

Glasgow – and the trials of ship boarding
page 17

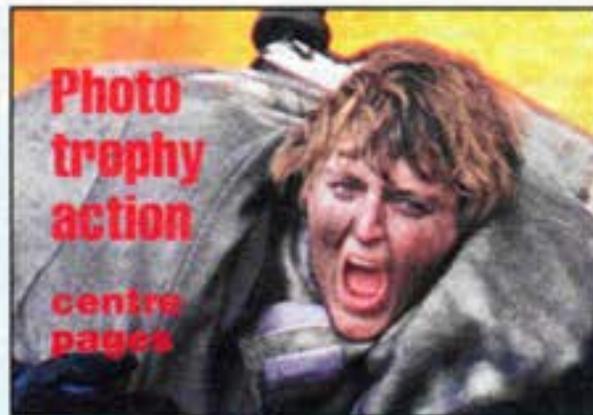
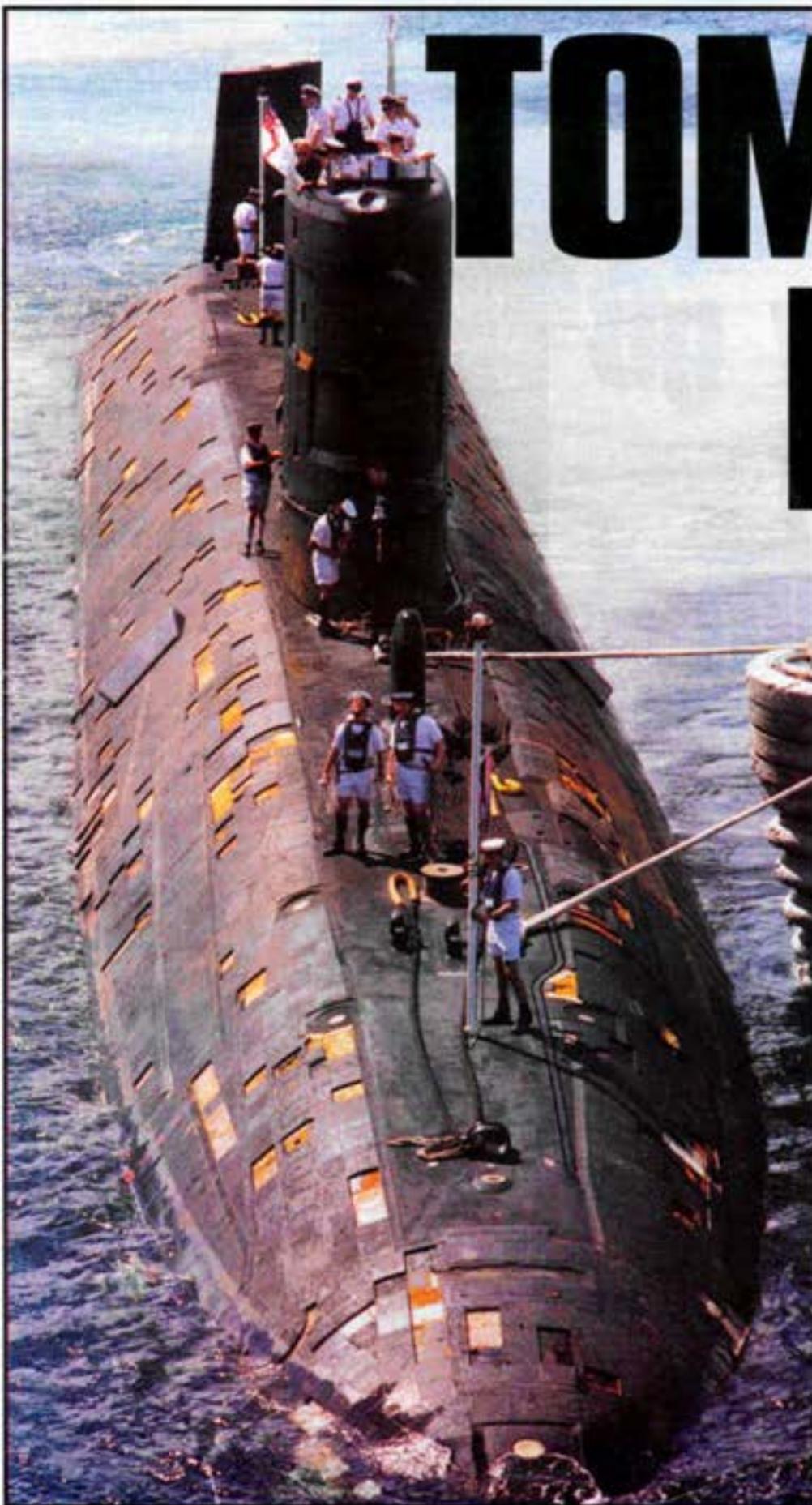


Photo trophy action
centre pages



Movers and shakers of ship stability
page 27



TOMAHAWK HAS THE EDGE

TOMAHAWK cruise missiles even more accurate than those used to devastating effect in the Gulf War will be carried in Britain's submarines by 1998.

Secretary for Defence Michael Portillo announced last month that the conventionally armed missiles of the latest US Block 3 version which entered service this year would enable the UK "to threaten limited action against selected targets as a means of persuading an aggressor to desist from hostile activity . . .

"In today's strategic conditions it is important to have the capability to carry out precision attacks minimising the risk to our own forces, as well

HMS Trenchant, one of the submarines destined to be armed with Tomahawk cruise missiles, bears the scars of a long deployment as she berths at the Pacific island of Guam. Her somewhat battered appearance is due to sound-insulating tiles detaching from her hull.

● Turn to page 8 for a report of her travels.

as to civilians," he said.

"We believe this system will provide a significant addition to our military capability."

Cost of the system, to include 65 missiles, will be £180m. The latest Tomahawk has a range of around 1,000 nautical miles and carries a 700lb conventional high-explosive warhead which cannot explode on impact unless armed.

Most significant of its improvements is its ability to navigate using Global Positioning System (GPS) satellite information. Recent advances in technology mean it can strike an individual building at the extremity of its range.

Tomahawk even monitors its own health – it will, if necessary, divert itself to a "safe area"

Covert

Both Trafalgar and Swiftsure class submarines will be fitted to receive the weapon, but there are no plans for Trident submarines or RN ships to carry it or to fit it with a nuclear warhead.

As a platform for Tomahawk, the nuclear submarine has the advantage of rapid, covert deployment and self-sustainment for long periods.

Also, the missile's compatibility with existing submarine weapon systems and the launch system via torpedo tubes make it cheaper and easier to install.

It is designed primarily as a land attack missile, cannot be used against other submarines, and although it would be possible to give it a capability against ship targets the Navy has no plans to do so.

Oz ships return

HM SHIPS Sheffield and Monmouth were returning to Devonport on November 2 after a deployment to Australia and South-East Asia.

Their seven months away took Sheffield to the Gulf for operations off Kuwait and Iraq, and to S. E. Asia where in company with the tanker RFA Brambleleaf she took part in exercises with Australian forces.

After Monmouth and Brambleleaf conducted visits in Oceania and the Pacific, she joined Sheffield in September for an intensive, multi-national exercise in the South China Sea involving forces from Australia, New Zealand, Singapore and Malaysia (see also page 8).

On Sheffield's return from her 40,000-mile marathon, 12 of her ship's company will return home to new babies born since the ship left.

Picture: PO(PHOT) Kev Preece

Vast maritime arena for Pompey

PORTSMOUTH Harbour Millennium project – which has won £40 million of National Lottery money – will strengthen the Royal Navy's historic links with the city, said Flag Officer Portsmouth, Rear Admiral Neil Rankin.

He was speaking at the event held to confirm the Millennium Landmark project which envisages a £113 million scheme for the "renaissance" of Portsmouth harbour, turning it into a vast international maritime arena.

Admiral Rankin said that the project would help project Portsmouth as the maritime gateway to Britain – and in sharing common interests and purposes, Navy and city would progress together into the next century.

Without the co-operation of the Ministry of Defence the project would not have been possible, said Millennium commissioner Michael Montagu and the Leader of the city council, Cllr Leo Madden.

Among the development plans is a new attraction within the Historic Dockyard which will present the modern Navy to the public and will complement the historic ships and RN Museum already sited there.

The development will be the responsibility of Portsmouth Naval Base Property Trust whose Millennium project officer is Capt Mike Matthews who recently retired from the Service.

Millennium Landmark also has at its heart five kilometres of new promenade forming a trail

around the harbour, a 165-metre high observation tower, dramatic cross-harbour fountains, laser-lit water jets, a network of water bus services, and a new national ordnance museum at Priddy's Hard.

Other aspects of the scheme include a new ship hall to house the remains of the Tudor warship Mary Rose, an exhibition centre focusing on the Victorian ironclad HMS Warrior, a Portsmouth Dockyard museum, development of the RN Museum and improvements to the RN Submarine Museum at Gosport.

The Lottery grant goes towards £86 million worth of the development. The additional £26 million is the total value of projects yet to be considered by the National Heritage Memorial Fund. Work is expected to be finished by the year 2000.

Manpower numbers change Navy Days timing

NAVY DAYS, to be held next year at Portsmouth, have been switched from August to the late spring bank holiday for manpower reasons.

The earlier dates of May 25-27 are outside the main summer leave period when the number of naval personnel available to host the public and stage displays is at a premium.

Portsmouth Navy Days Secretary, Lt Cdr Peter Vale, said that in 1994 – the previous occasion on which Portsmouth had hosted the annual event – it was staged in May to complement the 50th anniversary commemoration of D-Day.

Success

Then it had 44,500 visitors, and while attendance was almost 20,000 down on the last time it was held in August, the event was judged a success.

Lt Cdr Vale said: "Although our reason for making the change was manpower, we are finding that the smaller number of ships able to take part these days means that visitors have a more enjoyable experience without having to queue too long."

As Navy Days now alternates between Portsmouth and Devonport, Plymouth is due to stage the event in 1997.

Royal Oak nameplate returned

NAMEPLATE of the sunken battleship HMS Royal Oak has been laid up in Orkney Cathedral after being recovered from Canada.

The brass lettering was handed over by Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan, at a ceremony at the cathedral where the ship's bell is already held.

Almost 800 men lost their lives on October 14, 1939 when Gunther Prien's U-47 torpedoed the Royal Oak as she lay at anchor in Scapa Flow.

Plundered

Although she is classed as a war grave, the wreck has in the past been plundered for souvenirs.

The nameplate was one of the items removed illegally and taken to Canada where it was eventually located and returned early this year as a result of correspondence with the RN Museum at Portsmouth.

The brass letters, three inches wide and half an inch thick, mounted on mahogany, were restored to near original condition at Rosyth naval base.



U-boat may go on show at sub museum

ONE OF the surrendered German U-boats which a Midlands firm plans to salvage from the Atlantic seabed may go on display at the Royal Navy Submarine Museum at Gosport.

Director of the museum, Cdr Jeff Tall, told Navy News he supported the idea that serious consideration should be given to preserving at least one of the submarines in Britain and that he would be making approaches to the company that has been granted salvage rights by the Ministry of Defence.

"We are interested in the prospect of acquiring a complete U-boat," he said. "I shall be making enquiries with the salvage firm concerned."

An estimated 110 U-boats, surrendered after World War II, were either scuttled or sunk as targets in Operation Deadlight which took place 50 years ago this December.

They were sent to the bottom in groups of four or five about 30 miles off the coast of Northern Ireland in an estimated 300ft of water.

The vessels that were used as targets are probably badly damaged, but experts believe that

those that were scuttled could be virtually intact. All weapons and ammunition were removed from them before they were sunk, and as no German sailors went down with them there is no sensitivity normally attached to vessels sunk in wartime.

The wrecks include the Germans' staple Type VII and IX U-boats as well as the later, highly advanced Type XXI and XXIII designs.

Cost

"Whether or not we decide to try to obtain one of them really depends on what they've been lying in and in their condition," said Cdr Tall. "There can be extreme, long-term financial danger in taking on salvaged vessels in terms of preservation. Much depends on how the metal has stood up to 50 years of being immersed in sea water."

Holland I, the Royal Navy's first submarine, was salvaged in

1982 and is on display at the museum – but at a cost. Although in remarkably good condition after almost 70 years on the bottom, eventually it was found that she had absorbed destructive chloride into the body of her cast-iron structure.

To save her, a total sum of more than £500,000 is having to be spent in an operation that will take years.

"An encouraging factor is that whereas Holland I was made of cast iron, German U-boats were made of very high quality steel which could make a big difference," said Cdr Tall.

Despite the uncertainties he supports the views of the Chairman of the Historic Warship Preservation Society, Chris Tankard. In a letter to The Times newspaper Mr Tankard urged that preservation of a vessel in the UK should be considered and called for one to be offered to Germany.

Trimaran frigate design unveiled

PLANS for a revolutionary trimaran warship have been exhibited for the first time in Britain by Vosper Thornycroft (UK) Ltd.

On show was this model of the new design, first unveiled earlier this year at a defence exhibition in the Middle East.

The three-hull format is based on a 700-tonne offshore patrol vessel, a corvette of twice the size and a 2,250-tonne light frigate.

VT's Technical Director, Bob Mulligan, said: "We await with interest the views of the Ministry of Defence."

It is claimed that the trimaran will be faster, more economic and more stable than conventional warships.

● Stability research by RN – page 27.

Reaction force to be set up by RM brigadier

COMMANDING Officer of 3 Commando Brigade, Brigadier Jonathan Thomson, has been appointed to head the military team given the task of setting up Britain's rapid-reaction strike force.

Plans for the 5,000-strong force have been confirmed in Parliament by Defence Secretary Michael Portillo. It will include Royal Marines and members of the Parachute Regiment and Airborne Brigade.

The force, which will be set up by next August, will be a joint enterprise, drawing on support from the Navy's specialist shipping and the RAF's transport aircraft and battlefield helicopters.

Malaya

Brig Thomson joined the Royal Marines in 1963. He saw service in West Malaya and Borneo in the 1960s, and commanded the Combat Tracker Wing in the Jungle Warfare School in 1969-71.

After other appointments – including his first to 45 Cdo – he commanded the Special Boat Squadron from 1980-83. He commanded the RM School of Music at Deal in 1987-89 followed by two years as CO of 45 Cdo.

Before assuming his appointment to 3 Cdo Bde, he was Chief of Staff to the Director Special Forces.

University use for Manadon

THE ROYAL Naval Engineering College at Manadon has been sold to the University of Plymouth in association with the development company Peaston (Plymouth) Ltd.

The Navy vacated the college as Navy News went to press, and Peaston will take over the 106-acre site in the new year.

Joint plans by Peaston and the university envisage a teaching workshop and library accommodation for 2,000 engineering students and staff who will transfer from the main Plymouth campus. There will also be residential accommodation for 500 students.

After development the site is scheduled to be in use by the university from September 1997.

David takes it slowly with Trident

TOP racing driver David Coulthard found out what it was like to drive a Trident submarine when he was a guest at Faslane. And despite his look of uncertainty there was no chance of a crash, as the "submarine" Voyager belies its name by being a hi-tech simulator.

Among those keeping a careful eye on David's progress in the Vanguard-class trainer are Flag Officer Submarines, Rear Admiral Roger Lane-Nott and Captain Sea and Shore Training, Capt Ian Hewitt.

After his session in the simulator which trains personnel to manoeuvre the giant Trident vessels, David said he found it a "great feeling" to get his hands on a different kind of steering wheel.





Decade's opening salvos

TRAFALGAR Day commemorations this year took on a new significance as they marked the start of the 200th anniversary of the 'Nelson Decade' that saw his most famous victories.

For the first time in 12 years the hero's last flagship was clear of scaffolding as restoration work on the starboard side was completed in time for the ceremonies - this year overseen by Lt Kerry Straghan, her first female First Lieutenant.

Main spotlight fell, as usual, on the Victory, where Second Sea Lord and C-in-C Naval Home Command Admiral Sir Michael Boyce lay a garland of laurel on the quarterdeck where the hero fell and saw the famous signal 'England expects' run up all three masts; and on the Sea Cadets parade in Trafalgar Square, at which First Sea Lord Admiral Sir Jock Sizer was guest of honour.

Meanwhile the official launch of the National Maritime Museum's new Nelson exhibition was performed by Earl Nelson, who fired a cannon

mounted on a replica gun deck to mark the event to the background of a parade by the Royal Hospital School Band. The Nelson Decade programme was jointly launched at the museum and at Newhouse, near Salisbury - where a cannonade by the Trafalgar Gun Company was organised by the 1805 Club. The Newhouse Nelson connection dates from 1817 when George Matcham, son of Nelson's favourite sister Catherine, married the owner's daughter Harriet Eysc. Descendants of the family still live there.

Enthusiasts

Members of the Nelson Society held their dinner - one of many, large and small, enjoyed by Nelson enthusiasts at home and abroad - at the Hotel Nelson in Norwich and visited his birthplace at Burnham Thorpe. (See also page 20)

● Admiral Boyce lays the wreath on the quarterdeck of HMS Victory.

Turn of the scales in 'tuna wars'

Bosnia medal approved

A NEW MEDAL and clap is to be issued to British personnel who have been involved in NATO operations in former Yugoslavia.

The NATO Medal has been approved by the North Atlantic Council for military and civilian personnel, and may be awarded with a clap denoting a theatre or area of operations, or a particular operation.

On the obverse, the bronze medal bears the NATO star set in a wreath of olive leaves, while the reverse has the title "North Atlantic Treaty Organisation" and the words "In Service of peace and freedom" in English and French. The ribbon is of NATO blue with a narrow white stripe towards each edge.

For members of the British Armed Forces who have been involved in NATO operations - or have supported them - in Bosnia and neighbouring areas, the Queen has approved the wearing of the medal with a clap bearing the words "Former Yugoslavia".

Eligible

Recipients of the medal must have spent 30 days continuous or accumulated service in the former Yugoslavia, and the Adriatic - including airspace above - from July 1, 1992, or must have spent 90 days' continuous or accumulated service in the area of operations in Italy.

Eligible personnel include those under NATO command in ships and aircraft assigned to Operations Maritime Monitor, Maritime Guard, Sharp Guard and Dory Flight, and as liaison officers.

The Secretary-General of NATO has agreed that personnel serving in the Royal Navy's carrier task group - which began Adriatic operations in January 1993 - are also eligible.

The first phase of distribution covers the period up to the end of this month. Applications for the medal are not required at present as eligibility checks will be made internally.

Penzance keel laid

KEEL of HMS Penzance, first of the second batch of seven Sandown Class mine counter-measures vessels, was laid by Controller of the Navy Vice Admiral Sir Robert Waldmley at Vosper Thornycroft's Southampton yard. Others in the class will be HMS Pembroke, Grimsby, Bangor, Ramsey, Blyth and Shoreham

AFTER nearly four months constant patrolling in the Bay of Biscay and the western Atlantic the last of the RN's Fishery Protection Vessels is home at the end of a relatively peaceful 'tuna war'.

HMS Guernsey had taken turns with HMS Anglesey, Alderney, Dumbarton Castle, Lindisfarne and Orkney to enforce fisheries and deal with any risk of harassment to British skippers.

Although quieter than last year, the tuna season did not pass totally without incident - but on each occasion the swift arrival of the Navy cooled tempers and matters were solved sensibly, the Squadron's Captain, Capt Chris Ellison told *Navy News*.

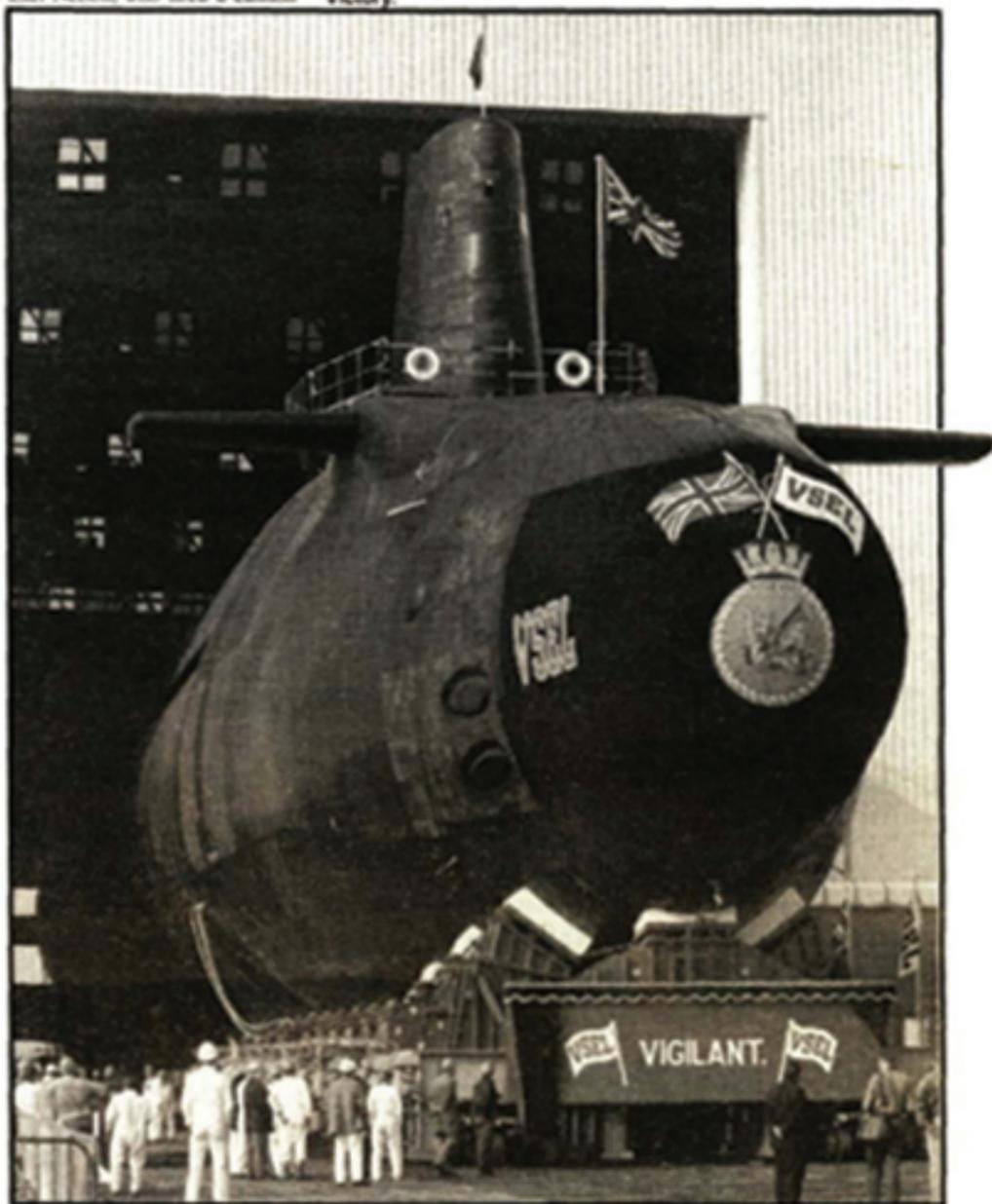
Through interpreters on board it had been possible to build up understanding and trust between British and Spanish fishermen, who had thus been able to learn a little of each others methods - and even try them out.

The presence of a large, well-equipped vessel had proved invaluable in other ways, he added - as when the Cornish fishing vessel Ben-My-Cree fouled her propellers with her own nets and divers from HMS Alderney (including her CO, Lt Cdr Gerry Northwood) went down to free her.

Valuable

Without their help a valuable catch of 1,400 tons would have been lost.

"Excellent, exhaustive pre-season planning and briefing for this season's tuna fishery was helped immeasurably by the willingness of all players on the ground to communicate and get on with each other," said Capt Ellis.



VIGILANT GETS ROLLING

THIRD Vanguard class Trident missile submarine HMS Vigilant was rolled out of VSEL's Devonshire Dock Hall at Barrow-in-Furness last month and formally named by Lady Frere, wife of Chief of Fleet Support Vice Admiral Sir Toby Frere.

Vigilant is due to enter operational service in 1998. Of her sisters, HMS Vanguard began her first patrol in December 1994, Victorious is preparing for hers at the turn of the year and Vengeance remains under construction.

HMS Vigilant is the eighth major Royal Navy vessel to bear the name, the last being a V Class destroyer completed in 1943 and converted in 1951 as a Type 15 frigate. She was scrapped in 1965. A strong contingent of veterans of the old Vigilant - which saw action against the Scharnhorst and the Japanese cruiser Hagaru, the last destroyer action of World War II - attended the roll-out.

Cooks' new look

LADY Fieldhouse, widow of Admiral of the Fleet Lord Fieldhouse of Gosport, with CPO Cook Martin Gladys after opening the newly refurbished galleys at HMS Dolphin that cater for up to 850 service and civilian personnel. The new facilities feature a computer-controlled refrigeration system and a "breathing ceiling" to extract cooking fumes.





Drafty... Warfare, Ops and WEM section



HAVE YOU ever wondered why the telephone lines to Drafty are always engaged?

This overheard telephone conversation might give you a clue.

Ring, ring...

DRAFTY: Good morning Ops, Warfare Drafting, PO Wren.

CALLER: Is that Drafty?

DRAFTY: Yes it's PO Wren, can I help you?

CALLER: Hello, Chops R here, I'm ringing about the draft you've given one of my lads. He's been drafted to sea after only seven months ashore and apart from being seen off, it puts us in queer street too...

DRAFTY: Can I have his name...?

CALLER: Not only that, this draft is to a Guzz ship and I know for a fact that he lives in Pompey.

DRAFTY: Yes, but can I have his name...?

CALLER: As for the job, well we've just trained him up for the next course coming through and now you send us this draft order, it's really mucked up the section.

DRAFTY: Yes, Chief, but can I have his name, rate, service number, and unit?

CALLER: What? Oh, yes, er, (ruffle of paper)... er JACK and er... the lad's an AB radar and his service number is... er... (ruffle of paper) er... why do you need all this stuff anyway?

DRAFTY: It saves time, Chief... (pause)... right, I have his details, now what's the problem...?

CALLER: What about all these PFTs - we aren't going to get any work from him...

DRAFTY: Sorry, Chief, the rules are that all PFTs are completed while the rating is ashore. I can tell you now that he is only doing those PFTs that are on the ship's scheme of complement - we don't give out freebies.

CALLER: Well, can't he have a first preference draft to a Pompey ship - he's only just got married and has bought this house I mentioned... (ruffle of paper) in fact the draft order says his next draft is IPRE to Guzz which it can't be...

DRAFTY: Well, his last preferences held here and dated November 30, 1993, give his shore preference as Plymouth and sea as

Keep in touch - you know it makes sense!



Devonport Type 22.

CALLER: Oh, well that's all wrong, in fact he was Pompey-based with his other half since early 1994.

DRAFTY: Why didn't he update his preferences then? I'm sorry, but we are now within five months notice for sea and I know for a fact that we don't have any early out-of-turn/short notice-volunteers available, so this really is an 'own goal'.

CALLER: What about this emergency relief pool, can't one of

them be used?

DRAFTY: Chief, the ERP is used for exactly that - emergencies. Not that we can use them

anyway, the ERP is currently very dry - that is, they are all at sea already - it's very much first come first served with ERP manpower.

"The emergency relief pool is currently very dry, that is, they are all at sea already. It is very much first come first served..."

CALLER: How about replacing him with one of these Wrens we haven't got sea billets for?

DRAFTY: Well, first off, not all branches have Wrens waiting to go to sea and secondly, we can only send the ones we have to mixed manned ships - and then only if a bunk is available.

In this case, the ship isn't mixed manned, so the idea is unfortunately a non-starter.

CALLER: What about swap drafts then?

DRAFTY: Well, that's for you to sort out. All we need is the C240s for the swap draft from both ratings. Do you have anyone in mind?

CALLER: Well, not exactly (pause) my boss is going to go ballistic, we've only just trained him up.

DRAFTY: Sorry, Chief, we can't do much about that. I've looked at your scheme of complement, and there is no training billeted. Not only that, there isn't any continuity on this billet to tell us that he's someone needed for a long time...

CALLER: How do I go about getting this training and a continuity put on my SOC then?

DRAFTY: Well, you'll have to raise it through your admin authority as an amendment. Whether it gets approved will depend on whether your admin authority supports it...

CALLER: It seems a bit over the top - can't we just fix it between us...

DRAFTY: Sorry, Chief,

unless we do it by the book, the problems never get sorted out - they just slide to some other poor soul... (pause) Is there anything else?

CALLER: Yes, what about his relief here?

DRAFTY: We're working on it but it isn't looking too good and you may have to take a short-term gap.

CALLER: A gap! We can't take one!

DRAFTY: I'm sorry, Chief, but that might be the case. It's either that or gap a ship, and the ships come first. It's all detailed in DCI (Royal Navy) 57/95.

CALLER: Well, if we have a gap, what can we do about it?

DRAFTY: If you have to take a gap, we'll get someone there as soon as possible. If you need someone right away and we end up not supplying anyone... well this is really an internal matter to your establishment you'll need to investigate with the MACCO... (pause) Is there anything else, Chief?

CALLER: It's funny you should mention it... I hear there is a billet coming up in Hong Kong for a chief and I was wondering if...

DRAFTY: Are you a volunteer for LFS on your C230?

CALLER: Well, er, no, I haven't filled one in for a couple of years, well maybe three, you know how it is...

DRAFTY: (sighs and thinks 'here we go again')... What's your name and service number chief?

THE MESSAGE

Think before phoning. Drafty can't please all of the people all of the time but statistically you have more than an 80 per cent chance of being in your preference area or job if your C230 is up to date. Keep in touch - you know it makes sense.

Starling swoops on Chinese smugglers

HMS Starling has swooped back into action with her Hong Kong Squadron sister ships after a five-week overhaul in the territory's dockyard.



During her first week back on patrol, the ship boarded more than 20 vessels in her anti-smuggling and illegal immigrant role, resulting in the arrests of 12 mainland Chinese.

She also completed a two-day weapon training exercise with the other HK Sqn ships, HMS Plover and HMS Peacock.

While in dock, both of Starling's engines were overhauled and a new main generator fitted, before she was towed to HMS Tamar for more minor work.

Trials

She underwent a busy period of harbour and sea acceptance trials before her first stint as duty patrol craft.

Starling continues her patrol cycle until the middle of this month when she breaks off operational sea training with staff from Rosyth.

Right: a revitalised HMS Starling returns to the water on the shipyard's synchrolift

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HMS YORK STILL LEADS THE WAY

TYPE 42 destroyer HMS York and the Type 23 frigate HMS Argyll shared the distinction of being the first vessels to undergo basic operational sea training since Flag Officer Sea Training relocated from Portland to Plymouth.

During a busy post-refit programme the destroyer then took part in the Joint Maritime Course international exercise off Scotland, before heading south to Hull, her base for a visit to her namesake city.

One of the Navy's four "stretched" Type 42s - HM ships Edinburgh, Gloucester and Manchester being the others - HMS York entered refit in Rosyth in January 1994 and in the following 15 months most of her marine engineering equipments were removed and overhauled.

All four gas turbines were replaced with refurbished units and both main gearboxes were stripped, inspected and completely rebuilt. They now include modified clutches incorporating Olympus debris catchers.

Stringent

The propellers and shafts were also replaced with differently-profiled and stronger blades. Other improvements have enabled HMS York to meet increasingly stringent regulations on sea pollution, while a new galley suite and laundry equipments improve the environment on board.

For the weapon engineering department the refit was equally busy, and work carried out here has further enhanced the ship's effectiveness. The new radars fitted were the Type 996 medium-range target indication radar and the Type 1007 navigation radar.

The command system was modernised with the introduction of a new computer and display system, ADAWS Mod 1. A replacement 4.5in Mk 8 gun and new Sea Dart launchers were also fitted. The Phalanx Close-In Weapon System (CIWS), a six-barrelled, radar-guided Gatling gun, was upgraded with the latest version available and 20mm GAM-BO guns replaced the aged Oerlikon 7A. The electronic warfare systems were also upgraded, with new decoy system and jammer.

Sea-keeping

Built by Swan Hunter Shipbuilders in Wallsend, Tyne and Wear, HMS York was launched by Lady Gosling on June 21, 1982 and commissioned on August 9, 1985. Since then her deployments have taken her to the Gulf, the Falkland Islands and to operations in the Adriatic.

The increased length of HMS York and her "stretched" sister ships has given them improved sea-keeping and endurance over the earlier Type 42 design.

Propulsion

Harbour trials followed York's recent refit and once these were completed she left Rosyth in early May to carry out sea trials on both the propulsion and weapons systems. The majority were completed within six weeks.

The ship held a rededication ceremony



During a successful 15-month refit most of HMS York's marine engineering equipment was removed and overhauled.

at the end of June in Portsmouth and her sponsor, Lady Gosling, was guest of honour. On July 21 York completed ODI - her Operational Date Inspection - and was deemed to be operational once again.

The Type 42 forms the backbone of the Navy's anti-air warfare forces, with its Sea Dart missile system. For shore bombardment and surface engagements the Mk 8 gun is used. Close-range self-defence is provided by the Phalanx, augmented by the GAM-BO guns.

For anti-submarine warfare HMS

York is fitted with the Shipborne Torpedo Weapon System firing Stingray torpedoes.

Depth charges

The ship's helicopter can be used in an ASW role, armed with torpedoes or depth charges. The Lynx can also carry the Sea Skua air-to-surface missile for use against surface targets.

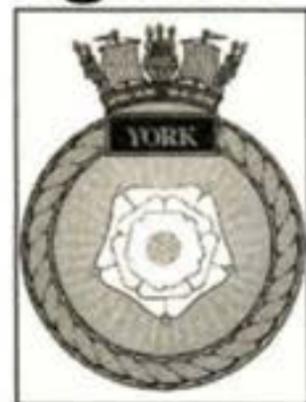
HMS York enjoys a close and active liaison with the City of York and in 1991 was granted the Freedom of the City.

HMS York is also affiliated to the First and Third Battalions of the Prince of Wales's Own Regiment and No. 8 Squadron RAF.

Other affiliations include "The Old Yorkies" (York section of the RNA), and Training Ships York, Scarborough and Jack Crawford.

During the refit members of the ship's company cycled from Rosyth to York in aid of Galtres School for Physically and Mentally Handicapped Children, the ship's charity, and raised £2,500, towards a new minibus.

Facts & figures



Pennant no: D98. Builder: Swan Hunter. Laid down: January 8, 1980. Launched: June 21, 1982. Accepted: March 25, 1985. Commissioned: August 9, 1985. Length: 463ft. Beam: 50ft. Displacement: 4,609 tons. Ship's company: 21 officers, 70 senior rates, 178 junior rates. Propulsion: 2 x Olympus and 2 x Tyne gas turbines. Weapons: Sea Dart anti-aircraft missile system; 4.5in Mk 8 gun; 2 x triple-barrelled torpedo launchers; 2 x Phalanx close-in weapon systems; 4 x 20mm GAM-BO guns. Aircraft: Lynx HAS Mk 3 helicopter. Ship's motto: *Bon espoir - Good hope.*

POSTCARDS of Ships of the Royal Navy are available at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced £7 and a standing order for the supply of each of 12 cards on publication may be arranged on receipt of £10.95, or £12.50 overseas. Prices include postage and packing, and postcards will be dispatched on receipt of stamps, postal order, cheque or credit card details. Our postcard series began in 1956.

More battle honours than there have been ships of the name

FOUR of HMS York's impressive tally of battle honours were won by her predecessor in the name, a cruiser built at Jarrow and launched in 1928.

Serving on the North America station at the outbreak of the Second World War, she was sent to the Atlantic with the 1st Cruiser Squadron.

Norway

After the Norwegian expedition failed, she took on convoy duties in the Mediterranean.

In March 1941 she was hit by an Italian explosive motor boat and was beached at Suda Bay, Crete. Further damage by air attack caused her to be abandoned completely on May 22, 1941. She was later towed to Bari and broken up.

First of the 11 Royal Navy vessels to bear the name York had been built as the *Mersin Moor*, but was renamed after the Restoration.

Dutch Wars

She gave sterling service during the Dutch Wars of the late 17th century. After a spell in the Mediterranean and in the founding colony of Jamaica, she foundered and was wrecked off the Shipwash in 1703.

Second ship of the name was a 60-gun vessel of 987 tons, launched in 1706. Her service took her to the Baltic with Byng and to the East Indies, and she

took part in the defence of Gibraltar and the attempt on Cartagena in 1741. She finished her time as part of the Sheerness breakwater.

Launched in 1748 and armed with 12 guns, the third York was a small tender which served with Boscawen in the East Indies.

Next came a 60-gun fourth rate of 1,203 tons, launched in 1753.

She played a key role in the bombardment and capture of Louisbourg before being dispatched to the East Indies with other reinforcements to help in the colonial struggle with France.

She returned from the east to

be broken up in 1772.

Bought and commissioned in 1777, the fifth HMS York was captured by the French in 1778 and retaken a month later. She was lost again at the fall of Grenada one year on.

Storeship

The sixth York was a store-ship and the seventh a third rate launched in 1796.

She spent four years on the Jamaica station and on her return to England was posted to Dover and the North Sea. There she foundered with all hands in 1804.

Eighth in the sequence was a

74-gun third rate of 1,743 tons, launched in 1807. She was posted to the West Indies and was involved in the bold capture of the island stronghold of Martinique.

She continued the war in the Mediterranean Squadron off Toulon. In 1819 she returned to Portsmouth as a prison hulk and she was broken up in 1854.

The ninth HMS York was a merchant ship of 1,132 tons, built in 1907.

She was commissioned into the Royal Navy to serve as an armed boarding steamer during the First World War, when she was armed with one 4in and two 12 pdr guns.

Lowestoft 1665
Orfordness 1666
Sole Bay 1672
Schooneveld 1673
Texel 1673
Bantry Bay 1680
Beachy Head 1700
Cartagena 1741
Louisbourg 1758
Martinique 1809
Atlantic 1939
Norway 1940
Mediterranean 1940/41
Malta Convoys 1941



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JACK

BY TUGS

COME ON JACK!
A DEAR JOHN AUNT
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I THINK 'BANKYEN' ONCE SAID:
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LOST, THAN NEVER TO HAVE LOVED
AT ALL."

THEN HE NEVER
SPENT FOUR QUAD
ON SCAMPI AND A
DIET COKE!!



Letters



Gun that Coward made famous

HAVE JUST received my eagerly awaited Navy News (September edition) and thought I would write your article on the Noon Day Gun in Hong Kong.

The official story is that Jardine, Matheson & Co, the great British Hong of old who own the gun, bought a few ex-RN guns in the late 19th century and had some mounted as a guard against pirates in Causeway Bay.

When the head of the firm arrived back from a trip, one of the employees decided to greet him in style with a volley from these guns, but the company was severely reprimanded by the Queen's senior naval officer on the station, saluting being reserved exclusively for royalty, governors and naval officers of senior rank.

As a penance, he ordered the company to perform a timekeeping service of firing a gun at noon until further notice.

He was transferred soon after to another station and no-one thought to cancel the order - and the gun continues to be fired each day at noon, the only break in the routine having been during the Japanese occupation.

In 1968 Noel Coward made a return visit to Hong Kong and was invited to fire the gun which he had immortalised 38 years earlier in his song 'Mad Dogs and Englishmen'. - N.W.Gerhard, Armadale, West Australia.

THE WAR veterans, including 60 or more ex-RN men and women, who attended the Liberation Day celebrations in Denmark this year may like to know that there has been an amazing sequel.

The funds to pay for our trip, our hotels and entertainment were raised as the result of an appeal made on television by a young woman from the town of Koegel.

After the expenses had been paid there was a surplus. This has resulted in the establishment of the Denmark Liberation Scholarship Fund, with £140,000 in the kitty, to be used to help British students who wish to further their studies in the country.

It is being administered by the Anglo-Danish Society, based in London, and I think this is a marvellous result of the VE event and a tribute to the generosity of the Danes which we shall never forget. - G.W.Clark, Chichester.

Clubbing together

METICULOUS planning, together with the stunningly efficient implementation of those plans meant two wonderful days for all of us who were fortunate to attend the VJ celebrations at Portsmouth. One can only say a heartfelt thank you to all who worked so hard to make the event the great success it turned out to be - the Royal Navy, the NAAFL, Hampshire County Council, Portsmouth City Council, the police, the medical services and all those who were anonymous but deeply appreciated. Many an antediluvian maritime gentleman shed a tear at seeing the generations-old cloak of secrecy torn aside to reveal hitherto unsuspected characteristics of humour,

Liberation left a legacy for students

compassion and kindness displayed by those true upholders of Naval tradition, the Gunnery Petty Officers. Then there were those who entertained us - the bands, the singers, the lads and lasses of HMS Sultan (who not only put on a splendid show but also did so much to restore our faith in the younger generation) and the airmen of the flypast.

As I set off for home I reflected on the fact that the spirit of today's Royal Navy is no different to what it was 50 years ago. It is as if I joined a club on 19 June 1939 and have never given up my membership. - R.T.W.Rumsey, Rendcomb, Cirencester.

Nothing was too much trouble for them. I enjoyed chatting with them and hope that they found us 'old uns' interesting. In your VJ supplement you mention HMS Argonaut at Formosa. I was there in HMS Bermuda, the senior ship which took the surrender. - D.Carden, Bexhill-on-Sea.

ON BEHALF of the organising committee and the 10,000 veterans who came to Portsmouth on 1-4 September, "Thank you, Portsmouth" and to the Royal Navy, Portsmouth City Council and the Chamber of Shipping who ensured that the Forgotten Fleets were remembered at last - and how! - S.Eadon, Upton Upon Severn.

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

I HAVE just participated in the VJ Day and Forgotten Fleet celebrations in Portsmouth. I met many people, from other veterans to high-ranking officers. However, one of the things that made both occasions so memorable was the unfailing courtesy, help and kindness of the RN personnel.



'Real people' won Brilliant a loyal audience

ACCORDING to some, I am a "lefty" subversive intent on rocking the Establishment, whilst to others I am a Royal Navy apologist using prime time airwaves to promote and extol the Senior Service.

The fact is I am neither. I am an anthropologist turned film maker primarily interested in communities.

If I do have a bias it is a fond leaning towards the 'Mob' in which my mother and father served during the war - as a Leading Wren in Pompey and as a Swordfish pilot.

With this as my background I recently turned my attentions towards HMS Brilliant - an ordinary frigate doing typical policing work off the coast of Bosnia. Out of the ordinary, however, came the extraordinary because I found on F90 what I had hoped for, what I had expected and what I would have probably found on any of Her Majesty's ships - a ship's company of high calibre professionals trained to the hilt but rich in character, humour and Pusser good cheer.

I often wonder whether the Navy turns its people into what they are or if it is they who make the RN what it is. I am still not sure (though it's probably a bit of both) but what I am certain of is that the warmth and sheer humanity of the people on the good ship Brilliant struck a real chord with the viewing public.

The great viewing public - a weekly average of eight million peaking by the end with 9.4 million and twice beating 'Neighbours' and 'EastEnders' in the Top Ten - were drawn in by the compelling characters and the human face of the Navy that I was trying to portray.

The audience recognised that the ratings and officers who might at any time be called upon to sacrifice their lives for their country were real people with whom they could identify and sympathise.

We have a way of quantifying audience reactions called the

Appreciation Index. This percentage score based on viewers' enjoyment of films reflects their reaction to characters and story-lines. Here the viewers en masse awarded the films an average score of 80 per cent and demonstrated exceptional loyalty to the series.

The response from the general public that we have monitored through letters, phone calls and audience research suggests an overwhelming vote of confidence and affection for the Royal Navy.

It was exactly in that spirit that the films were conceived and made. - Christopher Terrill, Producer, 'HMS Brilliant'.

Bell gone to Burin

WHEN HMS Javelin - with Capt Louis Mountbatten on board - lost her bow and stern to enemy torpedoes on 29 November 1940 four Newfoundlanders were serving on board.

Malcolm Hollett and Gordon Bowdridge were killed and Enos Darby - later Chaplain of the Naval Association of Newfoundland - was injured and spent many months in hospital.

Bill Eaton was the fourth, and in 1993 he tracked down the ship's bell, then in the possession of the son of Lt Cdr Michael Hart, who agreed that it might be set up as a memorial to the Newfoundlanders at Burin branch of the Royal Canadian Legion.

This year Bill travelled to Britain to collect it - and now, 55 years after the action, that is where it is. - J.Shields, St John's, Newfoundland.



Dart back to Slug

I WAS impressed by the front page picture in your August edition which showed the launch of a Sea Dart anti-aircraft missile from HMS Invincible.

It took me back to the firing of a Sea Slug test missile from HMS Girdle Ness in 1957, when I was part of the tracking team. - T.B.Partridge, Edinburgh.

● HMS Girdle Ness, commissioned at Devonport on 24 July 1956 as the Royal Navy's first guided weapons trials ship - and (inset) firing Sea Slug from her fo'c'sle after tests at Abberporth and Woomera.



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A tenner each to pay the rent

JUST OVER 400 years ago Sir John Hawkins, then Treasurer of the Tudor Navy, founded the Chatham Chest for the relief of sick and wounded Elizabethan sailors.

From 1625 onwards every man was ordered to contribute sixpence a month from his wages to this early "charitable fund".

The money was dropped through a tiny hole into the chest which was secured by four padlocks, the keys of which were reportedly held by four different admirals in order to prevent clandestine embezzlement.

In 1803 the chest was renamed the "Chest at Greenwich" and the accrued contents combined with the funds of the Greenwich Hospital to maintain the buildings which now comprise the RN College, Greenwich.

The original chest can still be seen today at the nearby National Maritime Museum.

As the Greenwich College site is now controversially on the open market at an annual rental of £400,000 it might be appropriate to re-establish use of the chest and obtain mandatory contributions from today's serving officers and men.

Even by conservative estimates of inflation sixpence (2.5p) must be worth at least £10 so that a single month's contributions from every one of the 50,000 members of the 1995 Royal Navy would easily pay the first year's rent in advance and ensure that the RN remains on its historic site.

As agents, Messrs Knight, Frank and Rutley would be custodians of the padlock keys. - Cdr R.Paine, Eliot Park SE13.

MAY I be allowed to correct something Lord Lewin is widely reported to have said with regard to the future of the Greenwich buildings?

The Painted Hall and the Chapel are both already open to the non-paying general public on every afternoon of the week and on Sunday mornings, when the Chapel services are both open to all comers.

Once the College was not open on Thursdays but this was changed last term.

Under Lord Lewin's proposal that the Painted Hall and the Chapel should be part of or administered by the National Maritime Museum the public would have to pay for admission. - U.Stuart Mason, Chairman, Greenwich Association of Wrens.



IT IS imperative that the RN College at Greenwich remain as part of the national heritage. Drake's drum should be used to provide a rallying point so that these beautiful buildings form part of an extended RN and Maritime Museum which is accessible to all.

When the current HMV Britannia is retired, the riverbank at Greenwich would provide a perfect permanent berth and a viable tourist precinct. - J.Naylor, Napoleonic, Victoria, Australia.



Big round-up in Kowloon

That was me in the picture in your August edition, escorting a group of about 500 Japanese off to the Sam Shui POW camp. The reason I look as if I was on my own was because there were only about 13 of us dropped off from HMS Indomitable at Kowloon to do the job. I can tell it was me - I was always getting told off because my stockings were always rolled down and my shorts rolled up - J.Deery, Crosby, Liverpool.

Ocean is a capital choice

THE SHIPS Naming Committee are to be congratulated on reallocating the name Ocean to a new capital ship.

The timing could not be better in commemorating the 190th anniversary of Trafalgar and the beginning of the Nelson bicentennial decade.

Most of Nelson's men who had served with him in HMS Victory in 1805 were transferred to the new 98 gun HMS Ocean - she was launched three days after the battle - in the week following his funeral in January 1806.

Collingwood also moved into Ocean and made her his flagship. - D.Shannon, Membership Secretary, The Nelson Society, Hertford.

Burned out keeping up

WHEN YOU say that HMS Uganda was the sole escort of the Queen Mary taking Churchill across the Atlantic in 1943 (October edition) that is not strictly true. At the time I was serving in HMS Kent as an ERA when we were ordered down from Arctic convoy covering patrol to that

very task.

We met up with the QM somewhere around the south of the UK and proceeded to escort her. We had been on full power for a number of watches and had worked up to full speed - I am assured it was as near as possible 33 knots - when in mid Atlantic to our horror we discovered we had burned the bottoms out of three of our eight boilers, dropping them onto the tank tops.

The QM then signalled 'escort too slow' and left us as if we were stopped.

We put into Ponta Delgada to make temporary repairs to 'boilers only' as Portugal was neutral.

What surprised me was that the Uganda was indeed fast enough to keep up with the QM - I often wondered what the all-out speed of the old lady was.

What also floored us was coming from Arctic temperatures to the sub tropics in a matter of days. We left the Azores to make our way back - as we thought, to the UK - but were disappointed to return to Scapa and back to convoy work after refitting our own boilers. - J.Mitchell, Leven, Fife

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The Royal Navy is operating its most modern fleet of any period since the First World War. It may have fewer ships, but their capabilities far outstrip those of their predecessors. And despite the end of the Cold War they are working harder than ever, worldwide. The 1996 Navy News Calendar takes a look at the power they project at sea today - and compares past with present. Take this opportunity to keep in touch with the development of the modern Royal Navy with this fascinating 'in-depth' look at a selection of contemporary warships.

CASH PRIZES TO BE WON! A specially devised Navy News monthly quiz is featured in the 1996 calendar. Full details of how to enter will appear in the calendar and also in the January 1996 issue of Navy News. Once again the customary high standard of presentation and production has been maintained. This colourful calendar, printed on fine-grade paper wire bound at head and with high quality varnished cover will also make an ideal Christmas gift, particularly for someone with a love for the sea and ships.



TRENCHANT CUTS A DASH POINTS EAST

HMS Trenchant returns to Devonport this month at the end of a six month deployment in which she was the first RN unit to visit a series of Far East ports for over 20 years.

When she left on May 12 it was 50 years almost to the day since the nuclear-powered submarine's World War II predecessor had been deployed in the same area in the closing weeks of the struggle against Japan.

After a short visit to Gibraltar, she had crossed the Mediterranean and transited through the Suez Canal into the Red Sea, taking just over a month to reach Guam.

The small Pacific island administered by the USA was last visited by a Royal Navy ship - HMS Tiger - in 1973.

Next port of call was Chin Hae, South Korea, after which "a very successful operational war patrol" proved that a British nuclear submarine could maintain the same level of effectiveness in the Pacific as it did in the North Atlantic.

As reported last month, Trenchant took a leading role in

the VJ-Day and Liberation ceremonies at Hong Kong. This was a first opportunity for the ship's company to fly out wives and girlfriends for a visit - most of whom flew on to Singapore, the boat's next port of call.

Making one of his last calls as C-in-C Fleet was Admiral Sir Hugo White, who sailed with her as she left to take part in Exercise Starfish, in which the Australasia 95 Task Group ships also joined along with ships from Australia and New Zealand.

Threat

This was centred on the Sembawang naval facility, managed by a small RN team since 1971, and was the 15th organised by the Five Power Defence Arrangement of the UK, Australia, New Zealand, Malaysia and Singapore who have agreed to consult in the event of an external threat to either of the latter two countries.

It involved 32 ships and submarines - Trenchant being only the second nuclear boat to take part - and 42 aircraft, including an RAF Nimrod MP4, operating in the South China Sea to the east of Peninsular Malaysia.

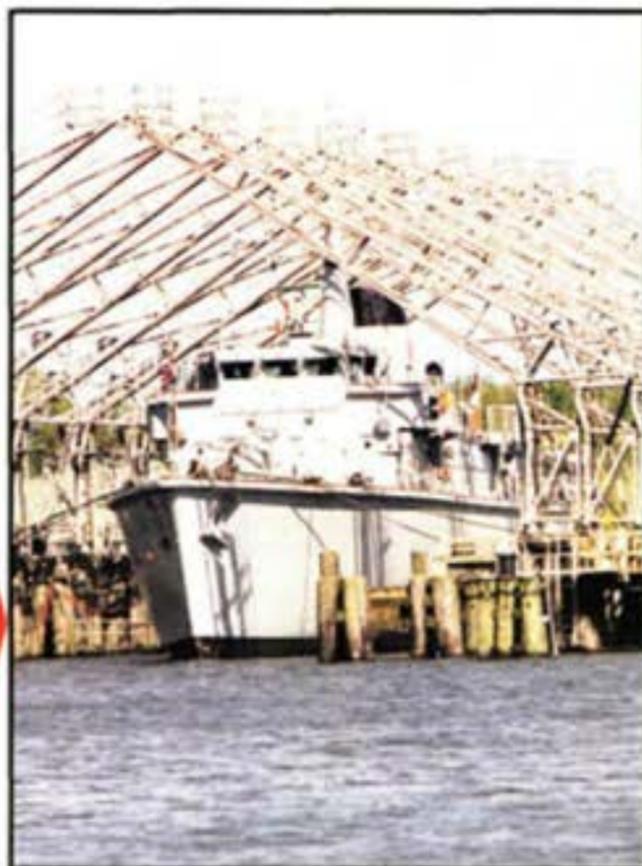
Trenchant was supported by RFA Diligence, also acting as the mine countermeasures and diving command platform for the exercise, as well as embarking diving teams from each FPDA nation, the RN contribution coming from Portsmouth-based FDU2.

Making this year's exercise truly tri-service was 148 Battery Royal Artillery, based at RM Poole, who provided a four-man spotting team for naval gunfire support operations.

HMS Trenchant started her transit back to Devonport via the Cape of Good Hope, calling at Diego Garcia and Lisbon and conducting four-day anti-submarine warfare exercise with the South African Navy.

Caught in the frame

GERMAN methods of de-gaussing testing have been studied by HMS Ledbury during a visit to Lehmbeck, where she is seen enclosed in the frame of the static range. The Hunt Class mine countermeasures vessel made an exciting transit along the Kiel Canal before returning to Rosyth.



At last - a more generous cut

FOR THE first time pregnant women serving in the Royal Navy will be able to wear maternity uniform.

From February, maternity-wear tunics, skirts, shirts and cardigans will be available to pregnant personnel of all three Armed Services.

The clothing has been ordered by the Ministry of Defence from Dewhirst (Uniforms) of Leeds who won an open competition to supply up to 4,000 sets over three-and-a-half years. They will be made in different colours for each of the three Services, with the addition of a white dress for clinical work and for hot climates.

The Ministry of Defence's new policy of not dismissing pregnant Servicewomen has heightened the need for special clothing for expectant mothers, many of whom have to don civilian clothes as their conditions progress.

Survey

Issue of the uniform will, for the first time, be accompanied by a user survey form. "It gives an opportunity to the wearers to tell us what their views of the new gar-

ments are," said a project spokeswoman. "We are very keen to get feedback so that we can make any necessary changes."

● Woolly pullies - the woollen sweaters worn by Naval personnel in working rig - are being replaced by a more fashionable, looser jumper.

All three Services will receive the new garment with crew or v-necks and without the rib weave which has characterised the woolly pully over 30 years.



Liver bird all fired up

HMS Liverpool is seen day running from Gibraltar, where she was carrying out live firing exercises as part of the qualifying course for a group of Principal Warfare Officer students.

Fifty-eight of her ship's company took part in a Rock Race, continuing the Type 42 destroyer's top fitness profile earned during her recent Armilla Patrol stint.

Then she won the Mike Till Trophy for the Gulf ship recording the fastest time for members of the ship's company, each running one mile, to run 100 miles around the upper deck.

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Ice ship to call at Buenos Aires

The severe weather conditions that HMS Endurance commonly encounters in the Antarctic – and the sudden ferocity of their arrival – have been vividly recalled for *Navy News* by Surg Lt Simon Leigh-Smith, a member of the Joint Services expedition she took to Smith Island in the South Shetlands during her last deployment earlier this year:

"After our leader, WO1 John Kimbrey, RM, had done a recon flight of the whole island in poor visibility, the team was inserted into Cape James in atrocious conditions. The flying by the two Lynx crew was outstanding – but I do not know who was more frightened, them or us!

"The aim was to push a route eight miles up the island from where we could attempt Mount Foster from the south. After six days of hard work we reached a dead end – we were hemmed in by sea on the right and cliffs on the left.

"The narrow route through the middle was threatened by huge seracs (lumps of ice) the size of tower blocks from the hanging glaciers above. To cross this once was an acceptable risk, but to use it as a regular supply route was unthinkable.

"The only option now was to climb and traverse two unnamed mountains between base camp and Mount Foster eight miles away.

"Our progress was continually hindered by bad weather and we seemed to average one good day to every four bad days. In the 24 hours daylight we worked whatever hours the weather dictated, regardless of time.

"Each time we did a route once we would mark it with cane wands every 20m or so – this formed an essential lifeline back to the previous camp. Resupply of camps was an on-going job requiring transport of food, fuel, climbing gear and wands.

Whiteout

"The speed with which the weather changed never ceased to amaze me. It could turn from beautiful blue skies, sun and dead calm to whiteout and 100mph winds in a matter of minutes.

"The tents required frequent digging out during this period when we had very heavy snowfall – sometimes enough even to bury the wands.

"After four weeks eight of us did a load carry to the position of our second camp with tents and enough food and fuel for four people for one month. However by 2300 hours that night the weather was perfect with a clear view all the way to the summit of 'Peak A'.

"So the four from Camp Two and three from the re-supply party decided to go for it.

"Some great climbing and an interesting encounter with a crevasse 150 ft wide saw the seven of us on the top of the peak – re-named 'Mount Kathryn-Jane' after a team member's late wife – at 5,650 ft.

"The views were staggering – we could see over 100 miles to Deception Island, the Antarctic Peninsula, Brabant Island and Anvers Island – but we could also see a large front approaching from the west so we did not hang around long.

"It approached slowly and it wasn't until six hours later, on arriving at Camp One, that it hit us with a vengeance.

"Although we did not realise it at the time, this was the beginning of the end – a warm front with thawing weather and very strong 'punch' winds was to batter us continuously for the next ten days.

"During this time we systematically lost tents which effectively completely changed the expedition to survival status. The winds did not ease for the whole time, turning from a steady 30mph to 80 mph in a matter of seconds.

Battering

"The battering came every few minutes for days on end and it was a fight to keep a smile on all our faces. After careful consideration Kimbrey contacted HMS Endurance for an early extraction, coinciding with a known gap in the ship's programme.

"This was carried out as a precautionary measure since Endurance was about to leave for Chile for six days and we could see no break in the weather in which to carry out tent repairs – we could not even retreat to snow holes since everything was melting.

"This also meant the planned boat trip to the north of the island for geological surveying was cancelled.

"We were never in any doubt that we were in full control and at no time requested a 'rescue operation' from HMS Endurance – the ship's Commanding Officer was always very supportive and saw our request as a 'precautionary controlled extraction' and nothing more.

"Despite the disappointment of the early end to the expedition I feel very privileged to have had this experience. The feeling of complete isolation, peace and tranquility when we first arrived was remarkable.

"Knowing that every footstep taken was the first human step there was also fairly thought-provoking. Nowhere else would one be able to look between one's legs whilst ice climbing to see the sea and icebergs – the same icebergs that would wake one up at night with huge crashes as they ran aground on the ocean floor. . .

● The camp below the Mount Kathryn-Jane coloir on Smith Island – behind a wall built to provide shelter against the winds.



THE WHITE Ensign will be seen in Argentina for the first time since the Falklands War when ice ship HMS Endurance puts into Buenos Aires this month.

From November 17 to 21 the ship will act as a base for the Hydrographer of the Royal Navy, Rear Admiral Nigel Essenhigh, for the signing of an agreement to share survey data.

The agreement is part of an international understanding between 54 nations which will help to establish a world-wide series of charts, making seafaring safer for all ships.

Endurance's Capt Barry Bryant saw action during the 1982 conflict as Flight Commander of HMS Brilliant during the liberation of South Georgia and the Falkland Islands.

He said: "As we are the first White Ensign there since then,



there will be some overtones, but the feeling that we have had from Argentina is that they are extremely keen to make this work. It is just another facet of the developing relations between the two countries."

Endurance will then visit Stanley to re-establish British presence in the Falklands, and move on to South Georgia to survey Cumberland Bay and the Erebus and Terror Gulf in the North West Weddell Sea.

Christmas Day will be spent in Grytviken and after a New Year break in Chile the ship heads for the Antarctic peninsula to continue surveys begun in her last deployment, making full use of a second motor survey boat added this summer.

Endurance will visit the British Antarctic Survey Base at Rothera, Adelaide Island, and expects to host a 36-hour visit by the Princess Royal, Patron of the Antarctic Heritage Trust.

While in the area, the ship will assist with the policing of Antarctica to ensure that it remains the last unspoiled continent, monitoring fishing and calling at Argentine, Chilean, Korean and German bases by boat or helicopter when she has the opportunity.

The "Red Plum" then visits the BAS base at Faraday to take out the last British personnel and their equipment and officially hand over the facility to the Ukraine before returning to the Falklands.

The final phase of Endurance's deployment will take her even further south for a survey of current flows at the bottom of the ice pack and she will stay there until the end of March.

She returns to the Falklands to pick up ten members of the ship's company from a survey boat camp, and sails through Falkland Sound and on to Montevideo, Rio, Barbados and back to the UK on May 7 after seven months away.

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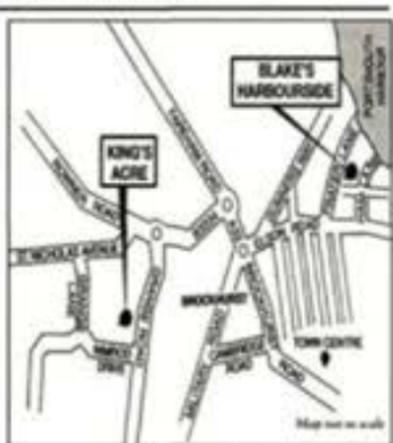
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High time for Hong Kong Marines

ROYAL MARINES Sgt Nick Wakeham roped in a detachment of nine men from 40 Cdo to abseil the equivalent height of Mount Everest for charity.

Each man completed nine-100m descents of the Prince of Wales Building, British Forces HQ Hong Kong, raising over £2,000.

The event was kicked off by the Operations Officer of HMS Tamar, Capt Charlie Stickland, who was the first off the roof.

More money was raised by the Bull and Bear pub, opposite,

by staying open until the feat was completed at 3a.m. and donating half of the evening's profits.

Commandos from the Royal Marines Reserve London provided the equipment and technical expertise required for 200 women from the City's financial institutions to abseil 100ft from an office block.

The event is expected to raise £20,000 for the disabled persons charity Motivation, which is building wheelchair workshops in developing countries all over the world.

Three Faslane Naval Base personnel raised £350 for the Royal National Institute for the Blind in a charity abseil in Glasgow.

LWTR Vincent Cox, CPO Tim Paulus and NAAFI Manageress Silvia Blues braved a drop of 200ft from the city's Hilton Hotel.

THE MISSIONS to Seamen charity has launched a range of Christmas cards, gifts and calendars with nautical and traditional themes.

Profits fund their work for needy seafarers throughout the world.

For a catalogue, contact Ronnie King, The Missions to Seamen, Saint Michael Paternoster Royal, College Hill, London EC4R 2RL.

THE SECOND Submarine Squadron's sports and families day saw some intense but friendly competition between HMS Trafalgar, Turbulent, Talent, Triumph and Valiant.

The day's activities included football, cricket and tug of war and raised £250 for the Trafalgar Day children's appeal.

A GRUELLING six-hour triathlon by eight members of HMS Arun's ship's company gave them the chance to rekindle naval links with Arran and Holy Isle and to earn sponsorship for the ship's charity chest.

The event, a 600m swim between the two islands, a 60-mile cycle and a six-mile run, was won by the First Lieutenant Rob Welford. It is hoped it will become an annual event with local participation.



Above: Marine Baz Evans takes Hong Kong's Prince of Wales in his stride

Right: CPO Tim Paulus, LWTR Vincent Cox (centre) and NAAFI Manageress Silvia Blues who abseiled from the roof of Glasgow's Hilton Hotel.

British Forces in Naples staged a typical English summer fete which attracted more than 2,000 people and raised £7,000 for charities at home and abroad.

A highlight of the show was the surprise arrival of the 'Red Barrows' display team and an interservices tug-of-war, which was won by the Royal Navy.

A team of ten volunteers from HMS Daedalus spent five weeks in Nepal delivering teaching supplies to some of the Kingdom's most isolated villages.

With the help of local porters the team trekked more than 150 miles through the Everest region of the Sola Khumbu.

West Indies Guardship HMS Southampton raised £662 in a 'volcano horse racing derby' while on standby off the coast of Montserrat.

The cash will be divided between the mess charity, Piam Brown Children's Ward at Southampton General Hospital, and the Chuck Jones Slimathon Appeal.

AB(R) "Chunk" Jones is raising cash for his one-year-old son who suffers from cerebral palsy.



HMS Sultan's Wives' Club have handed over £600 to Gosport War Memorial Hospital.

The money was made in fund-raising events throughout 1995, including a car boot sale, plant and produce sale and a children's disco.

Devonport Field Gun Crew raised £2,000 for the Mountwinch Children's Trust with a sponsored gun run through Plymouth.

Donations were also made at Navy Days '95 and through balloon races and sales at public runs in HMS Drake.

A bid to hold the world's biggest coffee morning was supported by HMS Collingwood and Rosyth Naval Base.

The national appeal raised cash for Macmillan Nurse Cancer Appeal.

PRINTS of an oil painting of HMS Cumberland are going on sale to raise cash for the ship's welfare fund and Seventrees Speech and Language Clinic in Plymouth.

The original was donated by the artist Roy Hazeldine who served in HMS Cumberland in 1958.

Tea towels dished out

CULDROSE Wives are hoping to clean up for charity with sales of 1,000 Mermaid Appeal tea towels.

Lady Galsworthy, Chairman of the breast cancer charity, visited the air station to talk about a dedicated unit at Trelliske Hospital.

She was delighted with the design of the tea towels, going so far as to suggest the cloths might make drying up more a pleasure than a chore.

The tea towels cost £3.95. To order, send a cheque or postal order to the Public Relations Office, RNAS Culdrose, Helston, Cornwall TR12 7RH.



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Sailors keep lifeboat appeal on course

A BATTLE between naval forces unfolded on the canals of Birmingham recently, but the rivalry was friendly.

Teams from the city's RNR Unit HMS Forward, the Royal Marines Reserve and the RN Recruiting Unit were taking part in dinghy races to help raise £1 million for the Forward Birmingham lifeboat appeal.

The event raised over £2,000 for the appeal and was won by the Royal Marines Reserve. Teams from the RNLI and West Midlands Police Diving Unit also contested.

It is hoped that the event, a series of tough races around a three-quarter-mile circuit, will become an annual event.



Admiral opens Winfrith research complex

MORE than 500 research and development scientists and engineers are now based at the Defence Research Agency's custom-built laboratory and office complex at Winfrith.

The establishment was officially opened last month by Rear Admiral John Trewby, Assistant Chief of Defence Staff Operational Requirements (Sea).

Following the creation of the DRA in 1991, a study indicated considerable savings could be achieved if operations were relocated from DRA

Southwell and Portland Naval Base to a new site in the Winfrith Technology Centre near Dorchester.

The work of the Sea Systems Sector staff at Winfrith is focused on underwater warfare research, in support of both the Ministry of Defence and industry.

State-of-the-art

Research tools range from state-of-the-art computing equipment to a large, anechoic water tank used to develop and test underwater acoustic projectors and receivers, plus facilities to assemble the

latest towed array technology.

It is from DRA Winfrith that future underwater weapon systems concepts and equipment designs will emerge in the years ahead, following on from the world-recognised research work previously carried out at Portland.

Mr John Chisholm, Chief Executive of the managing organisation, the Defence Evaluation and Research Agency, told staff at the launch of DRA Winfrith, "We are here to support the Royal Navy and if we do the job well we'll always have a customer."

What's the big idea?

PRIZE money totalling £1,000 is being offered for suggestions for a suggestion scheme operated by the MOD.

Two former suggestion schemes are being amalgamated - they are COATI (Committee on Awards to Inventors) and MIDAS (Make Ideas Develop Assets Successfully).

The new title needs to reflect the importance of staff ideas and suggestions for better ways of doing things in the MOD and Armed Services.

The top prize is £750 with five £50 payments for other suggestions which get on to the short list.

How to enter

Entries, which do not have to be acronyms, must be submitted before November 17 to the address Suggest-Scheme-Comp on the Composite HQ Office Technology Systems or to:

Name Competition, Suggestion Scheme Secretary, Room 611, Northumberland House, Northumberland Avenue, London WC2N 5BP.

Entries are confined to MOD employees, including serving and retired members of the Regular and Reserve forces.

Broadsword bids farewell



Fond farewell: HMS Brazen, Broadsword (now Fragata Greenhalgh) and HMS Brilliant in chevron formation before deploying to the Adriatic, South America and the Gulf.

THREE Batch 1 Type 22 frigates met for the last time in British waters in October.

HMS Broadsword, now renamed Greenhalgh, is bound for Brazil.

HMS Brazen and Brilliant were setting out on their final deployments with the Royal Navy, Brazen to the Adriatic for Operation Sharp Guard and Brilliant to the Persian Gulf for Armilla Patrol duties.

Manoeuvres

The ships carried out officer of the watch manoeuvres before parting company.

HMS Brazen, HMS Brilliant and their fourth sister ship HMS Battleaxe are all destined to follow Broadsword into the Brazilian navy and are to be handed over by 1997.

The anti-submarine warfare frigates were sold to Brazil in a £100 million deal.

Brazen recently berthed in Sunderland for a nostalgic final visit to her "home" of County Durham, but will nurture her links with the North East until she is finally decommissioned.

East meets West in HMS Liverpool

SENIOR naval officers from Eastern Europe visited HMS Liverpool for talks to increase understanding between NATO countries and former states of the USSR.

The Partners for Peace initiative aims to promote greater co-operation between the countries, especially in humanitarian aid, search and rescue and peace-keeping activities.

The visiting VIPs were briefed on the role of the Type 42 destroyer and given a guided tour of the ship.

The tour included displays of fire fighting, damage control and warfare skills. During the visit representatives took every opportunity to speak to members of the ship's company as they went about their daily business as well as the personnel involved in manning the various displays.

Below: Getting on great guns - Lithuania's representative sights a 20mm Gambo fitted with an Obvact close-range weapon simulator with LS(M) Stotter.



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Diver yes, driver no



OM(AW) Ian Robinson (left) returned in HMS Marlborough from her South Atlantic deployment a qualified ship's diver... but now his main priority is to become a qualified driver.

Ian won a gleaming new car, supplied by Rover UK, in a ship's raffle and it was ready for him to collect when the Type 23 frigate berthed at Portsmouth.

Unfortunately, Ian had not learned to drive at that point, but he was determined to use his post-deployment leave to pass the test.

"My legs went to jelly when I first heard I'd won it," he said.

In the meantime, LA(AH) Peter Cassar, of HMS Illustrious, was picking up the keys to his Rover 2145L, top prize in a ship's raffle held during the carrier's Adriatic deployment.

The prize motor was supplied and sponsored by Natocars, of Bridgwater, and presented to Peter by Mr Mike Savage, senior sales executive.

Put out the Bunting

AMONG those graduating from No 280 Joint Air Traffic Control Course, RAF Shawbury, was PO Stuart Jackson-Smith, whose practical performance during the advanced stage of the training earned him the Bunting Trophy.

Stuart received the award from the Princess Royal at a graduation ceremony at the Shropshire air station, home of the Central Air Traffic Control School. Among those attending were his wife, Barbara, and parents, Vivien and Roy Jackson-Smith.

There were nine graduates in the class and other Royal Navy representatives among them were S/Lt Ian Green and PO Sean Braime.



PO Stuart Jackson-Smith

Medals may be worn...

AN EX-Royal Marines hero who sold his war medals to raise money to live on will still be able to wear them thanks to the generosity of the new owner.

The anonymous purchaser paid £31,000 for Cockleshell Hero Bill Sparks' medals and then deposited them in a vault at Sotheby's so both he and Mr Sparks could have access to them.

Mr Sparks, now 73, was one of ten Royal Marines who paddled up the Gironde River in canoes in 1942 on a sabotage mission. He won the Distinguished Service Medal for the daring raid.

After hearing he would still be able to wear his decorations, he said, "When something like this happens it reminds you there are some good people in the world."

D'ya hear there?



L/CPL Gwilym Jenkins demonstrated the dignified friendliness that earned him his stripe when LS Barry Henderson of HMS Cardiff decided to play the giddy goat.

Gwilym, whose pet name is Shenkin, has served as a mascot with the Cardiff-based 2nd (Volunteer) Battalion Royal Regiment of Wales since 1993. He is accompanied by Goat Major Cpl David Joseph.

The three met up in Cardiff while preparing for VJ Day 50th anniversary celebrations. Barry is a qualified ceremonial training instructor and was impressing on the goat that he shouldn't put a hoof wrong.

Shenkin was subsequently kidnapped - soldiers of another regiment are suspected - but an Army spokesman said he was not hurt during the ordeal.

Picture: LA(PHOT) Richie Moss

CHALLENGE MET!



WHEN Mountain Troop of the Royal Engineers challenged all-comers to run or cycle between two camps in Bosnia, the men of 845 Naval Air Squadron were not found wanting.

Their four-man relay team finished seventh of the 34 teams to cover the 27km

between Fort Invicta and Fort Redoubt, an uphill route virtually all the way. Lt Darren Manser, meanwhile, was first across the line in the bike event with his colleagues not very far behind.

The 845 heroes, photographed by LA(PHOT) Adrian Hughes, were (from left) CPOAEA Tommy Thomas, Lt Manser,

LACMN Stan Kostanjsek, LA(SE) Andy Towell, LSTD Baggy Bakar, PO(AH) Abe Lincoln, POAEM Sid Potton and CPOAEA John Parker.

845 NAS is the longest serving UN unit in Bosnia, having gone out in November 1993. Its four Sea Kings and 70 men provide casualty evacuation back-up for UN forces.



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Jolly nice to see you again

WHEN the Argentine naval training ship ARA Libertad visited London her Executive Officer, Cdr Ricardo Jolly, wondered if his namesake and erstwhile opponent was still serving in the Royal Navy!

As a result, Surgeon Capt Rick Jolly, who commanded the field hospital at Ajax Bay and was responsible for treating over 100 wounded Argentine

soldiers during the Falklands Conflict, paid a visit to the ship at her berth in Canary Wharf.

"I was thrilled to be invited," said the Royal Marines' most senior Medical Officer, "and very impressed with both the ship and her medical facilities."

"It's great news that HMS Endurance will be visiting Buenos Aires next year - and I wish I could be there too!"

LONG-SERVING SUBMARINER RECEIVES A PIECE OF HMS CONQUEROR

DURING his 34 years in the Royal Navy, CPO coxswain Brian Moss served in many ships and submarines, among them HMS Revenge, Repulse and Resolution. During the Falklands War he served in HMS Conqueror, spending many hours at the submarine's "after planes indication panel".

Now he can look at the self same dials in the comfort of his own home. Colleagues presented him with the panel, suitably mounted, to mark his retirement from the Service.

Brian and his wife, Shirley, have two sons, one of whom, Barry, is a weapon engineering mechanic serving at HMS Collingwood.



Picture: LA(PHOT) David Carpenter



Project proves winner

PROJECT work towards a National Examination Board for Supervisory Management qualification has earned LWRO Wendy Goad a regional title and an engraved carriage clock.

Wendy, who is serving at RN air station Culdrose, worked on the study of Service families abroad in her free time. The project has now been forwarded to the national finals.

Wendy's husband, Cameron, is a yeoman in the Navy and her brother, Paul, is a leading marine engineering mechanic.

Grand day for RM museum



A FORMER Royal Marines Colour sergeant who was granted a £30,000 award by the War Pensions Tribunal has donated £1,000 to the Royal Marines Museum at Eastney, Portsmouth.

Mr James McAdam is pictured handing the bumper cheque to former RM drum major Sticks Dodsworth, who accepted it on behalf of the museum at a recent concert by the Royal Marines Band Portsmouth.

Mr McAdam, who was discharged from the corps as medically unfit 20 years ago, received a £100-a-week war pension, backdated to 1975.



NEW AWARD INSTITUTED

MA MARK Heskins has become the first recipient of an award instituted by the RN Medical Branch Ratings and Sick Berth Staff Association.

The award will be made annually to the top trainee at the medical school at Royal

Naval Hospital Haslar.

Mark is pictured receiving the silver tankard from Mr Jack Fitch, Association president, watched by Mr Harry Mitchell, the secretary, and Cdr Geoff Marshall.

Cdr Marshall is in charge of the school, which trains new members of the branch

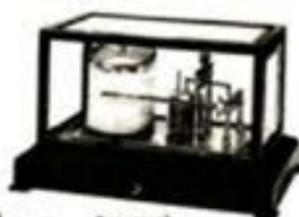
and also runs courses bringing medical staff up to date with new treatments and medications.

Since completing his training, Mark has served in HMS Osprey and Dolphin and in Scotland. He is currently serving in a submarine deployed to the USA.

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Sexual harassment 'will not be tolerated'

NAVAL policy on sexual harassment has been spelled out – and the message is that it will not be tolerated in the Service.

Members of the Royal Navy are being told that sexual harassment "is unacceptable behaviour which can lower morale, interfere with job performance and create a threatening, intimidating or humiliating working environment and must be dealt with in the appropriate manner by administrative or disciplinary action."

A statement on the issue is to be contained in standing orders in ships and establishments, noting that naval personnel who face charges of sexual harassment may be charged under the Naval Discipline Act.

It is stressed that all personnel have clear legal and moral responsibilities to ensure that proper standards of behaviour and decency are maintained, and that senior rates and leading hands have a duty to take action to satisfy complaints at the lowest level.

Commanding Officers must take reasonable steps to ensure that all members of their ships' companies are educated and trained to be aware of the Navy's policy and of the complaints procedure.

Examples of harassment include unwelcome verbal or physical sexual attention, insulting someone because of their sex, suggestions that sexual favours may help a person's career or that refusal may hinder it, the circulation or display of sexually explicit mate-

rial which may offend, and patting, pinching or brushing against another person's body.

Abuse of rank to press unwelcome sexual attention is regarded particularly seriously.

While stressing that any complainant must not feel themselves discriminated against, the policy statement warns that malicious or exaggerated complaints will be taken very seriously and could lead to disciplinary action.

DCI RN 196/95

FLOTILLA NAME CHANGE

THE MINOR War Vessels Flotilla will cease to exist as a title on November 21, and will transfer to the command of Flag Officer Surface Flotilla.

The title of Commodore Minor War Vessels (COMMV) will lapse and be replaced by Captain Minewarfare and Patrol Vessels, Diving and Fishery Protection – Captain (MFP) who will transfer his HQ from Rosyth to Portsmouth during November 22-29.

The ships of the present flotilla will become known as Minewarfare and Patrol Vessels (MMFP).

Of those ships still based at Rosyth, the Third MCM Squadron will relocate to Faslane, and the ships of the First MCM Squadron and those of the Fishery Protection Squadron will transfer to Portsmouth between November 7 and 17.

DCI RN 180/95

Navy nurses switch 1902 rank badges

OFFICERS of the Navy's nursing corps have lost the unique badges of rank which they had worn since their formation 93 years ago.

Queen Alexandra's Royal Naval Nursing Service officers have donned RN rank insignia in place of badges which incorporated a red Geneva cross on a white disc, an imperial crown, and the queen's monogram formed by two letters "A" surmounting a fouled anchor.

Rank titles have also fallen into line with those of the RN. Gone are nursing officers and senior, superintendent, chief and

principal ranks. They now bear titles from sub-lieutenant through to captain.

Reason for the changes,

which came into effect on September 3, is that under the Defence Costs Study, personnel from the nursing services of all three Armed Forces will be working together in a tri-service organisation.

QARNNS officers are now included in the Navy's rank structure, to establish a corporate identity within the nursing services of Britain's Armed Forces.

The former QARNNS cap and beret badge has been replaced by the RN officers' gold embroidered hat badge and metal beret badge.

On Nos. 1, 4 and 5 undress blue uniforms, QARNNS shoulder badges have been replaced by RN gold sleeve rank lace surmounted by a new Queen Alexandra insignia – an embroidered red-and-gold QA monogram superimposed on a gold fouled anchor. RN slip-on badges have replaced QARNNS shoulder badges on such garments as woollen jerseys and white shirts.

Distinctive

Badges on tippets – or shoulder capes – have been replaced by distinctive badges displaying RN rank embroidered in gold below the new QA insignia.

New entrant officers will be issued with the new-style RN female officer's mess undress jacket and long skirt. However, to ensure that no one is out of pocket as a result of the changes, serving officers may continue to wear the former style until 2003 or until they replace them earlier through normal uniform upkeep.

QARNNS Reservists will remain a separate service, but their badges and ranks have altered in line with the Regulars.



Engineers take to the campus

WITH the closure of the RN Engineering College Manadon, half the Royal Navy's future engineer officers will be recruited under the Engineering Sponsorship Scheme (ESS) through which school or college leavers will be sponsored to study at the University of Southampton.

On graduation and satisfactory progress overall, sponsored students will be offered a commission under the scheme administered by Britannia Royal Naval College Dartmouth.

Southampton was selected from eight competing universities as offering the best range of courses to meet the Navy's needs in mechanical and electronic engineering and aerospace systems.

Project work in the final year will have a naval background which could open up the opportunity for naval research within the university, a small proportion of students being considered for a four-year MEng degree.

General support, including naval and adventurous training, will be provided by an RN Support Unit under the Director of Studies (RN).

Ratings selected for advancement to officer rank – Upper Yardmen – will also be eligible for selection to the scheme in competition with school and college leavers.

DCI RN 197/95

embroidered "R" being worn in the curl of the rank insignia.

Royal Navy nurses' uniform had changed very little since Queen Alexandra bestowed royal patronage in 1902, when the earlier grey serge gown was replaced by navy blue with scarlet cuffs and a tippet. The Geneva cross moved from the right arm to form part of the distinctive insignia worn on the tippet, and a frilled cap gave way to a handkerchief-style "veil", as the head-dress is still known.

Periodically, the uniform has

been adapted to meet the needs of active service, such as the introduction of trousers and pullovers for wear in operational areas during the Falklands War.

In 1959 a ratings section of QARNNS was established, and in 1987 the service opened its doors to men to unify the Navy's nursing personnel. All QARNNS ratings have since adopted RN titles and badges.

As part of the uniform changes outlined last year, new-style bush jackets and skirts have been introduced for RN and female QARNNS officers and senior rates.

Designed for women serving at sea in hot climates, the jacket is based on that worn by male personnel, but with cloth loops and tailored for the female form.

DCI RN 199-200/95

Pitreavie Castle to be sold

DATE set for the move to Faslane by Flag Officer Scotland, Northern England and Northern Ireland has been set as March 5. And from April 1 the Royal Navy will cease to conduct any business from FOSNNI's present headquarters at Pitreavie Castle.

The move of FOSNNI to the Clyde Submarine Base is one of the measures resulting from the Defence Costs Study – and the closure of Rosyth as a naval base.

After a naval party has restored Maritime HQ Pitreavie, it will be handed back to the RAF on July 31 and thence to Defence Land Services for disposal, ending the site's 58-year history as a military headquarters. DCI Gen 238/95

THIS regular feature gives general information about new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

Miscellaneous

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Memorials win new allies

A NEW organisation has been formed to ensure Britain's estimated 20,000 war memorials are looked after properly. WWII veteran and ace comic Spike Milligan has already agreed to be the organisation's patron. The Friends of War Memorials organisation, founded by Ian Davidson, RM retired, also aims to make sure that young people are made aware of the sacrifices that have been made in the past. If you are interested in the FOWM, send a large SAE to 28 Sheaveshill Court, The Hyde, Colindale, London NW9 6BP.

Name change doesn't get divers down

THE HIGH calibre of Portsmouth's clearance divers was recognised by Flag Officer Portsmouth, Rear Admiral Neil Rankin, as he handed over command of them to the newly formed Southern Diving Group at Plymouth.



They will now be known as the Southern Diving Unit Portsmouth and will move to the new Defence Diving School on Horsea Island later this month. The Admiral praised the highly skilled and professional work of the unit and the excellent publicity and goodwill it generated. He stressed that the change of name would not affect the unit's personnel, and it was their calibre that made the unit so successful. Rear Admiral Rankin also paid tribute to the skills of the Fleet Maintenance and Repair Organisation at the commissioning of a new caisson in Portsmouth Naval Base. He is pictured (left) with Capt John Crump, RCNC, Director of Maintenance and Repair.

Bonnie sight on the Clyde

SEVEN mine hunters joined RFA Sir Geraint for mine warfare exercises and sea bed surveys in the Clyde recently. Operation Pike involved three Sandown and four Hunt class MCMVs. Command and support for the exercise was afloat in Sir Geraint, allowing units to be supported throughout the Clyde and as far west as the continental shelf. The ships are seen here in arrowhead formation with HMS Chiddingfold, HMS Ledbury, HMS Cromer, HMS Walney, HMS Bridport and HMS Brocklesbury around RFA Sir Geraint. Picture: LA(PHOT) Mark Webb.

Centurion remembered

THE ROYAL Navy remembered one of its oldest veterans on his 100th birthday. Henry Roberts, from Longwick, Oxfordshire, began his RN career in 1912 and served in HM ships Ceres, Cyclops, Ramillies, Cardiff and Cutty Sark in both world wars, and served as a Lieutenant in the Sea Cadet Corps for 22 years, before retiring at 72. He received telegrams from the Queen and Prince Andrew, a letter of congratulations from First Sea Lord, Admiral Sir Jock Slater, a signed copy of The Navy Day by Day from Second Sea Lord, Admiral Sir Michael Boyce, and a picture and crest from HMS Cardiff.

Never Ending sweeps Stakes

THIS YEAR'S Navy Stakes were run at Goodwood Racecourse in West Sussex. The race was won by Never Ending, ridden by Willy Ryan. Right: Wrens Viv Doonan (right) and Janice Cochrane of Flag Officer Portsmouth's staff get a hot tip before the off. Picture: LA(PHOT) Steve Lewis



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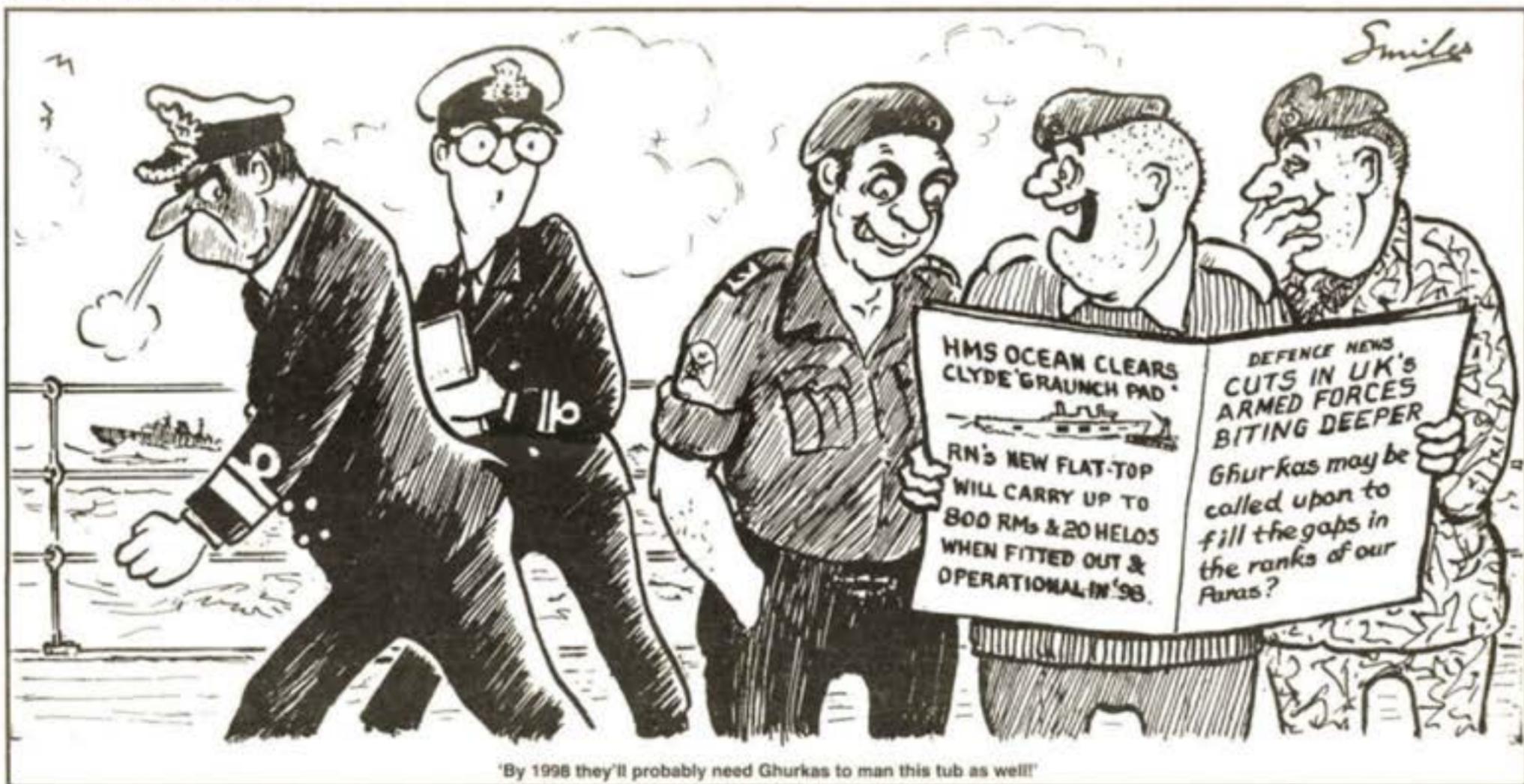
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'By 1998 they'll probably need Ghurkas to man this tub as well!'

NEWSVIEW

600-year attention span

'The Tuna War: why nothing happened' was the title of a Ministry of Defence news release last month (see page 3).

Something of a non-story, then – but with the military's share of media attention lately focussed on Bosnia, manpower shortages and the vexed question of the Services' ban on gays, a 'war' apparently devoid of incident was bound to wind up on the copy taster's spike anyway.

Which isn't fair – because most of the Navy's operations are designed to stop things happening.

And even the conflict in Bosnia, now of nearly four years' duration, has suffered from periodical spasms of media inattention when nothing much has been perceived to 'happen'.

But these were periods when much more might have happened but for the presence of the Navy and all the other military agencies involved there who have not been able to enjoy the luxury of drifting off to other preoccupations until things hotted up again.

In the past month one or two more signal RN events have passed by almost unnoticed – like the roll-out of HMS Vigilant, third of the Trident submarines that are taking over the provision of the UK's independent nuclear deterrent.

First appearances

Meanwhile this month sees the return of HMS Glasgow after six months' service in the Adriatic – and of the nuclear submarine HMS Trenchant, which has spent the same period travelling to the Far East and back, proving once again, following similar long-distance excursions by HMS Triumph and HMS Splendid over the past couple of years, another element of the Navy's capability in providing 'power projection' worldwide, with several first appearances in Far Eastern ports by an RN unit for over two decades.

Trenchant's ability to stop things happening – which will be still further enhanced by the acquisition of Tomahawk missiles announced last month – is immeasurably stronger than that of the humble units of the Fishery Protection Squadron.

But this squadron has been doing it a lot longer – it has the distinction of being the Navy's oldest, dating back to 1379 when the town of Yarmouth established its own armed fishery protection vessels.

Although not as glamorous or as high profile as the Navy's operations in the Adriatic, the Gulf and the West Indies, this particular 'Bobby on the beat' job has the proud record of having striven hard to stop things happen for over 600 years.

'... a net, positive effect on my business' – Director of Naval Recruiting

'Brilliant' brings a career move

THOUGH widely criticised within the Service for giving a distorted view of life in the Navy today, the BBC series 'HMS Brilliant' undoubtedly raised its public profile – and may have caused a sudden surge of interest by potential recruits.

A survey by the Director of Naval Recruiting has also found "no tangible evidence" that those already considering a naval career were deterred by its warts-and-all approach – indeed, some were actually encouraged by it.

During August, when all but one of the six 30 minute programmes were screened, inquiries at RN/RM careers offices were up by over 60 per cent on the previous year.

"Other factors may account for this, but there has been a net, positive effect on my business," the Director, Cdre Ian Somerville, told Navy News.

"Throughout the country my Careers Information Officers are correcting any inaccurate impressions the series may have left in the minds of young people.

"But I welcome any publicity which gets the message across that life in the Royal Navy and Royal Marines is worthwhile, can be varied and exciting – and that we are recruiting now."

Credibility

The survey reports that 'HMS Brilliant' attracted an average of 6.6 million viewers per episode, peaking at 8.3 million (producer Christopher Terrill quotes still higher numbers – see letter on page 6).

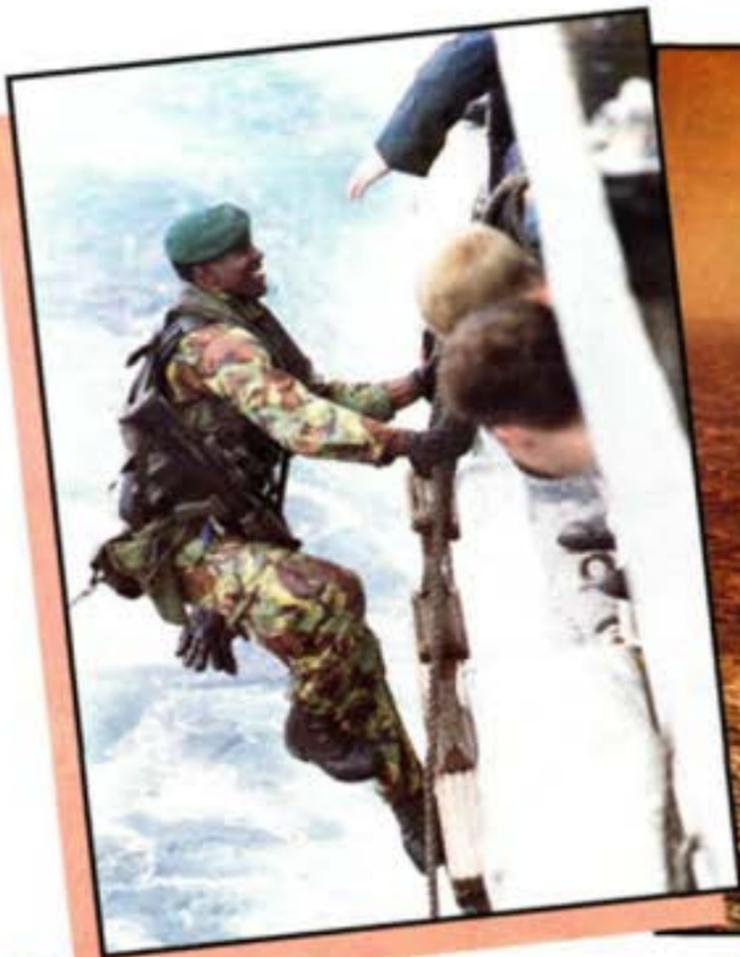
It notes that the cost of buying a similar amount of television air time as advertising would have been over £30m and could hardly have produced the same impact.

A questionnaire issued at careers offices that sought potential recruits' views on the series found most – both male and female – were encouraged by it.

Likewise, both male and female respondents liked the teamwork and camaraderie it showed existing between members of the ship's company.



● HMS Brilliant, as she appeared in the eponymous BBC documentary series.



Diverting times for Glasgow

HMS GLASGOW returns to Portsmouth this month after a six-month deployment to the Adriatic as part of the NATO Standing Naval Force Atlantic.

It was in July 1992 that NATO and Western European Union naval forces first began patrols in these waters to ensure that merchant ships were complying with the United Nations resolutions applying trade sanctions against the former Yugoslavia. Since the UN Security Council strengthened the embargo against Serbia and Montenegro in April 1993 no ship has succeeded in breaking it – and six have been caught in the attempt. HMS Glasgow has been part of a 12 nation maritime blockade which has challenged more than 61,000 ships over the past three years. Of these, more than 4,700 have been boarded and some 1,300 diverted to be inspected in port.

Expensive

Shipping companies operate to tight financial margins and so these diversions are expensive. The Type 42 destroyer's Commanding Officer Cdr Tony Rix told *Navy News*: "Ninety-nine per cent of the time masters of boarded ships co-operate fully. They know we have a job to do and that we will do our best to ensure that they are not delayed any longer than necessary." Some cargoes are difficult to inspect, however – he diverted one ship to Brindisi, in southern Italy, as it was impossible to determine whether a bulk cargo of grain was concealing weapons or other prohibited goods. A second ship was also diverted as the containers it carried were packed too closely together to allow them to be inspected at sea.

Some ships are challenged regularly – and the ferries plying to and from Italian ports have almost become old friends. One source of irritation to the ship's company has been the speedboats crossing over to the Dalmatian coast. They pass at speeds of up to 50 knots and their cargoes might be cigarettes – or ammunition. All that can be done is to plot their positions and report them to the Italian Coastguards.

Rapid roping

Boarding parties are provided by the Royal Marines who can insert a stick of six Commandos by rapid roping from Glasgow's Lynx helicopter in less than 15 seconds. They secure the entry point on the ship and the bridge while the search is carried out by the sailors. There are two RN boarding teams, port and starboard, each of 15 men who are on stand-by for 24 hours, turn and turn about. Although inspections in the Straits of Otranto, only 50 miles north of the holiday island of Corfu, comprise the more visible part of this work in the Adriatic, HMS Glasgow has also had her share of duty in the more northerly patrol zones off the coast of Montenegro.

Styx missiles

Here the ship's company carried anti-flash hoods and gloves at all times, as the patrol lines are within range of Styx missiles known to be deployed in the former Yugoslavia. Life will be a lot quieter for HMS Glasgow in the coming months. After Christmas leave and maintenance in Portsmouth her programme includes visits to Glasgow and Amsterdam and participation in the first of the 1996 Joint Maritime Courses.

- Above: Adriatic sunset – HMS Glasgow on patrol.
- Inset: a member of M Company, 42 Commando, rejoins HMS Glasgow after a boarding.
- Below: one of the ship's two boarding teams – six Royal Marines and 15 sailors – form up with the Lynx helicopter.

Pictures:
CPO(Phot) Chris North



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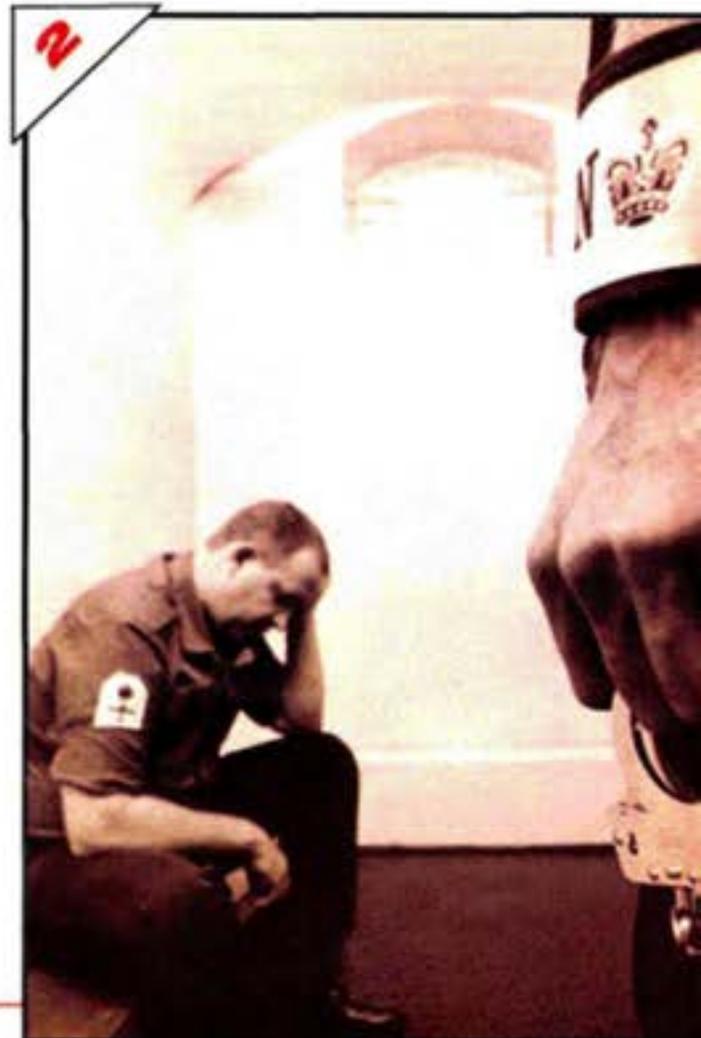
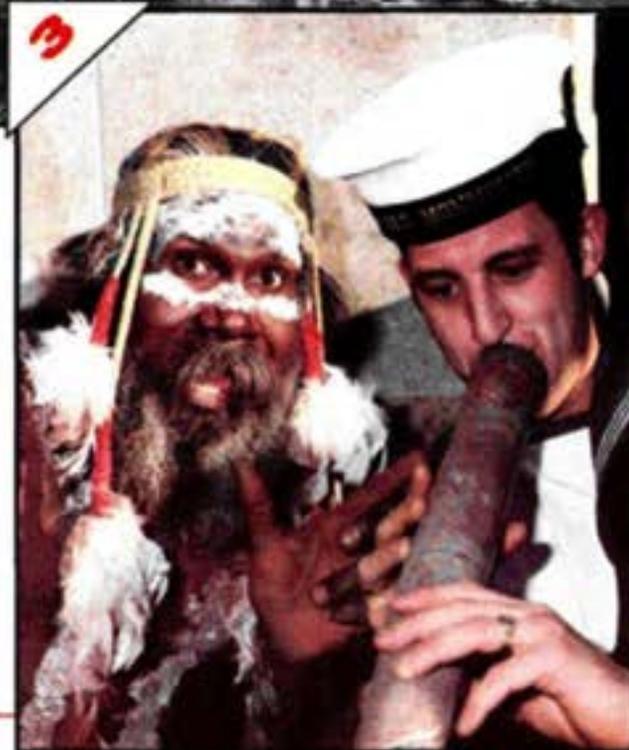
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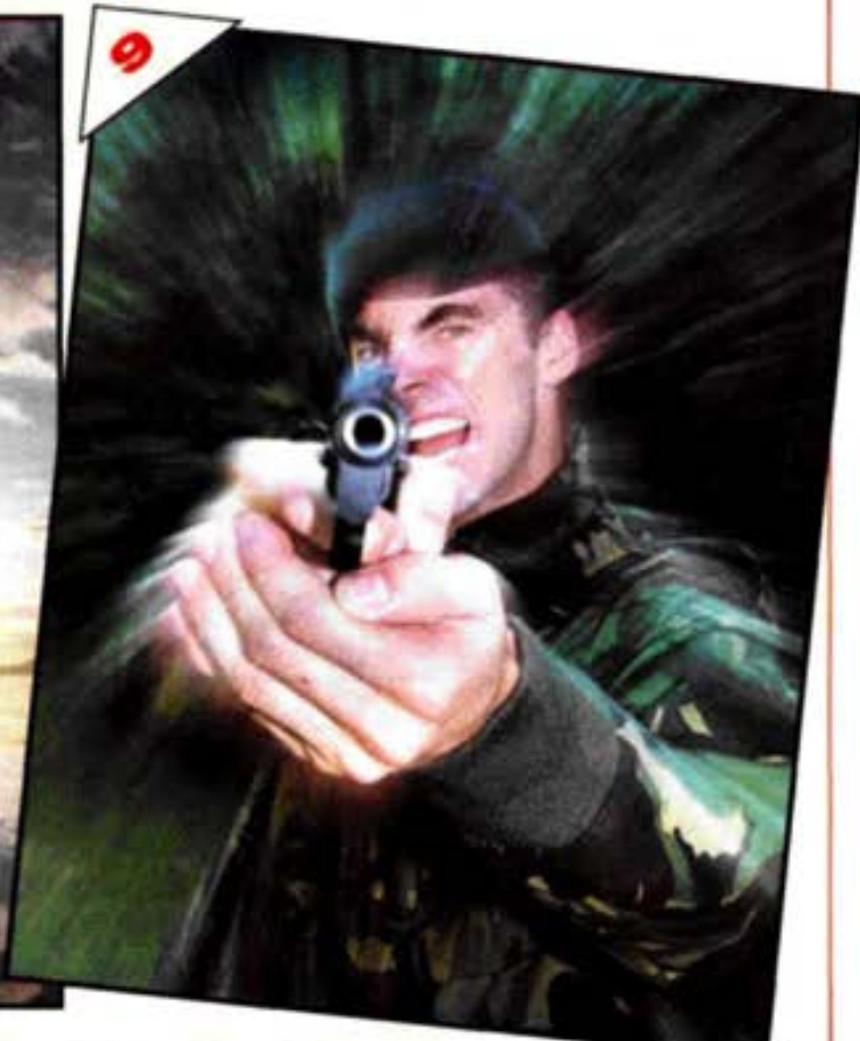
THE

PICTURES taken by ratings on the staff of Flag Officer Surface Flotilla almost scooped the pool of awards in the Navy's top-flight photographic competition. It was revealed at this year's Peregrine Trophy prize-giving in London that FOSF Photographic

Unit personnel had... of the seven major... them being won... LA(PHOT) Terry Sew... His hat trick was s... matic shot of a Wren in... urging on her colleagu... ing training at HMS Ex... The picture featured... of the March edition o...



LION'S SHARE OF PEREGRINE TROPHY PRIZES



BIG SHOTS

snapped up five prizes, three of them by one man - Terry Seward.

decorated with a dramatic Fearnought suit during firefighting.

on the front page of Navy News, and

won for Terry our trophy for the best photograph to appear in the newspaper in the 12 months covered by the Peregrine competition.

As well as our accolade, the photograph was judged the best colour picture in the competition and took first prize in the "Personnel at Work" category.

Atmospheric

It also contributed to the portfolio of six prints which landed the Peregrine Trophy itself at the door of FOSF Photographic Unit.

The unit's PO(PHOT) Paul Cowpe won the award for the best monochrome picture - an atmospheric study taken in the

RN Detention Quarters at Portsmouth naval base, shortly before their closure in September.

Award for the best portfolio of Royal Marines pictures went to the photographers on the staff of Director Public Relations (Navy) in Whitehall, while the trophy presented by Maritime Books was won with an aerial shot of a "Tiger Squadron" Sea King over the Adriatic, and taken by LA(PHOT) Dave Coombs of HMS Invincible.

The trophies were presented at The Royal United Sewrvice Centre, London, by the First Sea Lord, Admiral Sir Jock Slater. He also presented the VSEL Trophy for amateur photographers to LWEM(O) Brooks of HMS Glasgow.

The pictures . . .

THESE nine photographs represent the best of the 250 entries in this year's Peregrine Trophy competition. They include examples from all the prizewinning entries, as well as a selection of those that were highly commended.

1 RED HOT JENNY by LA Terry Seward, showing AW(EW) Tracy Hall in training at the RN Firefighting School, HMS Excellent. Included in the FOSF Photographic Unit's winning portfolio, it also won the Navy News Trophy, the Personnel at Work award and was judged the best colour print.

2 TO SERVE AND PROTECT by PO Paul Cowpe. From the FOSF portfolio and best monochrome picture.

3 BLOWING DOWN UNDER by LA Chris Brick, who accompanied HMS Monmouth on her deployment to Australia. From the FOSF portfolio.

4 TIGER ONE by LA Dave Coombs of HMS Invincible, showing a specially decorated Sea King anti-submarine aircraft of 814 "Tiger Squadron" over the Adriatic.

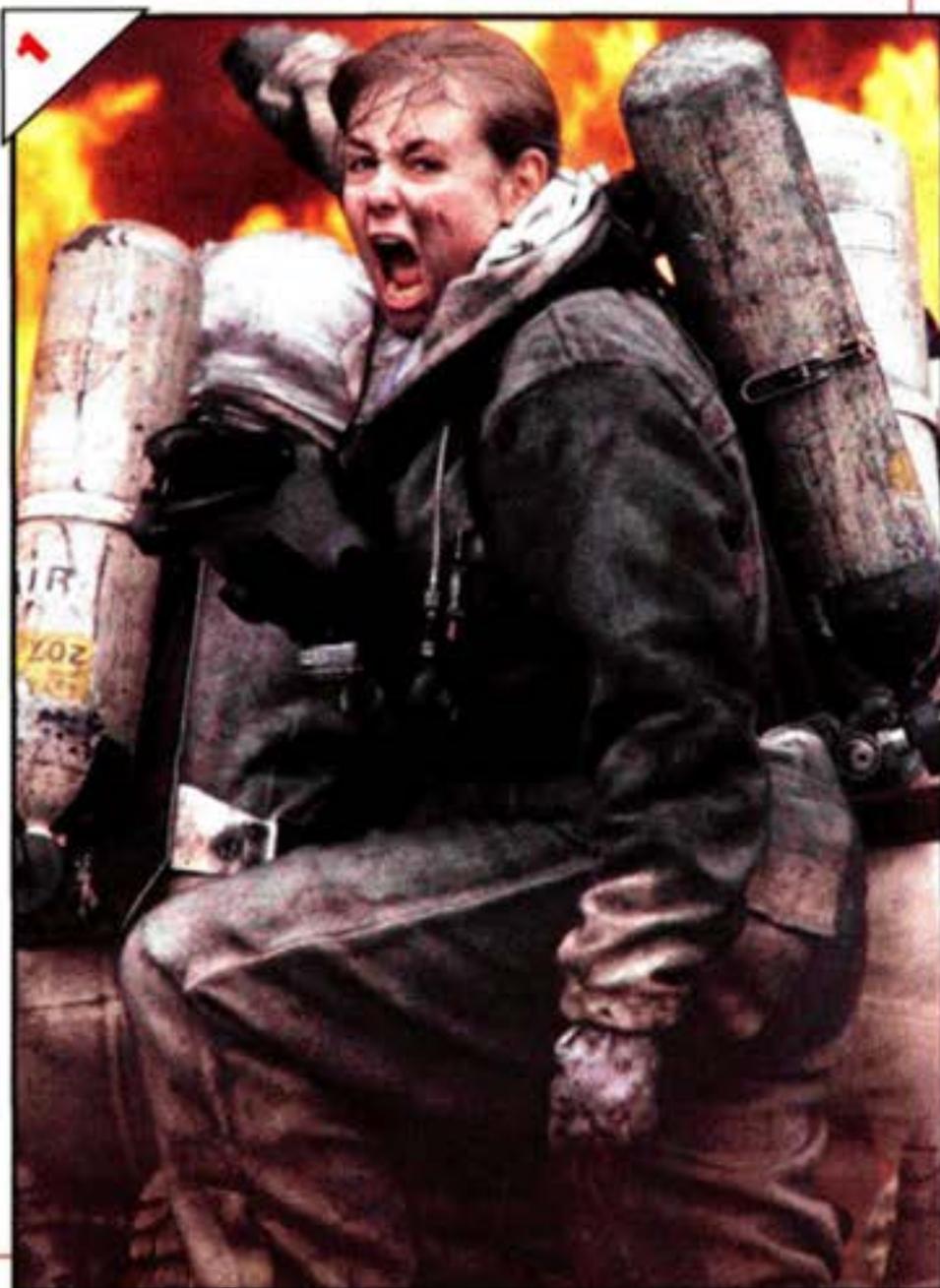
5 PREDATORS by PO Fez Parker, from the DPR(N) winning Royal Marines portfolio and showing Marines on exercise at the Commando Training Centre, Lympstone.

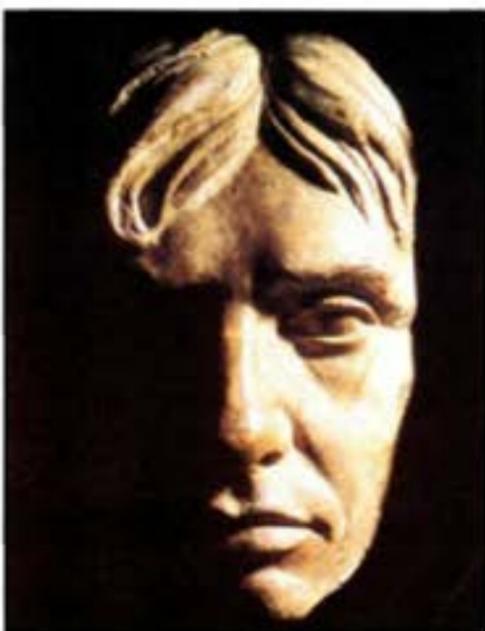
6 TROUBLE SHOOTERS by LA Steve Saywell. From the FOSF portfolio and showing damage control training at HMS Excellent.

7 POWERING by LA Richard Harvey showing a member of the Royal Marines squadron at the Clyde Submarine Base. Highly commended picture from the Peregrine Trophy portfolio runners-up, HMS Neptune Photographic Section.

8 HMS CORNWALL by LA Graham Meggitt, a highly commended shot from HMS Neptune's portfolio and showing the frigate in the glassy calm waters of the Clyde area.

9 STOP OR I SHOOT by LA Neil Hall of C-in-C Fleet's Photographic Unit at HMS Warrior, Northwood. The picture was highly commended and shows L/Cpl Jason Dobbs who is based at Fleet HQ.





Immortal Memory continues intact

A plaster cast of Nelson's face was made at Vienna in 1800 and used there as the basis for a bust. The prime mould has been lost but a secondary version, with eyes open and hair added by modelling survives (left).

"Pray let dear Lady Hamilton have my hair. . ." the dying Nelson told Hardy. It was cut off after his death and (below) is still tied in its queue, or pigtail.



AS THE Nelson Decade gets under way the two principal public custodians of the Immortal Memory's memorabilia have each come up with worthy souvenirs.

For **The Nelson Companion** (Alan Sutton £18.99) chief curator of the RN Museum Colin White has commissioned a range of distinguished contributors to examine some of the many facets of the legend – in many respects more fascinating and perhaps more historically important than the plain facts of the man and his deeds.

For as he argues in his introductory essay, by the time of the first centenary of Trafalgar its power was actually working against British interests.

Misunderstood

Soon after, the Royal Navy entered World War I with a "backward glance" that almost proved fatal – for by then the Nelson "spirit" was completely misunderstood.

"The Grand Fleet may have appeared magnificent and powerful, but it was not a band of brothers. Rigidly controlled from the centre, little or no initiative was allowed to the individual captains, and caution, not Nelsonian dash and inventiveness, was the prevailing culture."

Well, none of this was Nelson's fault – and in fact post-war disillusion strengthened the legend and led to a rediscovery of the man behind the myth that continues to this day.

Almost alone of the targets of the modern trend of determined-

by iconoclastic biography, Nelson's reputation remains essentially intact – and the industry in Nelson merchandise, phenomenal even in his own time and in the immediate aftermath of his death, is as strong as ever.

John May provides a fascinating chapter on Nelson collectables. If his image is now sold as a fridge magnet or T-shirt – or as just about any item of the type employed to cash in on the transient appeal of a pop star – that only underlines the durability of his appeal.

There is also an analysis of Nelson's portraits and their artists by Richard Walker; a survey of his monuments by Flora Fraser (she records that a banquet was held on top of the column in Trafalgar Square before Baily's statue was put in place – the food must have been cold); and an examination of his relics, of which there must have been as many as those of the True Cross, by John Munday.

Acknowledged

Tom Pocock, widely acknowledged as today's leading Nelson expert, provides the travelogue of the sites associated with him while Felix Pryor reviews Nelson the letter writer, the frenzied stream-of-consciousness outpourings to Emma Hamilton giving a unique insight to his character.

Finally, Michael Nash offers a guide to the "top twenty"

Nelson biographies. He concludes that it will be a long time before Pocock's own *Horatio Nelson* (The Bodley Head, 1987), recently reissued in paperback, will be overtaken – but in the words of Robert Southey, author of one of the earliest and greatest, first published in 1813 and hardly out of print since, there will always be one more life of Nelson "yet wanting".

Decorative

No less scholarly – Roger Morris, Brian Lavery and Stephen Deuchar provide the texts – and much more decorative is the National Maritime Museum's *Nelson – An Illustrated History*.

Packed with 235 pictures, almost all in colour, at just £11.95 it also gives top value in offering a more comprehensive overview of the subject, placing Nelson's life in the social, political and naval context of the time.

Though it contains many well-known, even hackneyed images – which the RN Museum book largely eschews – it also has many more little-known items, some published for the first time, and is thus more of a companion than its title suggests.

Buy both (and Pocock in paperback) and if you have nothing else besides you will have as good a Nelson library in embryo as you can find in print today.

– JFA

A SWASHBUCKLER AND A BLOCKBUSTER – SO WHAT ELSE IS NEW?

WHEN it was announced that ace genre sender-upper Jerry Zucker, of the *Airplane* and *Naked Gun* movies, was filming the legend of King Arthur and the Round Table under the punning title *First Knight*, one anticipated the scene: an armoured Leslie Nielsen crashing around Camelot with his visor jammed.

Dead wrong, however. In the result, there's no sign of Nielsen and it's all played absolutely straight, for the yarn's adventure/romance values.

Sean Connery is Arthur, wise and dignified though a touch Scotch ("Arise, Shur Lamsb-clot") and Julia Ormond prettily damns her way into every kind of distress, leaving Richard Gere as Lancelot to pluck her safely out again.

Horses neigh, castles burn, the armies of the evil Sir Malagant do mighty battle with the order of chivalry.

Even old John Gielgud is on hand – "What say you, Oswald?" – to put in his two groatsworth.

It's an exciting enough rendering of a faithful tale, and if it all starts to seem overly familiar one can always factor in that phantom Leslie Nielsen version.

Brooding

Giant statuary looms over canyon-like streets, steam hisses from every grating, the rain pours down, night falls. . . it's Gotham City, over which Batman broods like a dark angel.

But in *Batman Forever* something rather sinister seems to have happened to Gotham. The Joker, the Penguin or, more likely, the Accountant has fixed it so that large areas no longer have a three-dimensional reality but instead are reduced to mere computer-generated imagery.

Batman himself has undergone alteration too, with the departure from the role of Michael Keaton and his replacement by a more lightweight Val Kilmer.

The high-octane duo of Tommy Lee Jones and Jim Carrey handle the villainy, both permanently operating in raging hysteria mode.

Nicole Kidman takes care of the sex appeal, Michael Gough as Albert the butler lays out his mas-

Screen Scene

ter's accoutrements with practised ease, and Chris O'Donnell as Robin, a character making his first appearance in this particular series, sternly disdains any temptation towards campy innuendo.

– Bob Baker

Pocket guide to Second World War aircraft

PUBLISHED in association with Jane's, *Aircraft of World War II* (HarperCollins £3.99) is the latest title in the popular pocket "Gem" series.

It features over 100 British, American, French, German, Russian, Italian, Polish and Japanese fighters, bombers and naval aircraft.

The incredible pace of technological progress in this period is charted – a period in which biplanes saw action in large numbers while by 1945 fighter squadrons were receiving jets and ejector seats, and airborne radar and guided missiles were entering service.

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THE STARS DO THEIR BIT . . .

DESPITE the popular myth - widely fostered by cynical Servicemen - that movie stars only saw action on celluloid, Hollywood's record in the field was crowned with more honour than might have been expected from the denizens of Tinseltown.

At the top end was Audie Murphy - who doesn't, strictly speaking, count as his film career began after and came as a result of his martial exploits.

As a slight, baby-faced lad of 17 he was turned down by the Marines and the Paratroops as being underweight - and when he finally made it into the infantry he fainted on his first drill parade.

Yet he wound up as the most decorated GI of the war following a series of spectacular, single-handed actions at Anzio and after.

Bombing missions

And there was James Stewart, a bona fide major star before and long after the war, who as a major in the USAAF led 20 daytime bombing missions out of Tibenham, Norfolk.

In *Stars at War* (Robson Books, £17.95) Michael Mann records an interview with Stewart in which the familiar slow drawl leaps off the page:

"The local people really did treat us well. I know there was this saying about being over-sexed, overpaid and over here, but I always found the English so kind.

Powdered egg

"They sometimes brought us real eggs; you know, we only had powdered egg which was sort of like eating rice. . . there was this wonderful thing that every once in a while, after maybe a bad mission, the next morning they would send us real eggs, real wonderful tasting eggs."

Mann's book is packed with anecdotes - many provided by RN personnel who were or would become household names.

Kenneth More remembered that he and the rest of the 100 Fleet Air Arm pilots on board HMS Victorious "drank ourselves silly in a phenomenal party" when the news came of Japan's defeat. They stripped naked and hung from the bulkheads, among the pipes,

singing and drinking and "enjoying every delicious moment".

It was perhaps just as well that, although he had learned to fly his own Gypsy Moth before the war, Ralph Richardson was, at 39, too old to fly in combat. An RNR officer based at Lee-on-Solent, he was, however, allowed to fly old sea planes to various bases. His accident rate was alarmingly high and he became known as "Pranger" Richardson.

He had helped Laurence Olivier join the FAA and both men became increasingly annoyed because they were forbidden from taking a more active role in the war.

Rehabilitation

Their naval careers came to an end in 1944 when the Admiralty agreed that they were essential to the rehabilitation of the Old Vic under Tyrone Guthrie.

Perhaps their Lordships had not needed much persuading. After all the written-off and damaged aircraft the pair had been responsible for, Richardson felt the Navy seemed only too glad to let them go. . .

-JFA



As Capt Shepherd, Kenneth More helped sink the Bismarck. As a lieutenant in the Royal Navy he saw active service off North Africa, Sicily and in the Pacific.



Weather men

U-BOAT crews' issue clothing in both world wars was in almost all respects superior to that of their Royal Navy counterparts.

The leather jackets shown here, worn by so-called engine personnel (left) and deck personnel (right), were lined with warm blanket material. The trousers were cut from the same grade of leather as the jackets.

Foul weather gear consisted of a large, loose-fitting, double-breasted coat with overtrousers in black, rub-

berised material.

A waterproof, balaclava-type cape was worn over the head and shoulders, topped with a traditional sou'wester.

The illustration comes from *U-Boat Crews 1914-45* (Osprey Military £8.99) by Gordon Williamson and Darko Pavlovic.

● Capt George Phillips, DSO, GM, inventor of the Ursula foul weather suit named after his famous wartime submarine command, has died aged 90.

Portsmouth preserved on video

NAVY DAYS long past, mast manning in Guildhall Square and pre-war views of King George V's Silver Jubilee celebrations are included in the video *Bygone Portsmouth* (Bygone Films £12.99).

Compiled exclusively from film taken by local cine enthusiasts, the programme also includes more recent events, such as the return of HMS Invisibile from the Falklands - and of Alec Rose from his solo round-the-world voyage in *Lively Lady*.

Other items of note are some early film of Portsmouth Airport and Wym-

Greasy-trousered Yankee suspect in murder case

The Falklands and The Dwarf (Picton Publishing, £25) is based on a series of letters by the captain of an RN gunboat sent to the islands in 1881 to enforce a closed season for sealing.

Edited by local archivist Jane Cameron and Rear Admiral Kit Layman, the letters form a lively portrait of the islands of a century ago.

The sealers were a rough lot, certainly. There is a sinister description of one, the decidedly edgy boss of a schooner - a "typical stage Yankee, with chin beard and short, light hair . . . a pair of trousers so greasy you could only guess at what the original material was" - who may or may not have murdered a member of his crew who jumped ship.

"I have heard since that the body was picked up a week afterwards in Stanley Harbour sadly disfigured and so much eaten by birds that it was impossible to prove foul play. . ."

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Royal Naval Association

Debbie (21) sets the standard for Ulster

IRISH eyes were smiling when Wren(R) Debbie Hunter (21) became standard bearer for No. 12 Area in Northern Ireland. Presenting her with her trophy is Alderman Andy Beattie, Mayor of her home town, Newtonabbey.

Her first major task as standard bearer was to take part in the RNA Reunion at the Royal Albert Hall, attended by the Princess Royal. (Full report in next month's edition).

Debbie serves in the Communications branch of the RNR headquarters ship in Belfast, HMS Caroline, when not following her civilian career as a toolmaker.

Naval service runs in her family: her father, Ivan, is a former POMEM, her sister Julie serves as a WWTR in HMS Neptune, and her brother Mark is a member of the Sea Cadet unit TS Broadsword, where she herself is a probationary PO.

Pompey wins the hearts of veterans

HOSPITALITY and facilities in Portsmouth for the 50th anniversary reunion of the British Pacific and East Indies Fleets has won high praise from shipmates who attended the event in September.

The two-day commemorations "surpassed the wildest dreams" of those from Barnsley. For 40 shipmates from York - who also congratulated the reunion organisers - there was one regret: that the mother of their branch, Shipmate Mavis Morton, could not be with them due to illness.

Mavis was the wartime wife of PO(TAG) Jimmy McRae, one of the Palembang Nine murdered by the Japanese at Changi Jail, Singapore, four days after the Japanese surrender.

The nine aircrew had been shot down during raids by the Fleet Air Arm on Palembang, Sumatra in the previous January.

Plaque

Mavis, with the support of others, was instrumental in getting a plaque in memory of the British dead of the campaign, erected in the jail museum.

Meanwhile, in Western Australia, Rockingham and District branch will soon erect a memorial to those of the BPF and EIF who lost their lives.

Swindon commemorated VJ Day with a service conducted by the Bishop of Bristol at St Mark's Church. Shipmate Geoff Faulkner delivered the oration "For the Fallen", and a veteran of the EIF, Shipmate Norman Alley, spoke the Kohima Epitaph.

The parade which followed was led by The Royal British Legion Corps of Drums and the Pegasus Brass Band and included 42 standards.

The salute was taken by branch president, Rear Admiral Anthony Davies. He was accompanied by the guest of honour, Shipmate Charlie Rogers, who survived the sinking of HMS Repulse and was taken prisoner after the gallant action of the converted gunboat HMS Li Wo.

Exodus to Hayling Island

HUNDREDS of shipmates, wives and friends joined a break-away weekend organised by the Association's Double Seven committee. One of the highlights for the 457 trippers to Hayling Island was an Uckers tournament won by Battersea branch.

The weekend events raised £573 for St David's Home for ex-Servicemen at Ealing, and it is planned to repeat the trip in March at the same venue.

Wear branch turned out in strength for one of the biggest parades held in Sunderland. Commemorations by the branch included a Forties-style concert which raised £385 for the local Sea Cadet unit.

At Thurrock a social evening was held and attended by 250 shipmates and guests who were entertained by the branch's "Navy Larks".

Torridgeside and Braunton held a combined event on August 12, followed the next day by a parade and service of remembrance.

The Church of St Edmunds, Chingford, was packed for the 50th anniversary service organised by Chingford and Waltham Forest branch, and conducted by their padre, the Rev. Eric Ford. Those present included Ian Duncan Smith MP and the Mayor and Mayoress.

The next day shipmates were led in parade by Waltham Forest Pipe Band, to a service at the local war memorial.

Dutch on parade

Rain failed to dampen the spirits of Pwllheli shipmates for their service and parade at which there were 25 standards and which was attended by representatives of other ex-Service organisations. They included no fewer than 60 veterans of the Royal Netherlands Navy who during the war had trained at nearby HMS Glendower, a seamanship school.

In the same week members of the branch laid crosses on the graves of ratings who had died while serving at Glendower.

At Hanworth a service conducted by the Rev. Faulkner RN (ret'd) was held at the club premises. During the commemorations they also held a Forces Night dance - and a night of more nostalgia with a professional theatre group performance of a revue, "We'll Meet Again".

Wetherby race towards commissioning

SHIPMATES of the West Yorkshire town of Wetherby are preparing for the commissioning of their branch early next year.

The town has geographical links with the Royal Navy, being the site of a Royal Navy establishment between 1942-58 successively named HMS Cabot, Demetrius and - as the RN Supply and Secretariat School - HMS Ceres.

Thanks to its racecourse, the town also had strong links with the Ascot-class paddle minesweeper HMS Wetherby (1918-24).

With many serving and ex-serving naval personnel living locally, RNA members are confident that the new branch will succeed.

Caerphilly

Members hit on a rum way of raising money for charity at a local Fun Day. At a small cost, those over the age of 18 were invited to sample a Tot in the branch tent decorated with naval posters and memorabilia.

Branch president Shipmate Norman Fookes, wearing Nelsonian uniform, supervised the Tot issue. That the rum fanny did not run dry was due to the generosity of Waverley Vintners who supplied the spirit free of charge.

Llandudno

Shipmates, families and friends were at the club for the unveiling of two Honours boards bearing the names of life and founder members. On behalf of the founder members, former president Shipmate Leonard Foinette welcomed the visitors.

Branch president Shipmate Bill Hooson paid tribute to eight of the 23 founder members who had "crossed the bar".

Chatham

The day after attending the Royal Tournament in support of their standard bearer (Shipmate Don Ritchie) and parade marshal



(Shipmate Jack Harris), the branch turned out in strength for a Sea Sunday parade and service at Aylesford, which was attended by members of many other Kent branches.

Branch News

Bude

Seven former members of the ship's company of the Bangor-class minesweeper HMS Bude were reunited after more than 50 years during a reunion at the branch. Launched in 1941, the ship saw service in the Channel, North Africa, Sicily, Anzio, Sardinia and other Mediterranean areas.

The Chairman of Bude and Stratton Council entertained the visitors to tea before they left Cornwall.

Nuneaton

Dedication of the new standard and laying-up of the old, attracted great support and a big turn-out for the church service and parade. Shipmates of Leicester thank the branch for the hospitality they received.

Looe

Sea cadets at TS Hood were presented with a cheque for £150 by the branch to help members of the unit obtain berths in the sail training ship TS Royalist.

The gift was made during a visit to the unit by the chairman and vice-chairman of Looe branch, Shipmates George Butler and Allan Crisp and their wives.

Shipmate Butler also presented his sailing knife, suitably inscribed, to TS Hood.

The unit is in the process of replacing old, temporary buildings with a purpose-built classroom at their HQ, and would welcome donations.

Wallasey

Twinning of the branch with the Dutch naval association in Nijmegen was marked by the presentation of a plaque from Nijmegen. It was handed over by Eddy Eichelshelm, a member of both branches. Plans are under way for a visit by shipmates to Nijmegen.

Chislehurst

Founder member of Chislehurst branch, Shipmate Albert Ayres (80) has been honoured with life membership.

He received his certificate and badge from the president, Shipmate Lt Cdr Derek Richards RN (ret'd), at a recent meeting of the branch.

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NoticeBoard

Appointments

Rear Admiral James Francis Perowne to be Flag Officer Submarines; Chief of Staff Operations to NATO Commander Submarines Eastern Atlantic; and NATO Commander Submarines North West, in succession to Rear Admiral Roger Charles Lane-Nott, February.

Rear Admiral John Patrick Clarke to be Hydrographer of the Navy and Chief Executive, Hydrographic Defence Agency in succession to Rear Admiral Nigel Richard Essenhigh, March 4.

Lt Cdr David Jonathan

Sinclair Goddard, HMS Middleton as CO, October 17.

Lt Cdr Michael Patrick Oriordan, HMS Cattistock as CO, October 10.

Lt Cdr Christopher Charles Thomas, HMS Brocklesby as CO, February 27.

Lt Cdr Adam Charles Ashcroft, HMS Berkeley as CO, February 27.

Lt David John Bishop, HMS Sandown as CO, December 12.

Lt Simon Paul Hardern, HMS Walney as CO, December 16.

Promotions to Chief

AUTHORITY for promotion of the following ratings to Chief Petty Officer was issued by Captain Naval Drafting in October.

- OPERATIONS BRANCH (SEAMAN GROUP)**
- To CPO(R) - J.J. Davies (Raleigh), R.L.G. Wright (Gloucester).
- (COMMUNICATIONS GROUP) REG. AND FT.**
- To MAA - K.W. Rodgers (Anur), K. O'Brien (Shetland).
- WEAPON ENGINEERING**
- To CPWEM(O) - P. Jackson (Collingwood).
- SUPPLY AND SECRETARIAT**
- To CPOCA - P.D. Handcomb (Drake), To CPDCA - N.D. Paris (London).

- SUBMARINE SERVICE**
- To CPOMEN(L) - M.W. Hayes (Spandit).
- To CPOMEM - A.J. Leigh (Dolphin), To CPO(WSM) - A.K. Williams (Neptune).
- FLEET AIR ARM**
- To CPOA(AH) - A.J. MacWilliam (Drake), To CPOAEM(W/L) - S. Baker (B45 SQN).
- NON-SEASONING BRANCHES**
- To CPOWA - J.E. Hopkins (Cindefev).
- ACTING CHARGE CHIEF ARTIFICER**
- Authority was issued by Captain Naval Drafting in October for the following ratings to be advanced to Acting Charge Chief Artificer:
- To ACCMEA - S.T. Austin (Sultan),

Deaths

- Lt Timothy James Gay, 705 NAS, Died as a result of aircraft accident, Oct 5, aged 28.
- S/Lt Guy Chapman, 705 NAS, Died as a result of aircraft accident, Oct 5, aged 23.
- Lt Alexander Michael Francis Pym, died as a result of para-gliding accident, Oct 8.
- SA Robert James Bailey, RNAS Culcross, Oct 12.
- Capt James Dalgligh CVO, CBE, first CO of HMS Britannia, served 1931-63. Ships included HMS Rodney, Excellent, Rampentier, Faulknor, Seaforce (as gunnery officer), Arne (as CO), and Duke of Devonshire (as CO), Member of Association of RN Officers, Oct 8, aged 82.
- Capt Pat Chilton AFC, Post-war test pilot for FAA, and during his career (1938-71)

- more than 6,000 hours in 153 different types of aircraft. Carried out trials on Somerset and Sea Vixen fighters. Served in wartime with 804 NAS in Okney, 805 NAS in Western Desert, 891 NAS in HMS Illustrious and 131 Squadron RAF. Commanded 1943 Sqn in HMS Arcturion in Far East, 748 Sqn and School of Naval Warfare, 806 NAS in HM ships Eagle and Centaur and led Ace of Diamonds display team. His last appointment was Commandant of the Empire Test Pilot School, Boscombe Down, aged 74.
- Cdr Richard Favell OBE, one of longest serving submarine COs of WW2. His last ODC in 1944 while CO of HMS Trepassey in Far East. Involved in leading Special Operations personnel behind Japanese lines. Member of Association of RN Officers, Oct 8, aged 81.
- Peter Shankland MBE, RNVR, author of books Malta Convoy, Dardanelles Patrol and Phoenix Florida. Served in HMS Speedy, Malta 1942, Russian convoys and Allied landings in France where he worked on beach clearance, Sept 21, aged 94.
- Lt John Mahlin, Battle of Jutland veteran, served 1913-45. Ships and establishments included HMS Ganges, Crescent, Iron Duke (1915-21), Defiance, Vanguard, Achilles, Rodney, Witch, Decoy, Centurion, Escapade and Unicorn.
- Dennis Sydney Quarry, ex-RO Cook, served 1940-46. Carried on and travelled with St Winston Churchill, aged 75.
- Jim Beaman, ex-member HM Bands Plymouth, Chatham and Deal. Former instructor and Chief Music Librarian at Deal and Staff Bandmaster to FO Medway Served 1944-70. Ships included HMS Victory, Vanguard and Forth, Sept 8, aged 65.
- Ted McDowell BEM, senior commissioned engineer, served 1929-54. Ships included HMS Dart, Isis, Agincourt, Adventure, Devonshire, Nelson, Sept 8, aged 92.



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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 November 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 for basic date is the number of men who were advanced during October.

- CCMEALM - 291, int CCMEAL - 181, 2. CCMEALSM - 180, 1. CCMEALSM - 155, int CCWEAAD - 34, 5. CCWEAWDO - 34 (1.8.95), 3. CCWEAADCSM - 243, int CCWEAWDOSM - 321, int CCWEAM - 287, 1. CCWEAM - 202, int CCWEAWL - 405, int.
- PO(EW)(O)(RS)(W) - 321, int. LS(EW)(L)(O)(W) - 131, int. PO(M) - 121, 1. LS(M) - 94 (15.6.90), int. PO(S) - 364, 4. LS(S) - 154, 6. PO(S) - 14 (16.11.93), int. LS(S) - 119, int. PO(S) - 303, int. LS(S) - 68, 1. PO(MW)(O) - 141, int. LS(MW) - 276, int. PO(S) - 393, int. LS(S) - 349, 2. PO(S) - 514, int. PO(CY) - 513, 1. LRO(T) - 575, int. PO(S) - 575, int. LRO(Q) - 288, int. POPT - 302, int. RPO - 404, 3.
- PO(ME)(L)(OS) - 18 (28.4.94), int. LME(M)(OS) - 18, int. LME(M)(OS) - 349, 8. PO(ME)(O)(OS) - 210, int. LME(M)(OS) - 170, int. LME(M)(OS) - 200, int. LME(M)(OS) - 114, int. PO(CA) - 425, 1. POCK(O)S - 383, int. LCK(O)S - 354, int. POST(O)S - 768, int. LSTD(O)S - 302, int. POSA(S) - 351, 3. LSA(O)S - 161,

6. POWTRIGS) - 247, 2. LWTRIGS) - 187, 3. POMA - 300, int. LMA - 11 (10.5.94), int. POS(O)(M)(O) - 339, int. LSO(S)(M) - 461, int. POS(S)(M) - 264, int. LSO(S)(M) - 221, 1. POS(S)(M) - 430, int. LRO(S)(M) - 259, int. PO(ME)(L)(SM) - 399, 4. LME(M)(SM) - 50, 6. PO(ME)(M)(SM) - 638, int. LME(M)(SM) - 314, 4. PO(W)SM - 584, 1. LOM(W)SM - 467, int. PO(ME)(M)(SM) - 163, int. LME(M)(SM) - 508, int. POSA(SM) - 347, int. LSA(SM) - 152, int. POWTR(SM) - 135, int. LWTR(SM) - 259, int. POCK(SM) - 91, int. LCK(SM) - 617, int. POST(SM) - 520, int. LSTD(SM) - 1075, int. PO(A)SM - 1235, int. LAJAS - 1052, int. POA(METOC) - 11 (28.2.95), int. LAMETOC) - 11 (28.1.94), int. POA(PHOT) - 612, int. POA(SE) - 785, int. LAJSE) - 492, int. POACMN - 572, int. POA(M) - 367, 3. LAEM(M) - 498, 3. POA(M) - 163, 1. LAEM(W) - 438, 4. POAC - 11 (27.9.95), int. POWREN(S) - 412, int. LWREN(S) - 354, int. POWREN(S) - 623, int. LWREN(S) - 533, int. POWRENPT - 396, int. RPOWREN - 254, int. POWRENCK - 18, int. LWRENCK - 11 (10.7.93), int. POWRENSTD - 1097, int. LWRENSTD - 395, int.

- PO(W)(O)(RS)(W) - 321, int. LS(EW)(L)(O)(W) - 131, int. PO(M) - 121, 1. LS(M) - 94 (15.6.90), int. PO(S) - 364, 4. LS(S) - 154, 6. PO(S) - 14 (16.11.93), int. LS(S) - 119, int. PO(S) - 303, int. LS(S) - 68, 1. PO(MW)(O) - 141, int. LS(MW) - 276, int. PO(S) - 393, int. LS(S) - 349, 2. PO(S) - 514, int. PO(CY) - 513, 1. LRO(T) - 575, int. PO(S) - 575, int. LRO(Q) - 288, int. POPT - 302, int. RPO - 404, 3.

- POWRENSA - 327, int. LWRENSA - 153, int. POWRENWTR - 308, int. LWRENWTR - 183, 2. POWRENWTRIG) - 450, int. POWRENMETOC) - 11, int. LWRENMETOC) - 11, int. POWREN(PHOT) - 612, int. POWREN(M) - 399, 4. LME(M)(SM) - 50, 6. PO(ME)(M)(SM) - 638, int. LME(M)(SM) - 314, 4. PO(W)SM - 584, 1. LOM(W)SM - 467, int. PO(ME)(M)(SM) - 163, int. LME(M)(SM) - 508, int. POSA(SM) - 347, int. LSA(SM) - 152, int. POWTR(SM) - 135, int. LWTR(SM) - 259, int. POCK(SM) - 91, int. LCK(SM) - 617, int. POST(SM) - 520, int. LSTD(SM) - 1075, int. PO(A)SM - 1235, int. LAJAS - 1052, int. POA(METOC) - 11 (28.2.95), int. LAMETOC) - 11 (28.1.94), int. POA(PHOT) - 612, int. POA(SE) - 785, int. LAJSE) - 492, int. POACMN - 572, int. POA(M) - 367, 3. LAEM(M) - 498, 3. POA(M) - 163, 1. LAEM(W) - 438, 4. POAC - 11 (27.9.95), int. POWREN(S) - 412, int. LWREN(S) - 354, int. POWREN(S) - 623, int. LWREN(S) - 533, int. POWRENPT - 396, int. RPOWREN - 254, int. POWRENCK - 18, int. LWRENCK - 11 (10.7.93), int. POWRENSTD - 1097, int. LWRENSTD - 395, int.

P.G.H. Adams (Britannia), P. Dawson (Repulse Port).

To ACCWEA - I.D. Thompson (Collingwood), A. Ward-Jones (SCU Leyland), G. Edgington (Plymouth FMRO), N.A. Ward (Collingwood), J.C. Nicholson (Drake), S.D. Corpe (Collingwood), P.R. Biding (Cambridge).

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:

ACPOCT(A) - G.C. Springer (Coventry).

CPOMEA - P.J. Arthur (Trenchard), R.E. Bentley (Trafalgar), R.T.J. Robinson (Spencer), T.W. Sinnamon (Sheffield).

ACPOMEA - I.R. Bennett (Iron Duke), P.A. Butlerworth (Plymouth FMRO), C.S. Curtin (Sultan), G.A. Halwell (Exeter), M. Lester-Hinchcliffe (Drake), R.A. Nicholson (Repulse), S.P. Rowell (Captain SM2), I.G. Thorne (Plymouth FMRO).

CPOAEA(W/L) - O.E. Lewis (B15 FLT 218).

CPOAEA(M) - M.W. Reed (B29 FLT 244).

CPOAEA(R) - M.A. Hudson (B14 SQN).

ACPOWEA - R. Cuskeran (Southampton), D.L. Hibson (Repulse STBO), W.L. Hughes (Richmond), M.J. Mivett (Mormouth), M.A. Thomas (Beaver).

CPOWEA - M.D. Fisher (Blatruon), R.J. Galeczka (Iron Duke), M.D. Galyer (SCU Leyland), T.A. Gordon (MOD Portland), I.J. Moggelidge (Nottingham).

Swop drafts

- LS(M) Gurney, SD Port Mess, HMS Invincible, BFFO 308, deploying March. Will swap for any Plymouth ship deploying.
- LSA Humphreys, 2K Port Mess, HMS Northumberland, BFFO 345, deploying Jan. Will consider any other draft.
- MEM Smyth, HMS Drake Unit H&I 1 for B175 B15205, drafted HMS Invincible, Feb 26. Will swap for any Plymouth ship.
- LS(R) Roberts, 26 Man Mess, HMS Northumberland, deploying Jan. Will swap for any Devonport Type 23 not deploying.
- AB(M) Jewell, HMS Ark Royal BFFO 212 (PHD ext 23062), drafted HMS Fearless and Nov. Will swap for any Plymouth sea draft.
- LWEM(O) Tarrant, 2F2 Mess, HMS Intrepid, drafted HMS Cumberland, Feb. Will swap for any Portsmouth ship.
- WSTD Eynon, Wardroom, HMS Fearless, BFFO 283, Will swap for any Portsmouth ship not deploying.
- CPOWSA Burrows, Portsmouth naval base ext 25791, drafted RND Stonehouse, Feb for 18 months (CPOWSA or CPOSA). Will swap for any Portsmouth draft.
- PO(ME)(M) Wilson, Freightliner School, HMS Excellent (ext 4054). Will swap for any Devonport area shore draft.
- CPOWSA Addleton, SCU Leyland ext 4232, drafted HMS Cambridge, March. Will swap for any Portsmouth shore base.
- LS(M) Lewis, Portsmouth naval base ext 25645, drafted HMS Leeds Castle, Jan 16. Will swap for any Portsmouth ship or shore base.
- CPOM(P) Parker, Cook Building, HMS Dryad ext 4483, will swap for any Devonport shore base.
- LME(M) N. Rutherford, 3P Mess, HMS London, BFFO 328, drafted HMS Blatruon, Feb 5. Will consider any draft.
- PO(W)R V. Fryer, 2SL/CNH, Portsmouth ext 27232, drafted NCO, Jan. Will swap for any Portsmouth shore draft.
- LSTD Short, 2Q Mess, HMS Exeter, BFFO 275, Will swap for any Portsmouth based riggs or carrier which is deploying from Jan.
- LWTR Carr, HMS Dryad ext 4229, will swap for any Plymouth shore base.
- LWEM(R) N. Todd, 35 Mess, HMS York, BFFO 430, deploying Feb. Will swap for any other sea billet.
- OM(AW) Nicholson, 35 Mess, HMS York, BFFO 430, deploying Feb. Will swap for any other sea billet.
- AW(S) Wilson (2018-trained), 3HA Mess, HMS Sheffield, BFFO 383, will swap for any Plymouth or Portsmouth ship not deploying.
- STD MacArthur, 5D1 Mess, HMS Blatruon, ext 442, will swap for any Portsmouth ship deploying or not.
- AB(M) Evans, HMS Forest Moor, Darley, nr Harrogate, N. Yorks, H&I 2FE (ext 61423 567261 ext 4240), drafted HMS Nottingham, Dec. Will consider any Portsmouth ship in refit or not deploying.
- LSA C. Scott, 6E1 Mess, HMS Invincible, BFFO 308, deploying, May. Will consider any other draft.
- NA McGuire, Cdo Lugs, Plymouth tel 93783 2160, will swap for any Plymouth or

- Portsmouth draft.
- CK Gaskell, 26 Man Mess, HMS Argyl, BFFO 210, Will consider any other ship deploying or not.
- WWM(R) Wildman, Longroom, Stonehouse (tel 9375 ext 52422), drafted HMS Fearless (deploying), April 3. Will swap for any Plymouth ship not deploying.
- AB(R) R. Morgan, RFA Argus, BFFO 433, will swap for any Portsmouth or Gosport shore draft to complete resettlement.
- AB(EW) Bevelington, 25 Mess, HMS York, BFFO 430, deploying Feb. Will swap for any ship not deploying next year (must be GOP trained).
- AB(M) Caley, Portsmouth NB ext 22362, drafted HMS Ark Royal (shore based), Will swap for any Plymouth area draft.
- LS(R) Kent, Cook Building, HMS Dryad (ext 4455), drafted HMS Newcastle, Feb 1 (refitting in Rosyth until Oct 96). Will swap for any Portsmouth ship, preferably stretched Type 42.
- LS(M) O'Daly, HMS Dryad ext 4316, drafted HMS Exeter, Jan 23 (Sea Dart controller, aft). Will swap for any Devonport ship.
- CPOMEM) I. P. Thelathwaite, CPO Mess, HMS Mormouth, BFFO 336, drafted DGF(SD) Portsmouth, Jan. Will swap for any ship doing anything, based anywhere.
- LCK Bromfield, HMS Drake ext 60966, drafted HMS Southampton, April. Will swap for any Plymouth ship deploying or not.
- OM(W) G. Upton, Main Gate, HMS Nelson, drafted HMS Northumberland, March. Will consider any Portsmouth area shore draft or Portsmouth ship deploying or not.
- LCK Pascoe, 29 Man Mess, HMS Lancaster, BFFO 323 (changes base port to Portsmouth, Nov.). Will consider any Plymouth ship.
- LS(SEA) Grey (Jewell), HMS Raleigh 9375 41305, drafted in Fishery Protection Support Unit, Portsmouth (sea draft), Dec 12. Will swap for any Devonport riggs deploying or not.
- OM(W) Yelton, HMS Darkey, BFFO 226, deploying early 96. Will consider any southern based MCMV.
- PO(ME)(M) M. Wilson, HMS Hurworth, BFFO 300, Will swap for any Portsmouth big ship, deploying or not.
- LS(M) Stradwick, MGD(V), 305 Mess, HMS Saltwire, BFFO 223, Will swap for any Type 22 deploying.
- AB(EW) Poynton (JAA2/EWO trained, in LS billet), 30 505 Mess, HMS Saltwire, Will consider any Type 22 deploying.
- PO(ME)(R) T. Matthews, NCO, FMFO Portsmouth (ext 25311), Will swap for any Devonport area shore draft.
- LWEM(O) Griffiths, 3K Mess, HMS Northumberland, BFFO 345, will consider any draft, deploying or not.
- LWEM(R) Holland, 3K Mess, HMS Northumberland, BFFO 345, Will consider any draft deploying or not.
- STD R.A. Greaves, HMS Argyl, BFFO 210, deploying April. Will consider any Plymouth ship deploying or not.

Gallipoli memorial to be unveiled

THE FIRST national memorial to those who fell and fought in the Gallipoli campaign 80 years ago will be unveiled in St Paul's Cathedral by the Duke of Edinburgh on November 28.

British casualties exceeded 200,000 in the vain attempt to capture the Dardanelles, defeat Turkey and open a supply route to Russia.

Of that number 43,000 were killed, taken prisoner or posted as missing. Only 7,000 lie in named graves.

Prince Philip, patron of the Gallipoli Association, will unveil the new memorial in the Crypt, close to the tombs of Nelson and the Duke of Wellington.

It will commemorate all those who took part in the campaign from the UK, the Dominions, India, Nepal and France, and will pay an implicit tribute to the Turkish forces in the spirit of Kemal Ataturk's epitaph: "There is no difference between the Johnnies and the Mehmetts... they lie side by side in this country of ours."

Regulators branch out

THE REGULATING Branch Association (93) is now well established with more than 200 members and guests attending the third AGM at the Whaley Club, HMS Excellent.

Drawing members from as far afield as Australia, South Africa, the USA and Germany, the Association's objectives are to promote the welfare and good name of its members through social and other activities.

Membership is open to all serving and former members of the RN Regulating Branch. Contact the vice chairman, Peter Robertson, Flat 4, Crown Court, 25 High St, Old Portsmouth, Hants. PO1 2LZ (tel. 01705 876131).

CORRECTION

IN OUR October edition the name of Shipmate Albert Ayres of Chislehurst branch of the RNA inadvertently appeared among the death notices. In fact, the item was sent to us reporting that Shipmate Ayres had received life membership of Chislehurst branch at the age of 80. We apologise to Mr and Mrs Ayres for any distress that the error has caused them.

- ASSOCIATION OF RN OFFICERS**
- The deaths of the following members have been reported:
- Senior Commissioned Gunner H. L. Batselor Served in HMS Ganges, Cumberland, Unicorn, Nigeria, Liverpool, Orion, Seaforce, Kenya and Reserve Fleet Malta.
- Cdr J. L. Buckeridge MBE, Served in HMS Rosalind, President, Nigeria and as NA Copenhagen.
- Lt Cdr (R) H. W. Edwards GM, BEM, Served in HMS Drake, Tanager, Orion, Cofrane.
- Surg Cdr E.S. Elliott OBE, Served in HMS Blatruon, Daedalus, Victoria, Gipsy, Villumbro.
- Lt E. Gough, Served in HMS President

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How the Navy will benefit from fresh research on the way we function at sea

New moves to cut that rough feeling



Inside the Bedford "ship", volunteer LS Bill Little of HMS Intrepid, undergoes a moving experience under scientific observation.

ALMOST 60 miles from the sea, sailors struggle to keep their feet in a large box as it's rolled and shaken violently by hydraulic jacks. As the motion grows gradually worse they attempt to perform set tasks while scientists monitor their movements.

For days on end the machinery-tossed vessel moves constantly, getting nowhere. But there is a destination five years in the future, when Royal Navy scientists reckon that their studies will have an invaluable impact on the design and operation of warships in the 21st century.

These experiments on the effects of ship motion on crew members have been taking place at the Defence Research Agency's establishment at Bedford, where a large motion simulator produces just the right kind of movement to order for experiments being conducted jointly by the Institute of Naval Medicine and DRA.

The study is part of a much larger, multi-national programme of research on human performance at sea designed to produce, for the first time, a computer data model which will provide ship designers and operators with more accurate motion limits. The information can be used to assure that any new

ship will perform its mission in forecast sea conditions.

"There has been some research in the past on how people function in a moving environment - but not a tremendous amount," said Lt Karl Rich, Head of Human Factors at the Institute of Naval Medicine.

Sea-keeping

Lt Rich, who is in charge of the naval element of the Bedford experiments, told *Navy News* that work started in the USA in the 1980s to develop a mathematical model of how people function in moving ships.

NATO nations had recognised that there was widespread difficulty in assessing the sea-keeping performance of new ship designs, partly because they did not fully understand the effects of ship motion on human performance.

A blueprint for research work was evolved in 1989 at an American, British and Canadian workshop on warship operability. The study became a co-operative effort also involving the Dutch, the initials letters of the four nations providing the title of the ABCD Working Group.

The first Royal Navy studies involved a ship at sea, but that work was only partially successful due to dependence on appropriate weather and

availability of warships as guinea pigs.

"Then, last year it was suggested that DRA's flight simulator at Bedford would provide a high degree of control, as it is one of the few simulators that have a full range of ship movements, including sway and yaw," said Lt Rich. "Others in the Netherlands and USA only have three axes - pitch, roll and heave."

For two-week spells twice or three times a year, a total of 12 Navy ratings at a time volunteer to undergo the trials of the Bedford simulator. "Because we can only use those people who come forward as volunteers, we have to take those we can get. However, by coincidence they have tended to meet our preference for ratings with varying experience of being at sea."

Sea sickness

Some quite naturally feel the pangs of *mal de mer* - and while the British experiments are not concerned with that aspect of motion, studies in the Netherlands are.

Their work has resulted in the MISC (Misery Scale) which measures the severity of sea sickness and which is being used in a study of its causes. In Canada, work is also progressing on sickness as well as motion induced interruptions to work (MIIs) and fatigue.

The energy expended by members of a ship's company in heavy seas is a major factor affecting human perfor-

mance, and research conducted at the US Naval Biodynamic Laboratory in New Orleans has shown that the additional energy a person needs to function in a moderately heavy sea is about equal to continuous walking at 5-6km an hour.

Meanwhile, Navy and DRA researchers at RN Hospital Haslar are working with Southampton University to produce sophisticated maths for accurate answers as to how people are affected in a sea-tossed ship.

"Our volunteers in Bedford are set a series of tasks in sea-state simulations of varying severity," said Lt Rich. "The movement of each joint of their body is then measured to provide postural stability data - how they move around, trip or stumble, and carry out tasks."

"When completed the data will not only have an impact on ship design, it will give Commanding Officers a greater degree of control when influencing the movement of the ship while critical tasks are being carried out in heavy weather - such as flight deck operations or repairs."

Whatever the scientific results of the studies, anything that will reduce the discomfort and fatigue of long days in high seas will be welcomed by those who have to man ships in all weathers - and still perform intricate tasks on which their lives and the life of their ship may depend.

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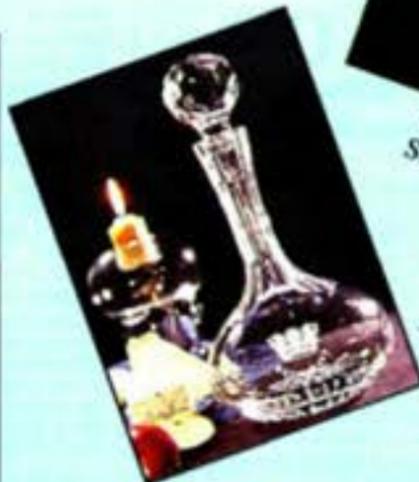
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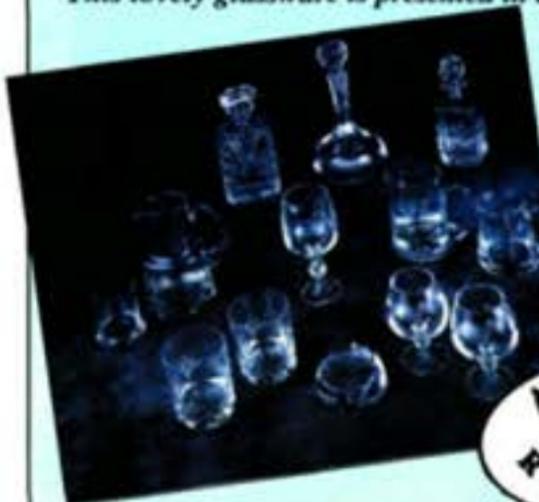
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50-year wait for London's big welcome

VETERANS of the World War II cruiser HMS London have been feted by the City of London – 50 years after the welcome should have taken place.

The cruiser arrived back in Britain in November 1945, but her triumphant entry into her "home" port was cancelled when she was ordered to return to the Far East to help in the repatriation of Servicemen for demobilisation.

Lt Cdr Gordon Bruty RN (ret'd), who served in the ship as an engine-room artificer for the six years of the war, continued to nurse thoughts of a belated welcome in the long years of peace.

Luncheon date

Two years ago he wrote to the Lord Mayor, who took up the idea – and now 76 former shipmates from the cruiser have been guests at a special luncheon at Mansion House in the presence of Lt Cdr The Duke of York.

The lunch, hosted by the

Southampton island party raises £1,800

AFTER working with the US Coastguard on anti-drugs surveillance, West Indies guardship HMS Southampton visited Grand Cayman during a "Pirates Week" festival.

While there a bangers-and-mash party on board raised £1,800 for the ship's affiliated charities.

Next port of call for the Type 42 destroyer is San Juan in Puerto Rico.

Lord Mayor, Alderman Sir Christopher Walford, was also attended by the Commanding Officer of the present HMS London, Cdr Alan Brooks, and members of the ship's company.

The event was the highlight of the visit to the city by the Type 22 frigate. A service of thanksgiving in the Church of St Lawrence-Jewry preceded the luncheon and was attended by more than 300.

Later, the veterans were guests on board HMS London where a ceremonial cake was cut by Mr Bruty.

£600,000 gift for veterans of Korean war

SAMSUNG, the giant Korean electronics company, has donated £600,000 to the British Korean Veterans Association – "to acknowledge the sacrifice" of the Servicemen who took part.

The money will provide welfare grants for Korean veterans and scholarships for their descendants to study at Korean universities.

Association liaison officer Peter West said he was "overwhelmed" by the size of the donation – the largest the BKVA had ever received – coming from a firm in a country where most of the population were too young to remember a war in which 60,000 UK Servicemen were involved.



HMS London passes under Tower Bridge to take part in a long-awaited 'homecoming'.

NELSON'S CABIN GETS A VITAL ANTIQUE

NELSON'S quarters in HMS Victory have acquired a piece of period furniture which would have been vital for the great man's convenience and comfort – a portable water closet.

The Georgian w.c. was discovered by the ship's curator in an antiques shop owned by former RN officer Max Gosling, and its acquisition contributes to the extensive programme to restore Victory to her Trafalgar condition for the battle's bicentennial in 2005.

Papers

The lavatory comprises a mahogany box enclosing a lead lined water cistern flushed by a hand pump. The pan can be removed for disposal. The w.c. is now on view in Nelson's bedroom.

● The Royal Naval Museum at Portsmouth has acquired the papers of the confidential secretary to Nelson, the Rev Alexander Scott, who was also chaplain of HMS Victory. They give an intense picture of activity in the Mediterranean in the two years leading up to Trafalgar.

STIRRING WARRIORS



TWO DAYS after Admiral Sir Peter Abbott took up his appointment as C-in-C Fleet, his wife, Susie, visited his HQ at HMS Warrior to stir the Christmas pudding. Helping Lady Abbott with the rum pouring are WTR Barry Higgins and WSTD Jo Yeomans. Other attendants are Capt Tony Poulter, Lt Cdr Iain Mulligan, WOCA Dave Hosty and CPOCK Steve Griffiths.

After the pudding was mixed, Lady Abbott toured the junior rates' galley and dining halls.

Damocles falls under the sword

THE sword of Damocles has been set aside and replaced by a more modern Thrasher.

Damocles, the Devonport Submarine Command Team Trainer, has been decommissioned after providing almost 100,000 hours of realistic training for command teams and career courses at Faslane and – since 1985 – at HMS Drake following its move there.

The facility will be dismantled, its task taken on by Thrasher, a "state-of-the-art" installation capable of generating graphics and realistic images.

Control-room training is due to begin in the new year, with full integration being completed by early 1997.

Meanwhile, much of Damocles's equipment will go on display at the RN Submarine Museum, Gosport, including 200 hand-made models ranging from minesweepers to the giant US aircraft carrier Nimitz.

100 medics in anniversary parade

LED BY nursing officers wearing their new uniforms in public for the first time, a female contingent of the RN Medical Service marches past during the parade in Gosport which marked the 25th anniversary of the Service receiving the Freedom of the borough.

The 100 personnel taking part represented establishments as far apart as HMS Cochrane at Rosyth and RN air station Culdrose in Cornwall.

The salute was taken by the Medical Director General (Navy), Surgeon Rear Admiral Sandy Craig, and the Mayor, Mrs Marjorie Bailey.

An early volunteer for the parade was the parade commander, Cdr Frank Reed, who as a probationary medical technician, took part in the original ceremony in 1970. Leading the members of Queen Alexandra's Royal Naval Service in the picture is Cdr (formerly Chief Nursing Officer) Isa Gould.

● Uniform and title changes for the QARNNS are covered in page 14.



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What a lot of happy bunnies

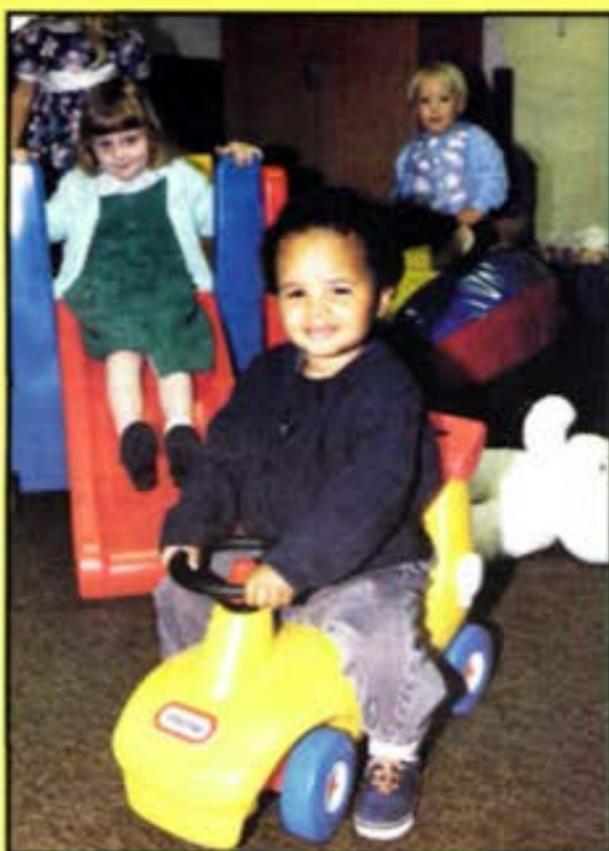
"ROGER'S Burrow" daycare nursery for the children of civilian and Service personnel working in HMS Drake has opened, providing on-site childcare for children aged between three months and five years.

The nursery is operated by Caroline Francis, who also runs workplace nurseries at Mount Gould Hospital and Plymouth City Council, and it is already proving popular.

Register

It is open from 0700 to 1800, Monday to Friday, 51 weeks of the year. A full-time place, including meals, costs £66 per week, but part-time places are also available. There is a waiting list for pre-birth registrations.

For more information and/or an application form, contact the Nursery Liaison Officer, Howard Block, Fleet Accommodation Centre on Drake 65218 (01752 555218).



Jordan Fincher, two-year-old son of LPT Karen Fincher, gives the play equipment at Roger's Burrow nursery his seal of approval. Lia Roberts and Charles Attis, seen in the background, were also impressed.

PRINCE PERFORMS OFFICIAL OPENING AT CULDROSE



Culdrose Community Centre manager Mrs Mary Topping chats to Prince Michael of Kent. To her left are Mr Owen Shred, Deputy Naval Area Community Officer, and Capt Dick Lake, Director of Naval Family Services.

Picture: LA/PHOT Ian Richards

NOW'S THE TIME TO THINK ABOUT YOUR HOLIDAYS

INFORMATION is now available on China Fleet Club UK Charitable Trust timeshare holidays for 1996. Sixty week-long breaks, each for up to six people, are on offer in UK locations.

These self-catering timeshares are available to serving ratings of the Royal Navy, Royal Marines and QARNSS. The cost has been held at last year's price of £300 per week.

A list of the various locations, dates available and a booking form may be obtained from the China Fleet Club UK Charitable Trust, Timeshares, Saltash, Cornwall PL12 6LJ, phone 01752 848447.

A draw for places will be held at the end of February. Only successful applicants will be informed, probably within a week of the draw. Traveling expenses are not included in the breaks.

Those who were allocated one of these holidays for this year may apply for next, but will only be called forward in the event of there being an unallocated week.

AFTER presenting "wings" to newly-qualified pilots, observers and aircrewman, lunching in the wardroom and inspecting the Sea King simulator, Prince Michael of Kent officially opened RN air station Culdrose's new community centre in Hibernia Road, Helston.

Wearing his uniform as Honorary Commodore RNR, Prince Michael chatted with Naval and civilian families during a walkabout.

It was then time for tea, which he shared with representatives of Culdrose Wives' Club, Seahawk Playgroup, Helicopters Day Nursery, local dignitaries,

the builders and community centre staff.

A family fun day subsequently run by Culdrose Wives' Club at the community centre raised £670 for the Mermaid Appeal for breast cancer sufferers. Organisers Mrs Sandra Smith and Mrs Eileen Keeling were delighted with both the attendance and the result.

Attractions included stalls, pony rides laid on by Nansam Farm, Cury, and a grand raffle, with 60 prizes donated by local shops and businesses. Identification marking of bicycles by MOD police and an exhibition of Culdrose fire station vehicles and rescue equipment proved particularly popular.

NATO kids tour Benfica ground with Eusebio



CRS Mick Elliott and son Sam (7) at Benfica's stadium.

SECOND "Soccer in the Community" programme hosted by Commander in Chief Iberian Atlantic Area for the dependants of NATO personnel serving in Portugal was directed by CRS Mick Elliott, soccer coach and RN referee. His son, Sam, was one of the participants.

The aim of the course was to develop soccer skills and enhance community spirit among the NATO personnel. In total 38 Portuguese, American, German and British youngsters aged between seven and 14 took part.

Hallowed

Highlight of the week was a trip to Benfica's soccer stadium, where Eusebio, one of the sport's greats and now director of coaching at the club, acted as host. He kindly allowed the children on to the hallowed turf for a coaching session. A tour of the stadium, including trophy room and press boxes, followed.

All in all the programme proved a great success and others are already being planned. In the meantime the CINCIBER-LANT Allstars are polishing up their skills ready to take on other children's teams in the area.



EIGHTEEN-month-old Christopher Brown let his balloon do the talking when he and his mum, Lesley, welcomed home CCWEA Steve Brown and HMS Marlborough.

The Type 23 frigate returned to Portsmouth after a marathon deployment to the South Atlantic, spending 186 days on station before passing the duties of Falkland Islands Guardship on to her sister vessel, HMS Westminster.

Marlborough is currently undergoing maintenance at Pompey but will soon be back on her travels. She is to deploy Stateside in the New Year.

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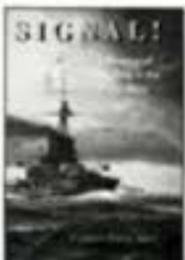
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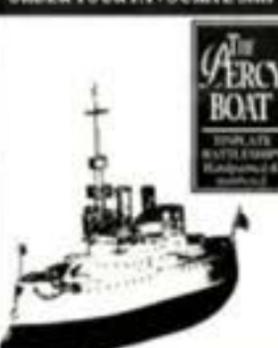


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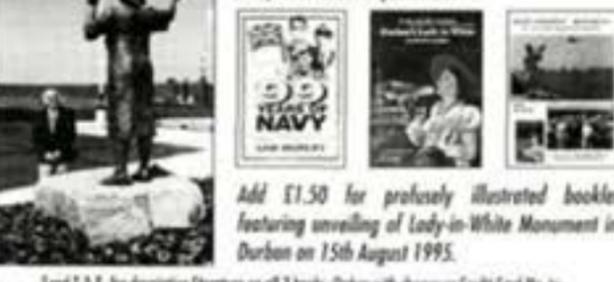
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In brief



LWEM Stephen Pitt (HMS Collingwood) and his baby daughter, Charlotte, celebrate the win that tipped the value of RN and RM Sports Lottery prizes over £1 million.

Stephen, whose favourite sports are squash and football, has been a supporter of the lottery since its launch.

His prize of £145 was presented by Cdr Brian Davies, Assistant Director of Naval Physical Training and Sport, promoter of the lottery.

C/SGT Kevin Sellar (Cdo Log Regt) and Cpl Nigel Evans (42 Cdo) are believed to be the first Servicemen ever to be selected for the England fly-fishing team.

They earned their places on their showing in the national final in Northumberland.

The two were presented with commemorative medals by Republic of Ireland football manager Jack Charlton, himself a keen angler, following the competition at Kielder Water. They will represent England at an international match in April.

RN representative Association Football fixtures start this month and the early games are as follows: November 6 v Sussex Intermediate at Lancing, kickoff 1930; 7 v Cambridge University at Burnaby Rd, Portsmouth, ko 1400; 14 v London University at Burnaby Rd, ko 1900; 15 v Oxford University at Iffley Rd, Oxford, ko 1400; 22 v Blackfield and Langley at Burnaby Rd, ko 1930; 29 v Amateur Football Alliance at Burnaby Rd, ko 1400.

A COURSE for cricket umpires and a separate course for cricket scorers will be held at HMS Temeraire from February 5 to 7. An examination on the final day will lead to an Association of Cricket Umpires and Scorers qualification. If you are interested contact Lt Cdr P.J.W. Danks, Secretary RNCC at HMS Temeraire, Burnaby Road, Portsmouth, tel. Portsmouth Naval Base ext 22671, or POPT Steve Riley on ext 23974.

TWO early results in the Navy Cup hockey competition - HMS Nelson beat HMS Warrior 1-0 and BRNC beat HMS Raleigh 2-0.

HELD annually, the Engineers Challenge competition, played out by the three artificer training establishments of HMS Sultan, Daedalus and Collingwood, has been won by the home side, HMS Collingwood.

Events were only revealed on the day of the competition and after they had been completed there was one extra challenge - the Chain of Command Relay in which one junior rating, a senior rate, a lieutenant commander and a commander raced on behalf of their school.

THE RN (Youth) football team needs players born after July 31, 1976. It competes in the Home Counties Youth League and will make its annual trip to Dallas, Texas, again at Easter 1996.

Trials will be held in January, but the team meets fortnightly for training weekends at which new players are welcome to try out. If you would like to be considered contact the team coach, Cpl Trevor Ford, at HQRM on Excellent 7658 or 7663, or WOWTR Rod Lewis on Portsmouth Naval Base ext 23837.

COUNTDOWN TO SOUTH AFRICA

REIGNING inter-Services champion after heavily defeating the Army and RAF in this year's competitions at Twickenham, the Royal Navy has been invited to the home of rugby world champions, South Africa, to exhibit its own brand of fast, flowing rugby football, mixed with Naval humour and charm, writes Cdr Jonathan Dingle.

Fixtures have been arranged at key venues against top South African sides, including the armed and civil services, to be played before crowds that will include influential government, military and industrial figures.

Tour organiser and successful 1995 Navy selector, Cdr Jeff Blackett, said, "This is a wonderful opportunity to develop the Navy squad. There are some outstanding Marines and sailors already established in the Navy's team and a whole new batch of highly promising newcomers.

Invaluable

"The chance for them to play together in the most testing rugby environment on earth will be invaluable."

The RN is also looking forward to running a rugby coaching scheme within a township before staging an exhibition match with local

emerging players. The dates of the tour are April 16 to May 5, 1996.

Up to 300 supporters of Navy rugby have shown interest in chartering a flight to follow their team's progress around the country.

Dedication

Major Steve Hughes, this year's team selector, said, "With dedicated support like this the tour is on a roll. We are busy fundraising and the enthusiasm of people for the Navy's brand of rugby will make this a whole lot easier."

Meanwhile, the build-up for the next inter-Services championship gets underway at Burnaby Road, Portsmouth, at 1900 on Wednesday, November 15, when the RN take on Hampshire under the new floodlights. This is followed by a crucial match against the powerful New Zealand Army side at the Rectory, Devonport, at 1930 on Wednesday, November 29.



Gareth Chilcott tackles PO Brand while other members of HMS Illustrious' 1st XV look on.

THERE'S no doubt about it - a 92-10 defeat is pretty emphatic...

But if HMS Illustrious' rugby team had to go down by that margin at least it was to a side of great standing, Pkington Cup champions, Bath.

The ship has strong ties with Bath and the game at Bath Recreation Ground was keenly awaited.

The ship's party stayed on to watch Bath crush Gloucester 37-11 in a Courage League game and the Times' rugby correspondent concluded that

Illustrious would have given Gloucester a run for their money.

Cdr Jonathon Band, Commanding Officer of HMS Illustrious, himself a keen rugby fan, exchanged mementos with Mr Brendan Perry, president of Bath RFC.

The ship also has ties with Kent Cricket Club and looks forward to developing them when she returns from her next six-month Adriatic deployment, due to begin this month.

Good on yer!



WHEN in Rome soccer might be well and good, but Down Under the real men play Aussie Rules. So POPTs Mark Harrold and Nick Haigh, in Australia for Exercise Longlook, were determined to give it a go.

Neither had played the game before but true to their calling to the Physical Training branch they were confident about taking to the field after a 15-minute explanation of the finer points. Their coach, PO(PHOT) Bill McBride RAN, welcomed the Poms into his team, pleased with their enthusiasm for the most watched sport in Australia.

And his welcome was justified; 12 minutes into the match against Sydney Aussie Rules Social Club at Trumper Oval, Sydney, Harrold scored his side's first goal.

Mark (RN air station Portland) is currently serving with HMAS Waterhen and Nick (Dartmouth) with HMAS Penguin.

Down Mexico way with the Trident volleyball squad

A TOUR by the RN Trident volleyball team to California and Mexico included a series of indoor and beach matches, culminating at the biggest beach volleyball competition in the world, at Estero Beach, Mexico.

Led by Lt Dave Hall (Collingwood), the team first played San Diego Seaside Volleyball Club, which fielded players of national standing. The Navy made a match of it but lost 3-0.

Beach training the following day gave the Tridents some experience of two-a-side competition, useful for the Mexican matches to follow. In the evening they played North Island Naval Air Station, and with some good spiking by PO Alan MacKinnon and LAEM Colin Rex won 3-1.

The next match was against San Diego Naval Station and with it poised at two sets all stamina was tested to the full. By the turn round the Americans were 8-5 up, but PO Jason Brady produced some of his best setting, allowing the spikers to overcome the blockers. The home side lost the set 13-15 and the match 2-3.

In the Santa Barbara beach tournament none of the squad reached the finals, but LAEM Rick O'Brien and LMEA Lec McLaughlin came second in their league.

The scale of the Estero Beach tournament was staggering - 150 courts covering every available inch of sand. Again none of the RN players reached the finals. LMEA Nigel Woolridge came closest.

On the return to the US there was an indoor match against Pacific Coast Volleyball Club whose semi-professionals won 3-0 with a display of fast, aggressive volleyball.

A match against Miramar Naval Air Station was cancelled so the team entered the local beach tournament. The games were played with skill and panache, but MacKinnon and Rex reached the final, only there to be stopped by players with plenty of beach volleyball experience.

The team returned home from this successful tour armed with an invitation to play again at Estero Beach next year.

Rallying support

A CAPACITY entry of 80 cars turned out for the Royal Navy Motorsports Association's Solent Stages Rally at HMS Daedalus. Both Service and civilian crews took part, some coming from as far as France.

Proceeds of this rally, by far the most popular in the south of England, will go to the Fareham branch of Sport for the Disabled for their Atlanta Olympics bid.

Of the five RN crews to start all but one finished. The fifth - an Astra representing Yeovilton - was forced to retire. HMS Leadbury entered an Astra GTE, RNAS Culdrose a Darran T9 and Peugeot 106, and RNAS Yeovilton was also represented by a Vauxhall Chevette.

Meanwhile, members of the RNMSA-supported RN rally team have concluded a very successful debut season.

At the wheel of the team-prepared Peugeot 106 Rallye, driver Lt Cdr Rory McNeile (BRNC) and co-drivers Lt Paul Johns and PO Peter Hopkins (Culdrose) finished a hectic season of forestry rallying second in class in both the manufacturer-supported Peugeot Cup and the nationally-contested BTRDA Goldstar Championship.

Wet and slippery

Events ranged from the dusty stages of the North Yorkshire forests in April to the wet and slippery stages of the Cambrian rally in North Wales last month. And the Peugeot ran faultlessly throughout, despite being a near standard showroom car.

The most demanding work required of the service crews (POs Jim Holtham and Paul Toon (Culdrose) and PO Nick Turner and CPO Nick Fernandez (Yeovilton)) was adjusting suspension settings and changing tyres.

Team engineer PO Nick Stairmand drove on selected rounds of the regional tarmac series and with PO Jim Abbey alongside gained some very creditable results in only their third rally. Season sponsors have included Carrs of Helston, Yokohama and Naval sources.

The team is now readying itself for an attempt at the Network Q RAC Rally in November. This is the final round of the World Rally Championship and includes 1,500 miles of high speed motoring over a four-day period. Sponsors are still urgently required.

QUICK LEARNER SELECTED AS GB TRIATHLETE



LWREN Vicki Norton (Osprey) has been selected to represent Great Britain at the seventh World Triathlon Championship, taking place in Cancun, Mexico, on November 11.

Vicki was chosen on the strength of her excellent performances in the four big national races - Haverford West, Southend, Windsor and Bath.

A keen swimmer and runner, she started triathlon only last year when she surprised herself by finishing silver medalist in the Navy championship and was spurred on to enter the national events.

Athletes going out to Cancun must find their own finance and Vicki is very grateful for the £800 provided by the Navy towards the £1,300 bill, but she's still anxious to find further sponsorship.

"I'm determined to do as well as I can to prove that the result that got me selected for the British team was not one out of the blue. The Navy has been generous enough to fund more than half my expenses, but I need another £500 to get there and enter the race and at the same time I also need a proper bike to be able to give my best performance," she said.

Any business or individual interested in helping Vicki finance her world championship bid can contact her on 01305 825463.

THE Services Offshore Regatta saw the Navy win the Inter-Service team competition to receive the Madden Bowl and crew medals. Star performer was Lt Cdr Clive Woodman in the Victoria 34 Callista, who gained maximum points for the team by being first in his division in both the Princess Elizabeth Cup and the Services Offshore race. Trophies were presented by Air Vice Marshal Colin Terry, Commodore RAF Sailing Association.

Sport

ROBERTS PROVES AN INSPIRATION FOR THOSE IN THE ROUGH



RN Inter Service golf team (l-r) Cpl Nigel Small, Lt Guy Norris, ART APP Terry Taylor, Sgt Bill Parker, CPO Eddie Comerford, Capt Steve Williams, Lt Cdr Pat Lynch, Lt Steve Roberts and Lt Cdr Ian Yuill.

FOR THE second year running the Navy golf team played excellently against the Army in the Inter Service Championships, but failed to capitalise against the RAF, writes Cdr Gary Skinnis.

Conditions were fairly benign at Saunton's difficult, exposed links. On the first day pre-tournament favourites, the Army, beat the RAF 8-4. The following day the Army played the Navy and expected to win, aware a number of first-choice Navy players were not available.

Morning foursomes points were shared with two matches each. Navy wins came from the pairings of Lt Cdr Ian Yuill (DCIS), team captain, partnering Lt Cdr Pat Lynch (FONA) and CPO Eddie Comerford (Cochrane) playing with Lt Steve Roberts (Yeovilton).

Roberts was a star, recording three wins and a halved match from his four outings.

The afternoon singles began with defeats for Navy champion ART APP Terry Taylor (Daculus) and Comerford. Taylor, short on practice, was hit with some magnificent golf by the Army champion, including an eagle and three birdies in the first nine holes.

The Navy came back strongly, however, with wins from Yuill, Roberts and Lt Guy Norris (771 Sqn) before losing the next two. There was the possibility of a halved match overall if Lynch, playing in the anchor role, could win his match.

Ryder Cup

He was one up at the 17th, needing to win the hole for the match. His opponent missed a putt for his par, and Lynch summoned up all his experience to hole a testing six-footer for the win that sparked Ryder Cup-style celebrations on the green.

Regrettably, this resolve was not carried forward to the next day, when the RAF played far the better golf and deservedly won ten-and-a-half to one-and-a-half. The Navy's half point came from the partnership of Comerford and Roberts in the morning foursomes, and the point from Steve Roberts' win in the singles.

Thus the Army retained the trophy they had won so narrowly at Western Gailes last year.

As usual in defeat there were positive points. Roberts, who this time last year had lost all confidence and who as recently as May had failed to make the Command side, provided a lesson for us lesser golfers.

He had worked hard on his game, finishing runner-up in the Navy championship in June. Now his confidence has returned.

Two weeks later a team of six took part in the annual Cornish Piskey event at Newquay Golf

Club. They won their first round match of this foursomes match-play knockout, all three pairings - Norris and Taylor, Roberts and CPO Taff James (Portland), Yuill and LPT Bill Stretten (Yeovilton) - winning.

Bogeyman

The second round saw "new Navy" pitched against "old Navy" in the form of the Bogeyman, a team of ex-RN players, and both sides were very keen to win! The encounter was played in a splendid atmosphere which, while always sportsmanlike, often bordered on gamesmanship.

Roger Knight's warriors won by two matches to one, with the tie being decided on the 19th green, where the RN third pair of Norris and Taylor three putted to lose by the narrowest of margins.

The Bogeymen went on to contest the final where they were defeated by a very strong Army team.

As the 1995 season draws to a close, the selectors are as always on the lookout for new players in preparation for 1996. If anyone is - or knows of - a golfer of handicap 5 or better, please contact the Secretary RINGA on Portsmouth Naval Base ext 23664.

Novices box at Drake



VICTORY for LPT Paul Ballinger (Drake) over OM Burns (Raleigh) in their special bout in the middleweight division at Plymouth Command Novice Boxing Championships.

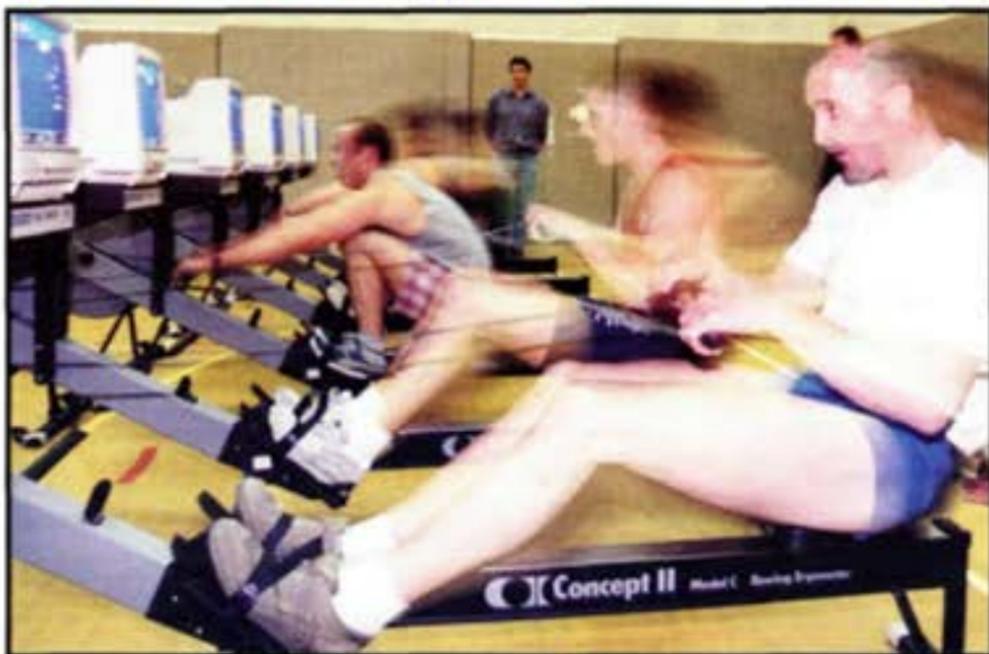
The sell-out event took place in HMS Drake gymnasium and attracted a large number of participants from HM ships Drake, Raleigh, Cambridge, Birmingham and Iron Duke. The finals night was a din-

ner show and all eight bouts were of a high standard for a novice competition, providing excitement and entertainment.

Local businessmen donated various raffle prizes and the evening's main sponsor was Mr Robert Goodman, of Sanderson Motorhouse, who sponsored all the trophies.

HMS Raleigh won the establishments' title and HMS Birmingham the ships'.

Marines pull off title



BRONZE FOR BATH

IN THE Avon Head of the River Race held in Bath, the Bath Naval Rowing Club coxed four finished third of 10 crews, beating local civilian clubs and a crew from Alkmaar in Holland.

Lt Cdr Tony Gray, PTO Glen Jefferies (civilian), Cdr Andy Mathews, Lt Peter Gilbert and cox Mrs Helen Cooke (civilian) made up the Navy crew.

The time of 9.44 for the two mile course exceeded the expectations of the recently-formed crew. This was the club's first appearance in open competition and followed earlier successes at the Naval Regatta at Sherborne. Crews are now training for the Plum Pudding Regatta at Dartmouth on November 25.

USING ergometers in a gym rather than boats on a river developed as a method of maintaining rowers' fitness out of season, but the discipline has now become a sport in its own right.

First RN Indoor Rowing Championship has taken place at HMS Temeraire and LA(PHOT) Steve Lewis' photograph (above) captures the concentration and energy expended. Team prize went to the Royal Marines of HMS Warrior, while LPT Dick Treacy of HMS Dryad was top individual.

Selectors are now putting together a Royal Navy team for the national event later this month, success in which could lead on to a ticket to international competition in Boston next year.



HMS TURBULENT's ship's company took advantage of the boat's extensive period in refit to hone their sporting skills and bring home a shelf-full of silverware.

They won the Mini-Ships Hockey, beating HMS Superb in the final, and the Mini-Ships Rugby, beating off the challenge of HMS Spey.

Turbulent went on to score a memorable victory in the Fleet Fishing Competition, an event previously only won by shore establishments, and the submarine's crew topped off their successes by winning the annual SM2 Sports Day.

All involved are keen to defend these titles during the next 12 months. Meanwhile, the team captains are proud to show off the trophies - standing (l-r) POWTR Mick Organ, Acting LSTD Nobby Clark, and CCWEA Marko Middleton, with LMA John Annandale at the front.



PILOTS KILLED IN GAZELLE CRASH

Ocean's bow holed during Clyde launch

HMS OCEAN, the Navy's new helicopter carrier, was damaged at her launch on the River Clyde last month.

The supporting cradle at the fore-end broke away early as she went down the slipway at the Kvaerner Govan shipyard, so that the bow dropped onto the concrete.

A spokesman for VSEL, the prime contractor in the

project, later confirmed that this had caused a breach in one compartment. Temporary repairs were quickly effected and the damage would be rectified in dry dock at an appropriate date.

The 20,500-tonne flat-top – the biggest RN ship for 14 years – will sail to VSEL's Barrow-in-Furness shipyard next year for completion.

She will have the capacity for 20 support and attack helicopters and is designed to accommodate 800 Royal Marines and operate landing craft.

HMS Ocean is due to enter operational service in 1998, when she will be based at Plymouth, it was later announced in the Commons.

Marines move

ROYAL MARINES from Plymouth are to be transferred to a new base at Chivenor.

Armed Forces Minister Nicholas Soames said the move would save about £2 million a year in running costs and would also give significant operational advantages.

TWO members of 705 Naval Air Squadron were killed when their Gazelle helicopter crashed on a training flight.

Flying instructor Lt Timothy James Gay (29) and his pupil, S/Lt Guy Chapman (23), both single, were returning to their base at RN Air Station Culdrose when the accident happened on the banks of the River Wye near Chepstow in Gwent.

The aircraft was among four other Gazelles of 705 Squadron returning from a training sortie to RAF Shawbury, near Chester, on October 5. One of the other helicopters landed near the crash site to give assistance.



Instructor: Lt Tim Gay



Pupil: S/Lt Guy Chapman

The cause of the accident is being investigated by a naval Board of Inquiry.

• A Royal Navy Sea Harrier pilot had a narrow escape when his aircraft exploded on take off

at the naval air station at Yeovilton, Somerset.

Lt Cdr Clive Baylis ejected from the Harrier but was slightly injured in the blast. The aircraft was bound for a routine operation.

• In Portsmouth, a Royal Navy test pilot was forced to make an emergency landing next to the war memorial on Southsea Common.

Lt Cdr Dennis Ryan, based at the Fleetlands naval aircraft repair yard, was flying over the Solent when his control panel warned him of an electrical problem in the tail rotor of his Sea King helicopter.

Neither he or his passengers, Lt Robert Mallinson and civilian flight maintainer Ian Rogers, were injured. Lt Cdr Ryan was able to resume the flight an hour later.

King's gift fetches £17,000

A CIGARETTE case once owned by a First World War Admiral who went down with his ship has been auctioned at Christie's for £17,250.

The diamond-studded case had been presented to Christopher Cradock by the King of Siam in 1904 when, as Captain of HMS Bacchante, Cradock saved

a Siamese prince from drowning in Sardinia.

Ten years later, as a rear admiral, Sir Christopher Cradock was drowned when his flagship, the armoured cruiser HMS Good Hope, sank with all hands during Admiral Graf Von Spee's victory at the Battle of Coronel.

The case was sold by Cradock's great nephew on behalf of the admiral's surviving relatives.

£100m to go to Rosyth

ROSYTH naval base is being sold to a group which includes the operators of the Royal Dockyard – Babcock International.

The consortium Rosyth 2000 Ltd also includes the Bank of Scotland, Scottish Power, Forth Ports and Fife Regional Council.

Investment

The group plans to invest £100 million in the area to create 6,000 jobs, using the base's deep water berth to refurbish ships and integrating development with the Royal Dockyard.

The last warships operating from Rosyth leave this month and the base is expected to be handed over early next year.

Ace flyer recalls jet deck landing

NEXT month sees the 50th anniversary of the world's first jet landing on an aircraft carrier – by a prototype De Havilland Vampire I aboard the light fleet carrier HMS Ocean off the Isle of Wight on 3 December 1945.

The aircraft survives – on show at the Fleet Air Arm Museum – and happily so does its pilot, Capt Eric 'Winkle' Brown, holder of a world record of 2,407 deck landings by the time he retired.

He vividly recalls the day the Royal Navy entered the jet age: "I took off early in the day from RN air station Ford and had to fly up and down the Channel looking for the ship – the Vampire, being a prototype, was not fitted with a compass!"

"Unknown to me, because of my early take off, I just missed a signal from her captain, Caspar John, putting off the operation due to poor sea conditions which made her pitch and roll rather heavily. "But when I finally appeared he decided to go ahead and gave the order to land."

"That wasn't too dusty – not too bad at all. But the pitch was quite troublesome and in fact the ship moved up and struck the tail cone as I crossed the rounddown, as we call the stern of the carrier."

Hall of Honour

He remembered it had been "a bit of a race" with the Americans to win the prestige of the first landing – but they clearly bear him no ill will.

He has just returned from the USA after being inducted as the first non-American in the Carrier Aviation Test Pilot Hall of Honour on board the USS Yorktown – where he heard himself described as "the greatest naval aviator of all time".



Capt Eric 'Winkle' Brown passes the light fleet carrier HMS Ocean before the first deck landing by a jet aircraft off the Isle of Wight in December 1945.

