



# Navy News

DECEMBER 1994 40p

## Mixed doubles



DOING a double act in HMS Exeter — currently on her second Gulf deployment this year — are sisters Jan (left) and Mags Kendall. To add to the confusion both are rated Operatic Mechanic (Above-water Warfare) 1st Class. They will be spending Christmas in Mombassa, where four members of the Type 42 destroyer's ship's company have weddings planned.



MEANWHILE Captain Roger Parker was pictured mixing in a generous double tot into HMS Excellent's Christmas duff, assisted by the youngest member of his ship's company, WETS Catherine Bowie and AB David Fern and cook Malcolm Shotton of Aramark Contractors.

# HARRIER UNDER FIRE



**TWO OF HMS Invincible's Sea Harrier aircraft returned safely to the ship after being fired upon while on combat air patrol over Bosnia.**

Two surface-to-air missiles were launched at the aircraft as they flew 15 miles to the east of Bihac in eastern Bosnia.

The attack came less than a day after NATO air forces were used to destroy the Udbina airfield in nearby Croatia which had been used as a base for Serb aircraft responsible for air attacks in the Bihac area.

The aircraft of 800 Naval Air Squadron were flying in line ahead formation at high altitude when they were "locked on" by ground based radar tracking systems. Two missiles were then fired at the aircraft and were seen to pass between them.

Talking after the aircraft had returned safely, Cdr Michael Knowles, the ship's air

operations commander, agreed it had been "a close shave" but that the pilots had ably carried out standard avoiding action and had successfully completed their mission.

Invincible arrived in the Adriatic three months ago, her primary role being to support British forces ashore and take part in Deny Flight operations over Bosnia. These duties have meant an extremely high work load for all on board. The carrier air group has carried out hundreds of Sea Harrier patrols with Sea King helicopters providing radar cover and logistic support.

● Turn to back page



**Power projected  
by two old pros**

'Reso' and Splendid: a last look at the Royal Navy's first Polaris submarine — and (inset) an unusual spot of a 'nuke' sporting a parasol. See page 16.



## When peace broke out

WHERE were you on VE Day? If you were a serving member of the Royal Navy or Royal Marines in the European theatre of operations, Navy News would like to know what you were doing at the end of Hitler's war.

We plan to publish selected reminiscences in our April issue to mark the 50th anniversary of the victory. Please do not send any photographs at this stage, but we shall be grateful if those responding to our appeal could indicate whether they had any relevant pictures that they would be willing to make available for publication. All such material submitted will be returned.

Please mark your envelopes "VE Day Issue" and send them to The Editor, Navy News, Leviathan Block, HMS Nelson, Portsmouth, Hants PO1 3HH.

# THEY'RE OFF! — FOR THE FIRST RN STAKES



WINNING jockey Bruce Thomson receives his prize from Flag Officer Portsmouth, Rear Admiral Neil Rankin, after the first Royal Navy Stakes was run at Goodwood.

Eighteen runners and riders (above) competed for a painting of the Battle of Trafalgar and a decanter of Pussers Rum, which also went to the owner, Mr George Teo.

Bruce's mount Bagshot, trained by Mr R. Hannon, was presented with a commemorative blanket by LWren Sonia Lewis and Wren Bev Clark from HMS Dryad.

The jockey riding the tail-ender was presented with a "Duffer of the Day" engraved tankard by WOTR Dixie Dickson on behalf of Semaphore Tower Naval Ratings Staff Mess.

Before the day's racing, the Royal Marines Band from Britannia RN College played in front of the stands, and a Swordfish of the RN Historic Flight overflew the racecourse.

The Director Naval Recruiting provided a Super-X trailer, and the many naval personnel who attended from ships and establishments included the Second Sea Lord, Admiral Sir Michael Layard.

## Reunion marks Chariot finale

TWO Royal Navy veterans of the Second World War have been reunited at the RN Submarine Museum, Gosport, to commemorate the 50th anniversary of the Service's last "human torpedo" attack.

Former PO Bill Smith who lives in Gosport, and Tony Eldridge, a sub-lieutenant at the time, whose home is now in South Africa, piloted two Chariot Mark II submarines in an attack on Japanese ships on October 28, 1944.

The Chariots were launched from HM submarine Trenchant for the raid on Phuket harbour, Thailand, where the Japanese had salvaged two Italian vessels, intending to use them as troop and munitions carriers.

### Scuttled

After their completely successful attack, the Chariots returned to Trenchant. With a Japanese patrol boat fast approaching, Tony and Bill were recovered and their mounts scuttled in time for Trenchant, under the command of Cdr "Baldy" Hezlet, to make a clean getaway.

Also present at the reunion was Mr Roland Hindmarsh, reserve pilot and the naval officer in charge of the attack, and Mr Pat Reidy who plans to salvage the abandoned Chariots.

## Church united

CHRISTIAN denominations using the refurbished Trinity Church at HMS Nelson will hold shared as well as separate services there.

While the arrangement is in line with the Navy's drive for improved efficiency, the Anglican, Catholic, and Scotland and Free Church chaplains based at Nelson have also welcomed the spirit of co-operation which the plan embodies.

"It shows a united front. We are building bridges rather than walls," said the Catholic chaplain, Fr Vincent Docherty.

The chapel's rededication ceremony was held in the presence of the Rt Rev James Simpson, Moderator of the General Assembly of the Church of Scotland, who was visiting the Navy.

## Plan to restore unique memorial of Nile battle

# NELSON TREES RESCUE APPEAL

TREES planted more than 180 years ago as a unique commemoration of Nelson's victory at the Battle of the Nile are being renewed in an ambitious programme by the Rotary Club of Amesbury, Wiltshire.

Known as the Nile Clumps, the beech trees were planted by Baron Douglas of Amesbury on his estate, each clump representing the ships which took part in the battle.

The clumps, whose creation is believed to have been inspired by Lady Hamilton, were arranged to represent the British and French forces at the height of the encounter which took place on August 1, 1798. They occupy land on the north side of the A303 road between Amesbury and Stonehenge, with an Iron Age burial mound — King Barrow — being used to represent the headland of the

Aboukir Peninsula.

However, the ravages of time — including storm damage in recent years — have taken their toll of the 26 clumps most of which are now merely remnants.

### Majestic

During National Tree Planting Week in 1990, the Rotary Club embarked on their refurbishment plan, replanting the group of trees representing HMS Majestic.

With the aid of the Royal Army Ordnance Corps, and financial help from conservation bodies, the work has continued with the replanting of HMS Bellerophon and the



POPHOTO Andy Pratt

French ship Tonante. Work will soon begin on the clump representing the French flagship L'Orient.

Each of the major ships will be represented by about 160 trees, planted in a circular shape to represent the British vessels and triangular for the French.

Each clump costs up to £800 to refurbish, and to maintain their task the Rotary Club has also received funds through public appeal. Individuals contributing at least £5 received a certificate of dedication for a particular tree.

Larger sums from organisations are being sought so that the work can progress over the

next few years. Donations of all kinds should be made payable to Rotary Club of Amesbury and sent to T. Pettitt (ex-AEA1), 10 St Just Close, Newton Tony, Salisbury SP4 0HB.

● A world-wide appeal to create a National Memorial Arboretum within The National Forest has been launched by Prime Minister John Major. The appeal, initially for £150,000, is being spearheaded by the World Memorial Fund for Disaster Relief founded by the late Group Capt Leonard Cheshire. It was his wish to create a living memorial to all those who have died in wars this century.

## Signal event

ALMOST 190 years after the Battle of Trafalgar, Nelson's signal flutters again at the mastheads of his flagship HMS Victory.

The message "England expects that every man will do his duty" was hoisted for this year's Trafalgar Day ceremony hosted on board by the Second Sea Lord, Admiral Sir Michael Layard.

The ten hoists involved 35 ratings from HMS Collingwood, Dryad, Dolphin, Nelson, Sultan, Exedent and the Corps of Victory Guides.

### Refit

Meanwhile, Victory's refit continues. Visitors numbering more than 400,000 a year will now be able to see a restored ship's galley. The sick bay is nearing completion and the hold has been refurbished.

On the Sunday following Trafalgar Day a wreath-laying ceremony was held at the Nelson Monument on Portsdown Hill overlooking Portsmouth. Among those who attended were the Flag Officer Portsmouth, Rear Admiral Neil Rankin, and the Mayor of Winchester, Cllr Ray Pearce.



## Marines on air

"RECORD Breakers" presenter Cheryl Baker gets the first-hand story from LCpl Pete Baldwin on how a joint team of Royal Marines and Canadian mountain rescuers broke the world "deathslide" record.

The team was led by CSgt Jed Stone (on Cheryl's left), and made a 90mph descent using more than 5,000ft of rope. The feat, reported in Navy News's October edition, was filmed by BBC1's "Record Breakers" and is due to be transmitted on December 23.

Cheryl's interview was filmed for the programme when the deathslide footage was shown to an invited audience of families and friends at Stonehouse Barracks, Plymouth.

Co-presenters Kriss Akabusi and Mark Curry also took part in the show.

# RESCUE MISSION ON REMEMBRANCE DAY

REMEMBRANCE Sunday saw HMS Broadsword rushing to the rescue of a stricken fishing boat being swept towards a coral reef in the Caribbean.

The Type 22 frigate was providing a colour party and Guard for the Remembrance Day Parade on the island of Turks and Caicos when the local marine police asked for her help.

As darkness fell, her Lynx helicopter piloted by Lt Steve Solleveld was able to winch down a spare battery to the boat so the fisherman could restart his engines and head for safety.

Meanwhile the unpredictable movements of Hurricane Florence failed to prevent HMS Herald taking part in the ceremonies at Bermuda, where she was taking a five-day break in Hamilton from a two-month programme of oceanographic and hydrographic surveying in the North Atlantic.

Wreaths were also laid to mark the sinking of the convoy escort HMS Jervis Bay by the pocket battleship Admiral Scheer on 5 November 1940.

HMS Ceres' links with Wetherby, West Yorkshire were further strengthened on Remembrance Day when Lt Cdr Stephen Foster RNR, last Commanding Officer of HMS Ceres — the final RNR unit in Yorkshire to close — presented its White Ensign to the town.

This year's Festival of Remembrance at the Royal Albert Hall featured a Naval display by 36 members of HMS Dryad's ship's company. In keeping with this year's 50th anniversary of D-Day theme, they reconstructed the famous wall map used by General Eisenhower at Southwick House.

HMS Illustrious — flagship for the D-Day commemorations at Portsmouth in June.

It was a particularly appropriate venue, said her commanding officer Capt Richard Phillips, as Illustrious was shortly to deploy to the Adriatic where she would be doing her best to help minimise the miseries of the war in Bosnia.

The Legion has also announced a "Great British Balloon Launch" on 15 August 1995 to mark the 50th anniversary of the end of World War II. Spike Milligan, helped by serving Guardsmen, Chelsea Pensioners and young supporters, released a batch of balloons at the Guards War Memorial, Horse Guards Parade as a foretaste of the event, when half a million will be launched as a National Act of Commemoration for the 468,000 British lives lost between 1939 and 1945.

Tickets at £1 each corresponding to a numbered balloon will be sold through the Legion's 3,200 branches and the holder of the balloon that travels farthest will win a Rover Metro car. Proceeds will go towards caring for needy ex-Service people.

## Balloon launch

The polystyrene replica was made in HMS Dryad's civilian graphics section, who also produced an impressive backdrop for the display.

The British Legion Poppy Appeal had earlier been launched in

# Sharp eyes over the Adriatic

BACK from six months in the Adriatic last month was HMS Nottingham, having steamed 38,000 miles and challenged over 400 vessels enforcing the UN arms embargo against the former Yugoslavia.

The burden of Operation Sharp Guard has fallen increasingly on Royal Navy ships following the United States decision to withdraw from the arms embargo against the Bosnian government.

HMS Invincible currently leads the UK Task Group with the Type 22 frigate HMS Coventry supported by RFAs Olna, Fort Austin and Fort Grange while HMS Cumberland and HMS Campbelltown are part of the NATO force.

Also back home last month from the region were HMS Brave and HMS Brilliant.

Meanwhile minehunters HMS Berkeley, Brocklesby and Chiddingfold with RFA Gold Rover have been part of On Call Force 15 in the Mediterranean.



## Cake

On her way out, while passing to the west of Portugal on passage to Portimao, Berkeley covered her 100,000th nautical mile — and celebrated with a cake baked by LCK Chris Ferrier.

All four ships are due to return to Rosyth this month in time for Christmas, having visited Gibraltar, Aksaz (Turkey), Izmir, Iraklion and Malaga.

● Right: HMS Invincible's Weapon Engineering Department were missing too many 'stand easys' while working on the carrier's 996 radar platform — 11 decks and 200ft up from the flight deck.

So Deputy WEO Lt Cdr Jim Milne decided to serve them a special "high tea" alongside in Naples, as the ship took a short operational stand off from her duties in the Adriatic.

An extra-wide angle "fish eye" lens was needed to get them all in the picture with their tea and biscuits; left to right are PO Ian Lussmore, PO Taff Reha, Lt Cdr Milne, Sub Lt Dickie Henderson, CCWEA Peter Holinshead and OM Cras Craskall.



● Family and friends of PO(M) Spike Hughes turn out at Portsmouth for HMS Nottingham's return.

# Boxers offered tests

NAVY boxers are being warned that the sport may cause minor impairments in brain function, as revealed in a series of special tests.

Since 1989 the Royal Navy has conducted a trial into the effects of amateur boxing which demonstrated differences between amateur boxers and other sports of a similar age group on the effects on aspects of neurological impairment.

The implications are now being discussed within the Ministry of Defence.

## Cautious

A spokesman said the Navy followed the ABA rules explicitly and boxers were being made aware of the report's findings and offered the chance to undergo similar tests.

"Boxing in the RN is undertaken entirely on a volunteer basis. The report is cautious itself about its results and clearly indicates that more research would be necessary to gauge the extent of any longer term effects."

# Batch sale to Brazil

BRAZIL has bought four of the Royal Navy's Type 22 Batch 1 frigates, plus three River Class minesweepers which had already paid off.

Broadsword, Brilliant, Brazen and Battleaxe will be handed over as Type 23 Duke Class replacements join the Fleet.

## Turbinia move

Turbinia, the first turbine-powered vessel, has been moved to a new home at the Discovery exhibition centre, Newcastle upon Tyne.

## New home for the MVS

The Maritime Volunteer Service formed by members of the disbanded Royal Naval Auxiliary Service has moved into new headquarters in Admiralty Road, Portsmouth.

The MVS — which already has 1,000 members worldwide — will give training in seamanship, navigation, engineering, communications and operations room skills and provide a nucleus of personnel to assist in emergencies.

Southern Region Co-ordinator Haydn Chappell may be contacted on 081 332 2233.

# Brazen back from Chile

HMS Brazen returned to Devonport last month, ten weeks after she ran aground in the Patagonian Canal.

The Type 22 frigate was freed after four days and made her way to Talachino, Chile for repairs before heading for home. Further repair work is being done in Devonport Dockyard.

She has been away for seven and a half months and steamed 36,581 miles — mostly patrolling off the Falkland Islands, where she handed over South Atlantic Duty to HMS Iron Duke.

HMS Norfolk is also back in Devonport after four months operating off the US coast.

## Music by stealth

STAFF Band of the Royal Marines School of Music Deal took part in the Supreme Allied Commander Atlantic Change of Command ceremonies at Norfolk, Virginia.

The band is seen with a stealth fighter while performing Beat Retreat on the jetty near the carrier USS Enterprise.





'Let it be a First Preference or a National Lottery win!'

## Now for the good news . . .

IN THE midst of our problems there is still good news about.

Though there has been a considerable shift in shore billets and large reductions in manpower, Drafty is still achieving much the same number of people in first preference drafts (IPRE). The current IPRE for the Navy is 90 per cent against a target of 88 per cent.

Early release is still available, although for some branches it is easier. Since April 1, 159 ratings on notice have been released early. If you would like to go before the completion of your 18 months' notice, ask.

A C240, signal or letter from your CO is all that is required, and if an individual can be spared and nobody else is disadvantaged, then release can be at very short notice.

There are still opportunities to serve abroad ranging from the Caribbean to Hong Kong, with many places in between. In some categories we are short of volunteers, so if you fancy life abroad make sure you let us know by C230 or C240.

However, remember that these opportunities are reducing — so now is the time.

MESSAGE from the Naval Secretary, Rear Admiral Alan West:

"I would like to take this opportunity of wishing you and your families a Merry Christmas

and Happy New Year. The Royal Navy is undergoing a period of remorseless and continuing change, particularly in the personnel area, and I am only too aware of the uncertainty and

lack of confidence this can generate.

"It is my aim to try and halt new initiatives to reorganise, beyond those already in train, and try and introduce some sta-

bility into the manpower world.

"Rest assured that you have a strong team looking after your interests and fighting your corner — Captain Naval Drafting is part of that team."

ANOTHER year has flown by and it is once again time for me as Captain Naval Drafting to put my thoughts on to paper in my Christmas message.

As last year, it has been very busy in Naval Drafting. The first stage of the reorganisation and relocation of our offices within Centurion Building has been completed and we are now fully at home in our new spaces.

There will be more reorganisation before next Christmas when the Weapon and Mechanical Engineering drafting sections amalgamate to form Surface Flotilla Technical Drafting. Operator mechanics are already being drafted by the Operations/Warfare drafting section and the WE mechanics will join up with them in the new year.

### Lodger

The billet of Commodore HMS Centurion ended last January, and on April 1 the establishment decommissioned. It is now known as Centurion Building and is part of the new Second Sea Lord/C-in-C Naval Home Command organisation, with the overall management of ratings now coming under the Naval Secretary, who is in the new Victory Building.

CND is not, contrary to popular belief, the commanding officer of Centurion Building. I am a lodger, along with the Directorate of Naval Pay and Pensions (Accounts), Directorate of Naval Personnel Systems, Drafting and Records Office Royal Marines and the Deputy Base Supply Officer HMS Nelson (Centurion Build-



'And give them a rousing chorus of Steady, Boys, Steady, as well!'

ing), although the latter two will be moving shortly to HMS Excellent and HMS Nelson respectively. Co-ordination of "whole ship" activities is under the auspices of the Executive Officer Centurion Building, Cdr David Lane.

On the drafting front it has also been a very turbulent year, although we have done our best to maintain stability for the personnel we draft. This has not been easy as we have been affected, as you have, by such varied things as Warfare Branch Implementation, the setting up of the Ratings Corps Study Group, Phase III redundancy, the Independent Review and, of course, Defence Costs Studies.

There are some recurring areas which are continuing to

cause problems, largely where the drafting system can no longer deliver to those levels that were possible a few years ago.

### Advancement

Advancement rosters are longer than they used to be, promotion is difficult and the Second Open Engagement has been cancelled for two years. This is a fact of life in today's Navy while the requirement for manpower continues to reduce.

I can only advance and promote the numbers authorised. If there is no gap in the higher rate, I can't move anyone up the ladder however good or deserving. On the positive side we have had a fair number of promotions to CPO and the major-

ity of rosters still remain well below the "long" category of five years.

BR 14 Article 0111 states that "every effort will be made to allow ratings to spend the last three years of a Second Open Engagement on shore service."

Unfortunately, as manpower numbers become tighter, this will become less and less possible to achieve, and some personnel on 20E will find that they will have to be at sea towards the end of their engagement or serving in non-preference drafts. However, we will try our best to bring you ashore as early as possible before TX, but will, of course, manage the remit that "a rating going to pension is to spend the

last four months on shore service . . . wherever possible, in his preference area."

Now that budget holders have freedom to change schemes of complement ashore without central authorisation, jobs are being created and deleted with increasing frequency. To cope with this, deletions or additions to a scheme of complement are subject to a 12-month delay in implementation.

This protects individuals from excessive turbulence caused by short-notice amendments and prevents the more adventurous budget manager trying to use individuals as units of currency to balance the budget.

### Future

Wherever possible, CND will try to accommodate changes early but will, if necessary, apply the full 12 months before drafting action occurs, either for a new post or deletion of an old one.

The aim, while manning the Navy efficiently, is to make sure individuals are not suddenly without a job in which they expected to spend some time, or are pierhead-jumped into a new one.

What of the future? I hope to be able to maintain our current rate of IPRE, although sea-shore ratios in some categories will probably get worse.

Continuity in shore jobs will become more difficult as the squeeze in manpower continues, and we will need to maintain a careful watch to make sure conditions of service are not eroded by the changes in how the Navy is managed, nor by reduction in personnel.

### Good jobs

A lot will depend on the outcome of the Independent Review in April and the Ratings Corps Study Group's final report and recommendations due in July. They are eagerly awaited here as I hope they will give a clear aim for the future and generate some stability which we all need.

That said, there are still many good jobs remaining to be filled both at sea and ashore in both the UK and abroad and though promotion and advancement may be slow, significant numbers are still being advanced and promoted on a regular basis in most categories.

Finally, I wish you and all your families a Merry Christmas and a Happy New Year and hope that 1995 will be more stable — at least from the drafting point of view.

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## Purple fliers' forty forte

LT AL READ of the Royal Navy and his fellow flying instructors — Flt Lt Bunny James RAF and Capt Paul Stanton of the Army Air Corps — were among members of all three Armed Services who celebrated the 40th anniversary of the Central Flying School (Helicopters).

Past and present members of the school, at RAF Shawbury in Shropshire, took part in two days of events culminating in a dining-in night at the officers mess.

Picture: CPOPHOT Alan Ferguson



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## CELEBRATED ANCESTORS ACCUMULATE HONOURS

BE MINDFUL of your ancestors is HMS Glasgow's fitting motto; fitting because previous ships of the name have earned nine battle honours.

First of the eight HM ships Glasgow was the Scots Naval Service's Royal Mary, renamed Glasgow on the Union of England and Scotland in 1707. The second, another sixth rater, was launched in Hull in 1745.

Yet another sixth rate, a fourth rate and a wood steam frigate followed in 1757, 1814 and 1861 respectively. The Bristol-class cruiser Glasgow was launched in 1909. She saw action throughout the First World War and was a stokers' training ship afterwards.

### Southampton

The Southampton-class cruiser which followed her in the name, launched in 1936, had an equally hectic time in the Second World War, earning honours for her service in the Norwegian Campaign, the Arctic and off Normandy.

In 1943, with the cruiser HMS Enterprise, she fought a three-hour battle with 11 German destroyers in the Bay of Biscay. Three were sunk and four damaged by gunfire.

Battle honours: Lagos 1759, Havana 1762, Algiers 1816, Navarino 1827, Falkland Islands 1914, Norway 1940, Arctic 1943, Biscay 1943, Normandy 1944 and Falkland Islands 1982.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3H1. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



# OLD STALWART GLASGOW GOES ON AND ON...

HMS GLASGOW's current operational cycle followed a major upkeep period in Rosyth Dockyard in 1992. She completed basic operational sea training in March 1993 and took part in a series of major NATO and international exercises before deploying to the Gulf last November.

There she conducted the first light jackstay transfer with a Russian ship, the Admiral Vinogradov, and acted as plane guard to the massive USS Independence.

After returning to Portsmouth in March, HMS Glasgow made another little piece of history when she acted as flagship for the Flag Officer Surface Flotilla's visit to the Russian Baltic Fleet's base at Baltiysk.

It was then back to the UK for the Type 42 destroyer to repeat her role as flagship, this time for Flag Officer Scotland, Northern England and Northern Ireland, who joined the ship for part of her visit to her namesake city.

September saw HMS Glasgow carrying out three weeks of intensive navigation specialist training around the coast of Britain, followed by a brief visit to Cherbourg to commemorate the 50th anniversary of her predecessor's role there during the D-Day landings.

Future programme for this busy ship includes a trip to Gibraltar, scheduled for the end of November on completion of a special maintenance period in Portsmouth.

### Specialist

The Flotilla Team will embark to conduct damage control and firefighting training on the passage down, after which Glasgow will host the Warfare Officers Course specialist gunnery training in the Gibraltar exercise areas, before returning home for Christmas.

A maintenance period in the New Year will be followed by another exercise and then deployment with the Standing Naval Force Atlantic.

The design of the Type 42 destroyer was shaped by cost, and the result is a compact, almost cramped, warship with very little spare space.

On the positive side, the 42s are one of the smallest warships to carry the personnel, sensors and weapons required to be an effective anti-air warfare escort.

Due to their relatively low cost a total of 14 ships — plus two for Argentina — were built, making the Type 42 the second largest class of warship to be built for the Royal Navy since the Second World War.

### Swan Hunter

Glasgow herself was the last of the Batch 1 ships — the others being Sheffield, Coventry and Cardiff. Ordered in November 1971, Glasgow's keel was laid down in April 1974 at Swan Hunter on the Tyne and the ship was launched in 1976.

Early in her operational life, HMS Glasgow took part in the Falklands Campaign. She was badly damaged by a bomb passing through her after engine room without exploding. Making it back to the UK under her own steam, she completed repairs and returned to the Falklands just after the Argentine surrender.

The Type 42 destroyers are powerful, cost-effective platforms for the Royal Navy's latest

weapon systems. HMS Glasgow's air defence armament centres around the Sea Dart missile system, comprising a twin-barrelled missile launcher and two Type 909 fire control radars, which guide missiles with the help of the ship's main computer.

A Vickers single-barrelled automatic 4.5in Mark 8 gun is also fitted and it, too, is controlled via the Type 909 radars. Close-range anti-missile defence is provided by two fully automatic Phalanx (Gatling-type) guns, complemented by a number of smaller 20mm guns.

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

HMS Glasgow is fitted with an active sonar set for the detection of submarine targets. This computerised sensor feeds data to the command and control system, which assists the controller to position the ship's Lynx helicopter to attack with its own air-launched homing torpedoes.

The Lynx, which can also carry the Sea Skua air-to-surface guided missile, is fitted with a powerful radar which extends the ship's detection range against enemy surface forces. The aircraft can achieve speeds of over 150 knots and has a useful search and rescue role.

## Facts & figures

Pennant no: D88. Builder: Swan Hunter, Wallsend-on-Tyne. Laid down: April 16, 1974. Launched: April 14, 1976. Commissioned: May 24, 1979. Standard displacement: 3,560 tonnes. Length: 125m. Beam: 14.6m. Ship's company: 280. Main machinery: 2 Rolls-Royce Olympus TM3B gas turbines, 50,000hp (37.3MW) sustained; 2 Rolls-Royce Tyne RM1C gas turbines (cruising), 9,900hp (7.4MW) sustained; twin shafts; controllable pitch screws. Speed: around 30 knots. Range: 4,000 miles at 18 knots. Aircraft: 1 Westland Lynx HAS 3.



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● See also Glasgow in St Petersburg on page 9.

# Personal views

ON AUGUST 22, 1944 I stood, camera at the ready, on the flight deck of the auxiliary aircraft carrier HMS Nabob, off the coast of northern Norway. She had been torpedoed minutes before and was listing heavily to starboard (below left).

The loud hailer from the 'island' suddenly blared that a second torpedo was on its way and that we were to 'hit the deck'. I braced myself and managed to record on film the precise moment when that second torpedo intended for us rammed into the stern of a destroyer escort (inset).

It was a 'Beau Geste' indeed on the part of her captain, who had deliberately positioned his ship to stand in its path, hence saving lives and further damage to the carrier.

Thanks to your column Fifty Years On I am able for the first time to identify the destroyer escort as HMS Bickerton, also the German submarine involved, U-354, and the code number of the Russian convoy.

I would still like to know the name of the second escort, K483, seen coming alongside to assist Nabob. — G. A. Goulet, Geneva. It was the Captain Class Frigate HMS Kempthorne — Ed.



I'VE JUST seen one of your D-Day editions with the story of HMS Swift. I was in HMCS Sioux and in company with Swift was returning from E boat patrol in the Channel. Swift was proceeding directly astern of us as we moved to the designated area to anchor.

There is no doubt that we activated the mine as we passed over it — but as Swift was directly astern it homed in on her and struck almost directly amidships.

This photo that I took was one of many as Swift was several hours sinking. It is sad to see a proud ship die, but the limited number of casualties was a blessing. — W. F. R. Brown, Victoria, British Columbia.

## The Yacht in pictures

I AM engaged in editing an illustrated book based on the log books of HMV Britannia, to be published when she completes her long and distinguished career as the Royal Yacht.

I would be very interested in the opportunity to see any good photographs, etc., of her taken by any readers at any time since she ran her trials.

Any photographs taken within the next 12 months will be of equal interest. I am particularly keen to include illustrations of the Royal Yacht, or of life on board, not seen before.

Any photographs taken on board the Britannia by members or ex-members of the crew of the Royal Yacht will be cleared for publication by the relevant authority.

In the first instance I would be grateful if any reader who has any good material and who cares to contact me, can write giving details of the type of material (photograph, slide, drawing, etc.), size, colour or black and white, location and date. Any material used will be paid for and acknowledged in the book. Please do not send any material at this stage. — J. Crookshank, Westbourne, Hants.

## A bit of a smartie

Re the article 'Make a Signal' in last month's issue, in 1942 an Australian destroyer lay alongside in Devonport and the CO, Lt Cdr Green decided to paint ship although it was a Sunday.

Mid morning he received a signal from C-in-C asking 'WHY IS YOUR SHIP'S COMPANY OUT OF THE RIG OF THE DAY?'

His reply was 'CLEANLINESS IS NEXT TO GODLINESS. WE PRAYED LAST SUNDAY.' Surely a classic. — H. W. Le Breton, Ryde, IOW.

'MAKE a Signal' reminded me of an incident early on in the war when I was captain of B Gun twin 4.7s aboard HMS Tartar.

We had boys as part of the ship's company and one of these was my sight setter. In communication with the TS one very dark night we had a U-boat on the surface and the order was for B-Gun to fire star shell.

The next order should have been "three stars left spread right" — instead this young lad shouted "From the TS, three stars left tread light".

All my crew doubled up laughing and walked around the gun deck on tiptoes as they carried the shells and cordite in their arms — but we sank the submarine. — H. Clark, South Bank, Cleveland.

## Full set shaved off

After my standard bearer's badges were removed from my blazer at the 1993 Royal Tournament, I put a notice in Navy News asking for their return, should anyone come across them.

No luck — but thanks in part to the generosity of a couple of Shipmates I have now finally made up a full set.

Thank you, Shipmates — and Navy News. I shall keep a close eye on them at all future ceremonies. — D. Newell, Didcot RNA.

## Luxury out of Brooklyn

Greetings to Shipmate P. Griffiths of Ontario and thanks for his excellent drawing of BYMS 2188 (November issue).

I was also on a BYMS — but always understood this stood for Brooklyn Yard Minesweepers, not British Yard Minesweepers. We had an ice-cold water drinking fountain on the messdeck — I find it hard to imagine their Lordships allowing such luxuries on a wartime British-built ship. — G. W. Ewen, Harold Wood, Essex.

# Uniform view of bad form

I AM rather baffled — in one breath the powers that be call for more economy, shut down dockyards, reduce the Fleet, etc, and yet they now want to waste what will probably be millions on new uniforms.

This is completely unnecessary, like the last time it was changed when the vast majority of ratings were satisfied with the uniform as it was.

As for suggesting that tropical whites be worn in the UK, where has whoever suggested that been living?

It seems they have never heard of the old saying "If it's not broken, why mend it?" — L. H. G. Bailey, Torquay.

IN response to C. Gibbon's letter "Short forms bad forms" (October) I would be interested to know how long he served and when he left the RN.

Has he failed to notice that the modern Navy is now run like any other business with professional management and a tight budget?

This modern approach is now reflected in the rapport between serving officers and ratings in ships and shore establishments alike.

Mr Gibbon and the rest of the "didn't do me any harm" brigade should bury their outdated opinions in the same unmarked grave as the cat o' nine tails and the seven creases. — WEM(O) M. Harrington, HMS Brocklesby.

## Navy News

No. 485 41st year

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## Letters



YOUR article on uniform changes made be bring to the top of the pile my project to produce a book about Naval Rating Badges.

If any readers have any old badges, with a note on when and where received, I will be pleased to hear from them.

Old photographs will be particularly welcome — for example I have just received a picture of a Chief Stoker in his No 1s taken in 1896, which highlighted the change in Senior Rates' cap badges.

I hope to be able to represent every rating badge issued since the first examples appeared in the 1860s. — P. Williams, Haven Lightship, Milford Haven.

BEING an old wartime member of the Royal Navy I was horrified to read that the Service is thinking of doing away with bell-bottomed (now just flared) trousers.

I am not against progress or the need to modernise, but this is one step too far. As the Senior Service, the Navy should be 'different' and as the uniform is unique it should be left alone and not altered just to save a little money. There must be other ways of making economies. — A. J. Clarke, Dukinfield, Cheshire.

## Now it can be told . . .

REF the story of the 'nicking spade' (November), I was CERA of HMS Alderney in March 1963 and it was three of our ERAs who first purloined it from the C&POs' Mess at HMCS Stadacona.

It caused consternation at the time and there was talk of stopping us sailing for home — after 18 months away! — because the whole Canadian Navy knew who had it, though finding it was another matter. — P. J. Le Cornu, Weymouth.

## Fireman's holiday

I JOINED the FAA in 1959 and served in Victorious and Eagle before joining the Fire Service. I am now having to retire early from West Yorkshire Fire Brigade due to injury.

For many years my colleagues have had to listen to me extolling the virtues of the Andrew and what a great time I had. On the pretence of wanting my advice on a business venture, they took me to a pub in Tynemouth — where it was

revealed they had arranged for me to visit HMS Ark Royal.

Afterwards, as we were on the jetty, I discovered that was not the end of a great day — I was taken back on board and sailed with the Ark to Portsmouth.

I'd like to thank all the ship's company who made my short time back at sea so memorable — particularly all in 6EI Mess. — J. V. Rance, Beeston, Leeds.

## Quite out of proportion

I would not have liked to have been in R. Broniman's mess if he arrived with only two-six in the rum fanny for ten tots — and I doubt if he would have been believed if he said that was all he had been issued with.

Three-six was the correct measure for ten tots; two-six would provide just over seven tots of two and one. — R. C. Thorpe, Sittingbourne.

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

# It was D-Day plus 19

OCTOBER issue carried a picture of HMS Glasgow, captioned as receiving a direct hit at Cherbourg on D-Day.

The event photographed actually occurred on 25 June, 1944 during the Anglo-American bombardment of Cherbourg by a force under the command of the American Admiral Deyo, consisting of the battleships USS Texas, Nevada and Arkansas, the cruisers USS Quincy and Tuscaloosa and the British cruisers HMS Glasgow and Enterprise.

All the destroyers were American, but the minesweepers that probably had the most exposed role were all British.

The Press party was embarked in Enterprise and consisted of Mr Gordon Holman, who wrote

a vivid account of the action in his book 'Stand By To Beach,' and photographers Lt Allen of the Admiralty Press Division, Mr Greenwood of The Times and Mr Turner, a cinematographer.

Glasgow was hit by a shell in her port hangar which started a fire and caused her to withdraw from the action for 15 minutes to extinguish it.

Enterprise, though not hit directly was frequently straddled and both her Canadian Captain Harold Grant and her Commander J. W. Hoskins were severely wounded.

The bombardment facilitated the US attack from the land side which led to the capture of Cherbourg. — R. J. McGarel-Groves, Lymington, Hants (Captain RM, HMS Enterprise 1943-44).

# Desert warriors looking for work

AS the UK's spearhead battalion, 45 Cdo, deployed to Kuwait to counter the threats of Iraqi leader Saddam Hussein, members of 40 Cdo continued with their training in the Middle East, despite some initial disappointment at not having been called upon to help defend Kuwait's borders.

Last year saw them training and exercising with Kuwait's armed forces and this year 130 members of Charlie Company were back in the desert, rigging up camp amid sand and mountains and preparing themselves for a month's training in desert procedures.

Cpl Andrew Shaw, who helps train the men in desert survival, believes their training can be adapted to suit any environment. "Survival is all about keeping your head and using the resources you've got," he said. "The desert's a bit like hot snow and there are a lot of similarities to Norway. In some areas the dunes are so tight that it is like operating in close country."

Training in the Middle East is just one of three major deployments 40 Cdo is currently undertaking. Bravo Company flew out to Brunel for jungle training and Alpha Company, the Fleet standby rifle company, is providing RM protection parties on board HM ships Brilliant and Nottingham in the Adriatic. Elements of the unit's support company have also taken part in a live firing exercise in Canada.

With 40 Cdo's desert training finished they left for Scotland for their share of cold weather mountain training followed by a spell as the Fleet standby rifle company, taking over from Alpha Company.



● It's hot work as Mne Martyn Richards steps out in the lead during a mountain yomp.



● Meeting up with the locals — a friendly hunter greets members of Charlie Company.



● Under the glare of the baking sun Marines from Charlie Company kick sand during desert training.

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# Richmond is the first and last

HMS Richmond, the last warship built for the Royal Navy by Swan Hunter on the Tyne, arrived in Portsmouth last month to be accepted into service.

The Type 23 frigate is the first of her class to be based in Portsmouth and will operate as part of the Fourth Frigate Squadron. A week before she left the Tyne, her affiliation with Richmond, Yorks, was cemented when she received the Freedom of the Town.

Another of the Duke-class frigates, HMS Grafton, was launched at Yarrow Shipbuilders last month by Lady Abbott, wife of the NATO Deputy Supreme Allied Commander Atlantic, Vice Admiral Sir Peter Abbott.

HMS Grafton is the eighth RN ship to bear the name and the eighth Type 23 frigate to be launched at the yard.

Yarrow Shipbuilders has five frigates in build, three for the Royal Navy and two for Malaysia.



● Above: HMS Richmond, the last RN ship to be built by Swan Hunter, leaves the Tyneside shipyard for her journey to Portsmouth.

● Left: Preparing to embark in Richmond are WEM(O) Lewis Caroll, AB(S) Huey Trainer, WEM(R) Chats Harris, AB(S) Gary Linacre and OM(C) Antel.

● Right: HMS Grafton, latest of the Duke-class frigates, is launched at Yarrow Shipbuilders on the Clyde.



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## Naval Customs & Practices

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### SERVING GROG

Watered down rum was first introduced to Royal Navy life by Admiral Vernon as a substitute for beer in the West Indies in 1655. This watered down liquid became known as 'Grog' because of the Admiral's nickname of 'Old Grog' — a reference to his habit of wearing a grogram cloth coat.



### SIGNALLING WITH FLAGS

Before the days of telecommunications the method of conveying messages at sea was usually by flags. Flag signals in the first Dutch war employed just five flags — the ensign, jack, red, blue and pendant. Since then 50 flags conveying 330 specific instructions have been introduced.



### MANNING THE YARD ARM

Nowadays manning ship is reserved as a form of salute on very special occasions, such as a royal review. This continues a practice first ordered in Stuart times, when warships were ordered to be made — 'neat and preed' (pretty), with their decks, tops, masts and shrouds thoroughly manned or 'hung with men'.

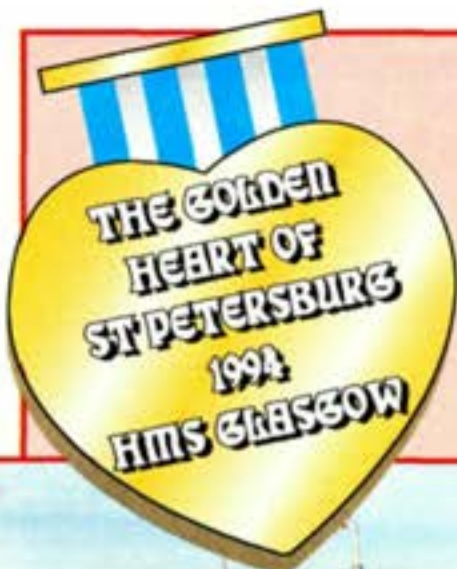


### CROSSING THE LINE

This tradition began around 1791 and has remained in the same form since. Novices (officers and ratings alike) on crossing the equator for the first time are subjected to a mock court, overseen by King Neptune where they are 'shaved' by the barber and ducked in a bath of seawater.







# GLASGOW WINS RUSSIA'S HEART

Royal Yacht and escort... HMY Britannia and HMS Glasgow conduct a light jackstay transfer while exercising en route to Russia. In this case Britannia's LS Scouse Bennet is being transferred to spend a couple of days briefing the Glasgow men on some of the finer points of Royal Escort duty.



HMS GLASGOW won the hearts of the people of St Petersburg during an historic visit to the capital of the Tsars.

The Type 42 destroyer was Royal Escort to the Queen in HMY Britannia for Her Majesty's state visit to Russia. Entering the River Neva in style, Glasgow and the escorting Russian warship *Bespokoiny* (Restless) fired a co-ordinated 21-gun salute before the Royal Squadron berthed within sight of the golden dome of St Isaac's Cathedral in the city centre.

members of her ship's company refurbished an orphanage and undertook major repairs to an old people's home, including re-plumbing, mending of sewerage, and structural improvements.

Such was the scale of the publicity and the feeling of gratitude, that the Glasgow task force were awarded "The Golden Heart of St Petersburg" in recognition of their work.

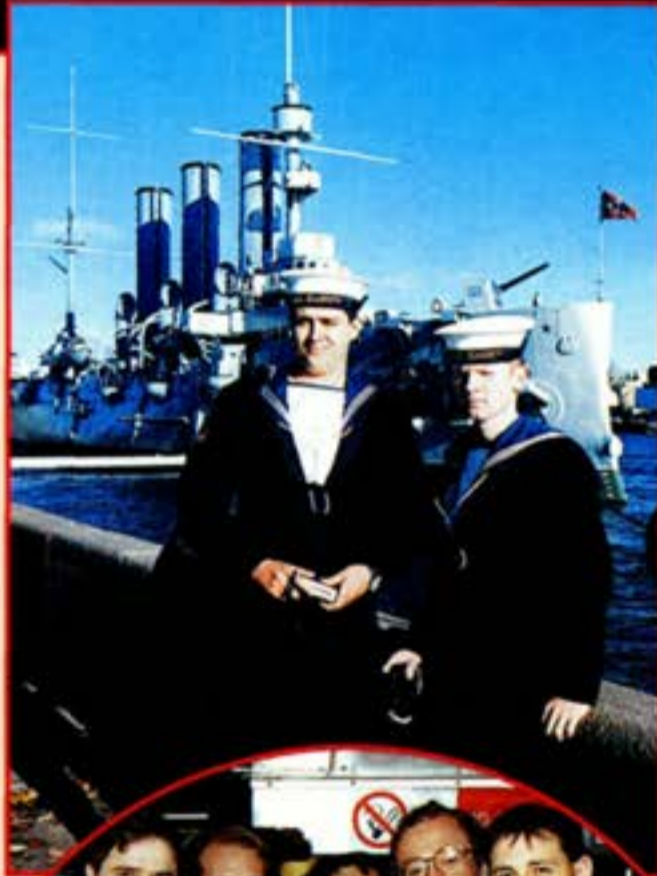
During her six-day stay Glasgow was popular with the visitors who flocked to see her, and more than once she came under the spotlight of Russia's national TV network.

After she left Russia, Glasgow detached from Royal duty in Helsinki and headed for Latvia for a four-day visit to the capital, Riga. There the full programme of ceremonial duties undertaken by the commanding officer, Cdr Dick Twitchen, and the chaplain to the Third Destroyer Flotilla, the Rev. Ned Kelly, included wreath-laying at sea and at Riga's Bolderaja Cemetery.

When the Queen and President Boris Yeltsin honoured the war dead at the city's Piskaryovskaya Cemetery, Glasgow provided the Royal Guard — matching up well to the Russians' full-time ceremonial guard — while sailors from Britannia formed the wreath-laying party.

● HMS Glasgow's latest deployment book, due to be published before Christmas, will on this occasion carry a foreword by the Queen in recognition of the ship's work as Royal Escort.

The British warship starred on national TV again when



BELOW RIGHT: The Royal Squadron brings the light of friendship to the imposing and historic waterfront of the River Neva at St Petersburg, known throughout the Communist era as Leningrad.

LEFT: ROs Elmo Eldridge and Jim Chitty against the background of a naval scene from another age — the cruiser *Aurora* which fired the first shots of the 1917 Revolution. The vessel is now preserved as a museum-piece.

RIGHT: The Queen and President Yeltsin meet British veterans of the wartime Arctic convoys at the Piskaryovskaya Cemetery.

BELOW LEFT: Echoes of the Cold War came in a strange form to HMS Glasgow during her visit to St Petersburg. Among the visitors to the ship were Jason Connery and Michael Caine who were in Russia to shoot another Harry Palmer film — "Bullet for Beijing". The stars looked in on the galley to meet (kneeling l-r) STD Daisy Adams and CK Smudge Smith and (standing l-r) LCK Russ Wharf, CK Lee Cooper and LCK Alec McManus.



PICTURES: LA(PHOT) CRAIG LEASK



## Brazen's tummy trouble

FITNESS freaks on board HMS Brazen took things lying down during a 30-hour "Abdom-athon" and raised over £1,017 for the ship's charity chest. The 14-strong team managed an incredible 136,688 sit-ups during the allotted time.

HMS Bicester's ship's company presented a cheque for £1,106 to the Mayor of Bicester Mrs Jane Plater, during her recent visit to the Hunt-class mine countermeasures vessel. The money was raised through sponsorship of a 1,000-mile cycle, row and run and will go towards a new X-ray department at the Bicester Community Hospital.

During a visit to Swansea HMS Boxer was asked to provide a seven-man team to take part in a sponsored run. Forty-eight hours after the ship's arrival LPT Wincott, AB Crock, LS Merrick, LCT Slade, AB Cox, PO Stevens and S/Lt Whitfield stepped out on to the six-mile course and raised £271 for a local children's charity.

Personnel from RNH Haslar and HMS Dolphin took part in a charity fun-run at Monkton Pavilion, Gosport and raised £200 for the Portsmouth and Southsea branch of Leukaemia Research. The cheque was presented by LSA Neil Kay whose daughter Jade is suffering from leukaemia.



## Gloucester's strong men paddle their own canoes

DURING a visit by HMS Gloucester to Avonmouth these eight members of the ship's company organised a sponsored canoeing event in support of the ship's affiliated charity, the Willow Trust.

The expedition, named Operation Bulging Arms, involved an 85-mile paddle over four days between Newbury and Saul Junction on the Kennet and Avon and Gloucester Canal, and raised £810. The Willow Trust operates two 70ft narrow barges on the canal, offering day trips for the severely physically and mentally handicapped. With their commanding officer, Cdr Chris Parry, are, top, from left, S/Lt Richard Hird, CPOWEA Taff Jones, CWEM(R) John Porter and POWEA Paul Flower; bottom, from left, POWEA Jan Lemming, CCWEA Tug Wilson, MEM(L) Ross Blair and PO(R) Shiner Wright.

## OLIVER'S IN GOOD HEART

AS A thank you to the Bristol Royal Hospital for Sick Children (BRHSC) for the care given to his 13-month-old son Oliver Kai, CPOCT(A) Mark Eastwood presented a cheque for £1,126 to the intensive care unit.

Mark, and other members of RN unit Cheltenham, organised a fund-raising "gig" at the Axiom Centre, featuring two

live bands and a raffle. Oliver was born with a large hole in his heart, pulmonary artery mis-positioning and an abnormally narrow trachea, and endured open-heart surgery — twice in three days — at the tender age of nine weeks.

So far he has spent 11 out of his 13 months in hospital and is expected to remain there for another 18 months. With his first birthday behind him, Oliver, Mark and his fiancée Justine Harris face an uncertain future but it is thanks to the dedication of staff at BRHSC that they have all come this far.

# Dryad chips in for KGFS

THIS year's King George V Fund for Sailor's Golf Classic, held at Southwick Park Golf Club and organised by Lt Cdr Brian Moxley, raised £4,500 for the charity.

Over 80 golfers played two rounds of golf and attended a

formal mess dinner in the wardroom at HMS Dryad where Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan, was guest of honour.

Underwater Warfare Courses 2 and 3 from HMS Dryad have also been hard at work raising money for charity. They completed a sponsored wheelchair push around Snowdonia and raised £190 for the Solent Multiple Sclerosis Therapies Centre. POEW Course 146 raised a further £237.50 for the centre by completing a sponsored paraglide from a 250ft hill at Freshwater, Isle of Wight.

A team of 13 runners from the staff of the Second Sea Lord took part in the BUPA Great South Run and raised £680 for the Portsmouth Downs Syndrome Trust.

HMS Sultan's Wives' Club raised £1,000 for the Gosport Disability Trust which will be used in support of a fleet of mini buses run by the trust. The King George's Fund for Sailors have also received a generous donation of £5,000 as part of the proceeds of this year's Sultan Summer Show. HMS Sultan expects to donate over £20,000 to naval and local charities.

POMEA Drew Blakeley from HMS Iron Duke had a close shave when he volunteered to lose his precious locks. The sponsored head-shave raised £750 for the ship's charity chest.

On a cold Falklands morning a ten-man team, from A Watch in the JOC COMMEN pushed a bed, modified by NP2010 eight miles from Marc Harbour to Mount Pleasant in aid of the Downs Syndrome As-

sociation. With encouragement from NP2010 and HMS Brazen's ship's company the team collected £450 on the day, with the final total reaching £1,100.

Cancer Research, the Mayor of Richmond's charity, benefited by £400 thanks to a team from HMS Richmond who took part in a 212-mile walk from St Bees in Cumbria to Robin Hood's Bay. A team of 13 runners from the ship also took part in the Great North Run, the largest half marathon in Europe, and raised £250 for charity.

The Galtres School for children with learning difficulties, received a donation of almost £2,300 when HMS York, currently in refit at Rosyth, sent eight of her sailors on a charity cycle ride to York, a distance of 250 miles. The money will be used to help with the cost of developing a multi-sensory

room at the home at Burnholme, York.

Life in Watford will be easier for disabled shoppers thanks to the fund-raising efforts of RN and RAF officers at Northwood who presented a cheque for £1,027 to the local charity Shopmobility Watford. They provide a range of scooters and self-propelling chairs free of charge for disabled people and the donation will go towards buying another Rascal Otter electric scooter for Shopmobility's growing fleet of 22 vehicles.

Personnel from the Telephone Exchange and Communication Centre, RN air station Coldrose, took part in a sponsored fancy dress bed-push and raised £750 for the Cornwall Spastic Society. The money will enable children from the society to attend two activity centres.

## Chocs ahoy!

THESE children on the Rainbow Ward at Mount Vernon Hospital received a sweet surprise when they were presented with a chocolate cake from HMS Warrior's Supply and Secretariat staff.

With some of the children and nurses, Nicola Martyn-Beck and Catherine Cooke are LSTD Cosy Powell, STD Ginge Killick and LWCK Karen Smith.

Also present were Lt Jim Hayle, CK Wacker Payne, CPOCK Andy Bridgeman and CPOSTD Nigel Fielding.



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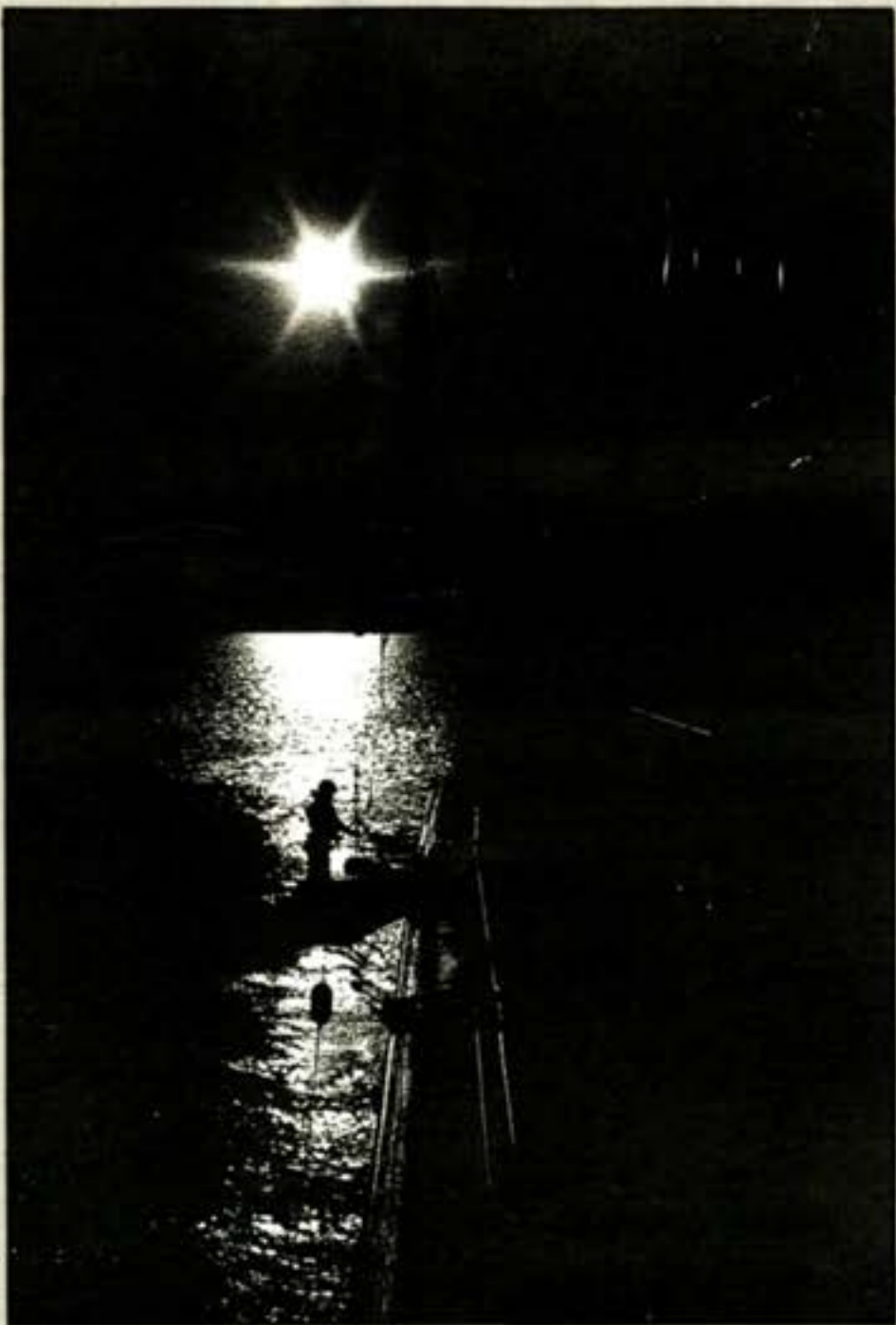


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# Polish forces exercise for peace



● HMS Middleton lowers her Gemini to carry out personal transfers between STANAVFOR-CHAN ships during operations with the Polish Navy. Picture: CPO(Phot) Alan Amesbury

AS PART of Standing Naval Force Channel (STANAVFORCHAN), NATO's mine warfare force, HMS Middleton has taken part in an exercise with the Polish Navy, demonstrating NATO's commitment to its programme of "Partnership for Peace" (PfP) activities.

Planning and execution of the exercise was overseen by the Commander Naval Forces Northwestern Europe (COMNAVNORTHWEST), Admiral Sir Hugo White and his staff at Northwood and included the support/commanding ship FGS Nienburg, minehunters BNS Aster, HNMLS Vlaardingen and HMS Middleton, and minesweepers FS Kulmbach and FGS Herten.

The exercise was the first between NATO immediate reaction forces and PfP partners and was preceded by a four-day informal visit to Gdynia. Highlights of the visit included sight-seeing tours to the Pomeranian coast and to the famous castle of the Teutonic Knights of Malbork. A variety of sports competitions were also held between NATO and Polish sailors in which the hosts triumphed.

During the two-day exercise maritime forces of NATO and co-operation partners trained in command and control, tactics and basic maritime procedures, especially minewarfare.

## Memorials recorded in survey

A NEW Imperial War Museum travelling exhibition opened last month to mark the first five years of the National Inventory of War Memorials, a project funded by the Leverhulme Trust with the aim of recording every war memorial in the UK.

The photographic survey, from the 19th century to the present day, looks at how local communities commemorated the war dead, the types of memorials which were built and the significance of these structures as a focus of remembrance.

As well as memorials by famous sculptors and architects it illustrates the work of minor artists and monumental masons.

For further information about the exhibition telephone 071 416 5315.



## SPLENDID IN THE FRAME

FLAG Officer Submarines, Rear Admiral Roger Lane-Nott, with Lt Cdr David Lovell, Cdr Anthony Nicoll and Mr Mel Purvis, from Barr and Stroud, proudly displays HMS Splendid's winning entry of HMAS Newcastle in this year's Periscope Photographic Competition.

The photograph was taken by Cdr Peter Hibbert, assisted by Lt Cdr Ian Hugo, during HMS Splendid's deployment to the Far East. During that time she spent five months away from her base port, Faslane, as she patrolled the Indian Ocean and South China Sea with both the Malaysian and US navies (see page 16).

**Bosun's Call...**

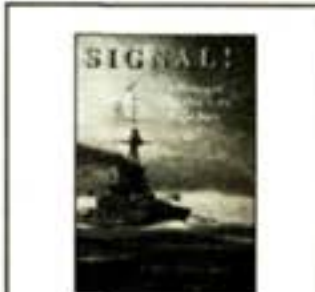
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## Orwell is back on the syllabus

NAVIGATION training ship for young naval officers at Britannia Royal Naval College, Dartmouth, is now HMS Orwell, the River-class minesweeper which has replaced HMS Wilton.

First commissioned in 1985 she was originally a wire sweep minesweeper used by the RNR unit at Newcastle upon Tyne.

Following a minor refit she has taken on her new role and will provide young officers at Dartmouth with their first experience of life at sea.

## Blooming success

WINNER of Portsmouth City Council's Garden of the Year (Sheltered Housing Section) for 1994 is Cornwell Court, Haslemere Road, Southsea.

Cornwell Court, which comprises 40 sheltered housing flats for ex-naval and marine personnel or their widows, was opened in 1988 and is managed by Agamemnon Housing Association Ltd, from its offices in HMS Nelson, under the chairmanship of the captain of the establishment, Capt. Andrew Slater.



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## DEVONPORT'S HAMLET MOMENT

STAGE and film actor Donald Sinden was among the cast of a touring production of Hamlet who visited HMS Battleaxe during her assisted maintenance period in Devonport.

Mr Sinden is no stranger to Devonport. Back in 1952 he played a sub-lieutenant in *The Cruel Sea*, which was filmed there.

Although he may have been more at home on board the frigate's predecessor, the destroyer Battleaxe (1947-64), leader of the Sixth Destroyer Flotilla, he was soon brought up to date with modern developments, such as Exocet and SeaWolf. His friend Yorrick was less impressed.

Picture: LA(PHOT) Darren Macdonald



## Blazing a trail

A MAN who knows where he's going is Lt Cdr Nigel Blazeby, recipient of the Royal Institute of Navigation's Silver Salver.

The prize is awarded annually to the top student on the navigation specialist course (formerly PWO(N) course) at HMS Dryad.

Nigel, whose previous appointments include command of HMS Cuxton, is now Staff Warfare Officer (Navigation) to the Third and Fifth Destroyer Flotillas.

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## WEOs coup?



Lt Cdr Sam Collins



Lt Cdr Brian McClenaghan



Lt Cdr Larry Young

ON THE recent appointment of Lt Cdr Sam Collins as First Lieutenant of HMS Nelson, it is believed a small piece of Royal Navy history was created, in that all three major shore establishments now have weapon engineers for Jimmys.

Sam completes the trio with Lt Cdrs Brian McClenaghan at HMS Drake and Larry Young at HMS Cochrane.



Capt Tony Baller and his wife Sue ... an epic journey.

## A-Rovering we will go

"AROUND the World in 80 Days by Land Rover" could be the title of the travel book Capt Tony Baller is contemplating writing after an epic, 27,000km journey.

On completion of his last appointment in the RN as Naval Adviser in Canada, Capt Baller and his wife Sue decided to circumnavigate the world — something he had never achieved during his 37 years in the Service.

### Permission

It had taken them two years to obtain permission to transit China in their own vehicle — and according to the Chinese authorities they were the first Westerners to be allowed to do so since the late 1950s.

Their route took them from UK to the USA, across Canada, to Hong Kong and from there

to Xian where they joined the Silk Road, following the Great Wall across the Gobi Desert.

Three weeks after entering China they crossed into Pakistan via the 16,000ft-high Khunjerab Pass. Then it was via Baluchistan, Iran and Turkey, to Europe. After crossing Bulgaria, Romania and Hungary they re-entered the EC, returning to UK via the Channel Tunnel two months to the day after leaving Hong Kong.

Now, from their retirement home in Devon the Ballers are laying plans for another overland marathon — this time to Africa where the Captain once served as RN Liaison Officer Mombasa.

## Cooke's privilege!

COMMODORE Jonathan Cooke, serving at MOD London, has received the Freedom of the City of London.

The Commodore, who was a past captain of the nuclear submarine HMS Warspite, was accompanied at the ceremony by two members of the Warspite Association, of which he is patron.

Shipmates Stanley Lawrence (chairman) and Tug Wilson served in the preceding Warspite, the battleship wrecked off Cornwall while under tow to the breakers in 1947.

### Tournament Information request

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 2 Star  
 Preferred month  February  March  April  May  
 June  July  August  
 If accompanied, companion is a  Player  Non-player  
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## Class of '29 reunited

MEMORIES of life in the Royal Navy of the 1920s were recounted in style when these eight retired officers — three of them admirals — met for a reunion to celebrate the 65th anniversary of their joining the Service.

All now in their eighties, they joined the monitor HMS Erebus in September 1929 as 18-year-old cadets in the Collingwood Term of Special Entry.

Their luncheon party in the Wardroom Mess of HMS Nelson was also held to cel-

brate the 25th anniversary of one of their number — Admiral Sir Horace Law — in the appointment of C-in-C Portsmouth.

The eight are (front l-r) Cdr P.E. Yonge, Admiral Law, Cdr H.F. Waight; (middle row l-r) Cdr H.C.D. Boase, Vice

Admiral Sir Ian Hogg, Rear Admiral David Williams; (back row l-r) Lt Cdr P.M. Whatley, the group's term cadet captain who presided at the luncheon, and Cdr C.H.A. Harper.

Picture: LA(PHOT) Tony Power



## Look, no handlebars



Picture: LA(PHOT) Taff Richards

TRIKE as he might CPO David Williams can't imagine a better way of cruising the roads of Cornwall than aboard his 21-gear recumbent tricycle.

He claims it's safe, aerodynamically efficient, stable and great fun. But at £1,300 it wasn't cheap.

When he isn't being a laid-back cyclist, David works as a radiographer in the medical centre at RN air station Culdrose.

Off duty times see him sharing his enthusiasm for unusual cycles with his wife, Maggie, who rides a recumbent bicycle. Perhaps it all goes to show that cycling couples who recline together remain together.

## DENTIST BYTES PRIZE



A SOUND package of computer support equipment is now standard in Royal Navy dental clinics thanks to Surgeon Cdr(D) Stephen Lambert-Humble.

His determination and expertise in almost single-handedly ensuring the provision of this specialised equipment has won him the prestigious Harvey-Fletcher Prize for Dental Officers, which may not be awarded more than once in three years.

Stephen, who became Adviser in General Dental Practice (Navy) last year, is also Commander Dental Training at HMS Nelson and supervisor of the Navy's Dental Vocational Training Scheme.

He is the first serving dental officer of any of the Services to be a member of the Dental Surgery Assistant Examining Board Council.



## Kennedy clan for the Navy

PROUD as Punch was WO(OPS)(S) Paddy Kennedy, who travelled down to HMS Raleigh to see his daughter Vicki pass out as a Wren Dental Surgery Assistant.

Paddy has served with the Royal Navy for 24 years and of his numerous ships two favourites were the fourth Ark Royal and HMS Coven-

try. He is currently serving at Northwood.

Meanwhile, Vicki has moved on to Part II training at HMS Nelson.

## ARTISTS SHOULD READ THIS!

In spite of the enormous pressure of work in the services today there must still be people who find or make the time for their favourite recreation - all work and no play ...!

If this happens to be drawing, painting or sculpture the Armed Forces Art Society exists to help.

Founded in 1925 the Society holds an exhibition in London every year where about 400 works go on show and a good number are sold. This brings together the artistic talent of serving people and their spouses with the work of ex-service artists many of whom have turned professional. This mix provides a wonderful opportunity for learners - aren't we all? - to develop their talent. Hints, tips and advice are always available and more formal tuition can be arranged.

The next exhibition takes place in March 1995. Don't miss it!

If you or your spouse draws, paints or makes sculpture and would like to know more about the Society or would just like to see the show (you will be sent personal invitations to the opening preview), please fill in the coupon below and return it to the Secretary.



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## Wrens at sea: More bids on offer

NUMBERS of women available for sea service has now reached a steady state, but there are some areas where opportunities still exist for a limited number of non-sea service ratings to apply for sea service.

Applications are invited from female senior and junior ratings in all the branches which have a sea liability, except junior Writers.

Applications from ratings in the WA, ETS and Tels branches will only be considered in conjunction with a branch transfer or sideways-entry request.

The applications should be made on RN Form C240. Once an application is accepted by Captain Naval Drafting, personnel are committed to a liability for sea service for the remainder of their careers.

DCI RN 196/94

AIM of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

# Rethink on upkeep challenges old ideas

A MAJOR new review which challenges the Navy's traditional approach to maintenance of ships and equipment has been launched with the aim of making upkeep more efficient and cost-effective.

The review of Maintenance (ROM) is supported by the Procurement Executive and Naval Support Command and is set against the background of savings-led changes in operating cycles and the lengthening of intervals between dockyard maintenance periods.

The maintenance requirements of the Fleet are to be re-defined, the review using the techniques of Reliability Centred Maintenance (RCM) whenever cost-effective.

Review objectives are to:

- Bring availability of the Fleet to its most efficient state.
- Reduce the through-life cost of maintaining ships and submarines without reducing safety, performance or availability.
- Ascertain the engineering implications to modify upkeep and operating cycles for ships and submarines.
- Ensure that the operational, cost and safety implications can be audited.

The review will take in all structures, equipment and systems in the Fleet's vessels, including aviation facilities, but excluding aircraft and their ground-support equipment.

In the past naval engineering and safety standards have generally worked on the "intuitive belief" that reliability of equipment is related to operational age. This has led to frequent overhaul of equipment whose functional performance did not warrant it.

This maintenance strategy is now regarded as deficient because calendar-based maintenance is not the most suited to preventing functional failure, while excessive maintenance can lead to reduced reliability and excessive cost.

### Assessment

Through Reliability Centred Maintenance, each system or piece of equipment will be subjected to an assessment of its importance in relation to mission and inter-dependence on other systems. From that assessment Functionally Significant Items (FSIs) will be identified.

Each of those items will then be examined to determine in



'He's bought shares in a firm making grey paint for warships!'

what way it could fail and the consequence of any failure. The analysis will provide the information necessary to compile a new preventive maintenance schedule.

Once a schedule has been agreed for a class of vessel, necessary changes will be made to spares, tools, test equipment, documentation, manpower resources and to organisation or infrastructure. The upkeep cycle of classes of vessels will also be reassessed.

Reliability Centred Maintenance will often challenge existing concepts. By understanding the way in which items fail, and linking the consequences to maintenance, resources can be better targeted.

A draft Naval Engineering Standard is being validated on a range of selected equipment to assess the benefits of RCM, and will be completed by mid-1995. An analysis will also be conducted on Hunt-class mine countermeasures vessels.

The review team will com-

prise a Commander, four lieutenant commanders and three warrant officers, while an additional, temporary team is being established to co-ordinate work involve the Hunt-class vessels.

DCI RN 199/94

## Medical changes

THREE senior appointments have been cut in a reorganisation of the headquarters of the Medical Director General (Navy).

The job of Surgeon Rear Admiral (Support Medical Services), has been combined with that of MDG(N) while the tasks of Surgeon Commodore (Naval Medicine and Training)/Dean of Naval Medicine are now the responsibility of the newly created Director of Medical Training and Research (Navy) — D Med T&R.

Command Medical Officer is

the third post to disappear. His RNR responsibilities have been assumed by the Director Medical Organisation, and his occupational and environmental duties by the Director of Health (Navy).

There are no changes in the tasks of Director Medical Personnel, Director Navy Dental Services, or Director Naval Nursing Services.

DCI RN 193/94

## Meals on wheels

THE Royal Naval Cookery School is moving from St Omer Barracks, Aldershot, to a purpose-built training facility in HMS Raleigh.

Relocation has been taking place over a gradual period and will be completed by December 9. Training at Aldershot ended on November 4 and will restart at Raleigh on January 4. (See also back page).

DCI RN 195/94

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## LIGHT TASK IN TUNIS



LIGHT DUTIES in Tunis for HMS Birmingham came when the Type 42 destroyer berthed there for an operational stand-off.

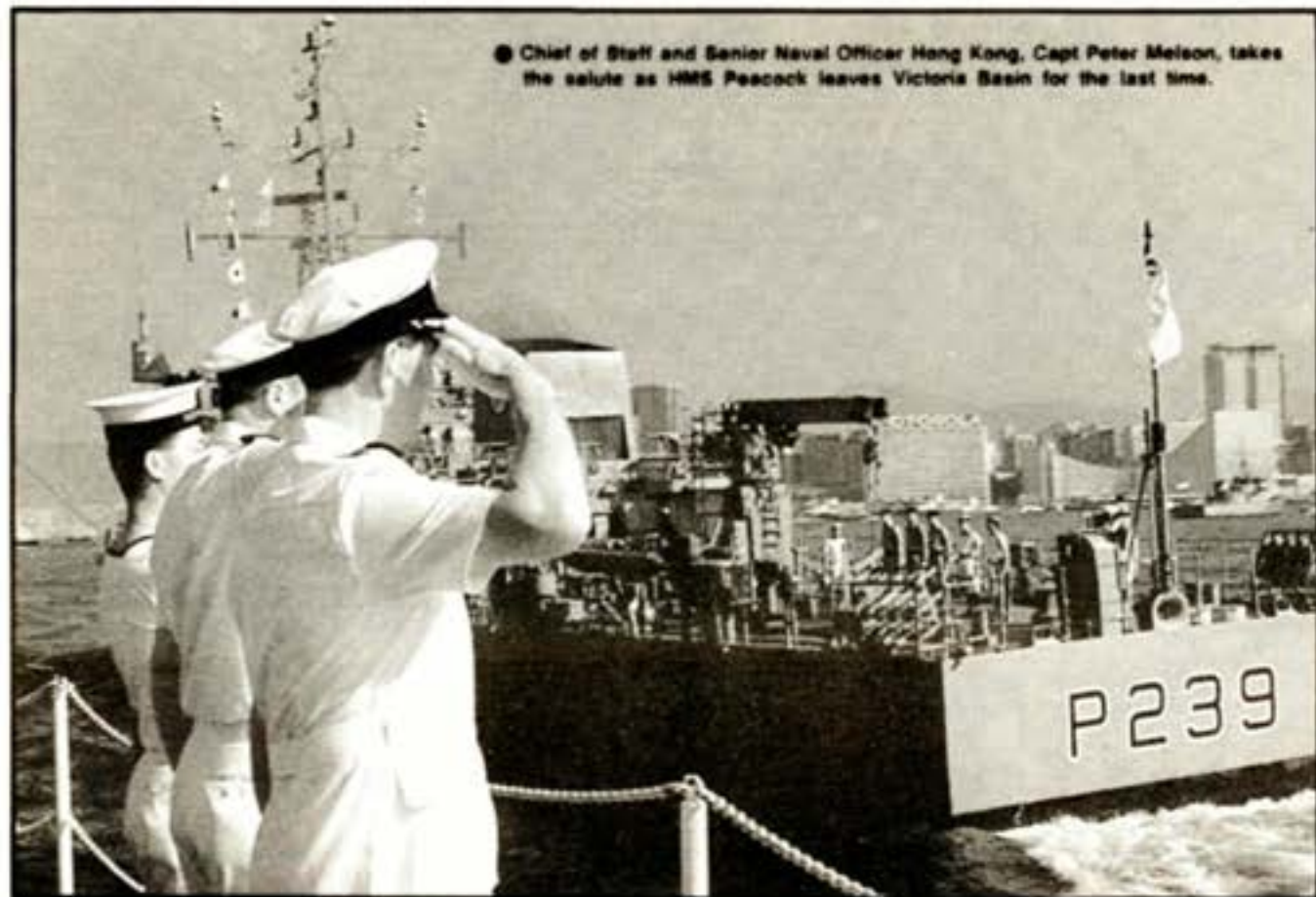
Having completed Exercise Dynamic Guard in the eastern Mediterranean, and navigational training among the volcanic islands north of Sicily, Birmingham arrived at the Tunisian port on October 20 for a five-day visit.

A trade seminar was opened on board by

the British Ambassador, and a tour of the ship was laid on for the Defence Attaches of Algeria, China, Egypt, Spain, Turkey, Italy, USA and Russia.

A party from The Royal British Legion, who were visiting war graves, also took the opportunity to tour the ship, and a children's party was held on board for 15 orphans from a local home.

# Navy's farewell to former home



● Chief of Staff and Senior Naval Officer Hong Kong, Capt Peter Melson, takes the salute as HMS Peacock leaves Victoria Basin for the last time.

THE THREE ships of the Hong Kong Squadron sailed out of the former naval basin at The Prince of Wales Barracks for the last time last month. Victoria Basin was home to the Squadron until the relocation of HMS Tamar to Stonecutters Island in May 1993.

The patrol craft HM ships Plover, Starling and Peacock will be the last naval vessels to use the basin which will eventually disappear to become part of the Wan Chai-Central reclamation, ending 90 years of history for the Royal Navy.

Victoria Basin has played host to innumerable illustrious ships of the Fleet and many foreign naval vessels have had the privilege of berthing there on visits during the past years.

● In a fine display of Joint Service co-operation the Commander British Forces Hong Kong, Maj Gen Bryan Dutton, is winched under the supervision of Flt Sgt Grant Robertson from a Wessex of 28(AC) Sqn RAF to the deck of HMS Plover, on exercise in the South China Sea.



## Pelorus scuttled in South Africa

THE minesweeper which led the Allied invasion of Europe on D-Day has been ceremonially scuttled at False Bay, South Africa.

### Admiral visit to Canada

DURING a visit to Maritime Forces Pacific, based at Victoria, British Columbia, CINCFLEET Admiral Sir Hugo White met with the commander, Rear Admiral Bruce Johnson (right), and the commanding officer of HMCS Vancouver, Cdr Brian Matthews (centre).

The Admiral was briefed on the maritime operational capability of the Canadian armed forces and was given a tour of the patrol frigate Vancouver after which he then gave an informal presentation on British defence policy and the RN to Young Officers at the Naval Officers Training Centre.

SAS Pietermaritzburg, formerly the Algerine-class ocean minesweeper HMS Pelorus, was one of the first ships acquired by the South African Navy at the end of the Second World War.

Her fighting days came to an end in 1946 when she was put on the reserve list but she retained her claim to fame as the adopted ship of film actress Vivian Leigh, wife of Sir Laurence Olivier.

#### Training ship

After HMS Pelorus was renamed HMSAS Pietermaritzburg, in Durban, she underwent a refit and was recommissioned as a midshipman's training ship and afterwards as an accommodation ship for the men of the mine countermeasures flotilla in Simon's Town.

Efforts to save the ship had been made both in South Africa and the UK with the idea of berthing her at the V&A Waterfront, but the poor condition of her hull and decks, which were streaked with rust, made this impossible.

With no hope of being salvaged the South African Navy took the decision to give her a fitting farewell and she was finally scuttled with full ceremonial honours.

### Flight plan

AS PART of a fund-raising campaign to keep the Royal Navy Historic Flight airborne four naval planes, based at HMS Daedalus, Lee-on-Solent, went for auction last month.

Naval aircraft which came under the hammer included a Fairey Gannet, a North American Harvard, a De Havilland Tiger Moth and a Hawker Siddeley P1127, all of which required work to get them airborne again.

The RN Historic Flight, based at Yeovilton, Somerset, flies two Fairey Swordfish and a Firefly and is to lose funding from the MOD next year.



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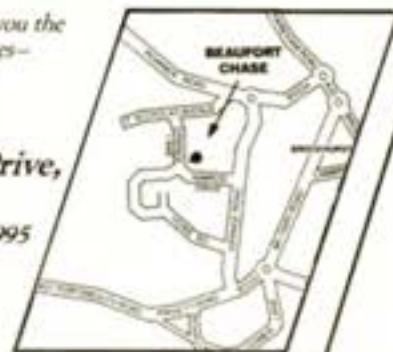
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## NEWSVIEW

### Singled out for praise

EIGHTY years ago this month few Royal Navy men were looking forward to spending Christmas at home. Thousands of them had already perished in the "war to end wars" — most recently in the Battle of Coronel, about as far from home as it was possible for them to be (see page 24).

It is a terrible irony that 80 years on some of their 1990s successors are likely to come under fire during the festive season in Bosnia, in whose capital of Sarajevo was fired the first fatal shot of World War I.

This year's British Legion Poppy Appeal was launched at Portsmouth in HMS *Illustrious* — a particularly appropriate venue, her Commanding Officer noted, since she is shortly to be on her way to the Adriatic to do her bit to help minimise the miseries of the current war in the Balkans.

The reduced size of the Fleet has meant that the deployments its units are required to sustain are being steadily lengthened — since there is no slackening of commitment.

Yet the Navy has lately shown that it can sustain them. For today a single unit such as the nuclear-powered Fleet submarine HMS *Splendid* is able to exert a more subtly persuasive influence on world affairs than was managed by a massed review of Dreadnoughts in the pre-1914 era.

Old timers may point back to separations from hearth and home that lasted for years rather than months — but expectations of "quality of life" are now far different in all walks of life.

#### Power projection

What *Splendid* has just done cannot be minimised on that count, though. Being cooped up even in a comparatively spacious nuclear submarine at sea for 122 days, is no joke — the novelty soon wears off, as the very few privileged observers who have occasionally been embarked as passengers for just a few days' passage will testify.

Her five months of intense "power projection" in parts of the globe that currently exercise the thoughts of strategic planners have demonstrated the UK's ability to back up her allies with muscle as well as rhetoric.

And if a more lengthy time on station is needed to provide a yardstick for standards of service, then 845 Squadron's two years in Bosnia measure up very well indeed.

Next year the British Legion plans to release half a million balloons to commemorate roughly the same number of British lives lost in a conflict that reshaped the map of Europe.

At the moment the Royal Navy is working to try and ensure that the balloon does not go up again in a corner of Europe where once again far too many lives have been lost, rather too uncomfortably close to home.

HMS *Splendid* has returned to the Clyde Submarine Base after a five-month 'power projection' deployment east of Suez that kept her at sea for 122 days.

Her progress through the Indian Ocean to the Far East and back follows HMS *Triumph's* record-breaking 46,700-mile return trip to Australia last year and proves once again the Royal Navy nuclear submarine flotilla's ability to deploy at very long range to conduct and support prolonged operations worldwide.

*Splendid* — commissioned in 1981 — is commanded by Cdr Nigel Hibbert. After exercising with US Forces, her outward journey had taken her via the tropical atoll of Diego Garcia in the British Indian Ocean Territories.

A nine-day period alongside saw her ship's company join those of the Upholder Class submarine HMS *Unicorn* and the RFA *Diligence* in the American 4th July celebrations.

While work was carried out

preparing the boat for the continued transit east, rest and relaxation included some fun with other denizens of the deep — swimming with giant turtles. The USN was meanwhile challenged — and beaten — in two sailing races, with points going towards the annually contested Read Cup Trophy.

After a further period of exercises, *Splendid* passed through the Malacca Straits to Singapore for a seven day visit. The opportunity was taken to fly out families while the Command Team was kept hard at work in the shore trainers preparing for Exercise *Starfish*.

This important two-week international fixture involved 29 ships and 3,500 personnel from the UK, Australia, New Zealand, Malaysia and Singapore — and allowed *Splendid* the chance to prove Britain's ability to support her allies in this far-flung area.

Following a fast transit, her

# Splendid show, chaps!

last port of call was Dubai in the United Arab Emirates — where her presence at a time of tension reinforced the locals' perception of the UK's commitment to security and stability in the region.

During her time away from home, *Splendid* was visited by the C-in-C Fleet, Admiral Sir Hugo White, and the Flag Officer

Submarines, Rear Admiral Roger Lane-Nott.

● HMS *Unicorn*, which paid off in October after one of the shortest peacetime commissions of any Royal Navy vessel, has now been retained in service for a short time "for operational reasons."



● Hands to bathe in six different seas and oceans — HMS *Splendid's* ship's company struggle to stay cool in the world's warmest waters.





# Heat's turned up in Adriatic

AS A RESULT of heightened tensions in Bosnia HMS Invincible's time at sea, operating in support of British troops ashore, has been increased and has meant forthcoming port visits have had to be reviewed.

## FLAG FLIES AMID RUINS

FLYING the White Ensign at the "sharp end" in Sarajevo is a group of RN and RM personnel serving in the heart of United Nations Protection Force, on the staff of Bosnia-Herzegovina Command.

Lt Cdr Fred Price joined the staff of Lt Gen Sir Michael Rose and was appointed Senior Naval Officer Bosnia (SNOB to his friends). He has worked in many of the major hot-spots including Vitez, Maglaj, Tuzla and Mostar covering such matters as POW exchange negotiations and chairing the humanitarian emergency response team relief effort during the Gorazde crisis.

Also serving on the staff is LWWR Jean Black, who, as his personal assistant, has accompanied Gen Rose and his staff on operational visits, and C/Sgt Pete Hawkins, from 40 Cdo, who works as chief clerk G3 operations at the heart of the very busy ops room.

PO(Phot) Pete James, the fourth member of this unique quartet, works in the press information office photographing the international forces based in Sarajevo.

Below: Amid the ruins of Sarajevo's city hall and library are Lt Cdr Price, LWWR Black, PO(Phot) James and C/Sgt Pete Hawkins.

However, before she had to step up her programme she managed to fit in a visit to Naples where her ship's company were able to travel to Pompeii, Sorrento and Capri. During a visit to Rome a group of 30 officers and ratings were also granted an audience with the Pope.

While at sea the ship has hosted many visitors with regular exchange programmes being arranged with the Army ashore in Bosnia, the US Navy and HM submarine Tireless.

VIPs have included the Second Sea Lord, Admiral Sir Michael Layard, and the Minister of State for the Armed Forces, Sir Nicholas Soames, who enjoyed a few days on board before continuing on a fact-finding tour of the former Yugoslavia. Vice-Admiral The Hon Sir Nicholas Hill-Norton, DCDS(C) and Rear Admiral Trewey also paid brief visits.

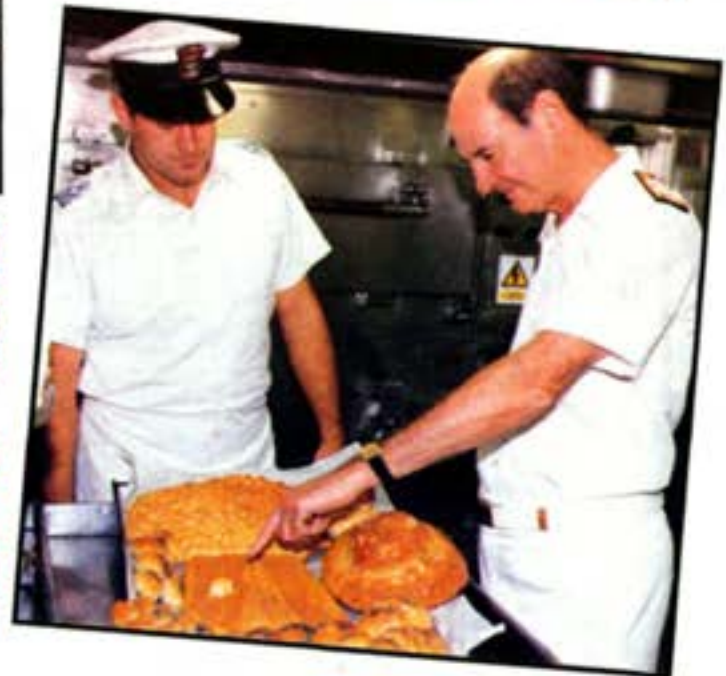
### School restoration

HMS Invincible is maintaining six people ashore in Bosnia to help the Army in the restoration of a school in Bugojno, near Gornji Vakuf. The school had been badly damaged in the fighting between Muslim and Croats and requires extensive restoration. Lessons will soon recommence although the restoration will be an on-going project throughout the deployment.

HM ships Coventry and Cumberland left Devonport last month for deployment in the Adriatic. HMS Coventry relieved HMS Brave for duty with Operation Grapple while HMS Cumberland headed off for a tour with Standing Naval Force Atlantic. She is expected to be on patrol in the Adriatic having taken over from the Portsmouth-based destroyer HMS Nottingham.

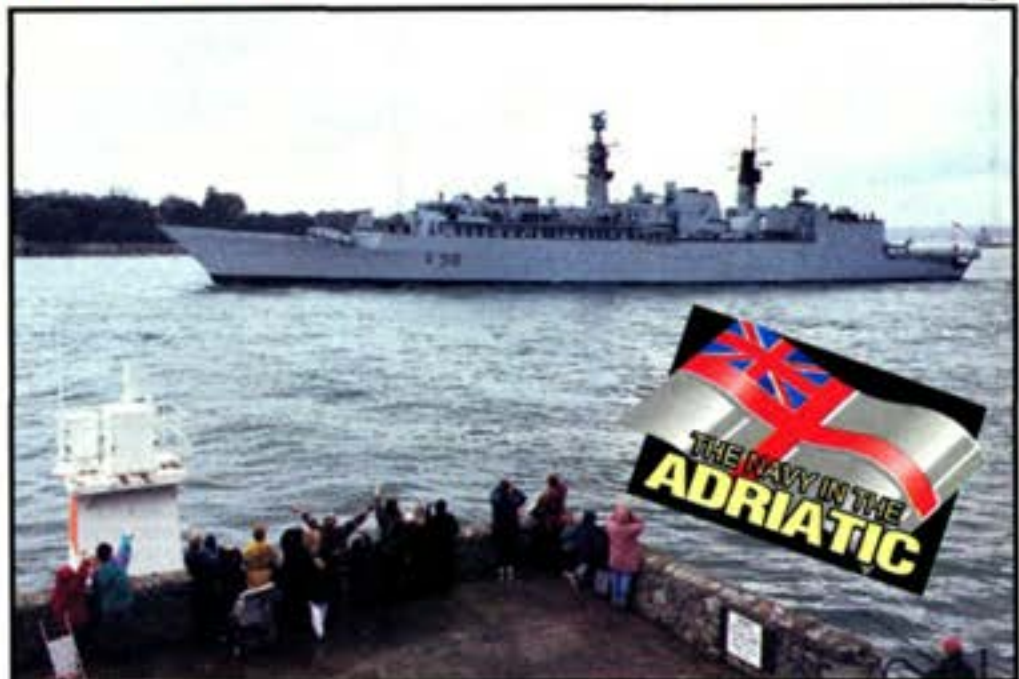


● Above right: Minister of State for the Armed Forces, Sir Nicholas Soames, stirs a vital ingredient into Invincible's Christmas pudding watched closely by deputy supply officer Lt Cdr Chris Charlton, CK Gittins and POCK Fearon.



● Right: POCK Fearon welcomes the Second Sea Lord, Admiral Sir Michael Layard, to the ship's bakery.

● Above left: Chief of the flight deck, CPO Wilkins, prepares to launch a Sea Harrier for the 1,000th operational sortie as part of Operation Deny Flight over Bosnia.



● HMS Coventry leaves Devonport for duty in the Adriatic.



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Drawing more and more players, Portsmouth indoor tennis dome is a joint local authority/Royal Navy venture. Officially opened in September 1993, it is run on pay-and-play terms — ie, there are no members. The framed fabric structure houses four Plexicushion courts and eradicates the "rain stopped play blues". The dome replaces an airball blown down in the gales of 1989.

# PLAY UP



Soccer pitch No 1 lies within the synthetic track.

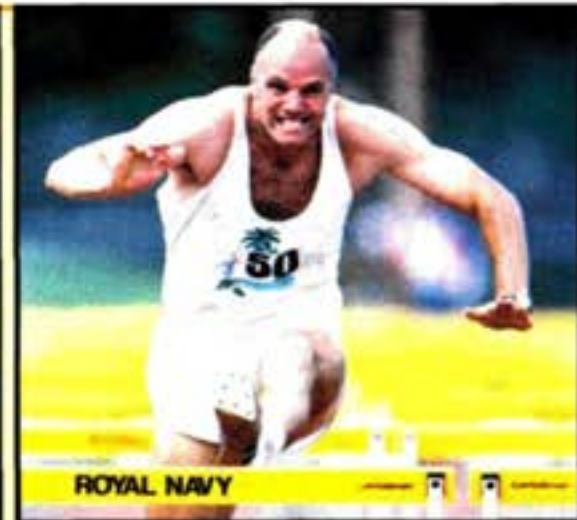
Soccer pitch No 2. Burnaby Road

HMS Temeraire, with its swimming pool, gymnasiums, fitness room, and squash and tennis courts.

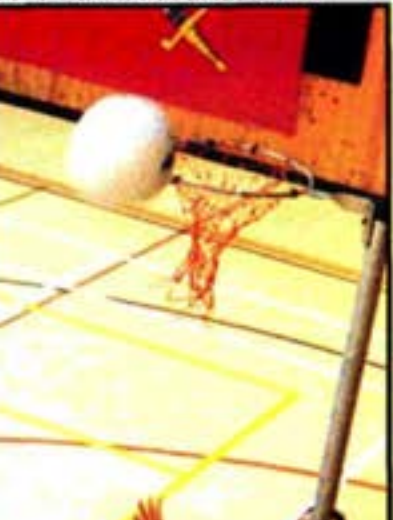
Rugby pitches No 1 and No 2. Work is in progress to floodlight No 1.

Artificial turf pitches — proving extremely popular.

County-class wicket used by Hampshire's 1st and 2nd XIs as well as the Navy.



ROYAL NAVY



# POMPEY!

## Splendid jewel of the Royal Navy's sport-for-all crown

BACK in 1989 a study team was set up to look into ways of reducing MOD(Navy) land holdings on Portsea Island. The main conclusion of the study was that remote sports grounds should be sold off and a portion of the proceeds used to finance improvements to remaining sports fields.

A project to bring about major improvements to the sports facilities at Burnaby Road east and west was started on February 7 this year and completed at the end of August.

The works, undertaken by Thomas Vale Construction Ltd, cost £2 million and put the seal on this sporting complex as one of the finest in the country.

With the 1994 improvement project complete, the complex now offers:

- Ten sports pitches, including four under floodlights and two of artificial turf.
- A floodlit athletics track.
- A sports centre boasting a 33m swimming pool graduating in depth to 4m; two gymnasiums — the Fleet gym and the Royal Navy PT Schol gym; and a fitness suite furnished with the latest in fitness and weight training equipment.
- An indoor tennis dome — a joint venture between the local authority and the Navy.
- Five grass and three hard tennis courts.

● Two cricket wickets, one grass and one synthetic.

● Four glass-backed squash courts.

The Navy's premier hockey, soccer, rugby and cricket pitches are all located at Burnaby Road and, indeed, the venue has won an approval at RN, Inter-Service and Combined Services level.

### Constant demand

Both the floodlit areas and the artificial turf pitches are in constant demand; the former from 1600 to 2100 hours and the latter from nine in the morning.

At those times when the Navy is not at liberty for sport local schools get the benefit of many of the facilities, particularly the ATPs. From the Senior Service's point of view this exercise wins both in terms of public relations and in increasing the fitness and team spirit of

our young people, in accordance with the National Curriculum.

However, all the facilities are used predominantly by RN personnel.

The ATPs have already become a firm favourite with players of all standards both for training and competitions. Potential users are reminded that these pitches can be used 365 days a year, 24 hours a day, whatever the weather.

Burnaby Road is also used as a home venue for United Services teams, allowing some members of the Army and RAF an insight into this sporting complex, which is the envy of the other Services.

The Burnaby Road sports facilities are situated just 800m south of Portsmouth Naval Base's Victory Gate.

Service personnel may bring their dependants on to the complex with their ID card. Dependants wishing to use the facilities unaccompanied may apply for a dependant's pass from HMS Temeraire.

All bookings for outdoor pitches should be made through the Ground Allocation Officer on Portsmouth Dockyard ext 24286. To advertise on ATP and other hoardings ring Kevin Porter on 0705 814779.



Aerial picture: LA(PHOT) Richard N. Thompson





## Model of her kind

For most of her 24 years, the Royal Naval snow rigged sloop Cruiser had "no remarkable event to record". From 1753 to 1772 she was employed almost continuously on patrol and convoy work in home waters.

Hers is a story of patient duty in all weathers, chasing off insurgent French fishing craft and keeping a lookout for smugglers.

But she was thus an integral part of the "wooden walls" that kept Britain safe in that era — and so a worthy example for a typical RN sloop model.

Ron McCarthy uses her as the basis of his Building Plant-on-Frame Ship Models (Conway Maritime Press £20) because she is also a simple example of a single-decked ship that nevertheless incorporates all the structural

and rigging practices which can be applied to any ship of this era.

Nearly 200 pages are packed with step by step drawings and tips and dodges — caulking, for instance, can be represented by cutting a batch of suitable planking lengths and gluing them edge on to a strip of black paper.

There is no room for short cuts, though — the author warns that many societies, where a model is submitted for awards, will not accept it unless every part has been made by the modeller. They will reject it out of hand if they suspect it has purchased parts built into it.

## At Your Leisure

# Messed up Christmas message

FEW memoirs have been penned by artificers, so John Gurr's view from the engine room *In Peace and in War* (Square One, £12.95) fills a notable gap notably well.

A career that began over 70 years ago in the battleship Emperor of India trawls through the piping days of peace with a good deal of period detail and personalities — with shipboard visitors as diverse as Ramsay Macdonald and Douglas Fairbanks Snr — to a wide-ranging war that opens with the Battle of the River Plate (the author then serving in HMS Ajax), moves to the Mediterranean theatre during its most intense phase and winds up in the Pacific.

It was, above all, a busy war for any of Gurr's unromantic but strictly necessary calling — and there was no let-up even after the end of hostilities, by which time he had understandably had enough and only wanted to return home to his family, — despite a recommendation for warrant rank, which on

this showing he would probably have achieved, as well as further promotion.

The decision to call it a day was probably underlined by a memorable Christmas at Hong Kong, when most of his messmates celebrated not wisely but too well, leaving the author with a massive clean-up operation in addition to his regular duties — and he objected strongly when the senior engineer wanted all engine room staff on the quarterdeck with the rest of the ship's company to hear an address by the squadron's newly-arrived Rear Admiral.

This turned out to be a classic time waster of its kind: "I have come to tell you how lucky you are to have been out here to fight the Japs, and I am sorry that I only arrived out here two

days after it was all over . . .".

— JFA

## Cool cat



SIMON of the Amethyst, the only cat to receive the animal 'VC,' the Dickin medal — from Silent Heroes, The Bravery and Devotion of Animals in War by Evelyn Le Chene (Souvenir Press £15.99).

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## Shell work sold from scratch

Two nautilus shells and a green turban shell, engraved with Brunel's ships Great Britain, Great Eastern and Great Western by C. H. Wood of High Street, Poplar — from *A Celebration of the Sea, the Decorative Art Collections of the National Maritime Museum* by Rina Prentice (HMSO £24.95).

Wood was a carver of shell and horn who produced many copies of the same design on nautilus and other shells and is known to have sold examples on board the Great Eastern when she was at New York on her Maiden voyage in 1850.

Most of the objects featured here date from the 18th and 19th centuries. "In many ways it is a history of the relationship between the Royal Navy and the British people, as expressed through popular art," writes BBC Antiques Roadshow host Hugh Scully in the foreword.

"No other country in the world can claim such a unique bond between a branch of military power and the people it exists to protect . . . Having spent many an hour foraging through naval bookshops in Plymouth, Portsmouth and Greenwich, in the vain search for such a comprehensive work, I shall treasure this new volume more than most . . ."



## — and another kind of cockleshell hero

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When a pair of divers are

trapped beneath the ruins of a North Sea oil rig Cockle, his wife and grandchildren set off to do battle with a giant eel, a

monster crab and an unexploded bomb.

With due acknowledgements to Captain Nemo, of course . . .

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# Dogged tale of a single own goal survivor

IN March 1943 the British-built cargo ship Doggerbank was torpedoed and sunk off the Azores by U-43. Approaching to make sure of his long-awaited first 'kill' Oberleutnant zur See Hans-Joachim Schwantke thought he heard the survivors calling out in English. Satisfied, he moved away and left them to their fate.

For many of Doggerbank's crew English was actually a second language — one of them had spent 30 years of his life in the USA and spoke more English than anything else.

But German was their mother tongue, for the Doggerbank was a blockade runner, formerly the Speybank, captured in the Indian Ocean two years before and now fallen victim to a tragic 'own goal' on the last leg of a 10,000-mile voyage from Japan with cargo of raw materials essential to the Nazi war effort.

It is likely that Schwantke realised his mistake — Doggerbank had planned to rendezvous with a U-boat on her way into Bordeaux, was on her own and steering a straight course, whereas Allied ships usually travelled in convoy, zig-zagging to make it harder for German submarines to attack them.

## Bombed

Less than five months later U-43 was back off the Azores again, laden with mines, when she was bombed by an Avenger and blew up like a gigantic firework.

It was a quick, if ferociously spectacular end for Schwantke and his crew — but that of the immediate survivors of Doggerbank had been hideously protracted.

Their ordeal is described in

The Survivor (Lee Cooper £15.95) — for in the end there was only one, Fritz Kuert, from whose testimony Hans Herlin has woven one of the outstanding unsung sea epics of World War II.

## Madness

One by one, Kuert saw his companions in the dinghy he grabbed as the ship went down (it had dragged him down 30ft: "Hang on... a boat will rise to the surface quicker than a man," his instincts told him) slowly succumb to starvation, thirst and eventual madness during the 26 days before he was picked up by a Spanish tanker.

Several of them — Doggerbank's elderly, quietly heroic but finally despairing master included — had taken the easy way out and shot themselves.

Kuert alone stuck it out. Surviving against all the odds, he was sent to the United States as a POW, later exchanged in Switzerland — and home at last found himself, not surprisingly, to be an embarrassment to the Nazi regime.

His determination to speak out on behalf of his shipmates at once sent him into confinement under the supervision of the SS — whence he escaped under cover of an air raid to spend the rest of the war holed up in a friend's flat in Hamburg.

# BIG BAD JACK!

SUPPOSE, asks the new Jack Nicholson film, there really was such an article as a werewolf. How could he have arrived at the condition? How would he manage in a modern urban society? And just what are the properties of a werewolf anyway?

Wolf, as it's not very boldly called, qualifies as the first quasi-realistic treatment of the old legend, up to now mostly the province of ham actors like Lon Chaney and associated with special effects that were state of the art circa 1959. (*An American Werewolf in London* 21 years ago was a notable exception).

Nicholson plays an ageing, rather downtrodden executive in a publishing firm. After receiving a slug of werewolf virus (night, a country road, a bite from a wounded animal) he is transformed: more youthful, more dynamic — but suffering from worrying blackouts which usually coincide with newspaper headlines about atrocities in the city park...

In its final passages, the movie opts for all-out melodrama, but the big part of it aims to be a witty, adult rendering of a preposterous subject.

Michelle Pfeiffer makes for a resourceful heroine-in-distress; James Spader is hissably villainous, and Nicholson himself goes characteristically full-tilt at a part which allows him to escalate from the retiring to the rampaging.

'Rampaging' is also the defining characteristic of Geronimo, the Apache war chief who for 20 years scorched up and down Arizona and New Mexico, to the frustration of the US Cavalry and the alarm (well justified) of the white settlers.

Cast in the form of a memoir — by an army lieutenant who played a minor role in the proceedings — the film is to be commended for sticking closely to the known facts, even when the temptation must have been strong to interject some sort of fictional structure.

Wes Studdy is imposing in the title role and the prestigious supporting cast includes Gene Hackman as the humane General Crook and Robert Duvall as a tough-as-old-leather army scout.

The film is far from a traditional western affair of good guys and bad guys, though it certainly includes a full quota of gunfights and pitched battles. But if you're interested in an engrossing, responsible account of a complex — morally and politically — episode of American frontier history, this is the film to see.

Here's a dilemma: you've



Beauty and the beast — Michelle Pfeiffer meets Jack Nicholson, typecast as a modern werewolf in *Wolf*.

## Screen Scene

made a big hit movie, earning millions worldwide. Obviously, these days, you want to produce a sequel. But like a fool you've already deprived yourself of the one character who was most responsible for the original film's success. The actor won an Oscar, but the character is buried out there on the lone prairie.

What to do? Well, there's money to be made, so... "I ain't Curly," snarls Jack Palance, "I'm his twin brother." Thus, shamelessly, does *City Slickers II — The Search for*

*Curly's Gold* resolve its little difficulty, and allow the proceedings effortlessly to reproduce themselves. Billy Crystal, the star/producer, is a comedian firmly in the Bob Hope tradition, spraying out self-defensive wisecracks as the slings and arrows of outrageous scriptwriters whiz all around him.

However, even Hope never had to come up with a line in response to a pal's plea, after being bitten on the bum by a rattler, of "Suck out the poison! Suck out the poison!"

Eighteen years later, on the outskirts of that city, he called on the former C-in-C U-boats — hoping for what?

## Injustice

Doenitz, full of his own sense of injustice after ten years in Spandau, said Schwantke, had he survived, would probably have been court-martialled and acquitted: "You can't make an omelette without breaking eggs... a regrettable combination of circumstances" was the last Fuhrer's verdict on the affair.

Kuert had two more appointments with retired admirals scheduled for the day. He decided not to keep them.

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CHRISTMAS Day 1937 in the Ear, Nose and Throat Ward of RNH Stonehouse — an SBA holding the turkey and a patient hogging the fire.  
This picture was supplied by ex-AB E. G. Green for Up The Creek, an album to mark the closure of the Navy's Plymouth hospital next year after 235 years' continuous service.  
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## Calling Old Shipmates

**HMS Tenby, J34 Ninth Minesweeping** Florida: Roy Tapping (0202 301903), Arthur (Lofty) Mager (0737 843653) and Jim Dilevston (0626 484657) would like to hear from old shipmates, in particular David Judd, Roy Deadman, Al (Puffheart) Taylor.

**H.O. 188 Squad RM, Plymouth Division, 1942:** E. D. Chapman, 78 Sherborne Rd, Cheddar Heath, Stockport SK3 0SN would like to hear from old shipmates with a view to a reunion. 15 have already been found. 12 are in regular contact.

**HMS Surprise (1952-55):** Bob Bucknall (01279 730776) would like to hear from old shipmates with a view to attending their next reunion in 1997.

**Tal Handaq School, Malta (1975-78):** Anyone who attended the school and who would like to meet up for a reunion contact Sharon Scriveners (nee Carpenter) on 0285 847140.

**HMS Meynell, L82 (1943-46):** Ex-AB E Conway, 78 West Valley Rd, Apsley, Haverly, Herts HP3 6AW (tel. 0442 24591).

**HM ships Havock (1940-42), Scott (1944-46) and Retribution (1952):** Jack Gould, 114 Elm Rd, Leigh-on-Sea, Essex would like to hear from old shipmates, in particular Charles Shields and George Gilligan.

**HM submarines Toreless, Acheron, Atide and Artemis (1952-60):** Ex-CPO Alec Ross, c/o Mr G Atkinson, 171 Easton Rd, Morecambe, Lancs would like to hear from old shipmates.

**HMS Unicorn (1943-45):** Ex-Sig George Nicholas Rogers, 21 Keld Mead, Stainton, Pennine, Cumbria would like to hear from old shipmates.

**HMS Dochet (Canadian Corvette):** T Dutton, 68 Kenton St, Penrith, Cumbria, Anglesay, Gwynedd LL75 8YB (tel. 0248 450722) would like to hear from old shipmates including A. J. Swadkin, Fred E. Latham, George Boston, Ron Darby, Taffy Thomas, Taffy Llewellyn, Fred Kent, Dicky Drew, C. W. Gregory, Bert Molinoux, Lt Col Woods.

**HMS Constance D71 (1947-51):** The Fortyniners Association are looking for shipmates of the 1947-51 period. Contact Ernest Balderson, 43 Old Place, Shefford, Lincs NQ33A 7TH (tel. 0529 413410).

**MTBs 677 and 717, 52nd MTB Flotilla, 1944:** Jim Duckworth, 87 The Howe, Murrishaw, Ramscote, Cheshire WA7 6EE (tel. 0928 718109) would like to hear from Lt A Clayton RNVR, Lt B. C. Robertson RNVR or any other shipmates.

**HMS Falcon, 728 Sqn, Malta (1954-56):** A Stafford, 154 Overwoods Rd, Hockley, Tamworth (tel. 0827 282324) would like to hear from old shipmates, in particular Brian Greenwood, Fred Scates, Scouse Flynn, Scouse Kelly and Nobby Hall.

**HMS Diadem (1944-45):** Bryan P. C. Walker, 124 Elmroseville, Helderup, DK-2900, Denmark, would like to hear from ERA Aubrey L. Wright whose wartime address was 232 Devonshire Ave, Southsea, Hants.

**HM ships Raleigh, 817 Class, 1955:** Cambridge, 129 S.O. Class (1959-60), Finestone (1960-62), Ark Royal (1964-67), Devonport Field Gun Crew (1968) and HMS Diana (1968-69): Terry Moss, 82 Burnest Dr, Witney, Oxon OX8 7LZ (tel. 01293 702814) would like to hear from old shipmates, in particular his best man Eric (Smudge) Smith, Tom Howlett, Steve (Ritchie) Richardson and Warwick Luke.

**HMS Dainty:** Albert Bird, Venulam Rd, Southport PR9 7NR (tel. 0704 26582) would like to hear from old shipmates. Mr Bird, along with Brian Beresford, C. Wyles and C. S. Coad attended the recent reunion.

**HMS Dolphin:** Kath and Norman Voller, 123 Turner Ave, Gosport, Hants would like to hear from their best man STD Ray Hamore, last known serving in HMS Dolphin and living at Rowley. He was married to Anne and has a son called Gareth and a daughter. Kath and Norman would like to trace him in time for their silver wedding anniversary after Christmas.

**HMS Ilustrisip (1944-45):** J D (Russ) Rusted (tel. 0533 418251) would like to hear from Tiger Drayton, last known living in Birmingham.

**HMS Collingwood, W/T 178 Class:** Len Lloyd and others can write to Den Fawcett, 5 Mountain Rd, Glen Barrie, George 6530, South Africa.

**HMS Quailcum, 16th Minesweeper Flotilla:** A Pike (Jack Duff), 3 East Cliff Heights, Radnor Bridge Rd, Folkestone, Kent (tel. 0303 249050) would like to hear from old shipmates. He met up with Harold Barnett and Stan Ross in Dover during the Frontline Britain celebrations earlier this year.

**HMS Greyhound (1939-45):** D T Gardner, 18 Deffside, St Georges Rd, Sandwich, Kent CT13 9WL would like to hear from anyone who survived when the ship was lost at Crete on May 22 1941.

**RN Firefighting and Anti-Gas School, Bickley, Rabourough, Devon (1945-46) and Store Mess Deck, HMS Nigeria (1946-**

**47):** G Blake, 31 Curlew Rd, Oakdale, Poole, Dorset, BH15 3RS (tel. 0202 672314) would like to hear from old shipmates.

**LC5M Flotilla (LC5M 80), HMS Spearhead, D-Day:** Mr G Farnworth, 54 Guesens Grove, Welwyn Garden City, Herts AL8 6RF would like to hear from survivors of the LC5Ms, crewed by Royal Marines, in particular LC5M 80.

**HMS Dolphin II, 1950s:** Ex-CPO Coon Les Thorpe (tel. 0952 248520) would like to hear from ex-CPO Coon Alan (George) Ross and Tommy Edge.

**HMS Tiptoe (1954-56):** Ex-CPO Coon Les Thorpe (tel. 0952 248520) would like to hear from ex-CPO HSD Eric (Phing) Hunter, CEA Philip Trisco and PO RCM Jesse Pye.

**SOCA, Shropshire branch investigating and former submariners to join their recently formed branch which meets at the Oddfellows Inn, High St, Wellington, Telford, Shrops.** Details from Les Thorpe on 0952 248520. Alan Arnold on 0743 244896 or John Marsh on 0952 541295.

**HMS Queen Elizabeth, R Andrews, 12 Mitford Close, Bedfordham, Havant, Hants PO9 3DG (tel. 0705 472248) would like to hear from S/Lt Dunc Newton.**

**HMS Cavalier, ref Gibraltar (1964-65):** Brian (Gunter) Gotham, 7A Millstone Edge, Cheddleton, Stoke-on-Trent ST13 7DU (tel. 0782 550139) would like to hear from ex-LMCE Charlie Mason. Ivor Wilson is already in contact.

**HMS Spurning (1942-44):** Ken (Guns) Higham, 1 Beck Ave, Carverton, North NG14 5UJ would like to hear from old shipmates.

## Over to You

**Fleet Minesweepers:** Jack Williams, 395 Lynton Rd, Backport, FY4 1EB, founder and historian of the Algerines Association, intends to write a book covering the service and history of all Fleet minesweepers of the Second World War — Hallycons, Bangors, Smokey Joes, BAMA and Algerines. He would be grateful for any personal stories or accounts of activities of any of the Fleet sweepers particularly covering Dunkirk (Smokey Joes/Hallycons), Russian Convoys and North Russia (Hallycons), North Africa and the Mediterranean (Smokey Joes/Bangors/Hallycons).

**HM ships Lucia, Ramilies and Resolution:** Mr S.B. Curtis, 2 Abbotts Place, Monkmoor, Shrewsbury, Shropshire SY2 5PY (tel. 0743 359745) would like to hear from anyone who has spare cap tallies for the above-mentioned ships.

**HM tanker Kingston Amber (1941-42):** David Evison, 7 Norris Ave, Hinton-in-the-Hedges, Brackley, Northants NN13 5AN (tel. 0280 700304) is researching his family history and would like information concerning the action in which the late Lt B.H.C. Rodgers RNVR received a mention in despatches while commanding the tanker.

**HM ships Somaliland (1944) Peril (1944) Pitcairn (1945) Carnarvon Bay (1945):** Mrs J. Adams, wife of the late Lt Bob Adams, found a selection of poems among her husband's papers written by S. Iveson and would like to return them to his family. Contact her at 41 Robin Hoods Walk, Boston, Lincs PE21 9EP.

**HM ships Vanquisher and Hardy, Western Approaches 1939:** Mr S. Watson, 9

Gilbert Close, Hemstead, Gillingham, Kent ME7 3QG (tel. 0634 235861) would like information on members of HMS Vanquisher's ship's company at the time the ship collided with HMS Hardy in the Western Approaches. A family member, CPO H.R. Allcorn is thought to have died during the collision.

**HMS Philantia, HQ ship at Loch Erribot, May 1945:** Researcher into surrender of U-boats requests recollections. Contact Washford Post Office, Somerset TA23 0PJ (tel. 0984 40349).

**HMS Maggie and U-249:** Researcher into surrender of U-boats requests recollections of this first boarding in company with HMS Amethyst, May 9 1945. Contact Washford Post Office, Somerset TA23 0PJ (tel. 0984 40349).

**HM submarine Truculent:** The Medway Towns branch of SOCA will not now be organising a memorial service on the 45th anniversary of the loss of Truculent.

**HMS Rannet:** Anyone who has a commissioning book contact S.F. Tuffin, 2 Falconry Court, 7 Fairfield South, Kingston-on-Thames, Surrey KT1 2UR (tel. 081 549 0326).

**HMS Worcester:** Jack Owen, 40 Barrie Dr, Nerang, Queensland 4211, Australia would like a photograph of the old wooden training ship.

**Lt J. M. Moran RNVR, HMS Malvernian:** G. M. Spears, 13 Jacana St, Chadstone, Victoria 3148, Australia would like information about Lt J. M. Moran RNVR who survived the sinking of HMS Malvernian on the Bay of Biscay and became a POW in Colloid.

**HM ships Warwick and Scimitar, Aug 30 1940:** Alan Corbushley, 12 Roberts Rd, Hythe, Southampton SO45 5DJ would like to hear from shipmates who served in the above-named ships and who can remember the SS Volendam, an evacuee ship going to Canada, which was torpedoed by U-60 on Aug 30 1940.

**HM ships Attentive I and II, Dover Patrol (1918-20):** A. Robins, 5 Love Lane, Wakefield, West Yorks WF2 8AG is researching his grandfather's naval history and would like information about ships of the Dover Patrol.

**LCI 161, Lampedusa, June 12 1943:** Mr A. Skelton, 2 Obeders Court, Snodland, Kent ME6 5NF would like information about the ship which had Coldstream Guards embarked.

**White Ensign clubs:** Mr H. Davies, 8 Beaufort Avenue, Southdale, Hereford HR2 6PZ is a member of the Hereford White Ensign Club and would like to know if there are any others in England and Wales.

**Old Cottonians Association — Bangalore:** Pat Mamprin (nee McCoy), 27 Osborne Court, Cowes, Isle of Wight PO31 7DS (0980 290328) would like to hear from Old Cottonians from Bishop Cotton School, St Mark's Road, Bangalore, South India. A newsletter is produced twice a year and an annual reunion held in London.

## Reunions

**Amphibious Observation and Meiktila 148 Cdo Battery RA** will hold a reunion on Aug 4-6 for all former members of 148 Bty and the AO fraternity including former members of the Combined Operations Bombardment Units. Those who have not yet received an invitation and who wish to attend contact AO and Meiktila Reunion 95, 149 Cdo FO Bty RA, RM Poole, Hamworthy, Poole, Dorset, BH15 4HQ.

**Combined Services Assn.** will hold a reunion and drumhead thanksgiving service at Queens Park, Crease, on Aug 20. All proceeds go to SAAFA and the HSL. Details from Jim Davies, 6 Mayor Court, Flag Lane, Crease, Gwyn 36L (tel. 0270 257092).

**RNEC Manadon** will hold a reunion dinner for any past or present Special Duties List engineering officer on March 3. Details from S/Lt Collins, RNEC Manadon, Plymouth, Devon, PL5 3AQ (tel. 0752 553740 ext 81222).

**RNH Plymouth** will hold a Service of Thanksgiving in the hospital on March 9 followed by a small reception. Tickets are available from the Hospital Chaplain, RN Hospital, Plymouth, Devon PL1 3JY.

**HMS Tenby, J34 and F65, Assn** will hold their third reunion at the Trecam Hotel, Babbacombe, Torquay, on May 6-7. Details from Phil Rowe on 061 7477325, or Ray Tapping on 0202 301903.

**50th anniversary of cessation of hostilities, Ceylon:** A reunion will be held in Sri Lanka (Ceylon) on Mar 21-April 11 for ex-Service personnel, spouses and friends and will include visits to war grave cemeteries.

armed forces establishments and low-up country areas. £1,280 per person, all inclusive. Details from R G Harrison, 36 Hartley Down, Purley, Surrey CR8 4EA (tel. 061 660 8458).

**HMS Caledonia, RNATE Rosyth, Grenville Division, Aug 1945:** A 50th anniversary reunion is being planned for July. Details from Bob Tyler on 0329 832632 or Bill Crough on 0256 850417.

**HMS Duke (Malvern), 1941-46** will hold a sixth reunion at Great Malvern on April 6-9. Details from Philip F Brown, "Quinton", Park Rd, Lake Lane, Barnham, W Sussex PO22 0AQ (tel. 0243 551399).

**HMS Pique and S.A.M. Minesweepers (1943-47)** will hold a reunion in Portsmouth on June 6-7. Details from Guss Gagg, 22 St Augustine's Court, London E11 3EQ (tel. 061 556 0367).

**HMS Pearl (1935-46) Crew Assn** will hold their next reunion at Padham, Nr Buryton on March 31-April 1. Details from Geoff Lancashire, 1 Rowsham Court, South Hill Ave, Harrow on the Hill, Middx HA1 3NX (tel. 0181 422 2357).

**HMS Opossum F3:** A reunion is to be held in Birmingham, possibly in May. Any former shipmates wishing to join the association or attend the reunion contact Harry Cameron, 27 Rivington Walk, Thornaby, Stockton on Tees TS11 9QJ (tel. 01642 763918).

**HMS Bullen K468** will hold their seventh reunion at St Edmund's Hotel, Marine Parade, Gorleston, Great Yarmouth on April 22. Shipmates from HMS Goodall are also wel-

come. Details from C W Biverstone, 31 Sands Lane, Outon Broad, Lowestoft NR32 3ER (tel. 0502 561130).

**HMS Cavalier (1944-72):** Anyone who served during the above dates, including reef parties, and who wishes to attend next year's reunion in Portsmouth should contact Sid Anning on 0752 768201.

**LST Club** will hold their annual reunion at the Sandringham Hotel, Southsea on April 7-8. Details from C W Maxwell, 45 New Rd, Water Orton, Birmingham B46 1QP (tel. 021 747 2418).

**2nd Destroyer Flotilla (HM ships Saumarez, Savage, Scourge, Serapis, Swift, Stord and Svenner)** will hold their sixth reunion at the W/Os and CPOs Mess, HMS Nelson on May 27. Send s.a.e. for details to Mr W H Swift, 37 New Rd, Lovedean, Waterlooville PO8 9PU (tel. 0705 591032).

**HMS Venerable Assn** will hold their next reunion at Landudno on March 24-27. Accommodation at the Somerset and Waverley Hotel fully booked but reserve list is now open. Details from Bas Redfern, 64 Coppice Rd, Taik, Stoke-on-Trent ST7 1UA (tel. 0782 764876).

**881 Combined Operations Bombardment Battery, Royal Artillery Territorial Army** will hold a reunion on Dec 9. Details from N R Feeley, 327 St Leonards Rd, Windsor, Berks SL4 3DS (tel. 0753 868771).

**HMS Liverpool Assn** will hold their 12th reunion in the PO's Mess, HMS Nelson on June 10. Details from John Waters, 2 Dewberry Rd, Worsley, Stourbridge, West Midlands DY8 5JX.

**HMS Peacock (1944-54)** will hold their second reunion at Royal Leamington Spa on May 5-7. Details from Ted Collier, 8 Aston Lane, Ramenham Hill, Henley-on-Thames, Oxon RG9 3EL (tel. 0491 574241).

**HMS Lance Assn** will hold their next reunion at the Civil Service Club, Great Scotland Yard on April 22. Details from Jim Bennett, 111 King Charles Rd, Surbiton, Surrey KT5 6PD (tel. 0181 399 0996).

**Old Ilustrisip Assn** will hold their annual reunion at the Province of Natal Hotel, 5 Greenhill, Weymouth, Dorset on March 17-20. The 50th Ilustrisip commemorative service and London visit will also take place on Jan 24-25. Details from Bob Peman, 276 Silverdale Rd, Earley, Reading RG6 2NV (tel. 0734 204441).

**North Russia Club** reunion in Portsmouth on May 6 has been postponed until a later date. Details to follow.

**North Russia Club, Neath:** will hold a reunion at the Constitutional Club, Neath on March 28. Send s.a.e. for details to Maryn Williams, 87 Olive Rd, Cokerford, Southampton SO16 5FT (tel. 0703 775875).

**HMS Naiaid (1940-42) Assn** will hold their fourth reunion at the Holiday Inn Hotel, Cambridge on March 10-12. Details from Harry Rigg on 0375 678086 or Bill Willis on 0223 834864.

**HMS Swifthease Assn (cruiser and submarine)** will hold their fourth reunion at Warners, Avonston Hall Hotel, Nantwich, Nr Chester on Nov 3-5 1995. All former shipmates are welcome. Details from David George, Mullion, Shipton Green, Ichenay, Chichester, Sussex PO20 7BZ (tel. 0243 512998).

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## FIFTY YEARS ON

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

The naval war continued in all theatres, Merchant shipping losses, at 134,000 tons, were much higher than November, due mainly to the mining of supply shipping crossing the Channel and North Sea.

The Germans lost 14 U-boats. Outward and returning large convoys, to and from Murmansk, sailed without loss.

In South East Asia the campaign to drive the Japanese out of Burma was assisted by a fleet of small craft on the Arakan coast. The Fleet Air Arm were active in strikes against shipping and shore installation from Norway to Sumatra.

- Principal events included:
- HM ships Aurora, Manne, Meteor and Musketeer shelled shipping at Rhodes.
  - HMS Bullen sunk by U-775 off Cape Wrath. HM ships Loch Insh and Goodall sank U-297 off The Orkneys.
  - Operation Urbana. Minelaying off Salthusstrømmen, Norway, by FAA Sigs, 856 and 881. HM ships Premier, Trumpeter, Diadem and eight destroyers.
  - Operation continued. Firefights of 1771 Sigs. (HMS Implacable) and Wildcats of 881 Sigs. (HMS Trumpeter) bombed and set on fire two merchant ships off Stavanger.
  - HMS Bambarough Castle sank U-387 off Murmansk. (Convoy RA 62).
  - HM Norwegian ship Tunsberg Castle sunk by mine off Kola Inlet.
  - Two Swedish ships from HMS Campana sank U-365 in Barren's Sea.
  - HMS Alderham sunk by mine off Pola, Adriatic. HM ships Diadem, Mauritius and four destroyers attacked shipping off Southland. First of a series of bombardments (13 in the next nine days) in support of Army on the Arakan Coast. HM ships Napier, Nepal and nine motor launches involved.
  - HMS Nyasaland sank U-400 off Cape Clear.
  - HMS Sirius stood by naval party ashore at Milyeni during general strike.
  - Affleck made harbour but not repaired.
  - Operation Robson. Low cloud and bad visibility foiled an attack on harbour and oil installations at Medan, Sumatra. HM ships Indomitable, Illustrious, Argonaut, Black Prince and the 27th Destroyer Flotilla, HM ships Kamperfelt, Wager, Wakeful, Whelp, Wessex, Whirlwind, Wrangler, FAA Sigs, 854, 857, 1830, 1833, 1839, 1844.
  - HMCS Claycock sunk by U-806 off Halifax. HMS Dakins mined off Ostend. Total loss.
  - HM ships Capel and Affleck torpedoed by U-486 off Cape de la Hague. Capel sunk. Affleck made harbour but not repaired.
  - HMCS St Thomas sank U-877 in Atlantic.
  - HMS Ready made first recovery of a German one-man submarine, Biber 90. This may now be seen in the Imperial War Museum.
  - RCAF Wellington sank U-772 in the Channel.
- Taken from The Royal Navy Day by Day.



● Bugler Barry Hill plays the Last Post by the wreaths of remembrance at the Royal Marines' Museum, Eastney.

## THE NATION REMEMBERS

TRIBUTES were paid throughout the country last month during remembrance services held in honour of Servicemen and women who have lost their lives since the First World War.

At the Royal Marines' Museum, Eastney, Maj Gen Kelling laid a wreath at the memorial in the grounds, while Flag Officer Plymouth, Vice Admiral Sir Roy Newman, attended the annual Joint Service Remembrance Sunday parade on Plymouth Hoe.

A ceremony in honour of submariners lost in the First and Second World Wars was held a few days before Remembrance Sunday at the Submarine Service Memorial on the Embankment, London.

A 320-strong parade of the Submarines Old Comrades Association was led by the Band of the Royal Marines Flag Officer Portsmouth. Also in attendance were 18 crew members from the nuclear submarine HMS Repulse.

## MAGAZINE GLOSS ON SUCCESS

DEMAND for No 10 Area magazine Vanguard is exceeding supply as the publication is being snapped up by 46 branches in the area.

The print run for the most recent edition — the third — was 1,120 for which much credit goes to the editor, Shipmate Jan Thomas.

The magazine boasts excellent photographs, is packed with news and is a "glossy" to be proud of. Shipmate Thomas, who organised the Area's successful Uekers competition, now plans to put on an exhibition of model ships on board HMS Plymouth during August Bank Holiday.

Meanwhile he has helped to launch a new branch at Wigan and has high hopes of a new branch at Chorley.

### Mitcham, Morden & Wimbledon

Shipmate Pat Coe, branch welfare officer, has earned the gratitude of the Algerines Association, especially of Mr. Ronald Stoneham and his wife for the many visits he made to Mr. Stoneham during his stay in a London hospital.

The kindness shown by Shipmate Coe and all the "old ships" who visited him while in dry dock, went a long way to speeding his recovery.

### Saltash

A three-day cruise to Santander in Spain, organised by Saltash branch, was well supported by branches throughout No 4 Area.

Near the Brittany coast a short service was held and a wreath cast on the water by Shipmate Harry Beall of Plymouth branch and chairman of the Tenth Destroyer Flotilla Association, to mark the 50th anniversary of the sinking of HMCS Athabaskan. The ship's siren was sounded as a mark of respect.

### Branch News

## They expected a good time — and got it

THE 189th anniversary of Trafalgar was celebrated by branches of the RNA in traditional style with dinners, dances, church services and parades.

Nelson's signal "England expects..." was hoisted at the Malins for the City of Ely celebratory dinner, presided over by branch president Shipmate Maurice Hobbs, the guests of honour being the Mayor and Mayoress of Ely.

The friendship forged between St Austell branch and HMS Avenger, which has been sold to the Pakistan Navy, was renewed at the branch Trafalgar dinner by the presence as guest of honour of Cdr David Durston, the ship's last commanding officer.

### Demolition

After 20 years, members of Llanelli celebrated for the last time in their present headquarters. It is due to be demolished to make way for a new development scheme. A larger building in the town centre is being purchased in time, it is hoped, for the next Trafalgar Night.

A dinner dance for 120 shipmates and guests was the choice of Ferndown branch. Guests included Commodore Barry Clarke, Cdr Tom Hildersley and Capt Fabian Malbon who was guest speaker.

Shipmate WO David White, National Council member No 4 Area, was guest of honour with his wife at Frome celebratory dinner. To mark the occasion



he presented the branch with a framed print of HMS Pickle and a cap tally, fitting reminders of Trafalgar and how the Pickle dashed to Falmouth after the battle to bring news of Nelson's victory.

### Strong turn-out

The toasts were proposed by Shipmates Arthur Sutton (president), and Ken Ring (chairman). Members of the branch turned out in strength for a service on the Sunday at which standards were paraded. It was conducted in St John's Church by the Rev. John Pescod assisted by the Rev. Martin George.

Members of Cheshunt joined parishioners of Christ Church, Waltham Cross for a service conducted by the branch chaplain, the Rev. Martin Banister. Refreshments were served in the church hall.

Cdr Derek Richards RNR was guest of honour at a dinner dance organised by Folkestone branch and attended by 80 shipmates and wives. Toasts were proposed by Shipmates Sue Marfleet, Doris Reeve and chairman, Tom Lowrie.

Swindon branch welcomed a guest of honour from Scotland, Capt John Gower RN (retd), who gave an excellent after-dinner talk on Nelson's Navy.

ing proposed the toast to the Immortal Memory.

Capt Gower, a close friend of branch president, Rear Admiral Anthony Davies, was commanding officer of HMS Swift, lost off the Normandy beaches in June, 1944.

Members of Aldeburgh and District branch combined their Trafalgar celebration with their 40th anniversary by holding lunch in a local hotel. It was an especially happy occasion for the Rev. Jack Burgoyne, branch chaplain, who in recognition of his years of service was awarded life membership.

Members of Sherborne marked the anniversary at a dinner in the Antelope Hotel, followed on Sunday by a church service.

### Prayer book

At the service a memento of Trafalgar — a prayer book — was on display signed by Capt Hardy and dated 1810. The congregation included the great granddaughter of a crew member of HMS Victory who served as a powder monkey during the battle.

A gala social evening was the choice of Barnsley, attended by the former Mayor, Cllr Ron Fisher, who for his support for the branch was made an honorary member. A raffle during the evening raised £140 for the intensive care ward of Barnsley Hospital in appreciation of the nursing care shown to three branch members.

Torringside hosted this year's celebration which was combined with neighbouring Braunton. The occasion was attended by 120 shipmates and friends who were welcomed by branch chairman, Shipmate Tom Baddick.

It was a proud event for Shipmate Roy Handford, Torringside standard bearer, who was honoured with life membership.

### Lamp-swinging

The Blue Lion was the venue for a dinner by 37 members of Cambridge branch, who set quite a few lamps swinging before the curtain fell at 2300.

At Yeovil, the Mayor, Cllr Tony Fife, was guest of honour at a dinner attended by 44 shipmates and friends. The following week 22 members visited Westminster where they were met by fellow Shipmate Paddy Ashdown MP, and given a guided tour of the House of Commons.

Sleaford branch welcomed two Second World War veterans, Shipmates Alf Ellis and

## Russian reunion

ARCTIC convoy veterans meet their Russian counterparts on board HMS Glasgow during the ship's visit to St Petersburg (see full report in page 9).

The veterans were hosted by the destroyer's commanding officer, Cdr Dick Twitchen while his ship was Royal Escort to HMV Britannia during the Queen's state visit to Russia.

"Will appeal to all those who recall their own experiences afloat" (Ships Monthly)

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## Nelson returns to base

THIS unique model of Lord Nelson now has pride of place in the WOs and CPOs Mess at HMS Nelson, the Portsmouth shore base — thanks to Headingley branch of the RNA.

Mess president WO Barrie Cockins (left) received the model from Headingley branch president Shipmate Pat Connell when members were hosted at the Mess in October.

The model was made by Ray Smithson, son of one of Headingley's past members, Shipmate James Smithson, who presented it to the branch in 1980.

"HMS Forest Moor requested we exchange it for a scale model of a destroyer six years ago, but we would not let it go," said secretary, Shipmate Eric Robinson.

"We let it go to the Nelson mess because of their hospitality over the years ... and we thought the Admiral should return to base."



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# FALKLANDS REVENGE

## 80th anniversary of a fight to the death

**EIGHTY** years ago this month the seas around the Falkland Islands were the scene of what Admiral Beatty described as the most decisive naval battle of the Great War.

In a fiercely fought struggle, the German East Asiatic Squadron was almost totally destroyed with the loss of 2,200 lives, including the squadron commander, Admiral Graf von Spee.

Just over a month before, on November 1, von Spee became a German national hero when off Coronel in Chile, he destroyed the two woefully inadequate armoured cruisers which had been sent to hunt him down.

The shock defeat and death of Admiral Sir Christopher Cradock and all the officers and men of HM ships Good Hope and Monmouth stunned the Admiralty and the British public. Meanwhile, Germany's naval reputation soared overnight and, more seriously, von Spee's two crack heavy cruisers Scharnhorst and Gneisenau, with three light cruisers, threatened to range virtually at will amid Britain's vital trade routes in the South Atlantic and beyond.

All Britain had left of any use in the area were an obsolete and slow battleship, HMS Can-

opus, and the light cruiser HMS Glasgow which had had sufficient speed to escape the fate of Cradock's other ships at Coronel.

After the debacle, heads rolled in the Admiralty, and under Winston Churchill's influence, Lord Fisher returned as First Sea Lord. Among his first decisions was to avenge the tragedy at Coronel — swiftly and powerfully.

### **Ironic**

An impressive force centred on the fast battlecruisers, HM ships Invincible and Inflexible, was despatched from Devonport under Vice Admiral Sir Doveton Sturdee. Ironically he had been ousted as Admiralty Chief of Staff by Fisher, who believed that his mismanagement had contributed to the Coronel disaster.

The battlecruisers, armed with 12in guns and with a speed of 26 knots, outgunned and were faster than the Scharnhorst and Gneisenau, to say nothing of their accompanying light cruisers — Nurnberg, Leipzig and Dresden.

Fisher's "ocean greyhounds"

were accompanied by the armoured cruisers Kent, Carnarvon and Cornwall and the light cruiser Bristol. The force was later joined by the Glasgow, while the old Canopus was run aground to act as an immobile gun battery protecting Port Stanley.

On December 8, Sturdee's force was at Stanley and involved in the lengthy process of coaling. It was Spee's misfortune — although almost that of Sturdee's — that the German admiral had decided to raid what he believed to be the weakly defended islands.

### **Bombardment**

With the British task force in Stanley harbour, Gneisenau and Nurnberg arrived to carry out a bombardment — but under orders from Spee fled when they spotted the enemy squadron.

If Spee had been bolder and pressed home his attack with the rest of his force, Sturdee's near-helpless ships would have almost certainly have been bettered.

As it was it took Sturdee hours to disengage his ships from the refuelling process before he could pursue von Spee's

fleeing squadron.

A day-long running battle ensued, marked by courage and command skill on both sides, by fine German gunnery and by heavy but remarkably inaccurate fire by the battlecruisers, Sturdee expending 1,174 shells — almost all his ammunition.

Inevitably, superior speed and firepower told. Von Spee



Vice Admiral Sturdee... his force was coaling when the Germans arrived.

made the courageous decision to turn towards his enemy to give his light cruisers a chance to escape. The result was a foregone conclusion. The Scharnhorst was sunk, ablaze amid a hail of shellfire. All on board perished, including von Spee.

The Gneisenau followed soon after, only 200 of her complement being rescued from the freezing sea and flocks of aggressive skuas which attacked the survivors in the water.

Pursuit of the light cruisers continued. Royal Marines Sgt Harry Fleming in HMS Kent recalled how his ship chased the more powerful Nurnberg:

"The Kent was running out of coal. The ship went out to the action with no time to take on more fuel. By burning all the available wood they managed to get first within range of the Nurnberg's guns and then, a better situation, within reach of the German ship with their own guns.

"A last hymn was played on the ship's harmonium before it was taken away to be burned."

### **Courage**

Eventually the German ship was caught and sunk, as was the Leipzig. Only the Dresden escaped to be dealt with later by HMS Glasgow.

As with Coronet, the battle was characterised by courage, especially that of the defeated force. And for the survivors of such a struggle there was as

HMS Invincible at full speed in pursuit of von Spee's squadron. The dense smoke created as a result hampered the British gunnery.



much chivalry as the British could show.

The executive officer of the Gneisenau — the most senior of the survivors — was accommodated in the empty admiral's cabin in Inflexible and given a hot water bottle and a bottle of wine.

Another of the Germans — named Stoddart — was rescued by Invincible and turned out to be a relative of Admiral Sturdee. He, too, was treated royally.

### **Severe blow**

In one day the Royal Navy had reversed the fleeting success achieved by von Spee's victory. The threat to Britain's Atlantic and Pacific trade had been removed and the Germans had suffered a severe blow to their pride and reputation — but not to their honour.

Among the British officers and men who had prosecuted the action with the greatest determination, there was admiration for the courage of their defeated foe, as so many of the written accounts show. If the Battle of the Falklands was a battle of retribution, it was a retribution that was exercised without the hatred that typified so many later conflicts.

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## PRINCESS DI LAUNCHES ROYALS SKI ADVENTURE

A GRUELLING expedition that will take four Royal Marines on the first ever ski crossing of Iceland has been launched by the Princess of Wales.

The Commandos from 3 Cdo Brigade will make the 500-mile ski yomp between February and April to raise money for the International Spinal Research Trust (ISRT), Britain's leading spinal research charity.

Princess Diana is the Trust's patron and personally wished the ski team well when she met them at Kensington Palace.

### **Hazard**

Leader of the expedition — dubbed ICE500 — Cpl Sean Chapple. He is keen to help his friend, 23-year-old former Marine Richard Bell, who was paralysed last year when he suffered a neck injury on diving into a river in Somerset.

When visiting Richard, Sean learned of the ISRT which is working towards revolutionary treatment for spinal injury by the year 2000.

Sean knows the hazards of the yomp during which each man will pull a sledge loaded with 250lbs of equipment, like Capt Scott's men on their journey to the South Pole.

"ICE500 is an important expedition for the Royal Marines and is supported



Princess Diana with the ICE500 team and, in wheelchairs, officials of the International Spinal Research Trust. From left: Mne Steve Jones, Mne Tim Welford, Cpl Chapple, Mne Alan Chambers, CSgt Dave Thomas, and Cpl Ian Robinson who, with Mne Jones, is exped back-up. The ISRT members are (left) research director Peter Banyard and public relations manager Simon Barnes with Dylan, the Trust's mascot.

from the highest ranks down," said Sean. "When I understood the seriousness of Richard's accident and learnt that he could benefit from the work of ISRT I was even more determined to make it a success for both the Corps and Richard."

Patron of the expedition is the Royal Marines Commandant

General, Lt Gen Sir Robert Ross, who said that today's Royal Marines must be capable of operating in all climates and across every extreme of terrain. "ICE500 will test this to the full and it is for a very good cause."

● In South Africa 30 Royal Marines from the Commando Logistic Regiment cover-

ed 76km in two days by marching from Cape Town to the top of Table Mountain. They were among 205 teams taking part in an international competition organised by the South African Armed forces, whose team came second. Winners were a team of Italian mountain troops.



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# Notice Board



## Points

The following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at December 1, 1994. Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

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

**CCMEAML** — Int (20.1.92), Nil. **CCMEAE** — Int (15.7.93), Nil. **CCMEALSM** — Int (15.7.93), 2. **CCWEAAL** — Int (29.10.92), Nil. **CCWEAAD** — Int Nil. **CCWEAWD** — Int (27.11.92), Nil. **CCWEAADCSM** — Int (20.7.93), Nil. **CCWEAWDOSM** — Int (13.11.92), Nil. **CCAEAM** — Int (1.9.92), Nil. **CCAEAR** — Int (1.9.92), Nil. **CCAEAW** — Int (1.9.92), Nil.

**POEWJG**(RSHW) — 228, Nil. **LSEWJ**(LROV) — Int (14.7.92), Nil. **POYM** — Int (15.9.92), Nil. **LSM** — Int (15.2.93), Nil. **POYR** — 309, 1. **LSR** — Int (14.7.92), Nil. **POIS** — Int (11.5.93), Nil. **LSG** — Int (14.7.92), 1. **POIG** — 312, Nil. **LSG** — 359, Nil. **POJWJG** — Int (10.11.92), Nil. **LSM** — 128, Nil. **POJRS** — 315, Nil. **LSR** — 307, Nil. **POJSA** — 375, Nil. **POCY** — 463, Nil. **LROV** — 417, Nil. **PORS** — 387, Nil. **LROG** — 304, Nil. **POPT** — 309, 1. **RPO** — 299, Nil.

**POEM**(LJGS) — Int (3.11.92), 5. **LMEM**(LJGS) — Int (2.3.93), 7. **POEM**(WJGS) — 572, Nil. **LMEM**(WJGS) — 347, 5. **POEM**(OJGS) — 290, Nil. **LWEM**(OJGS) — 98, Nil. **POEM**(R) — Int (1.9.92), Nil. **LWEM**(R) — Int (6.3.93), Nil. **POCA** — 317, Nil. **POCK**(JGS) — 324, 1. **LCK**(JGS) — 185, 1. **POSTD**(JGS) — 668, 1. **LSTD**(JGS) — Int (18.6.92), Nil. **POSA**(JGS) — 569, Nil. **LSA**(JGS) — 116, 5. **POWTR**(JGS) — 164, Nil. **LWTR**(JGS) — Int (29.6.92), Nil.

**POMA** — 174, 2. **LMA** — Int (11.1.94), 4. **POSS**(SMVO) — 175, Nil. **LSG**(SM) — 510, Nil. **POTS**(SM) — 105, Nil. **LSG**(SM) — 160, Nil. **PORS**(SM) — 389, Nil. **LROSM** — 147, Nil. **POEM**(L) — 435, Nil. **LMEM**(L) — 205, Nil. **POEM**(M) — 835, Nil. **LMEM**(M) — 496, 2. **POWSM** — 481, Nil. **LOM**(WSM) — 318, 1. **POEM**(R) — Int (3.11.92), Nil. **LWEM**(R) — 365, Nil. **POJW**(WSM) — 474, Nil. **POSA**(SM) — 204, Nil. **LSA**(SM) — Int (18.6.92), Nil.

**POWTR**(SM) — Int (29.10.92), Nil. **LWTR**(SM) — 103, Nil. **POCK**(SM) — Int Nil. **LCK**(SM) — 930, 1. **POSTD**(SM) — 495, Nil. **LSTD**(SM) — 903, Nil. **POA**(AK) — 1048, Nil. **LAIH** — 896, Nil. **POA**(METOC) — Int Nil. **LAIH**(METOC) — Int (28.1.94), 1. **POA** — Int (28.1.94), 1.

**(PHOT)** — 450, Nil. **POA**(SE) — 608, Nil. **LA**(SE) — 373, Nil. **POACMN** — 484, 1. **POA**(M) — 433, 2. **LA**(EM) — 469, 6. **POA**(M) — 157, 1. **LA**(EM) — 483, 4. **POA**(W) — 403, 1. **LA**(EM) — 535, 2. **POAC** — Dry, 4.

**POWREN** — 297, Nil. **LWREN** — 236, Nil. **POWREN**(RS) — 472, Nil. **LWREN**(RO) — 386, Nil. **POWREN**(PT) — 385, Nil. **RPOWREN** — 156, Nil. **POWREN** — Int, Nil. **LWREN** — Int (18.2.93), Nil. **POWREN**(ST) — 952, Nil. **LWREN**(ST) — 233, Nil. **POWREN**(SA) — 500, Nil. **LWREN**(SA) — 213, Nil. **POWREN**(WTR) — 221, Nil. **LWREN**(WTR) — Int (18.6.92), 1. **POWREN**(WTR) — 384, Nil. **LWREN**(WTR) — Int (15.6.93), Nil.

**POWREN**(METOC) — Int, Nil. **LWREN**(METOC) — Int, Nil. **POWREN**(PHOT) — Int, Nil. **POWREN**(AEM) — 167, 1. **LWREN**(AEM) — 432, Nil. **POWREN**(AEM) — Int, Nil. **LWREN**(AEM) — 402, Nil. **POWREN**(AEM) — 563, Nil. **LWREN**(AEM) — Int, Nil. **POWREN**(AEM) — 527, Nil. **LWREN**(AEM) — 296, Nil. **LWREN**(AEM) — 454, Nil. **LWREN**(AEM) — 265, Nil. **POWREN**(AEM) — 195, Nil. **LWREN**(AEM) — 202, Nil. **POEN**(G) — Int (13.7.93), Nil. **LEN**(G) — Int (8.2.94), Nil. **POH** — 77, Nil. **POMA**(G) — 216, Nil. **LMA**(G) — 109, Nil.

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

**POWREN** QA — Int (16.12.93), Nil. **POWREN** TEL — 732, Nil.

In accordance with DC(Pr) 37/93 all qualified female sea-goers now appear on the RN rosters only.

It should be noted that the number of BTs issued in the female categories are those advanced from the female shore roster.

## Appointments

Commodore **A. J. C. Morrow**, to Commodore Royal Yachts, March.

Commodore **I. P. Somerville** to DNR, April 21.

Capt **R. A. I. McLean**, Fearless in command, April 11.

Lt Col **P. A. Wilson**, RM School of Music in command, March 1.

Cdr **C. A. Johnstone-Burt**, Brazen in command, Dec 8.

Cdr **I. D. Arthur**, Renown (Stbd) in command, Sept 27.

Cdr **P. J. Wilkinson**, Vanguard (Port) in command, Nov 1.

Cdr **A. J. Rix**, Glasgow in command, March 14.

Lt Cdr **K. W. L. Keble**, Brocklesby in command, April 4.

Lt Cdr **E. F. K. Seatherton**, Bicester in command, Feb 28.

Lt Cdr **D. A. Halliday**, Bridport in command, Feb 21.

Lt Cdr **D. A. Lord**, 848 Sqn in command, Feb 9.

Lt Cdr **P. W. McDonnell**, Anglesey in command, March 14.

Lt **R. I. Lawson**, Gleaner in command, Jan 10.

Lt **R. J. Morris**, Trumpeter, in command, March 21.

Lt **R. M. Stevens**, Spey in command, Feb 21.

## Promotions to Chief

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

**OPERATIONS BRANCH (Seaman Group)**

To **CPO(R)** — M. Whitehouse (Dryad).  
To **CPO(S)** — N. J. Walters (Fleight).

**(COMMUNICATIONS GROUP) (REGULATING AND PT)**

To **CPOPT** — S. E. King (Fearless).

**SUBMARINE SERVICE**

To **CPOMEM** — P. R. Walters (Neptune).  
J. M. Bosson (Dolphin).

**FLEET AIR ARM**

To **CPOACMN** — P. B. Prescott (Heron).  
To **CPOAEM** — K. Mahan (Heron).

**NON-SEAGOING BRANCHES**

To **CPOWTR** — B. M. Scott (Neptune).

**CHIEF PETTY OFFICER ARTIFICER**

Captain Naval Drafting has been notified of the following advancements to Chief Petty Officer which were made by Commanding Officers in October.

To **CPOCT(L)** — D. J. Bayford (MOO).

**CNSO** (SCU)

To **ACPOCT(L)** — D. Woodmass (Brave).  
To **ACPOAEM** — M. Leonard (Vanguard PORT).  
F. A. Ryles (Clyde Marn 2), B. K. Scott (Southampton), J. N. Stuart (Beaver), R. V. Taylor (Portsmouth FMRO).

To **CPOAEM** — L. D. Quiller (Portsmouth FMRO).  
A. G. Wood (Manchester).

To **CPOAEM** — T. A. Ashton (DAN/MASU SEA).

To **ACPOAEM** — A. J. Burton (York).  
A. M. Rigani (Southampton), M. P. Seaton (Liverpool), N. L. Thompson (Newcastle).

To **CPOAEM** — S. M. C. Dowse (Campbelltown).  
W. N. Mitchell (Coventry), A. Murphy (Ark Royal), C. M. Tandy (Treeless), D. A. Wilkinson (Drakes), D. A. White (Vigilant PORT), R. Whittington (Brave).

To **CPOMT** — S. D. Jones (RNH Hester).

**ACTING CHARGE CHIEF ARTIFICER**

AUTHORITY was issued by Captain Naval Drafting in November for the following ratings to be advanced to Acting Charge Chief Artificer.

To **ACCMEA** — S. P. Mallett (Treeless), M. K. Berston (Neptune).

## Swap Drafts

**LMEM**(M) Jones, HMS Intrepid. Will swap for any Devonport sea or shore draft.

**OM(UW)** Smart, 2016/2021 trained. HMS Sheffield, deploying next year. Will swap for any Devonport-based ship not deploying.

**LMEM**(M) Huntley, HMS Illustrious. Will swap for any Portsmouth-based ship not deploying.

**MEM(L)** Thomas, SCU Leydene Barrack Guard, ext 4298, drafted HMS Herald in March. Will swap for any Portsmouth-based ship, deploying or not.

**OM(UW)** Monaghan, HMS Nottingham, 2016/2020 trained. Will consider any ship, preferably deploying.

**RO(JG)** Robinson, HMS Glasgow. Will swap for any Rosyth-based ship, deploying or not, or any Scottish shore base.

**LRO(G)** Wicks, HMS Illustrious. Will swap for any Plymouth-based ship.

**LSTD** Britten, Wardroom, HMS York. Will consider any swap.

**LSA** Pye, Stores office, HMS Manchester (for tel. 0705 792104). Will consider any ship or squadron.

**LS(M)** Vulger, HMS Fearless, Portsmouth naval base ext. 22662, drafted Sultan Club in Jan. Will swap for any ship, deploying or not.

**SA** Bennion, SCU Leydene, ext 4298, drafted HMS Monmouth in Jan. Will swap for any Portsmouth ship not deploying.

**POWSTD** Taylor, Silver Store, HMS Nelson, ext 24281, drafted MCTC Colchester in Feb. Will swap for any Portsmouth shore base or retinue position.

**LSA** Carter, HMS Ark Royal. Will swap for any Drake or Defiance billet.

**WOM**(EW) Chalmers, HMS Nelson, ext 22083, drafted HMS London in April. Will swap for any Portsmouth ship or shore base.

**LCK** Wallis, HMS Illustrious. Will swap for any Portsmouth or Plymouth ship not deploying.

**OM(L)** Bladen, HMS Dryad (contact Lt Lynch ext 4513), drafted HMS Birmingham in Jan. Will swap for any ship deploying or unit not in refit.

**AWR** Penny, (CAAS), HMS Fearless. Will swap for any Plymouth shore base or Type 23 or batch 1 Type 22, deploying or not.

**CPOCK** Martin, Wardroom galley, HMS Dolphin, ext 41259, drafted HMS Glasgow in Feb. Will swap for any ship not deploying.

**LS**(SEA) Jacka, Buffers party, HMS Colingwood, ext 466. Will swap for any Portsmouth-based stretched Type 42 or Type 23, deploying or not.

**AB**(M) Taylor, FOP Mount Wise, ext 3549. Will consider any shore base outside the Plymouth area.

**LWEM** Ludlam, HMS Sheffield, deploying March. Will swap for any Plymouth shore base or ship not deploying. Must be EPV cleared and done OB PJT.

**AB**(R) Jetteries, HMS Cardiff, drafted RN air station Portland in Jan. Will swap for any RN air station Yeovilton/HMS Heron draft.

**WEM**(R) Davies, HMS Intrepid (shore draft). Will swap for any Devonport/Plymouth shore base.

**LAEM**(R) Ingle, ETS, HMS Heron, ext 6629, drafted 899 Sqn in Nov. Will consider any Sea Harrier draft.

**CPOAEM**(W) Catherwood, (MK 19 GYRO/GSA 1), HMS Birmingham. Will swap for any Portsmouth-based ship or shore establishment.

**WSTD** Powell, HMS Seahawk, ext. 1481-2124, drafted HMS Invincible in March. Will swap for any small ship not deploying.

**LWEM**(R) Carter, HMS Forest Moor, ext. 4243. Will consider any southern draft.

**CK** McCormick, HMS Iron Duke, drafted HMS Seahawk in March. Will consider any Devonport shore base or Devonport-based Type 23, deploying or not.

**LRO**(T) Perrin, HMS Gloucester. Will swap for any Devonport-based ship.

**MEM**(L) Rae, HMS Birmingham, drafted HMS Drake in March. Will swap for any Portsmouth billet, sea or shore base.

**MEM**(L) Carr, HMS Bataavia, deploying in April. Will swap for any Devonport shore base or ship in refit.

**WEM**(O) Kennedy, HMS Birmingham, drafted fire fighting team Birmingham refit, Devonport in Feb. Will swap for any Scotland or N. Ireland shore base.

**WWTR** Webster, HMS Neptune cash office, ext 3227/6443. Will swap for any Portsmouth area shore base.

## Deaths

Capt **P. M. Reynolds**, Oct 23.

Admiral Sir **John Hamilton**, served in HM ships Ramilies, Hood, Ardent and Grenville. Served as gunnery officer in Warspite and was mentioned in despatches. In 1943 he went to the Admiralty to plan the ship bombardments in support of the Normandy Landings. Appointed Flag Officer, Home Fleet, and later C-in-C Mediterranean and Nato C-in-C Allied Forces Mediterranean, Aged 84.

Rear Admiral Sir **John Fleming**, ships include Frobisher, Royal Oak, Leander and served as home fleet meteorological and education officer in Duke of York during sinking of Scharnhorst. Appointed Fleet Instructor and Meteorological Office Home Fleet, Command Instructor Officer, the Nore, and Director of the Naval Educational Service. Aged 90.

Capt **B. Anderson**, ships include Mauritius, Vanessa, Vivacious, Cockade and Juliet. Became Chief of Staff to Flag Officer Scotland and Northern Ireland in 1961 and commanded HMS Lochinvar in 1962. During the first "Cod War" he was Commodore of the Fishery Protection Squadron. Aged 90.

**I. Werner**, ex-AB, 1952-63. Ships include Ganges, Impaceable, Glory, Jamaica, Lincoln and Chichester.

**S. A. H. Bishop**, ex-Ltdg Sig, submarines include H4 and H5, former secretary East Anglian branch of SOCA. Aged 96.

**G. Hedley**, ships include Triumph, Birmingham, Swiftsure, St Kitts and Cassandra. Member of the Ganges Association. Aged 63.

**B. Barrett**, 1st officer WRNS 1943-67. Egypt, Malta on Staff of C-in-C Mediterranean, and HMS Raleigh and Daedalus. Aged 74.

**B. Bartholomew**, PO GI Whale Island. Ships include Iron Duke, Nelson, Rodney, Malaya and Suffolk.

**W. G. Wilson**, ships include Liverpool and Anson.

**C. Ambler** served in ships include Malaya, Liverpool, Vesper, Brilliant and Penn.

**J. Snape**, ex-PO, served 1937-46. Ships include Gyrfly and Hesperus. Aged 78.

**A. H. Otter**, ex-Sak Mech, served 1945-47. Ships include Formidable and Bataavia. Aged 66.

Statesman: **A. A. Backers** DSM, ex-CPOSTK. Served in HM submarines Spearfish, Thorn, Taly Ho, Trump, Atula, Taccian and Thorough. Survived the sinking of HMS Medway. Aged 81.

The deaths of the following members of the HMS Cavalier Association have been reported: **H. Wildish** (1944-48) and **D. Gillett**, ex-CPO ERA (1966-69). Also served in Dairympe, Barrosa, Victorious and Perseus. Aged 63.

**D. S. Irvine**, ex-CPO AF(AE), served 1938-58. Ships include Eagle, Glorious, Illustrious and Theseus. Aged 74.

**H. Moore**, RM served 1938-47. Ships include Kent and Anson. Member of Kent Association. Aged 88.

**C. J. W. Barnaby**, ex-L5 Diver. Served in HM ships Achilles, Ramilies, Hurricane, Triumph and MTBs. Aged 75.

**F. Anstey**, ex-STD, served in HMS Conn and on Russian Convoys. Aged 72.

**B. Bentley**, ex-PO, 1948-60. Ships include Cadiz and Devonshire.

**J. F. Cross**, ships include Resource, Suffolk, Icarus, Argonaut and Bataavia. Aged 73.

Surgeon Cdr **K. R. Needham**, ships include Terror, Raleigh, Firth, Caledonia, Osprey, Sultan, Figgard, Colingwood and Excelsior.

Lt Cdr **J. M. H. Ogden**, ships include Ganet, Daedalus, Fulmar and Vengeance.

Cdr **T. F. U. Page**, ships include Ramilies, Hereward, Zephyr, Orion and Loch Fada.

Lt Cdr **G. E. Rowarth**, ships include Campania, Gamecock, Figgard and Caledonia.

Cdr **H. I. G. Rylands**, DSC, ships include Queen Elizabeth, Rodney, Milford, Inglefield, Formidable, Byrsa, Duadem and Rook.

**ROYAL NAVAL ASSOCIATION**

The deaths are reported of the following shipmates:

**N. Portlock**, ex-STK, Swindon. Survivor HMS Prince of Wales, also served in HMS Leander. Aged 74.

**P. Nash**, ex-submarine, founder member Bromley. Served from 1947 to 1959, retiring as CPO Instructor escape tank. Former president London SOCA.

**C. E. B. Shave**, former chairman Birmingham Central and Birmingham and District member of KGFS committee.

**J. Miller**, RM, Stonehaven and District. On retiring from the Royal Marines served as Lieut RM in charge of Aberdeen Careers office.

**W. Benford**, Peterborough. Served from 1940 to 1950, spending time in Africa. Aged 75.

**D. Williams** and **G. Wagstaff**, Peterborough.

**E. Collins**, Brixworth. Aged 57. Also Lt. Southall, aged 71 and F. Arnold, aged 75.

**W. Ede**, Northampton. Served in HMS Berwick and DEMS. Aged 76.

**C. W. Conon**, life and founder member Seaforth. Ships include HMS Pursuer, McKechrie and Moray Firth. Aged 70.

**J. Rivdale** BEM, Uxbridge, ex-CPO Tal. Served China Station in HM Ships Falcon, Scarab, Mosquito. Mentioned in Dispatches. Aged 81.

The deaths of the following members of the Submarines Association Australia have been reported: **R. S. Cooner** DSM, ex-CPOSTK. Served in HM submarines H 49, Olympus, Cachalot, Safari, P 555 and

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**H.M.S. "CASSANDRA" (R-62)**  
 In everlasting memory of our 62 Shipmates who perished in the Arctic, December 11, 1944

## MARINES' MUSEUM CONTROLS ESTATE

AFTER lengthy negotiations with the MOD and Hampshire County Council, leases have finally been agreed and signed giving Eastney's Royal Marines Museum control of land and buildings urgently required for its expansion programme.

Following the MOD's sale of Eastney Barracks last year the museum wanted to gain possession of the main part of the officers' mess and its adjoining land — the seafront entrance, lawns, exhibition displays and administration centre. An agreement between the two parties was reached, handing over the control of the existing site from the MOD to the museum on the basis of a long-term lease.

Museum chairman, Maj Gen John Owen, and the board of trustees were still eager to obtain the whole of the former officers' mess building and the adjacent Victorian fort and approached Hampshire County Council for help.

The council agreed to buy the premises for £265,000 from the MOD and lease them back to the museum trustees for 99 years at a "peppercorn" rent.

## Plaque dedicated to Cossack survivors

SURVIVORS, relatives and members of the Cossack Association attended the traditional Seafarers' Service at Portsmouth Cathedral on Trafalgar Day to witness the dedication of a plaque in memory of the 159 officers and men lost when HMS Cossack sank in 1941.

The Tribal Class Destroyer, nicknamed The Daily Mirror Ship because she made the headlines so often, was torpedoed in October by U-563 as she made her way out of Gibraltar. Survivors tried to reboard the ship in the hope she could be saved but as the weather worsened she eventually sank while in tow.

HMS Cossack is also remembered for one of the most daring raids of the Second World War when she rescued 299 merchant seamen held prisoner on the German supply tanker Altmark. She was also part of the force that hunted down and sank the Bismarck.



Survivors of HMS Cossack attempt to save the ship after she was torpedoed off Gibraltar.

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Access

# Haslar museum's macabre tales

DISEASED kidneys, cancerous eyeballs, tubercular lungs, a mummified hand, leech jars, a collection of foetuses . . . the contents of Dr Frankenstein's laboratory, perhaps? Or just some of the more gruesome exhibits at RNH Haslar's museum?

Situated in a quiet corner of the hospital, Haslar's museum can boast a large collection of medical artefacts which attracts a small, but steady, flow of visitors eager to view some of the more macabre curiosities.

On show are the remains of Siamese twins, an ovarian cyst as big as a dustbin lid and removed from the abdomen of a 12-year-old girl in 1965, a cancerous face which spares no detail in illustrating the degradation of the flesh and a wax model showing necrosis of the bones of the cranium.

One exhibit, popular with both Service and civilian personnel is the small collection of male genitalia, in various stages of cancer and syphilis. The exhibits have, for many years, served as a salutary lesson to all sailors, past and present, who have considered breaking their marital vows while visiting foreign ports!

As well as the medical curiosities the museum also houses a valuable collection of natural history books including Gould's "Birds of Australia"

and Hans Sloane's "Natural History of Jamaica".

There are also QARNNS and sick berth attendant memorabilia, a detailed history of the art of tattooing, complete with a sliver of tattooed skin dating from the Crimea, and medals awarded to medical staff, including the VC awarded in 1898 to Surgeon William Maillard for his actions in trying to save the life of a sailor from HMS Hazard at Candia in the Balkans.

## Skin and bones

One of the most interesting exhibits in the museum is a model of an Eskimo in a kayak, possibly made from human skin and bones and believed to have been crafted by Inspector General R. W. Coppinger during his Arctic travels in HMS Discovery during the late 1870s.

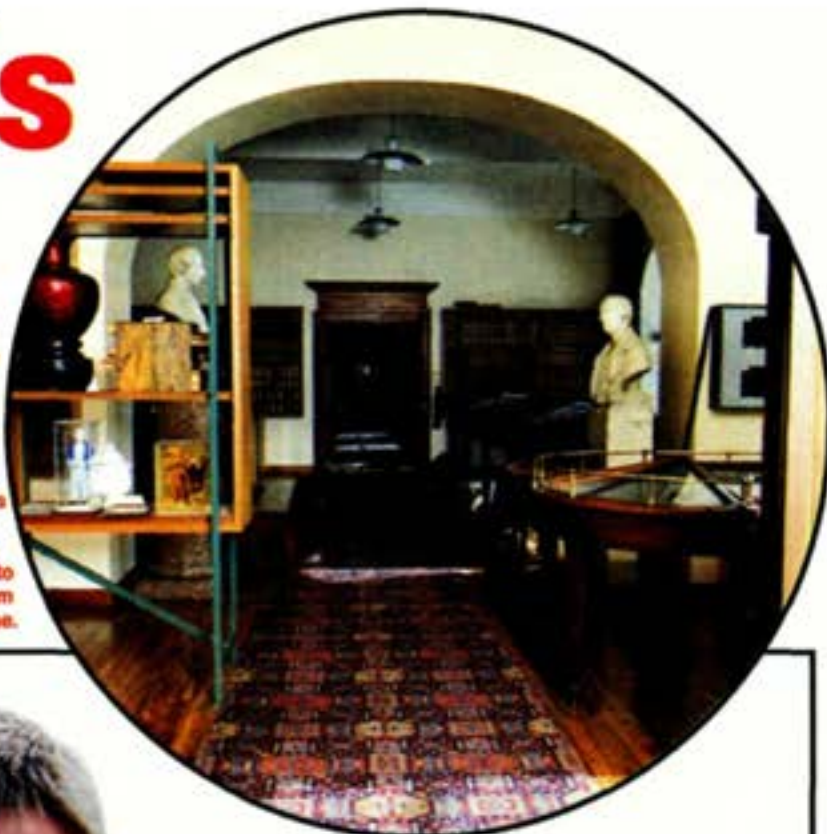
Hospital legend has it that Coppinger and his team of four were trapped by extreme weather conditions while crossing the Arctic tundra in search of the Northwest Passage.

As they grew weaker and began to die those left resorted to eating their "oppos" in order to survive. In the end only Coppinger was left alive and he is believed to have made the figure and kayak to stop his fingers from seizing up from frostbite in the extreme cold.

Haslar museum is open to visitors every other Wednesday. For details telephone 0705 584225 ext. 2494.

• Right: An interior shot of the museum at RNH Haslar.

• Below: RNH Haslar's public relations officer, Lt Kate Kitchen, with one of the museum's most interesting exhibits, an Eskimo and kayak, thought to have been made from human skin and bone.



• MA Gavin Morgan and LNN Lynn Christophers examine a 19th century Chinese shoe — the museum has the remains of a woman's foot, deformed as the result of Chinese foot-binding.



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## Andrew's golden shot

THANKS to a £500 grant towards travelling expenses Andrew Wood (above), a member of the British Ex-Services Wheelchair Sports Association, was able to attend the 14th National Veterans Games at Kansas, America, earlier in the year.

He went on to repay the Trust's generosity by winning two golds and one silver in the field competition and since then has gone on to win a further three golds at the British Sports Association for the Disabled senior athletics championship at Hull.

Andrew, who served as an RN cook from 1981-86, was injured in a road accident and although he spends most of his time in a wheelchair he regularly competes in sporting events around the country. Such is his expertise, he holds the British record for shot putt, discus and javelin and the world record for discus.

# RNBT TAKES THE STRAIN

WITH his son Mathew seriously ill in Southampton General Hospital David Yaxley, a cook serving in HMS Nelson, and his wife Sarah Jane, found the constant travelling not just an emotional strain but a financial strain as well.

The daily visits from Portsmouth were a considerable drain on David's limited resources and so he applied to the Trust who were pleased to assist towards travelling expenses and to help towards domestic bills which had fallen into arrears because the family had been concentrating all their efforts on visiting Mathew.

### Surgery

When Mathew was born in August last year it was discovered that he had two holes in his heart which needed surgery.

He was admitted to Southampton General Hospital in the November following his birth because surgeons felt it was necessary to operate on him before he was six months old.

Unfortunately Mathew was not fit enough to withstand the rigours of surgery and subsequently contracted a bronchial infection which led to pneumonia.

After recovering from this setback the doctors were able to begin operating on Mathew and in June he underwent another

operation after which he was sedated for two weeks.

Doctors began the slow process of bringing him around and placing him on a ventilator and the following month he was taken out of intensive care and placed in the cardiac ward.

### Travelling

David and Sarah Jane obviously wanted to be with their son as much as possible and throughout this time the committee continued to assist towards their travelling expenses.

At the beginning of August his family were hopeful he would be released but unfortunately complications set in and his return home was postponed.

At the end of August, however, he had recovered sufficiently and was back with David and Sarah Jane.

Mathew is now at home and is attending a child development centre.



● Mathew at home in Paulsgrove with Sarah Jane and David Yaxley.

The grants committee were very pleased to have helped David and Sarah Jane in the

way they did and are now taking a keen interest in Mathew's progress.

## Trust reports on spending increase

AT THE Trust's 72nd annual general meeting at the Drapers Hall in October, the President of the RNBT, Vice Admiral Sir John Webster, on welcoming those present advised that the Trust had increased its charitable expenditure during the year to nearly £1.9 million.

All this, he said, would not be possible without the continued support and help of the many voluntary workers both within the Trust and from other organisations and the continued commitment, in particular, from the two main benefactors of the Trust, KGFS and Greenwich Hospital.

Honorary treasurer, CPO John Thompson, in presenting the annual report advised that while the ordinary expenditure of £1.95 million was £225,000 higher than the previous year, the Trust had ended with an operating deficit of just over £126,000.

Donations were 30 per cent down on the previous year and voluntary contributions were 15 per cent lower. He, too, praised the 21 per cent increase in support given by the KGFS for the Trust's general purposes and said that thanks were also due to

Greenwich Hospital for funding the annuities, the expenditure for which rose by 16 per cent to £377,000.

### Record grants

The chairman of the Trust's grants committee, WO Tiny Little, said that 1993/94 saw, yet again, record grants to individuals totalling £1,145,300 which was a 16 per cent increase on the previous year.

Applications overall for that particular period were six per cent down, but the average grant to individuals rose by 24 per cent. He added that uncertainty among serving personnel and the increase in divorce and separation in naval

families had led, in the previous 12 months, to almost a doubling of applications from Servicemen and women and their dependants, whereby 17 per cent of the Trust's grants work was now levelled at this group of the naval community.

In previous years this percentage was usually between nine and 11 per cent and therefore this recent increase was quite significant.

In concluding, he paid tribute to all the voluntary RNBT almoners serving in the main naval ports and the many thousands of voluntary case-workers in SSAFA and other organisations who helped visit people throughout the UK and abroad.

## Shiner's back on track

SUFFERING with diabetes, angina and muscular arthritis meant that William "Shiner" Wright, a former sergeant with the Royal Marines who lives with his wife Phyllis in Exeter, found it difficult to get out and about.

When WO Chris Sinden, chairman of the Plymouth area committee of the RNBT, heard about Shiner's problems and his need for a powered wheelchair to improve his mobility, he contacted the grants office of the Trust who, by good fortune, had an electric wheelchair suitable for Shiner's needs.

The grants committee approved the loan of the chair and it was duly delivered to Shiner.



● Shiner Wright is pictured sitting comfortably in the wheelchair loaned by the RNBT alongside his wife Phyllis and WO Chris Sinden, chairman of Plymouth area committee.

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BY THE NAVY



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# Ten volunteer bands play for RN festival awards



Top band... Bandmaster CSgt Phil Lambton RM and colleagues display HMS Rooke's haul of trophies. Picture: LA(PIOT) Richard Thompson



HMS Nelson Band made a notable festival debut by winning two trophies.

# ROOKE HITS HIGH NOTE

MUSICIANS based at Gibraltar gave a rock-solid performance to take the top award at the Royal Navy Volunteer Band Festival at HMS Daedalus.

The band from HMS Rooke march off with the Collingwood, Kernow and Commander-in-Chief's Challenge Trophies, making them best overall band and best marching band.

HMS Dryad's strong challenge netted them the Manadon Trophy, the Lee-Wilkinson Dirk and the Rose Morris Trophy. They were the best concert band, the best small band, and produced the best solo performance.

### Best drum major

HMS Nelson, taking part for the first time, came home with the Kenneth Alford Memorial Trophy and the Richard Johns Memorial Trophy. As well as having the best drum major, they shadowed Dryad closely by being credible runners-up in the categories of concert band, marching band and soloist.

The Fleet Air Arm Trophy was

won by HMS Heron. Other bands taking part included those from Manadon, Collingwood, Daedalus, Culdrose and Neptune.

Also making a Festival debut was the newly formed RN Pipe Band. Sixteen pipers from all parts of the UK performed in the presence of Capt David Mellis RN (ret'd), who founded the original RN Pipers Society in 1951.

The band paraded the pipe banner which he commissioned 40 years ago. After being lost for more than 20 years it turned up in a vault at the Pitreavie headquarters of Flag Officer Scotland, Northern England and Northern Ireland.

● *The RNPS has 53 members but is short of drummers. Anyone wishing to join as a piper or drummer should contact Cdr Campbell de Burgh (tel Foxhill ext 84022), Lt Cdr Alan Pearce (Victory Building ext 27255) or CPO Paddy Greyell (Portsmouth NB ext 22314).*



Bandmaster CSgt Pat Ryan with Dryad's awards for best concert band and best small band. Picture: LA(PIOT) Richard Thompson

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# FAST RUNNING RUGBY IS NOT QUITE ENOUGH

THE 1994-95 season has got off to a promising start despite the first two results, writes *The Leprechaun*.

In early November a Royal Navy XV lost 22-7 to a strong Hampshire XV under the lights of Burnaby Road West, having been 7-0 up at half-time. In the very wet and blustery conditions both sides tried to play 15-man rugby in front of an enthusiastic crowd of 600 supporters.

The RN side contained few of last year's championship players but one or two performances were encouraging of the Navy selector.

On November 16 another select XV, with only three 1st XV players, played Plymouth Albion's full 1st XV. Another sterling performance with glimpses of a fast-running rugby by the Navy was not quite enough to prevent a 19-3 defeat.

Notable performances from Naval Air Command scrum-half LSTD "Skinny" Jones (Heron) and No 8 S/Lt Roger Readwin (Manadon) kept the Navy in the game throughout the 80 minutes. They were unlucky not to score more during the last quarter of the match.

### Hampered

Selection was hampered by the absence of nine players picked for Combined Services against Canada and Combined Services U23 against New Zealand U21. He was hoping all the players would be back for

the RN's match against the Australian Combined Services at Temeraire.

Leprechaun would like to congratulate Cpl Bob Armstrong RM for his selection for the South West Division and Lt Iain Dixon RM for his selection for Scottish Districts.

### Talent spotting

Last month in *Navy News* the Leprechaun reported on talent spotting for the U21 squad which this season is under the new chairmanship of Lt Cdr Phil Noble (Neptune) with WOPT Mick O'Shea at Temeraire as coach. The squad is now called the RNRU Youth Squad and combines the old U19 and U21s.

Selection for this season's squad started with an inaugural Inter-Command U21 competition, won by the Royal Marines, who beat Scotland in the final. The new talents identified at this important competition, combined with dedicated "veterans" of previous seasons, have left the management confident of a successful season and Inter-Service campaign.

Results so far are well balanced with all matches being played against strong, well-established club and district sides! The Youth Squad beat Havant 28-12 in a fast, open and hard match with every point and yard strongly

contested.

Against Exeter the RN team lost 53-12 despite contesting bravely for the first quarter. The impressive Exeter side demonstrated superior fitness, support play and experience. Several of the RN squad benefited from this match in realising the quality of rugby and dedication required at this level of competition.

Although the match against Reading was drawn 0-0 when abandoned due to bad weather, the teams demonstrated remarkable skills and effort in an entertaining match but were unable to capitalise on territorial advantages.

### Identified

A bonus for the management is that several players have been identified as having potential for senior representation, with AEA Coyle (Heron) already being invited to join the Senior Squad for coaching and development matches.

The management team of the RNRU Youth squad is always on the lookout for suitable players with the necessary talent and skills or sound potential to join the squad. Anybody seeing a good young player who needs direction in RN rugby should phone Phil Noble on Neptune ext 3428 or Mick O'Shea on Temeraire ext 23851.



HMS Heron RFC — Fleet Air Arm champions for the second year running display the Bambara Shield. "Grey panthers" among their number include Kit Davidson (sixth from left standing), Oggie Thomas (behind trophy), Steve Crighton (third left front) and Paul Dunn (front right).

## CRUSTY OLD RUGGER

WHILE boxer George Foreman may be achieving the previously unimaginable at the age of 45, HMS Heron's rugby players are demonstrating a longevity in sport that's getting them talked about as much as their dominance on the field.

In last year's Navy Cup final, 49-year-old Cdr Kit Davidson came on as a substitute for the Fleet Air Arm champions in front of the Burnaby Road crowd, and where he's gone before others are ready to follow...

In the FAA Bambara final, it was CPO Paul Dunn (48) who set the standard for the remainder of the contest against HMS Seahawk with an astonishing 20m break to the try line to open the score.

And, jealous of his own reputation, Paul again scored the first try against HMS Collingwood in the Portsmouth area final of the Navy Cup. Relying on the intuition he has developed with scrum

half captain LSTD Skinny Jones, he took a fast ball on a powerful burst to split the Collingwood defence in two and end the phoney war of the first half.

In the same match, which Heron won 28-3, the Somerset air station fielded two players in the last weeks of their RN pensionable service.

POPT Steve Crighton, Heron's 39-year-old fullback, delighted the enthusiastic touchline supporters by running like a man half his age and demonstrating the deceptive play that gained his rugby reputation in the 1970s. He seemed thoroughly unconcerned with the Early Vocational Training he is currently attending.


POSA Oggie Thomas has already handed in his identity card and is on his terminal leave. Oggie was leader of the pack and one half of the second row powerhouse that guaranteed the assertive drive of the Heron scrum against its luckless opponents.

A thrilling game against the worthy and talented Collingwood XV concluded with Heron's amazing old boys' relentless drive onward to the Navy Cup semi-final.

Oh yes, and there are 12 young 'uns.

● Bambara results: Heron 48 Caldrose 22; Heron 51 Portland 7; Daedalus 10 Portland 17; Daedalus 15 Caldrose 13.

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# Command cup goes north

SCOTLAND have finally laid their hands on the Inter-Command Soccer Cup — their first victory since the Commands were reformed in 1956, although they reached the finals in 1991 and 1992, writes Lt Cdr Jim Danks.

The group matches saw Scotland beat Naval Air 3-2 and Plymouth 4-1, while the Royal Marines beat Fleet 3-1 and Portsmouth 2-1.

The final produced some exciting play. The Royal Marines took the lead through a penalty by Mnc Allum, after AB Job had brought down Mnc Tolley.

Scotland were awarded a penalty of their own in the 35th minute after Mnc Aston impeded LMEM Hume, but CCPO Walker's shot was well saved by Cpl Peter Simister.

Simister saved another moments later, but following a goalmouth melee, Hume made it 1-1.

## Corners

In the second half, after four successive corners PO Mercer, with a clever back heel, beat Simister on the line to put Scotland ahead 2-1. It was now Scotland's turn to defend stoutly and CPO Howard made two saves from Mnc Kilner.

With four minutes remaining LPT Mather made the game safe for Scotland by scoring a third.

Capt David Murray, Royal Navy Director on the Naafi Board, presented the cup to CCPO Gordon Walker and mementos to match officials and players.

This competition was sponsored by Naafi and the RNFA are very grateful for their support.

□ □ □

At a rainswept Lymington, HMS Daedalus completed a rare Cup double when they defeated CTCRM by 2-1 after extra time to add the Lamb's Navy Football Cup to the Lamb's Cricket Cup they had won in August.

They became the third team to complete this double, following Collingwood (1977) and Heron (1979). Daedalus last won the cup in 1971 and were the first RN representatives in the Jubilee Cup that year.

CTCRM had the best of the early exchanges but there were few good scoring opportunities and the first half remained goalless.

The second half began in more positive mood and the home team took the lead when their experienced midfielder player CSgt Tiv Lowe scored a fine goal from 18 yards.

## Partial

Within three minutes Daedalus were level. LAEM Nigel Thwaites took a free kick on the right and after it was partially cleared LWTR Kevin Bell played the ball back into the area where POWTR Nick Johnstone scored with a good

shot past the diving Simister in goal.

With no further score extra time was played. Substitutes were introduced by the home team, but they could not break down the resolute Daedalus defence, in which keeper LSA Jimmy Mullen was having an excellent game.

## Despairing

Then, after wasting a good opportunity Thwaites made amends with a fine solo run and shot past the despairing dive of Simister, to make it 2-1.

Mr Terry Cooper, manager of Exeter City, presented the man of the match award, a bottle of Lamb's rum, to Mullen for his outstanding play in goal.

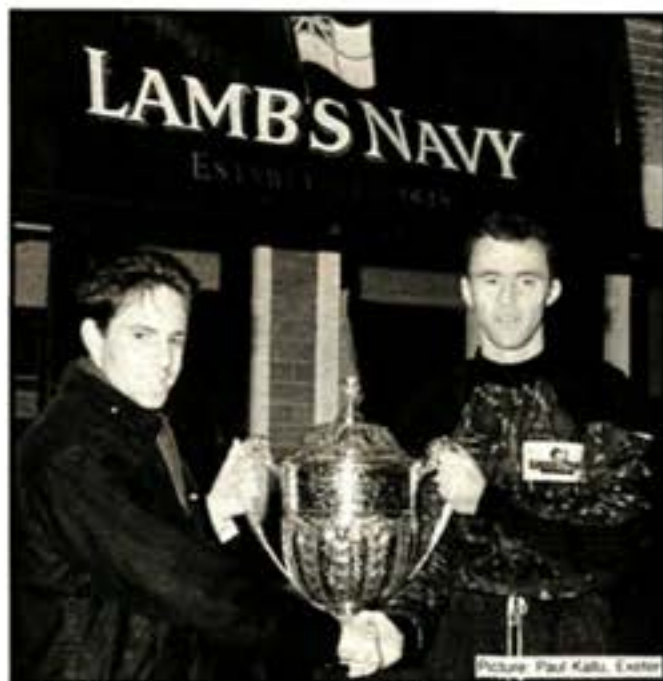
The RNFA are very grateful for the generous support of Lamb's Navy for this competition.

□ □ □

Royal Navy representative matches began with the traditional curtain-raiser against Sussex Intermediate XI at Burnaby Road. It ended in a goalless draw.

The Navy's match against Cambridge saw their most disappointing performance for several seasons and they lost 2-1.

CPO Will Flint went nearest to scoring for the Service when his header hit the crossbar, but



Mr Andrew Scott, representing James Burrough Ltd, presents the Lamb's Navy Cup to LSA Jimmy Mullen, who was playing his last game for Daedalus before leaving the Service.

there were no further chances before the interval.

The students took the lead after some slack Navy passing in the second half and then went 2-0 up. Neil Frame restored a little respectability to the score with a goal from the edge of the area, but the students were delighted with their first victory over the Navy in over ten years of matches.

This was a below par performance, but Tommy Johnson still has five matches to achieve the right blend of players before the Navy begin their defence of the SW Counties Cup.

● December fixtures: 6 v Cornwall at Bodmin Town FC, ko 1930; 13 v Wiltshire at Melkham Town FC, ko 1930. Supporters most welcome.

## IN BRIEF

To celebrate the Royal Navy and Royal Marines Sports Lottery's third anniversary and in recognition of the tremendous support given by members, a "Happy Week" was introduced on November 26th, when prize money for the week was doubled.

Similar Happy Weeks with doubled prizes will now take place in the final lottery week of each month. So come on, be in it to win it.

POPT Vince Hall has taken over as manager/coach of the Navy Youth Football Team. He succeeds POPT Martin Pollard, who is drafted to Gibraltar in the new year.

Cutbacks in recruitment mean it is more important than ever for football reps to communicate with management so that no likely players fall through the net. If you spot talent or the promise of talent let Vince know. He can be contacted at the PT Office, RNH Haslar, Gosport (tel Haslar ext 2557 or 2485).

**HISTORY** of volleyball in the Royal Navy: Anyone with information on this sport from its earliest beginnings until the Second World War (1895-1939) or knows when formal instruction in it was first begun by PTIs is asked to contact Lt Phil Mandley at HMS Daedalus (ext 4221).

● The RN Men's volleyball team opened the season with a defeat by Mayfield and a win over Wessex.

THIS year is thought to be the first that the Inter-Command Squash Championships were held in Scotland.

All Commands entered teams and Fleet must be congratulated, despite being wooden-spoonists, on producing some exciting games.

The RN/RM Squash Association's new president, Vice Admiral Michael Boyce, and its chairman, Capt Richard Pelly, proved "hands on" officials and demonstrated some of the finer points of the sport.

Scotland battled hard for the honour of winning on home territory, but the title was clinched by the Royal Marines.

**AN ALL-girl** soccer team from HMS Brave took advantage of a break from Adriatic patrol duties to take on a women's team in Ibiza. The opposition, supplied by the Club 18-30 holiday group, couldn't match the Wrens' pace, though, and suffered a 1-0 defeat.

**MORE** than 100 competitors from Clyde Submarine Base took part in the HMS Neptune Golf Open 1994, held at Hilton Park GC.

This year's competition, the biggest RN golfing meet north of the border, was organised by CPO Brian Leask. Overall winner was CPO Barry Potter and runner-up CPO Billy Sinclair. Best team were Fasmat, comprising CPOs W, Walker, I, Rankin, C, Crummy and D, Shanks.

J. & B. Whisky were the main sponsors of the event; others included Kenning Car Hire, Rolls-Royce Associates and "Soapy's", the HMS Neptune fish bar.

**CAPTAINED** by Lt Cdr Richard Randall, the RM/RN team shared third place with the Queen's Own Yeomanry in the HAC Uniformed Services Jumping Competition team jumping event.

Richard was joined by Mnc Ian Boddy, Cpl Simon Bustany and CPO Pete Ogburn.

The event, held in the 18th century indoor school of St John's Wood barracks, was won by the First Aid Nursing Yeomanry, while the Honourable Artillery Company's Saddle Club came second.

Nine Service teams took part, including squads representing the Dutch and French Reserve Forces.



Picture: Alan Mather

## Inter-services U21 winners

**FOLLOWING** on from winning the Inter-Services Outdoor Hockey Tournament in March, for the second year running, the Royal Navy Under 21s have won the Indoor Tournament, held at HMS Collingwood.

This was a particularly notable achievement considering that half the team for this season were new to Navy hockey, and that the side came up against well-drilled and determined opposition. They responded with a well-executed display of individual and team skills to provide a thrilling finale and victory.

A new development for all hockey players to note is that the Services U21s have been superseded by U23s.

So hockey players who were born on or after January 1, 1972 are asked to contact the RN U21/23 manager, WO Nigel Durant RM, CHOSC, HMS Heron. (Tel 01935 840551 ext 6273).

## SKI RACERS IN ACTION

**OVER 130** gathered at Plymouth for the RN Winter Sports Association's Dry Ski Slope Championship.

The racing season opened with a surprise in the record-breaking form of Stephen Webb, a Defence Engineering Service student from Manadon.

He was ineligible for RN individual competition prizes but won the magnificent Open Trophy donated by Plymouth Ski Slope for the best newcomer.

Lt Jeff Choat won the individual slalom, HMS Centurion won the major establishment team prize and RM Stonehouse won the minor establishment trophy. The Royal Marines won the Command title again. S/Lt Mark Varton (BRNC) won the individual dual slalom.

Thanks to sponsors Skiworld, organisers of the coming Alpine Championships at Orclere Merlette (Jan 14-21), and Mountain Action of Plymouth for the prizes they donated.

## Haslock shows class

**DUE TO** military commitments this year's Inter-Command Novice Boxing Championships did not produce as many preliminary bouts as expected, but the finals night at HMS Nelson saw nine titles contested and every bout full of spirit and skills.

AEM Jason Kilkenny (NAC) started the evening in rip-roaring fashion with a first round stoppage over OM2 James Lee (Plymouth) at featherweight.

The lightweight final between two Royal Marines was one of the best. Neither showed much respect for the other; Mnc Stu Donley countering as Mnc Mick Cowley powered forward. Donley took a deserved majority win.

## Southpaw

Classiest boxer on the card was AB Stewart Haslock (Portsmouth), who never looked flustered in his hard bout against CK Danny Stockdale (Plymouth). In only his fourth bout since taking up the sport, Haslock's demonstration of fast footwork and southpaw leads showed his potential to progress to the senior squad very quickly. He took a unanimous points win.

At welter Mnc Chris Higgins looked well behind going into

the second round but his strength, fitness and hard hitting took their toll on MEM Michael Smith (Plymouth), whom he KOed seconds before the bell.

The bout bringing the show to a close saw super-heavyweight AEM Edward Fitzsimon (NAC) use his considerable height and reach advantage intelligently to outpoint Mnc Andy Lane by a narrow majority.

Results: Royal Marines 20, Portsmouth 14, Plymouth 10 and Naval Air Command 9.

Other finals were — bantam: MEM Simon Harrod (Portsmouth) w/over, light-middle: Mnc John Sharpe (RM) bt Mnc Mark Stokes (RM) RSC2, middle: Mnc Paul Davies (RM) bt NA Darren Appleyard (NAC) pts u; light-heavy: Mnc Hiram Hardy bt STD Simon Mearns (Plymouth) RSC1; heavy: AB Roy Hudd (Portsmouth) bt MEM Neil Howe (Portsmouth) pts u.

Right: Mnc Chris Higgins (right) came back from behind to beat MEM Michael Smith. Sgt Ken Pearson RM refereed the contest.

Picture: Lt Cdr Nigel Hurstle



# Surfing contest won by Marine

PT STAFF from RN air station Culdrose hosted the first RN/RM Open Surfing Competition, which attracted 22 competitors from establishments throughout the country.

Gwithian Towans, Hayle, in Cornwall, was the venue and the weather was kind, providing ideal glassy waves of four to five feet. The surfers competed in 30 minute heats. Mne Pusser

Hills (Cdo Log Reg) was overall winner and LPT Mike Murphy won the plate final. Most amusing wipeout of the day — and some bones were crunched! — came courtesy of Mne Dougy Wheeler.

Mike Murphy, event organiser, now plans to go through it all again in 1995 and anyone interested in taking part should contact him at the RNAS Culdrose gymnasium (ext 2265).



Just like extras from "Bay Watch" — competitors in the RN/RM surfing championship.

# FIVE ON THE TROT

AFTER 20 miles of the Washington DC marathon the US Marine Corps team held the lead over their RN/RM rivals. However, the experience and hard training of the Navy runners brought them home to victory by over five minutes.

The race was run in torrential rain with several roads flooded; far different from the hot, humid conditions of previous years. The British athletes seemed to feel much more at home in the rain than the other 14,000 runners!

## Enthusiastic

This fifth win in a row by the RN/RM over the USMC was enthusiastically supported by the new Commander British Naval Staff in Washington, Commodore Mike Gregory, who took much delight in presenting the Victory Trophy to the RN team.

The Navy runners were led home by Lt Ginge Gough (Sultan), who came through the field superbly to finish 4th overall in a time of 2hrs 27mins. In 29th place was Surg Cdr Simon Sheard (Osprey) in



No 12 Surg Cdr Simon Sheard and No 13 C/Sgt Terry Pares pound through a wet Washington.

2hrs 36mins, closely followed by C/Sgt Terry Pares (RM Stonehouse) 2hrs 36mins and Cdr Al Rich (Raleigh) 2hrs 37mins.

RS Taff John from HMS Birmingham ran well in his first Washington marathon to take 60th place in 2hrs 42mins and S/Lt Frankie Abbott (Colling-

wood) completed the team effort with a run of 2hrs 54mins to finish in 178th place.

Li Sandy Gale in her first marathon ran exceptionally well to finish inside 3½ hours. Sandy shortly completes an exchange posting in Washington.

Road running remains one of the RN/RMs strongest sports

and the victory in Washington was further enhanced by the team taking the overall team award against competition from US military and civilian teams, the RAF, Mexican athletes and runners from at least 15 other nations.

The RN/RM squad owe a debt of gratitude to British

Aerospace (USA) who for some years now have provided the team with a mini-van for their sole use while in Washington.

● ORGANISERS meeting in Aldershot decided the Inter-Service Marathon Championship should take place in the London Marathon on April 2, 1995.

All RN/RM runners should note that this event will also decide the RN/RM marathon champion; a change from the past two years, when the title was settled during the South Coast Marathon.

Anyone interested in running London, who has not already been accepted, should contact Cdr Al Rich, HMS Raleigh ext 41204, who has a number of places to distribute to RN/RM runners competing in the Inter-Service race.

Elite runners will get priority, but there will be some spare entries for others.

Further details of the Inter-Service competition will be made known as they are decided. Meanwhile, the selection procedure for the USMC Washington Marathon in October 1995 will be the same as for this year — any queries should again be directed to Al Rich.

## Nipper Naylor



LT CDR Keith Naylor, First Lieutenant at RN air station Culdrose, believes he has clocked up 55,000 miles of road running since first developing a liking for the activity as a 17-year-old Junior Naval Air Mechanic.

In his first ship, HMS Victorious, he earned the nickname Nipper by darting around the flight deck, while later decks he got to study minutely as they passed under his feet include those of RFA Engadine during the Falklands Conflict and HMS Ark Royal during the Gulf War.

His enthusiasm — should that be fanaticism — has seen him through numerous marathons, half marathons and other running events.

# Huxtable unfazed by class pro-am field

FIRST overseas tour undertaken by a representative Royal Navy golf team combined visits to Norfolk, Virginia and Bermuda. Two RGA officials and 10 players formed the party and the event was considered a resounding success by all concerned, writes Cdr Gary Skinnis.

The USA leg opened with a "Texas Scramble" competition for US Navy teams in the area, and the specially invited RN teams played well over the unknown NAS Oceana course; the three teams finishing an aggregate of 25 under par.

## Delightful

Main event of this part of the tour followed: a "Ryder Cup" style match against our counterparts from the US Navy, played over Little Creek Amphibious Base's delightful Eagle Haven Course. The opposition had obviously put a great deal of thought and effort into the fixture, as not only was the organisation superb, but the playing strength formidable. The RN could manage only

a half point by CPOs Eddie Comerford and Don West (Cochrane) from the five morning fourball matches, and the afternoon foursomes fared only slightly better with one win from the partnership of LWTR Ian Ashenden (Culdrose) and Sgt Bill Parker (CTCRM).

## Jet lag

With 10 points at stake in the following day's singles matches jet lag set in! Our opponents turned the screw in taking eight of the 10 matches, but there were impressive wins for CK Stuart Huxtable (Guernsey) and LPT Bill Stretton (Heron).

All the games were played in tremendous spirit, and the US Navy authorities involved could not have made the team more welcome.

Accommodated in the sadly soon to disappear HMS Malabar, the team then embarked on the week long second leg of the tour in Bermuda. After a creditable halved match in a friendly against the Club at the picturesque Riddells Bay course, the team went on to participate in the Bermuda Open played over the very difficult Port Royal Club course.

The event attracted an entry of 62 professionals, mainly from USA and Canada, and 58 amateurs. For many of the RN team it was the highest standard of competition they had taken part in, borne out by the fact that the pro field was lead by John Mahaffey, an ex USPGA champion.

Only Huxtable made the cut for the final round, conditions for which were nothing short of atrocious: 70mph winds and lashing rain.

But ably assisted by your correspondent acting as caddy, Huxtable stuck to his task manfully and was rewarded by achieving 31st place overall, but more significantly, 5th among the amateur field.

## Achievement

His achievement rounded off an excellent final season of Navy golf for Huxtable, who has not always found it easy to be released for events. His performance in Bermuda coupled with notable results elsewhere, particularly at the Inter-Service Championships, have earned him the Shiner Wright Trophy for the year's outstanding performance.

Returning to UK, a Navy team took on the Channel is-



Cdr Nigel Overington, vice chairman RGA (centre) flanked by Lefty Barba, Eagle Haven club pro, and Sam Robinson, US Navy team captain, at the trophy presentation.

lands, in the guise of La Moye GC, at the China Fleet Country Club in the final match of the season. The event lived up to its reputation for close finishes; the Navy unfortunately losing out by a single point.

The team involved was one with which the RGA committee was looking firmly towards next year, and it was therefore particularly encouraging to see good performances from Cpl Nigel Small (40 Cdo), App Terry Taylor and Lt Guy Norris (both Cul-

drose), the latter making his representative debut.

Work has already started on preparations for next season. The RGA committee is always interested in bringing new players to representational level, and if you, or someone you know, has a handicap of six or better and are not known to the authorities, please contact the Secretary RGA on Portsmouth Naval Base ext. 23664. We are particularly keen to hear from new entry personnel.

## POW WOW

POW Pam Jack (Neptune) has won the Royal Navy Women's Hockey Association Player of the Year Award.



Pam, who captained the RN squad and led the team on their Canadian tour in May, is a talented all-round sportswoman. She was also part of the RN(W) golf team that won the Inter-Service title this year.

Results of the RN(W) Inter-Command Hockey Championship held at HMS Temeraire were: Portsmouth 4 RM, Plymouth and Thames 2; Air and Scotland 5 RM, Plymouth and Thames 0; Portsmouth 1 Air and Scotland 0.

# JACK

BY TUGG



## HARRIERS

● From front page

One of the pilots — who recently flew the 1,000th Operation Deny Flight mission over Bosnia — told Navy News the missile had passed very close between the formation of aircraft.

"We put out chaff and took a whole range of other measures — who can tell which of them worked? Our next concern was to get out of the area pretty quickly!"

"With very little time to be frightened, it is only when you return to the ship that you think 'That was close'."

Commanding officer Capt. Richard Hastillow, said that the Sea Harriers had contributed significantly to the successful NATO air operations over Bosnia. "There is no easy way to protect innocent civilians and UN forces in this war-torn country. I am very proud of the response by 800 Squadron. The pilots reacted to the attack upon them with coolness and skill, managing to go on to complete their combat air patrol mission."

● 801 Naval Air Squadron Sea Harrier pilot Lt Nick Richardson and his navigator Lt Gavin Phillips, who were shot down over Gorazde in April while operating from HMS Ark Royal, have been Mentioned in Despatches.

## 845 wins praise

PRAISE for the skill and gallantry of members of 845 Naval Air Squadron has come from the First Sea Lord on the second anniversary of the unit's deployment to former Yugoslavia.

In a signal to the squadron, Admiral Sir Benjamin Bathurst sent his "heartiest congratulations" on the most professional manner in which they had performed their exacting task.

"It has been in the best traditions of the Fleet Air Arm and Royal Navy and has rightly won considerable praise. I am pleased to see that the skill and gallantry of individuals has been justly recognised and am aware that it also acknowledges the overall excellent performance by the entire squadron."

"The value of your contribution to Operation Grapple is shown daily, and I have complete confidence in your continued ability to provide a capability second to none."

# MARINES IN AIRLIFT TO CHRISTMAS

HUNDREDS of Royal Marines deployed to Kuwait in October are returning home in time for Christmas. The advance party of 45 Commando returned to Plymouth on November 20, the main body arriving from December 2.

By December 10 it is expected that all the Commando elements, including the HQ Air Defence Troop and the Signals Troop from 3 Cdo Brigade, will have been flown home.

They were deployed as a 1,200-strong Commando Group which included Royal Artillery and REME support.

Announcing the decision to withdraw, Defence Secretary Malcolm Rifkind said there had been a significant reduction of tension in the region following the movement by Iraqi troops away from the border area.

"Our forces have played a vital role in helping to maintain the sovereignty and integrity of Kuwait and upholding the au-

thority of the United Nations," he said.

"Their ability to deploy rapidly in response to a threat has been amply demonstrated."

The Commando Group held exercises with other coalition

forces before they left. Meanwhile, the Type 42 destroyers HM ships Liverpool and Exeter will continue normal Armilla Patrol activities in the Gulf, having relieved HMS Cornwall and HMS Cardiff.

## WALCHEREN PILGRIMAGE

HMS SOUTHAMPTON and the landing craft of 539 Assault Squadron Royal Marines joined the Dutch frigate De Kortenaer in wreath-laying ceremonies ashore and afloat to mark the 50th anniversary of the Walcheren landings.

Many British veterans attended the events in the first week of November. Wreaths were laid at the British and Canadian war cemetery at Bergen op Zoom in the Netherlands. On November 5 the veterans embarked in the naval units to land at Walcheren.



## Taste of Raleigh for the Prince

POCK Mark Heard cooks up a Royal surprise for the Prince of Wales after Prince Charles opened the new RN Cookery School at HMS Raleigh.

Mark devised a dish titled Seafood Caernarvon in honour of the Prince's investiture. It was sampled by the Royal visitor who described the taste as "marvellous".

During his tour of the school, which has transferred from Aldershot, Prince Charles let slip that he overdid his own culinary efforts on one memorable occasion: while a junior officer serving in HMS Norfolk he poured too much brandy into the bread and butter pudding, sending everyone to sleep.

## Gloucester returns in Royal style

THE DUCHESS of Gloucester inspects the Guard at the rededication ceremony to mark the return to the Fleet of HMS Gloucester.

The Type 42 destroyer, which the Duchess launched in 1982, has been undertaking exhaustive sea trials after a 15-month major refit.

A rededication cake was cut by the wife of the commanding officer, Cdr Chris Parry, and by the youngest rating, OM(AW) Ian Oliver. After the ceremony the Duchess was presented with a silver and gold brooch in the shape of the ship's crest.

She met members of the ship's company and their families, and attended a lunch at which the guests included the Deputy C-in-C Fleet, Vice Admiral Sir Geoffrey Biggs.

Picture: PO(PHOTO) Craig Leask



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