whil e t o com e t o

give ou r "specia l needs " guests , enhancin g thei r visito r

Haynes, wh o was instrumental i n the production of the 25 -

VICTORY ROLE

ROSES Red/Pink/Yellow/Gol d (large ) £13.8 5 ,

DID YO U THIN K MEMBERSHI P OF

NOT VISA/ACCESS/AM

DID YO U THIN K MEMBERSHI P OF

EXP CARDS ACCEPTED

Picture: LA(Phot ) And y Pratt .

VISA/ACCESS/AMEX

Wonkey Donkeys

Avo n Park Residential Home, Park

Devon and Cornwall pay only childre n up to the age of 18.

Ex RN's or RM's outside That' s for husband, wife and

NOT

so...

WOULD COST £200?

&D CUILDLIES

BBEAS STANDARD

a greater insight duri ng thei r tou r o f th e ship .

Reduced to give HMS Victory's "special needs" visitors

Gate, attende d the "premiere" o f a  ne w vide o pro -

minut e video. "This project ha s taken a  whil e t o com e t o

give ou r "specia l needs " guests , enhancin g thei r visito r

Haynes, wh o was instrumental i n the production of the 25 -

VICTORY ROLE

ROSES Red/Pink/Yellow/Gol d (large ) £13.8 5 ,

DID YO U THIN K MEMBERSHI P OF

NOT VISA/ACCESS/AM

DID YO U THIN K MEMBERSHI P OF

EXP CARDS ACCEPTED

Picture: LA(Phot ) And y Pratt .

VISA/ACCESS/AMEX

Wonkey Donkeys

Avo n Park Residential Home, Park

Devon and Cornwall pay only childre n up to the age of 18.

Ex RN's or RM's outside That' s for husband, wife and

NOT

so...

WOULD COST £200?

&D CUILDLIES

BBEAS STANDARD

a greater insight duri ng thei r tou r o f th e ship .

Reduced to give HMS Victory's "special needs" visitors

Gate, attende d the "premiere" o f a  ne w vide o pro -

minut e video. "This project ha s taken a  whil e t o com e t o

give ou r "specia l needs " guests , enhancin g thei r visito r

Haynes, wh o was instrumental i n the production of the 25 -

VICTORY ROLE

ROSES Red/Pink/Yellow/Gol d (large ) £13.8 5 ,

DID YO U THIN K MEMBERSHI P OF

NOT VISA/ACCESS/AM

DID YO U THIN K MEMBERSHI P OF

EXP CARDS ACCEPTED

Picture: LA(Phot ) And y Pratt .

VISA/ACCESS/AMEX

Wonkey Donkeys

Avo n Park Residential Home, Park

Devon and Cornwall pay only childre n up to the age of 18.

Ex RN's or RM's outside That' s for husband, wife and

NOT

so...

WOULD COST £200?
End of Active's WIGS duty

HMS Active, the last Type 21 frigate to fulfil the WIGS role, has returned home to Devonport after a successful deployment in the Caribbean.

In addition to her primary role of supporting the British Garrison in Belize and providing a British presence in the region, Active conducted anti-drugs patrols throughout the Caribbean and was involved, at short notice, in UN oil and arms embargo operations off the coast of Haiti, working with the Canadian, US, French, Dutch and Argentinian Navies. It was during a routine drugs patrol that Active had her greatest success when she discovered 0.75 tonnes of cocaine in sealed bales floating in the waters off Tortola, in the British Virgin Islands. The value of this one find alone, had it reached its intended market of the US or Europe, would have been over £80 million.

Skills in traditional warfare matters were not forgotten during her deployment with Seacat armament and a full suite of armament. HMS Active provided the Royal Navy with her guard at Independence celebrations in the Commonwealth and at the decommissioning and handing over ceremony in Devonport marked the end of an era for the Type 21 frigates.

Members from Arrow's affiliated regiment, the 4th Field Royal Artillery Regiment were present along with the band of the Royal Green Jackets who played at the ceremony.

Adriatic work-up

The ship's company of HMS Active was keen to get on deck for a final check before her sister ship set out for work-up alongside the HMAS Argyll Royal. The Communications Department in HMS Active have also been busy, raising money for charity. Battling against the elements they took part in a sponsored run from Plymouth to Portsmouth and raised £690 for Winchelsea School for Children with Special Needs.

With HMS Argyll Royal in the background Lts "Debbie" Rennaldson and Steve Carroll await a green light to launch their own version of a Swordfish from the deck of HMS Active.

Life's a beach for 'Droggies'!

Both this superb medal and its miniature are STRUCK in bright cupronickel. The design is deliberately reminiscent of the by-gone days of 'Empire'. Cost Medal @ Aust. $75; Clasps @ Aust. $35.

In civilian dress this commemorative should be displayed after or below Official Awards.

For an application form with full details, please send a self addressed 3½ x 8½ envelope to:

SERVICE COMMEMORATIVES PTY LTD
PO BOX 173, DROMANA, VIC. AUSTRALIA 3916
Old pals reunited at last

We don't usually cover presentations of Long Service and Good Conduct medals — there just isn't the room — but the case of these two Leading Seamen (Missile) was rather special. LSM Ian Blackmore and LS(M) Robert Wood joined the Royal Navy on the same day, attended class together at HMS Raleigh and HMS Cambridge, and then met up again when fate and Drafty brought them together in HMS Glasgow some 140 years later. The medals were presented by the new Captain 3rd Destroyer Squadron, Capt Laurie Hopkins. He is pictured on the right with, from left to right, Cdr Dick Twitchen, CO HMS Glasgow, Keith Dobson, Lt Rich Evans, Divisional Officer, and Robert Wood.

A SHOT FOR THE FAMILY ALBUM

A father and son medical team has come together at RN air station Culdrose with the appointment of CPO Sam Parker as the establishment’s Sick Bay Chief.

His son Darren is a leading medical assistant and has been serving at Culdrose since September. With 32 years’ Royal Naval service behind him, Sam is no stranger to Culdrose. For the last three years, though, he has been working in Gibraltar. The current draft is a welcome return to the family home for Sam and wife, Anne, an ex-Navy nurse. The couple also have two daughters, Claire and Tina, who is a corporal in the Royal Air Force.

Meanwhile, elsewhere at Culdrose, Flying Officer Jonathan Thompson RAF was being presented with an Operational Flying Training certificate after passing out of 849 Airborne Early Warning Sea King Squadron. Jonathan is the first RAF navigator to complete the full AEW training programme with the Navy at 849 and has now joined 8 Flight on Adracat patrol duties from the aircraft carrier HMS Ark Royal.

People in the News

EXTENDED SERVICE REACHES 50 YEARS

In 1994, Captain Muckle was the last RN Fleet Air Arm Officer in Liverpool, who was appointed to the role in 1943, but even before that he had worn the uniform — as a pilot of the Royal Hospital School, Holmbook.

When Captain Muckle joined the RN as a Boy Seaman in 1943, but even before that he had worn the uniform — as a pilot of the Royal Hospital School, Holmbook.

He was commissioned Seaman Officer in 1954, attaining the rank of captain in 1976. His ships included Anson, Newfoundland, Modeste, Striker, Keppel, Chawton, Dainty, Whitty and Blake.

As he commanded the Upper Yardmen Training Establishment, HMS St George, and as a commodore, the Sultan of Oman’s Navy from 1976 to 1980.

In 1986 he became NRO (Midland and North West), based in Liverpool. Twice the appointment was extended: firstly, to run last year’s Battle of the Atlantic commemoration and then for another year to see through the reorganisation of naval regions.

Inaugural award of Beach Trophy

First recipient of a new trophy given in memory of the late Lt Cdr Bill Beach in Lt Harry Blackmore, an observer with 810 Naval Air Squadron.

He wins it as the qualified observer instructor achieving the best results in observer recategorisation (B2 to B1 status), and it was presented to him at a Wings Parade on RN air station Culdrose.

The parents of Lt Cdr Beach, who was killed in a road accident, donated the trophy as a lasting tribute to the son who spent most of his flying career at Culdrose. He was, in fact, one of Lt Blackmore’s instructors during his flying training.

Ooops … a case of mistaken identity. The jetty at Portsmouth was packed for the return of HMS Invincible from her seven-month Adriatic deployment, and in the scramble names and faces tended to blur. But relatives spotting this happy pair wrongly labelled in last month’s issue asked us to point out they are really LS(M) Ian Spyve and his number one fan, son David.
People in the News

THE TOAST OF THE MESS

At a tearful farewell party in HMS Drake, Mrs Angie Gowler, who for 19 years has worked behind the bar of the establishment's Warrant Officers' and Senior Rates' Mess, received a dream-come-true gift.

The appreciative mess presented her with an airline ticket to Singapore, where she lived for many years, and spending money to ensure she could make the most of her valuable time there. Angie's plans include travelling on to Malacca in Malaysia, where she was born, to visit her two brothers, two sisters and their families, whom she has not seen in many years.

Angie moved to England in 1972 and in 1976 met sailor Michael Gowler when his ship was refitting in Devonport. Michael, now retired from the Royal Navy, is also a member of the bar staff at HMS Drake. Unfortunately, he was not able to get away to share the trip to Singapore, but concentrated on keeping the home fires burning instead.

Mess President WO Bob Clifford is pictured helping Mrs Gowler to a celebratory drink.

Picture: LA(Phot) Ritchie Matheson

TOP USA MEDAL FOR ADMIRAL WOODHEAD

When Vice Admiral Sir Peter Woodhead was relived as Deputy Supreme Allied Commander Atlantic he was presented with the United States Legion of Merit medal, the highest award presented by the US to a foreigner, either in peacetime or war.

Authorised by Act of Congress, the award marked Admiral Woodhead's "outstanding contributions to NATO maritime readiness" and praised his "profound understanding of European, political and global defence issues."

Only four other British officers have been awarded the Legion of Merit — General Sir Peter de la Billiere, Marshal of the RAF Sir Peter Harding, Lt General Sir Henry Beverley and Field Marshal Sir Richard Vincent.

Admiral Woodhead was presented with the decoration by the Supreme Allied Commander Atlantic, Admiral Paul Miller IN. He is succeeded as Deputy Supreme Allied Commander Atlantic by Vice Admiral Peter Abbott.

His retirement party saw him departing from NATO Maritime HQ, Norfolk, Virginia, with his wife, aboard a speedboat — the command now closest to his heart, perhaps.

High flier among high fliers

In being assessed an AI helicopter instructor — exceptional in all respects — Lt Cdr Christopher MacBean becomes just the fourth holder of the accolade within the Royal Navy.

The examination took more than two days and included a gruelling five-hour oral ground test.

Chris, who is based at RN air station Culdrose, where he instructs student pilots of 705 Sqn, demonstrated his exceptional piloting skills last year, when the Gazelle he was flying signalled a catastrophic loss of oil.

At less than 500 feet from the ground he calmly shut down the engine and carried out a copybook landing into the only suitable field he could find. He thus saved a valuable aircraft from further damage and earned himself the revered military flying honour of a Green Endorsement.

During his 16 years in the Royal Navy Chris has held a variety of appointments, including deputy leader of the now disbanded Sharks Display Team. He also served during the Falklands Campaign.

FILE STAYS IN CAMERA

A photograph of HMS Marlborough's propeller taken during HMS Trenchant's watch on the AUTEC range in the Bahamas has won A/B(USM) Mark Wade first prize in the Underwater Periscope Photography Competition.

Sadly, as the photograph is classified we don't get to see it, but here's a shot of a Drake, as Deput y Supreme Allied Commander Atlantic Admira l Woodhead was presented with the de-
Pensions review — tell us what you want

If the present Pensions Review results in a new pension scheme, it will only apply to new entrants — though other RN personnel may be given the option to transfer to it.

"MOD has given a commitment that the rights of serving and ex-serving members will be fully protected — no one need fear that their current expectations will be diminished in any way," Wing Cdr Ernie Bohm, the review team's Tri-Service representative told Navy News.

To help people make up their minds, there would be plenty of opportunity to consider the implications of any change — and comparing it with pensions practice generally in civilian life, which would of course vary with personal circumstances.

The team had now started examining the existing scheme and comparing it with pensions practice generally in civilian organisations in order to find the best formula to recruit and retain high-quality personnel.

Wide-ranging

The review was not part of the Defence Costs Study — and had become a self-contained project.

The team had now started examining the existing scheme and comparing it with pensions practice generally in civilian organisations in order to find the best formula to recruit and retain high-quality personnel.

Having your own milk round or owning a branch of a same-day courier service are among the new opportunities awaiting visitors to the Spring National Franchise Exhibition at London's Olympia this month.

Sponsored by the British Franchise Association, it is a useful venue for finding out more about an increasingly popular way of starting a business.

Unigate Dairies, the UK's second largest milk distributor, has successfully franchised over 2,000 milk rounds since 1990, 65 per cent. to former employees.

The company is now actively recruiting from outside to achieve its fully franchised target. The initial investment varies from £6,000 to £9,000, depending on the size of the round — all but £1,500 of which is refundable on termination of the franchise.

Secure Pons Express, the UK's leading same-day courier company, is using the exhibition to launch its franchise operation and will be actively recruiting there. It currently has a network of 36 branches across the country — and plans to open 30 franchised branches over the next three years.

Among nearly 100 other exhibitors will be such leading franchise companies as McDonald's Restaurants, Circe C, Snappy Snaps and Kall-
Another brick in the wall

This year Navy News celebrates its 40th birthday. They say life begins at 40 — and so we are preparing for a new start.

We are thrilled to welcome the Directorate of Foreign and Commonwealth Training to move into our quarters in Barham Block.

Twenty years ago Barham was not perceived to be a desirable let — there was then a preference for modern buildings with built-in central heating and thus Navy News was long allowed to be the sole occupants.

Attitudes change, though — now it is seen as an interesting period piece, with attractions just lately increased by the addition of substantial interior enhancements, while the once ‘modern’ buildings have been found to wear less well.

It remains the building with which we have been closely identified during the period of our coming of age — a 21-year span of unbroken success in the annual awards of the British Association of Industrial Editors.

Navy News has enjoyed a close personal relationship with HMS Nelson — but as ‘Locally Employed Personnel’ our record hardly compares with that of the Hong Kong Chinese (see centre pages) or with the RNXS (see page 32) who receive due credit for their achievements here this month.

Taken for granted

As is often the case with ‘unsung heroes’, this at first sight looks like an afterthought. It isn’t at all — an appreciative comment has here come from the very top.

But, too often, people who work on the sidelines are only missed in their absence.

A low profile is generally worn by the Royal Fleet Auxiliary — though RAFAs habitually spend more time away than RN units. The RFA is currently devoting nearly a third of its strength to operations in the Adriatic.

It is the way of the world that great events throw a spotlight on an involved organisation that no amount of diligent, sustained day-by-day effort can hope to match with equal brilliance.

Buildings, too, can be taken for granted. Barham Block has at last been recognised as one of the jewels of the RN estate — one Navy News has always keenly appreciated and to which we will always remain sentimentally attached.

There has been some criticism lately of the resources devoted to maintaining some of the properties owned by the military. They may seem hard to justify in the current economic situation — but in Portsmouth as well as in other Naval ports they are often the prime remnants of our architectural heritage.

Once lost, they are lost forever — future generations will not thank us for neglecting them.

The Bosnia Bulletin

RFA KNIGHTS WHITE ARMOUR!

SIR BEDIVERE,
SIR GALAHAD & SIR TRISTRAM
BRING IN EXTRA UN VEHICLES, TROOPS, ETC.

Wilton watches over the Adriatic

Nearly a hundred RN, Army and RAF desk officers are working side by side at the new United Kingdom Land Forces Headquarters operations centre at Wilton, controlling Operation Hamden in the former Yugoslavia.

Furnished with the latest technology, the £1.8m facility is designed to keep in direct contact with units stationed throughout Bosnia, Croatia, Italy and the Adriatic.

In addition, it provides a national focus for the 2,400 RN personnel in the Task Group ships, the 2,200 land-based troops and the 800 RAF flight and ground crew based in Italy.

A full range of audio visual facilities are available including a secure video link with the Ministry of Defence and the technology to access NATO, UN and other national headquarters. A computerised projected map, a classified briefing room and closed circuit television facilities are also available.

The room has partitions which can be easily moved to suit operational requirements, this allows more than one operation anywhere in the world to be co-ordinated from the JHQ at any given time.

The Army ops centre was originally set up at UKL F in June 1993 when the first British Medical Battalion went out to Croatia as part of the commitment to the UN Protection Force. But with the increasing British commitment a purpose built Centre was needed.

The new Centre took eight months to build and was formally opened on July 5, 1993 by Admiral Sir Jock Slater, Vice Chief of the Defence Staff.

However, the Army Ops Centre was only to remain at Wilton for a matter of weeks before the RAF became involved in Operation Deny Flight and the Joint Headquarters was established at RAF Strike Command, High Wycombe.

After three months there, the JHQ moved to Wilton to its present permanent base. Many of the staff officers who work there are double hatted. Not only do they work in the JHQ but also retain other responsibilities with in their respective UKL F branches.

Below: PO (Photo) Shiner Wright (left) and LA (Photo) Steve Saywell at work in HMS Ark Royal’s dark room, analysing reconnaissance photographs taken by 801 Naval Air Squadron’s Sea Harriers flying over Bosnia.

Right: nerve centre for the Navy’s operations in the Adriatic — in Wilton, Wilts.
Duke class frigate HMS Montrose added another sight to be seen in the beautiful city of Istanbul, where east meets west...but not for several hours after she sailed into the Bosphorus and anchored off the elegant waterside frontage of the Dolmabahce Palace.

Her arrival was shrouded in dense fog and it was only as it evaporated in the warmth of the day that her ship's company could view a backdrop of minarets and the Bosphorus suspension bridge, joining Europe with Asia.

Accepted into Royal Navy service last September, Montrose sailed from her home port of Plymouth on St Valentine's Day, after a period of shake-down and Preliminary Safety Training.

First stop on her deployment was Gibraltar. Having left Guz in a blizzard, she arrived in Gib in sunshine. Some 40 of her company took the chance to run up the Rock — led by the ship's Supply Officer, Lt Cdr Charlie King, who won the race in a time of 21 minutes 49 seconds.

During Montrose's goodwill visit to Istanbul opportunity was taken to show her off and some of the Navy's latest kit, with which she is equipped. Parties of guests toured the ship and all — including children from two of the city's schools — seemed impressed.

The ship's Istanbul programme featured a demonstration of her capabilities for Turkish Navy guests, including Vice Admiral Salim Devi-soglu, COMSARNORTH.

After calling at Sicily for fuel and stores, the Montrose visited Cannes, having carried out routine operations in the Mediterranean on the way. The first RN warship in Cannes since 1977, the Montrose was warmly welcomed. Her visit coincided with an international property exhibition at which the Corporation of London and the London Docklands Development Corporation were promoting the City as a major financial centre.

Receptions were held on board as the Montrose was used to "boost Britain," but there was no additional cost to the defence budget.

It was then off to El Ferrol in Spain for the frigate, where another Defence Industries Day was staged for the Spanish Navy — one more opportunity for all on board this handsomely manned modern warship to demonstrate the high degree of professionalism prevalent in all departments.

Turkish delight — members of the ship's company dressed as pirates to bring a umber groups of children from two local schools. The youngsters weren't altogether sure about British party fare, but the ship tour, nutty and pass-the-parcel went down a treat. WRTD Kim Powell and WEM(O) Kev Scoot are pictured with Yigit (6) and Melis (8).

Turkish delight — members of the ship's company dressed as pirates to bring aboard groups of children from two local schools. The youngsters weren't altogether sure about British party fare, but the ship tour, nutty and pass-the-parcel went down a treat. WRTD Kim Powell and WEM(O) Kev Scoot are pictured with Yigit (6) and Melis (8).
Tamar enters the 'Stone'.
In one age

When the Royal Navy returns to home waters in June 1997 its 150-year association with Locally Engaged Personnel (LEP) will come to an end, leaving most of them seeking new employment in a colony with a sparse and over-stretched welfare system.

The RN currently employs 284 LEP (about 80 per cent of the workforce) serving both at sea and ashore in Hong Kong and their hard work, discipline and loyalty has won them many friends in HMS Tamar in particular Captain in Charge Hong Kong, Capt. Tim Hunter who says: "They're our people, they're on the front line and we in Hong Kong consider them to be the ones doing the real job."

LEP undoubtedly served in warships from the very early days of the colony but it was in 1945 that a property paid and Admiral engaged Hong Kong LEP Division of two POs, 50 Able Seamen and nine mess boys were employed in HMS Tamar, the Yangtze River gunboats, armed launches and other craft.

When Hong Kong was invaded in 1941 LEP were discharged and ordered to take to sea to invade Hong Kong. After re-recruitment begun again and most of the LEP returned on duty - by 1945 some 2,000 were serving in almost every capacity.

The most significant changes in employment came in January 1967 when all able seaman and stewards ceased to serve on sea in the Far East Fleet. However, in 1971 cooks and stewards were drafted to serve on the UK home waters at the RN/LEP staffed by personnel of ships never served in Hong Kong.

With the 1974 Defence Review the MOD exercised its discretion in the employment of LEP. Cooks and stewards were withdrawn from UK-based ships in 1975 with the development of mixed manning in the Hong Kong Squadron for which recruiting was re-opened in 1977.

During the post-war era LEP have seen as much action as the next man - a Leading Steward served in HMS America during the Yangtze River Incident and, along with other members of the ship's company, swam to the Nationalist boat where, acting as guide and interpreter, he led a group of 55 to Shanghai. During the Korean War LEP of all branches served in such ships as HMS Tyne, Ladybird and Triumph.

As their history illustrates the Hong Kong LEP are a loyal group of RN personnel. They have the same rank and pay structure as their UK counterparts, even doing 22 years service on seven-year appointments plus one. The differences arise with pension rights - they have none. Although they do receive a gratuity from the RN when they retire they do not, and will not, receive any form of pension other than State.

In recognition of this the Hong Kong British Armed Forces launched a trust fund to help provide support for Service LEP and their dependants post 1997. The trust was officially launched at the RN/Hong Kong Military Service Corps open day last December and has the support of the Governor of Hong Kong Chris Patten, as well as many local businesses.

The LEP trust fund organisers hope to raise HK$50 million by 1997 which will provide these loyal LEP and their families a measure of much-needed financial support once the Navy has sailed from the colony.

Above: WEM Bowes Chan (left) and POWEM Ken Kwok at work in HMS Tamar's Base Engineering Department.

Members of HMS Tamar's Base Engineering Dept with Mark Lam, Hong Kong Shipyard (back left) and Emma Philpott, a DESG Fast Stream Scientist on placement at Tamar.

Top: One of the busiest departments in HMS Tamar is the Clearance Diving Unit which, unfortunately, is set to close later this year.

Run by CPO(D) Darby Allen whose team comprises two augmentees and nine full-time divers (including LS(L) Dave Studdard), pictured right, the unit remains on 24-hour call out attending marine incidents and supporting search and rescue operations for which the RN Navy provides the only deep sea capability. A large percentage of their work involves the underwater recovery of wrecks - most recently they were called to an accident off Macau Island. After receiving permission to enter the restricted waters, they brought out the bodies of three seamen from the Belt on dredger (PAS) which had run aground on inadequately charted rocks.

The unit's recompression chamber is in regular use treating local civilian divers as well as cases from as far afield as Thailand and the Philippines. However, this facility, as well as the provision of underwater maintenance for Tamar's small fleet of vessels, was provided on an inadequately chartered ship.

The unit's recompression chamber is in regular use treating local civilian divers as well as cases of bad health and dehydration. In addition, the staff are also involved in providing training to local government departments on the safe use of diving equipment.
Twenty-first century psycho Wesley Snipes is already there ahead of him, scything down the population, and the futuristic setting is mainly notable for allowing the film maker to imagine some extremely exotic weaponry to contribute to the general noise and destruction.

Snipes, sporting a blond crew cut, cackles and cavorts like the Demon King in a Christmas pantomime, while Stallone mumbles his string of wiscracks, in the brief interludes when he or his stunt double aren't crashing through windows, leaping from burning buildings, etc.

It's essential viewing for action/adventure fans, although the saucy Nigel Hawthorne does cut a somewhat incongruous figure amid all the mayhem, cast as the obligatory Brit swine.

Bob Baker
At Your Leisure

Naval life and times

The minutiae of life often make for more interesting reading than the description of great events — it is a pity that we cannot afford them.

Not surprising, really, people find it hard to imagine that the details of their daily existence will interest anyone else and so historians rely on fragments of correspondence to fill in the corners of the picture.

Samuel Pepys, the first great naval administrator, is remembered chiefly as a diarist — but the unique record of his life and times left behind was never intended for publication. It might be supposed that Captain John Adair of the Grenville, who had a reputation for being one of the best officers in the Royal Navy, would have similarly recorded his service. But in his case the chief reason for his surviving was the desire of his family to have his own thoughts and experiences to hand to their posterity. The Royal Navy: An Illustrated Naval Life is an attempt to put together in a new way no other account of the Royal Navy, dating back to the 17th century, has ever been published.

The book is written as if it were a personal letter, and as such it is an attempt to keep alive the spirit of naval life as it was from the first days of the Navy until the present day. It is not meant to be a history of the Royal Navy, but rather an account of the life of one of its officers.

The author, Captain John Adair, was a man of many parts, and the book reflects this. He was a skilled sailor, a good writer, and a man of great experience. He was also a man of great kindness and humanity, and his letters reveal a deep understanding of the people with whom he served.

The book is divided into four parts: The Early Days, The War Years, The Peace Years, and The Future. Each part contains a selection of letters and articles written by Captain Adair during different periods of his life.

The Early Days begins with a letter written to his family when he was a young officer in the Royal Navy. It describes his early days at sea, and his experiences on board ship. The War Years section contains letters written during the two World Wars, and describes the author's life in the armed forces.

The Peace Years part contains letters written during the post-war years, and describes the author's life as a civil servant and a writer. The Future section contains letters written to his family and friends during his later years, and describes his thoughts about the future of the Royal Navy.

The book is not only a fascinating account of naval life, but also a moving tribute to the men and women who served in the Royal Navy throughout its history. It is a book that will be enjoyed by anyone interested in the history of the Royal Navy, or in the personal stories of those who served in it.
FIFTY YEARS ON

A look back at the wartime operations of the Royal Navy half a century ago this month.

War leaders must have been encouraged by the news from all fronts. In the month-end report, 13 ships of a total of 82,000 tons were the lowest since the war started, while 21 U-boats were sunk in November. A convoy of 48 ships (4655) accompanied by two escort carriers, reached North Russia without loss. Six carriers were assembled for their attack to the Tepa in November, and one to the Indian Ocean. They were prepared for an Indian Ocean aircraft from an RN and a US carrier and a mission to South East Asia.

Principal events included:
- HMAS Sydney and USS Canberra sank the 24,000-ton German pocket battleship SMS Emden in the Indian Ocean.
- HMS Belfast and USS Cassin Young sank the 24,000-ton German pocket battleship SMS Emden in the Indian Ocean.
- HMS Malaya and USS Cassin Young sank the 24,000-ton German pocket battleship SMS Emden in the Indian Ocean.
- HMS Malaya and USS Cassin Young sank the 24,000-ton German pocket battleship SMS Emden in the Indian Ocean.
- HMS Malaya and USS Cassin Young sank the 24,000-ton German pocket battleship SMS Emden in the Indian Ocean.

Taken from The Royal Navy Day by Day.
The male voice choir of Royal Leamington Spa deserve congratulations on being invited to visit Atlanta, Georgia, over the Easter period to sing with The Westminster Choir.

They will join 5,000 other choirs and will match the excellent performances, and will be a fitting form of celebration for the HMNS Norfolk to South Africa, the first time an RN ship docked in the city's Victoria Basin in almost 20 years.

Among the large crowd waiting on the jetty to welcome the Norfolk and her supply ship, RFA Grey Rover, were many interested ex-service members and organisations, including the Shipmate Gordon Andrew.

For Shipmate Andrew it was like meeting a long lost friend. As a Leading Seaman he had served in the wartime HMS Norfolk and was later stationed on board the Norfolk.

Right: HMS Norfolk sails around the tip of the continent in her last passage in the ship from Ceylon to the UK.

"A momentous occasion", reports Shipmate Terence Chatham of the commissioning of Bexhill, which was always a happy occasion and a memento of his loyal service to the RN Hospital, Winchester.

Shippments of badges, etc available.

***

Bridge News

QARNNS, served throughout the war, was the RN Hospital, Chatham.

Blandford

Arrived at the Imperial Hotel, Plymouth, with a banquet of 120 people. He is how shipmates of Blandford celebrated the 60th birthday of the branch.

Of the six founder members, only Shipmate Roy Adams survived to see the big day. Recalling how the branch was formed, he tells of his homeward journey to Pompei in 1930, when he spotted a familiar figure, Master, to Arms Bernard Coughlan, who was in a hospital in Portsmouth when Shipmate Adams took passage in the ship from Ceylon.

The pair quickly became friends and in due course recruited sufficient shipmates to form the branch which commissioned on March 16, 1954. His first president/chairman was Admiral Sir Desmond McCarthy, Captain C.-C. South Atlantic. He was succeeded by Capt. Charles Capper, who became president in 1975, still holds the office.

Cromer

The unique comradeship between those who served in the Second World War brought Capt. Rupert Lonsdale, CO of the wartime submariner HMS Seal, from his Malta home to attend the funeral of his former coxswain, Shipmate Warwick "Joe" Higgin, founder member of Cromer branch. Shipmate Higgins was among 60 crew members of the Seal who, with Capt. Lonsdale, spent five years as prisoners of war after the submarine surrendered in May 1940. The incident resulted later in a controversial court martial but, to the delight of the crew (only eight survive today), they were totally exonerated.

Honiton

Apologies to Honiton branch and the RNA concerning a report in last month's Navy News. That Yarn is not a branch newsletter but the official and professionally-produced magazine of No. 4 Area. There are four volumes per year for £2,636 spent on welfare in -

THE ROYAL NAVY OF WWII ON VIDEO

New..."THE GREAT ARMADA 'OPERATION TORCH'...parts 1-6... £24.50 inc p&p. The number of HMS Ships involved is too great to list, but the Force H & FAA were the most important. The navy and RAF fighter pilot's memoirs in the RN's hand regular customers have long appreciated. Still available is "The Hanseatic Warships" red. See inside for details of these and other magazines. The same price £21.90 (inc p&p). Elsewhere add £3.05. For details of these past episodes plus footage is the most comprehensive ever yet seen, all brought to life in the usual way.

N.V.T.C., BECK HOUSE, ESCRICK, N. YORKS Y04 6JH (0904) 728239

WEAR UNIFORM & LEISURE WEAR

WORKWEAR UNIFORM & LEISURE WEAR

THE NAVY NEWS, APRIL 1994 3

Veteran crosses the bar

Shipmates from Dorking have paid tribute to one of their most esteemed members, Joseph Murray, who died recently aged 97. Joseph was one of the last survivors of both the Gallipoli and Western Front campaigns and lived cheerfully and un-complainingly at his Horseshoe Dovering Home despite his disabilities.

He had joined the RNVR as a sealer and soon found himself in khaki as a Royal Naval Division (Hoolo) battalion sail/or/ground, involved in the Battle of Churchill's attempt to "force the Dardanelles."

After the naval bombardment of the Gallipoli Peninsula had failed to dislodge the Turks those "troops" went into action on shore, joining the Royal Marines and the Australian and New Zealand Army Corps. Joseph miraculously survived and later wrote of his experiences in his war diary, "As I Saw It." His second published work, "Call To Arms — From Gallipoli To The Western Front", recalls how the Royal Naval Division in which surviving Gallipoli were re- grouped and deployed on the trenches on the Western Front.

Acting Leading Seaman Murray was among the most offensive on the River Ancre during the fighting and, more significantly, he returned to work in 1917. He came home to an English war hospital and was later discharged from the RNVR. Later, with a deepening of his środków, Joseph contributed to research into all things connected with the War. Most of his unpublished papers and records, including reminiscences are in the Imperial War Museum archives.

Dharhan

Members of Dharhan branch gave a warm welcome to the ship's company of HMS Glas gow when she paid a visit to Dharan Port, Saudi Arabia. Thanks to sponsorship by British Aerospace, sporty events and social activities were arranged for the visitors including "up-homers" and barbecues organised under the direction of the branch. They, in turn, were invited to visit the ship in the new home where they were royally entertained.

Beccon

Members of Beccon branch are delighted that Shipmate Richard Leng has accepted the invitation to become branch president. Richard served during the war on Atlantic Convoys and in the Far East in HMS ships Empress, Ind irich and Jamaica. He will be assisted in office by vice president Shipmate John Brookes, who, as a nursing sister with the
GARIAN HOUSE Holiday Flatlets
Self-catering flatlets, near sea and shops. Fully equipped. Colour TV, fridge, cooker, iron, etc. Ideal for a visit to family or girl friend.

MINIMUM 2 PERSONS OR CHARGE FOR
Charge: £50 per WEEKLY, £25 per WEEKLY OTHER MONTHS
£50 per person
£100 per family
Deposit: £10 per person
Cheques accepted with bankers card in ALL
BATHROOMS AND TOILETS.
Guests, who expect a late arrival, should inform the management

Curtis, 70 festing Gove, Southeast, Portmouth 735851

GLADYER INN
ROSYTH
Easy walking distance yard
Video – Jukebox – Pool – Darts – Live entertainment
PUB – BAR – FUNCTION SUITE
21 twin-double rooms all en suite Reasonable rates
Telephone 0395 250177
Fax 0395 411728

PORTSMOUTH
EVERLEY
33 FESTING ROAD, SOUTHEAST, PORTSMOUTH
1 DOUBLE, 1 EN-SUITE, 1 TWIN
Returning Soldier rate
Telephone 0705 731001

THE ELM'S Guest House
Sholing, Southampton
(licensed)
Bed & Breakfast
We are a small, friendly, family run Guest House close to local bus, ferries, station, shops and night clubs. Available to all guests in all rooms, own keys, limited parking.

Ron & Jeannette Garrow
Telephone 0270 257705

SHROPSHIRE COURT GUEST HOUSE
Plymouth PL1 3QH
(licensed)
Bed & Breakfast
We are a small, friendly, family run Guest House close to local bus, ferries, station, shops and night clubs. Available to all guests in all rooms, own keys, limited parking.

Mrs Pat Green
Telephone 0800 830803

ALBATROSS Guest House
51 Waverley Road, Southsea, Hampshire (0705) 428725
Bed & Breakfast
We are a small, friendly, family run Guest House close to local bus, ferries, station, shops and night clubs. Available to all guests in all rooms, own keys, limited parking.

Pleasure and Podd, Southsea
Telephone 0705 250177

ROYAL SAILORS’ HOME CLUB
Queen Street, Portsmouth PO1 3HS
Telephone Number 0705 624251
This first class Hotel with luxurious facilities
Stay for as little as £17 single/£39 double en-suite rooms with full English breakfast and free use of pool and gym.

Our AGM will be held in the Club on Tuesday, 12th April commencing at 1400.
All members are welcome to attend.

HAYLING ISLAND
Rook Hollow Hotel
One of the best B&Bs in Hayling, close by to British Legion and Mill Ride Holiday Village
If you are visiting Portsmouth Hayling for holiday or business reasons, Hayling Island
Telephone 0705 467800
for brochure

SOUTHSEA
HAMILTON HOUSE
95 Victoria Road North, Southsea, PO4 1PS
DELIghtful SOuthsea Floured Guest House
Bright, modern OH rooms, some en-suite, all with TV and tea making. Ideally located 5 minutes walk from Hayling Island. Tel: Fax/Graham & Sandra Tabb (0705) 835592

SOUTHSEA
 ibis Hotel
Formerly Arcade Hotel
Bed & Breakfast (Naval personnel)
144 bedrooms with ensuite shower/wc
£27.50 p/p inc. break. D/S £32 inc. break.

PORTSMOUTH
ibis
Formerly Arcade Hotel
Bed & Breakfast (Naval personnel)
144 bedrooms with ensuite shower/wc
£27.50 p/p inc. break. D/S £32 inc. break.

PORTSMOUTH
PAKHAM HOUSE
Little Rissington, Stroud, Gloucestershire
Bed & Breakfast (Naval personnel)
4 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
Palladium
Lady Hamilton Rd, Southsea
Bed & Breakfast (Naval personnel)
12 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The Crown
89 Southsea Common
Bed & Breakfast (Naval personnel)
7 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
Thefont House
20 North Road East
Bed & Breakfast (Naval personnel)
6 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The Lygon
51 Waverley Rd, Southsea
Bed & Breakfast (Naval personnel)
5 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The Old Globe
28 Farnham Rd, Southsea
Bed & Breakfast (Naval personnel)
3 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The Royal
18 South Parade
Bed & Breakfast (Naval personnel)
6 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The Waterfront
63 Southsea Common
Bed & Breakfast (Naval personnel)
4 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The White Swan
21 Wirt Rd, Southsea
Bed & Breakfast (Naval personnel)
5 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The White Swan
21 Wirt Rd, Southsea
Bed & Breakfast (Naval personnel)
5 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The White Swan
21 Wirt Rd, Southsea
Bed & Breakfast (Naval personnel)
5 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.

PORTSMOUTH
The White Swan
21 Wirt Rd, Southsea
Bed & Breakfast (Naval personnel)
5 ensuite bedrooms. Situated in a small, friendly, family-run establishment
£29.50 p/p inc. break. D/S £36 inc. break.
**Notice Board**

**Points**

The following list shows the total points of achievement, and the number of personnel who can be adjusted to take account of them. Additional awards can be added during March.

- **AWARDS**
  - Points: 5
  - Personnel: 1
- **APPENDIX**
  - Points: 2
  - Personnel: 1
- **APPENDIX**
  - Points: 1
  - Personnel: 1

**Swop Deals**

- **SGS**
  - Points: 1
  - Personnel: 1

**Deaths**

- **CPOAEM(R)**
  - Points: 1
  - Personnel: 1
- **CPOAEM**
  - Points: 1
  - Personnel: 1

**Appointments**

Sarge, Rear Admiral A. L. Revell is to be promoted Surge Commander in General in succession to Lt Gen Sir Peter Beale from Aug 94.

Other appointments include:

- **CPO(SEA)**
  - Points: 1
  - Personnel: 1

**Promotions to Chief**

Authority for promotion of the following Chief petty officer was issued by Navies

- **MAOR**
  - Points: 1
  - Personnel: 1
- **MOR**
  - Points: 1
  - Personnel: 1

**Fishing for compliments**

Before she decommissioned in Portsmouth last month the 387 ft long class converter, H.M.S. Avenger, was awarded the Redfern Trophy for communications excellence.

Pictured above with COMMWO Commander R Moore, who made a special visit to the ship for the presentation, are RO1 Johnson Johansson, Lt Richard Cameron of Thumb (SCO), LOR Derek Cameron and Kingfisher's CO Lt Mike Dunklin.

---

**Notice Board**

**Points**

- **AWARDS**
  - Points: 5
  - Personnel: 1
- **APPENDIX**
  - Points: 2
  - Personnel: 1
- **APPENDIX**
  - Points: 1
  - Personnel: 1

**Swop Deals**

- **SGS**
  - Points: 1
  - Personnel: 1

**Deaths**

- **CPOAEM(R)**
  - Points: 1
  - Personnel: 1
- **CPOAEM**
  - Points: 1
  - Personnel: 1

**Appointments**

Sarge, Rear Admiral A. L. Revell is to be promoted Surge Commander in General in succession to Lt Gen Sir Peter Beale from Aug 94.

Other appointments include:

- **CPO(SEA)**
  - Points: 1
  - Personnel: 1

**Promotions to Chief**

Authority for promotion of the following Chief petty officer was issued by Navies

- **MAOR**
  - Points: 1
  - Personnel: 1
- **MOR**
  - Points: 1
  - Personnel: 1

**Fishing for compliments**

Before she decommissioned in Portsmouth last month the 387 ft long class converter, H.M.S. Avenger, was awarded the Redfern Trophy for communications excellence.

Pictured above with COMMWO Commander R Moore, who made a special visit to the ship for the presentation, are RO1 Johnson Johansson, Lt Richard Cameron of Thumb (SCO), LOR Derek Cameron and Kingfisher's CO Lt Mike Dunklin.

---

**Notice Board**

**Points**

- **AWARDS**
  - Points: 5
  - Personnel: 1
- **APPENDIX**
  - Points: 2
  - Personnel: 1
- **APPENDIX**
  - Points: 1
  - Personnel: 1

**Swop Deals**

- **SGS**
  - Points: 1
  - Personnel: 1

**Deaths**

- **CPOAEM(R)**
  - Points: 1
  - Personnel: 1
- **CPOAEM**
  - Points: 1
  - Personnel: 1

**Appointments**

Sarge, Rear Admiral A. L. Revell is to be promoted Surge Commander in General in succession to Lt Gen Sir Peter Beale from Aug 94.

Other appointments include:

- **CPO(SEA)**
  - Points: 1
  - Personnel: 1

**Promotions to Chief**

Authority for promotion of the following Chief petty officer was issued by Navies

- **MAOR**
  - Points: 1
  - Personnel: 1
- **MOR**
  - Points: 1
  - Personnel: 1

**Fishing for compliments**

Before she decommissioned in Portsmouth last month the 387 ft long class converter, H.M.S. Avenger, was awarded the Redfern Trophy for communications excellence.

Pictured above with COMMWO Commander R Moore, who made a special visit to the ship for the presentation, are RO1 Johnson Johansson, Lt Richard Cameron of Thumb (SCO), LOR Derek Cameron and Kingfisher's CO Lt Mike Dunklin.
After suffering several major setbacks in the preceding six weeks, HMS Birmingham sailed from Plymouth for the Eastern Mediterranean and Adriatic.

In early January she had suffered sabotage which resulted in a gas turbine and diesel generator having to be replaced. A great deal of help from the engineering staff at Portsmouth Dockyard ensured she sailed for an intensive pre-deployment training period at Portland and then on through the south west for final approaches for her final test.

However, the planned firing of the ship’s Sea Dart missile was postponed when the destroyer had to return to Plymouth for urgent defect rectification to the missile system.

HMS Birmingham did successfully prove her missile system against a remotely-launched jet-propelled target 50 miles off the north western corner of France. Three days later she briefly called at Gibraltar to refuel, armament and store.

As part of the Standing Naval Force Atlantic and was the first ship of the NATO Squadron to arrive.

In the six weeks that the ship was on patrol she conducted 3 merchant vessel boardings using rapid rope insertions. Now, as then, Birmingham is fully prepared to take part in whatever operations are necessary to enforce UN resolutions against the former Yugoslavia.

See also Ships of the Royal Navy on page 6.

Fishy business

Now undergoing a period of maintenance HMS Brocklesby has ceased her Fishery Protection duties and handed them over to HMS Quorn.

Her spell of looking after the fishing industry’s interests and cod outlets, saw members of the ship’s company conducting some 150 boardings - some without any羅栖特 dangerous and also to members of the local Fire Brigade, Port of Grimsby and the Marine Cadet Corps. As a result she took the opportunity of visiting Yarmouth, Falmouth and Torquay. Sumptuous hospitality was enjoyed at the Brocklesby’s erstwhile port of Grimsby.

The ship took the opportunity of visiting Yarmouth, Falmouth and Torquay. Sumptuous hospitality was enjoyed at the Brocklesby’s erstwhile port of Grimsby.

A SHIRT FOR ALL SEASONS

Sweatshirts ... T-Shirts ... Polo Shirts

Polo Shirts

Smart and stylish our polo shirts suit all ages.
Sizes

Children 18"-20" pink £2.25 £2.75 black,blue,red

Adult M,L,XL £6.99 £7.99 navy

Cheque/P.O. to accompany orders payable to Navy News. For orders outside UK payment is to be made by cheque/International Money Order in £ sterling.

Payment by credit card

Access, Visa, Delta, Mastercard

Orders to: The Business Manager, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Finding holiday insurance can you buy?

For £29.50

We are delighted to introduce a unique travel insurance scheme for the Royal Navy, Royal Marine and Armed Forces personnel.

For only £29.50 a year you can enjoy unlimited personal holiday cover, no matter how often you travel or where you go. You can even protect those valuable family holidays, with family cover for just £59.00.

This unique scheme offers many benefits you would never find in standard holiday insurance. It's designed to suit your needs exactly.

Service Personnel
Unlimited Annual Worldwide Cover

Cover includes

- Medical & emergency expenses up to £1,000,000.
- Personal accident benefits up to £250,000.
- Loss of earnings up to £1,000,000.
- Cancellation or curtailment of leave up to £3,000.
- Travel delay up to £3,000.
- Withdrawal of transport up to £3,000.
- War Risks.
- M.O.D. indemnity.
- Winter sports option.

Call us on 0303 850888 quoting reference NN1 or freepost the coupon to us right away.

Civilians

1 Week Worldwide Cover

With such an unbeatable offer available to you, why look anywhere else?

For details contact:
Christopher Paul Insurance Services,
Fireport D82, Folkstone, Kent CT20 3BB.

For orders outside UK payment is to be made by cheque/International Money Order in £ sterling.

Phone Number 0303 850888

Please send me further details of your unique travel insurance scheme for service personnel.

Name

Address

Telephone Number

Email Address

Phone: 0844 847 8194

If you're a Regular, Reserve or Ex-service member of H.M. Forces or a civil servant of equivalent status, you can take advantage of a unique travel insurance scheme.

Group Discounts Available
Details on request.

For orders inside UK payment is to be made by cheque/International Money Order in £ sterling.

Payment by credit card

Access, Visa, Delta, Mastercard

Insurance arranged by Christopher Paul Insurance, a division of Bain Cursa Limited, Westbourne House, Golding Lane, Folkestone, Kent CT19 3RS. Registered in England No. 1034543.

Registered Office: 15 Millers, London EC2V 1DD. An Insurance Company. *Comparisons based on a survey of a number of travel policies available - details on survey on request.

For orders outside UK payment is to be made by cheque/International Money Order in £ sterling.

No VAT included for Foreign Orders.

Numbers of orders taken on behalf of 2800+ clients

Free Desk Tidy Value £1.75 When You Purchase Both Sweatshirt & T-shirt

Shop & Flag Design

Sweatshirts

(white only) now available in S,M,L, X sizes

UK Surface Mail £6.50 £7.00

Children 22"-32" £4.75 £5.25

Adult M,L,XL £6.75 £7.25

Matching T-Shirts

are available in white with our Ship & Flag design on the front.

Children 22"-32" £4.00 £4.75

Adult M,L,XL £6.00 £6.75

Orders to:
The Business Manager,
Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH
Above: Fancy skiing by six members of the Royal Marines Reserve Bristol saw them finish second in the team slalom (just a second behind the winners) and seventh in the giant slalom. One of them, Cpl. Steve Pearson, decided to indulge in a little fancy skiing of his own.

Above: Plymouth's LI Jenkins in action on the Super G, white (below) LPT Jason Wallace takes on the challenge of the same event. Circled (right) is LI Jeff Choat on his way to winning the slalom, and squeezing past a gate (above right) is RN Women's champion, LWREN Andrea Hart.

Honours were even at the start of the 1994 season in the Inter-Service Cresta Championship — each team had won the Prince Philip Trophy 13 times — so rivalry was intense.

Cresta riding is done head first and from a standing start most Service riders propel to between 70 and 85 mph by the finish of the 2 mile long track. The average gradient is 17, but at its steepest it plunges to 2.4 and the run includes 10 banked bends.

The Inter-Ship/Establishment event saw the usual rivalry between the Royal Marines and Naval Air, with the other Commands contesting the rest of the places. An RNR Command

Ski action shots: LA (PHOT) Graham Meggitt

Three Open Intemational races were held during the season (culminating with the British Alpine Championships at St Moritz), which saw the Royal Marines and Naval Air win the inaugural FRA Champions Trophy. The Navy also won the Prince Philip Trophy for 1994, with Lt Jerry Bingham winning the Super G with a time of 1:54.2, but at least two more times so rivalry was intense.

The later-Command event finished with Portakabin RNR Army taking the lead. The Navy had won the Prince Philip Trophy for 1994, with Lt Jerry Bingham winning the Super G with a time of 1:54.2, but at least two more.

P.SD Sid Lawrence both made accurates in the Royal Marines and Naval Air, with the other Commands contesting the rest of the places. An RNR Command
Despite being beaten into third place by the other two Services, the Royal Navy and Royal Marines Bobesleigh Team distinguished themselves by producing some excellent results during the Fosters Inter-Services Bobesleigh Championships.

These took place at Igls, near Innsbruck in Austria, in perfect conditions. As ever in this competition, rivalry was intense but friendly and the racing was highly competitive.

The team believe they were beaten by the superior equipment of the Royal Air Force and Army, particularly the sleigh runners, which can make a difference of half a second per run. They are planning to obtain some new equipment for next year and also hope to be able to run a crew on the international circuit if suitable sponsors can be found.

Many thanks to Trafalgar House Construction for their generous sponsorship of the team.

Royal Navy results were as follows: RN Champion - Cpl Craig Elliott Brakeman. Novice driver - LAEM Steve Day; Novice brakeman - LAEM Mick Lyie-Taylor.

Pictured inset (top right) is POA EA Chris McCulloch (driver) in action. Brakeman POMA Rory O'Connor is in the bobsleigh behind him.

Above left: AEM Lee Watford and Cpl Craig Elliott perfect their steering technique.

Left: Rear Admiral Malcolm Rutherford, President of the RN Winter Sports Association, about to dispel any thought the position is just a sinecure. If he looks thoughtful, it’s because no more than a foot separates him from his first descent at the breathtaking Crest Run. And he lived to tell the tale!

Below: Lt Cdr John Lewis grits his teeth and successfully negotiates the Cresta Run’s Shuttlecock Corner. Another RN competitor, AB(2) Sid Lawrence, reached Shuttlecock in a personal best time then went out of control, riding over the lip of the banked corner and on to the top of the ice wall - only to execute a remarkable "save" and regain the track!
COMMUNICATIONS RATINGs

The Royal Fleet Auxiliary is currently recruiting Communications Ratings. Prospective candidates should have recent Naval sea-going experience in the rank of L.R.O.(G), R.O.1(G) or R.O.2(G).

Leave is earned at the rate of 47 days per 5 months appointment and salary is £12,728 on entry as CR.2 rising to £15,321 after twelve months sea service and晋级 to CR.1.

The R.F.A provides worldwide support for the armed services and in particular The Royal Navy. We offer some of the best terms & conditions afloat today.

If the prospect appeals to you and you would like a type of application, please write to:

The Recruitment Officer
(Communications Ratings)
Room 23
A Black
Enfield
Bath BA1 5AB

FOR SALE

Well established Newspapers/Gazette for sale in the popular coastal resort of Dunoon on

Offers invited in region of £50,000 plus VAT

Navy News Box No 1183
The Royal Naval Auxiliary Service disbanded on March 31 after 32 years in support of the Naval Control of Shipping organisation.

The RNXS developed out of the Royal Navy Mine Watching Service — marking the shift to its latterday prime function, which actually had its origins in the Corps of Sea Fencibles, formed in the Napoleonic Wars. Then the Fencibles were tasked with defending ports and rivers and supporting Naval shipping — for a free uniform and a shilling a month.

In 1942 60 RNXS units were formed, covering all the strategic ports around the UK, seaboard, with some 2,700 volunteers and 12 little ships, including Fleet Tenders and JPT patrol boats.

After over 30 years of giving freely of their time in support of the Navy, the end of the Cold War rendered them superfluous to defence requirements, though — and the order came to stand down.

In a tribute to the RNXS, First Sea Lord Admiral Sir Benjamin Bathurst told Navy News he "fully appreciated the sadness with which everybody received the news."

"I want to place on record the Board's thanks for all their efforts over the years.

"During the Gulf War we had 30 members of the RNXS closed up at HMS Centurion in the Casualty Co-ordination Centre — which showed the flexibility of these very willing volunteers.

"Other incidents they've been involved in include the Torrey Canyon incident in 1973, when RNXS craft were called into help with pollution control.

Instructors

"They were also involved with the Pacific Goff fire off the Isle of Wight — and when we lost a Tornado off the Welsh coast in 1992 they turned out then.

"On so many occasions, such as the Silver Jubilee or the Battle of the Atlantic commemoration in Liverpool last year, they have been a tremendous contributor to every aspect of Naval business."

"I particularly welcome the fact that some of them are transferring to the RNR. Others are joining the Sea Cadet Corps as instructors — and 130 of them have volunteered to assist the Chatham Royal Dockyard Historic Trust to restore and operate some of their ships.

"Police forces are contacting them — and in Jersey RNXS personnel have been recruited to form the States Coast Watch organisation.

I hope we will see them reappearing in many corners of naval business"

To mark their own disbandment the London Unit RNXS held a dinner at HMS President attended by Second Sea Lord Vice-Admiral Sir Michael Layard — who unveiled an RNXS commemorative plaque on the gangway and carried out a full inspection of the unit.

Other ceremonies around the country included a last ceremonial entry into Devonport by XSV Loyal Chancellor and XSV Express, whose familiar black hulls and grey superworks have been familiar to all afloat along the South Coast for many years.

• Below: artwork for RNXS London Unit's farewell dinner menu by QNX Steve Brit-Hazard.
In March 1995 the Royal Naval Hospital at Stonehouse, Plymouth will close its doors on a history of caring for the Fleet and civilians that spans some 231 years.

It was in 1760 that the partially completed hospital for the reception of sick and hurt seamen and marines began to take its first patients and now, in the final year of its life, it is intended to compile a pictorial biography of the hospital's history and architecture.

There will be those who are grateful to naval surgeons and nurses for their care and expertise many of whom may hold photographs or material from the two World Wars that would be suitable for inclusion in the biography.

Once completed, it is hoped that a souvenir booklet of photographs will be made available for purchase to commemorate the last 230 years. Should anyone have material which may be of interest, the Commander of RNH Stonehouse would be grateful for the loan of it for inclusion. Queries should be directed to the hospital on 0752 273208 (RNH(P) ext. 3308 — CPOMA Evans).

Left: Life on the wards at RNH Stonehouse between the wars.

---

In March 1995 the Royal Naval Hospital at Stonehouse, Plymouth will close its doors on a history of caring for the Fleet and civilians that spans some 231 years.

It was in 1760 that the partially completed hospital for the reception of sick and hurt seamen and marines began to take its first patients and now, in the final year of its life, it is intended to compile a pictorial biography of the hospital's history and architecture. There will be those who are grateful to naval surgeons and nurses for their care and expertise many of whom may hold photographs or material from the two World Wars that would be suitable for inclusion in the biography. Once completed, it is hoped that a souvenir booklet of photographs will be made available for purchase to commemorate the last 230 years. Should anyone have material which may be of interest, the Commander of RNH Stonehouse would be grateful for the loan of it for inclusion. Queries should be directed to the hospital on 0752 273208 (RNH(P) ext. 3308 — CPOMA Evans).

Left: Life on the wards at RNH Stonehouse between the wars.

---

Flying start for helo support

The commissioning ceremony of the new Defence Helicopter Support Authority at RN air station Yeovilton took place last month. The 172-strong tri-Service DHSA brings together the military helicopter community's engineers, suppliers, contractors and finance staff and provides a focused and efficient support service for over 800 helicopters of eight different types.

Its responsibilities include the management of helicopter airframes, engines and selected components, the provisioning of all spares and the placing of all contracts for repairs and post-design modifications.

Line management of this new organisation will fall to the Navy's Chief of Fleet Support.

---

Marines make — a pit stop

At a ceremony at Cleveland Potash, Boulby Mine, Mr Alan Darvill (ex-Royal Marine and event co-ordinator) presented mining manager Frank Chilton with an official Guinness Book of Records certificate.

A team of Royal Marines had, earlier in the year, abseiled 3,627 feet down the working shaft of the mine to set a new world record.

Also pictured at the ceremony are Cpl Eric Bristow (abseiler, DRORM), Lt Phil Armstrong (abseiler, Regional Careers North), Lt Col George, CSgt John Cater (abseiler, HQRM) and CSgt John Clare (ML1, Cdo Log Regt).

---

Can there be anything worse than bad news about someone we love? Especially if they're a long way away.

Imagine Mrs. Jacobs' feelings when news came through that her soldier husband had been very badly wounded in action abroad.

While an expert medical team was taking care of the injured Sgt. Jacobs, an expert team of a completely different kind was called in to support the shattered Mrs. Jacobs.

SSAFA/FHS. A special group of dedicated volunteers who have specifically trained to give aid to Service and ex-Service families.

There are 6,000 SSAFA/FHS people all around the United Kingdom. Overseas, there are professional teams of health visitors and social workers supported by volunteers. All of whom are on call at any time.

Whether it's a Service-related problem or not, we are always there to offer any help we possibly can. From financial advice to an understanding shoulder to cry on.

If you think we can be of help to you, don't hesitate to write to us at SSAFA/FHS, Room 2E, 19 Queen Elizabeth Street, London SE1 2LP. You can phone us on 071 403 8783 or 071 926 9969; in Western Europe call JHQ 3392/2263; in Gibraltar 05 5480; in Cyprus Episkopi 3900/3647; in Hong Kong TAMAR 3125.

---

When Sgt. Jacobs was shot in the chest, here's where it hurt most.
Olympic track christened

RN exchange officer Lt Cdr Bob Chapman is continuing to make a mark on athletics in Australia. Currently serving on the Staff of the Combined Services team at the 1994 Commonwealth Games in Victoria, he is making the most of his time in the sun.

Spread over the Summer Olympic Games last week were a total of 3000 athletes. These were the 15000m relay race in 4 minutes 22 seconds (a slow, tactical race) and the 5000m in 15:50, in which he was 10 seconds faster than the second runner home.
Game for polo?

Since its introduction to this country in 1871 polo has been associated with the Salisbury Plain area and soldiers who have trained and worked there. The first polo in Tidworth, a tournament of ten teams, was organised in 1899.

Nearly a century later Tidworth Polo Club is looking forward to another season of exciting sport.

One of the annual highlights is the visit of Prince Charles to compete for the Rumble Cup in the Royal Navy v Army challenge match. Traditionally this day sees some excellent international polo, with first class players also competing for the Indian Cavalry Association Trophy and the Douglas Nugent Cup.

This year there will be a match between a Combined Services team and the Pakistani Army.

Tidworth Polo Club owns several ponies which are hired out to playing members. Although the club historically has enjoyed a strong military patronage, civilian membership is growing and actively encouraged and new members are welcome.

The full annual membership fee is £200 (£90 for non-players), but there are special reduced rates for Service personnel, dependants and ex-military post 1945. These range from £30 for members of the lower deck and midshipmen to £110 for captains and above.

Further information contact the club secretary on 0980 4SW 058.

Entry to polo matches throughout the season is free, with the exception of the Rumble Cup on July 23 when a charge of £15 per car will be made.

HULL TOUR

On their annual two-day trip to Hull rugby players drawn from HMS Collingwood's 1st, 2nd and 3rd XV's beat Hornsea RFC 12-10 and Hull RFC 5-3. The party of 30 thoroughly enjoyed the trip and the exceptional hospitality shown throughout.

Having a lang lauf.

"Bend zee knees"—advice from countless ski instructors to countless beginners also holds good for Miss Globe and Laurel, Amanda Johnson, as she places herself in the care of Sgt Ed Wilson.

Amanda was visiting 42 Commando in North Norway, where the unit has been undergoing Arctic training and preparing for the annual NATO Exercise held in northern Norway for the past 25 years.

Meanwhile, WO2 Phil Shuttsworth (below) found the weather conditions and terrain rather less hostile on the sports field at Wha I Island. But the snow cover was sufficient to allow him to keep his skiing skills to scratch.

Extensive building work has been undertaken on the island and HMS Excellent recommissioned last month.

Student tourney

Hosted by Liverpool, the annual University Royal Naval Units sports tournament was put in jeopardy by heavy snow, but short notice allowed an afternoon of hockey on all-weather pitches and five-a-side football.

All eight units were represented, but both finals were contested by Glasgow an South- ampton. Capt. Cameron, Naval Regional Officer North East, presented the hockey trophy to Southampton and the five-a-side cup to Glasgow.

A major social was held for all the teams in the evening, when talk was already of next year's tournament. There will be 14 units to compete in '95.

PIctured looking rugged are Glasgow and Strathclyde's hockey team — they lost on flick penalties to Southampton.

Rooke's sporting heroes

Having been named the evening before as HMS Roone's sporting personalities of 1993, a smiling septet of staff and winners agreed to pose in the sunshine of No. 4 Dock, home of PT and adventurous training in Gibraltar.

Sports Personality, the most coveted award, went to PO Tony Macnabry for overall dedication and prowess (front, row, left). LNN Jane Foster (front right) took the Sports Woman title, having impressed the judges with her overall fitness and ability to motivate others.

PO Rob McTaggart (with golf club) took the Sports Man trophy — he apparently works shifts and plays sport at the same time.

Medallists all

RN Masters swimmers opened their 1994 season with a trip to Weymouth for the Weyport Valentine Masters event. Drawn from the Portsmouth and Portland areas, the squad enjoyed a successful meet.

The Southern Counties Open Long Course Masters Championship, providing a stern test, followed at Crystal Palace. Unfortunately, only six RN masters could compete.

But the half dozen made their presence felt. John Harris- son (60-64 years) took first in 50m breaststroke, second in 50m backstroke. Len Audritt (70-74) was first in 50m breaststroke and second in 50m butterfly. Geoff Bishop (75-79) was second in 50m and third in 100m breaststroke. And Baz Blanden (51-54) was third in 100m butterfly.

The over 240 years medley relay squad — Pete Stephens, Geoff Bishop and Ron Kimber — also claimed bronze, meaning all RN swimmers came away with medals.

John Harrison is the first RN Masters swimmer to compete for the 80-84 years age group. The squad as a whole is strong and high hopes are held for the season, particularly in the upper age group relays.

Last year the team took GB and European records in both over-280 year relays, although the European has since fallen to the Swedes. The RN Masters are now out to snatch it back again.

Anyone interested in joining the squad should ring Ron Kimber on 0329 281287.

CRICKET

Royal Navy Under 25 cricket goes under way with a trials/coaching weekend at Portsmouth on April 22-23.

The trial weekend is a vital shot towards representative cricket in the Royal Navy and forms the basis of a considerable number of fixtures throughout the season. However, even if you are unable to make the weekend do make contact to discuss your experiences.

A tour to Guernsey is also being included in the fixture list. An early indication of participation will help ensure success. Failure is guaranteed for the season — an important reminder.

Those interested should contact L T Cdr David Dalton 0725 861413 or WO2R John Stych Ports- mouth Royal Wire E xt 272520.
Sailors on parade at Whale Island enjoyed an "Excellent" day when the establishment was re-commissioned last month.

The ceremony was performed by CINCAVHOME Admiral Sir John Kerr and the same commissioning pennant flown at the decommissioning of HMS Excellent in 1985 was again used.

Other guests included the Bishop of Portsmouth, the Right Reverend Timothy Bavin, the Lord Mayor of Portsmout, Cllr Alex Bentley, and a representative of the Queen's Regiment, which has traditional links with HMS Excellent.

Command Field Gun

The revival of one of the most famous names in British naval history marks the transformation of Whale Island in Portsmouth into the Navy's latest purpose-built modern naval general training establishment.

The new HMS Excellent comprises the RN School of Leadership and Management, the Phoenix NBCD School, The RN Regulating School, the RN Military Training School and the headquarters of the Portsmouth Command Field Gun.

There are also a number of "lodger units" on the island including the harbour training ship HMS Bristol, the UN Drug and Alcohol Education Unit and the Royal Marines Glove and Laurel production team.

The RN Solent Training Centre moves into Fraser Building this month and the new RM headquarters is due for completion by the end of the year.

In addition to re-commissioning HMS Excellent, St Barbara's Church, the Navy's first church to be shared by all denominations, was blessed following its programme of renovation and enhancement.

A warm welcome awaited the Type 42 destroyer HMS Glasgow when she returned to Portsmouth having completed a five month deployment to the Far East and Persian Gulf.

As she sailed into Portmouth to the sound of drums and pipers embarked from her affiliated Scottish regiment her Lynx helicopter provided a flying display for the 400 families and friends waiting on the jetty for her arrival.

Since the ship sailed last November she has covered 25,000 miles, visiting Gibraltar, Crete, Egypt, Sri Lanka, Malaysia, Bahrain, Saudi Arabia, Dubai and Cyprus.

UN sanctions

The main focus of the deployment was her two months spent patrolling in support of UN sanctions in the Gulf. HMS Glasgow carried out boarding operations on merchant vessels as well as acting as a safeguard for British ships in the area.

Throughout her time away Glasgow operated on and off with most ships from the US, French, Italian, Malaysian, Saudi and, most significantly, Russian navies as well as meeting up with HM ships Cornwall and Cumberland and several British auxiliaries.

During periods in company with other ships full opportunities were taken to exchange personnel for a short while, with Glasgow's men and women relishing the chance to see how other navies operate.

Nearly all spent time in a foreign ship with over 20 exchange opportunities during the four and a half month trip.

En route back to the UK the ship also made a further piece of history by becoming the first British warship to visit the Egyptian Red Sea port of Safaga for over 25 years. Some 80 personnel were able to view the Valley of the Kings and the ancient historical city of Luxor on an overnight visit and returned enthused at the spectacle.

After a short but busy period of leave and maintenance the ship will embark 25 Officer Cadets from RN College Dartmouth in May for their first taste of life at sea.

The Type 22 frigate HMS London has just entered a refit period in Devonport at the end of her first commission.

Launched in 1984 the ship entered service with the First Frigate Squadron in 1987, becoming operational in 1988, and since then she has steamed over 266,000 nautical miles, travelled far north as Bear Island in the Arctic Circle, to Momhama in the south, to Singapore in the east and Florida in the west.

Deployments have been regular with three periods on Armilla patrol, including duties as Flag Ship to the Senior Naval Officer Middle East (SNOME) during Operation GRANBY and a WESTLANT deployment and, most recently, operations in the Adriatic as part of the UK Task Group.

To mark the end of this busy first operational period the commanding officer of HMS London since 1987 was entertained in Devonport when the ship was in Devonport.

The ceremony, Capt Tim McCallum summed up perfectly his feelings about his service with the ship by quoting Shakespeare's words: "If a man is tired of London, he is tired of life," he said, "for in London there is all that life affords." The ship will remain in dock for the remainder of the year before resuming operational duties in 1995.

The first Deputy Commander-in-Chief of the Russian Navy, Admiral Igor Vladimirovich Kasatonov, visiting Britain to attend the Oceanology International 94 exhibition and conference, has also paid an informal visit to Portsmouth naval base.

After discussions with FOSF, Vice Admiral Mike Boyce, the Admiral visited the new Type 23 Frigate HMC Westminster and the aircraft carrier HMS Invincible recently returned from duties in the Adriatic.

Later that day he toured the Royal Navy Museum and HMS Victory before visiting the Princess of Wales General Royal Marine's Li Gen R J Hoos.

The First Deputy Commander-in-Chief of the Russian Navy, Admiral Igor Vladimirovich Kasatonov, visiting Britain to attend the Oceanology International 94 exhibition and conference, has also paid an informal visit to Portsmouth naval base.

The proposed move of the RN Regulating School to the RN Military Training School in Chatham and the RN Solent Training Centre to the RN Military Training School in Gosport have been announced. The RN Solent Training Centre moves into Fraser Building this month and the new RM headquarters is due for completion by the end of the year.

In addition to re-commissioning HMS Excellent, St Barbara's Church, the Navy's first church to be shared by all denominations, was blessed following its programme of renovation and enhancement.

A warm welcome awaited the Type 42 destroyer HMS Glasgow when she returned to Portsmouth having completed a five month deployment to the Far East and Persian Gulf.

As she sailed into Portmouth to the sound of drums and pipers embarked from her affiliated Scottish regiment her Lynx helicopter provided a flying display for the 400 families and friends waiting on the jetty for her arrival.

Since the ship sailed last November she has covered 25,000 miles, visiting Gibraltar, Crete, Egypt, Sri Lanka, Malaysia, Bahrain, Saudi Arabia, Dubai and Cyprus.

UN sanctions

The main focus of the deployment was her two months spent patrolling in support of UN sanctions in the Gulf. HMS Glasgow carried out boarding operations on merchant vessels as well as acting as a safeguard for British ships in the area.

Throughout her time away Glasgow operated on and off with most ships from the US, French, Italian, Malaysian, Saudi and, most significantly, Russian navies as well as meeting up with HM ships Cornwall and Cumberland and several British auxiliaries.

During periods in company with other ships full opportunities were taken to exchange personnel for a short while, with Glasgow's men and women relishing the chance to see how other navies operate.

Nearly all spent time in a foreign ship with over 20 exchange opportunities during the four and a half month trip.

En route back to the UK the ship also made a further piece of history by becoming the first British warship to visit the Egyptian Red Sea port of Safaga for over 25 years. Some 80 personnel were able to view the Valley of the Kings and the ancient historical city of Luxor on an overnight visit and returned enthused at the spectacle.

After a short but busy period of leave and maintenance the ship will embark 25 Officer Cadets from RN College Dartmouth in May for their first taste of life at sea.

The Type 22 frigate HMS London has just entered a refit period in Devonport at the end of her first commission. Launched in 1984 the ship entered service with the First Frigate Squadron in 1987, becoming operational in 1988, and since then she has steamed over 266,000 nautical miles, travelled far north as Bear Island in the Arctic Circle, to Momhama in the south, to Singapore in the east and Florida in the west.

Deployments have been regular with three periods on Armilla patrol, including duties as Flag Ship to the Senior Naval Officer Middle East (SNOME) during Operation GRANBY and a WESTLANT deployment and, most recently, operations in the Adriatic as part of the UK Task Group.

To mark the end of this busy first operational period the commanding officer of HMS London since 1987 was entertained in Devonport when the ship was in Devonport.

The ceremony, Capt Tim McCallum summed up perfectly his feelings about his service with the ship by quoting Shakespeare's words: "If a man is tired of London, he is tired of life," he said, "for in London there is all that life affords." The ship will remain in dock for the remainder of the year before resuming operational duties in 1995.

The Prince of Wales visited RNH Haslar, Gosport, last month to open a new Magnetic Resonance Imaging (MRI) Scanner.

Admiral Haslar's medical officer-in-command Surg Capt Ian Jenkins, the RNH executive officer Cdr Martin Marks and the RNH Operating Officer Christine Poole toured the hospital as the machine was switched on to the new Magnetic Resonance Imaging (MRI) Scanner.

First Navy man to climb Everest is Lt Steven Bore, from Liverpool, seen here at the happy conclusion of his third attempt on the world's highest peak.

Steve, who completed a Short Service Commission with the Royal Marines in 1987, is today a director of a British-based expedition and trekking company, Himalyan Kingdoms Ltd. His earlier attempts, in 1988 and 1992 were made with the British services teams. This time he was leading a party of paying clients.