

Navy News

MARCH 1995 50p



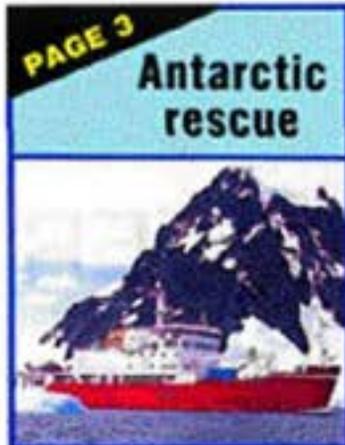
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Flying tigers in the Adriatic



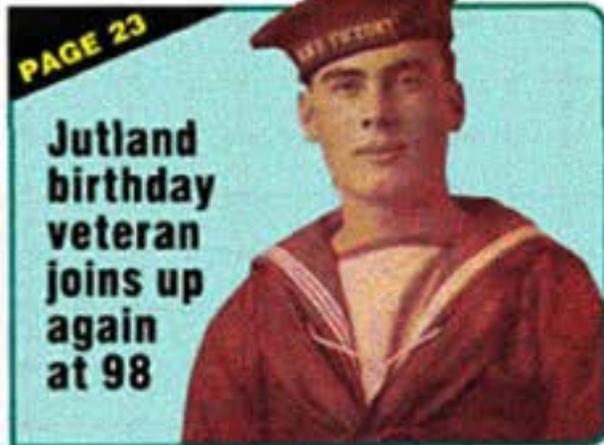
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Stonehouse's last patients



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Antarctic rescue



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Jutland birthday veteran joins up again at 98

EXIT IN STYLE

Drug-busting ship gets Royal finale

DRUG-BUSTING warship HMS Broadsword was being given a Royal welcome for her return to Devonport after seizing £70 million worth of cocaine in the Caribbean.

Princess Alexandra, who launched the ship in 1976, was planning to greet Broadsword on March 2, just before the Type 22 frigate entered Devonport for the last time as an RN vessel.

After embarking in Plymouth Sound to meet members of the ship's company, the Princess was to remain on board until the frigate berthed.

The event was providing Princess Alexandra — the ship's sponsor — with an opportunity to bid farewell before the ship decommissioned for sale to Brazil later this year.

Broadsword's successful anti-drugs operation added an edge to the ship's bitter-sweet homecoming. And as Navy News went to press, families and friends of the ship's company were preparing a rousing and emotional welcome for her arrival alongside while streaming a 350ft long paying-off pennant.

When the ship was still on West Indies duty, Princess Alexandra sent her a "Bravo Zulu" message after learning of the drugs haul.

Her signal conveyed her delight at the frigate's "great success."

Helicopter search

Broadsword's last dramatic act as a Royal Naval warship came on January 26 during a routine patrol. A speedboat had been seen dropping large bales into the water off the Leeward Islands 100 miles to the south of the frigate's position.

That triggered a joint UK-US operation, and working with regional patrol vessels, Broadsword made her best speed south. Meanwhile her Lynx helicopter was launched and sighted floating barrels.

Broadsword and the US Coast Guard vessel Vashon arrived on the scene simultaneously and the British ship's sea boat was launched to recover several barrels of fuel and more than a dozen bales which were found to contain high-grade cocaine.

The Vashon pursued the traffickers' boat and Broadsword returned north to continue her patrol.

GO-AHEAD FOR 2.6% PAY RISE

SERVICE pay is to rise an average of 2.6 per cent — just 0.3 per cent under the current rate of inflation.

The new salary package, recommended by the Armed Forces Pay Review Body, has been approved in full by the Government and will take effect from April 1.

Rises of between 2.5 and 2.9 per cent will bring the daily rate for ABs on sea service to between £29.71 and £36.81. POs will get between £50.04 and £51.41, and WOs will receive £66.03 (£65.58 for uncommitted service).

Lieutenants will receive £66.67-£71.69 depending on seniority, while the new rates for Captains RN range between £128.47 and £157.75.

Also accepted are the recommendations of the Senior Salaries Review Body — that Rear Admirals get a 3.16 per cent rise, Vice Admirals 3.85, and Admirals and Admirals of the Fleet 2.5.

For more details turn to page 16.

Hall of flame!

WREN Tracy Hall demonstrates a sense of direction in a crisis in this action picture by LA(PHOT) Terry Seward. Tracy, an AW Electronic Warfare specialist, won our front page treatment by taking part in a routine exercise at the Royal Naval Firefighting School at HMS Excellent, Portsmouth.



VJ Day call by Cardiff

THE NEW commanding officer of HMS Cardiff has visited the Lord Mayor of the City of Cardiff to discuss the Type 42 destroyer's visit for VJ Day commemorations.

The City Council have announced that the affiliated warship plans to pay a five-day visit from August 17.

The CO, Cdr Nicholas Butler — accompanied by two of his senior officers — met the Lord Mayor at the City Hall. They also called on schools, Cardiff Rugby Club members, and locally-based Army units.



HMS Northumberland returns to her roots.

Picture: News Guardian

North cooks up a treat for Northumberland

HMS NORTHUMBERLAND was treated to a true taste of the North when the nine finalists of the Evening Chronicle's junior cookery competition helped to prepare lunch for the ship's company.

The culinary experience came when the Type 23 frigate berthed in the Tyne during an official visit to her adopted county.

One of the highlights of the Northumberland's return to her birthplace was a reception for the ship's company held by the Duchess of Northumberland and the

County Council at Alnwick Castle.

Among those who toured the ship were many children from local schools and Sea Cadet units. A fine scale model of the frigate was presented to the ship by members of Wansbeck branch of the Royal Naval Association.

SUBS GET FASTER HELP — BY BIKE!



GETTING around the two-mile long waterfront of the Clyde Submarine Base has been proving to be a spoke in the wheel of naval technicians working on the vessels berthed there.

To improve efficiency, the base command came up with a simple but effective answer — the purchase of 63 bicycles for the use of the 750 technical personnel,

including the riders pictured here by LA-(PHOT) Terry Morgan.

Although £12,000 has been spent on the bikes, lights, helmets — and trailers for bulky equipment — the expenditure is more than offset by the number of man hours saved through the technicians not having to walk from one end of the base to the other.

White Ensign hauled down in Bermuda

ONE OF the Navy's smallest establishments — HMS Malabar in Bermuda — will close on March 31 to end a permanent RN presence on the island spanning 200 years.

By the time the support base officially shuts down, its complement of 14 will have diminished to just five — so events to commemorate the decommissioning and the RN bicentennial were held on February 16-20.

They were planned around visits to Hamilton, Bermuda, by the West Indies guardship HMS Broadsword and the fleet tanker RFA Brambleleaf. HMS Monmouth joined them there on February 20 to relieve Broadsword, and all three vessels departed that afternoon.

Band

The activities — overseen by Deputy Fleet Commander Vice Admiral Jonathan Tod — included appearances by the Royal Marines Band of the Commando Training Centre Lympstone.

They Beat Retreat near Broadsword's berth on February 16 to mark the end of a reception on board. Two days later they held a free concert following the RN bicentennial parade at which the Governor took the salute.

After providing the accompaniment at a service at the Anglican Cathedral at Hamilton on February 19, the Marines

joined the Band of the Bermuda Regiment to present a military tattoo in the evening. That culminated in a Beat Retreat ceremony and the lowering of the White Ensign at Malabar.

The ship-name Malabar was first used by the Royal Navy in 1794 when a fourth-rate East Indiaman was brought for RN service. The last warship to bear the name — the fifth — was launched in 1867 as a troopship for India.

Towards the end of the century she was sent to Bermuda where she became an accommodation vessel, being re-named HMS Terror. She was disposed of in 1919.

The former residence of the Commissioner of the Dockyard was commissioned as HMS Malabar that year. Closed in 1951, the base was re-commissioned 30 years ago to support visiting British and other NATO warships.

Malabar's last commanding officer is Cdr Robin Bawtree.

Climbers set to take on icy giant

NAYA Kanga's icy peak, 19,200ft up in the Himalayas, is the goal of a party of ten climbers led by CPOMA Les Yeoman, manager of HMS Nelson's medical centre.

The mountain is one of the toughest in the Himalayas and in March and April conditions will be very severe. The climbers will have to cope with difficult conditions underfoot and constant high winds.

After flying into Kathmandu on March 17 the group will spend the first week to ten days in Nepal acclimatising. Having established a base camp at 14,000ft on Naya Kanga, they will form another at 18,000ft, from which to launch the final assault on the summit.

To the limits

Les, an experienced mountaineer and expedition leader, said, "Adventure training is all about setting aims and objectives, pushing people to their limits and bringing about personal and leadership qualities, all desirable skills when people are faced with a wartime scenario."

Army dental surgeon Major Sally Owen (Aldershot) is the only non-RN member of the group.

Others in the party include CWEA Bob Fordham (RNH Plymouth) who is due to leave the Navy on April 9 — the day the climbers return, WOMEA Al Reynolds (Neptune), CCMEA Glen Bridgeman (Neptune), LMEM(M) Chris Turton (Neptune), POPT Billy Bremner (JSMTG Wales), CMEA Dave Warman (Bulldog), CMEM Ken Sinclair (Boxer) and LW(DH) Jo Edwards (RM Barracks, Plymouth).

New group saves old Buccaneer

ONE OF the last Buccaneer aircraft to see service has been bought by the newly formed Buccaneer Aircrew Association.

Roadshow help plea

NAVY volunteers are being sought to help in putting on a NATO roadshow.

The British Defence and NATO Policy Exhibition will tour 18 locations this summer to foster a greater understanding of Defence among the public.

Personnel of any rank are being sought to help to ensure that the exhibition runs as smoothly and as professionally as possible. The organisers — the Ministry of Defence Information Division — is asking commanding officers for assistance in finding the volunteers.

Each of the exhibitions lasts from two to three days, the first on May 13-14 and the last on September 2-3.

The warplane was rescued at RAF St Athan while it awaited its fate at the hands of a scrap metal dealer. Bearing the number XX901, it has seen service in the Falklands Islands and over Iraq during the Gulf War.

Membership of the association is open to all aircrew who have operated the Buccaneer, including US exchange officers and South African Air Force personnel.

The association, formed by former RAF and RN Buccaneer aircrew has already attracted a membership of just under 200 — and they are seeking to expand.

An application form can be obtained by sending a stamped, addressed envelope to the secretary, Wing Cdr D. R. Herriot, Buccaneer Aircrew Association, Room 2241, Ministry of Defence Main Building, Whitehall, London SW1A 2HB.

Golden boy faces fowl play charge

BAD MOMENT for Charlie as he's hauled before his master, the executive officer of the Special Communications Unit Leydene (Lt Cdr Rob Scott), to answer a charge of murdering Leydene's pet chicken "Tikka".

Although fowl play is still suspected over Tikka's mysterious death, Charlie was acquitted on two technicalities — the charge sheet described him as a Labrador retriever when he is a golden retriever, and he rarely answers to the name of Charlie.



LEAN MANNING MEANS NO MORE COOKS

THERE ARE to be no more Cooks in the Navy. From April a change in titles will abolish the rating designation of Cook replacing it with the terms Chef for junior rates and Caterer for POs, Chiefs and Warrant Officers.

The changes result from amalgamation of the RN Cook and Catering sub-branches under the Catering heading.

Explaining the introduction of the Chef title, a Defence Council Instruction says that it is designed to reflect an increased professional knowledge in cooking and catering skills beyond that expected of a cook. It also recognises that in future the "key craft

skill in units" will be practised by leading rates rather than petty officers and above.

Better trained

From April 1 Chefs — whose title abbreviations alter from CKs to CHs — will wear the existing C badge, but the CK badge worn by senior rates will be replaced by the existing CA badge.

The Cook and Catering Accountant sub-branches were amalgamated at junior-rate level in 1986. The merger has now been extended to senior rates, as ships with "lean manning" have only one billet for a senior Cook/Caterer, a "food services manager"

who needs skill and knowledge of cookery and catering accounting. "By providing complete flexibility of employment at all levels, the new Catering sub-branch will be a better trained and more professional cadre for the future, with a structure able to survive the rigours of change" says the DCI.

There will be more involvement by leading rates in provisions accounting and stock management. Six months cookery experience and six months catering experience at able-rate and at leading-rate level will be necessary for advancement.

Senior rates who are cooks may be required to take a Senior Rate Catering Acquaint Course. The new arrangements are detailed in DCI RN 4/95.

Ice ship goes in as gales rip up exped tents

WHEN Antarctic gales tore their tents to rags the Joint Services expedition to Smith Island called up HMS Endurance to the rescue.

But after the Navy's ice patrol ship arrived the party were unable to embark for another eight hours, thanks to the severe weather.

For nine days beforehand the expedition suffered under gale force winds and heavy rain coupled with a severe thaw which resulted in the loss of over four feet of snow, its leader WO1 J. Kimbrey, RM later told Navy News.

"The team were increasingly unable to keep up with the constant tent repair effort required to ensure personnel safety and one or two of them were feeling the strain of operating in such difficult conditions.

"With morale harder to maintain I instructed the team

to build 40ft of stone walling five feet high as protection around the base camp tent, into which seven people moved.

"As the safety margin had reached a critical level I decided to contact Endurance to ask for a precautionary controlled extraction."

The ship's commanding officer Capt. David Phillips? praised WO1 Kimbrey's "sensible and mature decision."

"He displayed a breadth of vision which allowed a safe and timely extraction to be conducted with no detrimental effect to Endurance's work period tasking."

He said the team were in good heart and proud of their achievements — they had completed their geology programme and made an ascent of a previously unclimbed 5,600ft peak, renamed Mount Kathryn-Jane.

● See also pages 7 and 9

Lost skier found by Navy helo

A SKIER missing for three days in the blizzard-swept Scottish highlands was rescued by a Royal Navy Sea King helicopter from HMS Gannet on the day the search for him was due to be called off.

Andrew Wilson (44), stranded in the Grampian Mountains by weather which drove wind-chill temperatures down to minus 35C, was spotted in waist-deep snow by the Sea King as it supported mountain rescue teams on February 22.

Mr Wilson, exhausted and suffering from hypothermia, was at an altitude of 2,000ft and slowly making his way towards the main road to Braemar about 300 metres away. Well-equipped with a bivouac bag, he had kept alive by digging snow-holes at night and during spells of bad weather.

He was taken to Ninewells Hospital, Dundee by the Navy aircraft whose crew were pilot Lt Dave Tribe, co-pilot Lt Neil Goodenough, observer Lt Colin Miller, winchman LACMN Gerry Flannery and medic LMA Karen Shaw.



Peacock pair drop the anchor on smugglers

AN armour-plated smuggling vessel carrying secondhand cars to China was captured when two sailors from HMS Peacock clambered on board and dropped her anchor.

Marine Police spotted the 500-ton vessel south of Lamma Island. As she escaped south towards Po Toi Islands one of HMS Peacock's Fast Patrol Craft was called up to join the chase.

When the FPC caught up with the ship (POWEM) Dave Bulman and WEM(O) Simon Leung scrambled on board only to find the windows of the cement-roofed wheel-house sealed with four inch armour-plate.

Through narrow slits in the windows they shouted at the crew to stop but when their attempts failed PO Bulman decided to bring the vessel to a halt by dropping the anchor.

Despite operating in deep waters the anchor caught the

bottom but, with the engine still running, the ship began to circle.

While on deck PO Bulman and WEM Leung found a hammer and began to rain blows on the armour-plate. Eventually one of the bolts on a sealed window broke and they were able to prise open a shutter.

Subdued

WEM Leung pushed himself though the narrow opening and after subduing the crew who had been hiding in the wheel-house, opened the bridge up to the rest of the boarding party.

As there had been no communication between the boarding party and HMS Peacock during this time her commanding officer, Lt Cdr Sean Steeds,

concerned for the safety of his men, sent in the ship's second FPC.

However, as she arrived alongside the smuggling vessel her boarding officer, Lt Richard Lane, reported that PO Bulman had managed to cut the anchor, which was on a rope and not a chain and the ship was finally brought under control.

The nine-man crew and their cargo of secondhand cars worth \$450,000 were then escorted to Marine East Police headquarters. Although the cars were not stolen they were destined for sale in mainland China where they could have reached double their Hong Kong market value and where the smugglers would have avoided export and import duties.

Lusty warriors

JUST arrived in the Adriatic this month is HMS Illustrious, embarking the first full operational deployment of the new F/A2 Sea Harrier.

Replacing the FRS1 variant, the F/A2 has increased range and improved radar and is able to carry the advanced medium range air-to-air missile (AMRAM).

The aircraft of 801 Sqn will be used mainly for Operation Deny Flight over Bosnia while Sea King helicopters of 820 Sqn concentrate on anti-submarine warfare and those of 849 B Flight provide airborne early warning with their powerful Searchwater radar.

Before relieving HMS Invincible at Gibraltar, Illustrious carried out area capability training to the west of Scotland followed by a Joint Maritime Course with NATO forces in the Minches. She will return to Portsmouth at the end of July.

IN BRIEF

Admiral of the Fleet Lord Lewin has been appointed Life Colonel Commandant Royal Marines, an appointment last held by Lord Mountbatten from 1965-79.

A Solent branch of the Merchant Navy Association has been formed at Southampton. All serving or former RFA personnel should call 01703 777265 for details.

The Royal Navy School, Haslemere and the Grove School, Hindhead are to merge in September, subject to agreement of the Charity Commission.

Portuguese submarine Baracuda was in collision with a merchant ship during an RN exercise off Portland, damaging her fin and periscope. There were no injuries among the 55 crew.

RN divers are investigating the wreck of HMS Royal Oak following reports of growing oil seepage threatening to pollute the waters of Scapa Flow.

Chief of the French Naval Staff Admiral J. C. Lefebvre visited the Clyde Submarine Base to study the workings of the RN Submarine Flotilla and was welcomed on board HMS Sceptre.

HANDLERS MARCH ON BLACKPOOL

OVER a thousand ex-sailors are expected to converge on Blackpool on April 7-9 to mark the 50th anniversary of the Aircraft Handlers branch of the Fleet Air Arm.

The branch, formed on April 9, 1945, controls aircraft movements on the Navy's carriers and operates the crash fire trucks at naval air stations — some of which will be seen driving through the streets of Blackpool over the weekend.

"Chockheads" will be flying in from as far as Canada, California and Australia for the occasion, main venue of which is the Norbreck Castle Hotel.

● Contact Peter Rowe on 0734 572482 (home) or 0274 729511 ext 354 for further details.

ALL SET TO BEGIN SPLIT BY EASTER

THE General Service Weapon Engineering Drafting Section will soon be split up and incorporated into other sections as a result of the introduction of the Warfare Branch.

WE mechanics will join the Operations and Warfare Branch Section D1, and WE artificers will join the Marine Engineering Section, which will change its designation from D2ME to plain D2 and become the General Service Technical Drafting Section with an ME or WE Drafting Commander.

Sea-time wait goes on

THE BULGE in the numbers of general-service WEAs emerging from training continues to grow despite some reductions to 18 months in the length of the first sea draft.

In the worst cases a few have spent up to two years ashore waiting for sea jobs. The majority are placed in the Fleet maintenance areas where they can be of most use and gain experience — a situation which is expected to continue for a while.

Reasonable requests from ratings for alternative employment during this waiting time will be considered.



In both cases the current draft desk officers and staff will remain and will simply become part of a different section. The only visible change should be that the appointing of WO/WEMs and WO/WEAs will come under different commanders.

Dates for the changes are not yet finalised and are dependent on other factors such as the redundancy programme and equipment changes in Centurion. However, it is expected that the change-over of WEMs will happen by Easter and for the WEAs by mid-summer.

Apart from coming under a new drafting section headed by a different commander, general service WEAs should hardly notice the bump.



THE TEAM

THE WE drafting team will change in the next few months. Currently the line-up with extension numbers is:

Drafting Commander and WE warrant officer appointer	Cdr Colin James	2524
WEA Apps/Art Cans/ Office Manager	CWWTR Gail Price	2520/24
WEM drafting	Lt Cdr Mike Linfield	2511
	POWTR Lorraine Elkins	
	LWTR Sarah Styles	
	WWTR Tracey Rennie	2529/11
WEA drafting	Lt Cdr Les Maddock	2525
	POWEM(R)	
	Ian Whittington	
	Miss Nicole Biggs	2527/25

wishes of individuals and the requirements of the Service.

However, a move to a full appointing system for senior rates is not sensible as it would require a massive increase in resources within drafting divisions and would not result in any significant improvement for the individual.

Contrary to speculation from

some quarters, the professional qualifying course for LWEMs is not dead. Although there has been a reduced demand for places due to a backlog of those already qualified, courses are still being programmed.

It is hoped that they will continue for at least three years, or until there are no more candidates.

Personalised

The initial choice of ship type and system is, wherever possible, made to meet ratings' preferences. Once ratings have acquired a particular expertise, Drafty tries to keep them in the same field, updating courses when necessary. But it does not always work out that way, and inevitably some people have to be moved to new ships and different systems.

The result is that with WEAs in particular, the process of drafting has become much more personalised and closer to an appointing system. While this increases Drafty's workload considerably, it achieves a reasonable balance between the

ROSTER STATES

ROSTER states are extremely variable. They are:
To LWEM(O) 33 months,
LWEM(R) 21 months,

POWEM(O) 39 months,
POWEM(R) 27 months,
CCWEA(ADC) nil, and
CCWEA(WDO) 25 months and reducing.

Waiting time for the Artificer Candidate Course from date of final selection is three years.

WHAT IF

IF

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Flight of distinction



HMS MANCHESTER flight lines up to show off its newly won Fessey Trophy, presented annually to a flight of 815 Naval Air Squadron that has contributed most to the unit's overall effort, ashore and afloat, with professionalism, character and spirit. In this case the recipients have won praise for their efficiency and enthusiasm. The trophy was presented by the squadron commanding officer, Lt Cdr Richard Bourne.



Facts & figures

Pennant no: P265. Builder: Hall Russell Ltd, Aberdeen. Launched: June 3, 1981, by Lady Angela Baird. Commissioned: March 9, 1982. Length: 81 metres. Beam: 11.5m. Draught: 4m. Propulsion: Two Ruston diesel engines driving two controllable pitch propellers. Speed: 18 knots. Endurance: 10,000 miles at 12 knots. Armament: 1 x DES/Lawrence Scott Mk 1 30mm gun; 4 x General Purpose Machine Guns. Mines: Can lay mines. Countermeasures (decoys): 2 x Plessey Shield chaff launchers; (electronic support): Orange-crop. Radars: (surface search) Plessey Type 944; (navigation) Kelvin Hughes Type 1006. Ship's company: Five officers; 50 ratings. Aircraft: Platform for Westland Sea King.

POSTCARDS of Ships of the Royal Navy are obtainable at 85p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HL. 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 post cards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



Dumbarton Castle heads home after four years away

OFFSHORE Patrol Vessel HMS Dumbarton Castle is the third ship of the name to see service with the Royal Navy. The first was a sixth-rate frigate of the Scottish Navy added to the list of the Royal Navy in 1707.

The following year she was captured by the 44-gun French privateer Le Jersey off Waterford while engaged on convoy escort duty.

More than two centuries later came the second ship of the name, a Castle-class corvette built in Dundee and launched in September 1943. Most of her war service took place in the North Atlantic, where she was engaged on anti-submarine operations and where she earned the battle honour *Atlantic 1944-5*.

After the war she carried out air-sea rescue duties. In 1946 she went into reserve and in 1960 was sold, to be broken up the following year.

Immediate

The present HMS Dumbarton Castle, like her predecessor, was completed just in time for action. Built in Aberdeen by Hall Russell Ltd, she was commissioned in March 1982 and, with her sister ship HMS Leeds Castle, was immediately sent to the South Atlantic.

There her enormous range — 10,000 miles at 12 knots — was utilised in running stores and mail from Ascension Island to the Task Force off the Falkland Islands.

HMS Dumbarton Castle had originally been designed for the Fishery Protection Squadron and she assumed fishery duties after the Falklands War, during which she had gained the honour *South Atlantic 1982*.

After four years so employed she was sent back to the Falklands, this time to replace one of the on-station frigates as a result of the 1986 Force Level Review.

Returning for a much-needed refit in 1988, she subsequently returned to the Fish Squadron. Then, at the beginning of April 1991 she left Rosyth for the South Atlantic and a stint as Falkland Islands Patrol Vessel.

Schedule

As such her schedule has been hectic. The primary role of the FIPV is to cover the sea areas around the Falkland Islands. Much of the work is performed in conjunction with the Army and RAF.

Visitors to Dumbarton Castle included Sea Kings of 78 Sqn RAF, whose pilots are always keen to discover what it is about deck landings that makes the Fleet Air Arm so respected!

This dual search and rescue/air transport flight is based at Mount Pleasant as are the Hercules' of 1312 Flt RAF, whose flight crews are in regular contact as they help to patrol outer areas. Occasionally the ship has also worked with F3 Tornados.

Most recently the Army has been represented by the Royal Irish Regiment and Dumbarton Castle's flight deck and shallow draught have proved useful in transporting "the green element" to the more remote areas.

In return matelots have been taken up to Onion Range to sample the wide variety of

ammunition available to the Army. All in all the tri-service environment works well and provides many opportunities.

Maintaining good local relations is another important aspect of the Falkland Islands Patrol Vessel's role, though the hospitality of the Falkland Islanders tends to make it easy.

Service on board the vessel gives the chance to learn more about a fascinating corner of the world, with visits to South Georgia, home to an abundance of wildlife, and occasionally to Punta Arenas in Chile.

Some of the most memorable moments come courtesy of the wildlife — the hilarious antics of the penguins and the social calls of the dolphins and whales being particular favourites.

Now on her way home, Dumbarton Castle has scheduled visits to make to Brazil and the Canary Islands. She is due to arrive back in Rosyth at the beginning of April, almost four years to the day after setting out.

Leeds Castle

Her duties in the South Atlantic have been handed over to HMS Leeds Castle.

On her return, Dumbarton Castle's ship's company — which has been changed during her time away — will enjoy some well-earned leave. The ship will then go through a maintenance period before assuming fishery protection duties.

From the beginning of August she will undergo a 26-week general overhaul.



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JACK

Navy News postcard album L4 — see page 30

BY TUGS



Letters

Caught on my camera

I WAS most surprised to see the photograph of HMS Cossack after being torpedoed while escorting a slow convoy from Gibraltar to Britain — I wonder if it was my camera that took it?

I was Flotilla PO Writer on the staff of Captain (D), Captain Berthon, and worked under the Captain's secretary, Lt Geoffrey Craven, RNVR.

On the tragic night I should have been one of the fatal casualties, were it not for the fact that I slept in my office rather than in the PO's Mess.

After the abandon ship order had been given I went over the side and swam to a carley raft which was laden with survivors and I had to cling to the ropes along the sides. Later I saw a boat looking for survivors and swam to it, being then taken onboard HMS Legion.

With me was our Flotilla Engineer Officer — Cdr Helliwell, if my memory serves me well — and next morning I heard he had returned to Cossack to inspect the damage and had taken some photographs.

There were three cameras hanging on a hook in my office and one was my Agfa Carat — seeing your picture I thought that might have been the one he used and if so I would be proud that something of mine had recorded the result of the devastating attack on our ship. — D.A.Yell, Kempton Park, South Africa.

Could have sworn

REGARDING the article 'Admiral Sworn In' (January issue) may I point out that Vice Admiral Sir John Coward is the Lieutenant Governor of Guernsey, not the Governor (HM The Queen).

Also the last Naval officer to hold this appointment was Vice Admiral Sir John Martin who left there 15 years ago, not 25 as stated. — Capt W.H.Watts, Coxes.

Call it a low rate of digital enhancement!

WITH regard to the article 'Legion role in injury claim' (November issue), on 18 August 1939 while serving in HMS Belfast I lost the middle finger of my right hand in the breach of a four inch gun.

For this I was awarded a Hurt Certificate. In 1986 I was advised by the UK Defence Liaison Officer in Wellington to forward this certificate to the War Pensions Directorate, Norcross, and after considerable correspondence involving Norcross, the New Zealand Social Security and the British Legion in 1987 I received a cheque for £2,120 from HMS Centurion.

About the same time Norcross advised me that as my injury occurred after 30 September 1921 and before 3 September 1939 I could not be considered eligible for a War Disablement Pension.

Had I suffered this injury 16 days later than I did or at any time subsequent to that during the remainder of my naval service even after the cessation of hostilities I would have been eligible for a pension or gratuity.

Although at the time I was pleased to receive the payment from HMS Centurion, a War Disablement Gratuity would have been at least £1,000 more.

Why should there be such a degree of disparity between

payments based on a minimum degree of time? The Belfast had already taken up her war station on the Northern Patrol when I suffered this injury — J.Campbell, Auckland, New Zealand.

All for fore and aft

WRENS wear an adaption of fore and aft rig and all who did in my day were very proud of their uniform — they were also aware that it was similar to the officer's uniform and sometimes traded on it.

At the end of World War II when General Montgomery was inspecting some troops he

asked them what they would like for a 'walking out' uniform and to a man they said they wanted to wear the same as the officers, with collar and tie.

Ratings might be proud to wear their uniform ashore, certainly abroad if it was fore and aft rig. To brighten it and make it attractive, white duck trousers could be worn when 'lining ship'.

I can verify that square rig was not popular, either for working in or for going ashore. We were barred from some public places which was quite upsetting.

I believe square rig belittles and demeans men who are beyond their youth. — Lt Cdr A. Clifford, Queen Camel, Somerset.

Dressed all over the place

ONCE again the camera lens has revealed faults in ships' ceremonial — I noticed a photograph in the January issue in which three ships seen together each had different dressing lines.

Many an old 'bunting tosser' will have cringed at this display. Is it no longer mandatory that all dressing lines are constructed from the same number and type of flags?

In yesteryear if a ship was spotted to be wrong in some way or other with regard to display of flags and ensigns, that ship's 'kippers' (visual callsign) was hoisted by the detecting ship and kept flying until the mistake was rectified. — J.Brewer, Belliver, Plymouth.

Fly fishing in the Flow

HAVING just seen the article in October issue referring to the Sikorsky Hoverfly, I remember two came to us at 771 Sqn FRU stationed at RNAS Twatt in the Orkneys early in 1945.

I recall we had to grab whatever we could lift and manhandle them into the hangar as they were fitted with floats and no ground equipment for handling.

One was fitted with wheels, floats removed, and this one was flown out to a carrier anchored in Scapa Flow. On picking up Lt Cdr Flying it took off again but while over Scapa the engine cut and it landed in the sea. It was later recovered, though — crew safe. — H.D.Bloxham, Farnham.

Cabbies and other ranks

D. M. MURRAY's comments on uniform (January issue) brought back to mind that Lord Mountbatten's decision that all Naval ratings should look like sailors not "as men dressed as taxi drivers" abolished the old Class III junior ratings uniform in the main, certainly for cooks, stewards, supply and writer branches.

I joined the RN early in 1944 as an Ordinary Telegraphist but after several months was re-categorised to the Writer branch, necessitating a change of rig.

During the dark winter months in the blackout I remember often being 'misidentified' on buses, bus and train stations and taxi ranks, especially when wearing the old heavy blue serge overcoat with collar turned up which certain-

ly made us look like taxi drivers.

Being approached for information on the time of the next train or being asked to be taken somewhere by taxi usually invited a rude response — unless the request came from a young lady!

Thankfully I got an overseas draft to the Far East where the wearing of tropical whites cancelled out the problem for a while.

My view of the proposed innovations in uniform design is kept to the old style — look like British sailors and be proud of it. — R. A. Bragg, Watford.

Fiery coating

THE fire in the liner Achille Lauro which took such a hold reminded me that my old ship HMS Royal Sovereign, built in 1916, had many coats of highly inflammable paint so when the Big Refit came along in Philadelphia USA in 1943 as much as possible was chipped to the steel.

Some of it was over an inch thick — thereafter a coat of red lead and a non-inflammable paint was used — J.Clayton-Pearson, Dover.

Sweeping statement

I WAS glad to see R.J.McGarel-Groves point out that it was British mine-sweepers that cleared the way for the bombardment of Cherbourg in June 1944.

I was in HMS Bridport and I remember it did get a bit hectic for a while. We got a few holes in our superstructure but Lady Luck was with us, I guess.

The other sweepers of the 9th Flotilla were HMS Sidmouth, Tenby, Bangor, Bridlington, Blackpool, Eastbourne and Boston — not forgetting our trusty danlayer. — R.Storey, Newark.

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

Badges of all our tribe

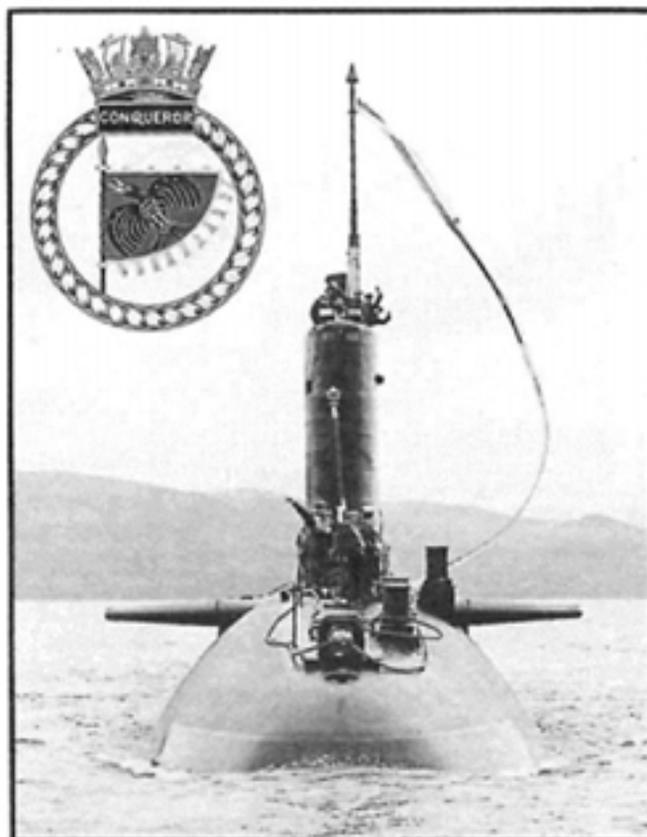
AS SOME readers may know, the walls and pillars of St Ambrose Chapel in HMS Dolphin are decorated with the badges of HM Submarines, past and present.

Unfortunately the collection is incomplete. We are trying to correct this for several reasons — first, it will then serve as a permanent record of the Submarine Service's proud history and also as a memorial to those who lost their lives in submarines.

Also, as a Naval Chapel, we often conduct committal services for departed submariners. As the families always ask to see the badges they are naturally disappointed if the relevant one is not on display.

The ones we don't have are for Conqueror, Excalibur, Nautilus, Saga, Satyr, Sea Dog, Sibyl, Simoon, Spark, Spirit, Spiteful, Storm, Syrtis, Tempest, Thorn, Umbra, Umpire, Unbending, Union, Unison, United, Unswerving, Urtica, Usurper, Vagabond, Vampire, Varangian, Vigorous, Virulent, Visigoth, Vitality, Volatile, Vox and Vulpine — plus any self-named badges for X-craft, such as Stickleback, Shrimp, Minnow, Sprat etc. — T.G.Barnes, Verger, St Ambrose Chapel, HMS Dolphin.

● HMS Conqueror leaves Faslane for the last time, Sept 1990.



Navy News

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Letters

Wanted — background of the bands

I AM currently serving as the Bandmaster of HMS Collingwood Volunteer Band and am curious to find out about the history behind the Royal Naval Volunteer Band movement.

Information about Volunteer Bands seems to be in short supply from official sources, such as the Royal Naval Museum in Portsmouth, but I am sure that many readers will have been involved with Volunteer Bands at some point in their Naval career.

If there are any that could help me to piece together a history of the Volunteer Bands I would be most grateful. Any information/photographs received would be treated with the utmost care.

New members

I enclose a photograph of HMS Gannet's ship's band taken in 1894 whilst at anchor in Malta. Could this be the earliest photograph of a Volunteer Band?

Whilst looking to the past we are also very much looking to the future and would welcome new members to the Volunteer Band movement. Membership of a Volunteer Band is open not only to serving and retired personnel but also to their relatives. — BDCSGT D. Thorner, HMS Collingwood.

Belated thanks

Fifty years ago last month HMS Activity rescued 20 American seamen who had spent 20 days in an open lifeboat in the Indian Ocean after the loss of their ship, the SS Peter Sylvester.

I have now traced her Second Mate — who would like to say through Navy News that he cannot thank the crew of HMS Activity enough! — G. Baines, Chelmsford.

Ice cool hero

YOUR book review and picture of the bomb vessels Carcass and Racehorse in the Arctic ice omits one important detail. One of the small figures in the picture may have been 14-year-old Midshipman Horatio Nelson! — D. Shannon, Hertford.



Endurance bears gifts



FORTALEZA, Brazil was one port of call for HMS Endurance during her current deployment (see also page 9), where Surg Lt Lisa Randall (above) and POMA Ian Sedgeman visited a clinic for malnourished children. They brought gifts of toys and cakes baked in the ship's galley for the young patients at the volunteer-run facility, which has an excellent success record in educating mothers in healthy eating habits — no child has ever had to return after receiving treatment there.

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Polaris men star in hospital drives

TO VIENNA and back on the Orient Express — for free!

That was the proud achievement of 'jail-breakers' from the Polaris submarine HMS Renown, who set themselves the target of getting as far away as possible from Leicester Royal Infirmary Children's Hospital and back to Clyde Submarine Base to help raise over £2,000 for the hospital from sponsorship.

Other teams managed to catch free flights with British Airways — and Eurotunnel provided one with a chauffeur-driven car to take them to France in the Channel.

Meanwhile HMS Repulse's fundraising efforts for Rotherham District Hospital were recognised when her Port crew's Commanding Officer, Cdr Colin Stockman, was invited to open the new Paediatric Out Patient Unit.

When a party from the submarine paid a visit to her affiliated town, eight of them cycled the 300 miles down from Faslane, raising another £500 for the unit by their 'Tour de Rotherham'.

PORT and Starboard crews of HMS Victorious raised £3,500 for local charities in Barrow-in-Furness.

The money was raised during the Trident submarine's time in build at VSEL shipyard and while on sea trials and was handed over at Barrow Town Hall by her Starboard Commanding Officer, Cdr Jonty Powis.

THE Handicapped Children's Pilgrimage Trust, which each year sends children of Naval personnel to Lourdes during Easter week, received £1,500 from HMS Ark Royal's WO's and CPO's Mess, collected during the carrier's last Adriatic deployment.

"BASE to Ben and back again" was the aim of a team of 30 men from Clyde Submarine Base's Nuclear Engineering and Welding Section, who last month hoped to raise £600 by cycling over Glen Fruin to Loch Lomond, canoeing across to Rowardennan and climbing Ben Lomond (3,195 ft).

The cash is to go to St Margaret's Hospice at Clydebank.

LONGCAUSE School, for children with learning difficulties, collected £650 from Captain Fleet Maintenance at HMS Drake following a raffle in the CFM Naafi and a collection throughout the Naval Base at Devonport led by Mr Dave Batten.

HMS Middleton raised over £200 for the RNLI during her 4½ month deployment to the NATO Standing Naval Force Channel.

AFTER each swimming a mile in HMS Drake's pool WRENWTR Stacey Daly and LWRENWTR Maria Haddy raised £234 for Taunton Women's Refuge.

FROM a sponsored swim at HMS Raleigh the RN Anti-Submarine Warfare Instructors Association — 40 years old this year — made £268 for the Plymouth Downs Syndrome Association.

It will go towards educational software programmes for the local DSA's new computer, donated by Children-in-Need.

A TEAM of eight from the Second Submarine Squadron at Devonport walked from Land's End to Plymouth to raise over £1,000 for the Special Care Baby Unit at Derriford Hospital. They completed the 137-mile hike in seven days.

EIGHT concrete fire escapes were built for pupils studying in temporary classrooms at Sir John Hunt Community Col-

lege, Whitleigh, by Captain Fleet Maintenance Weapons Engineering Team at Devonport.

CALL South West, a charity dedicated to people with communication problems, got a welcome call from HMS Herald's 'Sportathon' team after the Devonport-based survey ship raised £548 in a gruelling 24-hour challenge that involved 99 miles running, eight hours' rowing and 780 miles cycling.

RM Condor Sergeants' Mess held a horse racing night that raised £803 for Roxburghe House Hospice, Dundee.

HMS Brave's six month deployment to the Adriatic saw £18,000 raised from a raffle for two cars organised by the ship's public relations officer CPO Paul Edis. As a result, a cheque for £1,000 went to Brave's affiliated charity, St Luke's Hospice, Plymouth.

A treat for the tonsils

HMY Britannia sailors bring sweets to the children's ward at Queen Alexandra Hospital, Portsmouth. Left to right are LMEM Andy King, LCK Mick Crankshaw and LRO Cosy Powell with four-year-old Robin Hampton from Bognor — in to have his tonsils out.

Guinness backs a bottle

WE DON'T much like chain letters as a rule — but this one sounds like a winner.

Exeter Centre for Disabled People has put a message in a bottle and sent it to HMS Exeter in the Gulf. The idea is that it will be passed on to other ships in the Fleet and clock up a record mileage — and help raise £110,000 for the charity.

The plan is being backed by the Guinness Book of Records. Tel: 0392 426264 for details.



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OVER £15,000 — that's what this month's list of cash raised for charity by individual units totted up to. And that just covers the donations we know about. So don't forget to give us the latest news of your ship's pet project — it may give others a few ideas. But, PLEASE — no more pictures of outsize cheques.

BALL GOES GREAT GUNS

HMS Dryad students had a ball — and raised £2,336 for King George's Fund for Sailors. KGFS Chairman Admiral Sir Brian Brown received the cheque from the event's organiser, Lt John Kingwell, and other members of Principal Warfare Officer Course 101.

Plumbing the depths of the world

IN THEIR 200th anniversary year the 'Droggies' already have their biggest ever survey ship on order — now they are soon to acquire another.

On her return to the UK in May the ice patrol ship HMS Endurance is to join the Hydrographic Surveying Squadron — reflecting the importance of one of her long-time roles in the Antarctic.

Her ten-man survey specialist team have lately been making the most of their annual six month deployment on the bottom of the world working against time to complete tasks interrupted by gale-force winds, blizzards and the formation of dense pack ice.

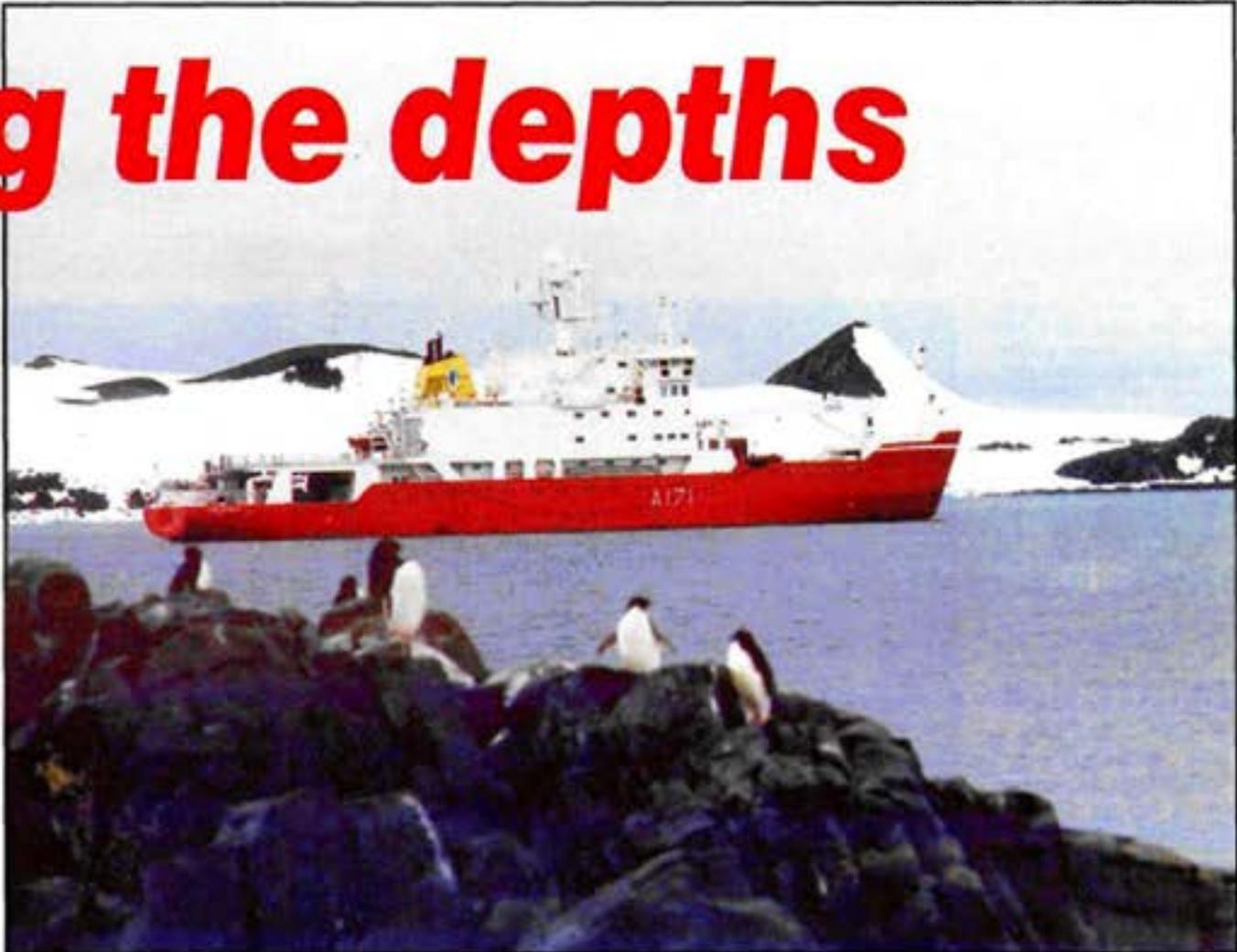
It is particularly rewarding work, even so, for much of the area covered is largely uncharted. So every hour's effort can significantly enhance the scarce navigational data used by a varied and fast-growing

flotilla of scientific and tourist charter vessels.

One of Endurance's three work periods, begun in mid-December and finishing at the end of this month, brought her to the Argentinian scientific base at Esperanza, where the ship's divers took the opportunity to check the hull for damage during a long stint of ice breaking.

By chance, the 'Red Plum' this year has one of the largest complements of qualified ship's divers in the Fleet — all 15 currently earning their pay in water temperatures as low as -1.6 deg C.

They say the experience of diving in the remarkably clear waters of the Antarctic with its



● HMS Endurance at anchor in Antarctic Sound.

wide variety of marine life more than makes up for the biting cold, though.

Besides providing a sovereign presence in Antarctica, Endurance's other main role is in support of the British Antarctic Survey, which maintains a number of bases throughout the year.

During the Austral summer extra teams of scientists carry out research at locations that are inaccessible in winter. It is then that Endurance's impressive ice-breaking capability and her pair of Lynx helicopters come in with logistic support for the BAS — and the comforting presence of a search and rescue facility.

Dinosaurs

The aircraft were used to help the scientists set up a geological survey site on James Ross Island, where they will this year be looking for evidence that dinosaurs once roamed the area.

Endurance remains in Antarctic waters until the end of this month, when she starts making her way home to Portsmouth via Cape Town, St Helena and the Canaries.



● Surveying the White South — LS(SR) Jim Travers and AB(SR) Charlie Cottage.



● Scott of the Antarctic — Capt Simon Scott RM (right) and AB(MW) James Vincent carry out operational diving checks.

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boat people saved

TWELVE Albanian refugees drifting in an open boat as bad weather closed in, were saved during a night-time rescue by HMS Campbelltown.

When an RAF Nimrod flying from Sigonella in Sicily located the small boat off the Albanian coast, the aircrew alerted Campbelltown, the only NATO warship in the area at the time.

She headed at full speed towards the boat, helpless after an engine failure. The frigate arrived in time and as the weather worsened embarked the refugees, giving them a hot meal before repatriating them.

Ski-ing

Campbelltown then passed through the Corinth Canal for a stand-down in Piraeus. In Greece, fresh snow on the Pindus mountains enabled almost 100 of the ship's company to go on a successful skiing trip.

Returning to the Adriatic, the ship again embarked Commodore Van Der Lugt, the Dutch commander of Standing Naval Force Mediterranean.

After a two-week self-maintenance period in Naples — which allowed most of the ship's company to get home for a mid-deployment break — Campbelltown rejoined her sister-ship HMS Cumberland on Operation Sharp Guard.

HMS Coventry breaks away from HMS Invincible after an escort refuelling exercise. Refuelling of both ships is normally carried out by their tanker RFA Oina. However, the aircraft carrier has the capability to supply fuel to her escort using the ship's crane as a hose derrick.

Widow's ashes laid to rest at wreck site

HMS COVENTRY undertook a poignant mission between Adriatic patrols when she ensured that the ashes of a war widow were committed to the sea at the spot where her husband's remains lie.

The Type 22 frigate was executing the last wishes of Mrs Mabel Tanner, who had requested that her ashes lie with the wreck of HMS Gloucester. Her husband was killed in the cruiser

when she was sunk by enemy aircraft during the evacuation of Crete on May 22, 1941.

With Coventry just to the north-west of the island, a short service was conducted by the ship's chaplain. Her commanding officer and Captain of the First Frigate Squadron, Capt Tom Morton, acted as chief mourner on behalf of Mrs Tanner's family.

He accepted a Union Flag, a cap

tally and chart which were later sent to the relatives.

Coventry returned to the Adriatic in February after exercises in the Ionian Sea with HMS Invincible and RFA Oina and Fort Grange; and then visits to Limassol (Cyprus) and Istanbul.

Earlier in her deployment, in unkind seas whipped up by the region's Bora wind, a Russian cargo ship was among the merchant vessels she diverted.



THE NAVY IN THE ADRIATIC

Her "tiger feet" and nose art clearly visible, 814 Squadron's highly decorated Sea King shows off to mother...
 Picture: LAIPHOT/Dave Coombs

They just love your tiger feet!

AN ARTISTIC dash of black and yellow paint made one of HMS Invincible's aircraft burn bright in the watches of the Adriatic night...

The effect was achieved when tiger colours and a tiger's head appeared on one of the Sea King anti-submarine helicopters embarked on the carrier during her Deny Flight deployment.

The aircraft — No. 68/XV659 (for her interested acquaintances) — is operated by 814 Naval Air Squadron whose tiger emblem on their badge entitles them to membership of the exclusive NATO Tiger Squadron.

Each year member units send aircraft to a Tiger Meet to celebrate their connection. However, 814's commitments made it impossible for them to be represented this time.

Exotic touch

Determined to make some show of support, the squadron's deputy air engineering officer, Lt Steve Whitehead, suggested that one of their aircraft be painted up anyway, to be photographed in theatre as 814's contribution to the meet.

Official approval was given, and soon after Invincible's visit to Palma in January, XV659 was decked out with tiger markings on undercarriage spousons and nose.

During her exhibition flight over Invincible the aircraft was flown by Capt Allan, on exchange from the RCAF, and Lt Ben Adams RN. They added their personal, exotic touch by wearing "tiger skin" covers over their helmets.

When Invincible returned to Portsmouth at the end of February, 814 disembarked to RN air station Culdrose for leave

after spending 12 of the past 18 months on board. They are scheduled to return to the Adriatic later this year.

During their latest deployment — their second to the region — they honed their capability in a series of exercises involving US submarines and a conventional Italian boat, ITS Fenice de Cosato. In addition they took on a wide variety of other tasks, including low-level mountain flying in Italy, stores support and passenger transfers.

Invincible squad reach goal

HMS INVINCIBLE has much to be proud of on her return from Adriatic deployment at the end of February — including an unbeaten soccer team.

In the 12 months from February last year, they won 11 out of 12 matches, drawing only one. Their success is down mainly to their high standard of fitness under the supervision of circuit trainers CPOPT Bobby Fung and LPT Neil Conway.

Their winning run has also been ensured by the management team — S/Lt Mark Walsh (soccer officer), CAEM Bob Gellert (manager), LAEM(R) Taff Williams (coach) and their captain, PO Mark Pell.

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Stores depots to shut up shop

THREE naval stores depots are to close in a rationalisation programme, involving a reduction in 1,170 civilian jobs. Meanwhile facilities at Portsmouth and Faslane are to be enhanced.

The changes, put into effect as a result of the Defence Cost Study review in

July, were announced by Armed Forces Minister Nicholas Soames in a Commons written reply.

Depots earmarked for closure are those at Eaglescliffe, Wrangaton and Exeter, while stores depots at Devonport and Rosyth will be reduced. All the changes will be effected by April 1997.

New waterfront storage facilities at Devonport will be provided to improve support for the vessels based there, and stores facilities at Portsmouth will be enhanced to provide a central storage and distribution facility.

Savings

Facilities at Faslane will also be improved for the logistic support of the Fleet in Scotland.

It is expected that savings of £174 million will result over ten years, with £24 million being saved each year after that.

Mr Soames said that many of the lost posts would need to involve redundancies, although efforts would be made to keep them to a minimum. Consultations would continue with trade unions, other Government departments, local authorities and Training and Enterprise Councils.

Too much paper all round

The 'paper mountain' is the biggest bar to efficiency in the Ministry of Defence, according to a working practices questionnaire.

Most common complaint of all was the amount of paper in circulation — thanks to "scatter gun" distribution lists which copied documents too widely.

In contrast, some respondents said they did not see all the papers they needed to do their jobs — variously blaming unclear divisions of responsibility and the tendency of superiors to hoard papers out of a feeling that information is power!

MOD forms were thought to be overcomplicated and should be standardised for all three Services and civilians. DCIs, NDHDs and other circulars needed improving.



LONG HAUL

Members of the Icelandic 500 expedition currently attempting the first ever winter ski crossing of Iceland are hoping to raise £50,000 for the International Spinal Research Trust.

Left to right are Mne Alan Chambers, Cpl Shaun Chapple, IRST public relations officer Simon Barnes and Mne Tim Welford. The other member of the team not included in this line-up is CSgt Dave Thomas.

In the foreground is one of the 250lb sledge loads of supplies and equipment each man will haul during the 60 days they expect to spend crossing 500 miles of snow covered mountains and open tundra.



One medal for all

THIS is the proposed design of the new Conspicuous Gallantry Cross which will be open to all men and women of any rank in the three Armed Services.

Giving details of the new medal, Armed Forces Minister Nicholas Soames it would be awarded to recognise great heroism. It replaces the Distinguished Service Order — when awarded for specific acts of gallantry, the Distinguished Conduct Medal, and the Conspicuous Gallantry Medal (Flying).

The DSO will be retained by all three Services as an award in recognition of exceptional service in positions of substantial responsibility for command and leadership during active operations.

War's end events home and away

THE ROYAL NAVY is committing 27 ships and thousands of personnel to visits at home and abroad during the VE/VJ Day commemorations.

Senior officers on the staff of Area Commands have been tasked with arranging the allocation of RN manpower and resources under the co-ordination of the tri-Service World War II Commemoration Team.

Service participation is expected in 214 events nationwide. Many will involve RN display teams and Royal Marines bands. A Swordfish biplane of the RN Historic Flight will form a centrepiece of the static display during the main events in Hyde Park on May 6-8. That and other static displays around the country will be run by Director Naval Recruiting.

In addition University RN Units and Sea Cadet units are expected to play a full part.

During the VE Day events ship visits are planned to:

Amsterdam and Scheveningen by HMS Brave, Scheveningen by HMS Berkeley, Copenhagen and Oslo by HMS Cardiff, St Petersburg by HMS Chatham wearing the flag of Flag Officer Surface Flotilla, Guernsey by HMS Norfolk and RFA Sir Galahad, Falmouth by HMS Newcastle, Jersey by HMS Beagle, Liverpool, Loch Foyle and Lishally by HMS Beaver, Chatham and Rochester by HMS Alderney, Swansea by HMS Brookley, Holyhead by HMS Callistock, Milford Haven by HMS Middleton, Rouen by HMS Quorn, Lerwick by HMS Lindisfarne, Bangor by HMS Sandown, Aalborg by HM ships Chiddingfold and Ledbury, and Haderslev by HMS Brixport.

VJ Day visits are planned to: Cardiff by HMS Cardiff, Leigh by HMS Coventry, London by HMS Britannia and HMS Exeter, Belfast by HMS Liverpool, Brisbane by HMS Mornmouth, Jakarta by HMS Sheffield, Hong Kong by HMS Tranchant, and RFA Diligence, and Liverpool and Bristol by HMS Berkeley.

All visits are subject to change due to operational requirements.

Plymouth is marking the 50th anniversary of victory over Japan on August 20 after Navy Days on August 17-19. Commemoration will include a service of remembrance at St Andrew's Church followed by a grand march-past along Royal parade involving Service and ex-Service personnel.

Brightlingsea, the site for the naval support base HMS Nemo during the war, will again become "HMS Nemo" on June 17. A fly-past will include RN Sea King helicopters and aircraft of the RN Historic Flight, while the Navy Window Ladder team will take part in a joint display with the Army on the Promenade.

On March 22 the Imperial War Museum is offering "A Night at the Pictures" for a screening at 0630 of the Bogart classic "Casablanca" and a private view of the museum's Victory Festival exhibition "London at War 1939-45." Tickets are £5 and £4.50 for Friends.

On March 29 a private viewing of their exhibition will be combined with a talk by Philip Ziegler (£3.90 Friends £3.40). Box office number for both events is 0171 416 5311.

At Portsmouth on August 17 the Association of Jewish Ex-Service Men and Women are joining in The Royal British Legion's "Great British Balloon Launch" in which 468,000 balloons will be released from Southsea Common during a rally of at least 30,000 veterans. The event commemorates all those of the Jewish faith who lost their lives in the war.

Meanwhile a special commemorative set of postcards marking VE Day have been created by Queen Elizabeth's Foundation for Disabled People. The exclusive set of eight postcards retails at £3.25 plus 50p p&p, and can be obtained by credit card through 0372 843616.

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SAFETY MADE SAFE BY BRAVE MEM



MEM Colin Dougall

AS HE was conducting final rounds before coming off watch on board HMS Shetland, MEM Colin Dougall spotted unusual smoke and spray coming from the forward end of the starboard main engine.

He immediately sprayed the area with extinguishing foam and reported to the engineer officer of the watch. As a crash shut-down of the engine was commenced, Colin continued spraying the leak with foam.

When he heard the engine decelerate he moved through and closed its main supply valve, starving it of fuel and preventing further leaks. All this was done while fuel sprayed liberally over him, making his situation extremely hazardous.

The incident happened while the ship was running at sea and in the vicinity of several fishing vessels.

Colin's initiative and professionalism have earned him a Commendation from Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan.

People in the News



Picture: LA(PHOT) Erik Kennedy

Typecast? No way

FROM galley proofs to galleys — Baroness Brenda Dean, former president and general secretary of the SOGAT print union, has maintained a keen interest in all things military since her stint on the Armed Forces Pay Review Body.

On a trip to RN air station Culdrose she looked at the work of the various squadrons, "flew" the Sea King simulator and opted for a front-line role when dinner was served.



CWREN Sandy Palmer

Charity powerhouse

SOCIAL secretary of the chiefs' mess at RN air station Culdrose, CWREN Sandy Palmer was the subject of a surprise celebration during a recent disco evening.

West Country TV personality Ian Stirling was there to pay a televised tribute to Sandy for her unstinting work for others.

As well as being a key player in the mess's long association with the Penwith Gateway Club for mentally handicapped children and adults, Sandy is also heavily involved in the Handicapped Children's Pilgrimage Trust, both raising funds and accompanying groups of youngsters to Lourdes.

And it doesn't end there. Sandy also uses her excellent skills as a seamstress to bolster charity coffers; she carries out garment alterations and passes on the fee charges to the Royal National Lifeboat Institution.

In the past 12 months she has raised £150 in this way — a considerable amount bearing in mind her maximum charge for any alteration is just £5!

On top of her other charity commitments Sandy is currently raising funds for a "resussy-baby" for Trelliske Hospital in Truro. A dummy baby with inflatable "lungs", this piece of kit helps train staff in the use of ventilation equipment and in performing cardiac massage.



CHEQUE THIS

IF THE cap fits, wear it. CPOSTD John Woodley's beaming smile marks him out as winner of the RN/RM Sports Lottery's top Happy Week prize of £4,000.

John, who had been serving at Worcester Careers Information Office until being drafted to HMS Raleigh in the middle of last month, has taken part in the Sports Lottery since it began. Not surprisingly, he remains a keen supporter!

Picture: LA(PHOT) Steve Wood

CITADEL



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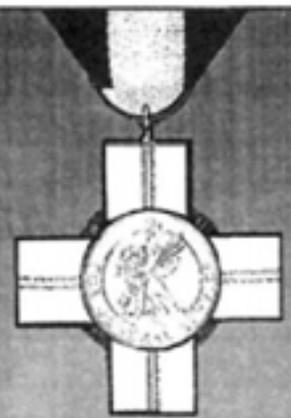


Recognition has at last been given to men and women from all services, commissioned or non-commissioned, who have given service to Great Britain and the Empire during both peacetime and hostilities. This recognition is in the form of THE VOLUNTARY SERVICE MEDAL, a commemorative medal in solid hallmarked silver crafted by Citadel Awards to their traditional high standards.

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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 & hostilities since 1939, & whose services in many cases have gone unrecognised. Members of all regular & reserve forces or equally important support units, including WOMENS LAND ARMY, WVS, SJAB, NURSING, FIRE & POLICE SERVICES to name but a few, may apply. The Cross can be inscribed on the reverse with the recipients service details making a valuable everlasting tribute to be treasured for life and worn with pride. An ideal gift or presentation.

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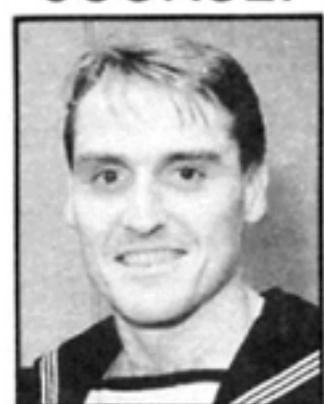
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RIGHT ON COURSE!

People in the News



ACTING LREG Stephen Hawkins has won the Brian Walsh Trophy as 1994's best student on RN leading regulators' training courses.

The trophy was presented to the Royal Navy Regulating School by MAA Brian Walsh's widow. Brian was killed in HMS Sheffield in the Falklands War.

Out of working hours Stephen is a keen sportsman and plays soccer and golf for his establishment, HMS Nelson.



We owe it all to you

IDENTICAL twins Peter (left) and Paul Hitchcock put the seal on a successful day with a kiss for their mother, Joan.

She had travelled to Portsmouth from her home in Wiltshire to see her Warrant Officer sons receive bars to their Long Service and Good Conduct Medals from Flag Officer Surface Flotilla, Vice Admiral Sir Michael Boyce.

Paul is currently serving on the staff of FOSP and Peter with Captain Weapon Trials at Whale Island.

Drive rewarded

ONLY seven Institute of Engineering Design Awards were presented nationally in 1994 and one of those went to CCAEA Lenny Williams for his Higher National Certificate project, an oil cooler fan-belt drive assembly.

Lenny received the award through Cornwall College. Mr Alan Taylor, Head of Engineering, was invited to RN air station Culdrose, to make the presentation. He said Lenny's excellent project work was coupled with an outstanding performance overall at HNC/HND level.

SONNY SMILES



THAT'S my Mum! Three-year-old Sonny was tickled to bits when his mother was presented with a trophy for her outstanding work as a Royal Navy telephonist.

LW(TEL) Sue Ransom collected the trophy from her commanding officer at RN air station Culdrose, Capt Peter Fish. Given in memory of Chief Wren Irene Murphy, the trophy is awarded to personnel demonstrating courtesy, efficiency and willingness to please.

Fully focussed



NAVY NEWS' editor Jim Allaway hands over a crystal replica of a Hasselblad camera — plus £100 — to PO(PHOT) Dizzy de Silva (DPR(N)). It was the first time the prize, donated by this newspaper, was awarded within the RN Pergrine Trophy photographic competition. Dizzy's winning shot "Daddy" can be seen in the background.



AN EXCELLENT shot in more ways than one is POSA Mark Cutts, of HMS Excellent, whose picture of a cattle egret (detail above) has won him the Royal Naval Birdwatching Society Photographic Competition.

A keen ornithologist and bird photographer, Mark caught the egret hitching a ride on board HMS Scylla off the Columbian coast.

His prize was an engraved glass tankard and a year's subscription to Sea Swallow.

Runner-up was AAB(SSM) Jason Smedley (Spicndid) for a picture of a falcon taken in the Red Sea.

Details of the Society are available from Col. P. J. Smith RM (retd), 19 Downlands Way, South Wonston, Winchester, Hants SO21 3US.

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Options First-aid face shields issued

FIRST-AID boxes in use by the Armed Forces will now contain a face mask, for those applying mouth-to-mouth resuscitation.

The Laerdal Resusci Face Shield has been supplied in response to concerns expressed by first-aiders about possible contamination by blood and other bodily fluids.

Risk of contamination in such cases is likely to be very low, but the "kiss-of-life" can be distasteful to first-aiders who have direct contact with patients' bodily fluids.

Simple

The shield takes the form of a simple plastic square surrounding a membrane which allows air to pass while preventing the transfer of fluids.

On the subject of AIDS, first-aiders are assured that the virus has been found only occasionally in saliva, and in very small quantities. No HIV infection is known to have occurred as a result of mouth-to-mouth resuscitation.

Although the shield should be used whenever practicable, a prompt response should always be made in the event of a life-saving emergency.

DCI General 11/95

Get Wise on DCIs

Redundancy boards to be set up

SPECIAL Redundancy Boards will begin sitting in May to select 400 officers and 2,000 ratings for release under the latest round of redundancies affecting the Royal Navy and Royal Marines.

The work of the boards will be completed by mid-June, and those selected will be informed in June or July. Although applicants for redundancy will, where possible, be given preference, some non-applicants may have to be chosen to maintain a balance of

strength and skill in the Service.

It will also be necessary to make redundant those ratings with a significant time to serve as well as those nearing retirement or discharge.

The exact size and scope of the programme will be given by signal by March 10, and the latest date for applications is March 31.

Appeals against redundancy must be made before September 1, the appeal board sitting on the 19th of that month.

All those selected will be offered a

year's notice, though some will be released earlier depending on the requirements of the Service and individuals' personal circumstances.

Earliest dates for release will be October or November this year, while the latest date will be in June or July 1996.

Those selected for redundancy will receive Special Capital Payments ranging from one to 19 months' pay depending upon years of service and the number of years of uncompleted ca-

reer to normal retiring age.

General enquiries by ratings should be made to Centurion Building ext. 2257, and by Royal Marines other ranks to HQRM (tel. number to be announced).

Officers' enquiries about policy should be addressed to the Officers' Redundancy Co-ordination Office, Room South 64/66, Old Naval Academy, HM Naval Base, Portsmouth PO1 3LS (tel. Portsmouth Naval Base ext. 24563/24647).

DCI RN 2 and 3/95

Search turns up missing works of art

MANY OF THE 205 works of art found to be missing from Ministry of Defence buildings have now been traced after a list was circulated throughout MOD offices.

The missing items, owned by the Ministry or on loan from the Government Art Collection, have over the years either been stolen or transferred without authority to other rooms or buildings. They include paintings, lithographs, drawings and engravings.

Staff with works of art in their rooms were asked to check them and notify any positive identifications to the Government Art Collection at Sheraton Street, London W1V

Recruits to be screened for TB

POTENTIAL recruits to the Royal Navy are to be screened for possible signs of tuberculosis.

Although the number of cases of TB among naval personnel is very low — about five a year — there has been a two per cent rise per annum in cases among the British population in recent years.

Notifications of the disease nationally now number 5,000-6,000 a year, and drug-resistant strains have emerged.

On the recommendations of the British Thoracic Society, potential recruits will be asked to complete a health questionnaire designed to identify those who should have a chest X-ray.

Vaccinations

On entry all recruits will be re-screened for the presence of suspicious symptoms. In addition those who have not been immunised will be tested and, if found to be susceptible, will be vaccinated.

Entry establishments will keep records showing the number of recruits tested, the number vaccinated and the number referred to a chest clinic or physician.

The risk of developing TB in the Navy is considered to be very low. Those most at risk are medical and dental personnel and their dependants serving overseas in endemic areas.

Those in ships visiting endemic areas are thought to be at low risk as contact with potentially infected members of the population will be minimal, and TB infectivity is low.

DCI RN 234/94

4BH (tel. 0171 287 2877).

Places from which items were missed following a computerised inventory, included MOD Main Building, Old Admiralty Building, Admiralty House and HMS Pembroke — the former Chatham establishment from where an engraving by Fittler of Admiral Duncan's Victory over the Dutch had disappeared.

Other missing works included lithographs of Churchill and Lord Fisher, a watercolour by Muirhead Bone of German warships in Scapa Flow in 1918, a watercolour by Rowland Langmaid of the Grand Harbour, Malta; a coloured print of the Grand Naval Review off Portsmouth in 1914; a drawing by Robert Morley of HMS Victory in 1923; and a drawing by architect Aston Webb of Britannia Royal Naval College, Dartmouth.

Many of the works listed are of considerable value and all are Government property.

Staff are being reminded that works of art loaned to specific



'About the painting your staff gave you when you left, sir ...'

rooms should not be moved, even within the rooms, without the owner's consent. Losses should be reported immediately and notified to MOD police.

DCI General 326/94

Move for RFA HQ

COMMODORE Royal Fleet Auxiliary and his staff have completed their move from Empress State Building, London, and Ensligh, Bath, to fully merge at Portsmouth.

Postal address is now COMRFA, North Office Block, PP29, HM Naval Base, Portsmouth, Hants, PO1 3NH.

HQ Royal Marines has also completed its move to Whale Island, Portsmouth.

DCIs General 14 and 23/95

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

Better suited for escape

A NEW submarine escape suit fitted with its own, single-man life raft is being introduced as standard equipment in Royal Navy submarines.

The Mk 10 Submarine Escape Immersion Equipment will enable submariners to

escape from depths up to 180 metres and to survive on the surface for 24 hours.

Earlier versions of the buoyant suit have double skins and are inflated to provide thermal insulation on the surface. The new Mk 10 has a single skin with the life raft — similar to that in

service with the RAF — attached to the left leg.

The "rubber dinghy" is deployed manually when the escapee reaches the surface. Inflated by a cylinder of carbon dioxide gas, the raft has a canopy and an orally inflatable floor cushion to provide additional insulation. Reflective strips and a light are fitted to aid rescue.

An inner thermal lining suit is provided which survivors may wear for additional insulation before donning the immersion suit, while other improvements include an unobstructed viewing panel on the outer hood, a neoprene inner hood in place of the rubber variety fitted to earlier models, and better ear vents.

While retaining the same escape capabilities as the earlier suits, the Mk 10's life raft provides better thermal insulation on the surface as well as a more comfortable posture.



'But where will they want us to stow the paddle?'

DCI RN 18/95

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Mission countdown

EVANGELIST Billy Graham will conduct a global mission from San Juan in Puerto Rico on March 16 and more satellite receivers than were used for last year's World Cup will beam his message into 165 countries worldwide.

Thousands of people from all over Britain are expected to converge on Portsmouth that day to see the event on a giant screen set up in HMS Nelson's gymnasium. The broadcast begins at 1930.

Open to everyone, the Portsmouth broadcast is being organised by the Rev. Dr Malcolm McCall, HMS Nelson's Free Churches chaplain, and the venue is being sponsored by Admiral of the Fleet Sir Julian Oswald.



Dr Billy Graham

Free tickets are available from the Mission Office on Portsmouth Naval Base (ext 24901) or from Nelson Main Gate on the evening of the event.

TAKING STEPS IN YOUR STRIDE . . .

LIVING in a step family can be difficult at times and can make heavy demands on individual family members. Problems magnify where adults or children in the new family find it hard to accept one another.

There may be practical problems, too, of maintenance payments, accommodation for visiting children, access and disciplinary matters. Add to all that the flexibility required of Service personnel and it might all begin to seem a bit of a minefield.

But there is help available. SSAFA has a marital breakdown working party looking into the various issues, including the Child Support

Agency. SSAFA volunteers are well aware of the difficulties faced by Service personnel whose families have broken down and reconstituted.

Army wife Mrs Kath Little is a SSAFA's step family contact. She can be reached on 01635 874030.

Another useful contact is the National Stepfamily Association, 72 Willesden Lane, London NW6 7TA. Their counselling line number is 0171-209 2464.



Good clean fun



Enthusiastic children made the most of a clean-up operation in the woods near Rosyth. The grateful officer is Lt Cdr Larry Young, former First Lieutenant of HMS Cochrane.

ESTATE Community Officer Mr Lee Symms pledged the decision to reduce Rosyth to a support establishment would "not be allowed to dampen the enthusiasm of remaining residents to enjoy an active community life".

The spirit of the local community was highlighted throughout 1994, the International Year of the Family, when the various groups staged events to celebrate the theme.

Summer saw a special week of activities, beginning with a church service during which a collection of £300 was taken. The money was donated to the local branch of the family charity Homestart.

A highly successful Fun Day left an indelible memory of Capt Christopher York, Naval Base Commander, attempting to make candyfloss adhere to sticks in a high wind!

Children of Rosyth Rainbow Playgroup painted pictures of their families to decorate the Naval Families Centre.

Treasure

Meanwhile, the ladies of the Monday Club ran a treasure hunt, the Helping Hands Organisation held a funny photo competition and helped at a beetle drive, and various good citizens, armed with rubber gloves and plastic bags, tidied up the local woods and the

married quarters precinct.

Competition prizes for these events were donated by local companies and much appreciated by the recipients.

Throughout the summer talented local resident Mrs Carol Lisle painted a mural on part of the wall surrounding the Families Centre. With its nursery rhyme theme, it brightens the place wonderfully.

Offered

December rolled round and HMS Cochrane's Amateur Dramatic Society staged Cinderella. This provided three days' excellent family entertainment and free seating was offered to the kiddies.

Other events during the year included the opening of a new hut for the 49th Fife (Rosyth) Sea Scout Group, the 25th anniversary of St Margaret's Church and the opening of a new chaplaincy within the bounds of the dockyard.

Finally, the Rev. Marcus Robinson conducted a wedding in the ruins of Rosyth Castle, within the base. This was the first wedding to take place there for a number of years.

LOOK AFTER YOURSELF!

A FAMILIAR scene on the tarmac as loved ones take leave of one another. In this case it's Lt Cdr Justin Wood, senior pilot of 820 Naval Air Squadron, saying goodbye to his wife, Elizabeth, and daughters Imogen (5) and Lydia (18 months).

Seven anti-submarine warfare Sea King helicopters from 820 NAS and three airborne early warning Sea Kings from 849 B Flight flew out of Portland to join HMS Illustrious, which has now relieved HMS Invincible on patrol off the Adriatic coast.

In all, 250 personnel from the two RNAS Culdrose-based squadrons have embarked for a third tour of duty in the region.

HMS Illustrious will be in Malta for VE Day celebrations on May 8, and the squadrons are due back at Culdrose on July 27.

Safe anchorage

PLEASANT temporary accommodation for Service families at very low cost is on offer at the Services Families Centre, Corsham, between Chippenham and Bath.

If you are married and between postings, waiting for a married quarter, being made redundant, on leave from overseas or being discharged, the centre offers a convenient and comfortable place to stay.

Self-contained, self-catering units cost around £11 to £14 a week and the wide range of facilities offered includes a school, playgroup, shop and medical centre.

For more information ring 01225 810358 and ask for the Families Officer.

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"No! No! Their title — not the cooks themselves!"

NEWSVIEW

Farming out cold comfort

AT 98 one of the oldest survivors of the Battle of Jutland — a bigger band of brothers than you might expect, nearly 80 years on — has finally joined the Royal Naval Association (see page 23).

Frank Hatfield entered the Navy a year after Captain Scott and his party perished in the Antarctic — and a short time later, when he was one of thousands of young men engaging in the epic struggle for supremacy in the Skaggeiak, both sides took time out to worry over the fate of another tiny band of explorers led by Ernest Shackleton, marooned in the icy wastelands of the continent furthest south.

The perils of existence in that environment are no less acute now than they were then, to judge from the experience of the Joint Services expedition to Smith Island, lately plucked to safety by HMS Endurance, the Navy's ice patrol ship that takes its name from Shackleton's famous command that foundered in the Weddell Sea on November 21, 1915.

The speed of modern communications may suggest that some of the element of risk is discounted whenever explorers essay an assault on one of the remaining earthbound frontiers — yet the first attempt to make a winter ski traverse of Iceland currently being made by four young Royal Marines is going to be no picnic.

Expeditions of this kind cost money and are regarded by some as self-indulgent. Well, they weren't seen in that light 80 years ago — but in these latter days of financial restraint any effort of pure enterprise tends to fall foul of the cold scrutiny of accountants whose sole function is to curtail the demand on the public purse.

Independence

The likes of Shackleton still had to rely on wealthy patrons to underwrite their adventures, though. Now his successors can look for help from funds established in an era when the present demands on the Service could hardly have been imagined.

So impressed by Icelandic 500 were the custodians of the Sailors and Fleet Amenities Funds that they immediately offered support to the tune of £3,000 — with no-one to gainsay them.

The value of these funds — and of the many ship associations from World War II — lies in their independence. They transcend the shift of political considerations and are loyal only to their own kind.

Frank Hatfield's timely if somewhat belated return to the fold may be seen as symbolic of a commitment to values that are rooted in the past but have every relevance to the future.

The Royal Naval Association offers sponsorship to a wide range of causes — not least to the Sea Cadets, who time and again produce young people of enterprise who lack only the means to give their zeal and energy full rein.

Support from this quarter — and from a good many others with the same motivating spirit — represents sponsorship of the purest kind, without design toward commercial gain.

PAY: extras in line with average rise, but —
Parachute instructors
take an eleven
per cent jump!

THE SERVICES' new pay package is on average just below the current rate of inflation, but can be viewed as a fair increase following last year's phased rise of between three and 4.4 per cent — which was higher than inflation.

There will, however, be no change in the X-factor rate of 11.5 per cent, although length-of-service increments will be increased broadly in line with the average rises.

The AFPRB has made no recommendation about personal allowances, other than separation allowance which will rise in line with pay.

As foreshadowed in the Review Body's report last year, there will be an increase of 7.4 per cent in married quarters charges to continue to close the gap between the cost of civilian housing rents and Service accommodation.

The rises will in effect be eight per cent for officers and five per cent for others. There will be no rises in food charges, though single accommodation charges will go up broadly in line with MQ rates — increasing, for example, the charge for lieutenant-commanders by 33p and ABs and below by 10p.

All forms of additional pay are to be increased in line with the average rise, with the exception of parachute jumping instructors' pay which goes up 11 per cent. London pay will be increased with reference to the retail prices index.

An additional increment to the Reserve Forces bounty is to be introduced after five years qualifying service.

Examples in pounds of the new daily rates are:

General and Supplementary List officers and RM equivalents — Capt 128.47-157.75, Cdr 110.33-121.93, Lt Cdr 78.26-93.78, Lt 61.67-71.69, S/Lt 36.48-52.03, Mid 25.60-31.82.

Special Duties officers with 15 years rating service — after eight

years 83.07, after three years 78.59, on appointment 75.26.

Artificers, medical and communications technicians on sea service (uncommitted rate) — WO 71.67, CCPO 67.78, CPO(A) 65.16, CPO(B) 62.67, PO 54.98, APO 52.45, Technician 4th class 45.36, leading artificer 42.55.

RN other branches, male RN careers advisers and QARNNS MAS on sea service (uncommitted rate) — WO 65.58, CPO(A) 56.95, CPO(B) 55.93, PO(A) 50.96, PO(B) 50.04, LR(A) 45.36, LR(B) 42.55, AB(A) 36.36, AB(B) 34.16, AB(C) 29.71, ORD(A) 24.85, ORD(B) 22.84.

RN vehicle artificers, tele-technicians and comms technicians (uncommitted rate) — WO1 71.67, WOII 68.19, CSgt(A) 64, CSgt(B) 63.16, Sgt(A) 55.93, Sgt(B) 54.03, Cpl(A) 50.32, Cpl(B) 48.89, Cpl(C) 47.36, Mne1(A) 37.82, Mne1(B) 34.28.

RN general duties, tradesmen and musicians (uncommitted rate) — WO1 65.58, WOII 61.88, CSgt(A) 56.22, CSgt(B) 55.12, CSgt(C) 54.03, Sgt(A) 50.96, Sgt(B) 50.04, Sgt(C) 49.60, Cpl(A) 45.36, Cpl(C) 39.97, Mne1(A) 36.36, Mne1(B) 34.16, Mne1(C) 29.71, Mne2(A) 24.85, Mne2(B) 22.84.

RN non-sea service, QARNNS, NPFS and female career advisers (uncommitted rate) — WO Band 7, 71.67; CPO(A) Band 5, 54.15; CPO(B) Band 5, 52.99; PO(A) Band 5, 50.53; PO(B) Band 5, 49.55; LR(A) Band 2, 45.36; LR(B) Band 2, 42.55; AB(A) Band 2, 36.36; AB(B) Band 2, 34.16; AB(C) Band 2, 29.71; ORD Band 1, 22.84.

Junior entrants — under 17, 14.23; at 17, 17.27.

Artificer apprentices and PMT — first year 16.83, second year 21.65, third year 26.45, fourth year 38.40.

● For intermediate rates add 30p to daily rates, and for career

rates add 45p.

New annual rates for officers of flag rank: Admiral of the Fleet £121,130, Admiral £97,430, Vice Admiral £71,000, Rear Admiral £63,500.

Ledbury renewed

Rededicated after an eight month refit at Rosyth is the Hunt class mine countermeasures vessel HMS Ledbury. Cutting the cake is her sponsor, Lady Elizabeth Berthon, assisted by AB (MW) Peter Metcalfe and her commanding officer, Lt-Cdr Laurence Smallman.



Standing ovation — in South Armagh

GREEN berets again on the streets of Northern Ireland — for the first time in seven years.

As part of 3 Commando Brigade's commitment to provide support to the Royal Ulster Constabulary, 42 Commando RM are currently on a six-month tour of duty in South Armagh.

The current ceasefire means this particular sojourn in the troubled province is markedly different to earlier ones, though. Helmets and camouflage cream are no longer worn by the military and other "de-escalatory" measures, such as the opening of border crossing points, have helped reinforce the ongoing peace process.

42 Cdo had to adapt quickly to the new circumstances. Establishing better community relations has been an important factor in the peace process and the Royal Marines were on hand when a patrol from L Coy helped in the rescue of a young boy seriously injured in a car crash in Crossmaglen.

His evacuation to hospital by helicopter avoided a long and traumatic journey by road.

Better relationships

Relationships with the local community are probably better than they have ever been before," says Lt Ian Linderman.

"This was apparent when the Band of the Royal Marines CTCRM played a series of concerts around South Armagh — most notably in Bessbrook Town Hall where the local people gave them a standing ovation."

The occasion also netted over £1,000 for local charities and the Royal Marines Museum Heritage Appeal.



● Above: Marines of 42 Cdo patrol past a permanent vehicle checkpoint protecting the town of Newtownhamilton.

● Left: WO2 Ray Stey, Colour Sergeant Major of L Coy, watches over an Army Explosive Ordnance Disposal team carrying out a clearance operation near the border.



● Royal Marines' "fast roping" skills prove invaluable for surprise vehicle checkpoints.

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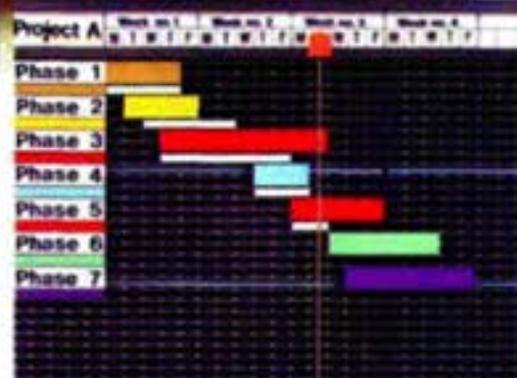
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● Better to travel hopefully? CPOMEM(M) welcomes the officer candidates to the Admiralty Interview Board.

WALKING the plank was never a popular evolution in naval circles — but it has long been a key item on the agenda for officer candidates at the Admiralty Interview Board.

Planks, poles and ropes are provided to help the young hopefuls bridge an imaginary chasm — sometimes an actual water tank — rigged up in the gymnasium.

The idea is to show up qualities of leadership, the ability to think through a problem and put a plan into action, and quickness of thought and power of decision when things go wrong — as they obviously did in our main picture here.

Coping under pressure is, in fact, the main quality under examination throughout the 2½ days of intensive tests and interviews that the AIB conducts at its impressive modern headquarters at HMS Sultan. These have long been regarded as a bench mark for high level personnel selection.

As the Royal Navy reassesses its role, size and shape in the post Cold War era, so the AIB has had to adjust to changed circumstances — but its standards are as rigorous as ever.

"With the reduction in the size of the Fleet it has become much more competitive in every sphere," says Staff Boarding Officer Cdr. Mike Sizeland.

The Captain AIB Capt John Critchley felt the quality of the young people coming before the board had not changed at all.

"I'm actually very encouraged — if this is reflected throughout society then we have a very decent young generation out there, contrary to the view one generally reads about.

"The nature of the animal is slightly changing though. Many more of them are women now, of course, of high calibre, not just wanting to be supply officers any more, but looking to become pilots, observers, seamen officers — and engineers, though that trend is a bit slow.

"Candidates are tending to be older, too — people are coming in after university and soon the Navy's officer group will be predominantly graduates."

As with many Naval departments the AIB has faced organisational change and to standardise the process of selection, all potential officer candidates now attend the AIB — including all RN, RM and QARNNS with Reserve Officers, SD Engineers and Chaplains being the most recent additions. ("The latter won't have any trouble with the gym tasks — they'll be able to walk across the water!" say the instructors).

After interview with a Careers Liaison Officer civilian candidates apply direct to the AIB — and since applications are constantly coming in from all four corners of the globe the Officer Entry Section is often busy responding to long distance queries.

"There is never, ever any difficulty in staying awake here . . ."

The civilian staff here soon learn to cope with a wide variety of candidates and situations. Like the one who missed his board because his car was stolen or another who arrived, took one look at a member of the AIB staff, changed his mind and left!

This was harsh judgment indeed — tact, diplomacy and even, on occasion, compassion are routinely displayed by the Naval staff, keenly aware of the natural nervousness of the young people for whom the AIB represents perhaps the most important hurdle of their careers.

One poor girl had her bag stolen on the way to meet her appointment and arrived without a change of clothes or toiletries. A quick whip round from the staff and a trip to the local shops ensured that the rest of her visit went smoothly.

The demise of RNEC Manadon this year has meant a change in the method of entry for school leavers as potential engineer officers and the AIB has had to adapt accordingly.



● Round-the-clock calls from all around the world — the Officers Entry Section where all applications are processed.

TAKING THE

All of one how tod candida first care



● Below: For two a bridge too — or not quite far enough . . .



PLUNGE

the company —
day's officer
ates make their
reer moves.

so far —



● Discussion exercise — coping with an imaginary crisis on the river under the scrutiny of the Boarding Senior Rate CPOMEM(M) Mac McCabe.

An engineering sponsorship scheme is now becoming the main entry route for engineer officers. Candidates are recruited to this as civilians and, in a significant departure from earlier practice, to sub-specialisation requirements.

During their time at nearby Southampton University, where the scheme is based, students will be required to join but RN Support Unit for naval and adventurous training. They will undergo the standard interview process at AIB before being interviewed by the university.

The scheme is open to Upper Yardmen, but with a different sequence of training. Those who are already qualified for university entry will compete for places against the school leavers on merit, measured by their performance at the AIB. Upper Yardmen will then complete four terms of initial officer training before going to university.

The boarding process, which assesses applicants, is only part of the system — although successful candidates heave huge sighs of relief at the end of their ordeal the final hurdle has yet to be faced.

All those who have been successful will go forward for selection. They will have their names put into the 'pot' and will be considered by a specially convened selection meeting, held at the AIB, and chaired by the Director of Naval Recruiting.

As target numbers reduce the task for the selection boards is made harder. Last year 1,100 candidates were boarded with a pass rate of approximately 50% and only half of those were selected.

The assessment process itself continues to be updated and reviewed. With an eye to the future, a development currently being explored in conjunction with the Centre for Human Resources is the use of personality tests to predict whether certain



candidates are likely to withdraw from training. Such wastage obviously incurs additional expenses.

Trials to detect likely 'drop outs' are also being tested in the USA by Army personnel and all current AIB candidates are undergoing tests for research purposes, although the results are not available to the Board as the process has yet to be validated.

However hard the Board tries to be fair and objective, there will always be a few candidates who feel aggrieved if they fail. But Capt Critchley is sure that most go away thankful for "a thoroughly positive experience".

"They will have learned a lot about themselves and will also know that they are not likely to face such relentless pressure in other career interviews.

"They will certainly not have been bored by it. There is never, ever any difficult staying awake here ..."

● Testing for general knowledge, numeracy, communications skills — and now for the ability to stay the course.





Enough to make the Maltese cross?

POPULAR British tourism in the post-war years has moved across the Mediterranean in much the same direction — from the beaches of Spain through the central resorts and islands towards the more exotic eastern pleasure grounds — as the acquisition of British military bases over the two-and-a-half centuries after the settlement of Tangier in 1662.

In *The British in the Mediterranean* (Brassey's £29.95) Peter Dietz even suggests that the latter day lager louts are the natural descendants of the 18th century young bucks who "in the name of enlightenment and painless education drank, gambled, whored and bullied their way around the classical and less classical attractions in the south of Europe."

Plus ça change, maybe — but there is another side to the story. Dietz feels a pressing need for a new Coleridge, Byron, Graves or Lawrence Durrell "to explain, again, in a new age of division and national rivalries, the essential unity of the area and its peoples."

Expats — and there are now an awful lot of them in these parts — take note. A good many, of course, are naval "exiles" who decided to settle in Gib, Malta or Cyprus following their time of service there, rather than package-deal holiday-makers looking to warm their old bones in retirement.

And it is to the more discerning expat that this book is directed. Historical for the most part, it includes some account of the impact of the region on the literary and social consciousness of British visitors and settlers and is filled with information on military/archaeological remains.

Decline

Malta is a case in point. In the three decades since the island gained independence the run-down of British interests and the decline of defence-orientated industries saw a steady build-up of tourism — mostly underwritten by Arab and other non-western countries.

"This was partly brought about by a rather churlish attitude on the part of the British who, in a fit of pique, appeared

to wash their collective hands of the troublesome islands," the author concludes.

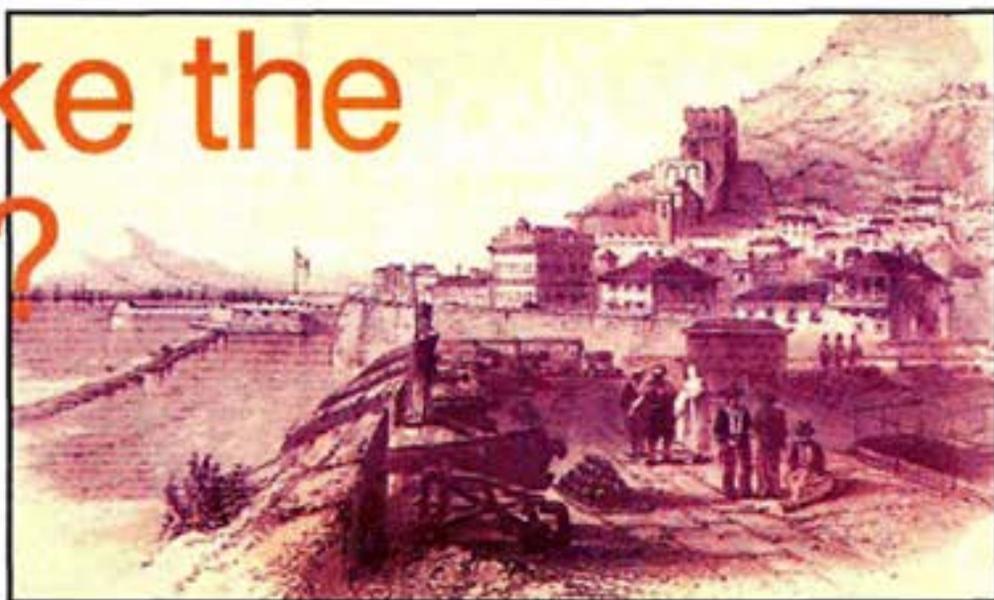
"It took the Maltese a little time to realise that financial penetration however discreet often implies, or gives the impression of, political involvement.

"But recent events, particu-

larly the Lockerbie bombing and the naming of Malta as the base from which the terrorists were thought to have operated, will have opened many eyes on the islands.

"There is now a clear sign of a move back towards traditional friends."

— JFA



The King's Bastion, Gibraltar, 1864.

TITANIC CLASH

LEYTE Gulf — the biggest naval battle of all? Well, the statistics take some beating ...

Fought in four days, October 23 to 26, 1944, over more than 100,000 square miles, between 282 American, Australian and Japanese ships (as against 250 at Jutland) with hundreds more involved in peripheral operations, manned by nearly 200,000 men and bringing in every facet of modern naval warfare — air, surface, submarine and amphibious — and weapons that even included a forerunner of the guided missile, this was truly an epic encounter.

Leviathans

It introduced the largest guns ever deployed in a naval battle — the 18in calibre weapons mounted in the Japanese leviathans *Yamato* and *Musashi*.

A single turret weighed an incredible 2,724 tons — more than the displacement of a heavy destroyer — and so powerful was the blast that crew members exposed on the weather decks during firing ran the risk of having their clothing torn from their bodies and of being knocked unconscious.

Thomas J. Cutler notes that *The Battle of Leyte Gulf* (£18.95, Spellmount 01580 893730) saw the last clash of the dreadnoughts and the first and only sinking of an American aircraft carrier by

gunfire. So why is it not a household name like Pearl Harbour, Midway or D-Day?

The answer, he feels, lies in its timing. Leyte Gulf occurred late in the war after several years of conflict in which great battles had become commonplace. And by then most Americans had accepted ultimate victory as merely a matter of time.

Midway was seen as the turning point of the war in the Pacific and D-Day as the true beginning of the end of the war in Europe. Leyte was seen as just another step along the way — and was then eclipsed by events like the near-reversal of the Battle of the Bulge, the ferocious fighting at Iwo Jima and Okinawa and the atomic bombs over Hiroshima and Nagasaki.

But it was pivotal in that it represented the last hope of the Japanese Empire and the last significant sortie of the Imperial Japanese Navy.

It was vastly important to millions of Filipinos and thousands of Allied prisoners of war, whose liberation depended upon it. And, while an American victory here might have been viewed as somewhat mundane by that stage of the war, an American defeat would have been a disaster of great magnitude.

— JFA



Shrapnel holes pepper the superstructure of USS Birmingham. Her scuppers ran red with blood.

Boats in the city

TWO open air events at the National Maritime Museum this summer will be of interest to young and old boating enthusiasts alike.

The International Wooden Boat Show (June 1-4, 10 a.m.-6 p.m.) is the only such event in Europe. An amateur boatbuilding competition, a celebration of motorboats, and a specialist boat clinic are likely to appeal to the grown-ups, while children will have a chance to make model boats, flags and pennants and have a go at steering a coracle.

Admission is £2.50, concessions £1.50, and accompanied children under 16 free.

The Model Boat Show (June 9-11, 10 a.m.-6 p.m.) following and improving on last year's event, will bring together over 1,000 model vessels — merchantmen, warships, tugs, paddle steamers, Thames barges, submarines, sailing vessels and steam launches.

For the younger visitors there will be a chance to operate radio-controlled power boats on the children's pool and to build models of junks and Thames river launches.

Admission is £2.50; children under 16 admitted free when accompanied by an adult.

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At Your Leisure

Copping it sweet

THE "feelgood factor" — that fabled commodity which every entertainer, politician and salesperson yearns to generate — is available, as it were, on tap in *It Could Happen to You*, released this month on 16mm.

It's an approximately true story concerning a good-hearted cop who, caught one day without change, promises a waitress that in lieu of a tip he'll split any proceeds forthcoming from a lottery ticket he's just bought. That night the number on the ticket comes up and he wins four million dollars.

Since the waitress is on the run from a nasty, parasitic husband and since the cop's wife is both a snob and a shrew, nobody is going to win four million dollars for predicting how all this comes out.

But *ICH2U* still works wonderfully well, thanks to the variety of amusing incidents, to the sheer likeability of Bridget Fonda and Nicolas Cage as the protagonists, and to the film's celebration of kindness and integrity, qualities that have always tended to go walkabout from the generality of Hollywood movies. And contrary to what one might suspect, Messrs Camelot are not among the organisations who bankrolled the picture.

The Specialist is an action movie. Almost before the opening credits have faded the soundtrack is reverberating with explosions and small arms fire, as we are plunged into a world of ambushes, double crosses and assassination by



Deshabillé and bent on revenge, Sharon Stone smoulders seductively in *The Specialist*.

various exotic means. The plot is murky but one can just about discern that Sylvester Stallone is a renegade explosives expert, Sharon Stone is a vengeful survivor of the massacre that wiped out her family and Rod Steiger is the Cuban drugs baron at the centre of all the malfeasance.

This is the kind of movie in which bit players die like flies. Sylvester broods, Sharon smoulders, while Steiger mumbles away in some language one can only identify as Steigerese. James Woods, however, contributes a gloriously flamboyant performance as the baddest of the numerous bad guys on the scene. Permanently in

Screen Scene

overdrive, Woods owns this movie, whatever the credits may say.

Stallone, incidentally, plays a character called Quick. In *Needful Things* Max Von Sydow plays someone named Gaunt. So at least these films leave us in no doubt at all as to how matters stand — somewhat unnecessarily, since the merest glance at old Max Von conveys the idea that this is one creepy dude.

The film is a Stephen King adaptation — yes, another —

which begins with the sinister Gaunt turning up in one of those familiar small American towns. In no time at all he's setting the locals against one another, and it's no surprise when the first corpses start turning up...

Small town sheriffs have had a lot to endure over the years, from Billy the Kid to Bonnie and Clyde; but none before sheriff Ed Harris has had to go up against Old Nick himself. In fact Von Sydow's disconcertingly civil Satan is — alas for virtue — the most entertaining element in the picture, although the fire and brimstone finale does bring matters to a suitably apocalyptic finale.

— Bob Baker

WARTIME HORRORS VIVIDLY RECALLED

"WHEN I looked into the wardroom at first sight everything looked quite normal. My friends were sitting in their usual armchairs, but were very quiet.

"Then to my horror I realised they were all dead — the bomb blast had crushed their lungs leaving the rest of their bodies intact; all that is, except two... (One) was sitting looking at me in a rather pleading way, and then I saw that one of his legs had been blown off.

"There was no blood, it was just lying in front of him where he sat. In a mad moment I picked it up and tried to put it back. I never realised before how heavy a human leg is..."

The seven direct hits scored by a squadron of Junkers 87 dive bombers on the carrier HMS *Indomitable* off the Algerian/Tunisian coast make up just one of many vividly recalled inci-

idents in Gus Green's memoir of the Fleet Air Arm, *Water Wings* (Book Guild £15).

In between such diversions as causing a stampede of elephants and attempting the ascent of Mount Kilimanjaro he was forced to watch many of his friends die in sea battles of appalling savagery.

The business of flying was itself dangerous enough. The author, trained as a navigator, recalls that the G-force from the catapults which shot his aircraft from the ship would cause him to lose consciousness for a few seconds. It was to be hoped the pilot would come round in time to keep the aeroplane out of the sea!

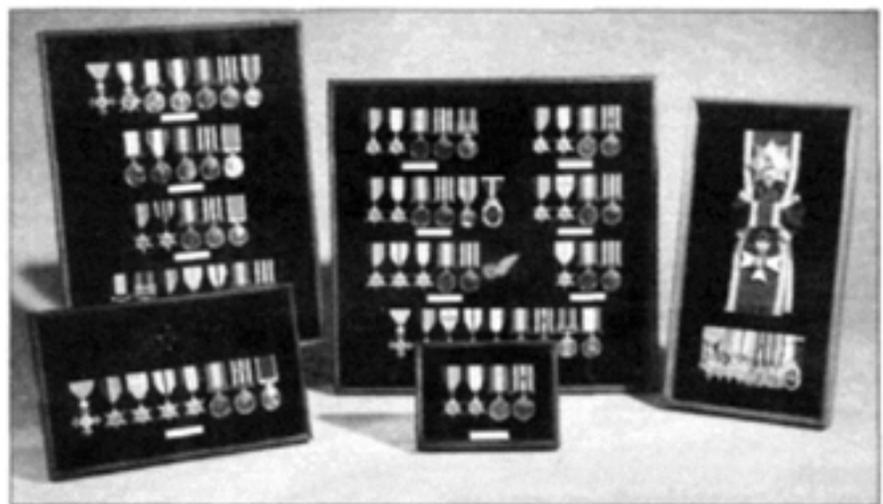
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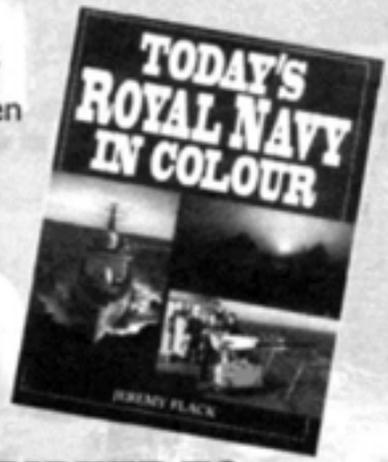
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Calling Old Shipmates

HMS Arethusa 1967-68: A surprise 50th party is planned for ex-ME1 George Cooper whose daughter, Michelle, (tel. 01527 68159), wants to contact his former shipmates, Tug Wilson, Tom and others.

Photograph: Mr M.J. Stephens, 19 New Road, Hampton, Oxon OX18 2NQ would welcome news of his father, George William Stephens, and a photograph of him in naval uniform. He served from 1928 to 1945, including service in HM ships Marlborough, Warspite, Ramilies, and Iron Duke, from 1930 to 1933, followed by service in HM ships Courageous, Ark Royal and Hermes (1938-1941) and 814 Squadron (1941-42), and the following shore bases (1941 to 1945) — HMS Lanka (Colombo), HMS Kipanga (East Africa), HMS Korongo (Nairobi), HMS Saker, USA (1943-44) and HMS Malabar (Bermuda).

Special Repair Ratings 1940-1945: Mr R. Parker, 91 Trevigle View, Bodmin, Cornwall, wants to hear from old shipmates of "Floating Dock", HMS Bul, Massasa (Ethiopia), Brisbane and Sydney.

HMS Jaseur (M54) 1949-1952: Ex-Sparkers, Alan Green (tel. 01322 335459), and G. Moscrop (tel. 01522 681299), wants to contact former shipmates Gigs Whitaker, Dandy Nichols, Binny Hale, A. Satterfield, A. Squires, Bogey Arnold, Jack Whiters, A. Tindall and Geoff Bradley of tor and mess deck during Far East commission.

HMS Whelp 1945: Mr Angus McPhee, 3 Russell Street, Caulfield South 3162, Victoria, Australia, wants to get in touch with former shipmates of the Whelp which escorted the Duke of York into Tokyo Bay, 1945, especially the Purser.

HMS Caprice 1967-69: Phil Evans (tel. 0151 681 9044) and Phil Rowe, (tel. 0161 747 7325), wants to get in touch with Coling, Proctor and Chippendale of the Communications Dept, with a view to a reunion.

HMS Esk, President 3 and 55 City of Pretoria (DMS): Mr Mike Guder, 4 Ghyllside Road, Northam, Ryde, East Sussex (tel. 01797 252129), would like to hear from old shipmates who served with his uncle, Jack Caird in the above ships.

C-class destroyers: Mrs G. Toomey, 184 Bepton Road, Rock, Farnham, Bournemouth, Wiltshire LA2 4QE (tel. 0151 645 8731) wants to hear from those who served in HM ships Cottack, Constance, Commodore, Corsair, Cavalier, Carren, Cassandra, Carysfort, Cheviot and others, with view a reunion in Brighton in Sept.

HMS Terror (1936-37): Ex-Sig Ronald Bell, 56 Highview Rd, Easing, London E13

Honeysuckle-searchers

GOOLE Town Council are seeking members of the ship's company of the Flower-class corvette HMS Honeysuckle, which was adopted by the town during World War II.

The council plans to invite those who served in the ship to Goole's VJ Day commemoration on September 2. Enquiries should be made to Charlie Studdy, Goole Town Council, 17-23 Gladstone Terrace, Goole, North Humberside DN14 5AQ (tel. 01405 763652).

DHN (tel. 0181 248 4061) would like to hear from ex-Tel Aspinall (Tug) Wilson, his oppo in Singapore.

HMS Venerable Association: Mr Ben Redman, 54 Coppice Rd, Tulse, Stoke-on-Trent, ST17 1UA (tel. 01782 784876), wants to hear from SBA a particularly SBA Hunter from Aios and SBA Collins.

Force 2 Survivors Association: Mr R.H. (Jimmy) James, 18 Sycamore St, Hoppers Crossing, Victoria, Australia 3029 (tel. 0161 037494087), secretary of the newly formed Force 2 Association would like to hear from other survivors.

HMS Verran Bay (1945-46): Ex-AB Vic Neale, 163 Maryland Avenue, Castle Bromwich, Birmingham B34 6ED (tel. 0121 783 8920), would like to hear from other "lorry-ship" of the Pacific Fleet, with view a reunion in Portsmouth, Sept.

HMS Tenby (J34): Mr Roy Tagging (tel. 01202 301903) and Mr Les Dileyston (tel. 01828 484657), would like to hear from Stokers Judd, Deadman and others with view to a reunion in May.

HMS Collingwood V/S Class (1942-43): Mr Don Simmonds, 8 Dowlands Close, Sompting, Lancing, W. Sussex BN15 6JL (tel. 01903 763646) would like to hear from members of SCV17 VS Class, who served

under instruction Tubby Bye.
HM ships Harp (1940-41), Fleetwood (1942-43) and Stricker (1944-45): Ex-PO E. (Roy) Hider, 69 Chester Ave, Lancing, W. Sussex (tel. 01903 762522) would like to hear from old shipmates, also from the Eskimo Neil, Western Desert, Tobruk 1941.

HM ships Pembroke, Ganges, Leeds Castle, Jamaica (1949-56): Ex-LCK John (Dasher) Heathfield, 81 Rylands Rd, Kennington, Ashford, Kent TN24 9LR (tel. 01233 624991), would like to hear from old shipmates, especially Ian Walde, Basil Coulson 'Donk' Read and John Hoban.

HMS Tulip 1942-43: Ex-PO TC (Chick) Henderson, Apt 204, 101 East 29th St, N. Vancouver, BC Canada V7N 1C5, would like to hear from Mr Frank (Blondie) Woolley, survivor of HMS Whistaker, who lived at 85 Wharmotha Road, Beasto, Derby.

HMS Beldur, Iceland 1944: Mr Derek Lilliman, ex-CPO Coxin, 3 Gary Court, Boomwood Park, Carrara Qld 4211, Australia, served as a radar-plot rating in Admiralty Experimental Station No 7 situated right on the Arctic Circle. He would welcome news of fellow shipmates who shared his Icelandic experience.

HMS Savage 1944: Mr E. Grant Pike, Apt 3, 110 Suburban Court, Rochester, New York 14820, survivor of the Savage would like to hear from former ABs L.A. Lewiston, J. Page, W.G. Freen, and A. Owens, E. Hammond, S. Roebuck, D.J. Kimber, J. Kellanman, J. Stathis and A.E. Grant.

HMS Impulsive 1943-46 and HMS Hereward 1941: Mr Leslie Hogben, 101 Pulborough Ave, Hampden Pk, Eastbourne, E. Sussex BN22 9QT, (tel. 01323 507239), would like to hear from Shorry Rayner, Ginger Magee, Dicky Rose and other old shipmates. He would also like to hear from survivors of the Hereward, lost of Crete in 1941 and in which his brother, Charles Owen Hogben, was lost.

RAF Widenath 1959-61: Mr M.H. Laverick, 6 Brimstone Court, Bright St, Derby DE22 3NE, wants to trace ex-CPO A.J. Knight, who was posted to 12 HND Liaison Flt AAC (Army Air Corps), Widenath, with a view to a reunion.

Over to You

Convoy Signalmen Second World War: Alan Burn, Coatesgrove, Boldon, nr. Barnard Castle, Co Durham DL12 9RF (tel. 01833 695029) is writing a book about senior RN and RNR officers who returned from retirement to take command of ocean convoys. The book will also deal with the small staff of signalmen, W/T operators and coders who went to sea with them and upon whom they depended. Anyone who served with them or remembers them are invited to contact Mr Burn.

Li George Villiers-Tolith, 812 Sqn: As part of the celebrations of the liberation of the Netherlands the Mayor of Rosenberg, near Rotterdam intends to invite relatives, next of kin (two persons per grave) for an all expenses paid trip to Rosenberg where there are four Commonwealth War Graves. On his behalf, Lt Col C.P. Cook, Room 372, Old War Office Building, MOD Whitehall, London SW1A 2EU (tel/fax 0171 218 6718), is trying to trace the relatives of Lt George Villiers-Tolith of 812 Sqn, flying from HMS Peregrine, who was killed on Aug 30, 1942, when his aircraft was shot down over Rotterdam.

Master at Arms: Robert Rotts, 224 North Ave, Southend on Sea, Essex SS2 4EU (tel. 01702 615521) wishes to hear from anyone who may have a picture or photograph of a Master At Arms (from Second World War) in full ceremonial dress - frock coat and sword.
HM Ships Blanche (1936-37, Enchantress (1937-38), Winchester (1938-39), Alcatraz (1939), Fiji (1940-41), Bluebell (1942), Thyme (1943), Marguerite (1945), LST 3038 (1945-47), LST 3015 (1946) and Birmingham (1947-48): Would anyone who served with Stoker Eric Charles (MCH) Mitchell contact Carol Burton, 17 Salisbury Rd, Enfield, Middx EN3 6HG (tel. 01992 764751), in particular Stoker Dusty Miller who failed to leave his address or telephone number when last in contact.

Ordnance Artificers: Ex-CPO(OA) Brian Dunn, 9 Azalea Close, Dorkeswell, Honiton, Devon EX14 0XJ (tel. 01404 891826) seeks news of any branch reunions taking place.

Basque child refugees during the Spanish Civil War: Teresa Mitchell, 87 Ontario Park, Westwood, East Kilbride, Glasgow G75 8NA seeks anyone with information about Basque children. She is studying at the Department of Hispanic Studies, Glasgow University, and intends to write a dissertation on the subject.

HMS Beverley (sunk by U-186, April 11, 1943): Mick Woods, 7 Wordsworth Rd, Diss, Norfolk IP22 3QA seeks anyone who could translate from German to English an A4 war diary excerpt about the sinking of HMS Beverley.

HMS Duvivert (1938-85): Mrs B. Tat, Carrise and District RMA, 2 Blackburn Drive, Farfield Park, Carrise CA1 3HY (tel. 01228 32856) is trying to trace, on behalf of relatives of Lt Neil MacBean, AB (Yeo Nav) Chris "Slinger" Woods, HMS Duvivert.

Shelley Magazine 1949-50: Mr P. C. H. Evans, 87 Brynwyn, Penryn, Cardiff, CF2 7BJ, would like copies of the Shelley Magazine, Christmas 1949 and Easter, Summer and Christmas 1950. He served in HMS Ganges from November 1949 to January 1951 and will pay any expenses incurred in having the magazine posted or photographed.

Anzio landings 1944: Mr Bill Dilworth, 51 Chester Rd, Walthamstow, London, E17 7HP, would like to hear from anyone who took part in the landings, or who were there afterwards.

HM ships Rapid, Rocket, Reebuck and Rotherham bombed Port Blair, Andaman Islands.
7. HMCS ships La Hulloise, Strathdon and Therford Mines sank U-1302 in the Irish Sea.
12. HM ships Loch Rulmen and Wild Goose sank U-663 in SW Approaches.
13. Amphibious assault on Lepanto, East of Ramree Island: Burma HM ships Eskimo and Reebuck, and HM Indian ships Gauravy and Juma.
14. SANF Uboat damaged U-714 off Fame Islands. The Uboat was later sunk by HMS Wren.
15. HM ships Rapid, Saumerz and Volage bombed Sigi, Sumatra. HMCS Guyk-borough sunk by U-878 in Bay of Biscay.
16. HM ships Lookout and Meteor sank two German (ex-Italian) torpedo boats off La Spezia. A third escaped.

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HMS Danae 1968-69: Miss M.J. Higgins, 56 Newlyn Way, Port Solent, Portsmouth, Hants PO6 4TV, would like to hear from ex-LCK John Harwood — who was best man at her father's wedding in Doncaster in 1970 — to invite him to her parent's silver wedding anniversary. Her father is ex-LCK David Higgins.

HMS Lapwing 1945: Cdr Ian Leitch RN (Retd), Treotops, Mathon Rd, Colwall, Malvern, Worcs WR13 6ER, (tel. 01684 540439), would like to hear from other survivors of Lapwing, sunk off Murmansk on March 20, 1945.

HMS Hood 1936-38: Mr J.H. Landells, 37 Arundel Walk, Harworth, Doncaster, S. Yorks, would like to hear from those who knew his late brother, Stoker George Robert Landells, a naval middleweight boxing champion who was discharged from the Hood on compassionate grounds and came from Newcastle.

HMS Suvla 1947: Mr J. Barker, 24 Glyn Drive, Scarborough, Ontario M1P 12Y, seeks David Archer who served with him in Suvla and who was also at Semaphore Tower, Portsmouth in 1949-50, and in HMS Liverpool 1951-52.

HM submarines Aquila 1959-61 and Fin-whale 1961-62: Former EM Dave (Souise) Roberts — now Palmer, 3 Mariners Road, Blundell Sands, Merseyside L23 6SX, (tel. 0151 924 3595) seeks old shipmates, especially Tony (Arthur) Poynter, Dave Brown, Dave Dunnett, "George" Metcalf, Roy Emmett and Tom Davy.

HMS Reliance 1965 (W India): Former butcher AB Mick Knighton, 7 Stadium Villas, Walsland, Tyne & Wear NE28 7EN (tel. 0191 2637386), seeks shipmates with a view to a reunion.

L.W. (Willie) Booth: 144 Tressellan Est, Holyhead, Anglesey LL85 2NB (tel. 01407 761893) seeks old shipmates Ivor Musson (cook) and K.Y.B. (steward) or their whereabouts.

HMS Agincourt: Mick (Ginger) Whetor, 16 Glenholme Gdns, Sutton, Surrey SA0 9NL (tel. 0181 641 8199) seeks old shipmates, especially Mick (Thomo) Thomson and "Dhobi" Dobeit.

Reunions

MARCH
HMS Howe annual reunion will be held at the Royal Sailors' Home Club, Queen St, Portsmouth on the 25th. Details from Reg Goldsmith, secretary, 28 Hamlyn Crescent, Totton, Southampton, Hants (tel. 01703 862927).

Fast Minelayers Association South-West Section (HM ships Abdiel, Latona, Apollo, Ariadne, Manxman and Welshman) are holding their spring reunion at the Royal Fleet Club, Devonport at 1100 on the 25th. Details from Gordon Ferris, 17 Coombe Road, Dartmouth (01803 833740).

APRIL
Rodean Old Boys Association (ROBA) spring lunch meeting, members only, at 12 noon 5th April at Victory Services Club, 63-79 Seymour St, London W2. Summer meeting at Rodean School at 12 noon, July 6. Membership limited to ex-RN on electrical and torpedo courses at Rodean during WW2. Applications with details and 50p in stamps to Sam Morley, 113 The Ridgeway, Cuffley, Herts, EN5 4BG (tel. 01707 872720).

RNXS Liverpool first reunion at 2000 on the 1st at Park Road East, Birkenhead.
Fast Minelayers Association South-East Section will meet at 1200 on the 3rd at The RBL Club, Braganza Rd, Kennington, London SE11. Enquiries to Ray Moore, 89 Watling Rd, Norwich NR7 9TG (tel. 01603 437652).

HMS Cassandra Association first reunion on 7-8th at RN Old Comrades Club, 86 Lake Road, Portsmouth. Details from Bob Sheard, 9 St Albans Drive, Sheffield S10 4DL (tel. 01742 307007).

HMS Ladybird (Sasebo, Japan 1950-53): Association eighth reunion on the 22nd at The Angel Hotel, Royal Leamington Spa. Details from Terry Cooper, secretary, 28 Hopgrove Lane South, Milton Road, York YO3 9TG. Tel. 01904 425883.

846 NAS (1943-45) eighth reunion on the 22nd at the Apollo Hotel, Birmingham. Contact Ted Billingham, 9 Micklegate Broadwood, Sleaford, Notts, ST19 5JF (tel. 01902 850517).

Algines Association lunch at 1145 for 1300 (post £13 per head) at the Grange Hotel, Barton Road, Thurston, Suffolk, on the 30th. Applications by April 18 to Philip Willis, 5 Forest Drive, Heatham, King's Lynn, Norfolk PE31 7AF.

HMS Highlander reunion in the Clarendon Hotel, 328 Hagley Road, Birmingham, 21st-22nd. Details from Ken Chaplin, 15 Great Eastern Rd, Hockley, Essex SS5 4BX (tel. 01702 202725).

HMS Rsmilies reunion at the Stratton Hotel, Blackpool, 24th-26th. Details from Eric Marks, 3 Kendall Ave, Thornton, Clevelleys, Lancs FY5 2LY (tel. 01253 826300).

LCGs 15 and 16 a service of remembrance will be held on the 25th at 10.45 at Thornton Cemetery, Milford Haven, for those lost in LCGs 15 and 16 off Milford Haven on April 25-26, 1943. Details from John Cook, secretary, The Landing Craft Gun and Flak Association, 9 Elizabeth Court, Lawson Close, Marlton, Somerset TA12 6EJ.

HMS Ocean Association annual general meeting will be held in the Nautical Club, Birmingham on the 8th at 1200. Details from Mrs J. Knowlson, 15 East Ave, Burnage Garden Village, Manchester M19 2NR (tel. 0161 224 5582).

HMS Forester reunion at St Ives Hotel, St Annes-on-Sea, 24-27th. Details from T. Lloyd, 6 Matford Hill, Monkton Park, Chippenham, Wilt, SN15 3NX (tel. 01191 854420).

HMS Consort Association reunion in Devonport on the 28-30th. Details from J. N. Brewer, 31 Lags Walk, Bellver, Plymouth PL5 7DE (tel. 01752 780664).

HMS Cossack Association (D57 and L03) reunion on the 22nd at Crawley, Sussex. A dinner dance will be followed next day by a parade. Details from G.W. Toomey, 184 Beington Road, Rock Ferry, Birkenhead, Wirral LA2 4QE (tel. 0151 645 3761).

HMS Orion 1943-1948 reunion on the 21st at the United Services Club, Birmingham. Details from G. Kent, 54 Downhills Park, Liverpool L23 6ST (tel. 0151 924 4495).

HMS Leander (cruiser and frigate) will hold a reunion at the Royal Fleet Club, Plymouth on the 8th. Details from Mick Budgen (tel. 01283 213780) or Danny Nave (tel. 0752 562973).

MAY
Exbury Veterans Association has been formed for veterans who served in HMS Mastodon, HMS Hawke or HMS King Alfred at Exbury. The first reunion at Exbury is planned for the 3rd. Details from James E. Brown, 199 Testwood Lane, Totton, Southampton SO40 3QR.

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HMS St Vincent 1953-54 Hawke and Duncan reunion planned for 7-8th at the Province of Natal Hotel, Weymouth. Details from Dave Watts on 01703 866476 or Malcolm Pinn on 01737 248455.

HMS Manchester Association annual general meeting at 1430 on the 27th at RNOCA Club, Lake Road, Portsmouth, and entertainment in the evening. Service at 1000 on 28th at St Ann's Church, HM Naval Base, Contact L. McDonald, 37 Edmund Rd, Southsea, giving colour, make and reg number of car if attending service.

HMS Cavalier 1944-72 The Cavalier Association's sixth reunion will be held at the Queens Hotel, Portsmouth on 28-29th. Details from Sid Anning on 01732 788201.

Island of Vie: A reunion visit to Vie and Komiza is being arranged on the 17th as part of a seven-day visit. Details from P. Bekmore, 53 Clyde Way, Romford RM14 4XT (tel. 01345 626488).

Liberation of Denmark Those who served in HM ships Birmingham, Dodo, Zephyr, Zealous, Zest and Zodiac and arrived in Copenhagen on May 9, 1945, and those who served in RN Party 1743 based at the Brinkmeiers Hotel, Flensburg, are invited to attend liberation-day events in Denmark. Details from Capt S. Lund, Defence Attaché, Royal Danish Navy, Royal Danish Embassy, 55 Sloane St, London SW1X 9SR.

HMS Nelson reunion on the 13th. Details from T.G. Treadwell, 31 Clyde Road, Gosport, Hants PO12 3DN (tel. 01705-521504).

HMS Tenby Association (J34 and F65) reunion at the Trecam Hotel, Babbacombe, Torquay, 6-7th. Details from Phil Rowe (tel. 0161 747325).

HMS Victorious 1941-1945 will hold a reunion and annual general meeting over weekend May 12 to 14. Details from Mansel Evans (tel. 01656-680459).

HMS Attacker, 879 and 886 Sqn: will hold a reunion at the Nautical Club, Birmingham on May 11. Details from R. Phillips, 243 Kemphost Lane, Basingstoke RG22 5NB (tel. 0256 21678).

HMS Constance (1947-51) Asen: will be holding their next reunion at the Norbeck Castle Hotel, Blackpool on May 8-12. Details from Ernie Balderson on 01529 413410.

HMS Petunia (1941-45) will hold their seventh reunion at the Angel Hotel, Royal Leamington Spa on May 12. Details from Gordon C. Shaw, 821 Dorchester Rd, Upwey, Weymouth DT3 5LB (tel. 01305 81 3372).

HMS Berkeley (L17) reunion on the 16th in Farnham, Surrey. Details from G.F.R. Hurley, Farthings, Upper Hale Road, Hale, Farnham, Surrey GU9 0NS (tel. 01252 721589).

HMS Tattoo 1943-1946 will hold a reunion in the Royal Sailor's Home Club, Portsmouth on the 6-7th. Details from Arthur (Joe) Rus, 30 East Drive, Bunsdon Abbey, Swindon, Wiltts SN2 4DP (tel. 01793 724490).

The Pembroke 83 Association reunion for senior rate stewards in the WO's and CPO's Mess, on the 9th. Details from WOSTD S. Morris, The Warehouse House Manager, HMS Nelson, Queen Street, Portsmouth PO1 3HR (tel. 01705 722351 ext 24261).

HMS Conder, Arbroath 1940-1941 reunion 29-30th at Crawley, Sussex. Details from C. Davis, 125 Bellevue Gardens, Arbroath, DO11 5BH. Write before 31st August (tel. 01241 879066).

RN Medical Staff reunion at the Union Jack Club on the 24th (includes sick-berth staff, QAs, VADs and Wren SBAs/DAs). Details enclosing sea to David Humphreys, 22a Newlands, St Mary's Bay, Romney Marsh, Kent TN29 0EY.

888 (PN) Naval Air Squadron 1944-46 reunion at Loughborough, Leics. 9-11th. Details from Joe Kelly (tel. 01902 782471), Norman Pearmain (01934 820553) or Maurice Smith (01472 816640).

HMS Sautes reunion at RNA HQ, Gosport, Hants on the 10th. Details from A. Andrews, 65 West Way, Lancing W. Sussex BN15 6LY (tel. 01903 767637).

JULY

The Association of Royal Yachtmen summer ball will be held at the Victory Club, HMS Nelson, Portsmouth on the 15th. Details from chairman Dixie Dean, 76 Hazleton Way, Cowplain, Waterlooville, Hants (tel. 01705 583382).

HMS Caledonia and HMS Flagard Grenville Div. August 1945 entry 50th anniversary reunion planned for the 28th. Details from Bob Tyler, Lowden House, High Street, Sherrell Heath, Hants, SO32 2JH (tel. 01329 832632).



PRIZE PUZZLE

IN OUR new competition, Navy News offers a prize of £25 to the reader who can provide the solution to this month's mystery picture.

Just tell us:

1. WHERE the photograph was taken.
2. WHEN (in what year) it was taken.
3. WHAT is the name of the inboard ship laden with troops.

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 April 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 1

Name

Address

1. WHERE?
2. WHEN?
3. WHAT?

Time to focus on an archive

MAY 20 is a significant milestone in the history of the Association. This year it marks the 60th anniversary of the Royal Naval Old Comrades Association — a direct forerunner of the RNA.

It is another occasion for popping the bubbly and splicing the mainbrace. But birthdays are also times for taking stock, a time perhaps for the Association to focus on building up a photo-library.

A step in this direction — and a fitting one to mark Diamond Jubilee Year — might be to ensure the presence of a professional photographer at major events involving the RNA in the coming months.

Impact

Considering the effort which goes into organising ceremonial and other events, it is a pity that often there is no photographic coverage other than unfocused snapshots unsuitable for publication.

One only has to thumb through any newspaper — including Navy News — to recognise that a good photograph makes more impact than a column of print.

While good photography can project the image of the Association and attract recruits, its most important effect is that it helps to keep alive the history of the RNA for the next generation. So why leave it to chance?

Funeral of VC president

AT LEAST 14 recipients of the Victoria Cross or George Cross attended the funeral of Rear Admiral Godfrey Place VC, Sherborne branch president.

Admiral Place had been chairman of the VC and GC Association since 1971, having received his award for his part in the Royal Navy's midget submarine attack on the Tirpitz in 1943.

After the service in Sherborne Abbey, Admiral Place was laid to rest in the village churchyard of Corton Denham where he had been church warden for many years.

MEMBERS of Pontiln-fraith branch have good reason to feel proud of their president, Shipmate Peter Fulton. He has been made a Life Governor of the Royal National Lifeboat Institution — one of the highest accolades that the RNLI can bestow on a voluntary worker.

Shipmate Fulton served 14 years in the Royal Navy, 18 years in the RNR and has completed 22 years voluntary service for the RNLI as honorary instructor and communications training adviser.

He will receive his award at the Barbican Centre, London in May, when the Institution's annual awards are presented.

Redruth & Cambourne

There was no lack of praise for members from their president, Shipmate Jack Harvey, at the annual general meeting.

He commended them for their regular attendance, for excelling in their duties and for growing into a strong force of 84 shipmates.

Shipmates Peter Rhys and Roy Jennings were thanked for their auditing skills. Shipmate Bob Lewrey, for the care he takes of branch finance, and Shipmates John Bennetts (chairman) and Jim Watkins (secretary) for their loyal atten-

dance at area and county meetings.

The branch looks forward to dedicating its new standard and hosting the Area meeting in May.

Wisbech

The branch annual dinner was attended by 82 shipmates and friends, including the Mayor and Mayoress.

It was a proud occasion for Shipmate Charles W. F. Hammond (president) who was honoured with life membership.

Branch News

presented by Shipmate Geoff Mills, chairman of No. 5 Area.

The Sea Cadets who attended were also pleased to receive a £250 cheque, presented on behalf of the branch by the Mayor.

Leighton Buzzard

To the delight of members a local lady has donated a relative's naval memorabilia to the branch.

The bounty included some interesting photographs of HMS Ganges, ships' crests and a CPO's cap, the only surviving item of kit of the late CYS Adams who perished with HMS Hood. The branch intend to

Frank is the signing of the century!

ONE OF the few surviving veterans of the Battle of Jutland has joined up again — to the delight of Exmouth branch of the RNA, who have signed him up as a member at the age of 98.

Frank Hatfield joined the Royal Navy in 1913 and on May 31, 1916 — when the British and German battle fleets clashed in the North Sea — he spent his 20th birthday as a gunner on board the dreadnought HMS Barham.

"Frank is a major signing for us," said branch secretary Shipmate Bill Kynes. "Volunteer welfare visitors from the Association's Area 4 were making frequent visits to Frank which he seemed to enjoy. We asked if he would like to become a member and to our delight he said he would."

Tot of rum

Branch members now make even more visits to Bill and his wife. "I think he values our companionship," said Mr Kynes. "He still likes a tot of rum, and we take him some of that. He tells of his Service life and experiences as though they were only yesterday."

Frank, whose First World War ships included HMS Caroline, was made a petty officer in 1920. By 1922 he was serving in the battlecruiser HMS Renown on world deployment with the then Prince of Wales on board.

He left the Navy in 1936 after 23 years' service, but was



called up again on the outbreak of World War II.

In 1942 he was in Singapore and narrowly escaped capture by the Japanese. He and about 30 other naval personnel left in a trawler, eventually to reach Ceylon.

At the end of the war he left the Navy as a warrant officer, and in September 1945 he was invested as an MBE by King George VI.

Shipmate Frank Hatfield and HMS Barham, the ship in which he served at Jutland.

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Coach party rescued from blizzard

A COACH PARTY of pensioners stranded in a blizzard high in the Yorkshire Dales were rescued and given shelter — by a Royal Navy task group.

The 52 senior citizens got into trouble when their day trip came to an abrupt end in the heavy snow that caused chaos throughout the North of England in late January.

Their coach slid off a country road on a deserted moor above Nidderdale, leaving some of the passengers badly shaken. Although an ambulance and policeman were eventually able to reach them, the rapidly worsening weather had cut them off.

The nearest substantial shelter was at HMS Forest Moor, the Navy's main high-frequency radio station with a complement of 89 officers and ratings.

They too, were cut off and that night the staff who would normally return home after

their watchkeeping duty were preparing to spend an unscheduled night "on board."

On learning of the stranded coach, the commanding officer, Lt Cdr Paul Wearmouth, put a task group together and with a tractor and Land Rover set out to rescue the pensioners.

Blankets

With the help of the ambulance and another of the establishment's four-wheel drive vehicles, the pensioners were ferried back to Forest Moor in a three-hour operation.

They were given meals and hot drinks and settled down for the night on pillows and blankets. Advice over the telephone was sought from a doctor for those patients in need of medication, while the senior rates — led by their mess president, CCWEA Les Maguire — fulfilled the role of carers.

Their charges quickly recov-

ered from their ordeal and took part with gusto in a Bingo session, a sing-song — and a karaoke event organised by "night-sister" POW Ruth Callaghan.

Next morning the weather had improved enough for a coach from the nearest village to reach Forest Moor and, with a naval convoy and work party in support, to take the pensioners home.

"Staff at HMS Forest Moor were absolutely marvellous," said PC Tom Shardlow at Pateley Bridge police station. "Without their help we would have been in serious trouble, perhaps resulting in a tragedy for some of the old people."

Grateful

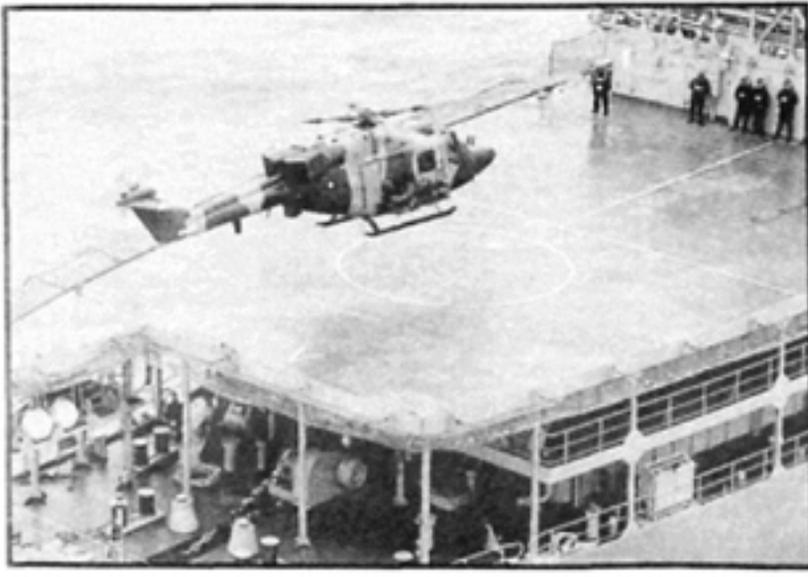
One of the Navy's most unusual rescues had resulted in letters of thanks flooding in to Forest Moor, some containing poems, cartoons and treasured family recipes from the grateful pensioners.

Rivers go to Brazil

The Brazilian Navy last month took over the River class minesweepers HMS Humber, Ribble and Helmsdale at a ceremony at Portsmouth.

It was part of a deal that will also include four Type 22 frigates, the Devonport-based HMS Broadsword, Brazen, Brilliant and Battleaxe.

● Flag Officer Portsmouth Rear Admiral Neil Rankin is seen here greeting Admiral Domingos Alfredo Silva, one of several senior officers of the Brazilian Navy who attended the ceremony with the Brazilian ambassador, Rubens Barbosa.



Army fly navy

A 656 Sqn Army Air Corps Lynx helicopter lands on RFA Gold Rover off Portland after taking lessons from the Navy on how to land on the back of a pitching deck.

Normally the Pongoes stick to land operations — but training in the art of sea survival is seen as an essential part of the curriculum.

It was pointed out to them that Gold Rover's flight deck is about three times the size of a frigate's ...

Birds of prey return to the frontline

THE LATIN motto Accipe Hoc ("Take That") and a bird of prey make up the crest of the newly-formed 848 Naval Air Squadron at RN airstation Yeovilton.

Entente for Marines

AN AGREEMENT which heralds closer links between the Royal Marines and their French counterparts has been signed in Portsmouth.

The Exchange of Letters — or Protocole de Jumelage — is a twinning agreement between 3 Commando Brigade RM based at Plymouth and the french Army's 9th Marine Infantry Division.

The document was signed by HQRM by Brig Jonathan Thomson and General de Division Tannequy Le Pichon.

The rebirth of 848 comes from 707 Sqn being awarded front line designation after having provided aircraft and crews for the Falklands campaign, the Gulf War, the Kurdistan relief operation and latterly Northern Ireland — though 848 will continue 707's training role.

The original 848 Sqn was formed in 1943 and saw service in Europe and the Far East, commando helicopter squadrons being known as 'junglies' from their historic service in Malaya and Borneo.

Senior 'jungle' officer and onetime commander of 848 Sqn, Rear Admiral Bob Woodward, now Flat Officer Royal Yachts, was at Yeovilton for the recommissioning service.

● Ex Wren Kate Field with one of Yeovilton's Bird Control Unit falcons — and the commanding officer of 848 Sqn, Lt Cdr David Lord.



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Notice Board



Appointments

Admiral Sir Jock Slater, to be First Sea Lord and Chief of Naval Staff, July 10.
 Vice Admiral Sir Michael Boyce, to be promoted Admiral and to be Second Sea Lord and CINCPACNAVHOMER, May 25.
 Capt T. W. Loughran, to be promoted Rear Admiral and to be Flag Officer Naval Aviation, June 1.
 Capt J. Band, illustrious in command, April 8.
 Capt B. W. Bryant, Endurance in command, July 4.
 Capt N. S. R. Kilgour, Montrose in command as Captain F, July 18.
 Cdr A. A. S. Adair, Brazen in command March 21.
 Cdr M. E. Finney, Sceptre in command, May 9.
 Cdr E. Fraser, Boxer in command April 19.
 Lt Cdr N. J. Hughes, Guernsey in command, Aug 1.
 Lt Cdr N. M. Hunter, Cromer in command, May 11.
 Lt Cdr G. R. Northwood, Alderney in command, July 18.

Points

The following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at March 1, 1995.

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

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

CCMEAM1 — Int (20.1.92), Nil;
 CCMEAM2 — Int (15.7.93), Nil;
 CCMEAM3 — Int (11.5.93), Nil;
 CCMEAM4 — Int (22.12.92), Nil;
 CCWEAAD1 — Int Nil, CCWEAAD2 — Int

(27.11.92), 1; CCWEAAD3 — Int (20.7.93), Nil; CCWEAAD4 — Int (13.11.92), Nil; CCWEAAD5 — Int (1.9.92), Nil; CCWEAAD6 — Int (1.9.93), Nil; CCWEAAD7 — Int (1.9.91), Nil.
 POEWY(O)(RS)(W) — 305, Nil; LS(EW)/LRO(W) — Int (14.1.93), 1; PO(M) — 117, Nil; LS(R) — Int (16.3.93), Nil; PO(R) — 446, Nil; LS(R) — 102, Nil; PO(S) — Int (15.6.93), Nil; LS(S) — 90, Nil; PO(D) — 308, Nil; LS(O) — 639, Nil; PO(M)(O) — 73, Nil; LS(MW) — 201, Nil; PO(SR) — 399, Nil; LS(SR) — 323, 1; PO(SEA) — 456, Nil; PO(CY) — 545, Nil; LRO(T) — 493, Nil; PO(S) — 453, Nil; LRO(O) — 273, Nil; POFT — 307, 1; RPO — 354, Nil.
 POMEM(L)(GS) — 75, 2; LMEM(L)(GS) — Int (29.3.93), 4; POMEM(O)(GS) — 621, 5; LMEM(O)(GS) — 375, 5; POWEM(O)(GS) — 222, Nil; LWEM(O)(GS) — 161, Nil;

Promotions to Chief

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

OPERATIONS GROUP (SEAMAN GROUP)
 To CPO(M) — G. Morrissey (Cardiff).
 To CPO(D) — G. Hall (Atherstone).
(COMMUNICATIONS GROUP) REGULATING AND PT
 To CPROPT — M. R. Clay (Tamarite).
MARINE ENGINEERING BRANCH
 To CPOEM(L) K. I. Clarke (London), J. A. McCuskie (Gannet), I. J. Robertson (Cochrane).
 To CPOEM(M) — S. Joplin (Duvertort).
SUPPLY AND SECRETARIAT BRANCH
 To CPOWTR — B. Hartley (Beaver).

POWEM(R)(GS) — 119, Nil; LWEM(R)(GS) — Int (19.3.93), Nil; POCA — 367, Nil; POCK(GS) — 296, Nil; LCK(GS) — 247, Nil; POSTD(GS) — 727, 2; LSTD(GS) — 150, Nil; POSA(GS) — 625, Nil; LSA(GS) — 156, Nil; POWTR(GS) — 242, 1; LWTR(GS) — 164, Nil.
 POMA — 257, 1; LMA — Int (10.5.94), 2; POS(SM)(O) — 280, Nil; LS(SM) — 388, Nil; POT(SM) — 184, Nil; LST(SM) — 194, 1; PORS(SM) — 435, 2; LROS(SM) — 185, Nil; POMEM(L)(SM) — 510, Nil; LMEM(L)(SM) — 265, Nil; POMEM(M)(SM) — 948, 4; LMEM(M)(SM) — 451, 6; POWSM — 557, Nil; LOM(WSM) — 385, Nil; POWEM(R)(SM) — 87, Nil; LWEM(R)(SM) — 437, Nil; PO(W)(SM) — Dr. N. POSA(SM) — 378, Nil; LSA(SM) — 88, 1; POWTR(SM) — Int (2.12.92), 1; LWTR(SM) — 177, Nil.
 PCK(SM) — Int, Nil; LCK(SM) — 704, Nil; POSTD(SM) — 453, Nil; LSTD(SM) — 990, Nil; POA(AH) — 1140, Nil; LA(AH) — 974, Nil; POA(METOC) — Int (1.7.94), Nil; LA(METOC) — Int (28.1.94), 1; POA(PHOT) — 537, Nil; POA(SE) — 693, Nil; LA(SE) — 446, Nil; POACMN — 562, Nil; POAEM(M) — 438, 3; LAEM(M) — 515, 2; POAEM(R) — 171, Nil; LAEM(R) — 521, Nil; POAEM(WL) — 272, Nil; LAEM(WL) — 503, Nil; POAC — Dry, Nil.
 POWREN(R) — 368, Nil; LWREN(R) — 327, Nil; POWREN(S) — 556, Nil; LWREN(S) — 463, Nil; POWRENPT — 354, 1; RPOWREN — 182, Nil; POWRENCK — Int, Nil; LWRENCK — Int (18.2.93), Nil; POWRENSTD — 1010, Nil; LWRENSTD — 314, Nil; POWRENSA — 358, Nil; LWRENSA — 153, Nil; POWRENWTR — 258, 1; LWRENWTR — 123, 5; POWRENWTRIG — 454, Nil; LWRENWTRIG — Int (15.6.93), Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Int, Nil; POWRENPHOT — 433, Nil.
 POWRENAEM(M) — Int, Nil; LWRENAEM(M) — Int, Nil; POWRENAEM(R) — Int, Nil; LWRENAEM(R) — 431, Nil; POWRENAEM(WL) — 157, Nil; LWRENAEM(WL) — Int, Nil; POWRENETS — 612, Nil; LWRENETS — 85, Nil; LWRENTEL — 517, Nil; POWRENWA — 367, Nil; LWRENWA — 348, Nil; POWRENHYG — 349, Nil; POWRENSA — 267, Nil; LWRENSA — 234, 2; POENIG — Int (9.11.93), 1; LENIG — Int (8.2.94), Nil; POEN — 154, Nil; POMA(O) — 219, Nil; LMA(O) — 155, Nil.

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

POWREN QA — 347, Nil; POWREN TEL — 806, Nil.

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

It should be noted that the number of B13s issued in the female categories are those advanced from the female shore roster.

SUBMARINE SERVICE
 To CPOV(S) — D. Henry (Tressles).
 To CPOEM(M) — R. L. Pryor (Trafalgar), D. L. Campbell (Neptune).

FLEET AIR ARM
 To CPOAEM(R) — S. Field (899 Sqn, Heron).

NON SEA-GOING BRANCHES
 To CPOWSA — J. Burrows (Portsmouth FMRO).
 To CPOW(METOC) — L. M. H. Hoffmann (Gannet).

To CPOFN — A. Lewis (RNH Haslar), S. E. Whapshot (RNH Haslar).

CHIEF PETTY OFFICER ARTIFICER
 Captain Naval Drafting has been notified of the following advancements to chief petty officer artificer which were made by commanding officers in January 1995.

CPOCT(L) — R. Peckham (SCU Leycester).

ACPOCT(A) — M. A. Eastwood (GCHQ Chesham).

CPOMEA — A. G. Wood (Portsmouth FMRO).

ACPOMEA — G. R. Jamieson (Exeter), S. A. J. Slavin (Gormwall).

CPOAEA(WL) — A. J. Broxham (829 Ft 201), N. D. Turner (Heron).

ACPOAEA(WL) — D. F. Shannon (771 SKS SAR).

CPOAEA(R) — P. D. Chambers (815 Ft 241), R. J. Willis (815 Ft 207).

ACPOAEA(R) — K. D. Bircher (801 Sqn), A. J. Viney (820 Sqn).

CPOWEA — D. B. Coughan (Triumph), A. O. Couter (CWTA Portsmouth), J. M. P. Stewart (Portsmouth FMRO), M. S. Taylor (SCU Leycester).

ACPOWEA — A. J. Burton (Collingwood), M. J. Metcalf (Nottingham), C. S. Taylor (Broadford).

ACTING CHARGE CHIEF ARTIFICER
 Authority was issued by Captain Naval Drafting in February for the following rating to be advanced to acting charge chief artificer:

ACCWEA — D. C. Green (London).

Swop Drafts

POWEM(R) T. Matthews, NCG, FMRO Portsmouth ext. 25311, will swop for any Plymouth area shore base.

RO1 Howe, 01973 336403, drafted HMS Newcastle, will consider any Portsmouth draft, deploying or not.

WTR Fribb, HMS Nelson UPO, ext. 24264, will swop for any London area draft.

LRO(O) T. Tennant, HMS Lindisfarne, will swop for any ship — XMT OFU.

CPOWEA(WD) Brown, HMS Neptune (MIXMAN I any OC/WD), will swop for any Portsmouth draft.

RO1(T) Daly, NWD 8466, drafted NILU Common, Northwood (EIPV), will swop for any draft in immediate Portsmouth area.

WTR Foude, HMS Cornwall, ext. 240/300, drafted HMS Osprey in May, will swop for any Plymouth area draft.

OM(EW) Grant, drafted HMS Leeds Castle (deploying South), joining July with an ERD of Jan 18 next year, will swop for any Portsmouth Type 23/42 not in refit.

Contact Lt Lynch on Dryad ext. 4513.

LWEM(R) A. J. Clark, HMS Southampton ext. 274 (RMO necessary), will swop for any Portsmouth ship not deploying.

MEM(L) Thomas, SCU Leycester Barrack Guard, ext. 4298, drafted HMS Herald in March, will swop for any Portsmouth ship deploying or not.

Awards
 THE FOLLOWING awards for service in an operational theatre have been announced:

OBE — Capt John Wilkins RFA.
 MBE — Major Simon Mine RN.
 Mention in Despatches — Lts Nick Richardson and Gavin Phillips RN, and Lt Gareth Green RM.

Queen's Commendation for Valuable Service — WOMEAM Christopher Macleod, CPOAEA(WL) Michael Peters.

Deaths

Lt Cdr A. R. Masters after a long illness, Jan 29.

Ck Kevin Dennis Biffe, HMS Drake BSO(F), Jan 31.

AEM1 Peter Ashley, 702 NAS, HMS Osprey, Feb 4.

Lt Col Domenico Salzano, RM Poole, Feb 14.

CPOEM(M) Samuel Bishop, HMS Warrior, Feb 13.

Rear Admiral Sir David Allen, Defence Services Secretary and Chief of Naval Supply 1968-91; member of the Association of RN Officers. Served in HM ships Falcon, Ondine, File, and at Britannia RN College, Jan 13, aged 61.

Rear Admiral Robert Currie, one of the most successful convoy escort commanders 1943-45. Commanded HMS Fame and B6 Escort Group and later 14th Escort Group. Commanded HMS Hesperus and 14th EG 1944-45. Awarded DSC and Bar for sinking U-767 and U-242 respectively. Awarded King Haakon VII Liberty Cross. After the war commanded HMS Scobey and was director of studies at RN College Greenwich. Commanded HMS Cumberland 1953. Chief of Staff to the Chairman of the British Joint Service Mission to Washington 1954-57. Aged 89.

Surgeon Capt J. V. Williams, Principal Medical Officer Devonport on his retirement in 1956. Final Examining Medical Officer, RN and RM recruiting 1956-66. Queen's Honorary Physician. Last surviving participant in the Wanshan Incident in China 1926 — an expedition by RN gunboats to recover, from a local warlord, captured British Merchant Navy personnel. Aged 95.

Captain Ed Brown, former CO of HM ships Tintagel Castle, Pelaw and Nubian; Chief of Staff to FO Aircraft Carriers 1966-68; Captain HMS Osprey 1968-70. Former General Secretary of KGFS. Aged 75.

Phillip May QC, ex-CPO. Won the Albert Medal (later translated to the George Cross) in 1947 for saving seven naval personnel when they were overcome by gas in the cable tank of the cable ship St Margaret berthed in Malta. Aged 72.

S/Lt Peter Wild, leading member of the Combined Operations Pilotage Parties which carried out surveys of enemy beaches during WW2. Aged 78.

S/Lt John Miller, who won the George Cross for bravery during mine disposal work during the London Blitz.

Lt Cdr David Ford MBE, engineer officer serving HMS Marsden, Ark Royal, Hermes, BRNC Dartmouth, Torquay, Nubian, Fearless, Naval Attaché Barbados (as acting Cdr), five years' Loan Service with Royal Oman Navy. Aged 50.

Lt Cdr A. G. G. Vanreen, member of Algernes Association and Association of RN Officers; served HM ships Exeter, Javelin, Berry, Anthony.

Dennis Cullen, member of Algernes Association, served HMS Acute.

Lt Henry Randall at his home in Australia. Served with Force H during WW2 and then for three years with the RAN. Aged 86.

Witford John Welaby, ex-CPO Coxn diver. Served in HM ships Kappel, Gamba and Duke of York. Aged 67.

V. Stevens, ex-Cdr RM, member of HMS Renown Association.

L. Mortimer, member of HMS Renown Association.

D. M. Anderson, ex-AB. Ships included HMS Forester and Implacable.

Gerald Baker, ex-CMEM. Served 1953-75. Ships included Ark Royal 68-71, Raleigh, Hermes 73-75, Eagle, Whizby, Triumph, Albion 54-59. Aged 59.

G. W. Lows, ex-Coder 1940-46. HMS Wolverine, North and South Atlantic, Malta Convoys.

K. G. Purdie, ex-AB gunner. Served 1939-47 in HM ships Valiant, Trent and Newcastle. Aged 72.

Raymond Anderson, ex-AB, member of HMS Sikh Veterans Association. PoW in Italy. Aged 72.

F. A. (Towns) Tawney ex-AB CM. Served 1949-57 in HM ships Acteon, Admant, Finnisterra, Nereide and Terror. Aged 63.

Sid Norton, Boy Seaman First Class in HMS Amethyst during Yangtze incident, 1949; wounded by sharpnet. Aged 62.

Ivor Davies, survivor HMS Cossack; took part in Almark incident. Member of HM Tribal Association WW2.

Patrick Phillips, survivor HMS Punjabi after collision with HMS King George V. Member of HM Tribal Association.

G. Tennant, served in HMS Phoebe 1945 and HMS Wildfire (Skomer). Aged 68.

Lt Wren Irene Greene (nee Sheppard). Served at Harwich, Southwood, Gt Yarmouth, Dover and Ramsgate.

J. McHugh, HMS Barham Survivors Association.

K. Ludwig DSM, HMS Barham Survivors Association.

Harold Douglas Kent ex-CERA, served in HM ships Drake, Newcastle, Eagle, Gambia, Blake, Sultan, Victory. Aged 76.

Norman Middleton ex-RM, former member of 428 King's Squad 1945. Spent most of his 12 years' service at sea.

William (Bill) Such, ex-Sig, served in HM ships Cormorant, Anthony and HMNS Frisco. Aged 71.

L. D. Blackburn, ex-POME. Served 1937-49 in HM ships Moth, Dairy (H53), Calloppe, Mauritius, Anson, Apollo, Laerte, Kent, Atonia. Survived sinking of HMS Sprinx, Fitzroy. Member of HMS Dairy Families Association.

Margaret McVay, ex-CWREN Regulator, served 1970-79. Feb 4.

Ronald Alfred Haigh, ex-AB 1942-46. Served in HMS Collingwood, Victory, Quebec, Cobra, Rosemeath.

William (Bill) Calvert, ex-SCPO(S). Served in HMS Onslaught, Ladybird, Albion, Unicorn, Michael, Ark Royal, Palliser, Warrior, Blackcap, Falcon, Gannet, Claverhouse and with Malay navy. Aged 69.

ASSOCIATION OF RN OFFICERS

Lt (A) B. D. Abbott, HM ships, Siskin, Seahawk, Falcon, Fulmar.

Cdr (E) R. S. Bailey, HM ships Kent, Furious, Forth, Severn, Howe, Sawflure, Blake, Cochrane.

Lt Cdr (E) S. F. W. Blackall, HM ships Resolution, Froisher, Gambia, Ratary Head, Ranees, Sirius, Orion, Trafalgar, Glory, Safeguard, Corona, Berry Head.

Cdr (S) P. G. Bowden OBE, HM ships Highflyer, Superb, Ukussa, Illustrious, Posepina, Eagle.

Lt Cdr R. J. L. Bristol, HM ships Scotsman, Token, Montrose, Dolphin.

Cdr (E) S. V. P. Capper DSC, HM ships Janus, Cleopatra, Anethusa, Ajax, Centaur, Orion.

Surgeon Capt J. Glass OBE, HM ships Gamba, Sea Eagle, Cochrane and at Sheerness Singapore and MDG(O).

Wardmaster Lt Cdr P. McGreen, RN Hospitals Haslar, Bighi and Stonehouse.

Surgeon Lt Cdr J. D. B. Perkins, HM ships Liverpool, Collingwood.

Cdr R. C. Teyler, HM ships Orion, Venturous, Valiant, Ganepes, Durban, Ambrose, Malabar, Victorious, Collingwood.

Cdr (E) B. T. Tippett, HM ships Liverpool, Vengeance, Victorious, Collingwood, Anela, St Angelo.

Cdr (S) C. E. Trythall, HM ships Orion, Woolwich, Edinburgh, Royal Arthur, Daedalus, Anson, President, Gambia.

Cdr (X) H. P. Westmacott DSO, DSC, in command of submarines and with Australian and NATO Med Submarine Command, executive officer RNAS Hal Far and Naval Attaché Lisbon.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

L. Tuck, ex-LS/Torpedoman, Swindon. Served 1943-55.

K. Gibson, Wear, Sunderland. Aged 79.

J. Lewis, Wear, Sunderland.

C. Davis, ex-CPO Coxn, Waterlooville. Ships included Curacao, Warspite and HM submarines Clyde, Porpoise, Cachalot and Racehorse.

J. Statham, Mansfield and District, ex-SeaR 1945-48. Ships included HMS Illustrious. Aged 65.

H. (Jimmy) Weeks, Hanworth, Ex DEMS (Southern). Ships included HRS Queen Mary and C/S Lady Dennison Pender.

L. Brazier, Northampton. Ships included HMS Eagle, Volage and Morecombe Bay (Korea). Aged 72.

J. N. Laurensen, ex-AB RP2, Rockingham, W. Australia. Served 1944-48, including HMS Valkyrie, Ganges, Collingwood, Pembroke, Resaper, Sussex, Wildfire, Royal Arthur and RN College Greenwich. Aged 68. Former member of Perth branch.

W. J. Heath, Lt, ex-TAGS, Yeovil.

J. K. (Jack) Bartlett, Poole. Served 1941-46, including HM ships Benwick and Kelantan. Aged 71.

P. Barker, Bloxwich. Aged 68.

D. Nicholls, Ramsgate. Served 1943-46. Ships include Cranston and Onslaught. Aged 69.

POWEM(R) Rose, HMS Southampton, drafted RDLANT, Portugal beginning 1996. Will consider any Portsmouth shore base or sea-going Type 42 or CVS.

RO Farthing, RNOD Remand Wing, sentry watchkeeping. HMS Nelson ext. 24591. Will swop for any Yeovilton/Portland draft.

WEM(O)1 Pearson, 3Q Mess, HMS Newcastle, drafted HMS Brilliant, September. Will consider any Portsmouth ship or shore draft.

AEM(AE) Tull, RNAS Culdrose ext. 7512, drafted HMS Invincible May 15 (AED). Will swop for any Culdrose front-line draft.

LWEM(R) Stephen, 3HA Mess, HMS Cornwall, drafted FMRO Portsmouth, May. Will swop for any Plymouth shore draft.

SA Denny, HMS Dolphin ext. 41123 or 01705 522750, drafted HMS Birmingham, April 11. Will swop for any Portsmouth-based sea-going draft.

AWM Newman, HMS Ark Royal ext. 572, drafted HMS Coventry, July 2. Will swop for any Portsmouth-based ship not deploying.

STD1 R. J. Baker, Silver Store, HMS Nelson Wardroom, drafted RNAS Culdrose, April 30. Will swop for any Portsmouth shore base or ship deploying or not.

LS(MW) Simmons, HMS Arun, will swop for any MCMV, preferably Rosyth-based.

STD Mallett, HMS Berkeley, will swop for any Plymouth-based ship.

AB(O) M. Peltson, HMS Cornwall ext. 257, drafted HMS Nelson, April. Will swop for any Plymouth shore base or CACS ship deploying or not.

RO Macgregor, MHQ Piraeus, 01383 412161 ext. 4273, drafted RN Display Team, March 20. Will swop for any Rosyth shore draft.

POMEM(M) Veitch, RM Poole LCVP Section, 01202 677311 ext. 2220, will swop for any Devonport shore draft.

WEM(O) Sutton, HMS Hurworth, drafted HMS London, April 20. Will swop for any Portsmouth ship except carriers.

AB(W) S.P. Harvey, Marlborough F150, HMS Collingwood, drafted HMS Lindisfarne early May. Will swop for any Hunt-class or single-role minehunter (must be Navy Yeo qualified).

LWRO Irving, HMS Sultan ext. 2100, drafted HMS Osprey, March. Will swop for any Portsmouth shore base.

WEM(O) Remadele, HMS Collingwood, drafted RN Display Team (HMS Sultan), March 20. Will swop for any Portsmouth, Portland, or Scotland/Ni shore base.

LSA Dunbobbin, HMS Heron ship's company, ext. 6123. Will consider any swop.

AB(S) Hewitt, HMS Neptune (draft for any AB) will swop for any Portsmouth shore base.

MEM(M) Holloworth, FMG(ME), HMS Drake, drafted HMS Brazen, July. Will swop for any shore base anywhere or any non-deploying ship.

WEM(O) Hunt, 3HA Mess, HMS Cornwall, drafted HMS Cardiff, June. Will consider any non-deploying, Devonport-based ship.

LRO(O) Gidert, RNAS Culdrose, 01326 552159, drafted HMS Southampton, April. Will consider any Plymouth ship deploying or not.

STD Liptrot, 814 NAS, BFPO 200, drafted HMS Neptune, May 29. Will swop for any UK shore establishment, especially Yeovil or Northwood.

MEM(L)1 Carr, 3Q Mess, HMS Battlesaxe (deploying April), will swop for any Devonport ship in refit or not deploying.

AB(S) Marshall, 39 MANS Mess, HMS Norfolk, drafted HMS Iron Duke, June-July (Portsmouth based from August 96). Trained in 2050, 2031, 2016. Will consider any Devonport Type 22 Batch II or III.

LWEM(R) Entwistle, Neel diving vessel (worth) — contact HMS Neston (Gunwharf) ext. 24588. Will swop for any Portsmouth ship, any situation, but not MCMVs.

WTR Hallowell, SCU Leycester, ext. 4298, drafted DIO Whitehall, April 3. Will swop for any Portsmouth draft. PV (ITS) required.

WTR McGowan, HMS Nelson ext. 25115, drafted HMS Collingwood UPO, May 9. Will swop for any registry/G draft, Portsmouth area.

LWEM(R) Cundell, FO Plymouth Comms, drafted HMS Edinburgh. Will consider any Devonport ship, preferably not deploying.

WSTD1 Vincent, 2F Mess, HMS Exeter, BFPO 278, drafted RNAS Yeovilton, May 15. Will swop for any Portsmouth-based ship.

WTR Hallowell, SCU Leycester, ext. 4298, drafted DIO Whitehall, April 3. Will swop for

Beaver says it with flowers



POCA Wheeler introduces Lady Betina Staveley to the art of flower arranging — from icing sugar — in the wardroom galley of HMS Beaver.
Lady Staveley, who launched the Type 22 frigate, was visiting her in Devonport on the tenth anniversary of her commissioning, accompanied by her first commanding officer, Rear Admiral John Lang.

— and Shetland cries Up-Helly-Aa!

HMS Shetland's visit to her affiliated town of Lerwick coincided with the annual Up-Helly-Aa — a traditional Viking festival that ends with the burning of a replica longship.
This is preceded by a stirring 800-man torchlight procession and followed by all-night celebrations in various 'halls', which many of the Island Class offshore patrol vessel's ship's company were glad to attend ...
● Meeting the 'Guizer Jarl' or chief Viking, Peter Leask, are Shetland's commanding officer Lt Cdr Mark Garratt and LRO Kevin Meikle.



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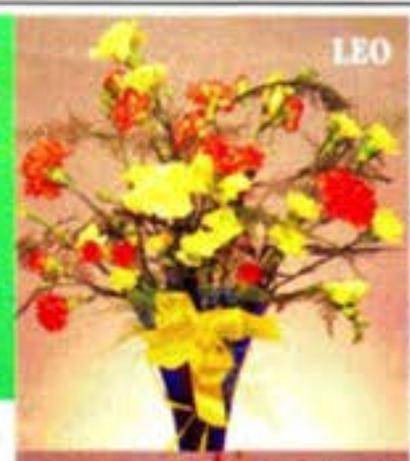


MYSTIC MEG is Britain's leading astrologer and is watched by 20 million viewers each week on television's National Lottery Show and read by 11 million people every week in the News of the World's Sunday Magazine.
Meg has chosen bouquets to match each starsign for Mother's Day on March 26th. It's a unique gift for a special lady, delivered to her door.
Guernsey Flowers are renowned for quality and freshness, and these lovely starsign bouquets are picked, carefully packed, and posted first class in a luxury gift box. So the traditional gift of flowers that says Love You Mum, is now made extra special.
Each presentation box includes a Mother's Day card with her starsign secrets, a FREE silk rose, plus ribbons, wrappings and cut flower food. Orders must be received by March 15th to guarantee delivery in time for Mother's Day.



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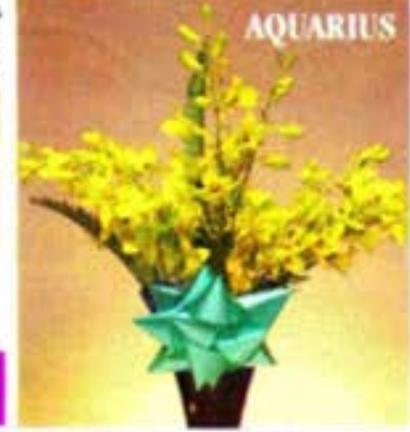
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LEO



CAPRICORN



AQUARIUS

ARIES MEN is energetic, warm and loving, so her star-sign bouquet reflects this with a mix of sunny and spry carnations in her zodiac shade of red.
Taurus MEN has a way of making a family feel secure. Her hidden gentle romantic streak inspires a star mix of carnations, with lilies, all in pink.
GEMINI MEN can be her kids' best friend with a non-clingy love inspiring her star flowers, mixing lilies and carnations in her own zodiac yellow.
CANCER MEN will be the emotional heart of family life, with a great secret strength. And this inspires white carnations, with sweet lilac lilies.
LEO MEN can make her family feel good with a sunny smile and proud love. Orange and yellow carnations and lilies with gold ribbons is fun.
VIRGO MEN is such an interesting, complicated man. This inspires a rich mix of colours in her star-sign bouquet of carnations and lilies.
LIBRA MEN has charm, glamour and fun, and her kids love this. She'll love carnations and lilies in pink during school with mauve in her gift bouquet.
SCORPIO MEN may hide the depth of her love but it is so strong, so loyal. Carnations, symbol of a woman's love mix with lilies in deep red.
SAGITTARIUS MEN is the action man, who'll mix love of life with a kindness that's captured in pretty pink carnations with vivid purple ribbons.
CAPRICORN MEN works hard to make family life a success so they skip on treats for herself, yet adores luxury, like chosen orchids in richest purple.
AQUARIUS MEN has the gift of listening to her family and has a taste for the unusual. So her flowers are intriguing, yellow Singapore orchids.
PISCES MEN has endless love and cuddles for the family yet has a romantic imagination captured in a star-sign flower mix of love and quiet white orchids.

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Retiring General Secretary leaves Trust in position of strength . . .

LT CDR Don Lawrence (right) has retired as General Secretary of the Royal Naval Benevolent Trust after almost 21 years and handed over to the new Chief Executive, Cdr Jeremy Owens.

Don, who joined the Royal Navy in 1947 as a Writer and was promoted under the Upper Yardman Scheme, joined the Trust in 1974. Since then the RNBT has developed into a major naval charity — due in no small part to Don's unstinting loyalty.

Jeremy (left) recently retired from the RN after 32 years' service in a wide variety of supply, legal and personnel appointments, the final two of which were Base Supply Officer, HMS Nelson, and Administration and Personnel Officer on the Staff of Flag Officer Surface Flotilla.

In addition to his new responsibilities as Chief Executive he plays an active role within the Royal Naval Association.

The change-over at the helm of the RNBT coincides with the closure of its head office in Chatham and the centralisation of its activities at Castaway House in Portsmouth.

EASY RIDER



Picture courtesy
Clarrie Jackson
Photography

OSTEOARTHRITIS of the spine, hips, knees and ankles was threatening to confine Mrs Wendy Piper to the ground floor of the family home until the stairlift she describes as "a godsend" was installed.

Wendy is the wife of LCA Ian Piper, whose work takes him away from their home near Grimsby. An occupational therapist recommended a stairlift as a way of safeguarding Wendy's independence when Ian and the family members who live locally were not around to offer support.

SSAFA Grimsby visited the Pipers and

helped them to apply to the RNBT. The grants committee approved a grant of £900 towards the lift and then passed the case on to the Navy Special Fund, which helped with an additional £400.

The case was also put before the Royal British Legion and SSAFA, and the balance found for the purchase and installation.

Young dad refused to take pain lying down

BACK IN 1990 ex-LRO(G) Stephen Craig, who had served in the Royal Navy from 1976 to 1983, began to experience lower back problems; the pain eventually becoming so severe he was forced to stand down from the business he had founded.

X-rays revealed two of his vertebrae had compacted. Treatment by epidurals, acupuncture and drugs brought only temporary relief from the debilitating pain.

Stephen's local hospital at Chichester recommended an operation to fuse his spine, but warned the National Health Service waiting list could mean a delay of 18 months.

By the time he received this advice Stephen was finding it impossible to lead any sort of normal life. The pain meant he could not allow his two young children, Faye and Timothy, even to share his chair, let alone sit on his knee.

Sponsorship

He contacted King Edward VII Hospital at Midhurst and ascertained the operation could be carried out privately, but at no small cost. Unemployed and on Income Support, Stephen refused to be deterred. He wrote to a number of organisations for sponsorship.

Impressed by his determination, the RNBT's Grants Committee awarded £1,000 towards the cost of the operation and Stephen managed to obtain the balance.

Following a successful operation and recuperation Stephen's life has altered greatly. He is now able again to play in the garden with his children, take the dog for walks, play sport and drive.

He has also returned to work, taking care of UK distribution for an American market training company, and in writing his thanks to the Trust Stephen was able to offer the RNBT a place free of charge on one of his company's courses.

CHEQUE MATES!

WO Tiny Little, chairman of the RNBT's Portsmouth Area Committee, receives cheques totalling £3,750 from shipmate Gerry Coulson (right), chairman of the Royal Naval Association's Charities and Welfare Committee, and from Shipmate Bert Wells (left), of the RNA's Dartford branch. Their cheques were for £2,000 and £1,750 respectively.



A moving story

WHEN ex-Leading Stoker Fred Large was going through his late wife's belongings he was surprised to come across an RNBT letter and grant authority dated October 27, 1953.

Fred had not been aware that the Trust had assisted Edna while he was serving in Malta in the submarine HMS Sanguine. She had been living ashore on the island but returned home ahead of him when Fred was due to be drafted to HMS Trump, which was sailing to the UK.

Edna found a flat for herself and her husband in Southsea and began to arrange for the

furniture and effects they had left with Fred's mum in Lancashire to be brought south.

Suggestion

A friend of Fred's suggested that Edna contact the RNBT to see if any help could be given. The Trust made a grant of £10 to cover the removal costs.

Forty years later Fred and Edna were admitted to Haslar

Hospital together, and even to the same ward. Sadly, Edna died, but Fred was subsequently discharged.

Touched by the helping hand the Trust had extended so long ago to his wife, Fred determined to pay a visit to Castaway House. He presented the Trust with a donation of £100 in appreciation of that kind gesture.

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 The size of RNBT's present average weekly expenditure in grants and allowances

BY THE NAVY FOR THE NAVY

The Royal Naval Benevolent Trust makes no appeals to the public. It relies entirely on investment income, donations, legacies and canteen rebates.

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 Telephone 01705 - 660296 or 822351 (HMNB) ext. 25841

Last post for Stonehouse



Top left: Pre-dating pillarbox red, one of the oldest postboxes in the country graces the hospital grounds.

Above: The central walkway at RNH Stonehouse, leading to Trafalgar Block. The gardens have delighted patients and staff alike.

Far left: Surgeon Lt Steve Smith and LEN(G) Heather Finch attend to a young orthopaedic outpatient.

Left: An old engraving of Stonehouse, again looking towards Trafalgar Block.

"I took a walk through the Royal Hospital for the sick and wounded sailors. I never saw anything of the kind so complete; every part is so convenient, and so admirably neat."

THUS wrote John Wesley in 1785, a quarter of a century after the first patients had been admitted to RNH Stonehouse, brought in from the malt houses and warehouses along Devonport's shoreline.

At the end of this month the hospital is to close its gates behind its final patient. An announcement will be made by MOD in due course on the successful bidder for the site.

Meanwhile, 150 RN personnel plus a number of Stonehouse's civilian staff will transfer to the Derriford Trust Hospital on the outskirts of Plymouth.

Uniform

They will work in all departments of the hospital and the Service personnel will continue in uniform, their cap tallies, where appropriate, reflecting the new home establishment of HMS Drake.

Whatever becomes of RNH Stonehouse, the name will be perpetuated at Derriford, where the new Stonehouse Naval Ward is due to be opened officially on April 12 by the Vice Chief of Defence Staff, Air Chief Marshal Sir John Willis RAF. The ward will cater for general surgical cases.

Those RN personnel not joining Derriford have been drafted elsewhere. MOD has tried to place as many of the civilian staff as possible — and has set up a team locally

to that end — but some face redundancy.

That is a sad prospect. Over the years the care and expertise provided by Stonehouse Hospital has touched many a sailor and Marine. For the past 20 years that care has been extended to the public of the West Country.

In their 235 years the wards of Stonehouse have seen



"New knowledge" is celebrated in the motto of RNH Stonehouse

great changes, huge advances in the fields of medicine, surgery and nursing. Yet the hospital itself has remained relatively unchanged since its completion in 1762 and there is no doubt Wesley would find much he recognised even today.

The design of the hospital, with its open-plan blocks to prevent the spread of conta-

gion, was far in advance of its time.

One change which would confuse old Wesley, however, is the fact that adjacent Stonehouse Creek is now school playing fields, having been filled in completely by 1970.

Mud flat

An entrance to the hospital from the creek was in regular use before the First World War for patients coming in from ships. A mud flat at low tide and difficult to navigate even when the tide was high, it was never ideal.

On arrival, patients were stripped and washed down; their clothes often fumigated ready for their owners' discharge. The phrase "Up the creek" is thought to owe its origin to this inauspicious gateway and the similar creek-born entry once offered at RNH Haslar.

In reality a fairer phrase to use about the hospitals would be "In safe hands".

A service of Thanksgiving to celebrate the life and work of RNH Stonehouse will be held in the hospital chapel, the Church of the Good Shepherd, on Thursday, March 9 at 1830. Director General Naval Chaplaincy Services, the Ven. Michael Bucks, will give the sermon.

● Graham Evans' excellent pictorial history of the hospital, *Up the Creek*, is available in Plymouth bookshops, or by sending a cheque for £7.50 to him at St James Park Nurseries, Puckator Lane, Tremar, Nr Liskeard, Cornwall PL14 6EA.



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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.

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Bout halted as blood flowed

THE START of this year's Inter-Service Team Championships at RAF Cosford saw two comparatively inexperienced squads produce a night of tremendous boxing, with the Royal Navy triumphing over the RAF 7-4.

Without a doubt the evening's best bout was between welters Cpl P. Whalley and Mne Phil Harris (Comacchio Gp). Both displayed what amateur boxing should be all about as first one and then the other got the upper hand.

Each had a contrasting style: Whalley with good footwork and sharp switches of attack, Harris more upright, countering with a determined effort to win each exchange.

Both bled freely from the nose and the Army referee, WO Reid, was frequently forced to wipe away the blood. Two minutes into the third round the referee decided to stop the contest and asked the judges to mark it up to that point, as if the round had been completed. Phil Harris emerged a very close majority winner.

Razor-sharp

Light-flyweight saw the much-awaited return of two of the leading little men in the country and it lived up to its promise. Cpl Darren Fox (RAF) outpointed AB Lennie Woodcock, with a display of razor-sharp boxing that was a credit to his time training with the England squad.

Lennie had problems throughout the bout with the relentless long-range pressure he was under. By the third round his nose was bleeding freely, but he gallantly tried to work his way in to throw useful mid-range punches.

Darren kept cool throughout the exchanges and took a deserved points decision from all three judges.

Another exciting bout was the light-middleweight contest between Wales' representative boxer Cpl Sean Pepperall and newly ABS-rated Mne Steve Whyte (HQ and Sigs Regt). After an even first round Sean stepped up the pace in the second to put Steve under severe pressure, with rushing attacks that saw the Marine

pushed back to the ropes and desperately covering from heavy hooks to head and body.

The third round saw a complete turnabout, with Steve keeping the action at long-range and countering each attack as Sean tired. Steve increased his workrate and variety of shots to take a well-deserved majority decision.

Downhill

RN middleweight Mne Dean Edwards (SEME Bordon) made hard work of his bout against SAC S. Mack, who endeavoured to upset Dean's long-range boxing with rushing attacks. From the second round onwards, though, it was all downhill for Mack as Dean found his range and constantly caught the RAF boxer with jabs and heavy right hands. The referee stopped the contest with only seconds of the final round remaining.

Navy team captain Mne Lee Kerry (45 Cdo) put in an aggressive performance at heavyweight against tall SAC P. Baron. He went straight to work from the first bell, slipping jabs and attacking with long hooks to the head and body. After three counts inside two minutes the referee was forced to rescue the RAF boxer from further punishment.

Controlled

England flyweight SAC Owen Spensley put in a competent display at bantamweight versus former RN novice featherweight champion AEM Jason Kilkenny (Osprey). Despite putting in a controlled performance Owen was never going to stand and swap punches with the young Navy boxer as he continued trying to trap Owen and land his heavy southpaw hook shots. The RAF captain simply kept it at long range to take a unanimous decision and the evening's best boxer award.

Newcomer to the Navy team, light-welter Mne Jim Twycross (45 Cdo) always looked in control against a very aggressive

SAC Mackay. Despite being forced to take a count in the second, the former Scottish youth champion came back with a southpaw right hook to the head which had the RAF boxer out on his feet and the referee stopping the contest.

The Royal Navy top brass could take a good look at the way their boxers were allowed to prepare for the match against the Army at HMS Nelson.

In front of 1,500 spectators the Senior Service was ruthlessly pulverised into a humiliating 11-1 defeat by the well-prepared Army team.

Most of the Navy boxers had been with coach C/Sgt Leo Toms for barely three weeks beforehand, while the Army squad had been training together since September. AB Lennie Woodcock (Ledbury) was the sole Navy winner, and that on a walkover

Disapproval

Dean Edwards was very unfortunate in the judging of his middle-weight bout against Cpl Ollerhead. The RAF officials gave Ollerhead the majority decision, to howls of disapproval from the local crowd.

Another Royal Marine, Stu Donley (CTCRM) was thought by the crowd to have done enough to win in his fiercely-contested bantam-weight bout against Pte D. Dugan, but Dugan took a unanimous points decision.

Steve Whyte's valiant battle against last year's ABA champion Kevin Short was just not enough. Short took the welterweight title by another unanimous decision.

With no fewer than five national champions in their squad and four months of continuous training, the Army were never seriously threatened by the Navy. But although at times outclassed, the remaining Navy boxers never gave up trying. Their coach saved their misery, though, retiring them as soon as they appeared to be hurt.



VINTAGE VETERANS

VICE Admiral Sir Michael Boyce, Royal Navy squash president, is flanked by the Senior Service's victorious veterans' team after they saw off the competition in the Inter-Service Squash Championships.

The team comprised (back l-r) Cdr Dicken Wilkinson, Lt Sam Gilliland, (Vice Admiral Boyce), Cdr Robin Bawtree, (front l-r) WO Tim Webb, Capt Richard Pelly and Lt Cdr Nick Alves.

Players bid farewell to Robin Bawtree, who was playing in his last Inter-Services before leaving the Navy.

The other RN teams did not show as well in the tournament; the men's, women's and under 25s all came third.

● In the Inter-Establishment Knockout Cup, HMS Neptune beat RN air station Yeovilton 4-1 in the final.



White shines in goal but it isn't enough

FOUR goals to nil up an hour into their home match against the Prison Service, the Navy seemed to relax and then were made to pay the penalty. The game ended in a 4-4 draw, writes Lt Cdr Jim Danks.

The match gave the Navy team some practice after a six-week layoff. Their next game was against Devon in the South West Counties Cup.

Devon had the better of the early exchanges, but MEM Jason White (Richmond) was in excellent form in goal for the Navy. However, the Devonians went ahead minutes after the interval and after a period of Navy pressure increased their lead.

White continued to keep the Navy in the game with more fine saves, but his teammates could not convert their increasing share of the possession into goals. Devon held on to win 2-0 and retain top position in the group.

There was worse to come at RN air station Yeovilton when the Navy went down 6-1 to

Somerset on the newly floodlit pitch. Somerset attacked from the start and despite excellent work from White, disaster struck just before half-time when Somerset scored three goals in two minutes.

Thwaites clawed one back but the overall performance will have disappointed the Navy players, just four games away from the start of the Inter-Services.

The four goals making up the 2-2 result in the Royal Navy's match against English Universities were all scored within the first 20 minutes. The RN scorers were skipper POPT Steve Riley, from a penalty, and POPT Nick Haigh, on his return to the side after time out injured.

Fine saves by MEM Jason White kept the Navy on level

terms — as did an upright placing itself in the path of a Universities' shot! All in all an entertaining match.

● In the match against Somerset CPO Steve Johnson (Sheffield) made his 150th appearance and LPT Paul Willetts (Dolphin) his 50th.

Inter-Services

Burnaby Road, Portsmouth, will host the RN v Army Inter-Services match on March 15. Kick-off is at 1930 and spectators will be most welcome, as at all fixtures. The RAF v RN match will take place at RAF Halton on March 22 (kick-off 1430).

Other games: March 5, RNFA Youth v Army Youth, Aldershot Military Stadium, 1100; March 7, RN v Gwent (SWCC) at Burnaby Road, 1930; March 12, CSFA Youth v FA Colts, Aldershot Military Stadium, 1400.

SOMETHING TO SMILE ABOUT

THIS year the Navy shares the Inter-Service Under 21 Rugby Championship with the Army, crowning point of a successful season.

Captained by S/Lt Sam Wynn (Dartmouth), the Navy played the RAF first, with both sides seeking domination but making basic errors.

Most of the early pressure came from the airmen, but the Navy side then settled to play more adventurous rugby and were rewarded by a penalty from AB Kearton. A converted try for the RAF and an unconverted try by SA Walker put the Navy 8-7 up at the half.

Unconverted

In the second half the Navy pack gained the advantage. Mne Coone's unconverted try put the Navy 13-7 ahead, but a penalty and try gifted by the RN enabled the RAF to take a 15-13 lead. With four minutes remaining stand-off Kearton made it 16-15 with a match-winning drop goal.

The Army v Navy youth match was played in Aldershot in atrocious weather. The Navy defended heroically against a constant onslaught by the confident and determined Army side.

An opportunist sniping try by Mne Griffiths, converted by Kearton, against two early



The victorious RN Youth squad. Flanking skipper Sam Wynn (centre front) are Capt Alan Jones (Chairman Development) and Lt Cdr Phil Noble (Chairman Youth).

penalty goals, gave the Navy a remarkable 7-3 lead at half-time.

On the return the Army forced the pace to take an early converted try. The last 25 minutes of this strongly-contested game was played mainly in Army territory, but against a resilient defence. Two penalty goals by Kearton were the only reward for the

Navy team and the match finished a 13-13 draw.

The efforts of the young Navy players have resulted in a strong RN/RM presence in the Combined Services' U21 and U20 squads. Congratulations to Hughes, Wynn, Burke, Aspin, Clayton, Lally, Jones, Annal, Griffiths, Coone, Walker and Kearton.

A smile has been restored

to the face of Navy selector Jeff Blackett with three straight victories by the senior squad, writes the *Leprechaun*.

Satisfaction

After a period of experimentation and the bleeding of several new players, Jeff is close to finalising his squad for the Inter-Services competition and these wins have

been a source of great satisfaction, both in the results themselves and the style in which they were achieved.

The 19-12 win against Combined London Old Boys included two sparkling tries from Craig White (outside centre), another by Ginge O'Sullivan (No 8) and two conversions by John Kaye (fly half).

Two individual tries from man-of-the-match White (moved back to right wing) and two from returning No 8 Bob Armstrong, plus a conversion by Jamie Coulton (full back) and a penalty from Kaye gave the Navy their 25-14 win over a strong Civil Service side.

The RN v Cambridge University match was played in torrential rain under new floodlights at Burnaby Road, which were officially switched on by Rear Admiral Neil Rankin, Flag Officer Portsmouth and President RNRU.

The Navy produced their best display of the season and dominated the match, scoring five tries — Spencer Brown (left wing), Paul Livingstone (scrum half), Dan Parkes (prop), Kaye and Gerard Harrison (second row). In worsening conditions, the match was abandoned after 63 minutes with the Navy 25-12 ahead.

Finally, an appeal for support at the Navy v Army (April 1) and Navy v RAF (April 25) matches at Twickenham. Tickets — ring 01705 822351 ext 24193 — cost £10, £5 under 18s, £20 for families (two adults, two children) and £1 per person for school parties. Ten percent of ticket price will go to charity.



NAVY RETAIN ROCK CUP

TEAM skipper LREG Toby Owens accepts the Combined Services Gibraltar Football League Cup from Capt. John Smith, Captain Gibraltar Naval Base, watched by the rest of the side.

They retained the trophy by beating the Army 3-0 in the fast and furious final. LPT Ian Rietze scored the first two goals and AB J. Bonser headed in the third.

Come on Ref!

INTERESTED in becoming a football referee? Courses will be held at RAF stations High Wycombe (March 3-5), St Athan (March 17-19), Coningsby (March 27-29) and Honnington (April 3-5) and at RMSM Deal (May 13-15).

Contact Lt McCaffery (Heron ext 6621) or C/Sgt Barnett (Whale Island ext 7657) for details.

The RN Football Association Referees' Society will

hold their inaugural meeting on March 23 (1930) in the WO's, SRs' and SNCOs' Mess, HMS Excellent, Whale Island, Portsmouth. Contact C/Sgt Barnett.

National title for Lawrence

TOBOGANNING in the Navy has seen great successes this season, beginning with AB(D) Sid Lawrence (Plymouth Diving Unit) becoming national champion at the British Novice Bob Skeleton Championships in Austria. Lt Tim Dathan (Manadon) was second.

At the Inter Service Championships, held on the Cresta Run, St Moritz, although the RAF were in top form, the RN finished second. Overall individual champion was Cdr Andre Osborne (Devonport Management Team), who rode his fastest ever time — second fastest by a Serviceman in the 40-year history of the event — to take the Auty Speed Cup and the Lord Trenchard Trophy for the lowest aggregate time. All in the team wish to thank sponsor Save and Prosper.

The RN Tobogganing Club is open to all serving Navy personnel. Women are not permitted by the Cresta authorities to ride that run, but can compete at all other events. Contact Tim Dathan, ME-Dept, RNEC Manadon, Plymouth, Devon PL5 3AG.



Mne Gary Gerrard.

Sport

Gerrard seizes his opportunity

EARLIER rain made the course particularly heavy for the RN/RM Cross-Country Championship at HMS Raleigh, which for the first time in 14 years was destined to produce a new men's champion.

Holder of the title for that amazing period of time, Lt Cdr Chris Robson, was unable to defend it this year due to injury.

Six runners, led by Mne Gary Gerrard, broke free from the main group from the start of the race. After the first lap LAEM Gripper Dunn was settling into second place, some 30 metres behind him.

Disqualified

And so it remained, with C/Sgt Terry Pates eventually moving head of Lt Steve Gough and Lt Cdr Dai Roberts to claim third place.

Sadly, the Royal Marines forfeited the men's team prize as a result of entering an ineligible runner, the second time in as many years that this had happened. The title was taken instead by Air Command with Portsmouth second.

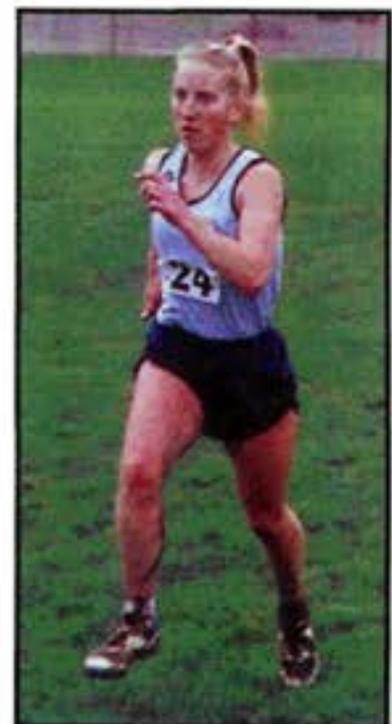
Organisers were delighted that Fleet had entered a team after six years' absence, but

lengthy sea time had clearly affected performances.

Wren Lynn Webb of Portland won the ladies' race, a deserved success after years of hard preparation. Lt Nicky Spurgeon was second and newcomer LWPT Belinda Fear (Daedalus) was third. Air and Scotland group retained the team trophy.

The junior event was poorly supported, probably reflecting the lower number of juniors in the Service. It was won by CK Stockdale, with OM Young in second place. Capt John Rye RM won the veterans' event, followed by Cdr Al Rich and CPO Downton.

GOOD luck to Lt Nick Diggle (HMS Orwell), competing in the London Marathon on April 2 in support of Cancer Relief Macmillan Fund. It will be his first attempt over the distance.



Wren Lynn Webb.

Drivers' trophy for Day

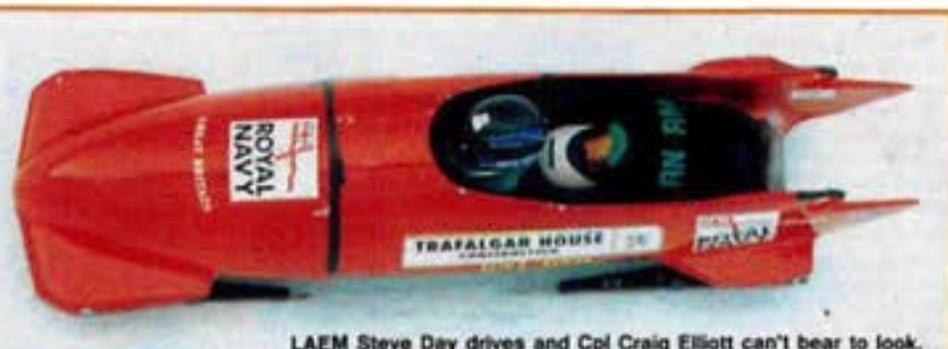
LAEM Steve Day (845 NAS) and Cpl Craig Elliott (Heron) finished fourth overall in the British Two-Man Bobsleigh Championships at Igls in Austria, beating several members of the national team.

But for drawing the penultimate start position of 24 — and therefore running on significantly slower ice — they would undoubtedly have been among the medalists. Even so, LAEM Day won the novice driver trophy.

The Navy's other bob, driven by Cpl Owen Harries (RM Poole) with LPT Mark Harrauld (Osprey) as brakeman, finished eighth. Not bad at all in Harries' first season. He went on to take part in the four-man championship as crewman for a national bob, which finished third.

Had the Navy had its own four-man bobsleigh an RN entry would have proved a force to reckon with!

The team wish to thank their sponsors, Trafalgar House Construction and Churchfields Vehicle Rentals, Hammersmith.



LAEM Steve Day drives and Cpl Craig Elliott can't bear to look.

FOUR QUICK LEARNERS

FOLLOWING their debut at the RN Dry Ski Slope Championships, four members of 706 NAS showed well at the Navy's Alpine meet in France.

Lt Cdr Stan Burgess and Lts Debs Bhattacharya (capt), Hoses Hayton and Karlos Brown (left to right) won the Minor Slips and Establishments Giant Slalom (Du Pont Trophy), were runners-up to RMR Bristol in the Slalom and won the combined giant slalom/slalom category to take the Skeworld Bowl.

The four, who also did well in individual events, express their thanks — and apologies — to Southwest 4x4, Chiverton Cross, for the loan of a vehicle. It came back, like its passengers, slightly bruised!



Pictured (back l-r) Osborne, Lt Andrew Mills, Lt Cdr John Lewis, (front l-r) Dathan, Lawrence, Lt Jamie Summers and LS(D) Mick Maddock.

3,000 watch a grand finale at Deal

THE BAND of the Royal Marines School of Music exercise their Freedom of Deal for what may be the last time.

Under the Defence Costs Study announced last year it is proposed to close the school, ending its 130-year link with Deal and establishing a Defence School of Music in Portsmouth.

The march by 120 men and women based at the School of Music took place on February 9 — the 50th anniversary of the town's bestowal of the Freedom honour.

The Marines' route was lined by 3,000 specta-

tors — ten per cent of Deal's population — including many children who had been given the day off school.

At the town centre the general salute was taken by the Mayor, Cllr Eileen Rowbotham, accompanied by Brig Robert Tailleur, and the Commandant of RM Deal, Lt Col Ilay Ferrier.

Later, at a reception at the Town Hall, a specially commissioned commemorative seal of the borough's coat of arms was presented to the school. In return a ceremonial side-drum was presented to the town.



Picture: PO(PHOTO) Jan Brayley

Rescue diver risked his life 6 times

A RATING who made six dives into a capsized vessel in an attempt to rescue a teenage boy has been awarded the Queen's Gallantry Medal.

LRO Nigel Griffiths, who according to the citation displayed "the utmost courage", had to be ordered to abandon his efforts just before the upturned fishing junk sank in Victoria Harbour, Hong Kong. The 15-year-old boy's body was recovered later.

At the time, in July 1993, Griffiths was undergoing training as a ship's diver when the Hong Kong RN Clearance Diving Unit were tasked to search for the boy who was thought to be trapped alive in a pocket of air.

The vessel was in imminent danger of sinking in the rough, murky water. Although he had no formal training for the type of diving task he faced, Griffiths volunteered to enter the hull.

He made two, 30-minute



LRO Nigel Griffiths — awarded Queen's Gallantry Medal.

dives, entering the vessel six times to search her compartments and wheelhouse. Each entry was more dangerous than

the last as the vessel's condition deteriorated.

Meanwhile a response was heard to tapping on the hull, and Griffiths redoubled his efforts to find the boy in the unstable, unfamiliar and cramped compartments full of oily water and flotsam where visibility was down to one foot.

Had the vessel sunk, Griffiths would probably have died. "LRO Griffiths conducted himself throughout this dangerous and demanding operation calmly and with confidence," stresses the citation.

"He displayed the utmost courage, selflessness, dedication and bravery and never faltered in his attempt to secure the release of the boy."

Since the incident, LRO Griffiths has completed his service in Hong Kong and is now at HMS Collingwood near Portsmouth.

Things are looking up!

A SAILOR'S life has many ups and downs. But whichever way you look at it, LCK Paul Jones (top) and MEM Adrian Crossfield are feeling really "up" about going Down Under on board the Devonport-based HMS Monmouth.

The Type 23 frigate is currently deployed and is destined to be the first Royal Navy ship to visit New Zealand for 11 years, following a thawing in relations with Britain over nuclear weapon issues.

Monmouth has taken over West Indies guardship duties from HMS Broadsword before passing through the Panama Canal to the Pacific for a series of exercises with the Canadian, Australian and US navies. She will then go on to New Zealand and Sydney.

Families will have the chance of two reunions during the trip — one in Barbados when the ship calls in for maintenance at Easter, and again at Sydney in August, before she returns to Plymouth in November.



Picture: LA(PHOTO) Gary Hay

Bound for S. Africa

THE ROYAL Yacht was due to leave Portsmouth on March 2 in support of the Queen's visit to South Africa.

HMV Britannia will be in the Republic during and after the Queen's tour on March 19-25 — the first visit to South Africa by a reigning monarch for 47 years.

As Navy News was going to press, HMS Iron Duke was also spending a few days in South Africa on her way back from duty as South Atlantic guardship.

FO South goes west

THE PLAN to merge Flag Officers Plymouth and Portsmouth land areas under a Flag Officer South will not now take place on April 1.

One of the Front Line First recommendations proposed the abolition of Area Flag Officers and the allotment of their tasks with effect from April 1, 1996.

As a result a study has been started to propose the re-allocation of the flag officers' responsibilities, and as a result Flag Officers Plymouth and Portsmouth will be retained for up to a year.

Exeter off Somalia

HMS Exeter is standing by off Somalia as part of an operation to withdraw UN troops from the country. The Type 42 destroyer joined a US Navy-led task group in early February and is scheduled to remain in the region until mid-March.

Chute death

ROYAL Marines L/Cpl Domenico Salzano (30) died after his parachute failed to open during a training exercise in Norway. L/Cpl Salzano was based at RM Poole.

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