



# Navy News

JUNE 1995 50p



**COMING SOON**

Not forgotten — a special VJ Day anniversary issue in August will highlight the role of the British Pacific and East Indies Fleets.



## INSIDE

### LEFT:

We are the champions — LRO Gerard Harrison stretches out his 6ft 8 ins to help secure the RN's magnificent 43-19 win over the RAF. (see page 34).

Besides the Inter-Services rugby, the Navy also led in the soccer and marathon championships in an outstanding month for RN sport.

### RIGHT:

The Duke of Edinburgh opens the new Headquarters Royal Marines at Whale Island (see page 28).



# HOPE FOR MORE SHORE TIME

"Harmony" — matching seagoing deployments with the need for families to spend time together — may give priority to the individual's movements, rather than those of the ship.

Last month's Defence White Paper said the matter was being investigated, while targets were already set for the ratio of sea to shore jobs for ratings.

When this exceeded certain specified values for a particular rating category, that category was put on a "Minimum Time Ashore".

This meant that drafting authorities were required to place affected rates and specialists in home posts for a minimum length of time — about 4 per cent of the total rating strength was currently being drafted on that basis.

Equipment planning continued to centre on the Navy's three core capabilities — aircraft carrier task groups, nuclear submarines and amphibious forces — the White Paper confirmed.

It was hoped to place orders for replacement of the assault ships HMS Intrepid and Fearless and for a further batch of up to three Type 23 frigates later this year.

● The National Audit Office has laid part of the blame for ships exceeding their maximum time at sea on delays with the replacement Type 23 frigate command system.



## LIGHT FANTASTIC

HMS ARGYLL off Plymouth Hoe, where a quarter of a million people gathered to watch the spectacular fireworks and laser lightshow climax to last month's VE Day anniversary celebrations — see also pages 17, 18 and 19.

# Service homes let to help cut costs

**SERVICE** married quarters all over the country are to be offered for short-term lease to local authorities to help cut MOD costs of up to £100 million a year.

The move by the Defence Housing Executive aims to offset the cost of lost rent and repairs when personnel movements leave houses empty.

Presently, as many as 12,000 houses can be vacant at any one time. Some degree of inoccupancy is unavoidable but the DHE says this level is too high.

Discrepancies occur when personnel are transferred in block movements and are replaced by units who require less housing.

The special military circumstances that require the MOD to retain the long-term title to all its properties make it impossible to transfer them entirely into the private sector.

Short-term leasing is seen as the best option as homes can then be relet to service personnel when the need arises.

In the case of Gosport, Hampshire, an influx of naval personnel will see about 300 homes reoccupied. The demand has been caused by the decision to transfer six Type 23 frigates to Portsmouth, minor war vessels from Rosyth, and by the enhanced, tri-service role planned for Haslar Hospital.

## Report

The leasing initiative coincides with an independent report on official residences of senior Armed Forces commanders.

The report for the MOD by former Armed Forces Pay and Review Body chairman Sir Peter Cazalet questions the need for 350 service personnel to be employed in the 75 residences and suggests a new system for claiming entertainment expenses.

If his recommendations are accepted, it will almost certainly mean the number of official residences at home and abroad will be reduced.

## Hood's anchor?

A 16ft anchor found off the Isle of Bute is believed to have come from battleship HMS Hood.

The Hood slipped her anchors in Rothesay Bay in 1941 to pursue two German battleships and was sunk by the Bismarck.

The anchor is in good condition and has been brought closer to the shore by divers. Hood's other anchor was found in 1985.



## Band plays a leading part

THE BAND from Holbrook Royal Hospital School played a leading part in the VE Day parade in Christchurch Park, Ipswich. A service of thanksgiving and remembrance was also held.

Picture: East Anglian Daily Times

## Top prize for press

COUNTESS Mountbatten of Burma paid tribute to a dedicated maritime journalist at a special event in Headquarters Ship Wellington.

The gathering marked the launch of the Desmond Wettren Maritime Media Award which offers an annual £1,000 prize to the writer or broadcaster who has done most to promote public awareness of maritime affairs.

Desmond Wettren, a former naval correspondent of the Daily and Sunday Telegraph, spent more than 30 years as a journalist in this field.

He was convinced that the well-being of the United Kingdom was inextricably linked to her maritime prowess.

Lady Mountbatten said his single-minded dedication to his belief in the sea endeared him to everyone who knew him.

The launch was also attended by First Sea Lord Admiral Sir Benjamin Bathurst, the media and by Captain Ashe Lincoln QC RNR who spoke on behalf of the Trustees of the Maritime Volunteer Service.

## Refits run like clockwork!

SHIP refitters Babcock Rosyth Defence Ltd are celebrating the prompt completion of all its work on the six minor war vessels in its 1994-95 programme.

The work included four refits and two DEDs (docking and essential defects). HMS Ledbury was handed over a week ahead of schedule after its refit.

## Task group visits Malta

HMS ILLUSTRIOUS and HMS Coventry took part in the unveiling of Malta's first Royal Naval memorial during the island's VE Day celebrations.

The ships provided a guard for the ceremony which was conducted by the Malta RNA.

The Britannia Royal Naval College Royal Marines Band joined Illustrious for the visits and delighted crowds in Malta and Gozo with marching displays and concerts.

Illustrious and Coventry were enjoying a break from their Adriatic duties supporting British forces ashore and the enforcement of operation deny flight and the United Nations arms embargo.

Illustrious's FA/2 Sea Harriers have been preventing unauthorised flights by the warring factions in Bosnia. They are from 810 Naval Air Squadron who are undertaking their third Adriatic deployment and have flown more than 600 sorties.

Her Sea King helicopters, from both 820 Squadron and 849 B Flight, have been put to full use in support Operations Sharp Guard ensuring ships in the area comply with UN resolutions.

HMS Coventry, which returned to Devonport on May 17 (see back page), is replaced by HMS Boxer but Illustrious will continue to head her task group until the end of July when she will be relieved by her sister ship HMS Invincible.

Right: Royal Marines bandmen march through Republic Street, Valletta.





● HMS Peacock

# 'BIRD WATCHERS' IN ACTION

## Ray gets in 'arm's way

A SAILOR from HMS Peacock dislocated his shoulder after boarding a smuggling vessel off Hong Kong — but still managed to capture it as it sped towards Chinese waters.

The Bird Class patrol ship was carrying out routine patrol duties south of Lamma Island when she was called to assist the Hong Kong Anti-Smuggling Task Force.

Four smuggling vessels, which had been spotted being loaded with stolen cars from a tug and barge, had been intercepted by a police boat.

Three of them crossed into Chinese waters before being caught — but Peacock's fast pursuit craft quickly made its

way to the scene to join the chase for the fourth.

On board was RO Ray Lawson.

"Thanks to the quick reactions and fast driving by our coxswain, L/Cpl Mac Macpherson, we managed to get alongside them pretty quickly," he told *Navy News*.

### Trapped

"I got the order to go so I just did my job and jumped on the boat. Unfortunately I landed on the boot of a stolen Toyota and hurt my shoulder.

"I slid down and became trapped between the back of the boat and the car. I tried to cut the fuel lines but I only had the use of one arm and was in a lot of pain".

"To make matters worse, the Toyota wasn't secured properly and as the smugglers picked up speed it started to move, crushing my legs and body".

### Weapon

Despite his injuries, RO Lawson managed to slice through two of the fuel lines and the smuggling vessel, which had been traveling at 50 knots plus, began to slow down.

But its crew were still trying desperately to make their way to safety in Chinese waters and he began to fear for his own.

"I knew I had to try and distract the crew. I drew my weapon and that seemed to frighten the driver. By that time a police boat had come alongside and thankfully the smugglers gave themselves up".

### Arrested

Three smugglers from the speedboat plus five member of the tug and barge were arrested.

RO Lawson was picked up by Peacock's FPC and returned to the ship, later being transferred to the British Military Hospital in Hong Kong.

It was the second time in only a few days that disaster had struck him and his wife Joanne (pictured above). Earlier their married quarter was flooded by burst pipes and the couple had to move to new accommodation.



● HMS Starling

## ... and Starling flies to the rescue

HMS STARLING rescued a Taiwanese fishing vessel that had been adrift without power for 15 days - with the crew low on water and with only raw fish to eat.

The Hong Kong patrol craft had been taking a break from anti-smuggling patrols to serve as guardship for the Royal Hong Kong Yacht Club's San Fernando Race when one of the participating yachts reported that the "Yu Chen" was in distress 50 miles to the north.

Starling immediately went to her aid at full speed with a team of engineers to sort out her mechanical problem — and ample supplies of food and drink.

### Charities

Once assured of her well-being, Starling went on to the Philippines for a three day visit to San Fernando — and took the opportunity to raise money for local children's charities.

A horse racing event was a huge success and collected £2,800, most of which was donated to the Good Faith Children's Home.

● Below: the boarding team from HMS Starling on board the stricken fishing vessel Yu Chen.



## X24 REVISITED

WARTIME crew members of the midget submarine X24, on display at the Royal Navy Submarine Museum, Gosport, met for a reunion there last month.

Australian Max Shean, then the boat's commanding officer, was joined by Vernon 'Ginger' Coles, X24's Engine Room Artificer, and Frank Ogden, its one-time temporary Sub-Lieutenant.

They remembered their part in the sinking of the German merchantman Baranfels in Bergen harbour in April 1944.

Shean and Coles were due to be in another midget, X9, for the attack on the Tirpitz, but the boat was lost with its passage crew on the way to Norway.

They were also in XE4 which cut the underwater telegraph cables from Saigon to Singapore and Hong Kong. Frank Ogden was in XE3, which sank the Japanese cruiser Takao at Singapore in 1945.

X24's First Lieutenant, Lt Cdr Joe Brooks, died last year.

## CONCERT DATE

HMS DAEDALUS will host a Grand VE and VJ Day Commemorative Concert next month with The Band of Her Majesty's Royal Marines under the direction of Capt David Cole.

Tickets for the show on Friday July 28 at 7.30p.m. are available from Gosport Tourist Information Centre at £10 and £8 (Tel 01705 522944).

Also next month - a new gallery of paintings dedicated to the Fleet Air Arm in World War II, opened at the FAA Museum at Yeovilton by the Duke of Edinburgh on July 10.

## TWO PAY TRIBUTE IN THEIR OWN COIN



Gibraltar and the Isle of Man have both issued special coins to celebrate the end of World War II.

Struck in virenum, a gold coloured base metal, the respective £5 and £2 coins will also have limited issues in silver and gold.

During the war years Gibraltarians were evacuated to England, Jamaica and Madeira and did not return until after the German surrender.

For every coin and presentation pack of the Manx edition sold, a donation of 50 per cent will be made to the Royal British Legion to help fund its Training College at Tidworth.

# Opt-out offer to junior medics

IN THE March signal announcing the redundancy categories, it became clear that a small number of qualified MA(SM)1s would be allowed to apply.

This was unexpected by some as during the past ten years there has been a shortage in the specialisation. However, over the past two years recruiting has been buoyant and more people are passing the final qualifying exam with the result that there is a small surplus of junior rates.

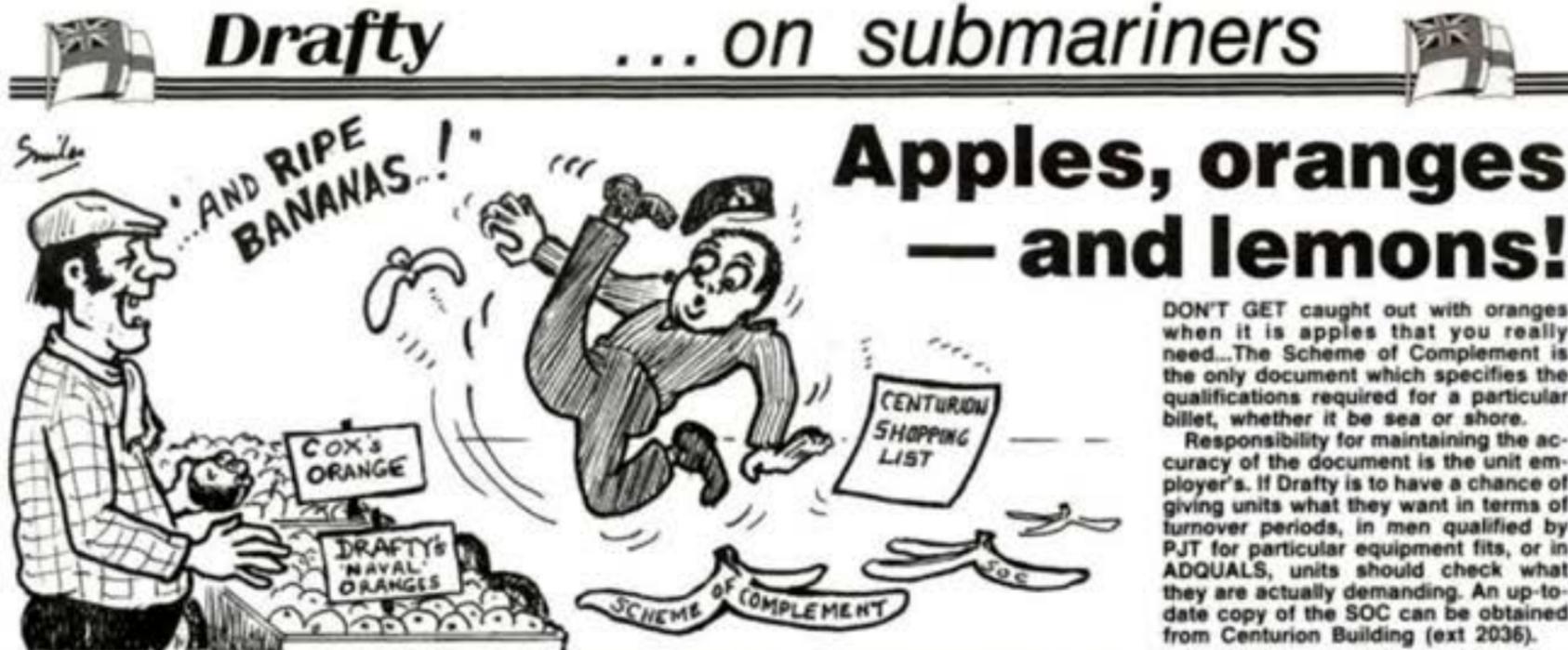
MA(SM)2s are unaffected as they are likely to be slightly underborne over the next couple of years.

## Settled

There is still a need for high-calibre medical staff to fill essential billets. With the reduction of submarines to 16 running from either Faslane or Plymouth, a settled future for those serving is assured, provided they let Drafty know of their preferences.

By giving those drafted to sea medical pre-joining training, the clinical needs of the job have been improved and it is hoped that drafts into General Service medical billets for short periods may be available in the future.

The main requirement is to gain the MA(SM)2 qualification, so if you are ambitious, able to take added responsibility, and wish to have a more rewarding job, contact your divisional officer.



DON'T GET caught out with oranges when it is apples that you really need...The Scheme of Complement is the only document which specifies the qualifications required for a particular billet, whether it be sea or shore.

Responsibility for maintaining the accuracy of the document is the unit employer's. If Drafty is to have a chance of giving units what they want in terms of turnover periods, in men qualified by PJT for particular equipment fits, or in ADQUALS, units should check what they are actually demanding. An up-to-date copy of the SOC can be obtained from Centurion Building (ext 2036).

OPERATIONAL submarines must be fully manned at sea, yet allowance has to be made for sickness and welfare emergencies affecting crew members. Therefore temporary reliefs may be required at short notice.

In the past each squadron had more manpower, but last year with the end of the Type 2400 spare crew, the end of the SSN fifth watch, and the fact that an SSBN will not be refitting for years, it has been essential to create the Submarine Emergency Relief Pool (as reported in the April edition of Navy News).

Unlike personnel in the General Service ERP, submariners will be liable for drafts as emer-

gency reliefs throughout the three months following their last sea draft. This ensures that they will be fully qualified and experienced for the class of submarine to which they may be sent.

## Sea draft

Full account will be taken of LSSB, SSSM and separation pay to ensure that no one is penalised. To compensate for the SMERP liability the length of a sea draft in submarines has been cut from 30 to 27 months.

All submarine ratings will be liable for three months service in the SMERP, with the exception of those drafted to a career course within six months of coming ashore. If you are activated it will be for a maximum of six months, allowing Drafty to give a permanent relief five months notice for sea.

Once your relief draft order is received you send Drafty a Red Cross DPC detailing your date of leaving, all the leave still owed and your available date (AVDATE) to start your shore job.

In return Drafty will send you a draft order to Leave After

Sea Service (LASS) and your shore draft on the AVDATE. You will also be sent a draft order to the SMERP (the start date being your AVDATE and the end date being three months later), and a set of "Notes for Ratings Drafted to the SMERP".

## Rosters

If you are being drafted to a career course you will only get one draft order to LASS, and to your course on the AVDATE.

When you start your shore job you will be dual drafted to the SMERP for the first three months, during which time you

will be at 48 hours notice to move. If you are activated it will be for a maximum of six months and you will return to your original shore area on completion.

Drafty will adjust your sea roster position for the amount of time that you are activated. You can only be activated once each time you are drafted to the SMERP.

Generally, men who have to come onboard at short notice will fill, if possible and as best they can, jobs which have been gapped by SMERP activations, subject to welfare or medical restrictions.

# HERE COMES THE SMERP

## Those were the days!



MR R.F. GREEN, president of Tewkesbury RNA, has sent us this photograph from Plymouth Navy Days in 1938, showing members of Cornwallis Training Class at HMS Drake.

Most of the men in the picture joined HMS Hasty in Malta in January 1939.

Does anyone out there recognise themselves under the false whiskers and sennit hats? And does anyone have any more photographs of Navy Days gone by?

Navy Days at Devonport in 1993 attracted 59,000 visitors. This year's family ticket at £10 offers outstanding value for a full day's programme from 9.30am-6.00pm.

A wide variety of types of ships and submarines in service with the Royal Navy today — together with warships from other countries — will be on show and each day will feature an impressive display of naval air power.

A veteran Swordfish aircraft will make a guest appearance together with the Parachute Regiment's spectacular free fall team, the Red Devils.

NAVY DAYS

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## QUESTIONS ANSWERED

If I'm drafted to a shore billet which is "submarine essential" or which has a continuity, will I still have a SMERP liability?

Yes, unless you are being drafted to a career course within six months of coming ashore.

How will I know that I'm going on a career course?

The course will be detailed on your draft order and you will not get an ERP draft order.

Will I get my leave before I'm drafted to the SMERP?

Yes, provided the Red Cross DPC has been completed in accordance with BR 14 Article 0204.1b and the leave granted is allowed by current rules (see your Cox'n for guidance).

What happens if I don't send a Red Cross DPC?

If the Red Cross DPC is not sent on time or the leave claimed is excessive it could reduce the length of notice for your next shore draft, and Drafty's ability to give you all your leave before starting SMERP liability.

How will the SMERP be activated?

After a trawl of all local resources your squadron will signal Flag Officer Submarines asking for activation. The

## Jobs abroad

THE Submarine Service still has a few jobs abroad. Send Drafty a C240 for the following:

- Gibraltar — two PO(SSM)s, two LS(SSM)s, nine AB(SSM)s, four AB(TSSM)s.
- Hong Kong — one LRO(SM), one RO(SM).
- Italy — one CPO(TSSM), one CRS(SM), one RS(SM), one RO(SM).
- Brussels — one CRS(SM).
- Canada — one CPO(SSM), one POMEM(L).

SMERP can only be activated by FOSM who will consult with Drafty and the employers of the individual likely to be activated to get the information needed to decide which man in the Pool is most suitable.

Will the SMERP be used to fill gaps ashore?

No. The SMERP is only for operational submarines.

Will Nuclear Category B/C/D watchkeepers in the SMERP be activated only for the class on which they are currently qualified, or could they be liable for any class?

Due to the time taken to re-qualify on a new plant, the nuclear watchkeepers can only be activated for a class of submarine for which they are already in date.

Does this also apply to Nuclear Cat A watchkeepers?

Yes. Cat A watchkeepers will only be liable for the class in which they hold a current qualification. However, in accordance with BR 3018 they will still have to pass a Ship's Board before being authorised to watchkeep unsupervised.

If the permanent Cat A relief fails his board, will I be activated for more than six months?

No. If the process of qualifying the permanent relief takes more than six months the SMERP man will come ashore and the SMERP may have to be activated again to provide cover. This will also apply when Cat B/C/D permanent reliefs fail their boards.

## THE TEAM

FROM July 21 the Submarine, Medical and Supply and Secretariat Drafting Commander will be Cdr Michael Bates, a submariner. He will be responsible for 12,000 ratings across all the branch specialisations.

He will also be the WO's appointer, chairman of CPO Selection Boards and a member of the WO, 2 O/E and Redundancy Boards.

He is on ext 2381 at Centurion Building and his team (with extension numbers) are:

SM technical ratings	LI Cdr David HUBBARD	2042
ME senior rates	POWTR Tony CLEWS	2516
ME junior rates	LWTR Adrian GILLET	2518
WEAs	POWTR Sam DURN	2519
SM non-technical ratings	LI Cdr Peter BOSWORTH	2043
SM co-ordinator course	CRS(SM) Dennis BOCKHAM	2516
Sonar/TS rates	POWTR Steve PLATT	2517
Comms/WEM/WEM(R) rates	LWTR Yvonne FRESH	2519
AB(SSM) correspondence	Miss Tracey KRUMS	2517
Course bookings	POMEM(SM) John CHERRY	2339
SM medical ratings	LI Cdr Simon RULLYBANK	2570
	POWTR Suzanne LEWIS	2445
	LI Cdr Bryan WARD	2405
	CPOWTR Kevin WARD	2405
	POWTR Kevin ROWE	2505
	LWTR Julie MADEIN	2285
	POWTR "Fletcher" FLETCHER	2444
	LI Cdr Terry MORRIS	2456
	POWTR April STONE	2446
	LWTR Nicola SANTRY	2446
	POWTR "Spider" WEBB	2575
	LWTR Donna BUCHANAN-BELL	2575
SA/WTR ratings		
Office manager		
WTR all rates		
SAs all rates		
OK/STD ratings		
OK senior rates		
OK junior rates		
STD senior rates		
STD junior rates		



## Honoured through WWII

TODAY'S Duke-class frigate is the second Royal Navy warship to bear the Montrose family name. The first was an Admiralty Design-class destroyer-leader completed in 1919.

She served in the Mediterranean Fleet, followed by the Nore Reserve Flotilla and the Home Fleet. She then spent several years in reserve until a refit just before the outbreak of the Second World War.

As leader of the 17th Destroyer Flotilla, stationed with the Western Approaches Command, HMS Montrose undertook anti-submarine patrols in the eastern Atlantic.

She assisted in the evacuation of Dunkirk, lifting 925 troops before damage forced her away. Two months later, having been reallocated to the 18th Destroyer Flotilla, Nore Command, she was further damaged by enemy aircraft while protecting minesweepers on the East Coast.

Repairs at Chatham took more than a year, after which she was reallocated to the 16th Destroyer Flotilla. Until August 1942 she was engaged in escort work, protecting ships laying minefields in the Denmark Strait. A spell escorting convoys to North Russia followed and then resumption of coastal patrols and covering East Coast convoys.

Her final action came during support of the Normandy landings, when she was again badly damaged. Montrose was towed back to Immingham, but her repairs were never completed.

Battle honours: Atlantic 1939-40; Dunkirk 1940; Arctic 1942-43; North Sea 1942-44; English Channel 1943-44 and Normandy 1944.

## A growing circle of friends

BUILT by Yarrow Shipbuilders Ltd on the Clyde, HMS Montrose, eighth of the Royal Navy's Duke-class frigates, was launched in July 1992 by Mrs Edith Rifkind, wife of Defence Secretary Malcolm Rifkind.

Among the guests at the launch was the eighth Duke of Montrose, who also spent time on board during the contractors' sea trials.

### Disabled

As well as maintaining these links with her sponsor and ducal namesake, HMS Montrose has forged affiliations with Dorward House, a residential home for the elderly in Montrose, with Angus District Council, Angus Riding for the Disabled — whose 36 regular riders include seven from the town of Montrose — and with the Bideford Unit of the Sea Cadet Corps.

The ship is also affiliated to 29 Cdo Regt Royal Artillery and 212 The Highland Battery Royal Artillery (Volunteers), and with HMS Camperdown, the RNR shorebase.



HMS Montrose sails through the Gulf with the Type 42 destroyer HMS Liverpool astern.

# Testing times for Montrose

FOLLOWING a ten-week deployment which took her to the International Defence Exhibition in Abu Dhabi and home via Jordan, Turkey and Minorca, HMS Montrose steamed into Devonport for a short break.

After Easter leave it was back to work and an assisted maintenance period. Major trials are now underway, with the technical departments testing all equipment on board. It is hoped Montrose will achieve her Operational Dates Material Assessment by mid August.

### Armament

The ship, a Duke-class Type 23 frigate, was designed for anti-submarine warfare, but her armament also gives her significant capability against other ships and aircraft.

The Type 23 design has produced very quiet vessels, which minimises the risk of their being detected by their submarine quarry and optimises the performance of their own sensors.

This quietness extends beyond the degree of sound the ship produces to her radar signature — the "size" of target she presents to another radar. The unusual angularity of her hull and super-structure minimises the radar signature and increases her stealth.

Extensive automation has considerably reduced the size of the ship's company required to run the ship, and the complement of the Type 23 — 17 officers, 57 senior ratings and 111 junior ratings — is almost 100 less than older ships of comparable size.

HMS Montrose is armed with GWS 60 Harpoon long-range, surface-to-surface, sea-skimming missiles and GWS 26 vertically-launched Seawolf missiles for fast reaction, close-range air defence.

Her MTLs close-range, anti-submarine torpedo weapon system makes use of the Royal Navy's latest anti-submarine weapon, the Stingray torpedo.

Montrose has a 4.5ins Mk 8 gun, providing medium-range, automated surface and naval

surveillance radar providing information for display and target data for the weapon systems.

Radar 1007 is a high definition system for navigation, while 1010/1011 radar is a secondary system that provides a positive means of identifying friendly ships and aircraft.

Montrose has two sonar systems: sonar 2050, a medium-range, active sonar mounted in the large bow dome, and sonar

set Electric and Gas Turbines) arrangement provides very quiet propulsion via twin shafts with fixed pitch propellers.

The diesel electric propulsion will drive the ship at up to 14 knots, but also has the advantage of fuel efficiency, giving the Type 23 excellent endurance.

### Turbines

For higher speeds, two Rolls-Royce Spey SM1A gas turbines are fitted.

Extensive use is made of electronic control and monitoring for the main machinery and associated systems. In normal states the machinery spaces are completely unmanned, with everything being controlled from the ship control centre.

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

### Qualifications

A reference and lending library on board not only provides books for relaxation, but allows the ship's company to study for examinations and professional qualifications.

A physical training specialist is one of the company, organising sporting and recreational activities both on board and ashore.

In case of accident or ill health, Montrose has a well-equipped sickbay.

There are two civilians on board — the Naafi manager, whose stock items range from beer and chocolate to shampoo and shoe polish, and the laundry manager, who provides a "same day" service for the entire ship's company.



Pennant no: F236. Standard displacement: 4,000 tonnes. Length overall: 133m; length at waterline: 123m. Beam at waterline: 15m. Ship's company: 185. Propulsion: Diesel electric and gas turbine. Armament: 4.5ins Mark 8 and 2 x 30mm guns; Harpoon and Seawolf missiles; four fixed torpedo tubes. Aircraft: EH101 helicopter when it enters service. Alternatively, can carry either Lynx or Sea King helicopters.

gunfire support, and 30mm guns giving a high rate of fire against close-range targets.

Her aircraft — an EH101 Merlin will be embarked once it enters service — is currently a Lynx helicopter armed with missiles and torpedoes for anti-submarine warfare.

An advanced, computer-based command system lies at the heart of Montrose's sensors, drawing together and presenting the wealth of data received, and controlling the weapons. Her new Combat System Highway has considerable spare capacity to allow for future modifications.

HMS Montrose's 996 radar is a long-range, three-dimen-

sional surveillance radar, 2031, a long-range, passive, towed array sonar. The array is streamed behind the ship from a large winch under the flight deck.

In addition, HMS Montrose is fitted with UAF, a passive radar surveillance system to give early warning of hostile or friendly radar emissions, and with GPEOD. The General Purpose Electro-Optical Director uses television and laser to provide target data for the 4.5ins gun.

### Propulsion

HMS Montrose's primary propulsion machinery comprises electric motors driven by up to four diesel generators. The CODLAG (Combined Dic-

POSTCARDS of Ships of the Royal Navy are obtainable at 80p each (minimum order £1.85) from Navy News, HMS Nelson, Portsmouth PO1 2RH. 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 £12.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

# GENUINE

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## Letters

# SURCHARGES TAKE THE SHINE OFF KIWI SERVICE

IT IS NOTED is noted from the local press in New Zealand that the Royal New Zealand Navy will soon be seeking to recruit trained helicopter pilots in the United Kingdom.

### L-plates required

ON VE DAY I was a Leading Stoker in the submarine L22, at sea in Stokes Bay.

Suddenly we were given the order to dive — and for some reason the gun hatch had been left open.

The water came pouring in — but I was able to close the hatch in time and we quickly resurfaced.

Someone up there must like me. In 1932 I was serving in the giant submarine seaplane carrier M2. I was called ashore just before she went to sea for the last time — when the hangar door was opened too soon on surfacing and she flooded and sank with all hands off Portland. — **Bill Allison**, St Vincent's, Ryde.

### Reward for initiative

AMONG the heroes depicted during the recent VE celebrations was one, Joseph Lynch, who dived off HMS Nigeria to save a rating from the icy seas at Port Stanley. Lynch was awarded the George Cross.

In January 1941, I dived off HMS Naiad to save a boy seaman from the icy waters of Scapa Flow. I was awarded 14 days stoppage of leave for 'breaking out of the ship'. — **G. Harper**, Great Warley.

Any ex-service person who has completed time for a service pension in the British Armed Services needs to be made very aware of the taxation regime applied to that pension in New Zealand.

The situation is as follows. Up until the time that a person becomes a superannuitant (OAP) in New Zealand the British long service pension is income taxed at the normal rate for any income and is included for tax purposes with any other earnings.

It is required by law that all overseas income is declared on annual tax returns whether or not tax is already paid in UK and whether or not the pension is paid into a non-New Zealand Bank account.

On reaching the status of a superannuitant and being in receipt of an old age pension, a different taxation regime applies where, in effect, British ex-services pensions are taxed twice.

They are declared as earnings together with any other earnings, such as the Old Age Pension, and income taxed at a flat rate, usually 25%.

In addition, if income is derived from sources other than a New Zealand registered private pension scheme, after the application of a small personal allowance (about £1,600), they are further surcharged 24% for pre-tax incomes totalling \$9,500NZ (about £4,000) and at 28% for pre-tax incomes above that margin.

British ex-service long service pensions are NOT considered to be New Zealand registered private pensions. Thus, the usual income tax and surcharge applied to UK armed forces long service pensions in New Zealand is currently set at a total of 53%.

This compares most unfavourably with the New Zealand Armed Services long service pension which has a surcharge benefit of 2.8 times better because it meets the requirements of qualifying for treatment as a New Zealand registered private pension scheme.

The British Pensioners Association NZ are making most earnest endeavours through the New Zealand Government and the British Government to have this most unfair situation addressed but, as yet, without any success. New Zealand is a wonderful country and is a great place to bring up children in a very green environment but those considering coming here who are ex-service pensioners should be very aware of their likely financial situation on retirement.

There are, I know, cases of hardship among expatriate British ex Service personnel and widows as a result of this taxation/surcharge regime placed upon pensioners.

**LT CDR D. Davies RN/RNZN (Retd)**, British Pensioners Association (NZ), Raumati South, New Zealand.

From Defence Staff (Personnel), Wellington, NZ.

LT CDR Davies is correct in his description of the taxation treatment of pensions in New Zealand. He has however, failed to mention the tax credit which is available for persons who have paid tax on income sourced in the United Kingdom.

Persons resident in New Zealand, receiving UK pensions, should obtain an NZ2 form for individuals and forward this to the UK pension fund, who will then not deduct any tax in the UK. If they are however, being taxed in the UK, Section 293 of the Income Tax Act allows for a credit for any tax paid in the UK.

Any pension received is counted as income for taxation purposes. The superannuation surcharge applies when that income is greater than SNZ4160 and reduces NZ superannua-

tion received to zero when income reaches SNZ30000.

### Last word on a quote

**D. BAILEY'S** letter (March issue) casting doubt on my statement that cannibalism did not occur during the voyage of Copping to the Arctic in the late 19th century is flawed.

The quotation he uses — 'from the mutilated bodies etc' — is from the report by Dr John Rae, who whilst factoring and mapping for the Hudson Bay Company in 1854 found relics of the Franklin crew and in reporting to the Admiralty used the exact words quoted by D. Bailey.

So, as the disputed words were written 21 years before the Arctic voyage of Inspector General Copping took place, it is impossible for this description to refer to Copping.

By coincidence, the Family Tree magazine of April 1995 carries a full description of what Dr Rae found and part of his report, which confirms my statement above. — **C.T. Parsons**, Market Drayton.

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

# NVQs — we are still 'well up with the hunt . . .'

CPOMEA(L) Bells's letter raised some important concerns about NVQs in the RN, namely: that there have been lots of promises but no action; that the RN is being left behind; and that a false impression is being given that training courses can gain NVQs.

While he is right that things may appear to have gone quiet on NVQs, this does not mean that nothing is happening; the whole area has, in fact, been pretty busy.

The RN's draft NVQ Strategy Paper was produced last June; in November RNSETT began examining how internal verification and assessment might work; and at the time of writing, the Dept of Employment are funding a consultancy to help us give the whole NVQ process a helping hand in the right direction for the RN.

The RN Supply School already has approved Centre Status for NVQs, runs NVQ accredited courses for Writers and Cooks and is developing NVQs for Stores Accountants (they were a pilot on assessors and verifiers); the RN Medical Staff School runs a level 3 course in Operating Department Practice; and elsewhere negotiations are underway for NVQs for Radio Operators (level 2), Bridge Watchkeepers (Level 3) and Operational Photographers (Level 3) to cite just a few.

For those who wish to pursue NVQs through Accreditation of Prior Learning (APL), several colleges have developed expertise in APL for RN personnel as a result of last year's Tri-Service project.

Four Colleges in particular, (one in Plymouth, one in Portsmouth and two in Scotland) developed strong RN connections and can offer a wide range of NVQs. Local Naval Resettlement Information Offices have details.

### Bad press

Progress is being made on NVQs then, but, for the RN, they form only part of a larger picture: that of civilian accreditation and recognition generally.

This continues, as it always has, to aim to give maximum civilian accreditation for the abilities our people have. Lead Schools remain tasked with keeping up to date in this area.

This leads me on to the wider point of the suitability of NVQs as a whole. It would be fair to state that NVQs have had a bad press of late. As recently as 10 May the Financial Times reported that employers are becoming increasingly critical of NVQs, wanting to see not only that an individual has the

competence to perform a task but also that he/she has the technical knowledge to do so as well.

This means that traditional qualifications, such as BTEC and City and Guilds, have not vapourised as some predicted and will probably continue for a long while yet, and so it would be foolish to put all our eggs in one basket.

Finally, while it is true that the main thrust of NVQs is to accredit workplace competence, this does not mean that there is no place for courses and simulated training.

### Standards

In fact, many of the colleges which provide Accreditation of Prior Learning (APL) also provide simulation and top-up training to fill in any gaps.

The RN was in the vanguard of NVQs, sitting on Industry Lead Bodies and helping to design a number of the standards that are now being followed. I hope that this reassures all your readers that we are still well up with the hunt.

**Capt L. P. Brokenshire**, Asst Director Naval Training (Plans).

### Not all of Hope's lost

READING the article 'Falklands Revenge' (December 1994 issue) it is not quite correct to say that all the crews of HMS Good Hope and Monmouth were lost at the Battle of Coronel.

CPO Charles Gould and four men were landed at Coronel to pick up the position of Admiral Graf Spee's squadron from the shore and Good Hope left for the fatal battle without them.

They were later picked up by HMS Glasgow and were present at the Battle of the Falkland Islands.

A pre-war policeman with the Portsmouth Police, Gould had been recalled to the Royal Navy as a reservist in August 1914. He was later decorated at Gallipoli and was commissioned in 1918.

He returned to the Force after the war and later became Superintendent of the Portsmouth Fire Brigade. — **R. Ford**, Woking.

# Of the same kidney

I READ with delight the recipe for "s\*\*t on a raft" (April edition). We recently had a mixed grill for lunch and my wife opened a tin of kidneys in sauce that jogged my memory.

While doing my National Service training at St Budeaux Signal School in 1957 I, as a lowly Ordinary Seaman, was doing breakfast orderly with my class.

I had to dole out the kidneys — and of course everyone wanted lots. But, in truth, I don't think even at two lumps per raft it would have gone round the assembled school.

Soon, no matter how I "keeled the pot" I couldn't raise a morsel of kidney.

The threats to my person got worse, my parenthood was brought into question — and was I glad when it was over.

Happily, I never did get that particular job again — but neither at breakfast did I ever ques-

tion the size of my share. — **K. Gosling**, Great Barr, Birmingham.

IN OUR hotel — which belongs to the Royal Navy — such dishes as kidneys on fried bread are served for breakfast as a matter of course.

Not wishing to offend those of a more gentle upbringing than an engagement in the Service offered — but wishing ex-sailors to be able to recognise the food in question — we offer the dish as a 'George Raft', however.

'Crappe-en-croute' is an alternative we find less well understood.

We can assure your readers that our chef — of good, solid ex-RN stock — produces this and all other maritime fare, such as Lady Hamilton's Pie (known as Nelson's Tart by some), Spithead Pheasants (after which the well-known cabin boy was named) and the like. Do come and get it!

**M.E. Coleman**, Province of Natal Hotel, Weymouth.



## Navy News

No. 491

42nd year

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## Not the last Algerine

SAS Pietermaritzburg, formerly HMS Pelorus, which was scuttled by the South African Navy in November after various efforts to have her preserved came to nought, was thought by many to have been the last of the Algerine Class minesweepers. In fact Jane's Fighting Ships 1994-95 edition lists HMS Minstrel as being still in service with the Royal Thai Navy as the training vessel Phosamton. She was commissioned in 1945 and, like Pelorus/Pietermaritzburg, also transferred in April 1947. Pelorus had the distinction of leading the D-Day invasion and of being the first Navy ship into Singapore. — W. Lawrence, Leeds.

## Another time, another place

DUE TO the International Date Line, we, in the British Pacific Fleet, were 24 hours ahead of the UK, so we learned of VE Day on 9th May.

This was the day when the whole of Britain was rejoicing and celebrating Victory in Europe. It was a day we could not celebrate. We were far too busy. In position 23°29N, 125°48E, we had been at Action Stations since 05.15. We stayed there until 20.45.

Here is a brief report of our VE Day:-

"Four bomber strikes, two on each island totalling seventy three Avengers with rocket armed Fireflies and escort. Lt. D. Cameron of 1834 Squadron failed to return. Runways were cratered, motor vehicles and grounded aircraft shot up.

At 11.45, CAP fighters were unfortunately unable to catch a high flying snoopie to the west and at 1645 a group of low flying bogies was detected westwards at twenty eight miles.

Six minutes later, four Seafires piloted by S/Lts. F. Hockley, Gall, Gradley, and Taylor RNVR of Indefatigable's 894 Squadron shot down one Zeke at fifteen miles but apparently allowed themselves to be drawn away from the other four bogies which closed the Fleet at 1650.

A large Fleet course alteration of 60 degrees at 22 knots to starboard did not prevent a Zeke 52 diving towards Victorious and despite being hit, went over its starboard quarter onto the flight deck forward, abreast B (port) 4.5 inch gun turrets.

A parachuted 500 lb bomb released at about 300 yards from the ship exploded a hole into the flight deck, putting the catapult, a 4.5 inch gun and a forward lift motor out of action.

The resulting fire was quickly extinguished. A few minutes later at 1650, a second Zeke approaching Victorious from astern in a shallow power glide was hit and set on fire, but still continued, hitting the flight deck a glancing blow and burning furiously as it skidded over the side.

This damaged one arrester wire unit but wrecked beyond repair a 50mm director and four parked Corsairs.

### Burning petrol

Casualties from both these were three killed and nineteen wounded, four seriously. At 1657, a third Zeke made a pass at Victorious, but then shifted target to Howe which was next in line ahead, approaching her over the starboard quarter.

Then gunfire from Howe, Victorious and Formidable hit the Zeke, which burst into flames as it flew over Howe's quarterdeck, crashing into the sea a hundred yards beyond.

At 1705, a fourth Kamikaze, with overload fuel tanks under each wing, approached Formidable from dead astern about thirty feet above water. Though repeatedly hit, it dived into aircraft parked aft, sweeping the flight deck with flame and explosion, destroying six Corsairs and an Avenger and damaging two Corsairs.

Burning petrol fell through a blown out plate rivet hole into the hangar below, starting another fire which was then extinguished by spraying the hangar, but not before three or four

more Avengers and eight Corsairs were damaged by fire and water.

With only several wounded, casualties were lighter than on 4 May though a hurtling aircraft wheel decapitated one rating on the flight deck.

All fires were put out within fifteen minutes and an hour after the attack, the Captain signalled at 1755 that the ship could land on aircraft.

Admiral Vian had reason enough to praise the steadfast courage of the gunners who faced this truly fearsome form of attack. They remained serving their guns undismayed, but for which fact more Kamikazes would have scored direct hits.

Task force 57 emerged from today's attacks with four carriers still intact but the state of the carrier air groups and flight decks required a programme reorganisation. The Commander Fifth Fleet was signalled Admiral Rawlings intention to withdraw to area Cootie and make good damage, to return on the 12 and 13 May. At 1950 the course to Cootie was set.

### Executed

In his book 'The forgotten Fleet,' John Winton wrote: "The reports of bullets fired from burning aircraft, the towering columns of smoke and steam, visible for many miles and the sound and smell of the fires, contributed to one of the most dramatic scenes in the war at sea."

When we withdrew from the Action Zone that evening, we were of course tired as usual. Our thoughts were now centred on our families and our home towns back in the dear old UK and the Commonwealth.

We imagined what it was like, with the lights shining again and people laughing. We felt relieved that they were now safe and hoped and prayed that soon we would be able to rejoin them.

Some of course did not make it. We suffered many more casualties and on the very last day of the war, two of our aircrew were shot down, captured and executed. They were S/Li (A) Freddie Hockley, a Seafire pilot and S/Li (A) Johnnie Bonass, Observer, 820 Avenger Squadron.

We remember them, together with the many others, including the 'Palembang Nine' who had been shot down over Sumatra in January 1945, imprisoned at Changi and executed at the war's end.

Oh yes — we remember them. We hope that others who are living in peace will also. — S. Eadon, Ex Lt RNVR, Chairman of BPF/EIF 50th Anniversary Reunion Committee.



## Left out of the picture

I RECENTLY bought an old photo frame and found this portrait underneath. It's in good condition and I will be happy to pass it on if any of the rating's family recognise him. — Lt Cdr R.W. Paig, East Meon.



## Letters

### Guarded Respect

I WAS intrigued to learn from the April edition that a memorial ceremony for Admiral Ramsay and those who died with him had been held at St Germain en Laye.

It appears that some of the Wrens who served on the Admiral's staff were notified, but none of the officers and ratings who took part in the funeral.

As a PO Tel on the staff of the Admiral I was one of those who carried the coffin of the PO Tel Air Gunner who was killed in the accident.

General Eisenhower, whose car was preceded and followed by a heavily armed jeep, and General Koenig attended the funeral and the whole ceremony was filmed.

We were told that as soon as the coffin we were carrying was lowered into the grave we

should dash off and hide behind the nearest bush to get out of camera shot.

We did as we were told — and found that behind every bush was a GI armed with a Thompson submachine gun. — P.E. Cullum, Worthing.

### Hanky had a sad tale

IT WAS on or around 20-21 January 1944, when I was serving at RNH Haslar, that a colleague and I were rudely awakened in the early hours and detailed for ambulance duty.

We went to the end of HMS Hornet's jetty, where an MTB was tied up alongside. Sadly, it was our duty to offload the bodies of four seamen.

It seems highly likely that this sad memory ties in with the action described on G.A. Bunt's hanky, as recorded in April's letters pages. — E. Smith, Shanklin.

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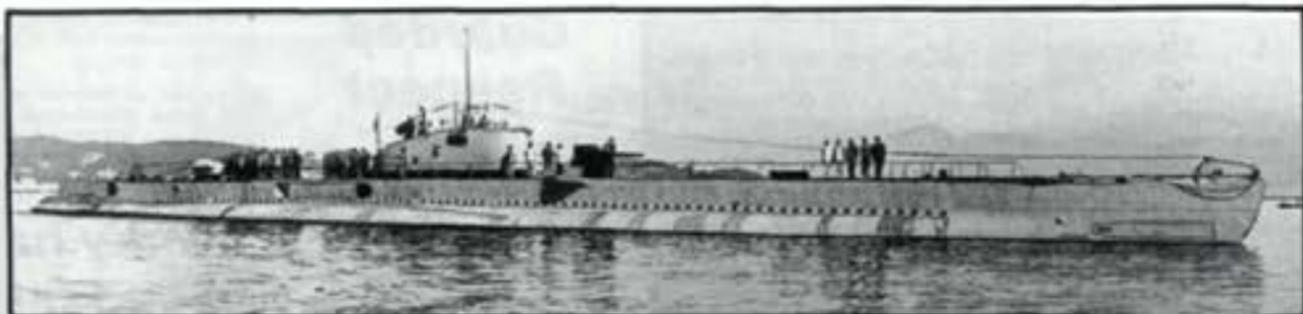
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# Submarine news



FFS Protée, discovered off Southern France.

## Protée found

FREE French submarine Protée was lost in December 1943 while on patrol. Nobody knows for sure why she sank but the mystery may soon be solved with the discovery of her wreck off Toulon.

The 302ft Redoutable Class submarine was lost with all hands, including three Royal Navy liaison personnel: Leading Telegraphist D R Collier, Leading Signaller J Usherwood and Sub Lieutenant A D de Waal, RNVR.

# 'Lost souls' laid to rest

## Historic discovery

DIVERS in America have discovered the wreck of the CSS Hunley — a confederate vessel credited with the first successful sinking of a surface ship.

The Hunley sank the Union sloop-of-war Housatonic with a 140lb gunpowder charge attached to a 30ft spar.

She left Charleston Harbour on February 17, 1864. The crew, feeling safer with the sky above them, left the hatches open during the attack and the submarine was swamped by the blast.

It was the last time a submarine was used in that war and the true potential of submarines was not unlocked until the locomotive torpedo was developed by the British engineer Robert Whitehead.

THE FINAL resting place of HMS Vandal has been officially recognised as a war grave with a wreath laying ceremony off the Isle of Arran.

The submarine was lost on exercise in February 1943 but the location of the wreck was not confirmed until December last year.

Minehunter HMS Hurworth was the first ship to gain a contact and HMS Sandown and HMS Walney were able to provide enough data for Vandal to be identified.

Relatives of the crew and members of the Submarine Old Comrades Association sailed from Dunoon with Rear Admiral Roger Lane-Nott, present Flag Officer Submarines for the ceremony.

Cdr Jeff Tall, Director of the Royal Naval Submarine Museum at Gosport, Hampshire, said: "There are members of the services scattered from the Arctic to the South Atlantic and we will

never know where their graves are.

"So when there is the opportunity to lay some souls to rest it is taken very seriously. That is why the Flag Officer Submarines attended in person."

Most of Vandal's 37 crew were sent to join her from HMS Dolphin, Hampshire. They were a young crew and for many it was their first submarine.

The renewed search was inspired by Glasgow businessman Mr Sandy Young who lost an uncle in HMS Undaunted during the war.

### Untamed

The ceremony also remembered the crew of HMS Untamed who were lost in the Clyde in May 1943 after a series of tragic mishaps. The submarine itself was salvaged and renamed Vitality and survived to see the end of the war.



## Tireless effort

HMS TIRELESS has won the prestigious Submarine Flotilla GEC Marconi Communication Trophy for her achievements in 1994. Pictured above are CRS Henry, LRO Brown, LRO Mason, RO Harris, RO Phillips and CCWEA Shaw.



Trenchant commanding officers: Cdr D A Humphrey (present CO) Cdr P B Mathias, Capt C L Wretford-Brown (Captain SM2) Cdr S M Turner, Lt Cdr P Hurford, Lt Cdr R England (and seated) Capt B F P Samborne, Vice Admiral Sir A R Hezlet and Capt D R Cust.

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## Trenchant celebrates the first fifty years

PAST and present commanding officers of 'Trenchant' submarines met in Devonport to celebrate the 50th anniversary of the original boat's commissioning.

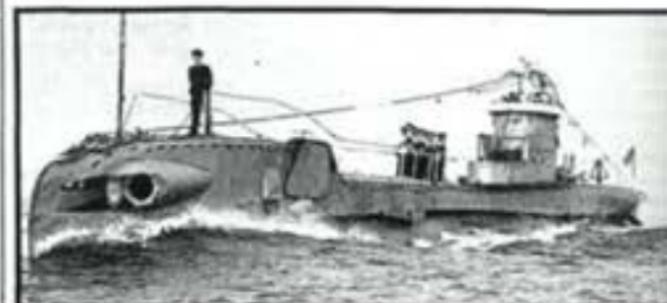
Guest of honour was Vice Admiral Sir Arthur Hezlet, wartime commander of the first T Class submarine to bear the name.

Under his command Trenchant sank the Japanese cruiser Ashigara off the Banks Strait in 1944 and won battle honours for Malaya 1944-45.

The present day Trenchant is on a six-month deployment to the Far East and will be visiting Hong Kong, Singapore and Guam.



Arthur Hezlet as a Lieutenant-Commander.



The World War II Trenchant which sank the Japanese cruiser Ashigara.

In response to popular demand, SERVICE COMMEMORATIVES announces the long awaited release of a commemorative medal "FOR SERVICE AT SEA" THE SEA SERVICE MEDAL COMMEMORATIVE (S.S.M. Commemorative). This commemorative is to be available to all qualified British Commonwealth and Allied ex-service personnel. This medal is to commemorate all those who have done their service at sea, regardless of which branch of the Armed Forces or Merchant Navy.

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# Converted with a cake

CAPT Richard Hastlow, outgoing CO of HMS Invincible, was guest of honour of 800 Naval Air Squadron at a ceremony marking its conversion to the new Sea Harrier F/A2. 800 Sqn is the last to receive the F/A2 and is now undergoing a busy conversion programme and work-up before deploying to the Adriatic in August.

● Steward 'Stan' Matthews, 800's youngest member, cuts the cake with Mrs Margaret Millward, the wife of its CO, Lt Cdr Jeremy Millward (right).



# All bound for Glory

THE ROCKY shores of southern Sardinia formed the backdrop for Exercise Destined Glory 95 — featuring a large, multi-national amphibious task force led by HMS Fearless.

Embarked in the assault ship was the UK Commander Amphibious Warfare, Commodore Paul Canter, who convened 15 amphibious ships, ten escorts and a submarine off Cape Teulada to begin a phased training programme afloat and ashore.

Designed to fully integrate amphibious training in the NATO navies, it is the latest in a series of major exercises the RN's own amphibious forces have lately taken part in, in locations ranging from Norway down to the Mediterranean.

It saw an ambitious and imaginative programme of cross-operating between all seven nations — the UK, US, Spain, Italy, Greece, Turkey and the Netherlands — with landing craft of all shapes and sizes working out of a range of ramps and well decks.

The 41 helicopters taking part, ranging from the giant US CH46 to the AB212, also gained valuable experience hopping among the variety of flight decks.

Fearless later put into Palma for temporary repairs after mechanical problems in the engine room. Back home in Portsmouth she spent a few days in dock before leaving as planned for the Joint Maritime Course off the coast of Scotland this month, during which she is to host the heads of six European navies.

### Night assault

Ashore, a similarly cosmopolitan marine force conducted raids and manoeuvres with different force packages each day.

Climax of Destined Glory was a night assault over four beaches. A swift build-up of combat power ashore — including Greek tanks — was successful in reinstating a deposed president. . .

● HMS Fearless (foreground) with RFAs Sir Tristram, Sir Geraint and Sir Percivale in a group including USS Kearsage, USS Nashville, USS Pensacola, SNS Castilla, SNS Hernan Cortez, ITS San Marco, TCG Serdar and the Greek ships Kriton and Samos.



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# Helping Hands

## Spring clean for Nelson

YOUNGSTERS from Emsworth Middle School helped HMS Nelson get a grip on litter as part of the 1995 National Spring Clean Campaign.

They pounced on any stray litter they could find and were rewarded with fish and chips in the junior dining hall and a free tour of HMS Victory.

### Recycling

HMS Nelson has been thinking green for some time and already recycles its paper, cardboard and glass waste.

The energy and environmental manager and establishment engineer co-operated in saving up to £60,000 per year with the introduction of water saving measures.



Emsworth schoolchildren Lisa Turner and Ryan Robinson help with HMS Nelson's spring clean. Picture: POFPHOT/ Iggle Smith

# Braves favour less fortunate

AFTER a well-earned rest from their exertions, two London Marathon finishers visited a Plymouth hospice at a more leisurely pace to present staff with the sponsorship money.

LWEM Orson Wells and LWEM Tony Jones from HMS Brave handed over a cheque for £500 to delighted staff at St Luke's hospice.

LWEM Jones said of St Luke's residents: "It was the determination of these brave people to be happy that pushed us both to completing the race. We hope that they benefit greatly from the money we have raised for them. LMEM Wells (32) finished his

run in three hours 57 minutes and LWEM Jones (37) crossed the line after four hours 30.

HMS Brave has raised and given away £3,000 to charities this year and is busy organising its next event. Six of the 270 members of the ship's company will run from Plymouth to Dover

to meet the arrival of the ship at its affiliated town.

Relaxing after their efforts London Marathon success are LWEM Tony Jones (left) and LMEM Orson Wells with Cdr Tony Johnstone-Burt (centre) and staff from St Luke's Hospice



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do sports seat in Silverstone fabric with leather trim. Each an impressive addition to an already impressive car. And it's secured by central door locking with a remote-controlled alarm and engine immobilisation. Plus passive airbag, so if you don't lock up, the engine immobilises itself after 30 seconds. (Driver and passengers remain secure too, thanks to side impact bars and seatbelt pretensioners.) Options include an electric sunroof and driver's airbag, as well as a choice of colours - British Racing Green, Nightfire Red, Charcoal Black or Quicksilver. The Rover 214SEi is the kind of car to which many will aspire. At £99.30\* per month it's the car which few will find out of track.

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## IN BRIEF

RNAS Yeovilton's PT staff cycled from John O' Groats back to their base in Somerset to raise £2,000 for charity.

The 798-mile trip took a week to complete and the money will be divided Royal National Institute for the Blind and a local charity for children.

PREMATURE babies at Treliske Hospital will be sleeping more safely thanks to the efforts of the WO and CPOs' mess at RNAS Culdrose.

They raised £1,000 to pay for heart monitors with alarms that go off automatically if the babies encounter breathing difficulties.

A KEEP fit rally takes place at HMS Temeraire, Portsmouth, on Sunday June 4th to raise funds for the disabled drivers charity Motability.

The event runs from 11am to 5pm and costs £5. For a programme of events and directions send a cheque made out to the Woolwich Building Society (Motability) to Mrs June Tedder, 4 Audret Close, Porchester, Fareham, Hants PO16 9ER.

TEN Petty Officers from HMS Richmond have visited the Royal Star and Garter Home, Richmond - the Type 23 frigate's newly adopted charity.

"We were amazed at the size of the place and the wonderful facilities for the residents," PO Michael Loynes told Navy News. It is hoped that a group of residents will be able to visit the ship this summer.

A GROUP of adults with learning difficulties made their first visit to a warship on a tour of Britannia Royal Naval College and HMS Orwell.

The trip, arranged by Orwell's First Lt Nick Diggle, gave the group the chance to see around the college and the ship, and ended with a tea party in the wardroom.

The group, from Teignmouth Gateway Club, enjoyed themselves so much it is planned to take members to sea in HMS Orwell during the summer.

HMS EXCELLENT hosted a packed two-day course in leadership training for 16 students from the Prince's Trust Association.

The group were under the watchful eye of WOPT Pete Crowley and his team of instructors from the school of leadership and management.

They tackled the obstacle course, team games and a stint on the parade ground directed by C/Sgt Robins RM. On the second day they practised their navigation skills on the South Downs, and finished the exercise in a local pub.

DEVONPORT Field Gunners have already collected over £1,000 from their annual charity run through the streets of Plymouth.

They completed the 10-mile run carrying 786kgs of gun and limber. The money will be donated to the Mount Wise Trust, an education charity for children in the Devonport area.

# New hunter finds an old banger!

**W**hile clearing practice mines in the Kattegat, HMS Bridport found a real one left over from World War II.

Before Exercise Blue Harrier began she had been warned that the area had been thickly sewn with mines in the wars, so the discovery was a rare but not wholly unexpected bonus.

The Navy's newest Sandown Class mine hunter promptly carried out a controlled detonation — not the one in our picture, which shows a live practice mine set off by HMS Chiddingfold.

Forty-eight ships from the UK, Belgium, Denmark, France, Germany, the Netherlands, Norway, USA and the Standing Naval Force Channel took part in the NATO exercise off the east coast of Denmark.

Bridport and Chiddingfold had sailed from Rosyth with HMS Ledbury — and after a rough passage across the North Sea it had been a welcome break for them to recover in Frederikshavn, where they were looked after by Rosyth's Forward Support Unit No. 2.

Also taking part in the exercise were HMS Atherstone, currently deployed with

STANAVFORCHAN, and the survey ship HMS Herald, acting as a support and command platform for the Commander 1st Mine Countermeasures Squadron, Cdr Richard Bell Davies.

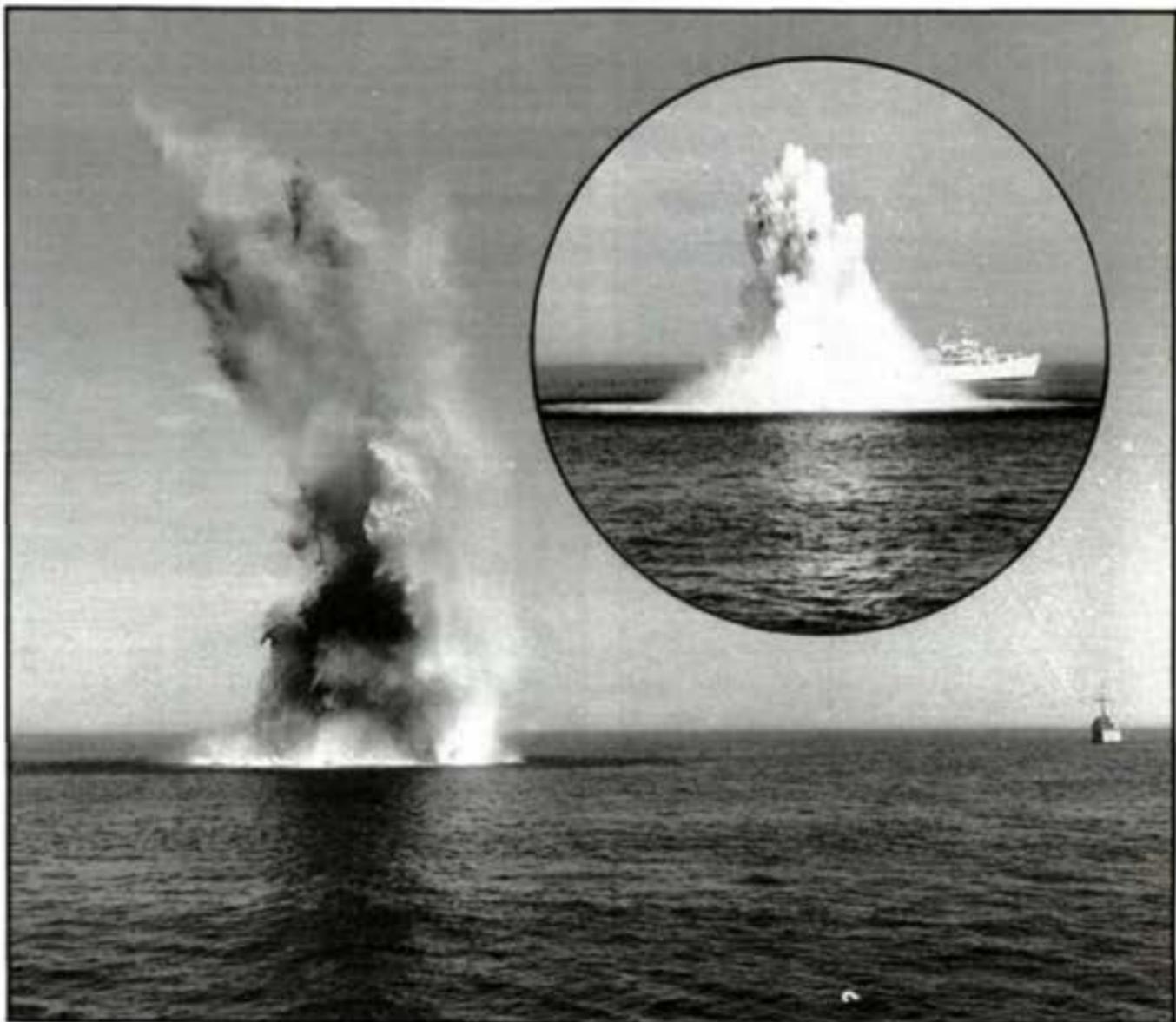
His Task Group set off in good weather to clear mines from an anchorage north of Frederikshavn and a channel that stretched 72 miles through the Kattegat.

Mine hunting was difficult in the prevailing water conditions, but a determined effort by the ships companies produced excellent results — 30 items recovered in all.

In support of amphibious landings, combined operations were undertaken on a beach near the anchorage, with teams from HMS Herald conducting a survey and the Portsmouth-based Fleet Diving Unit No 2 on hand for mine clearance in the boat lanes.

Included on Cdr Bell Davies' staff were six Royal Naval Reservists who were carrying out their annual training attached to Squadron Headquarters as watchkeepers.

The RNR team manned the MCM Tasking Authority on board Herald, providing 24



hour coverage — a typical example of how the RNR is now being integrated with the RN to augment numbers during exercises, heightened tension and live operations.

● Above: a live practice mine detonated by HMS Chiddingfold, witnessed by USS Defender and (inset) HMS Herald, visible a split second before being obscured by the plume thrown up by the blast.

● Left: CPOWEA McBride (top right) looks on as CPOWEA O'Neil (left) and LWEM(O) Lane re-wire HMS Chiddingfold's Sonar 193M directing gear after major defect rectification at Frederikshavn.

● Below: HMS Ledbury alongside HMS Herald.



**FRIDAY THE FIRST OF SEPTEMBER 1995  
AT HMS DAEDALUS**

*A GRAND FLEET AIR ARM REUNION*

Are you serving in the Fleet Air Arm, retired from the service, or have you been associated in any way with naval aviation. If so, you and your family are eligible to attend the Grand Air Arm Reunion taking place at HMS Daedalus on Friday, 1 September 1995.

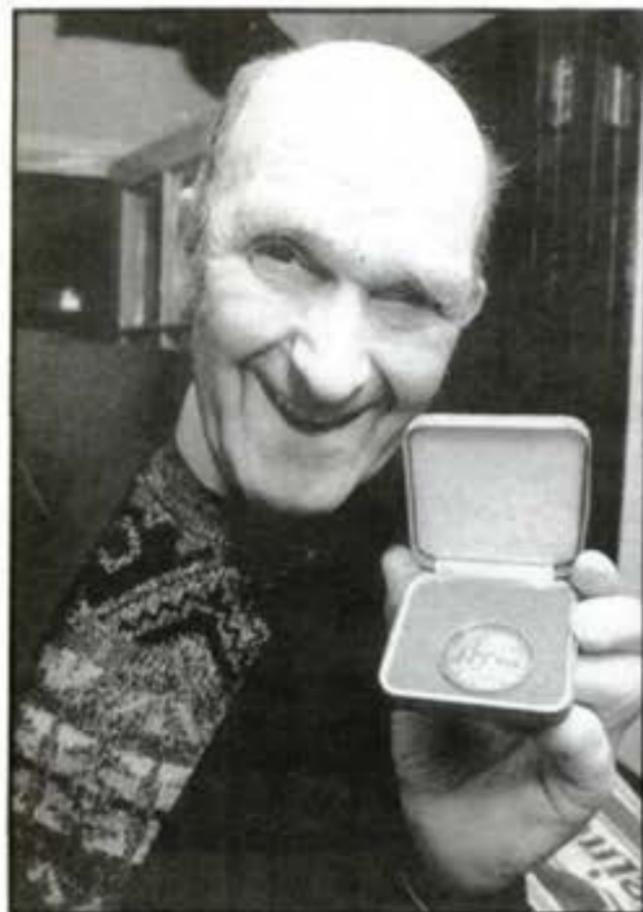
This prestigious all ranks event is being organised by the Fleet Air Arm Officers Association to commemorate the 50th anniversary of VE and VJ days. In addition, the occasion will also pay tribute to the achievements of the Royal Navy in military aviation from the early beginnings during World War One, right up to the present day.

A reception and luncheon will be followed by a presentation featuring a "Review of Naval Aviation". There will be live interviews with some of the naval aviators and others 'who were there'. Many distinguished guests will be attending. Aircraft of the Royal Navy Historic Flight and other vintage aircraft will be on view together with the band of the Royal Marines who will be 'Beating Retreat'. It promises to be a splendid occasion and a wonderful opportunity to meet friends and shipmates.

Tickets, £25.00 per person, can be obtained by writing to The Fleet Air Arm Officers Association, 94, Piccadilly, London, W1V 0BP. Please mark the envelope 'Reunion' and ensure you give the name of each person attending.

**WE VERY MUCH HOPE TO SEE YOU THERE**

# People in the News



## Gun plot

FIELD gunner Norman Bowskill endured the arduous training for the gruelling Royal Tournament showdown but was forced by injury to pull out at the eleventh hour.

Now after 44 years and a bit of digging on the part of his family and of *Navy News* — whose help they sought — Norman has received the Field Gun medal at a surprise 65th birthday party.

"I still can't quite believe it — it has to be the best birthday present ever," said Norman, who left the Royal Navy in

1955 and now lives near Work-sop, Nottinghamshire.

In writing to thank *Navy News* for its part in uniting man and medal, Norman's daughter, Mrs Sally Burton, said, "We had a fantastic time at the birthday party and Dad was living on cloud nine for a week."

Picture courtesy: Work-sop Guardian

## IT'S DRINKS ALL ROUND

WELL deserving a pint is LSTD Dave Munday (right), of HMS Beaver, who achieved the best examination results overall on the Petty Officer Stewards' Qualifying Course, earning himself the Keith Collick Memorial Trophy.

And one for yourself, Bar-man... LSTD Pincher Martin, of 845 Squadron, was the toast of the POSTDs' qualifying course City and Guilds examination in beverage sales and service.

For his top mark he received the Leighton Chapple Trophy, presented to him by Squadron CO, Lt Cdr Philip Doyne-Ditmas.



## GOOD FOOD TRIO

MANAGERS of the HMS Seahawk team for the Festival of Food competition at Camborne, CPOWCK Ellie Thomson and CPOSTD Al Green, were delighted by the squad's performance in this top line culinary contest for students and young professionals.

CK Damon Lewis reeled in a second prize for his fish dish and WSTD Kim Powell was awarded a joint second place in the flambe sweet class.

Their colleague CK Stan Harding won a certificate of merit for his pasta dish, which, like Damon's fish, was prepared, cooked and presented in just 30 minutes.



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## THAT'S WILL POWER

THANKS in no small part to CCAEA William Gillespie the Sea King helicopters of 810 Naval Air Squadron's Sea Flight achieved 100% readiness day and night during their deployment on board RFA Argus.  
 Will's efficiency and motivation as the Flight's senior maintenance rating has earned him a Herbert Lott Award, presented by Cdr Ian Stanley.  
 Two other Herbert Lott Awards presented at RN air station Culdrose went to PO-MA(Q) Gillian Keir and CPOAEM Steven Spackman.  
 Gillian, who works in Culdrose's medical centre, was recognised for her achievements on the POs' qualifying course and Steven for his hard work as a departmental shift supervisor with 810 NAS.

## Mandy logs off



TRADITIONALLY, the Senior Communications Officer post at RN air station Culdrose has been held by a female officer, but with the full integration of the old Women's Royal Naval Service into the Royal Navy, female bastions have fallen as well as male ones.

In handing over as SCO to WO David Rendall, Lt Mandy Clarke — now at HMS Collingwood — said, "It's sad that I am the last in a long list of female SCOs, but equality within the Service now means precisely that."

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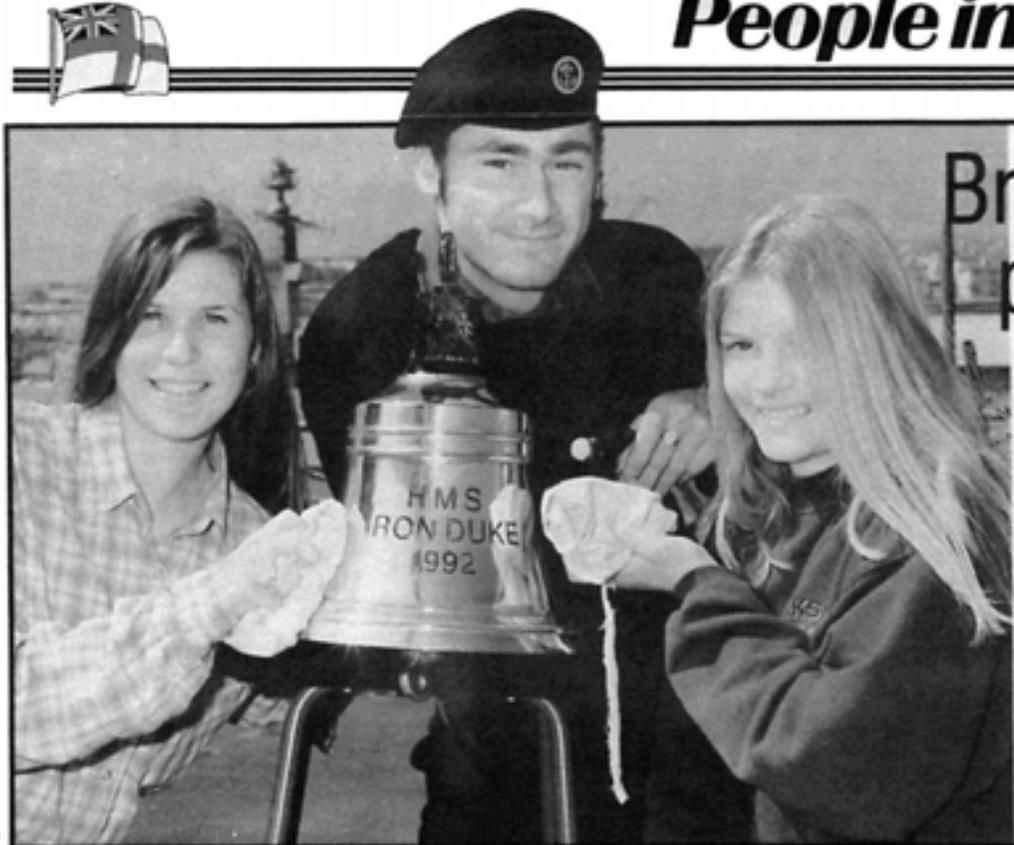
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## ABOVE PRICE

FOR HER excellent work at HMS Collingwood's medical centre MA(Q) Lisa Price has been awarded the Pryde Davy Trophy. She received the award from Capt Morgan O'Connell, head of psychiatry in the Royal Navy, during his visit to the establishment. Lisa's career, which has taken her from HMS Raleigh to RNH Haslar and HMS Nelson, will now see her returning to Haslar.

# People in the News



## Brightening prospects

**FOURTEEN-year-olds Jenny Brown (left) and Imogen Fisher share the polishing duties with OM Craig Knott on board HMS Iron Duke.**

The girls were among a party of young teenagers visiting HMS Drake on "Take our Daughters to Work Day" — an initiative to broaden girls' career horizons.

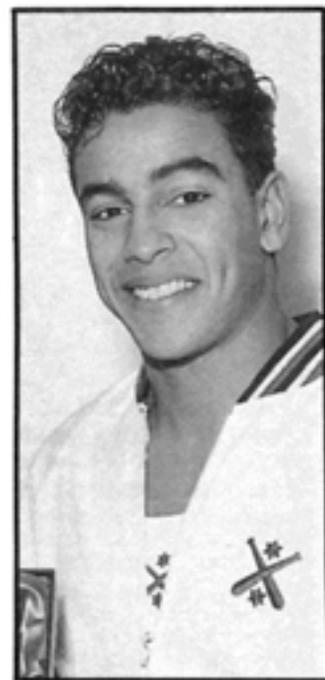
And before we get complaints about dusting being "women's work", the young ladies were introduced to a wide range of naval departments — PT, Medical and Dental, Provost, Hydrography and Fleet Maintenance among them.

## A star is born

**HAVING** joined HMS Iron Duke at extremely short notice from the Emergency Relief Pool, LPT Quinton Shillingford distinguished himself by his hard work throughout a busy South Atlantic patrol — despite having completed two deployments in the preceding 18 months.

He injected great enthusiasm for physical training into the ship's company and also excelled as frontman for flight deck entertainments and for the weekly TV news and quiz programme.

Quinton's efforts have earned him a Herbert Lott award.



LPT Quinton Shillingford

## Memorial cup presented by Navy widow



CPOW Bridgette Scott and LACMN Michael Lister

A TROPHY which is to be awarded annually in memory of LACMN Jim Scott has been presented for the first time at RN air station Culdrose.

Jim was killed in an aircraft accident in Scotland. He had been the instructor responsible for training front line anti-submarine warfare operators at Culdrose, and a skilled search and rescue aircrewman.

First recipient of the Jim Scott Memorial Trophy, presented to the student attaining best marks on the advanced ASW aircrewmen's course, was LACMN Michael Lister.

Attending were Jim's widow,

Bridgette, a serving Chief Wren who made the arrangements, and his sisters, Mrs Fiona Edgar and Mrs Carol MacLeod.

● Best METOC student of the year is Lt Simon Wynn, Culdrose, who has been awarded the RN School of Meteorology and Oceanography Shield. The presentation was made by Capt Richard Willis, Director of Naval Surveying, Oceanography and Meteorology.

## CHIEF BRAVE

**BRAVE** of the year — that is, the member of HMS Brave's ship's company considered to have gone furthest above and beyond the call of duty — is the frigate's public relations officer, CPO Paul Edis.

Paul's name has now been inscribed on the trophy, a silver replica of the ship's bell, donated by the Worshipful Company of Haberdashers, to which HMS Brave is affiliated.

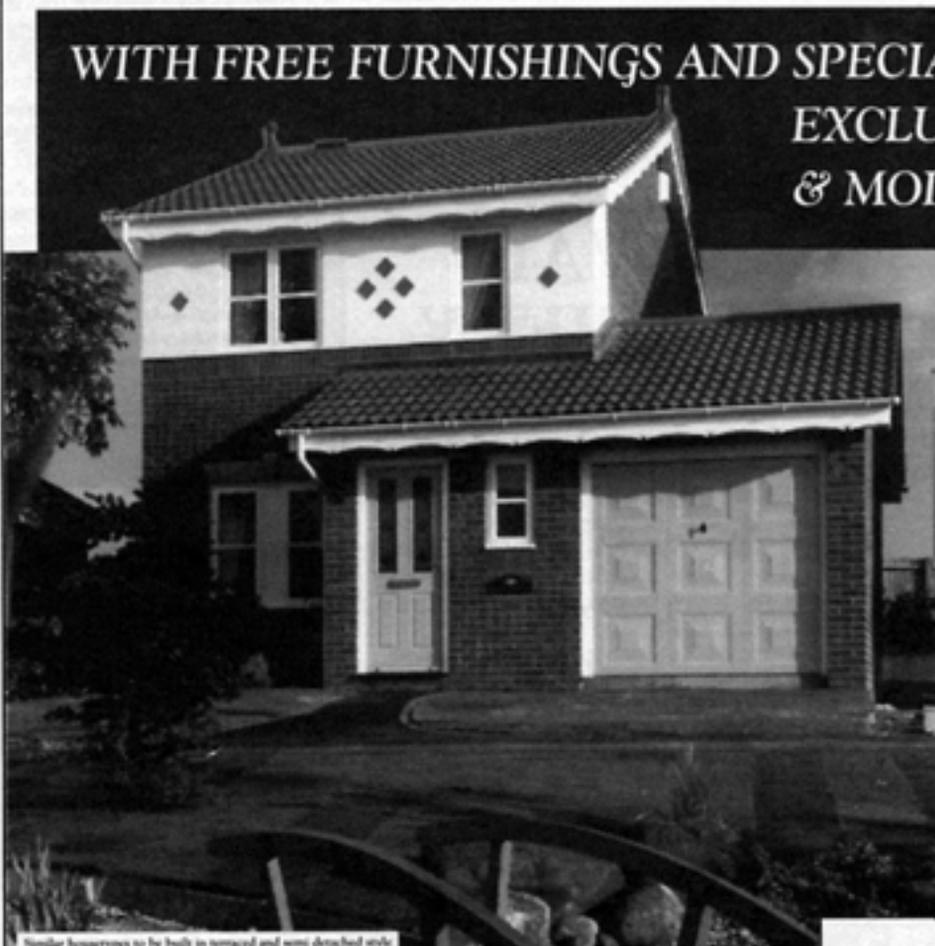
The ship's CO, Cdr Tony Johnstone-Burt, said, "CPO Edis has been quite exceptional in his dedication to his public relations duties, which he has done in addition to his operational tasks."

"He has not only pushed HMS Brave to the forefront of the Fleet, but he has also done a tremendous amount for the image of the Service as a whole, both at home and abroad. Well done, Chief!"

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# Festival to celebrate dockyard's 500 years

TENS OF THOUSANDS of people are expected to attend a nine-day festival to mark the 500th anniversary of the founding of Portsmouth Dockyard.

The joint venture between the Royal Navy, Portsmouth Naval Base, Portsmouth City Council and Flagship Portsmouth, will feature displays, heritage tours and entertainment from June 24 to July 2.

The events will be heralded by the Royal Marines Light Infantry Marching Band, and each day of the festival displays will be held in the arena next to HMS Victory.

Royal Navy Window Ladder and Mast Manning teams are included on the daily programme; a team from HMS Victory will give a sailmaking demonstration, and for much of the time visitors will be able to inspect HMY Britannia at close quarters.

## Tickets

The Dockyard will be open from 10am to 10pm daily during the festival, with an all-in admission price of £6 (£3 for children and old-age pensioners). After 4.30pm the price will be reduced to £4 (£2 for children and oaps).

Exhibitions will trace the development of the dockyard, work on which began in 1496 to a design by architect Sir Reginald Bray. Innovations included the first dry dock in the

world, which brought Portsmouth into the forefront of naval ship construction and repair work.

The first ship to use the facilities was the Sovereign in 1496 — and it took up to 140 men a day and a night to dock her. However, a dock which allowed a ship to remain upright for repairs below the waterline was infinitely better than the awkward and sometimes damaging process of careening — beaching a ship and laying her on her side.

As the ships got larger and more complex, so did Portsmouth Dockyard. The Great Ship Basin and the Great Stone Dock was built in the later 17th century. A hundred years after, steam power was introduced to pump the docks dry.

In the 1860s and 1870s vast areas of land north of the existing dockyard were reclaimed from the sea so that yet more docks could be built for the expanding fleet of Victorian ironclads.



## First and last

IT'S thumbs-up for HMS Broadsword as she becomes the first Type 22 frigate to win a top trophy for airborne exercise attacks on submarines.

The commanding officer, Cdr Paul Robinson, received the prestigious Kelvin Hughes Vectac Trophy.

With Cdr Robinson are (from left) PO(S) Scotty Scott, AB(S) Paul Andrew, AB(S) Pony Moore, AB(S) Pincher Martin, AB(S) O'Brien, and Lt Nick Spayne.

The trophy is also the last to be won by Broadsword as an RN ship, as she is now preparing for transfer to the Brazilian navy.



## Surveying changes

THE Hydrographic directorate in Whitehall has been restructured. As a result the directorate will no longer report directly to the Hydrographer of the Navy who has closed his London office and now operates full-time from Taunton.

The re-organisation involves the amalgamation of the Directorate of Surveying Service Policy and the Directorate of Naval Oceanography and Meteorology. They are now operating under the title Directorate of Naval Surveying, Oceanography and Meteorology (DNSOM).

DCI 108/95 General

## Get Wise on DCIs

# SWITCH IN TIME FOR PENSIONS!

MEMBERS of the Armed Forces who have preserved pension benefits in another occupational scheme or in a personal pension plan are being reminded of the strict time limits for applications to transfer them into the Armed Forces Pension Scheme.

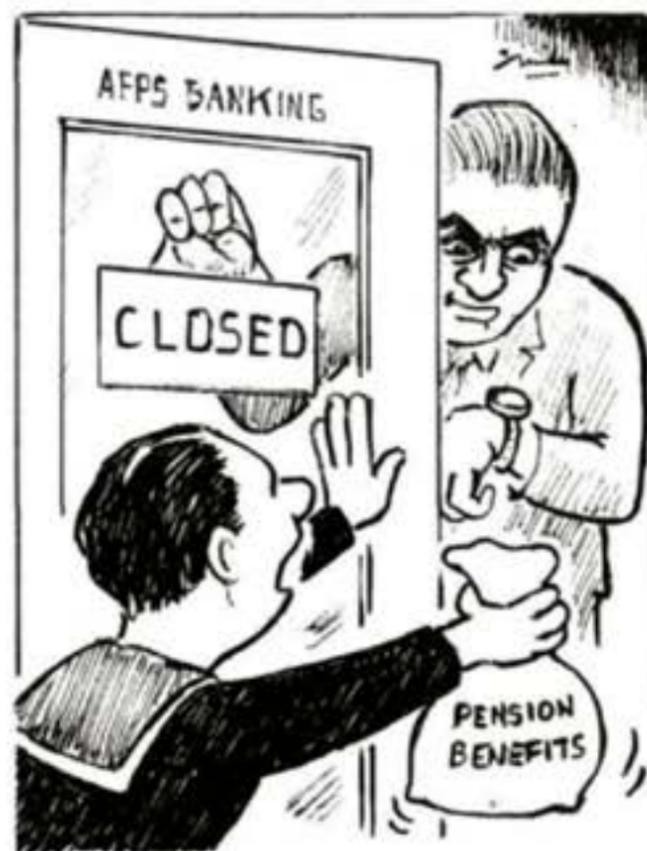
Those who joined or re-joined the AFPS from the beginning of 1986 must apply for a transfer within 12 months of joining or re-joining. If their preserved benefits are in another occupational scheme, that scheme may itself impose time limits on transfer.

### Don't delay

Those who joined the AFPS before 1986 may apply for transfer at any time while a member, but before receiving benefit from the scheme and as long as the transfer is from a salary related occupational scheme.

Members proposing to transfer into the AFPS should write without delay to the pension awarding branch of their Service. Late applications will not be accepted unless the applicant is able to demonstrate exceptional reasons.

The rules also apply to those who, while still in service, opt to leave the AFPS, or not join it in favour of a personal plan,



but then later choose to join or rejoin.

AFPS rules are being amended so that any woman member of the scheme whose baby was due on or after last October 16

may count the first 14 weeks of maternity leave as reckonable and qualifying service for pension purposes, whether the leave was paid or unpaid.

DCIs JS 23-24/95

## Assurance on safety rules

THE MINISTRY of Defence is seeking to allay unnecessary fears which may have been aroused as a result of recent health and safety regulations and the further removal of Crown immunity from members of the Armed Forces.

While stressing the "crucial importance" of health and safety duties at all levels, MOD will usually take over a civil claim for compensation against a member of the Ser-

vices arising from his or her appointment. And the Ministry will pay any associated damages or costs.

Neither MOD employees nor commanding officers run the risk of prosecution under the Health and Safety at Work Act.

Individuals may be subject to criminal prosecution for failing to discharge duties imposed by the HSWA, but only in circumstances in which the Health and Safety Executive would normally prosecute

non-Crown employees. However, the HSE has made it clear that in general they have no intention of prosecuting an individual in substitution for their Department.

The assurance that the MOD will take over a civil claim of compensation has no bearing on possible internal disciplinary action, which would be a matter for the Service and would not depend on whether or not there had been a claim against MOD for compensation.

DCI 102/95



## THE ROYAL NAVAL BENEVOLENT SOCIETY

PATRON: HER MAJESTY THE QUEEN

Founded in 1739, The Royal Naval Benevolent Society provides financial assistance when in need to OFFICERS of the ROYAL NAVY and the ROYAL MARINES, and to their widows, children, mothers and sisters.

For over 250 years the Society has been caring for less fortunate officers and their dependants. Now OFFICERS includes female officers, the Society's Royal Charter is in the course of being amended to give female officers and their dependants the same benevolence as male officers and their dependants. Additionally, it is proposed to extend its objectives to include other persons, such as widowers, fathers and brothers.

The Welfare State does not always provide the sort of help needed by officers who, through no fault of their own, fall upon hard times and whilst the aim of the Society is to look after its members and their families, officers who are qualified to join (but who are not members) and their dependants can also be helped but only to a limited extent.

**Any commissioned RN or RM officer who has service on the active list is eligible to become a member by payment of £50 (payable in two instalments of £25 if one payment of £50 is difficult) for life membership. For the benefits available this is remarkable value for money.**

As a serving officer who gives thought to circumstances in later years. Recently a senior retired officer's plight was brought to the Society's notice by a well known television celebrity. The officer was seemingly too proud to ask for assistance but he was a most deserving case and helped financially to overcome his difficulties. Grants continue to be awarded regularly by the Court to retired officers and their wives and widows to help financially with residential and nursing home fees and the provision of invalid aids in the home. However, grants cover a wide range of age groups and it is noticeable that misfortune also strikes some serving officers and young retired officers.

There are many cases, relating to young and older officers, some very distressing, which could be cited where the Society has helped to maintain for the beneficiaries some quality in their serving and retired life.

### JOIN NOW

by writing to Commander Peter Moore  
Secretary

The Royal Naval Benevolent Society, 1 Fleet Street, London, EC4Y 1BD

## Family Life



## IT'S HERE TO STAY!

BEFORE naval barracks were completed in Devonport late last century, ratings ashore in search of accommodation found themselves the targets of fraud and exploitation.

Recognising their plight, Capt W.H. Hall began the endeavour which was to result in the founding of the Devonport Sailors Home, renamed the Devonport Royal Sailors Home in 1855 when it received the patronage of Queen Victoria.

It twice moved premises as its popularity grew, taking over its present site at 9-12 Morice Square and its present name, the Royal Fleet Club, in March 1949.

### Objective

Despite all the changes in Navy life during the club's century and a half, sight has never been lost of Capt Hall's primary objective — to provide excellent board and lodging at the lowest possible cost.

The club has evolved into a comfortable, modern hotel, on which more than a million pounds has been spent since 1988. Many of the 50 bed-

rooms, all bright and immaculately clean, have en suite bathrooms and colour television. Some have four poster beds and all have the means for "brewing up".

The club has four bars, a spacious lounge and a large snooker room. High quality in-house catering is enjoyed in the attractive dining room.

There are also two function rooms, excellent for reunions, ship's company dances and wedding receptions for up to 150 guests.

The Club is administered by trustees and a council of management made up of representatives from ships and establishments in the area. It is chaired by Captain Base Personnel, HMS Drake.

Servicemen, ex-Servicemen and their families wanting to know more about the Royal Fleet Club should contact the manager, Mr John Hardwick, on 01752 562723.

## Wives lend a hand

SENIOR physiotherapist at Gosport War Memorial Hospital, Mr Ian Latimer has good reason to shake Mrs Rosemary Covell by the hand ...

As president of HMS Sultan's Wives' Club, Mrs Covell — wife of establishment CO, Capt John Covell — had just handed over £900 raised by the club at a variety of events.

The money will be used towards the purchase of equipment for the physio department.

The Sultan wives meet in Sembawang Block, HMS Sultan, on Thursday afternoons (1300-1500) and a crèche is available. Trips out and visiting speakers are part of the programme, as well as charity fund raising, and new members are very welcome.



## LITTLE BELTERS

YOUNGSTERS of the RN air station Cudrose Judo Kwai — or club — proved themselves in combat at the Cornish British Judo Council Championships, coming away with five medals.

Green belt Felicity Dunn won gold in the female over 60kg category, while her lighter sister Kimberly (under 40kg), also a green belt, won a silver medal.

Fellow green belts Emma Taylor (under 35kg) and Martin Wood (60kg) came away with gold and bronze medals respectively, while orange belt Mark Headley took bronze in the under 35kg category.

Cudrose's 4th dan black belt instructor Robin Bray praised his pupils' efforts and said he hoped they would be entering more competitions later in the year.

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## NEWSVIEW

# Unnatural acts

'COMPENSATION' is a word that crops up in the news a lot lately — almost always meaning financial recompense for what the judiciary deems to be an injustice.

'Reconciliation' was the official keyword that tried to underpin last month's VE Day anniversary commemorations — but after 50 years many of the participants in World War II still harbour burning resentments that cash payouts will never fully redress.

Anniversaries like this one tend to bring them to the surface. One of our correspondents was understandably bitter on noting that the heroism of a sailor who dived off HMS Nigeria to save a rating from the icy seas off Port Stanley was rewarded with the George Cross — when he performed the same act in Scapa Flow he was given 14 days stoppage of leave for 'breaking out of the ship' (see page 6).

The heroism and humanity of X-Craft submariner Lt Cdr Joe Brooks can hardly be questioned — when he died last August he was awarded a full quarter-page obituary in the *Daily Telegraph*.

By a few months, he missed a reunion of his comrades at HMS Dolphin — where X 24 is preserved (see page 3).

### Compassion

But Brooks was never reconciled to that fact that someone charged with 'desertion in the face of the enemy' could also be later awarded the DSC.

He had spent three months under arrest on board HMS Dorsetshire in 1941 after her torpedoes had helped give the coup de grace to the Bismarck — because he had jumped into the sea to try and rescue a survivor he saw hanging by his teeth to a rope thrown over the side and "filled with utter dismay at the futility of war," could only feel "the greatest compassion for him."

The charge was eventually dropped. In the meantime he was visited by sympathetic members of his own ship's company who gave him "sippers" from their rum ration — thus showing, as they ever do, the understanding and sense of natural justice that ordinary seamen of all nationalities instinctively share.

The irrationality of acts of injustice perpetrated in the "fog of war" can perhaps be forgiven. Whether or not the Navy's ban on homosexuals is declared to be 'irrational' remains to be seen, as *Navy News* goes to press.

This is a highly emotive issue. But whatever the outcome, there is no doubt that gay sailors have played their part in the service of their country.

## EDITING for INDUSTRY

# Efi AWARDS



# Pictures tell the story

USE OF PICTURES in all entries in this year's Editing for Industry competition was of "a very high standard", said the judges at the British Association of Industrial Editors convention at Harrogate.

Yet for the second year running *Navy News* scored in this section, collecting an Award of Excellence for a newspaper "interesting enough to be read even by people who are not in the Service...largely due to the use of pictures which are interesting for their own sake."

The three free D-Day anniversary supplements compiled from over 300 of our older readers' reminiscences by Deputy Editor Anton Hannay were rated "excellent in concept" — and together won a Certificate of Merit.

Likewise recognised was a series of Tugg Wilson cartoons commissioned by HMS Raleigh and featured in one of our centre spreads.

The collection by the creator of *Navy News'* long-running 'Jack' strip earned comparison with 'Giles' of the *Daily Express*: "They are quite busy, clearly executed, colourful, with a lot of content...they are a lot more than

the joke they put over."

This year's competition again attracted a record entry. *Navy News* has now collected a total of 68 awards without missing a single year since it first entered it in 1972 — a unique achievement.

● An Award of Excellence was also won by the First Sea Lord's own annual magazine *Broadsheet*, in the Redesigning Publication section. Edited by Cdr Lee Hulme and designed by David Bredin of CS (Graphics) MOD, the next edition is set to enjoy a wider distribution throughout the Fleet. "With a format which demands the same basic design throughout the publication, *Broadsheet* could be boring both to read and to look at. That it is neither is a credit to both the editor and the designer. The crisp and businesslike writing, along with the elegant and deceptively simple design, combine to create a coherent message."



## Letters after her name

BERYL TULLETT, secretary to three successive Editors of *Navy News* over the past 20 years, with her Normandy veteran husband Les — pictured after receiving the MBE she was awarded in the New Year Honours from HRH The Prince of Wales at Buckingham Palace last month.

1945-95

VE



Saying thanks to LWREN Karen Skinner in the old-fashioned way is Jack Hider of Canada, a wartime member of the RN who was among the thousands of ex-Service people who visited the Veterans Tent in Hyde Park. Karen, of HMS St Vincent, was one of the Service people staffing the facilities.



LT Rupert Forester-Bennett, operations officer of HMS Beagle, re-enacts the landing of Jersey's first liberator, Surgeon Capt Ronald McDonald, who arrived at Albert Pier, St Helier on May 9, 1945. Below: The Royal Navy leads a tri-Service parade away from St Paul's after the service of thanksgiving. Picture: CPO (PHOT) Paul Coupe.

FROM Liverpool to St Petersburg and from Norwalk to Malta, British warships and thousands of Royal Navy personnel played a major part in the pageantry and remembrance that throughout Europe marked the 50th anniversary of VE Day.

In a blaze of spring sunlight millions of Britons celebrated throughout the country, the central events in Hyde Park being attended by an estimated 300,000 people for the climax of the commemoration on May 8.

The previous day a Royal Navy contingent led the Joint Service guard through London for a service of thanksgiving at St Paul's Cathedral. It was attended by 15 members of the Royal Family led by the Queen, and the greatest assembly of world leaders seen in London since the Coronation.

Meanwhile an estimated 1,000 war comrades were reunited through a link system operated at the Hyde Park Veterans Centre manned by members of the RN, Army and RAF.

In Northern Ireland, Lt Cdr The Duke of York led commemorative events at a thanksgiving service at St Anne's Cathedral, Belfast and was later guest of honour at a civic banquet at Belfast City Hall.

At Bangor, HMS Exploit became the first Royal Navy ship to enjoy an unrestricted visit to the Province for 17 years. The Inshore Training Squadron vessel, attached to Birmingham University RN Unit, had four students embarked from Midlands universities.

The ship's company, led by Lt Michael Wainhouse, took part in the town's commemorative service and celebrations. In more inclement weather, 300 veterans attended the main VE Day service in Scotland, while another 200 joined the crowds outside to see the arrival of the Princess Royal.

In the Channel Islands, the survey ship HMS Beagle was an honoured guest in Jersey on May 9, where 50 years before her wartime predecessor spearheaded the islands' liberation.

In 1945 Surgeon Capt Ronald McDonald became the first British officer to land in Jersey since the German invasion. Disembarking from Beagle, his job was to determine the state of nutrition of the inhabitants. "I found that they were starved and so were the Germans," he said.

Capt McDonald arrived for the celebrations on board Beagle, as did the previous ship's commanding officer in 1945, Lt Cdr Douglas Williams, now aged 82.

An overwhelming and emotional welcome awaited them and the ship's company. Memorials on Jersey and Guernsey were unveiled by the Prince of Wales, and on Guernsey the Royal Marines Band of Flag Officer Plymouth joined the Band of the Royal Artillery in providing the music.

In Durham, a Colour Guard and platoon from the city's affiliated ship, HMS Invincible, performed a march past. They and the ship's commanding officer, Capt Ian Forbes, were

hosted by the Lord Mayor and Lord Lieutenant, Capt Forbes and his wife, Sally, also lunched with members of the Royal Naval Association.

HMS Beaver formed a centrepiece of events in Liverpool, where the commemoration was attended by Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan.

Coinciding with Beaver's visit, a 16-strong team from the ship completed a marathon bedpush from Plymouth to Liverpool which raised £760 for the frigate's affiliated charity, the city's Alder Hey Hospital.



Convoy veterans of the North Russia Club pay tribute at a wreath-laying service in St Petersburg. Picture: LA(PHOT) Steve Wood

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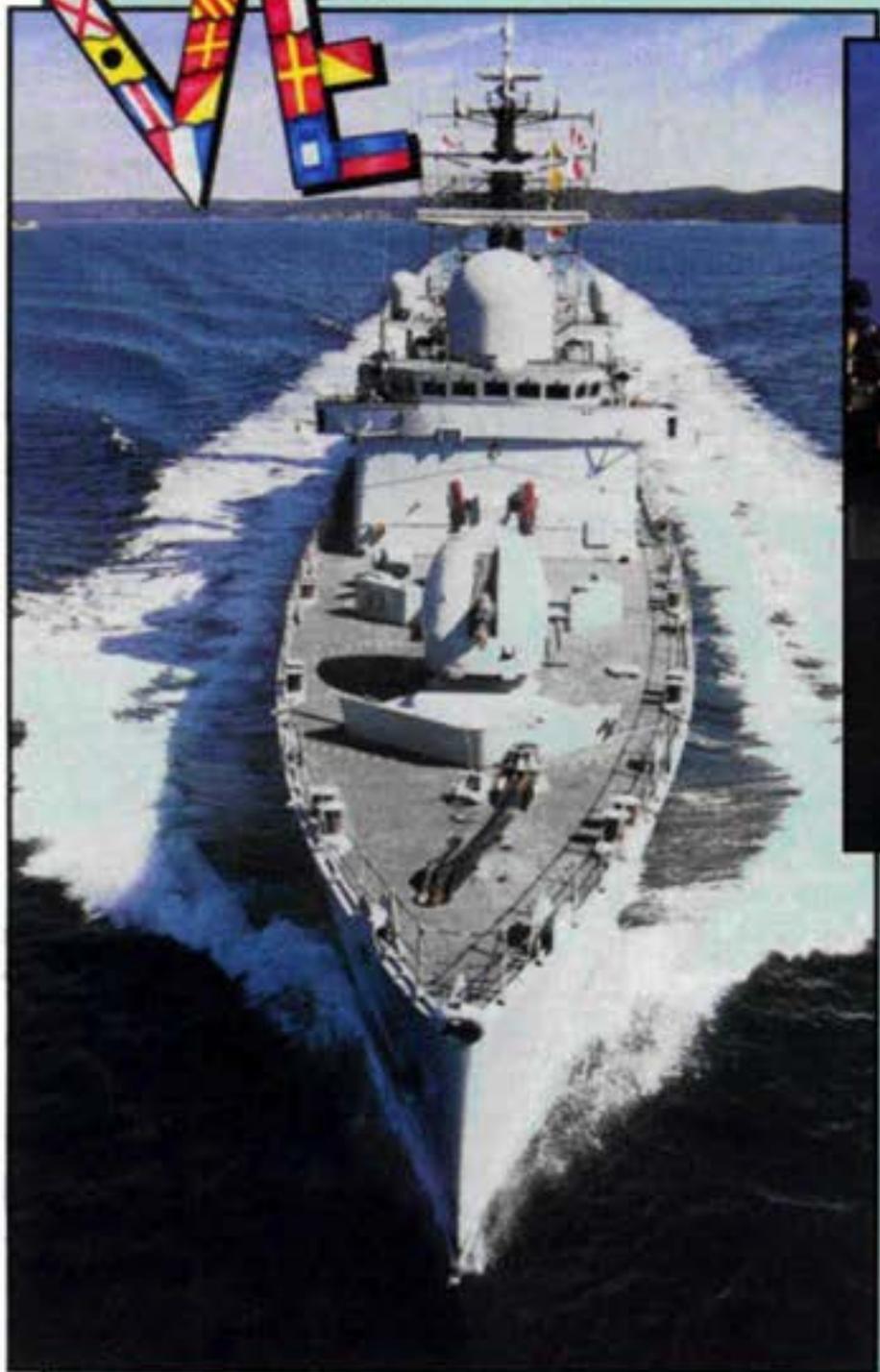
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# 1945-95 VE

## 50 years on — and Europe replays the Nav



HMS Cardiff leaves Oslo on May 9 and (below) AB(R) Spud Murphy gets the once-over from a young citizen of Copenhagen.

Pictures: LA(PHOT) Richie Moss



Golden days in St Petersburg for HMS Chatham and (right) ABs Taff Stokes and Bungy Williams control her flood of visitors. Over the three days she was open to the public more than 40,000 Russians were welcomed on board.  
Pictures: LA(PHOT) Steve Wood

# THE BEST

FIFTEEN Royal Navy ships made visits to European ports to take part in international VE Day celebrations.

In St Petersburg HMS Chatham was overwhelmed by more than 40,000 Russian visitors during her week-long visit to the capital of the Tsars, writes Lorraine Coulton.

Crowds lined the promenade as Chatham berthed at the English Embankment, a city centre berth which was renamed after last

year's visit by HMY Britannia and HMS Glasgow.

Flag Officer Surface Flotilla, Vice Admiral John Brigstocke, flying his flag in Chatham, was welcomed by Rear Admiral Levin, Assistant Deputy Commander of the naval base.

Warships from the USA, France, the Netherlands and Belgian also took part in the celebrations, while the Russians sent ships from each of their four fleets, including the cruiser Marshal Ustinov in which

the C-in-C of the Russian

miral Felix Gromov, flew. A team of 13 sailors ship visited an orphanage, liver toys and sweets to children from three schools through arranged Charge Chief Jeff Lloyd Vince Hyde. While at the age the Chatham team a ed flooring, painted frames and re-surfaced way.

A wreath-laying ceremony



The massed standards of the Royal Naval Association parade in Hyde Park escorted by a Grenadier Guardsman.  
Picture: LA(PHOT) Steve Latta

Royal

...y's greatest runs ashore . . .



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tersburg's Victory Square was attended by Admiral Brigstocke and a contingent from the ship. Climax of the series of events came on May 8 when the Russian Deputy Prime Minister, Admiral Gromov and Admiral Brigstocke took part in a review of the international flotilla followed by a flypast by Russian military aircraft.

Sailors from the Chatham found the Russian welcome overwhelming. "They were entertained in quite a royal fashion," her com-

manding officer, Capt Paul Boissier told *Navy News*. "My crew have said with great sincerity that this is one of the best and most enjoyable visits they have been on."

Eight British warships visited Norway, including seven vessels of the Inshore Training Squadron, making its first visit to the land of fjords.

The Type 42 destroyer HMS Cardiff visited Oslo from May 7-9 where her ship's company took part in wreath-laying ceremonies ashore. On May 7 a reception was held on board in which guests included Lt Cdr The Duke of York and the British Foreign Secretary, Douglas Hurd.

At Beat Retreat and Sunset ceremony the salute was taken by the First Sea Lord, Admiral Sir Benjamin Bathurst. On the following day the ship hosted a reception for British veterans.

Meanwhile, the ships of the Inshore Training Squadron were involved in similar ceremonies in Bergen (HM ships Archer and Dasher), Stavanger (HM ships Blazer and Pursuer) and Kristiansand (HM ships Explorer, Loyal Watcher and Loyal Chancellor).

The latter five vessels also visited the *Netherlands* and *Denmark*.

*Copenhagen* had also been a port of call for HMS Cardiff on May 4-6. A contingent from the ship took part in a memorial parade, receiving warm applause from the crowd and praise from a Danish TV commentator who told viewers: "The Royal Navy is showing us how it should be done".

Other VE Day locations for HM ships included Amsterdam (Brave), Malta (Illustrious and Coventry), Brest (Brecon, Hurworth, Inverness, Roebuck and Walney), Scheveningen in the Netherlands (Berkeley), Aalborg and Aarhus in Denmark (Chiddingfold and Herald respectively), and Falmouth (Newcastle).



The Queen and Duke of Edinburgh arrive at St Paul's Cathedral for the service of thanksgiving and (above) members of the mast manning team from HMS Daedalus take a break between performances in Hyde Park.

Pictures: LW(PHOT) Penny Taylor and LA(PHOT) Steve Lewis



Navy veteran Robert Scott cools off in traditional style.

Pictures: LA(PHOT) Steve Lewis



Ships of the Inshore Training Squadron make their debut in Norway — in this case HMS Archer and HMS Dasher in Bergen.

# Charting 50 glorious years of the Navy's Hydrographic Service

TODAY the Hydrographic Office at Taunton produces charts for all the world's navies — even during the Cold War it co-operated closely with its Soviet counterpart.

## Sailor's journal

EDITED by C.S. Forester, the creator of Horatio Hornblower, is the diary of a British seaman who was impressed into the Royal Navy to fight the French at the beginning of last century.

The *Adventures of John Wetherell* paints a vivid picture of shipboard life in the time of Napoleon, though its reliability as an historical record is decidedly shaky in many passages.

Wetherell was shipwrecked time and again and reconstructed parts of his journal from memory. As Forester wrote in his introduction — "... his memory was clearly very tenacious of names and dates — but then he could never resist the temptation to embroider his narrative".

Written with good humour and verve, Wetherell's adventures can now be read in a paperback issue, published by Michael Joseph at £11.99.

Yet until very recently it was still known to older residents in the town as "that secret Admiralty place."

During World War II the "Droggies" were stretched to their limits — never more so than in the build-up to D-Day, when their special products included chart-maps, beach chartlets, route and passage chartlets, berthing charts, "Overcover" charts for the covering and hunting screens, radar charts, fighter control gridded charts, plotting charts for the Mulberries, a special English Channel Handbook, coastal views, shoreline sketches, and tide and astronomical tables.

All had a high security classification — and all the Allied naval forces carried them. Over 6,000 ships, craft and authorities were supplied, the whole running to 30,720 packets, most despatched in the last few days before embarkation, so that on D-Day itself everything went — hydrographically at least — according to plan.

Just before his tragic death in an air crash in January 1945 Admiral Bertram Ramsay wrote to thank the Hydrographic Service for its part in Operations Neptune and Overlord — and it is absolutely certain that without its work the invasion could not have taken place, much less been the overwhelming success that it was.

The business of chart making

is not usually the stuff of high drama — and despite the enormous respect in which its RN practitioners are held theirs is still a profession woefully neglected by the printed word.

In its 200th anniversary year Rear Admiral Roger Morris — Hydrographer of the Navy 1985-90 — has done well to dwell upon a period of its history a couple of generations removed from its high Victorian heyday, which remarkable though it was for its industry, was mostly carried through in a period of relative stability.

**Charts and Surveys in Peace and War — The History of the RN Hydrographic Service 1919-1970 (HMSO, £35)** reviews exciting times, in warfare and in the technological advances that hydrography brought to bear into its practice — the introduction of the echosounder, the advent of rotary offset printing and electronic position fixing and surveying sonar post-1945.

Activities of the surveying ships and parties in the war, improvisations and achievements of cartographers evacuated from London to locations as diverse as Exeter and Armadale are all included here, together with biographies of the principal officers involved.

Not just a worthy record — one well worth reading by all the people its subject matter has served. — JFA



Eduardo de Martino's painting of *The Channel Squadron, 1898*.

## WILSON'S CLASSIC WORK REISSUED

THERE can be few naval studies published nearly 70 years ago that warrant reissue at £50 — but H.W. Wilson's classic two-volume *Battleships in Action* (Conway Maritime) is one above all that has stood the test of time.

It combines a naval history of World War I with earlier works covering the period 1860-1914 — and it is the latter that remain particularly valuable since they still offer a source comprehensively ranging over all the major actions of note in the ironclad and pre-Dreadnought eras.

A founder member of the Navy League, Wilson himself lived through most of this period, was acquainted with many of its leading naval and political personalities, and had a strong influence on the development of

the British Fleet in the first couple of decades of the 20th century.

### Overtuned

So although later writers have had the advantage of access to classified material unavailable to him, his personal insight was such that his interpretation of events and the fast-changing technology that shaped them was seldom overturned by later revelations.

Over half of the first volume is given over to the decade 1894-1905. This saw

few naval conflicts in the world — but they were fought with an intensity never seen before.

The Sino-Japanese War (1894-95) and the Spanish-American War (1898) saw the first major naval battles since Lissa 30 years earlier — while the Russo-Japanese conflict of 1904-05, climaxed at Tsushima, the first clash of fleets employing the latest technology in ships, armour, torpedoes and mines that was to provide the blueprint for much that followed. —JFA

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## Screen Scene

may not square with many people's perception of 1914-18. The military adviser named in the film's credits has presumably been too embarrassed to show up at his club recently.

When *Disclosure* opened, all the publicity focused on the theme of female sexual harassment — to general feelings of piquancy, prurience and puzzlement, in about equal measure. After all, what man wouldn't want to be sexually harassed by Demi Moore? In fact this aspect is merely a subplot in the film as a whole, and a bit of a red herring as well.

Mainly the film is a yarn about office politics — who's getting the promotion, who's getting the sack — with lots of up to the minute trimmings: E-mail is the preferred means of communication, the company concerned devises state of the art computer programmes, and the office in question is a designer's dream.

Michael Douglas again shows

a knack for selecting material which touches some contemporary nerve, while Demi Moore demonstrates how attraction/repulsion depends on more than just the visual.

A final word for *Only You*, an old-fashioned romantic comedy that, give or take the odd swear word, might have been made 40 years ago, when it would have starred Audrey Hepburn, Grace Kelly or some other deceased icon of the day. Here Marisa Tomei seeks to beguile us with the same brand of bright-eyed, warm loveliness, and for most tastes will be felt to have succeeded admirably.

The story — anecdote would be a better word — has Marisa charging across Europe in search of a mythical Mr. Right, while all the time the right Mr. Right is only a kiss away.

The film is likeable enough, but perhaps its only claim to originality lies in the way it allows the unusual mundane part of heroine's best pal (Bonnie Hunt) to pull much more weight than usual — to the extent that the film almost seems to be sanctioned a takeover bid by its supporting cast.

— Bob Baker

## Crying time again

**LEGENDS of the Fall** is one of those long, rambling American family sagas (roughly from the Indian wars to prohibition) which television has tended to monopolise of late, but which is here reclaimed for the big screen, complete with Oscar-winning photography and lavish period reconstruction.

Director Ed Zwick has adopted the same principle that Spielberg applies to his *Indiana Jones*: pile on the emotional highlights and keep the narrative to a minimum. And so one tearful farewell is followed by an equally tearful reunion — this has to be the going away-est and coming back-est movie ever — with only a couple of blazing rows and a pitched battle to fill the intervening ten minutes.

It's melodrama at full throttle, with the characters constantly in the grip of titanic emotional upheaval. No one has minor problems in *Legends of the Fall*. Anthony Hopkins is old enough now to play patriarch roles, and does so with gusto. Brad Pitt, burgeoning teen hunk, agonises away in the best James Dean tradition; and Julia Ormond brings a touch of home counties common sense to the proceedings.

This must, incidentally, be the only film in years to incorporate the First World War into its scheme, although the sight of Brad Pitt, shoulder length hair tucked under his tin helmet as he charges across No Man's Land on his mustang,

# At Your Leisure

# Too many corners of a foreign field

**THE POET** Rupert Brooke ("... there is some corner of a foreign field" etc) is by far the best-known officer to have served in the Royal Naval Division in World War I — though he saw no action at all, dying of dysentery and attendant complications on the eve of the Gallipoli landings.

This is a little hard, considering the outstanding gallantry displayed by so many of his fellow "sailors who went to war as soldiers" who had the chance to prove their mettle.

The magnificent New Zealander Bernard Freyberg is a prime example. An archetypal colonial adventurer in the mould of John Buchan's fictional James Bond prototype Richard Hannay (though trained as a dentist like Wild West gunslinger Doc Holliday), Freyberg had got himself caught up in the Mexican Civil War when he heard of the outbreak of hostilities in Europe.

## Horse Guards

He at once made his way to England and was strolling across Horse Guards Parade one day when he bumped into Winston Churchill (a chance encounter utterly in the Buchan style) and the rest, since the RND was Churchill's own brainchild, was, as they say, history — and the stuff of one of the RND's more properly enduring legends.

Freyberg would eventually be awarded the VC, was wounded nine times in the course of the war, continued in the Army before being invalided out in 1930 — but joined up again in World War II, becoming commander of the 2nd New Zealand Division and seeing action in Greece, North Africa, Italy and Crete.

He was afterward Governor-General of New Zealand and Deputy Governor of Windsor Castle.

His story is one of many told by Leonard Sellers in *The Hood Battalion* (Leo Cooper £25).



Rugby's sailor-soldier Rupert Brooke "on a couch of pain" before Gallipoli

one of the most celebrated in a Division that drew its officers and men from the RNR, RFR and RNR and served with distinction at Gallipoli, the Somme and Passchendaele — and elsewhere in some of the bloodiest campaigns of 1914-18.

## Nobility

And for devotees of Rupert Brooke there is the bonus of two photographs never published before of the poet Churchill said struck a note "more true, more thrilling, more able to do justice to the nobility of our youth in arms" — a verdict soon overturned by the gritty realism of the likes of Sassoon and Thomas.

One shows Brooke lying on a stretcher, prior to being moved to a hospital ship — and the other is of the ship itself, taken by Lt Cdr Hedderwick of the Hood "almost at the moment that Brooke died".

Brooke was, of course, a product of the Edwardian public school system — in his case,

Rugby — in which the ethos of leadership was deeply ingrained. Thus so many of his contemporaries lost their lives



Louis Stokes.

in this war, setting an example of selflessness to the men under their command.

The public schools suffered appalling losses. Rugby, Eton, Marlborough and Charterhouse

each lost around 20 per cent of the boys they sent into the trenches.

Rugby lost 683 with 1,111 wounded out of 3,299 — a total casualty rate of over 50 per cent.

Louis Stokes was another not wholly typical Rugbeian whose promise was cut cruelly short — his father was a clergyman, a committed and active pacifist who opposed his son's decision to join the Officers Training Corps in 1914.

## Infantry

Nor was the military career of this junior officer of the Royal Marines Light Infantry in any way outstanding — he died on the Somme in November 1916, less than a year after leaving Rugby, during his first close-quarter encounter with the enemy.

But what makes him remarkable is the fact that he left behind hundreds of letters to his family which provide a penetrating insight into the attitudes and influences that informed

the character of those of his kind.

Also, *A Dear and Noble Boy — the Life and Letters of Louis Stokes 1897-1916* (Leo Cooper £15.95), edited by R.A. Barlow and H.V. Bowen, parades the truly heroic efforts of a teenager pretending to his anxious parents that life on the Western Front wasn't really too bad.

## Fantastic

"This is all real fun" he insists again and again — yet images of beauty and horror are juxtaposed in all innocence to produce a surreally fantastic correspondence that must have reinforced his family's worst fears.

Thus he describes life on the Front Line in the first month of the Battle of the Somme — on the first day of which a dozen Old Rugbeians were killed: "One thing here (besides the people) is simply lovely, that is the flowers in the trenches... I could really go into raptures over them. They grow on the top of the trenches and form a sort of arch bending over and meeting in the middle. These are what I have seen: cornflowers, poppies, daisies, wild mustard, buttercups, purple vetch, white and pink vetch, rest harrow, fumitory, clover..."

## Large rats

And more in the same vein — immediately followed by: "You have heard of the rats in the trenches, well unless you see them you can hardly imagine how many there are, nor how large. Walking along the trenches on a watch of two hours, you can see a hundred easily if you hadn't something else to look out for, and as it is, scores force themselves on your sight and, in the dugouts, on your person..."

Rupert Brooke was not alone among Rugbeians of his generation, it seems, in finding beauty in some of the worst hell holes of a man's creation — or was it just the "stiff upper lip" tradition taken to an extreme that makes so much of this sort of correspondence hard to swallow 80 years on?

— JFA

## WWII FROM AACHEN TO ZYKLON-B

IT IS a pretty weighty tome, as you might expect, but *The Oxford Companion to the Second World War* (Oxford University Press £30) is as handy a reference to the period as we are likely to get.

Because ease of access has obviously been a priority for editors I. C. B. Dear and M. R. D. Foot who have woven together over 1,750 entries by 140 contributors with copious cross references between personalities, campaigns and the various political and cultural organisations that shaped them.

Hitler, Churchill, Stalin and the other chief national figures in what was properly speaking a series of wars rather than a single "world war" are only treated in their roles as war leaders — but that was to be expected even in a volume of this size.

## Nuremburg

And among the many excellent potted biographies there are one or two odd omissions — since the Hitler Youth did so much to train the minds of the generation that would fight Hitler's war (it had nearly eight million members by 1939) why is there no entry for its long-time leader, Baldur von Schirach? He is the only one of the principal Nuremburg defendants to be left out.

This is mere quibbling, however — the most complex campaign subjects, such as the Battle of the Atlantic, are here covered with clarity and skill with the help of maps and graphs and 100 well-chosen, highly evocative photographs.

— JFA

## Battling on

FROM Megiddo, 1469 BC, the first recorded battle, to the present conflicts in the former Yugoslavia, *Brassey's Battles* lists more than 7,000 battles, campaigns and wars. Revised and with a new update supplement, John Laffin's work, 20 years in the compilation, has been published in paperback by Brassey's at £19.95.

# PLEASURE BOAT



WHAT could be more leisurely than a canal cruise through an area of outstanding natural beauty?

With the aid of grants and loans from the Sailors and Fleet Amenity Funds, the Royal Marines have bought a six-berth, fully-equipped narrowboat.

The craft, christened Hannah Snell, was launched by the Commandant of Commando Training Centre Royal Marines, Lympstone, Lt Col Roger Williams.

Based on the Monmouthshire and Brecon Canal, which runs through the Brecon Beacons National Park, the boat is available for hire by all serving the Royal Navy and Royal Marines personnel. Details are available from the UIF SNCO on RM Lympstone ext 4218 or on 01392 876806.

Lt Col Williams, on the right, names Hannah Snell, watched by (l-r) CSgt Tony Wood, Cpl Pete Jones and LWs Jan Webster and Laura Tindall.

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# At Your Service

## Calling Old Shipmates

**HMS Alderham 1942-44** Ex-CK Charles Larkin, 33 Cornhill Rd, Brookhouse Estate, Peck Green, Eccles, nr. Manchester, M30 7P, seeks old shipmates.

**Glady's Fisher 1952-53** at Chatham and ex-CPO Albert John (Johnny) Johnson, served 1935-50 from Womersley, Kent. Contact Elizabeth Carter VAD RN on 01705 571230. Glady's father married Peter Claxton in 1954, and Johnny Johnson served at St Peter's, Taylor after Chatham service.

**HMS Ramrod 1941-44** Ex-AB David Jack Alford seeks shipmates, especially Tommy Atkins, Reg Faddock, Bungie Williams and Alec McCormack. Contact 20 Carmichael Street, Dundee, DD3 8NW.

**HMS St George, Benbow 207 Class** Ken Etheridge and Les Hanks seek any members of the class who were with them on the troopship City of Canterbury in the last convoy to Singapore. Ken would also like a photograph or any picture of Wu Chang. Contact 9 Jacomb Place, Gosport, Hants. PO13 9S (tel. 01329 280517).

**Naval Parties 1730 and 1734**, Hamburg 1945. G.B. Lewis, 4 Temple Gdns, Staines, Middx TW18 2HQ (tel. 01784 451544) seeks members of the two parties with a view to a 50th anniversary reunion.

**HM Ships (Online, Uxbridge, Les (Ginger) Hewitt, 9 Eastbourne Close, Coundon, Coventry CV5 1GP (tel. 01223 332728) seeks Rocky Lee (last known address Shrewsbury) and other shipmates for reunion at Llandudno, March 23-25.**

**HM Flagged Art Apps 1957** Cdr C.V. Hanna, Dove Bank, Grizebeck, Kirkby in Furness, Cumbria LA17 7XD, seeks old boys with view to 40th anniversary reunion in 1997.

**HMS Caledonia, Benbow Div. 1963-65**. At 544 are being sought by Derek Parkin-

son for 30th anniversary reunion. Call 01329 847268 (home) or 01705 511480 (work).

**Hong Kong Flotilla 1953-56**. John Methew (M, 132E), 9 Malley Close, Clayhall, Gosport PO12 2AX, seeks former members of the flotilla.

**HMS Bude 1940-45**. The town of Bude, Cornwall, has invited former Budes as guests for victory celebrations. AS Barry Moody from Southampton are still sought. Contact Bill Hilton, 24 Stoborough Green, Wareham, Dorset BH20 5BA. (tel. 01929 553295).

**HMS Peacock (P228)** ship's company are invited to join HMS Peacock (L96, F26) Association with a view to a reunion at Royal Leamington Spa in 1996. Details: Ted Collier, 8 Aston Lane, Rensham Hill, Henley-on-Thames, Oxon, RG8 3EL.

**Ex-Tai A.E. Bowler**, thought to have been in HMS Hood, sought by Mr. George Holland, 45 Westbourne Ave, Cheslyn Hay, nr. Walsall, Staffs. (tel. 01922 418333).

**HM ships Devonshire and Diligence**. Anyone on board for VE and VJ Days respectively is being sought by Fred Lewis, 93 Kimbolton Rd, Portsmouth PO3 8DA.

**HMS Welshman** survivors are sought to contact J.E. Gilbert, 88 Grays Lane, Bognor Regis, W. Sussex PO12 5LN (tel. 01243 820624).

**C-in-C PES Comcen Singapore 1954-56**. Ken Reed, 76 Robinson Rd, Heme Hill 6056, Western Australia, seeks Sigs J.E. Taylor and Tony Heffer.

**HMS Kitchener 1943-46**. Ex-LCK Ron Nichols, 98 Otton Boulevard East, Acocks Green, Birmingham B27 7ND, seeks old shipmates. He has info of the ship to pass on.

**Portsmouth Dockyard Shipwright Apprentices (1942)** reunion planned for Sept. Contact Alan Keel, 22 Littlepark Ave, Bournemouth, Hants PO9 3QY (tel. 01705 454448).

**CPO A.J. "Jahanie" Johnson CMX 58671**, who served at RNAR Kyrreay Rd, Colombo and HMS Colossus (last known address Wignons, Kent) is sought by Dorothy Foxley (nee Ingleson). Contact Mrs Angela Smith, 57 Norwich Close, Litchfield, Staffs WS13 7SU.

**HMS Birmingham**, Jim Wardle is sought by G.J. Hanson (tel. 01926 315057) after 1950.

**RNKS**. Former members, groups of members and local associations are invited to contact The Chairman, Sully RNKS Association, 24 Penrondra Close, Thornhill, Cardiff CF4 9SD, with a view to founding a National RNKS Association.

**HM ships Collingwood (1947-48 and 1951-52), Nigeria (1948-51), Tarmagant (1952-54), Eagle (1954-56)**. H.E. Strangway on 01904 451209 seeks old shipmates, especially Fred Flood.

**Ex-Pembroke, Chatham**, Jack (Spindle) Lee, 19 Gilbert Place, French Forest, Sydney, New South Wales 2086, Australia, seeks the following OAs who passed out in Nov. 1942 - Jimmy Stevens, Joe Jordan, Bin Smith, Knockar White. Also, from HMS Immaculate, Bill Feeley and S/LX(A) Ernie Burgess.

**Despatch Field Gun Crew 1950 and HMS Lach Insh**. Eric Baxter, 5 Duesel Rock, Fenca, nr Burnley, Lancs, BB12 9PS, seeks shipmates, especially Yaff Rosser.

**HMS Birmingham 1944-46**. Ex-AB(R) Frank Bae on 01253 873600 (after June 17) seeks shipmates from hangar mess decks 80,82,84 and 86, with a view to a 1996 reunion.

**HMS Dido**, WWS. Any former Didos who have not yet obtained a video featuring contributions from ex-Dido Servicemen, the last remaining tapes are available from ex-gunner Ken Clover, 50 Vandenburgh Close, Northolt, Middx UB8 5JW (tel. 0181 845 1388).

**810 Seahawk Squadron 1955-56**. Lt Cdr M McCook Weir RN (ret), 5 Saheyn House, Cathedral Close, Litchfield, Staffs WS13 7LD, seeks Lt Cdr Dick Shepherd and Lt Ron Stubbings for a reunion to be held at the FAACA ball at Lee-on-Solent on July 29.

**529 LCA Flotilla 1939-45**. Former personnel asked to contact K.G. Slocombe, 42 Lalebrook Rd, Hoos, Plymouth PL3 9PW (tel. 01752 405373) with a view to reunions.

**HM submarine Sealion**. Former CO George Colvin is sought by Jack Parsons, 1-3 Wescote Drive, Waddo Estate, West Bridgford, Nottingham NG2 YQZ.

## Reunions

### ADVICE TO OUR CONTRIBUTORS

CONTRIBUTORS to our Reunions column should write as briefly as possible, submitting their entry at least two months before the date of the reunion to be sure of publication. Due to limited space and the high level of demand for free "At Your Service" entries, we regret that we cannot publish post-event reports, and that under normal circumstances advance notices can only be published once per reunion.

#### JUNE

**HMS Newcastle 1947-49** reunion at the Royal Fleet Club, Devonport, June 10. Details: Les Smith on 01777 229685.

**HMS Cairn Old Hands Association** ninth reunion at the Union Jack Club, Sandhill St, London. Details: Jack Harris, 72 St Leonards Caravan Park, Ringwood Rd, Farnham, Dorset BH22 5AQ (tel: 01202 994121).

**Fast Minelayers Association S.E. Branch** at The British Lagoon Club, Braggs Rd, Kennington, London, June 12. Enquiries: Ray Moore, 89 Watling Rd, Norwich NR7 9TD (tel. 01603 437652).

**Fast Minelayers Association S.W. Section** at Exeter White Ensign Club, South St, Exeter, at 11.00, June 24. Details: Gordon Ferris on 01803 833740.

**FAA Field Gun Crew**, June 30 to July 1. Held at HMS Deakalus, Lee-on-Solent, for the last time before the crew moves to RNAS Culbrosa. Further info: Jimmy Andrews on 01329 664007 or Eric Brotherton on 01705 55143 ext 4113.

**Portsmouth Field Gun AGM and reunion**, June 30 to July 1. Details: P. Radlock on 01705 751497.

#### JULY

**Roaden Old Boys Association** annual reunion lunch at Roaden School for Girls, Brighton, RN personnel who took electrical and torpedo courses there between May 1941 and August 1945 qualify for membership. For details send 50p in stamps to Sam Morley, 113 The Ridgeway, Northaw, Potters Bar, Herts EN9 4BG. Tel: 01707 872720.

**HMV Britannia 25th bi-annual** reunion dinner at Portsmouth Guildhall, July 14. Those who have not received an application form, write to The Cox'n, HMV Britannia, BFPO 239 enclosing a cheque for £18 made payable to HM Yacht Dinner Fund, plus a first or second class postage stamp.

**Jungle Cocktail Party**, Sherborn Castle, July 21. Contact Lt Toby Hart RN, 848 NAS, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT (tel. 01935 456013).

#### AUGUST

**10th Destroyer Flotilla (1944-48) and Tribal Destroyer VJ** parade in London to which members of the following former RN ships are invited: Afridi, Ashanti, Bedouin, Coesack, Eskimo, Gurkha, Maori, Mashona, Metabee, Mohawk, Nubian, Punjab, Sikh, Somali, Tartar, Zulu, Javelin, ORP Blyskawica, Plonin, HMCS Athabaskan, Haida, Huron, Inopuqa, Black Prince, Belona, Dettons J Bull, 1 Pearl Close, Beckton, East Ham, London E8 4QY, enclosing two first class stamps to cover costs.

**Royal Naval Patrol Service Association** Fleetwood Branch VJ Celebration Dance in August and Annual Reunion Dance in October. Details: J.L. Mulligan, 1 Loftham Avenue, Fleetwood, Lancs. (tel. 01253 875373).

#### SEPTEMBER

**HMS Cotton K510**, Ninth reunion of last Russian convoy R66 at the Conservative Club, Bath St, Southampton, Sept 1-2. All other ships welcome, such as HM ships Honey-suckle, Anguille and Goodall, and the following: Lt Cousins, Gunner T. Duncan (Aberdeen), S/Lt Kent (London), LEO McColl (Glasgow), S/Lt Wells (Argentina). Details: Len Heydock, Yew Tree Cottage, 94 Grimshaw Lane, Ormskirk, Lancs. L39 1PE, with see (tel. 01995 577944).

**HMS Tiffind**, Singapore Strait patrol 1965-68. Second reunion at Whitty, Sept 2-3. Wives and partners welcome. Details: Phil White on 01947 810314.

**HMS Rotherham**, Capt(D) 11th Destroyer Flotilla, East Indies Fleet. Reunion Sept 2-4 in Rotherham, Yorks. Guests of the Mayor at dinner, and unveiling of tablet. Details: Bob Sandford, 81 Tamersick, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ.

**HMS Garies K475** third reunion at the Union Jack Club, Waterloo, London, Sept 3. Details: Puffy Ruler, 37 Cottersome, Bricknell RG12 7YL (tel. 01344 55072).

**RN Air Gunnery School**, East Camp, Yarmouth, Nova Scotia. Reunion at Yarmouth NS Sept 6-10 for all ranks serving there Nov 1942 to March 1945. Details: Bill McDonald on 01382 533412.

**Eighth Destroyer Association** seventh annual reunion at The Dome complex, Brighton, Sept 8-10 (pre-reunion at committee meeting on July 1 at Rockingham Arms Hotel, Bannethorpe, Doncaster). Details: Eric Mulliner, The Bugalow, Seehurst, Brighton BN1, Lower Beeding, Horsham RH13 6PR (tel: 01403 897558). New members welcome.



## PRIZE PUZZLE

**WINNER** of the Navy News mystery picture competition No. 2 is Mr John W. Walker of New Malden, Surrey. He receives £25 for correctly identifying the photograph, generally accepted as showing the first landing of an aircraft on an aircraft carrier (HMS Furious on August 2, 1917). The pilot of the Sopwith Pup was Squadron Cdr E.H. Dunning who soon afterwards lost his life attempting a similar feat.

Another £25 is offered for the first correct solution to be drawn for this month's picture. Tell us:  
1. **THE NAME** of the ship.  
2. **WHERE** the photograph was taken.  
3. **WHEN** (in what year) it was taken.

Fill in the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH.

Coupons giving correct answers to all three questions will go into a prize draw to establish a single winner. Closing date for entries is June 15, 1995.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 3

Name \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
1. NAME OF THE SHIP? \_\_\_\_\_  
2. WHERE? \_\_\_\_\_  
3. WHEN? \_\_\_\_\_

## GRAVES FOUND

PREVIOUSLY unknown graves of four Royal Navy landing craft crewmen buried in Normandy have been identified by members of the LST and Landing Craft Association.

The officer and three ratings died in the battle for Normandy in 1944 and are interred in Hermanville Cemetery not far from the beaches where they died on June 6, 1944.

They were S/Lt Julian Roney, CO of LCT(A) 2191, Leading Warrant Officer Edward Trandle of New Cross, OS Robert Bryson of Newcastle and AB Hannah of Leigh, Lancs.

For more information, nest of kin should contact John Murphy, 47 Valley Drive, Kingsbury, London NW9 9NJ (tel. 0181 204 9557).

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For membership application form complete the following:  
To: Lt Cdr I. M. P. Coombes RN, ARNO, 70 Porchester Terrace, London W2 3TP. Please send me details and a membership application form.

**HMS Sikh Veterans Association** (and 11th Bn RM Commandos) reunion at the Royal Salons Home Club, Portsmouth, Sept 14. Details: W. Wright, 45 Hamrick Close, Southampton, Hants. SO19 8NF (tel. 01703 404715).

**HMS Niger** (Algerian class), Sept 16-17 in Gloucester. Details: John Roberts, 4 Buckingham Ave, Higher Botsington, Wlmsl, Maresfield LS3 5FD (tel. 0151 644 9625).

**HMS Fishguard and ex-US Coastguard** officers reunion at noon, Sept 20 at The Bull Hotel, Westgate, Peterborough. Details: Jim Byrne, 55 Garsland Lane, Leeds LS17 8LW (tel. 0113 273 7243).

**TS Active**, Waterlooville unit of the Sea Training Corps, 30th anniversary reunion at The Curzon Rooms, Waterlooville, Sept 22. Details: Lt (STC) G. Ball on 01706 267904 or 01378 962561.

**HM submarine Churchill** second reunion at The Adelphi Hotel, Liverpool on Sept 23-24. For cost and details contact Dave Pira, 15 Monabrook Place, Halesburg G84 7JD (tel. 01438 575488) or Tonka Tyson at Nuc. Repair, Clyde Submarine Base.

**HMS Eskimo (Tribal Association)**, Sept 29 to Oct 2. Details: K.J. Wilson, 7 St Johns Road, West Green, Crawley, West Sussex RH11 7BD (tel. 01293 548002).

**HMS Diana** fourth reunion at the Claremont Hotel, Birmingham. Details: Brian Snow or Mike Lyons on 0160 486 4205 or 0150 264 9882.

**HMS Bruce 1947-50** at Scarborough. Details: tel. 0121 382 9837.

**HMS Flagard Art App** (Entry 565 Sept 1995) Those interested in a 30th anniversary reunion contact John Krums on 01705 552308.

**HMS Tartar 1939-45**, 8/7 Mess veterans have arranged a reunion at Northwick Arms Hotel, Evesham, Sept 10. Other Tartar shipmates welcome. Details: Ted Brown 01793 526275.

#### OCTOBER

**HMS Vanguard Veterans 1945-50** annual reunion at Southsea, Oct 7. Details: Mrs C. Harris, 19 Telford Close, Burntwood, Staffs. WS7 9LQ (tel. 01543 665099).

**HMS Ocean Association**, Clarence Hotel, Llandudno, Oct 7. Details: D.J. Lord MBE, 74 Montague Close, Walton-on-Thames, Surrey KT12 2NG (tel. 01932 241116).

## Over to You

**Bob (Jack) Sutherland**: Mrs M. Sutherland, 41 Chamberlain Rd, Stratton-Si-Margaret, Swindon, Wilt (tel. 01793 828991) would like to hear from her late husband's old shipmates. He served as a stoker 1947-72 in HM ships Illustrious, Orion, Dalrymple, Albatross, Bigbury Bay, Adamant, Dehman, Virago, Lynx and Salisbury.

**HMS Balfour**: E. M. Shipley, hon secretary of the Marine Art Society (GB), 41 Cassbury Ave, Pheasantgreen BN10 8TN, asks the reader who contacted him about HMS Hoste to get in touch again if he wants a photograph of his old ship, HMS Balfour.

**HMS Ark Royal recording**: Mrs E. Lowden, 34 Balmoral Ct, Town End Farm, Sunderland SR5 4HF, is seeking the recording by the ship's company of the old Ark Royal which included the song "I Am Sailing".

**Mystery telegram**: Lt Col P. W. Small, JACIG, Arms Control Centre, RAF Swanton, Lincoln LN1 2TR, asks, on behalf of his aunt Mrs W. Small (nee Thyer), if someone can throw light on how the Thyer family, received through Cable and Wireless, a telegram, dated 19 December, 1941, bearing Christmas greetings from her brother

(aurhame Thyer, rank not known, who was serving aboard HMS Prince of Wales, though the ship was lost nine days before the telegram was sent. Could her brother have survived and be taken a prisoner of war?

**Missing effects**: Mrs J. Sunderland, 25 Furzehill Road, Mutfy, Plymouth, Devon PL4 7JZ, is trying to locate, on behalf of the family, the medals, sword and dress uniform of her late grandfather, Vice Admiral Sir B. C. S. Marsh (1891-1956) which possibly went on display at a naval establishment.

**Jutland survivor**: Mr Bruce Norfleet, National Geographic Television, 1145 17th Street, NW Washington DC 20036 USA (tel. 010-1-202-857-7712), is making a film about the Battle of Jutland and would like to contact survivors.

**HM submarine Vagabond**: First Officer Brian Mitchell, Nautical Training Corps, 39 Chesham Road, Brighton BN2 6NB (tel. 01273-678806), would appreciate a photograph of Vagabond to enhance a display.

**HMS Roberts (1941-1945)**: Mr I.S. Rees, 23 Bowen Street, Halset, Swansea SA1

2NA, whose late father served on board HMS Roberts, would welcome any information about the ship's wartime service, copies of documents and photographs.

**HMS Swinburn (1943)**: Mr D. Gilles, 3 Caldwell Acre, Kingswattle, Fife, KY7 7PJ, wants to know if any reader can elaborate on the experience of the Birmingham off the Ponderosa Coast of South Africa, which put her out of action for a year from 28 November 1943.

**Uncle Beach (New 1944)**: Hans Tuymen of Flushing would like to meet a naval officer, Dick Skerton (or Skerton), who was probably with the LCAs at Uncle Beach, and who befriended him. Mr Tuymen has a photograph and can be contacted at Oude Veningweg 47, 4336 AB Middelburg, Netherlands.

**"Supper Supper"**: The television programme hosted by Gila Black, is trying to trace Mr George Skinner, ex-RM, who while HMS Ramalieu was undergoing refit in Durban, South Africa, in 1941, met and fell in love with Dorothy Phoenix. Contact Helen Kristic, London Weekend Television (tel. 0171-261-3789).

**FAA Handling Branch**: Mr J. Fiedler, Eric's Cottage, 3 Marsh Road, Gutton Broad, Lowestoft, Suffolk, NR33 8JY (tel. 01502-513809), is compiling information about the branch which will celebrate its 50th anniversary this year. He would like to hear from those who served in HM ships Deakalus, Gamecock, Heron, Curlew and Siskin in 1955-56, and in Albion (1955-57) and Victorious (1958-59).

**MOB 675 (1943)**: Mr H. Fraser, 28 Beachwood Road, Raigmore Estate, Inverness, IV2 5UQ, would like to hear from old shipmates who served with him in the MOB 675 when she was straddled by the enemy bombers on return from Norway in 1943. He especially seeks ex-Marine MacDonald of Newtonmore, PO Nippy Stringer, Character AB Crook, Harry Hartgroves, Jack Dickie and Harry Penrett.

**HMS Adamant**: Mr S. T. Tiffin, 2 Falconry Ct, 7 Fairfield South, Kingston-on-Thames, Surrey, KT1 2UR (tel. 0181 549-0326), asks if anyone remembers the Adamant being hauled up a slipway in China, to be painted and re-floated in 24 hours.

**HMS Blackwood (1944)**: Mr E. F. Steiner, 15 Birchfield Gdns, Gateshead, Tyne and Wear, NE9 7JZ, whose brother ex-PO Alfred Steiner was lost in the Blackwood off Portland on June 15, 1944, would like to hear from anyone who could tell him about the circumstances of his death.

**Ex-AB Harvey Loveday Penrett**. The brother of Harvey Penrett, Mr Sydney Penrett, 3 Hornbeam Close, Thwynton Bois, Epping, Essex CM18 7JT (tel. 01992 812821), is seeking information about Harvey, killed during the Japanese invasion of Hong Kong in 1941. Mr Penrett believes his brother was one of the crew of HMS Thracian who were led and betrayed to death by the Japanese. He has no known grave.

## FIFTY YEARS ON

A LOOK back at the Royal Navy's war time operations half a century ago this month.

VE Day behind us, it was all quiet on the Western Front, but still plenty to be done in South-East Asia and in the Pacific. The East Indies Fleet had gained undisputed control in the Andaman Sea and the Malacca Straits, their carrier craft were now employed on reconnaissance flights in preparation for the next assaults on Port Swettenham and Port Dickson in Malaysia.

The British Pacific Fleet, its first period of operations completed, had returned to Sydney to refit and replenish, but aircraft from the newly arrived HMS Implacable were available to attack the Japanese base in Truk. American and Australian forces were engaged in amphibious operations to remove the Japanese from Burma, supported by ships from the Royal Australian Navy.

The need for the BPF to return to Sydney to replenish underlines the inadequate afloat support and the vast distances in the Pacific with few minor bases. Vice Admiral Rawlings, Second in Command of the BPF, likened the problem to "sailing from Plymouth to strike at Rio de Janeiro, replenishing once from harbour tankers in the Cape Verde Islands and a second time at sea". We learnt the lesson and things were different in 1982.

HM Submarine Tranchant sank Japanese heavy cruiser Ashigara in the Banks Strait, the last Japanese major unit in the theatre. HM Submarine Stygian was also in the area and carried out an unsuccessful attack on a Japanese destroyer.

15. Aircraft from HMS Implacable attacked Japanese base in Truk. HM ships Ruler, Achilles Newfoundland, Swiftna, Uganda, Teazer, Tenacious, Tarmagant, Terposchre, Troubridge, FAA Sobras, 801, 880, 828, 1771, 25th, RMAA ships Hobart, Shropshire and Arunta join the USN support squadron off Balikpapan, Burma.

## Review plea over bravery award

AN APPARENT oversight in recognising a leading seaman's courageous part in an action against a Japanese invasion convoy in 1942 has been a source of disappointment to members of the RNA.

Shipmate Tom Parsons, a survivor of HMS Prince of Wales, was drafted in Singapore to HMS Li Wo, a 1,000-ton steamship converted into a patrol vessel and armed with a 4in gun. Lt Parsons was the gunlayer while the gun's captain was the chief bosun's

mate, Mr Charlie Rogers, now a member of Swindon branch.

Under the command of Lt Thomas Wilkinson RNR, the Li Wo single-handedly took on the Japanese convoy in the Java Sea on February 14. Although his vessel had been extensively damaged in four air attacks, Wilkinson decided to fight to the last against the convoy escorted by a heavy cruiser and destroyers.

Through superb seamanship and good gunnery, the Li Wo hit and set on fire a transport ship which was abandoned by her crew, and remained in

action for over an hour. Eventually the Li Wo was sunk with only ten of her complement of 84 surviving.

They were captured and taken to a PoW camp on Bangka Island, from where Lt Parsons escaped with two sergeants and a lieutenant-colonel. Eventually they reached Java where they were recaptured.

After the Japanese surrender, Lt Wilkinson was awarded a posthumous VC. Mr Parsons, who is now a member of the Association's Cardiff branch, received a Mention in Dispatches —

but only for his part in the PoW escape.

Writing on behalf of Swindon branch, their public relations officer, Shipmate Ted Brown, says that Mr Rogers and other members of the branch are puzzled that neither he nor Shipmate Parsons were interviewed about the Li Wo action on their return to the UK.

Some time ago the branch appealed to the Naval Secretary to review the case, but without success.

A spokesperson for the Naval Sec-

retary told Navy News that the committee which at that time was dealing with awards and honours had decided that no further gallantry awards would be granted for World War II, and that every government since had upheld that decision.

"We are dealing with requests to review such matters almost on a daily basis, but as a result of that decision there is nothing we can do," she said. "However, the fact that not every act of gallantry has been recognised by an award does not diminish what those people did."

## Conference to vote on subs rise

THE ROYAL Naval Association Conference is to be asked to approve a £1 increase in annual subscriptions. The proposal by the Association's National Council to raise subs from £5 to £6 will be debated by delegates at Plymouth on June 24.

Keeping the Association's finances buoyant is also the concern of Wear and Paddock Wood branches. The former will ask that profits

from the conference raffle be used to offset the cost of the event, while Paddock Wood will propose that members of naval forces be invited to donate a fraction of their pay to the RNA.

A total of nine motions are on the agenda for the afternoon's debate dealing with the Royal Charter and rules, conference and miscellaneous matters.

### Resettlement

Liverpool will propose that motions put forward by a branch be seconded by another branch, while Kings Lynn will suggest that the RNA promote the facilities for advice and resettlement that may be provided to members of the RN by local branches.

The display of medals — a topic which can get the adrenalin flowing — has prompted Birmingham Shard End to table a motion calling for a ban

on the wearing of commemorative medals by members taking part in RNA parades and activities.

Chester has two proposals: that the National Council be permitted, at their discretion, to meet the cost of funeral expenses from RNA funds where special circumstances arise, and "that when a card vote is implemented to determine the decision of conference, then an additional vote for each 20 full and life full members of the delegates' branch be taken into account, and for this purpose full and life full members be determined on the basis of those who were fully paid-up on March 31 of the year of conference".

Ending the practice of holding every third annual conference in Portsmouth will be proposed by Clacton-on-Sea. Lissiemouth is in favour of a rule change to allow associate members to be elected to club committees and to have full voting rights on them.

### IN BRIEF

GENERAL Secretary Capt Jim Rayner, who retires next month, and his wife, Tricia, were guests of honour at Kingsbury and Kenton branch annual dinner dance, at which Shipmate Ray James was presented with an associate member's certificate.

SHIPMATES of Cheshunt turned out in strength on a bleak and wet day to witness the planting of an oak tree in Cedars Park, Cheshunt, in memory of naval personnel lost in the Second World War. The ceremony was performed by the Major of Broxbourne assisted by branch chairman, Shipmate Ron Joy, who read the dedication. The oak is the 2,000th to be planted in the area.

AT the annual general meeting of Swindon branch the following shipmates were elected officers: D. Simpson (vice president), S. W. Brooks (chairman), G. Morgan (vice chairman), F. E. Fowler (secretary), N.A. Alley (treasurer), and E. H. Brown (PRO).

OVER 90 shipmates and friends attended North Manchester branch annual dinner dance which raised funds for two local charities.

THE first birthday of Wigan branch was celebrated in style with the Mayor performing the cake-cutting ceremony, watched by his wife, civic dignitaries and guests.

BIRMINGHAM East celebrated its 19th birthday at a buffet supper attended by founder members

A PARTY of 28 shipmates and wives of Huddersfield were royally entertained on visiting Liverpool RNA club.

## Band's contest victory

SINCE its formation in 1989, the RNA Band has gone on to win acclaim, recent successes including the winning of two cups and two certificates in the Southern Counties Amateur Brass Band contest.

Under its conductor, Mr Andrew Wall, the band which includes former members of the Royal Marines and other ex-Service men and women, is proving a big attraction at fetes, charity functions and other events.

When the Corps of Drums is complete it will be a first-class marching band for parades and dedications. The band can be hired at very reasonable cost by contacting Mr R. Coe (tel. 01843 583596 — evenings).

### Chingford and Waltham Forest

The work members do for three Sea Cadet Units and the achievements of Shipmates Joe Forrester and wife Kathy in raising £1,000 for the Poppy Appeal, were praised by president, Shipmate Bertie Gillings at the annual general meeting. Branch membership has

### Branch News

dropped to 107 due to deaths in the past year, but it is confidently felt that the original total of 130 will soon be restored.

### Chatham

The branch has no intention of letting the Medway towns forget their historic links with the Navy. Plans are underway for some major events in June next year, including a rededication ceremony in the cathedral and a historical review. At the branch annual general meeting Shipmate Arthur Brown (president), was honoured with life membership for his loyal service and welfare work.

### Reigate

Members celebrated the branch's 22nd birthday at a dinner dance, attended by almost 100 shipmates and friends. It proved a memorable occasion for Shipmates H. Day and C. French who were honoured during the evening with



At ease . . . RNA standard bearers Philippa Fisk and Malcolm Day during the VE Day events in Hyde Park (see centre pages).

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● Above: The Duke of Edinburgh takes the Royal Salute before opening the new Headquarters Royal Marines on Whale Island.

● Right: With the Captain HMS Excellent, Capt Roger Parker, in the Senior Rates Mess.

● Below, right: with Admiral of the Fleet Lord Lewin, who was this year appointed Life Colonel Commandant Royal Marines — an appointment last held by Lord Mountbatten.



# Duke keeps a date with the Royals

The Duke of Edinburgh was in Portsmouth last month to open the new Headquarters Royal Marines on Whale Island and a Memorial Garden at the RM Museum, Eastney.

The Corps' Captain General later toured HMS Excellent, inspecting the warship mock-up 'Hazard', used to train in damage repair at sea.

After watching a demonstration of how holes are plugged in a flooded and violently rolling smoke filled compartment, he was invited to board the simulator as it was put through its paces.

He also called at the new RN School of Leadership and Management (RNSLAM) where he was presented with a photograph of himself and his naval colleagues at Whale Island in 1947 — the year of his marriage.

## Assault course

The Duke's visit to the museum was his first since he opened it 20 years ago. It now attracts over 50,000 people a year and a new expansion programme to include a new display wing, exhibition hall and children's assault course will more than double its size by Easter next year.

First part of this programme was the Memorial Garden sponsored by Hampshire County Council. This will run the length of the 90 metre front lawns and will feature the Lumsden Memorial, dedicated to those men killed in Fort Cumberland during the Blitz, water fountains and plants from the prime regions around the world where the Royal Marines have served, such as heathers from the Falklands and Norwegian alps.

## Presentation

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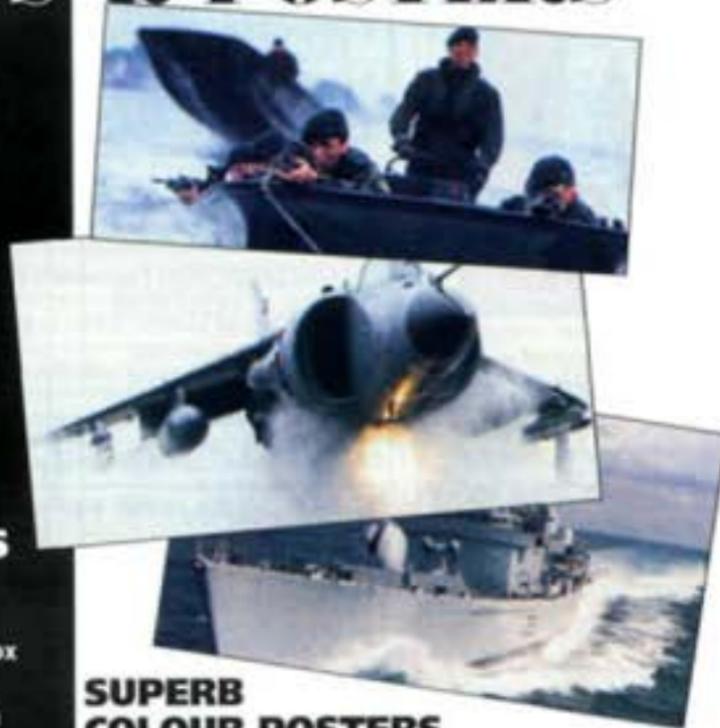


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# Protection business gets a double pay-off

HMS ANGLESEY has won the Soberton Trophy for the second year running. The trophy, a wooden rum barrel, is awarded to the best overall ship engaged in fishery protection duties. Making the presentation to Lt Richard Thomas, executive officer of HMS Anglesey was Mr Johnny Tranter of Pussers Rum, who afterwards invited members of the ship's company to take a "tot". Also present were Capt Chris Morrison, commanding officer

of the Fishery Protection Squadron, George Elison, Deputy Chief Inspector of the Ministry of Agriculture, Fisheries and Food, Andrew MacLeod, Chief Executive of the Scottish Fisheries Protection Agency and Joseph Riley, from the Royal Naval Association. ● Mr Tranter fills the rum barrel on board HMS Anglesey at Rosyth, ably assisted by Lt Thomas and L/S Hugh Cairns. Picture: LA/Photo Terry Morgan

# Victory shows her hidden strength

A FASCINATING aspect of Lord Nelson's flagship has been revealed with the opening of a new exhibit in HMS Victory's hold.

Nearly 80 oak barrels have been used to show how the ship was able to store sufficient provisions for six months at sea.

In Nelson's day the casks were filled with supplies and packed into shingle, forming an essential part of the ballast used to trim the ship.

The scale of the hold is in marked contrast to the rest of the ship as Victory's curator Peter Goodwin explained: "You can't get any idea of the size of the ship between the decks because they are so low.

"But when you get down into the hold you can see her true capacity, the massiveness of its structure and its complexity."

The hold display took three years to design and build and is funded by the Society for Nautical Research. It uses lightweight replica materials in place of the iron ballast and shingle to avoid straining the ship.

The display is already open to special interest tours and will be open in the evenings during the Dockyard 500 celebrations (see page 14). It opens to the public early next year.

The display, officially opened by Flag Officer Portsmouth Rear Admiral Neil Rankin, is part of an ongoing programme to restore Victory to her pre-Trafalgar condition by 2005, the 200th anniversary of the battle.

Extensive renovation of the starboard side is almost complete and a further five years will be spent finishing the port side. Internally, work on the Orlop deck will be completed and the grand magazine opened up.

Lt Cdr Mike Cheshire, commanding officer of HMS Victory, said: "Victory already has 400,000 visitors a year and is a prime attraction. We are hoping to double that number in the coming year."

# MEDAL NEWS

Long before official campaign medals were awarded by a reigning sovereign, tribute medals have been available to British troops and their allies to commemorate certain important military events that over the centuries have contributed towards making Great Britain 'great'.

Such battles as the Spanish Armada, Trafalgar, Mafeking and the celebration of the end of the First World War are well recorded by such medals.

Having been petitioned by veterans, Citadel Awards are proud to announce the inauguration of three new commemorative medals. Each medal with its uniquely designed ribbon is supplied ready to wear in a titled box.

For all those veterans involved and who, in many cases, had no official award for their enduring and often dangerous service there will now be visible recognition of their efforts.

## THE GENERAL SERVICE CROSS



This superb sterling silver hallmarked cross was instituted in 1992 as a commemorative award available to those men and women who have given valuable services to the British Commonwealth in peacetime and hostilities since 1939 and whose services in many cases have gone unrecognised. Members of all regular and reserve forces or equally important support units including Womens Land Army, WVS, SJAB, Nursing, Fire and Police services to name but a few, may apply.

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## THE VOLUNTARY SERVICE MEDAL



The medal proposed by and produced exclusively for volunteers. Recognition has at last been given to the volunteers, both men and women, commissioned or not commissioned from all three services plus the Emergency Services: Police, Fire Brigade, Ambulance, Coastguard etc; who have given service to Great Britain and the Empire during peacetime or hostilities with a devotion second to none. The medal and its miniature are struck in solid silver.

NOTE: These medals may be applied for posthumously by next of kin.

## THE BRITISH ARMY OF THE RHINE (BAOR) MEDAL

to celebrate their 50th anniversary. The medal and its miniature are to be struck in solid silver and are available to all military and civilian personnel who served in the BAOR 1945 to present day. A silver ribbon bar "BERLIN AIRLIFT" is available in addition to the medal to those who participated in, or were in direct support of, the airlift between June 26th 1948 and September 30th 1949.

## THE MARITIME SERVICE MEDAL

in recognition of those military and civilian personnel who have served at sea or in support of those at sea. This includes the Mercantile Marine, RN and associated reserve forces, RAF and Army Maritime sections, RFA, RNLi and other emergency waterborne services etc. The medal and its miniature are beautifully designed and struck in solid silver.

## SUEZ CANAL ZONE

A solid silver medal and its miniature have been struck for those military and civilian personnel who served in the Suez Canal zone over the years and which culminated in the Suez Landings in 1956. A silver ribbon bar "Suez Landings" is available in addition to the medal to those British and French personnel who took part in, or were in direct support of, the combined operations between 31st October and 22nd December 1956.

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# Andy's back in business

A LITTLE help can go a long way, as ex-AEM Andrew Heron discovered when the Royal Naval Benevolent Trust awarded him £800 to start up his own business.



Andrew joined the Navy in 1988 but after injuring his back while serving was discharged in November 1993.

Disappointed at the early end to his career he was determined to set up his own company and was sure there was a gap in the market for a professional carpet cleaning firm.

## Success

The grant from the RNBT and a small business loan gave Andrew the funds he needed to get going, and since then he hasn't looked back.

In a letter of appreciation to the RNBT Andrew said: "The grant has been a great help. My business started successfully and is continuing to develop well."



## SURPRISES IN STORE

### War service remembered

VETERAN Walter Bellows thought his wartime service in the RN had been forgotten and was over the moon when the Benevolent Trust came to his aid.

Walter (73) was an AB but was discharged in 1943 through wartime injuries, and now lives in a small bungalow in Eastleigh. He is house-bound and needs the constant care of his wife Kathleen.

The RNBT made a grant of £300 towards the installation of a special shower cubicle in their home which cuts down the need for regular visits to Moorgreen Hospital.

SCORES of needy ex-naval people in Portsmouth will benefit from the efforts of staff at city centre store C&A.

Every year the Royal Naval Benevolent Trust receives more than 5,000 applications with some 300 from Portsmouth alone.

Staff at C&A's Commercial Road branch chose the RNBT as their charity for the year and raised almost £1,200 for applicants from the Portsmouth area.

C&A's Mrs Carol Poole and Manager Mr Robert Miller presented a cheque for £1,189 to WO Tony Siddall, Chairman of the RNBT Grants Committee, who thanked all involved and assured them that their efforts would be greatly appreciated by the many people who would benefit directly.

## Top guns turn out

FUNDING for the Benevolent Trust comes from a wide range of sources, and one of the most successful fundraising events is the RNBT clay pigeon shoot.

Fifteen sponsored naval teams mixed with representatives from some of the country's best known companies for the event which this year raised more than £16,000.

### Team trophy

The shoot was organised by Cdr John Ling of HMS Sultan and was held at Sherfield Manor near Romsey.

The team trophy was won by GEC Marconi but the naval teams acquitted themselves well with HMS Osprey 2nd, HMS Daedalus 4th, RNEC 5th and the Naval Gun Club and HMS Nelson sharing 6th place.



Lt Cdr Mel Watson (HMS Osprey) in action

## Trust helps out with tall order

FORMER Artificer Apprentice Douglas Taylor suffered a very bad fall at his home last year which left him wheelchair bound.

Douglas, who served from 1988 to 1990, underwent considerable treatment at Southern General Hospital, Govan, but finding a wheelchair suitable for his 6ft 4in frame proved to be a problem.

### Lightweight

The hospital said that he should have a special lightweight chair that would cost £1,100. SSAFA were asked to investigate and contacted the RNBT to see if they could help.

The Trust was very pleased to make a grant of £700 and SSAFA was able to make up the rest from other sources.

Douglas (right) has now left hospital and is moving into a ground-floor flat which will be specially adapted for his needs.



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# Gunners take up the slack

FIELD gunners from Devonport, Fleet Air Arm and Portsmouth are firing on all cylinders in the run up to the Royal Tournament in July.

Track training is now underway for the prestigious event which has been won by Devonport for the last two years.

## Brickwood Trophy

This is the Fleet Air Arm's last year at HMS Daedalus which is scheduled to close. The team will relocate at Culdrose.

HMS Collingwood hosts the

Brickwood Field Gun Trophy on June 24 with crews from all over the UK taking part. There will be a host of other attractions on the day; tickets are £2 for adults, £1 for senior citizens and children or £5 for a family ticket.

HMS Collingwood (right) hosts the Brickwood Field Gun Trophy on June 24.



## Chuffed by new pin-up

HMS ANGLESEY has a new pin-up — a poster-sized photo of the Forth Bridge.

The Anglesey is being transferred from Rosyth to Portsmouth later this year and the picture was provided for the junior rates mess by Railtrack.

Ship's cook David Snedden came up with the idea so that the ship's company would always remain in sight of the famous landmark. He said: "Wherever we go now we will always take part of Scotland with us."

## Efficiency rewarded

HMS OSPREY'S 815 Naval Air Squadron has won the Australia Shield for achieving the highest degree of operational efficiency in the Fleet Air Arm in 1994.

The trophy was presented to the squadron's commanding officer, Lt Cdr Richard Bourne, by Rear Admiral Ian Garnett, Flag Officer Naval Aviation.

815 Squadron is the home of all Lynx aircraft and their crews who serve with frigates and destroyers world-wide.

# Jack puts best boot forward

SAILORS from HMS Leeds Castle gave the Army a run for their money on a 110km yomp across the Falklands.

The three-day challenge retraces the route from San Carlos to Stanley taken by 42 Commando during the 1982 conflict, and requires eight-man teams to carry full fighting and marching order including weapons, food and communication equipment.

Despite facing teams who had months to train, the ship's team kept up the pressure on the eventual winners and finished well ahead of four others.

Many doubted the Navy team would complete the first day which involved a 65km march and a river crossing. At the end of it they were just seven minutes behind the leading Reinforced Infantry Company, made up of seven Paras and a Royal Green Jacket.

Day two demand another yomp from the Teal inlet to Estancia with a live firing exercise based on a section attack.

### Hot shot

The sailors put in some fine shooting, capped by RO Currie who destroyed an armoured personnel carrier target with his first attempt with a 66mm HEAT rocket — a feat unmatched by any other team.

Day two's march time equaled that of the RIC so after 90km still only seven minutes remained between them.

Determined not to let their lead get away from them, the RIC ran the final 20km on day three in an outstanding display of fitness which gained them more than an hour over the opposition.

Leeds Castle started the event as absolute outsiders but finished in silver medal position overall, ahead of the Royal Engineers, Joint Comms Unit Falkland Islands (JCUFI) and two other teams who had to withdraw from the challenge entirely.

The team members were Lt Horton, RPO Turner, POMEM(L) Russell, RO Currie, CK Greer, AB(M) McDavid, MEM(M) Smith and MEM(L) Wright.

Leeds Castle is deployed in the South Atlantic for four years on patrol duties.

## 'Charioteers' are reunited

THE HEROISM of the "human torpedoes" of World War II will be remembered at a unique ceremony in Italy this month.

British Charioteers will join their Italian navy counterparts in the Liguria, commemoration at La Spezia Harbour, Liguria, where the first example of the tiny two-man craft was developed.

The Italian "Maiale" carried two divers sitting astride a 500lb bomb and first achieved notoriety by sinking battleships, HMS Valiant and Queen Elizabeth in Alexandria, Egypt, in 1941.

By the end of 1943 the Maiales of the famous 10th and 12th submarine flotillas had blown up 250,000 tons of Allied shipping.

Meanwhile, the Royal Navy were developing their own version of the craft and were training a group of skilled young divers in a top secret mission in Loch Cairn Bann in Scotland where a memorial now stands.

Of the 100 volunteers barely 30 survived. Those who did were amongst the most highly decorated of the war.

### Clammy death

Claustrophobia was a major problem for the "charioteers" who were enveloped in rubberised Sladen suits and layers of woollen clothes.

The suits were named after Cdr Sladen who recruited vo-

lunteers, but soon became known as "clammy death".

The Royal Navy's first success was the sinking of the Italian cruiser Ulpio Traiano, and the chariots went on to attack shipping and undertake intelligence work in the Mediterranean, Norway and Asia.

They cleared mines, retrieved bouncing bombs and were the first to prepare the beaches for D-Day.

Charioteers were also responsible for the sinking of the Tirpitz in a Norwegian fjord in 1942, when the luckless Bob (Taffy) Evans was washed up on Tirpitz's gangway and later shot.

The memorial ceremony was organised by Robert Hobson, son of a naval commander, and Maiale veteran and former Deputy Prime Minister of Italy Admiral Gino Birindelli.

An Italian Maiale found in a UK scrap yard by Mr Hobson has been restored and is on display at the RN Submarine Museum at Gosport, Hampshire.

# Remarkable rescue remembered

EXACTLY 50 years ago the destroyer HMS Cassandra steamed into Rosyth completing one of the most remarkable rescue stories of World War II.

Just six months earlier on December 11, 1944, the ship was torpedoed on Russian convoy duties and her bow blown off as far as the B gun.

More than a third of the ship's company were killed in the explosion and the survivors prepared to abandon ship.

Lt George Cunningham Leslie in command knew the sea was too rough to bring another ship alongside, so if Cassandra was abandoned it would be impossible to save the many wounded.

He decided to try to save the ship and the forward bulkheads were shored. It was impossible to steam ahead without a bows so Cassandra was turned slowly and attempted to steam backwards. A sail was also rigged but the seas continued to rage.

### Hope

The ship's first glimmer of hope came when HMS Bahamas was able to heave a line and take Cassandra under tow, stern first.

With such severe damage to the ship in mountainous seas the tow was a remarkable feat of seamanship. After the first night the

vessels were actually further away from port than before, but eventually Bahamas was able to make way towards the Russian Kola inlet.

It remained too rough to take off the wounded but a vital resupply of morphia and other

medical supplies was achieved by HMS Tortola with an overhead line.

HMS Cassandra was eventually handed over to a Russian tug and reached Rosta where temporary repairs were made, including shortened bows. She then

sailed for Scotland with HMS Onslaught as escort.

Cassandra was eventually given a full new bows in Gibraltar and rejoined the fleet as D10 in the Mediterranean and Far East. Lt Leslie reached the rank of Rear Admiral.



HMS Cassandra, kept afloat after a torpedo tore off her bow on a Russian convoy.

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# JOY UNBOUNDED

## Bravo Zulu

FOLLOWING a superb display both of individual commitment and teamwork in beating the Army, the Royal Navy rugby team were even more emphatic in trouncing the RAF 43-19 at Twickenham, writes the *Leprechaun*.

The match which gave the Navy the Inter Service Championship for the first time since 1987 was played in a bitingly cold wind in front of a disappointing crowd of 800.

As against the Army, the Navy were on paper the underdogs, but their victory stemmed from their pack's domination: such was their overwhelming superiority that the RAF backs received little ball.

### Talented

They fielded Paul Hull, the England fullback, Bristol's two first-choice wings and the Swansea stand-off half, but even these talented three-quarters could not breach the hard tackling Navy backs.

Had the Navy not gone to sleep for the first 20 minutes of the second half, the margin of victory might have been greater, and it was only the RAF's kicker who kept them in the game at all.

The Navy's first points came from a penalty try following a surge from a five yard scrum after the 14th minute. Three minutes later Craig White (right wing) drove over in the corner after a series of ten

rucks, from which the ball was constantly recycled until there were no more light blue shirts left to defend.

Five minutes later scrum half Paul Livingstone scored in the corner, and just before half time second row Gerard Harrison completed a forward handling movement to crash over.

The RAF's solitary third minute try and four penalties left the score at 24-19 midway through the second half, but then the Navy stepped up the pace and scored three more dazzling tries.

First No 8 Mick Reece scythed through the defence to score under the posts, then blind side Bob Armstrong battered his way over from close range and finally Livingstone ended a flowing movement to notch up his second try of the match.

### Amassed

Full back Jamie Coulton converted four of the tries as the Navy amassed the largest ever score in an Inter-Service match.

Leprechaun managed to catch selector Jeff Blackett before the week of celebrations began. He stated he had planned two years for this success, although even he had not expected the Navy team to be



Selector Jeff Blackett and Navy team captain Corin Palmer hold one of the three trophies won by the RN rugby team as Inter-Service champions.

Picture: Col Roger Thompson (Army)

so dominant in both matches, scoring 12 tries in all.

Jeff was very proud of all his players, who had responded so magnificently to his demands for supreme fitness and commitment. In sum the selector put it down to the Navy spirit which had been lacking over recent years and which came from motivating the players to

believe in themselves and their Service.

The future is down to Jeff's successor, Maj Steve Hughes.

Looking back over the past year in rugby Navy Youth shared the Inter-Service Championship while US Portsmouth only just failed to gain promotion back to the London League and DSRFC consolidated its

position in the Western Counties League and, like US, hopes for promotion next season.

On the Committee front the RNRU says goodbye to Tony Hallett (Sec RFU desig) and sees a reduction in RFU membership from two to one.

Finally, the Leprechaun now bows out from rugby reporting to be replaced by Rob Nairn.

### Impressive

"Other titles have been in soccer and marathon running. Their success reflects a lot of dedicated effort by those involved both on and off the field and I hope this impressive and well-deserved run of victories continues throughout the summer months."

## BANBURY CROSS SULTAN

A PARTY of 20 from HMS Sultan RFC travelled to the Isle of Man for a three-day rugby fest. They lost 33-13 to Western Vikings of Peel and 17-12 to Ramsey, but reached the quarter finals of the Mychreest 7s tournament, then losing to Banbury A, eventual overall winners.

## HOBSON SETS SEAL ON EIGHT WICKET VICTORY

ON THE opening day of their match against the Incogniti, the Navy won the toss and made 173 for 9 declared with some steady batting down the order. Incogniti replied positively, declaring at 177 for 2, writes Lt Cdr Jim Danks.

Lt Cdr Andy Eastaugh made a fine 83 in his first appearance for the side before being run out, with the score at 144 for 3, after a partnership of 81 with LWEA David Wynne.

Wynne added 54 with skipper CPO Paul Barsby (25) and was 74 not out when the Navy declared at 246 for 8, setting Incogniti a target of 243 from 46 overs.

Both Eastaugh and Wynne hit 14 fours in their innings, each making their top score for the side.

Despite Barsby taking 4-26 in his first eight overs Incogniti went on to take a two wicket win in the last over.

Free Foresters won the toss and elected to bat in their

match against the Royal Navy at Portsmouth. They made 221 for 5 declared, with Rupert Cox on 120 not out. Wynne bowled well to take 2-41 from 14 overs.

After the early loss of S/Lt Paul Snelling, Capt Robin Hollington (41) added 73 with Maj Charles Hobson before being caught at point.

Lt Alistair Falconer joined Hobson and both showed their full range of strokes in an exciting unbroken partnership of 145 in 70 minutes from 20 overs.

Falconer made 67 (3 sixes and 8 fours) while Hobson hit the winning runs and with the same stroke reached an excellent 103no (4 sixes, 14

fours), to seal an emphatic eight wicket victory for the Navy.

This was a satisfactory start by CPO Paul Barsby in his first season as Navy captain, but with several of last season's capped players out of the country new players must now stake their claims to a place in the team.

Steady rain stopped play after lunch in the Navy's match against Oxford University at the Parks. The match was abandoned with the students on 132 for 1.

Fixtures for June: 9th v English Fire Service and 27th v United London Banks at Portsmouth, 28th v British Police at Imber Court.



NORTHWOOD's Royal Marines took no prisoners in their annual rugby match against HMS Warrior, winning 57-5.

Mne Gummy Court, captured by LA(PHOT) Andy Gedge, played his part in the win, while

LCpl Matt Adams received the man of the match trophy.

Both that cup and the winners' plaque, which were presented by Deputy Commander Fleet, Vice Admiral Jonathan Tod, are given in memory of Paul Atkin, a Royal Marine who died of heart failure while playing for Warrior in 1989.

## Daedalus through

CYPRUS' Combined Services Football Association were accommodated at HMS Nelson during a short English tour, writes Lt Cdr Jim Danks.

But their hosts showed no mercy on the field of play and the Royal Navy beat the tourists 3-0 in their first match. The Cyprus team played three other games, winning one and losing two.

HMS Daedalus were at home in the first game of this year's jubilee Cup competition, taking on 2 Signal Regt, the Army Cup winners from York.

On the bitterly cold and windy afternoon, Daedalus came away with a 2-1 victory, having given the best performance by a Navy team in the competition for the past three years.

After a good save by MEM Jason White, Daedalus gradually took charge of the midfield, but CPO Will Flint, Wtr Cook and LAEM Nigel Thwaites squandered chances.

With the score still 0-0 as the players retook the field after the interval, Daedalus had the best of the early exchanges. Good work by Flint and CPO Wootton saw the ball to LPT Gray, but his effort was ruled out as he had strayed offside.

POAEM Chris Fairey and LAEM Neil Copeland played well in the heart of the Navy defence.

Deadlock was broken after

LAEM Glover lobbed the ball through to Thwaites, who headed on to Flint, whose cool shot put Daedalus 1-0 ahead.

2 Signal Regt scored a crucial equaliser when Bambrook converted a penalty after Fairey handled the ball inside the area. But in injury time Daedalus scored their vital second goal when Cook passed to Gray who headed on to Flint. Flint scored his second goal, making it 2-1 at the whistle.

Daedalus travel to RAF Waddington on June 1 in their quest to bring the Jubilee Cup home to the Navy for the first time in seven years.

## Going that extra mile

MNE David Rodgers leads a team attached to 45 Cdo Group, Arbroath, up the final hill to victory in the 30km patrol race event in the Inter-Service Biathlon Championship.

The team also won the 4X10km relay, came second in the biathlon relay and finished third in the 15km cross country race.

From the French Alps, they moved on to the Italian International Army Championships, where they finished sixth in the patrol race, ahead of Germany, Argentina, USA, Spain and the British Army.

Biathlon combines the disciplines of cross-country skiing and target shooting. The RN/RM team organisers are always on the lookout for talented athletes — prior skiing experience not essential. Contact Lt T. David, OC Biathlon Team, RM Condor.





# Great escapes

IT MIGHT take a bit of practice to get to this standard, but a basic course organised by the RN and RM Sport Parachute Association costs Service personnel just £69 (£110 civilians).

More than 50 courses are held each year from March to November and it is not just beginners who are catered for. Canopy formation, as captured by photographer Adrian Thornton, and formation skydiving are also covered.

"What happens if my para-

chute doesn't open?" you ask. Answer: All student systems are fitted with an automatic opening device and a reserve parachute.

For details contact the RN/RM SPA, Old Control Tower, Dunkeswell Airfield, Honiton, Devon EX14 0RA. Or call 01404 891697.

MEMBERS of a 13-strong RN and RM Mountaineering Club /RN Winter Sports Association team proudly hoist the White Ensign at the 3,554m summit of Ouille D'Arbaron during a ski mountaineering expedition to the Savoie area of the French Alps.

Led by Cdr James Grant (DNM) and Lt Cdr Dick Tough (Neptune), the expedition was blessed with perfect weather and excellent snow. During the 11 days spent in the mountains, five Alpine peaks were climbed, eight cols traversed

and 70 miles skied. Sponsored jointly by the two clubs, the expedition received generous support from DNPTS.

Cdr Grant can be contacted on 01705 727511 for details of next year's expedition.

# Greater skates

WONDERING where they'll ever find a frying pan large enough are POMA Vic Searle and PO(SSM)O Dave Parker, both members of HMS Repulse starboard crew, with the 145 lb common skate Vic caught off Scotland.

The monster smashed the RN and RM Angling Association's previous record for the species — 105 lb, as held by Dave. The record fell three times that day.

CCMEA Mick Partland (Neptune) broke it first (111 lb), Dave regained it (141 lb) and then Vic reeled in the big one. The fish were caught from the vessel Wheatear, running out of Oban and skippered by Ronnie Campbell.

Meanwhile, at Chew Valley

reservoir the RN and RM Fly Fishing Boat Championship, took place, part sponsored by JBI Ltd. Best bag was won by Cpl Bill Surtees (45 Cdo), and he shared the best boat prize with CSgt Kevin Sellar. Ex-Cpl Mike Barfoot-Franks received the Secretary's Cup for outstanding support of the sport.

Interested in joining the game section of the RNRMAA? Contact Lt Cdr M. Wagstaff at RNH Haslar, ext 2121.

# Shortage of field

## men tells



Lt Cdr Chris Robison

ROYAL Navy athlete Lt Cdr Chris Robison has been presented on board HMS Victory with the Nato Cup, which is given annually to the sportsman or woman considered to have made the greatest contribution to Navy sport in the previous season.

Chris is the current Inter-Services cross-country champion and he represented Scotland in last year's Commonwealth Games. The presentation was made by Admiral Sir Michael Layard.

A TOKEN Belgrave team saved the Royal Navy Athletics Club from an embarrassing last place in our home fixture at Brickfields, writes S/Lt Graeme Riley.

An acute shortage of field eventers gave the team a mountain to climb and despite taking second place on the track fourth place overall was the best that could be achieved.

Jimmy Green and S/Lt Mickey Norford (Daedalus) both did their best to cover as much of the field as they could and produced good results in their favoured events — the javelin and high jump.

### John Potts

On the track CPOAEM Richie Heselden (Osprey) in the 3,000m steeple chase, LCK George Roper (Heron) in the 5,000m and CPOWEA Rupert Williams (Neptune) in the 200m were all winners, but two of the best performances came from CK John Potts (Northwood) in the 800m and 1,500m.

John gave everything he could in two exciting finishes, but was narrowly beaten into

second place in both events. Overall result: 1, Guildford; 2, Cornwall; 3, Queens Park Harriers; 4, RNAC; 5, Belgrave. RNAC lie 20th in a league of 25.

The second league match was due to take place at Thurrock on 3 June and the RN Championships will be held on June 14. Anyone interested in representing RNAC in the Southern League should contact S/Lt G. Riley, HMS Turbulent, Devonport Naval Base ext 68172.

Meanwhile, in Australia, where he is on exchange, RNAC stalwart Lt Cdr Bob Chapman won the 5,000m event and was runner-up in the 1,500 at the national Veterans Athletics Championships, held in Townsville, Queensland.

Bob is delighted to be an Aussie champion but he doesn't recommend distance running in the tropics! He will return to Pommie land in August after three years down under.



LCpl Chris Ray

BY WINNING the gruelling Tuffman event at Kingston LCpl Chris Ray (CTCRM) earned his place in the European Ironman competition, to be held in Lanzarote.

At Kingston Chris completed the 112 mile cycle, 2.4 mile swim and full marathon in an incredible cumulative time of 8hr 1min — 45mins ahead of his nearest rival, fellow RN/RM triathlete Steve Thompson.

Chris captains the Senior Service's endurance triathlon team, winners of the Sports Control Board Cup. Fellow team members include Lt Roger Saynor, CPO Pat Dunleavy and LW Lesley Allen, the Inter-Services female champion.

Finally, Chris has also been named captain of the Great Britain long distance team.

# ROUND UP

HMS DOLPHIN suddenly found itself hosting a leading British offshore powerboat race on VE weekend after a dangerous embarkment at nearby Haslar Marina almost forced the event, the Spithead Trophy, to be abandoned.

Captain HMS Dolphin, Capt Richard Strange, offered Dolphin's main jetty and Lt Cdr Bryn Jones — owner of a somewhat snappy offshore cruiser — was put in charge of coordination. And didn't he do well?

"We have never been so well looked after," said Mr Iain Stewart-Ross, UK Offshore Boating Association general manager.

"Most impressive of all was the tremendous enthusiasm for the success of the event from all RN personnel involved. I only hope Capt Strange will let us come back next year."

CPO Mark Coleman commanded the towed array recovery vessel which lay offshore in Stokes Bay acting as committee boat. Actually in the event were brother RN commanders, Nigel and Tim Williams, but it was not to be their day and they finished sixth in their class.

The event was won by American Charles Burnett III who drove his 1,000hp diesel-powered RIB, Buzz! Buzzard, over the 110-mile course at an average 72.54mph.

ALL Service hang glider pilots of all skill levels are invited to attend the 1995 Inter-Services Hang Gliding Championships, to be held at Crickhowell, South Wales, from July 3 to July 7. The Bloreng awaits you!

There is no entry fee, but a small charge for use of the centre's facilities and equipment. The centre will be open during the week of June 26 to July 2 for training.

A Services paragliding competition will be held in Crickhowell (July 31 — August 4), and most conditions apply as above. For details of either

event contact the Joint Services Hang Gliding and Paragliding Centre on Brecon Military 3245. Visitors are welcome.

This year's Inter-Services Paragliding Championship will be held in Kranzegg, Bavaria (August 18-25). For details contact the centre in Kranzegg on 0049 8327 355 or 1334.

FUNDED primarily by the Sports Lottery and managed by Cdr Rob Bosshardt, the RN tennis tour of Hong Kong was a great success. Six men's fixtures and five ladies matches were played during the humid seven days. And while the men lost one match, the ladies remained undefeated.

HOSTED by the Army LTA at their new centre in Aldershot, the Ladies' Inter-Service B-team Indoor Tennis Championship was won by the Royal Navy team — Lt Kate Wheeler (Manadon), POWPT Jeannie Bone (Temeraire), POW Adele MacMillan (Dryad) and SNN Di Joseph (Haslar).

ENERGETIC and skilful play allowed the Royal Navy netball team to beat the Army 54-39 at the Inter-Service Championships at RAF West Drayton. But the RAF saw off the Navy 57-30 to retain the trophy.

RAF victories of 4-2 and 1-0 denied the RN ladies hockey team the Inter-Service championship in the indoor and outdoor events respectively. The Navy team was coached and managed by WOWTR Sylv Sim (Sultan), who stepped in at the eleventh hour and did an outstanding job.

# Star-crossed in Texas

OVER the past 15 years the Dallas Cup has become the most prestigious youth club tournament in FIFA's calendar, and the Navy's Under 19 squad were in Texas to take part, writes WOWTR Rod Lewis.

The Sailors' Fund, the Fleet Amenities Fund and the Sports Lottery all supported the event, while individuals made substantial personal contributions.

Having won the competition in its second year,

the Navy are always invited back — an honour they share with clubs such as Real Madrid and Bayern Munich.

Competition was very fierce, but although the Navy has a dedicated local following it was not enough and they just failed to make the cut for the quarter finals.

The competition was won by Sao Paulo, the South American champions, who beat AC Milan in a hard-fought final in front of a capacity crowd of 12,000.

# Four back from hot-spot odyssey

THERE WERE happy returns in Devonport and Portsmouth as four warships came home after spending half a year patrolling hot spots.

HM ships Cumberland, Campbelltown and Coventry returned to Devonport from six-month deployments to the Adriatic, while HMS Liverpool berthed in Portsmouth after almost seven months on Gulf patrol. Between them the ships

had steamed well over 100,000 miles in that time.

First home was Cumberland, on May 5, followed by her sister-ship Campbelltown four days later. Both had spent long weeks as part of Operation Sharp Guard, enforcing UN sanctions against former Yugoslavia.

During her patrol Cumberland challenged almost 400 vessels and made boarding checks on 66 of them. Her embarked Sea King helicopter from 810

Naval Air Squadron has flown over 170 sorties, spending a total of 310 hours in the air.

Over the six months, 70 per cent of which she spent at sea, her ship's company raised more than £1,200 for Comic Relief via a sponsored bike ride — using the ship's exercise bikes. HMS Campbelltown also raised £1,000 for various charities.

HMS Coventry reached port on May 17, also having spent her time away on

sanction-enforcing duties in the Adriatic. New arrivals on the home front have totalled 18 births to wives of sailors in the three ships.

On May 13, the Type 42 destroyer Liverpool returned to Portsmouth where she was visited by Armed Forces Minister Nicholas Soames. Mr Soames was flown to Liverpool in a Lynx helicopter piloted by Lt Cdr The Duke of York, visiting the Liverpool in his capacity as senior pilot of 815 Naval Air Squadron.

## Brilliant takes on bizarre rescue

FOUR German sailors who had been thrown out of a rescue boat by one of their colleagues were plucked from the sea off Portland by HMS Brilliant.

The extraordinary series of events began on the evening of May 18 when a sailor from the German destroyer Moelders fell overboard during an exercise.

A search was started involving the Brilliant, three RFAs, the Moelders herself and her sister ship, the Rheinland-Pfalz. In addition, Brilliant's Lynx helicopter and a Sea King from Portland were launched.

When a four-man rescue boat was launched from Moelders, a commando sergeant apparently went berserk, jumped overboard from the destroyer, boarded the boat and threw out the crew.

Two were picked up by the Moelders, one by the Portland Sea King and another by Brilliant's Lynx.

Meanwhile the fugitive headed for shore, pursued by the Lynx. When he beached the boat the Lynx landed and, although the powerfully built man was in a disturbed state, the helicopter crew managed to pacify him.

He was arrested by the police and eventually returned to Germany under medical escort. A spokesman for the German navy said an inquiry was being held.

## Nuke refits may return to Rosyth

SOME Royal Navy submarines due for refit in Devonport may after all have the work done at Rosyth.

Causes of the possible deferment of the policy to have all submarines refitted in Devonport after 1997 are delays in extensive modifications needed at Devonport and the fact that the refitting of the older nuclear powered vessels is taking three months longer than planned.

In a written Commons reply, Defence Procurement Minister Roger Freeman said the delays had arisen through a toughening of nuclear safety regulations.

## Shetland reaches her half million

FISHERY protection vessel HMS Shetland has notched up her 500,000th mile at sea. One of the six Island-class workhorses of the Fishery Protection Squadron, she was on patrol for 200 days last year, averaging 2,800 miles a month.

During her 17 years of service she has detained more than 50 fishing vessels accused of breaking regulations. One of the most recent of her "catches" was the Spanish trawler Chimbote which she escorted into Devonport in a glare of publicity triggered by the Canadian-Spanish dispute.

In May Shetland began a seven-month refit. A new 20mm GAMBO1 gun will replace her World War II vintage Bofors which has been in service since 1943 with both the RN and — at one time — with the German navy.

Shetland is one of the last of the Royal Navy's ships to be based at Rosyth, but in common with other offshore patrol vessels she will transfer to Portsmouth after refit.

## Farewell to the Hunters

THE LAST four Hawker Hunter jets used in trials and work-up by Royal Navy ships, left RN air station Yeovilton on May 16.

After 35 years' service the two-seat Hunters flew to RAF Shawbury in Shropshire to await sale. They were operated by the Fleet Requirement and Direction Unit and simulated enemy attacks on warships during operational sea training.

Although operated by a private company under contract, the aircraft were owned by the Ministry of Defence. They were piloted by civilians, most of whom are ex-Servicemen.



AS THE situation in the former Yugoslavia deteriorated, Navy News heard that HMS illustrious was heading for the Adriatic, following exercises off Naples.

Already on station are HMS Glasgow and HMS Battleaxe.

# NAVY IN PLAN TO AVERT TUNA WAR

AMID FEARS of a new "Tuna War" in the Bay of Biscay, the Government has pledged Royal Navy help to protect British fisherman from any attacks by their Spanish counterparts.

The Navy has drawn up contingency plans designed to pre-empt a repeat of the conflict which occurred last year in the tuna fisheries which have in the past been a traditional hunting ground of Spanish vessels.

This year's tuna season was about to open as Navy News went to press, and in a meeting with Cornish fishing leaders, Agriculture Minister William Waldegrave and Fisheries Minister Michael Jack gave an assurance that their legal right to fish for tuna in the disputed area would be protected.

### Under wraps

All that the Navy will reveal of their plans is that one or more ships of the Fishery Protection Squadron will be available to quell trouble. Details of the number of ships which may be committed, and other operational plans, are being kept under wraps for the time being.

The Squadron is highly experienced and effective in dealing with trouble between fishermen: when HMS Anglesey arrived on the scene of last year's tuna skirmishes, she managed to restore calm within a day, and then continued to ensure that EC regulations were being obeyed.

Ships of the squadron are held in high esteem among the



## Westminster moves home

HMS WESTMINSTER, first of the Type 23 frigates to move base from Devonport, enters her new home in Portsmouth.

Arriving on May 23, she was the first ship of the Fourth Frigate Squadron to transfer and will be followed by her sister ships HMS Richmond, Marlborough, Lancaster, Iron Duke and — on completion — HMS Grafton.

Six other Duke-class warships, forming the Sixth Frigate Squadron, will remain at Devonport. They are HM ships Norfolk, Northumberland, Monmouth, Montrose, Argyll and Somerset. Ships of both squadrons will be refitted at Devonport.

Picture: LA(PHOT) Gary Davies

British fishing fleet. As well as ensuring the right to fish legally, the FPS frequently provides immediate aid to fishing vessels and crews in distress.

In addition to the Royal Navy presence a twin-engine Dornier aircraft is on standby to start patrols when the tuna season begins. Also, the European Union Commission in Brussels has chartered a former deep-sea trawler so that an international group of fishery inspection officials can be present in the area.

## Champers on ice for trekkers

BUBBLY celebration for four Royal Marines who took just 46 days to complete the first ever winter crossing of Iceland from West to East. The men each had to pull a 250lb sled for most of the distance and switched to bergans for the mountainous final stages of the trek.

They are (from left) Mne Tim Welford, C/Sgt Dave Thomas, team leader Cpl Sean Chapple, and Mne Alan Chambers.

Their success was the result of two years of meticulous planning and was highly praised by Iceland's rescue organisation.

Co-ordinator of the service, Ingi Thor Thorgriemsson, said: "This was the best prepared expedition we had ever had. We normally have two, three rescues a month to perform, but at an early stage we realised this expedition would succeed."

Back-up for the team was provided by Cpl Ian Robinson and Mne Steve Jones. The expedition was inspired by Cpl Chapple as a way of raising sponsorship for the international Spinal Research Trust. He is already planning his next voyage — to the South Pole in 1997.

