





Miss Saigon raises the flag for **HMS Beaver**

pages 12-13

KA

Task group gave 'over horizon' back-up to

AS MILLIONS of people world-wide watched the handover of Hong Kong to China, the largest Royal Navy force in the Far East for 25 years lay unnoticed, just over the horizon, reports Dominic Blake.

Aircraft from HMS Illustrious were within an hour of the colony and Royal Marines could have been put ashore in just half a day during the crucial stages.

Everyone expected that the return to Chinese sovereignty would go as smoothly as it did, but the presence of such a large force close by gave Britain some vital insurance against the unexpected.

The Commander of the UK Task Group, Rear Admiral Alan West, told Nany News: "The force I have here is the most powerful maritime force in the region apart from the US Seventh Fleet.

As a military commander it is very, very useful to know that you have got something available if something happens that you never expected, and that is what we were here for.'

"Our aim was to do that, without exciting anyone or making the handover more difficult, and I think we got the balance just right.

Submarine

The flotilla included almost every ship on the Ocean Wave deployment, the carrier battle group led by Illustrious, the amphibious task group led by HMS Fearless and the nuclear submarine HMS Trafalgar.

American, Korean Australian submarines where also under Admiral West's command, a first for the Royal Navy, for an ASW exercise which coincided with the handover.

Over 120 million tuned in to watch the ceremonies ashore in

which sailors from HMS Chatham, HMS Illustrious and The Royal

Yacht played a starring role.

And when Britannia, Chatham,
RFA Sir Percivale and the three ships of the Hong Kong squadron

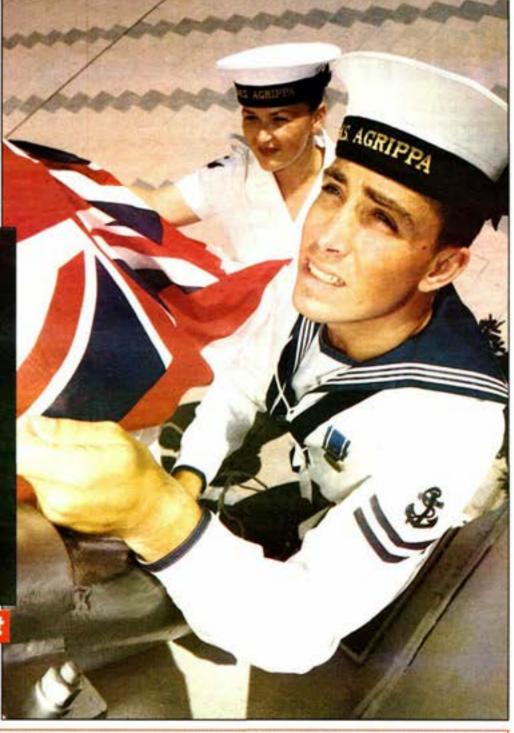
sailed out of Victoria Harbour in the small hours of July 1, the task group was waiting to meet them in the South China Sea.

Exclusive pictures from Hong Kong - pages 19-21.



The Flag – first and last

WHILE the Union Flag was lowered for the last time over Hong Kong by OM(AW) Nick Tarrant of HMS Chatham—pictured above by CPO(PHOT) Paul Cowpe—the White Ensign was raised for the first time over the Royal Navy's newest establishment, HMS Agrippa in Naples (right). LRO Dean Scales and WRO Karen Maloney (right) performed the ceremony in Italy. Turn to page 11 for report and more pictures by LA(PHOT) Steve Lewis.



GOTCHA! - AFTER 58 YEARS



THIS second-by-second sequence of pictures is a graphic illustration of the size and power of a World War II explosion - happening nearly 60 years later than intended.

Cause of the blast in Loch Ewe was a German ground mine, found and detonated by an Anglo-French force of mine countermeasures ships, out looking for nothing more than practice mines.

The harmless duds had been laid in the path of ships taking part in a Joint Maritime Course from Faslane - and so had the real German mine, probably as early as October 1939. It is known that the submarine

U31 laid a number of them at the entrance of Loch Ewe, one of them damaging the battleship HMS Nelson on December 4 that year, and putting her out of com-mission for seven months.

The French minehunter Sagittaire – operating in company with HM ships Brecon, Hurworth and Bridport – found the mine, containing 560kg of high explo-sive. She can be seen in the first freme.

The mine was moved two miles

detonated it, watched by foreign and Commonwealth attaches.

During the exercise the force, under the command of Cdr Tim Williams, CO of the First Mine Countermeasures Squadron, were supported by the French diving support ship Styx and by the RN's Forward Support Unit 1. For HMS Brecon, the incident brought her back to minehunting

work with a bang, after a tour of duty in the Fishery Protection Squadron. She acted as safety ship during the operation. When it was over she visited Hamburg.



BACK in home waters after two exercises in the Mediterranean are the minchunters HM ships Brocklesby, Bicester and Inverness.

Forming On Call Force 20 they took part in Exercise Linked Seas (as reported in our July edition) and later in Exercise Alcudra, which was designed to consolidate minehunting and sweeping tech-

Rare visit

The force was joined by mine ships from Belgium, Spain, USA, Holland, Denmark. France and Italy. Also taking part in Alcudra was the Standing Naval Force Channel, including HMS Cattistock.

During their deployment the British mine ships visited Oporto, Gibraltar, Ajaccio and Palma, Earlier Bicester had called at Gijon in northern Spain, making her the first Royal Navy ship to call at the port for 12 years.







HMS London in *'Marie Celeste'* yacht mystery

WHEN HMS London came across a yacht adrift in the western Atlantic, it sparked an adventure involving mystery and survival on the high seas worthy of TV's The

The ship's story, which had much in common with the discovery of the abandoned Marie Celeste, began on July 6 when the 50ft German-owned ketch Ruth was spotted by LS Nick Bartlett, on watch on London's bridge. The warship was 400 miles north of the nearest land Puerto Rico.

"It looked exactly like something from the movie Dead Calm," he said. 'We could see there was something wrong. There were no sails up and the yacht was obviously drifting."

London's Commanding Officer, Cdr Iain Greenlees, sent a board-

ing party over, led by his First Lieutenant, Lt Cdr Don Chalmers.
"It was as if whoever was on board had just got up and left," said Lt Cdr Chalmers. "There were dirty dishes in the sink, a book left open on the table, ashtrays full of cigarettes, and personal belongings scattered about."

No clues

Rotting food in the cabin indicated that the vessel had been adrift for a long period - perhaps months, although surprisingly she had shipped no sea water. "The place was riddled with cockmaches, and the skeletons of three flying fish lay on the deck," said Lt Cdr

The yacht was cleaned up and it was decided to put a crew of six on board to sail her to Puerto Rico. Skipper was the London's doctor, Surgeon Lt Suzanne Porter, with CPO(OPS)(R) Glyn Williams as

Nothing was straightforward about the voyage. From the moment that London disappeared over the horizon at sunset, until the moment the Ruth sighted land six days later, the crew were alone with the sharks - and trouble.

"When we sighted land we felt sheer relief," said Lt Porter. "The relief was all the more overwhelm-

ing because all power had failed on the second night out."

The crew had resorted to ped-

alling a bicycle to try to generate power, but without success - which meant they had no navigational aids. The navigator, Lt Doug Dalena, on exchange from the US Navy, had to sail by dead reckon-ing. Even so, when they sighted land they found they were only ten miles off course.

Other members of the Ruth's crew were POMEM(M) Paul McGurry, LS(R) Steve Carter, and WOM(AW) Bryony Bartlett.

Bryony, at 21 the youngest of the Ruth's prize crew, said the most memorable part of the adventure for her came when she encountered a large shark. "I was dangling my feet over the side when this huge fin just came out of the water.

After that I kept checking my

toes," she said. They are now safely back on board HMS London, a member of Standing Naval Force Atlantic, The German couple who owned the Ruth have been traced. They reported their vessel stolen last September after she disappeared from her moorings in the Canary Islands. It appeared she may have crossed the Atlantic all by herself.

The Ministry of Defence said the Navy were entitled to claim salvage

■ Before her yacht adventure, HMS London visited Halifax, Nova Scotia, with STANAVFORLANT. There, 11 survivors of Arctic convoys were welcomed on board to be presented with Russian commemorative medals by the Lieutenant Governor of Nova Scotia.

Lucky 13 in Africa

THIRTEEN members of 847 Naval Air Squadron have returned home to RN air station Yeovilton to relate legends of the falls – the Victoria Falls in Zimbabwe. This helicopter, pictured flying over the spectacular site, was one of two 847 Gazelles deployed to Africa for training exercises with Zimbabwe air force and commando units. The squadron, whose aircraft are flown by Royal Navy and Royal Marines pilots and maintained by REME soldiers, were on view at Yeovilton during Fleet Air Arm Heritage Day on July 23.

HMS Cromer honoured by her Norfolk 'home'



Norfolk has feted their adopted ship HMS Cromer - and bestowed on her Honorary Citizenship.

class minehunter, a service to mark the event was held at the Church pf St Peter and St Paul at which the Bishop of Kings Lynn officiated.

An inspection and parade followed during which the ship's company marched through the town with swords drawn, bayonets fixed, drums beating and colours flying.

The Royal Marines Portsmouth took part, as did members of the local Air Training Corps, Royal Naval and Royal Marines Associations, and Royal

British Legion. Chairman of Cromer Town

 HMS Cromer's guard marches through Cromer town after the ship received Honorary Citizenship.

inspected the parade and presented the Honorary Citizenship to HMS Cromer's Commanding Officer, Lt Cdr Neil Hunter.

Also present was Hugh Fletcher, only living sur wartime HMS Cromer, sunk in 1942. There, too, was the ship's sponsor, Lady Brown, accompa-nied by her husband, Admiral Sir David Brown, a former Second Sea

Shetland's big catch

SKIPPER of a Spanish trawler stopped in the Western stopped in the Western Approaches by HMS Shetland was fined £15,000 for under-recording his catch while fishing in British waters. Shetland escorted the fv Alay-Alde into Haverfordwest, Dyfed, where magistrates imposed the fine and ordered the master to pay £1,275 costs.

£52,900 FOR FIRST POSTHUMOUS NAVAL VC \neg

THE FIRST Naval Victoria Cross to be awarded posthumously has fetched £52,900 at auction - too much for bidders who wanted to see it go to a museum.

The medal, awarded to AB Billy Williams for val-our during the Gallipoli landings, was sold by Dix, Noonan & Webb on behalf of a collector who was believed to have paid £100 for it in the 1950s.

Williams's home town was Chepstow, and before the auction Monmouthshire County Council secured the promise of an undisclosed amount of Lottery fund assistance should they bid successfully. The Council planned to exhibit the medal in

However, the medal fetched more than expected

and the Council was outbid by a private collector.

Billy Williams (34) was one of five men in the landing ship as River Clyde to win the VC. During the landings on April 25, 1915, the ship came under intense fire and Williams was one of those who stood neck-deep in the water to secure lighters to get the River Clyde's 2,000 troops ashore. He stood under murderous fire for over an hour before he was

Williams died in the arms of the CO of the River Clyde, Cdr Edward Unwin, who was also awarded a VC, Cdr Unwin later said of Williams that he was the

bravest sailor he had ever known.

Billy Williams had served in the RN in 1895 to being called up as a Fleet Reservist when World War I broke out. He was rated a PO, but apparently accepted demotion to remain in the River Clyde for the Gallipoli landings.

Seventeen letters by Churchill to his brother Jack in which he defends his actions in instigating the Gallipoli campaign were sold for £252,000 in auction at Sotheby's on July 17. And in an auction at Bonhams, a collector paid £16,100 for the minutes of the court martial at Portsmouth of the Bounty

JUTLAND

Seas Fleet in 1916.

Jutland boy

dies at 96

veteran

Thomas has died at the age of 96. Mr Thomas, who lived in

Warwickshire was a new rating on board HMS Warspite when she was severely damaged in the clash with the German High

He joined the Navy as a boy seaman and by the time he was

16 he had crossed the Atlantic three times in destroyers. After

World War I he served in the air-craft carrier HMS Eagle before retiring from the Service in 1931.

He was for a time Lord Mayor

NATO set to welcome two extra fleets

THREE countries which once formed part of the Soviet bloc are set to become members of NATO before the end of the century.

At the Treaty Organisation's Madrid summit there was agree-ment to open accession negotia-tions with the Czech Republic, Poland and Hungary, which means that it is virtually certain they will join the Alliance. join the Alliance.

It is expected that agreement will be ratified by all the current 16

member nations by 1999. While the Czech Republic has no Navy, Poland has a maritime force including three Soviet-built conventional submarines, a destroyer, a frigate, seven corvettes and 26 patrol craft. Although Hungary has no coastline, she has 51 mine counter-

measures craft which patrol 420km of the River Danube.

Britain has insisted that the lift ing of restrictions on the Alliance's military movements to and from Gibraltar be lifted as a condition of Spain's entry into NATO's mili-

tary structure.

At present NATO ships cannot use Spanish waters, or NATO aircraft use Spanish airspace, on their way to or from The Rock.

Harassment case settled

A FEMALE sailor who claimed she was verbally and sexually harassed on board a Royal Navy warship has come to an out-ofcourt settlement with the Ministry of Defence for an undisclosed

The former Wren, who does not want to be named, was due to bring a case against the Navy at an industrial tribunal. The case was backed by the Opportunities Commission.

Monument Association will attend a Memorial Service in Durban on November 11 at the invitation of the South African Navy. Tel 01707 872720 for details.

2 2 2

THE FLEET replenishment ship RFA Resource decommis-sioned for sale at the end of June. She first entered service with the Royal Fleet Auxiliary 30 years ago.

0 0 0

SANDRA Simmonds became the first female petty officer of the guard of divisions at a wet weather ceremonial display in front of a family crowd at HMS King Alfred.

0 0 0

A 12 FOOT floral replica of new assualt ship HMS Ocean was lifted by crane into the centre of Barnstable, Devon as part of a maritime celebration.

3 3 3

THE FIRST tri-Service Defence Helicopter Flying School arrived at RAF Shawbury on 27 May. The course includes between 55 and 80 hours of training depending on the student's particular service.

HMS Drake's new £1m galley is set to provide up to 500,000 meals a year.

FIGUREHEAD of the 150-yearold RN training ship HMS Indefatigable, carved in the image of King William IV, has found a permanent boene at the permanent home at the Merseyside Maritime Museum.

Solo fight of funnel

LS(D) Simon Murray - he fought inferno 'unaided at close quarters'.

gard for his own safety." Simon Murray is now a member of the Defence Diving School at Portsmouth. **Jolly** Roger breaks surface

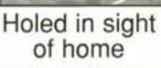
JOLLY Roger of one of the RN's most distin-guished submarines, HMS Ursula (see also Letters, page 6) surfaced dramatically at the end of a meeting of the Friends of the RN Submarine

The pirate flag, record-ing her many successes in World War II, was pre-sented by Lt Cdr Albert Davis, her last CO before she was handed over to the Russians as part of

the UK's aid package.

He is seen here (left) with the museum's Director, Cdr Jeff Tall.

Special guest of the Friends – who have doubled their membership over the past year - was former First Sea Lord Admiral of the Fleet Sir Julian Oswald.



FORMER Royal Navy officer Simon Ross was rescued by the Sennen lifeboat when the 45ft ketch he had sailed single-handed around the world was holed by rocks just 25 miles from Falmouth.

Mr Ross, who as a lieutenant-commander was CO of mine coun-termeasures vessels, apparently fell asleep before his craft ran aground. He had battled through free days of gales on the last leg of his two-year trip.





Double act for a demo

Two FA2 Sea Harriers of 800 Naval Air Squadron are seen finishing practice bombing runs during a series of power demonstrations with HMS invincible off the Isle of Wight last month .

They were joined by RAF GR7 Harriers - which the carrier will embark for the first time in a NATO exercise in September when she takes part in Exercise Tapon off the

coast of Spain.

The Invincible acted as flagship for the Flag Officer Surface Flotilla Vice Admiral Sir John Brigstocke to a Task Group of seven ships as she hosted the displays for senior officers of the Royal College of Defence Studies.

The officers at the world-renowned college come to study the contract of the study of the

in the UK for a year and are drawn from all three services from many countries around the globe.

Also attending were many top UK businessmen and government officials eager to sample life at sea with the Royal Navy and witness the tremendous capability and flexibility RN carriers bring to British defence - and particularly to

Other ships taking part were HMS fron Duke, Edinburgh, York, RFAs Olwen and Sea Crusader and the Dutch frigate HNMLS Van Amstel. There were more aircraft, too — RAF Chinooks, a Nimrod, a Tornado, an E3D AWACS and an Army

During 'RN in the Public Eye' days in the same period the Invincible welcomed other VIP guests including Leicester Tigers Rugby Football Club (affiliated to 814 Naval Air Squadron , the 'Flying Tigers') and comedian Jimmy Tarbuck. See page 16 and "Newsview", page 18.

Picture : Sarah-Jane Robinson

fire hero nonoured

A SAILOR who, without protective clothing, single-handedly braved choking smoke and falling debris to put out an "escalating inferno" in HMS Hurworth, has been awarded the Queen's Commendation for Brave Conduct. ous, aggressive attack on the seat of the fire ... which prevented a far more serious incident. He showed courage in fighting the fire unaided at close quarters, out-standing initiative and total disre-

LS(D) Simon Murray is now more widely known to have prevented a far more serious incident on board the minehunter on May 1 last year.

Early in the morning of that day, LS Murray had turned in after working 18 hours of a taxing schedule of training and shakedown. Twenty minutes later a major fire in the funnel and uptake space was spotted.

The safety of the ship was seri-ously threatened and LS Murray, a member of the standing sea emergency party, was woken by the alarm, dressed rapidly and arrived at the scene on 1 Deck in less than two minutes. There he was con-fronted with the funnel engulfed in flames rising to 20ft and fanned by

the freshening wind.

Surrounded by thick, choking smoke and blistering heat, he began dousing the seat of the fire with an extinguisher. Members of the bridge team had swiftly rigged a fire hose which LS Murray took up and, wearing only cotton over-alls, he aggressively began attack-

ing the blaze.
The flames were quickly spreading through the funnel and casing. In recommending LS Murray for the award, Hurworth's Commanding Officer, Lt Cdr Simon Neil, said: "Unheeding of the obvious dangers and unsupported, he repeatedly became lost from view, shrouded within the smoke, braving falling debris from the disintegrating funnel.

Bombarded

"Repeatedly risking injury from the escalating inferno, Murray continued to attack the fire, attempting to access the inside of the funnel which by then had col-

Eventually firemain pressure was lost, and LS Murray raced down to 2 Deck for a portable fire pump, carrying it to the sweepdeck with two members of the damage

He then realised the ship's Searider boat was being bombarded by burning debris, so he grabbed a bucket and line and used sea water to douse the boat. There were two full petrol tanks in the vessel and without hesitating he braved falling, molten fibreglass and other burning debris to move the tanks to safety.

Hearing the pump being run up and the firemain restored, he returned to 1 Deck where he began his firefighting efforts again, eventually dousing the blaze just 23 minutes after the alarm was

Lt Cdr Neil said: "There is no doubt that Murray's actions were crucial to maintaining a continu-



<u>Drafty... Supply Branch</u>



Younger writers stay on the move

THE SUPPLY Branch ashore has been subject to a great deal of scrutiny.

Writer Branch Complement Review Team is putting together its report as this article goes to press.

And the results of the Naval Recruiting and Training Agency's proposals for partnering in the training establishments will mean changes to schemes of complements from April 1998.

These changes will determine what billets are available to ratings coming from sea. In addition, all Supply Department Part IV training billets will be removed from the training establishments and redis-tributed to Neptune, Nelson, Drake, Yeovilton and Culdrose.

So, schemes of complements are now changing even faster and more frequently than before, and turbulence is inevitable.

What personnel need to know is how to minimise the effect of this turbulence on them and how to keep Drafty informed of what they



The answer is simple, and has always been there. The two main modes of informing your drafting officer are through the Drafting Preference Form (C230 for the general service and C323 for submariners) and the C240 (an application for a particular draft or

The DPF is the vital means of communicating your personal aims, ambitions and needs to your drafting officer.

Your own comments, perhaps about personal and family plans

for the future, coupled with the divisional officer's remarks and recommendations, are faithfully recorded in the process of updat-ing your current drafting file.

In the Naval Manning Agency at Centurion Building, these com-ments give a personal touch to the boxes on the form which are either ticked 'yes' or 'no'.

Drafty does not have sight of divisional documents, and relies heavily on the latest information personnel and their employers supply on these forms.

Before personnel come ashore, red-crossed DPF is raised which not only details updated prefer-ences, but also advises Drafty of the date that the next shore job can be started.

In 99 per cent of cases the preferred location in understandably the most important factor.

With the Naval Estate slimming down, the closure of Rosyth Naval Base and Portland following next and with the Submarine School moving to HMS Raleigh in late 1999, there has been a reduction in the number of places where shore jobs can be found.

When these forms arrive from residents in such places it is very



'It's a question of supply and demand, son...This demands, you supply and we're all richer for the experience'!

obvious what the preference is, for example, a C230 from a LH with a home in Dunfermline might read 1st preference Rosyth, 2nd Rosyth, 3rd Rosyth and the area to avoid and other area sections

Drafty cannot create a billet there but there are no alternative preferences to consider, so one area is as good as another.

What Drafty really needs to know is which other areas would offer the LH the least pain for commuting or the possible relocation of his family.

The message is simple, person-nel need to tell Drafty which other areas are best if they cannot get their preference shore or base port area. Using the C230 as a protest vote is a waste.

Staff may not think so, but Drafty's job is to give them the best of what is available to them and for their future careers, which is why Drafting is carried out by personnel and not machines

Taking the time to stop and think about what is actually wanted, giving consideration to all the options, and completing the form in full is well worthwhile.

Drafty doesn't believe that all areas present

amounts of pain and joy. Staff should ask themselves which of their alternatives is the lesser

The form should be used to its fullest extent, and all personal details - such as the expected arrival of a second child - should be included.

Disco king

However, Drafty is not likely to leave people ashore when they are due to be at sea just becaus they have negotiated a nice little contract as a disco king for the summer season at the end of the pier. And yes, Drafty has had a plea for this one!

Gapping and overstretch in some areas continues to cause concern, but now the recruiting pipeline has been well and truly opened again, we can pause for breath as the ever-useful Part IV trainces front up at the employer's door in reasonable numbers.

It is fully appreciated that they are far from the peak of their pro-fession and need gentle guidance from time to time, but a 'body' is better than nobody.

Unfortunately, the branch has suffered from starvation of manpower recruitment for so long that it will take a while for the presence of these young people to

length of current shore drafts being experienced in any one billet, and the necessity for Drafty to move people around more often than before, especially at the AB and LH level, will remain for a while longer - so please keep smiling.

Anyone reading this article will have noticed that it is by the Supply Drafting Team, and yet many RN personnel continue to live in the Dark Ages, constantly referring to the branch as Supply and Secretariat, or 'S&S,'

The Secretariat handle disap-peared in 1995 and this should be reflected in signals, correspondence and even dialogue. We are the 'Supply' Branch and proud of it.

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Princess presides at charity meeting

THE PRINCESS ROYAL presided over the 54th annual meeting of the

Princess Anne is the President of the charity and played a key role in the at the Services Club in London.

She spoke about the Year of the Seafarer and the need for charities to support each other.

The Trust provides discreet advice and financial assistance to female members of the Service who joined before November 1993 and can be reached on 01705 655301.

· Left: WWTR Rebecca Pediar from Centurion Building discusses the new sea-going rig for Wrens with Princess Anne. Picture: LA(PHOT) Mark Hipkin





Floating supermarket and more – RFA Fort George.

Facts and figures

Class: Auxiliary Oiler Replenishment vessel

Pennant number: A388 Builder: Swan Hunter, Wallsend-on-Tyne

Launched: March 1, 1991 Commissioned: July 16, 1993

Displacement: 36,580 tonnes Length: 204 metres Beam: 30.4 metres

Draught: 9.75 metres Ship's company: 128, 95 RFA, nine Royal Navy and 24 civilian stores personnel, plus up to 154 aircrew Machinery: Two Crossley-Pielstick PC2 diesel

engines, two shafts

Designed power: 23,680hp per engine Speed: 18 knots normal, 21 knots maximum Cargo capacity: 12,505 cubic metres liquid, 6,234 cubic metres solids

Port of Registry: London

Lloyds classification: +100A1 DTsm Oil Cargoes, Ice Class 1D, (c.c.) +LMC, UMS, IGS +Lloyds RMC Landing platforms: Two-spot flight deck for Merlin, Sea King or Lynx; hangar and maintenance facilities for five Sea King sized helicopters

Replenishment: Four dual-purpose abeam replenishment rigs for simultaneous transfer of liquids and

solids; stern refuelling

Countermeasures: Decoys; four Plessey Shield of four Sea Gnat six-barrelled 130mm/102mm launchers; Graseby Type 182; towed torpedo decoy Radars: Navigation: Kelvin Hughes Type 1007; Iband; aircraft control: Kelvin Hughes NUCLEUS; I-

Combat data systems: Marconi Matra SCOT 1D

SATCOM

Postcards of the 'Ships of the Royal Navy' series, from 1956 to the present day, are available from *Navy News*. For availability of ships, and for more details on subscriptions, please contact Promotions Manager Anne Young at Navy News on Portsmouth (01705) 826040.

More than a floating store

N HER three years of ser-vice to date, Royal Fleet Auxiliary Fort George has already proved her versatility as store ship, tanker, helicopter platform - and rescue vessel.

Fort George, and her sister ship RFA Fort Victoria, combine the functions of ocean-going fast fleet support tanker and stores support ship – a new concept in logistics support policy at the time, as the prevailing fashion had been for single-role support ships and tankers.

They were designed with Cold War anti-submarine patrols in mind, giving them the capability operate independently in support of groups of frigates on patrol. To enhance this capability they

were built to run very quietly, and their superstructures slope at different angles to disperse radar reflections - one of the world's first stealth tankers, perhaps?

Fort George is built to RAS replenish at sea - in three ways. The four dual-purpose replen-ishment rigs amidships allow Fort George to transfer fuel, ammuni-

tion and stores simultaneously to The fuel is transferred by suspending a hose from a tensioned cable, known as a jackstay, which runs between Fort George and the

ship receiving fuel.

The hose is fitted with a quickcoupling probe which connects with the receiving point on the other ship, at which point Fort

George pumps the fuel across. The jackstay can also support a traveller device, which can carry loads of up to two tonnes.

In addition, Fort George carries a stern refuelling rig called a Hudson Reel.

The fuel hose is trailed over the stern by Fort George, picked up and hauled abourd by the ship to be refuelled.

Although this system is not as efficient as beam replenishment, it is safer in severe weather, where it could be difficult for two ships buf-feted by wind and high seas to hold a steady course side-by-side. The Fort Victoria-class ships

have a two-spot flight deck which can accommodate helicopters the size of Merlin or Sea King, which allows for an efficient vertrep -

vertical replenishment - operation.

Aircraft ferry stores from the
Fort ship, either to speed up the
replenishment process while fuel is
being pumped, or to allow a ship to
take on stores when there is no take on stores when there is no

requirement to take on fuel. The ship was also designed to provide Merlin helicopter maintenance facilities for Type 23 frigates.

R FA Fort George has been on Ocean Wave, along with auxiliary oiler RFA Olna, RFA Fort Austin (auxiliary fleet support, helicopter) and forward repair ship RFA Diligence.

The current Fort George is the second ship to bear the name, and the two vessels could not have been more different.

The original Fort George was a trawler of 180 tons, built just after the turn of the century, which was hired by the Admiralty as a decoy ship between 1917 and 1919.

RFA Fort George was laid down at Swan Hunter on Tyneside in March 1989, and was launched by Lady Annie Slater, wife of the then Commander-in-Chief Fleet Admiral Sir Jock Slater, just under two years later. The ship was com-

was years tater. The step was com-missioned in July 1993.

She was originally going to be the second of six of this type of ves-sel, but there are now no plans to build any more of the class.

Pacilities are spacious and comfortable; the ship can accommodate 280 people, and officers and ratings have single cabins with en-suite facilities.

Recreational spaces include lounges, a library, a cinema, gym facilities, a dark room, laundries and a NAAFI canteen. There is also an operating theatre.

The versatile ship added another string to her bow in June 1996, when the aided a stricken world.

when she aided a stricken yacht.

The ship, under the command of Captain carew, picked up a distress signal from the yacht Tiberias, with three people on board, which was on fire in mid-Atlantic.

Fort George, returning to the UK from her role in Exercise Purple Star, off the American east coast, altered course and increased speed to reach the Canadian yacht.

The yacht's wiring had been damaged, knocking out the generator and reducing radio range. The crew went to Fort George

or a shower and meal, while the RFA ship's mechanics and electricians repaired the generator and jury-rigged the radio. Fort George stayed in attendance for that night and most of the following day, until another yacht arrived to escort Tiberias to the Azores.



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The photograph shows a bound Washing formation had a not recessarily representative of the thought probable at the one featured







Letters



Falklands veterans **'pushed to the back'**

I FEEL compelled to write to you about the appalling way the Falkland veterans were treated at the memorial service at Gosport.

Cutting it in style

HOW very nice to see the pho-tographs of the two very smart guards, one in HMS Tamar and the other in Cape Town, in the May edition.

I only hope that the new Dick Hobbs ('Sleepy' Hobbs, as I knew him) rig turns out to be as smart as

the present one. I have had several phone calls from friends in the Cape com-menting on the bearing, smartness and behaviour of the sailors from HMS Chatham, also saying how pleased they are to see the Senior

One thing bothers me – why has the OOG in HMS Tamar got his sword drawn and the OOG from

HMS Chatham has his sheathed? Has something changed since I was a Gunnery Officer and is it now optional for OOGs to have their swords drawn or sheath M.J.H.Kyle, RN (Rtd),

Proud ties in Belfast

REGARDING the Royal Naval Association annual conference, we few shipmates who marched through Belfast to lay up our National Standard in St Anne's Cathedral will wear our Belfast ties with pride and confidence in our patriotism. No surrender! -J.Stuart, Mannheim, Germany

I understand that there were many dignitaries, Baroness Thatcher and many Service chiefs who were important during the conflict but most of those that were seated up at the gardens were given priority over the men who saw active service during those awful months.

The veterans and the children of men who didn't return from the war were left standing on Mumbry Rd throughout the memorial service and unveiling of the plaque by Lady Thatcher.

They couldn't hear or see any-thing. They didn't just come to meet their old survivor mates but to remember those they had to leave behind.

Each and every one of those men and women who turned up on that day should have been treated with a little more respect. was personally saddened and angry that they could have been treated in this way - many of these families, even 15 years on, are unable to talk about their experiences or loss.

I am now part of a family that has managed to move forward, but had my father-in-law not returned from the South Atlantic things would have been very dif-

So perhaps if there is another reunion planned as Lady Thatcher said she'd like to see in five years time, the most important people won't be pushed to the back of the crowd but brought to the front where they so rightly belong. - A.D.Smith,

Survivors' tails

WITH REFERENCE to Mr. Owen's letter about Resource at Alexandria, how well I remember May 1941, I was a survivor from HMS Fiji and what a tragic time that was - among the 2,000 miss-ing was my own brother-in-law.

I recall that Resource's ship's company were kindness itself, fit-ting us up with clothes, food, a tot and cigarettes and a good night's sleep before we entrained for Suez to take passage home in the Strathmore via the Cape.

Then, within a couple of days we learned that the Hood had also

One bright spot of news on pas-sage was that Germany had invad-ed Russia on 22 June, which we felt would lift the pressure on our war effort. Remember, we were still on our own in June 1941. A.Howden, Horncastle.

I WAS on board Resource at that time and was involved in receiving survivors - Writer Owen would have been in the same mess as me. I can recall a couple of incidents connected with them.

One man, a non-swimmer, had been told when about to jump from his sinking ship to keep his hands above his head.

He did this and was grateful for the advice, because when he reached the surface he came up under a piece of wreckage.

Many of the Barham survivoes

had slid down the side of the ship as she keeled over, and had sus-tained terible lacerations to their bottoms which were treated in the

If Writer Owen reads this, I was known as 'Chopper' Ackland, whose friends were SA Spooner and Writer Daniels, the latter lost sea on his way home.

P.Ackland, Plymouth.

Gareloch carriers

RE HMS Invincible being the first carrier to berth alongside at Faslane, HMS Speaker, an escort carrier, sailed up the Gareloch and berthed at Garelochhead in June 1946 on our return from the Far East as part of the British Pacific

This was, of course, long before the Faslane base was built. I have a photograph of HMS Speaker taken when we were tied up alongside in Sydney Harbour in 1945,

aircraft carrier to enter Tokyo Bay at the end of the Japanese war and then we were the first ship to take 500 ex POWs from Tokyo down to Manila. – K.Costello, Peterhead.

IN 1944 I was part of the DEMS gun crew on the tanker my Ancylus which had been converted into a merchant aircraft carrier with three Swordfish. She was also loaded with a cargo of crude oil which I remember we went up the Gareloch to discharge in July 1944. – J.Bragg, Workington.

Master of aviation

THERE was an article in Navy News which mentioned in passing the Sempill Foundation. In 1928 or thereabouts, Wembley Stadium not having been long built, a float plane (a Blackburn Bluebird) approached the Welsh Harp reservoir at Hendon, on the eastern edge of which I was standing, and to my great delight touched down with a magnificent spray and taxied across. A ghillie appeared from somewhere and pushed a dinghy out to pick up the pilot who I was later to learn was the Master of Sempill, later Lord Sempill. Are the two connected? –

K.G.Shaw, Shrewshury.

The grandfather of the present Lord Sempill was a pioneer aviator who served in the RNAS in World War I. The Sempill Family Society exists to provide links with members of the Renfrewshire-based family now spread around the world - Ed.

LETTERS to the Editor should always be accom-panied by the correspondent's name and address, not necessarily for publi-

Members by association speak out

AS A REGULAR reader of Navy News for a number of years I wish to voice my opinion regarding the article in the May issue about Enfield RNA proposing to change the rules of entry for the Merchant Navy .

There were 13,000 of us in the Maritime Regiment and with us were 35,000 RN ratings (DEMS). Together we served on all oceans and in every type

of merchant ship. In particular the Malta and Murmansk convoys saw many of my confederates lay down their lives in the pursuit of freedom. On arriving in ports it was the Royal Navy who invariably looked after

In 1940 men banded together from all units of the Army to man the merchant ships and fight off the enemy aircraft and sub-marines. They became known as the Maritime Ack Ack, later to be called the Maritime Royal Artillery.

This was founded by Sir Winston Churchill and they were 'Churchill's known Sharpshooters'. These mich manned the gans on Merchant Navy vessels and troopships all through the war, serving the Atlantic, Russian and Maltese convoys to name but a few, and were involved in every invasion. They were gunners in all types of ships and took whatever came their way. Their losses were tremendous, their recognition very small. -S.J.Penton, Redhill.

HAVE been a regular reader of Navy News for many years but I cannot remember anything being written about the Armed written about Merchant Cruisers.

Much has been written about our battleships, battlecruisers, craisers and destroyers etc - but what about the AMCs that closed the gap when needed at the begin-

ning of World War II? These peacetime liners donned their grey paint and armed with guns that were well past their sell-by date ventured out to guard our convoys and patrol certain areas, leaving their more glamorous sis-ters to carry out other duties. It must be remembered that

these AMCs were just as vulnerable to submarine attacks as any other merchant ship, having no sonar or Asdic devices fitted to give warning of an approaching ubmarine as were the regular war-

ships.

In spite of this they were pre-pared to guard convoys against enemy raiders, which they did with a certain amount of saccess.

I served in HMS Transylvania, an ex-17,000 ton Anchor Line cruise ship. She was fitted with 6 inch guns of obscure vintage and during her life as an AMC man-aged to intercept and sink four ships including one armed raider, Poseidon, before being finally tor-pedoed and sunk by U-56 on 10 August 1940 on her way to her patrol in the Denmark Strait. -F.Humphryes, Swindon.

READING a copy of Navy News in the SSAFA offices at Newcastle

brought back memories of how a tank regiment got involved with the Royal Navy back in 1939-40. In November 1939 my regiment, the 49th Royal Tank Regiment,

was ordered to Blyth to do its training there on the beach. We also received another order that we had to take on the guard duties of the submarine base because they were short handed. We thought "blow this for a game of dominoes, they are going to have it cushy" and we landed up doing nine nights out of ten and still

doing our training during the day. However, when we saw the subs come back off patrol all animosity disappeared and we realised how lucky we were - especially when someone started the rumour that if a crew was a man short through sudden illness then one of us had to go in his place.

As a Geordie outfit we knew from the Blyth 'underground radio' two days before the newspa-pers that HMS Ursula had sunk the German cruiser Karlsruhe and suddenly the 'tankies' were going round saying that was one of

Our next piece of action was the excitement of a German bomber shooting up the docks and dropping a magnetic mine right in the middle of the fairway. We had a good laugh at the time they were machine gunning the ships because a coal boat skipper was standing on top of the wheelhouse in his pyjamas, firing his twin Lewis guns and every time he fired his trouser bottoms kept falling down.

The aftermath was the air-searescue launch picked up three dead airmen the following afternoon - somebody must have hit them but it certainly wasn't us, not with a Lee Enfield and five rounds.

The next occasion was a sad one for us. Seahorse, Starfish and Undine did not come back. We did hear that some were saved off Scahorse when it hit a mine, but it was a body blow for us - they were

wors' and the lads felt it. The local Rotary Club had a Christmas dinner laid on for them and rather than waste the food they asked the tank lads to have it but to a man we all turned it

Our next job was to send a detachment to Swan Hunters to take over the guard duties of Spearfish which had been overdue owing to having been depth charged for 36 hours. Looking at it in the dry dock it was a miracle it got back at all, it had been so beaten about.

As I live quite close to the south dock at Blyth I often go there and think of all those years ago, of patrols coming in and diesels firing up ready to go, the waiting for overdue boats.

We weren't in the Navy but 1 hope they classed us as associate members. — R.Fife, Wallsend. (See RNA Conference, page 25)

Below: HMS Ursula



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MAGENNIS VC

I WISH to thank Navy News for the letters you published in my research and long campaign to have James Magennis VC at last recognised in his birthplace. – G.Fleming, Belfast.

YOUR recent articles and letters about HMS Vanguard remind me of the time in August 1948 when I saw a rating clad in blue overalls

appear on her officers' gangway.

This was quite unheard of and the gangway staff gathered to challenge him – this was just after 'Hands to Dinner' had been piped. Arriving at the top of the gangway, he stopped, made his salute to the quarterdeck and said "Magennis VC – permission to come aboard."

It was indeed he who had won the VC for the least he alonged in the sinking of the leasures.

part he played in the sinking of the Japanese cruiser Takao, when he was part of the crew of the midget submarine XE 3.

His salute was returned and he made his

way to the Electrical Mess Decks, met some old shipmates, had sippers and left the ship the way he had come.

He did this more than once and nothing was said about it. At the time he was in HMS Drake awaiting demob. - O.G.Thomas, Caldicot,

It is planned to erect a memorial to Magennis, Northern Ireland's only VC, at Belfast City Hall. It will stand beside the statue of Queen Victoria and opposite the United States Expeditionary Force memorial. National Lottery funding is currently being sought prior to the launch of a design com-

Magennis worked as an electrician at Harland & Wolff's after the war, in 1952 he sold his VC for £75 to help support his family. It was bought back by a well wisher who returned it to him on condition he did not sell it again. He died in 1986. - Ed.

Insult to injury

WITH reference to the letter 'Feathers Flying' in the July edi-tion, my similar experience, although not quite as bad, has given me a talking point for many

I was serving in HM Submarine Cachalot in 1941 and during this period she was employed carrying stores from Alexandria to Malta.

While on a return trip to Alex on 31 July we had an altercation with an Italian destroyer which rammed and sank us, then rescued us and made us prisoners of war. Two years later we were repatri-

ated, being exchanged for Italian naval personnel interned in Saudi

On my subsequent leave I changed from uniform, dressed in a civvy suit and went wandering around the local town shopping

centre.

In the midst of quite a large crowd of shoppers I collided with a woman whose immediate reaction was: "You want to push your way into the Army, instead of pushing

your way through here."

I evacuated with my tail between my legs. - T.E.Bishop,

Intrepid omitted

DURING a visit to Malta I called at St Paul's Cathedral in Valletta to view the display of ships' names which took part in the UK-Malta convoy of July-August 1942 - and was devastated to find my old ship HMS Intrepid was not listed.

I then made my way to the British High Commissioner to enquire the reason for the omis-

They told me to put my com-plaint to the Rev Alan Wood Chancellor of the cathedral, who told me that the names were supplied by the Admiralty and that any omissions were solely due to the information received.

He said there had been many similar complaints from visitors -also that some ships had been included which had not taken part in Operation Pedestal. G.F.Jenkins, Stockton-on-Tees.

Time of his life

READING the '30 years ago' on HMS Victorious, item remembered I was the emy of 2,000 or so men as I was lucky enough, with I think another four, to be flown home from Malta on the 6th June 1967 to keep my wedding date on the 10th with my fiancee Sandra Cameron at All Saints Church, Portsmouth.

I remember my mates giving me a good send off with a wild stag run down the Gut and a collection and many 'rabbits' to lug

I had the usual good luck handshakes with "Hope the wings drop off" and "Got your para-chute? Crab fat flights are dodgy!"

Luckily the Vic was only delayed for a short time and I rejoined her in Pompey after my month's leave.

Our son Wayne has been in the RN for 12 years and is a Leading Scaman(R). - W.R.J.Harrison, Pembroke.

LETTERS to the Editor should always be accom-panied by the correspondent's name and address, not necessarily for publi-

The COPERATIVE BANK

POWs who built Isogai's pagoda

MY INQUIRY you published in December 1995 about the Japanese memorial on the Peak above Hong Kong harbour - which was demolished just 50 years ago - created a lot of interest from readers who have asked me to pass on my findings to you.

The memorial was ordered by Lt Gen Isogai to a carefully selected design. Buried beneath its foundations were a Japanese sword, reputed to be 5,000 years old, encased in a specially made box (later reports say it was never recov-

Col Noma, later sentenced to death, made the first stroke with a pickaxe in the building of the foun-dations. The rest of it was built in 1943 by Allied POWs used as forced labour, who were made to carry every stone from the har-

The memorial was built to comemorate the Japanese conquest of the colony and, as quoted in a newspaper in October 1945, "to remind the Chinese of Japanese might." Another report said that many of the stones were Chinese gravestones.

At the end of the war it stood as a 900 ton unfinished monstrosity

on top of the 2,000 ft Mount Cameron and was said to be the

base for a huge pagoda.

An officer from HMS Anson described it as an ugly, stark construction on four layers of brick.

Ideas for its demolition were discussed during 1945 and 1946, the main problem being that it had to be dropped on the small plateau on which it stood to prevent stones

rolling down the steep hillside.

My own recollections of small explosions at the corners must have been for the weakening of the supports, just a few days before the main demolition which came just a

few days after I left Hong Kong. Thousands of Hong Kong residents, including foreign press cor-respondents, witnessed it from rooftops in the city and outlying areas as far away as Shamshuipo, while a large number had gathered at vantage points on the Peak. The job was neatly done. All but

two of the concrete legs had been removed and these bore the weight of the tower until it was blown up by an explosion electrically fired by Mr H.W.Forsyth of the PWD. The whole of what was left was lifted bodily from its foundation and guided away from the harbour side of the mountain.

Some members of the ships companies in the harbour just heard the huge bang and later realised it was missing. One told me: "It would have stirred the hearts of the ex-POWs if they could have seen the final episode to the grim and inhumane story of its construction.

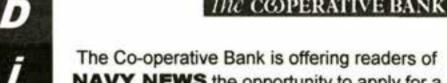
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Another said: "The authorities of the day seemed to adopt the attitude that it never existed, whereas it was just as much a reminder of Japanese treatment of our POWs as was the Kwai Bridge or the Burma Railway."

Thanks to all those who contacted me from HMS Swiftsure, Bermuda, Gambia, Anson, Campanfelt, Apollo, Montelair, Constance, Widemouth, Belfast, Serene, Hart, Arbiter, Bonaventure, Uganda, Rame Head and Fort Constantine. – A.Goddard, High Peak



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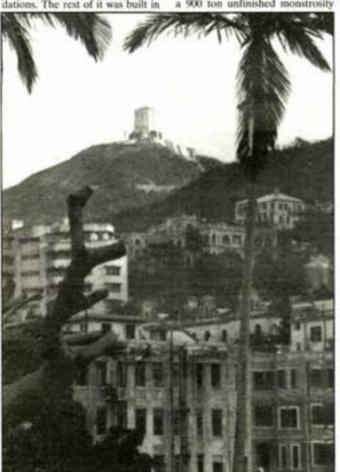
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 The Japanese Memorial at Hong Kong – "built to remind the Chinese of Japanese might" - was destroyed in 1947.





Extra survival kit to help submariners

SUBMARINE emergency survival equipment is being enhanced by three new items - a portable pump which produces fresh water from sea water, equipment to receive an emergency life support stores pod, and a differently coloured indicator buoy.

Curbs on artificer selection surplus

SELECTION rules for artificer candidates changed on July I to avoid producing a surplus of qualified ratings.

The present system of rosters is being replaced by a bank of candi-dates provisionally chosen for artificer training. If the number of fully qualified candidates exceeds the quota for courses, an arbitration board will select the best.

In addition, a maximum length of service limit at which artificer training may be started will be introduced. Present regulations require ratings to have three years service remaining on completion of artificer training - which can lead to an unacceptable return on training investment,

The length of service (LOS) sys-tem will be phased in over five years, and when fully implemented will normally allow artificer candidates to serve for six to seven. years on completion of training

DCI RN 84/97

The manually operated reverse osmosis pump -Survivor 35 - has undergone satisfactory trials and will supplement the existing seven days' of emergency fresh water carried in dedicated tanks in

each escape compartment.

The new pump will allow personnel in a distressed submarine to make fresh water from sea water should the emergency supply of fresh water be depleted. The sea water is pumped through a semi-permeable membrane at high pres-

The membrane acts as a molecular filter, allowing only water molecules to pass through, leaving salt to be ejected out of the system.

The pod receiving equipment allows fresh emergency life sup-port stores to be posted in a pres-sure-tight pod to a distressed submarine via the escape tower.

To operate the system, which has undergone trials, the escape tower is flooded, the upper hatch opened and the pod is delivered into a pod receiving bag pre-rigged with ropes and pul-leys by personnel in the

The upper hatch is then shut, the tower drained and the bag lowered through the lower hatch into

Finally, the indicator buoys designed to be released by a sinking submarine are being changed in colour from orange-and-white stripes to "international orang

DCI RN 90-92/97



'I'd be nice if it made it into beer!'

DAT SHOES NDALS



'Can walk on water with these,

UNIFORM changes being progressively introduced include a lace-up, moccasin style boat shoe which replaces the Lotus "Crete" successor to the outmoded RN sandal for hot climates.

The brown leather upper of the new shoe is water resistant and the sole will be in slip resistant grey or brown, nonmarking rubber. They will be comfortable to wear without

Boat shoes were being made available for general issue from August 1.

A new jacket for food han-diers is being issued on August 1. New entrant chefs and those serving at sea and in RM units

first. The jacket is double breasted with press stud fastening for ease of removal in case of spillage or splashing of hot liquids. It has a stand collar and long sleeves with under-arm ventilation holes.

Allowance

Also announced is the introduction of on-board allowance for tropical uniform for female ratings. The garments are to be issued on loan to those needing to wear white uniform on duties such as officer of the day, gangway staff or boat's

Meanwhile, the supply and fit contract for the new square-rig uniform for men and women began on June 30.

DCI RN 93-96/97

Fit to enter on leaving?

TO SPEED UP recruitment of former RN personnel into the RNR, medical officers examining those being discharged from the regular Service will now assess whether they meet RN entry standards for their branch.

If they are fit and apply to enter the RNR within a year of release, they will be dealt with under the rules for "re-examination after delay in entry". DCI RN 85/97

Prizewinner

FOR WORK on the development of rapid environmental assessment, Lt Cdr Nicholas John Hammond has won the Boyle Somerville Memorial Prize of £100. The prize, in memory of Rear Admiral Boyle Somerville, is presented each year to any officer of the Royal or Commonwealth navies whose work is of particular merit in connection with the development of meteorology or oceanography. DCI RN 82/97 oceanography.

PROM is!

A NEW computer software package for property management is being introduced by MOD. Entitled PROM 2, it has been developed by Britannia Software Systems Ltd and should be fully installed by April. DCI JS 60:97

New system for fire risk assessment



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A NEW SYSTEM of fire risk assessment is being introduced for standard use in Navy shore bases and establishments.

The system - FRAM (Fire Risk Assessment Methodology) - will be phased in up to the year 2000 and replaces current Ministry of Defence guidance on fire risk and standards of fire cover.

It provides top-level budget holders with a scientifically based, objective procedure to quantify and manage the risk to their estate from fire in the most cost-effective

It identifies appropriate fire prevention, protections and fire-tighting measures, taking into account the type, value, importance and contents of buildings Where necessary it will determine whether there is a need for a fire brigade on site.

FRAM has been developed by the Directorate of MOD Fire Services, in conjunction with consultants, in response to a Public Accounts Committee Report. The system should ensure that MOD fire precautions are at least equal to best commercial practice. DCI RN 83/97

Coach belts

LAWS requiring minibuses and coaches to provide seat belts for children on organised trips are being complied with by the

Ministry of Defence.

The regulations, which came into effect in February, apply to journeys to and from school. DCI GEN 163/97

Boost for diving set

SERVICE divers are to be equipped with a Buoyancy Control Aid (BCA) which will enhance the performance of their compressed-

air diving sets.
The aid takes the form of a jackwith an inflation cylinder. It is light and easily handled by its user. The submission for provisional Fleet Weapon Acceptance is due at the end of September.

DCI GEN 165/97

Paragliding contest

THIS YEAR's Inter-Services (Alpine) Paragliding Champion-ships will be held at German and Austrian sites during September 14-24 and will be based at the British Forces Alpine Hang Gliding and Paragliding Centre at Kranzegg, Germany. DCI JS 64/97



Hong Kong HQ lives on - in Middlesex

FOLLOWING the withdrawal from Hong Kong, the headquar-ters of the British garrison will linger on until October - in

The HQ British Forces in the colony closed at one minute to midnight on June 30, but will continue for a few months as a rear

party, under the command of a lieutenant colonel and situated at RAF Uxbridge.

Task of the party includes the writing of the final report, settling of outstanding bills, and finalising all accounts and logistic issues. It will close on October 3.

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

Helping to rebuild tropical paradise

TRAINING was quickly put to the test when West Indies Guard Ship HMS Liverpool was called to assist the population of Montserrat.

The Type 42 destroyer had spent week in early June at the Caribbean island to give the ship's company first-hand experience of their possible disaster relief tasks if the rumbling Soufriere Hills volcano erupted.

It also gave the local population a chance to get to know the destroyers' ship's company, and sailors were active in a number of community and environmental ini-

The plans were put into practice only two weeks later when the volatile crater on Chances Peak exploded on June 25, sending superheated gas and rock down the slopes towards Plymouth - the island's former capital which already lay under inches of dust from earlier eruptions - the airport, and other settlements.

Liverpool had just visited Jamaica, conducting rencounter exercises with

official receptions, and helping out local charities, when the emergency call came

She and RFA Black Rover broke off from their programme -the destroyer was heading for Central America - to return to Montserrat for relief operations

Over the following days a series of eruptions are thought to have killed more than 20 people and left large areas of the island uninhabit-able.

Missing

Members of the ship's company were involved in building shelters, emergency kitchens, shower blocks and storage facilities, and the Lynx helicopter joined others in search-es for missing islanders.

It was also used to transfer a

burns victim to hospital.

The commanding officer of HMS Liverpool, Capt David Snelson, said he was impressed by the fortitude of the islanders, who were trying to accept the situation and get on with their lives.

But there is a steady trickle of islanders joining the exodus which began after the eruption in 1995.

Around a quarter of the sailors on Liverpool have been involved in

relief operations. Although the volcano is still active, experts moni-toring the peak closely have decided that there is less of a threat of dangerous cruptions in the immediate future, so the ship has resumed her programme, including maintenance in Barbados.

However, she and Black Rover still remain on short notice in case the situation threatens again Liverpool's Lynx has been stationed close by on Antigua while the destroyer was in mainte-nance, and is due to be reunited with the ship via



· (above) The Chances Peak volcano erupts on Montserrat. (top right) RO Chris Rogers and LRO Russ Abbott (in background) lend assistance to a girl from the local popula-tion on the volcano's slopes. (left) Members of

Liverpool's ship's company help out with essential relie

work on the island.

• (below) HMS Liverpool at anchor off the Island of



Liverpool team serves top chow in Big Apple

in a competition judged by top New York restaurateurs during a visit to the Big Apple.

The destroyer had been the only foreign warship of six part in Fleet Week 97, New York'

Her entry was wateried by rottines produced as a rig run Bush, and the week was unusual in that it was a rig run Her entry was watched by former president George sailors enjoyed free entry to the Empire State Building and World Trade Centre, free bus and subway travel, and cut-price theatre tickets.

Apart from a round of gala dinners, cocktail parties and receptions, Liverpool worked on behalf of her namesake city's Chamber of Commerce, and co-hosted a lunch with the UK ambassador to the UN at which eight other UN ambassadors were present.

She also proved most popular of the Fleet Week ships at times queues stretched nearly half a mile, and she had more than 20,000 visitors over the six days.

For one man the ship's visit was particularly poignant. Thomas Brown (83) was a chief engine room artificer in HMS Glasgow during the last war.

He married a New York woman and moved to the United States in 1947, and Liverpool was the first RN warship he had seen in 50 years.

A Memorial Day service was held on the USS

Intrepid, at which Capt David Snelson, Liverpool's Commanding Officer, gave a speech recalling the loss of the second HMS Liverpool, which was wrecked in 1778 near what is now the site of the New York's JFK airport.

On the sports field, Liverpool suffered in the volleyball and softball tournaments, but soccer proved more to the ship's company's taste - the ship's team won the final 4-1 against the US Marine Corps.

Pot mess

Liverpool's culinary stars were POCA Kevin Goldstone, LCH Nick White and CH Justin Robbins, who thought they were in a "who cooked the best pot mess" contest, only to find themselves up against 14 other teams in a US version of the RN's Salon Culinaire.

A menu of Atlantic Scafood Medley, Blind Poachers Pie, Olde English Roast Fillet of Beef and Portsmouth Sweethearts (teardrops of pork), and a dessert called Manhattan Sunrise.

The judges - who expressed surprise at the high quality of English wine (supplied by Wickham Vineyard in Hampshire) - awarded Liverpool's team prizes for most creative dish (Blind Poacher's Pie) and the overall prize -including an all-expenses paid dinner at the Grand Hyatt Hotel.



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Holy Island cleaned up

MEN from HMS Lindisfarne cycled 150 miles from Rosyth to their affiliated town of Alnwick to raise cash for their adopted charity.

The team, made up of Lindisfarne's CO, Lt Cdr Peter Carden, two officers and seven junior rates, collected £1,500 for North Northumberland Day Hospice through the event.

Cut off

They cycled from Rosyth, where the ship is in refit, across the Forth Road Bridge, through Edinburgh and on to Berwick-upon-Tweed where they were welcomed by the Mayor and Sheriff, and their affiliated regiment, the 6th Royal Regiment of Fusiliers.

On route, they stopped off at Lindisfarne to help local people clean up the beach and spent an enjoyable night on the island, cut off from the mainland by the tide.





SHOTGUN enthusiasts unloaded more than £20,000 for the Royal Navy Benevolent Trust at a clay pigeon shoot in Surrey.

The 12 RN teams, including one from Flag Officer Surface Flotilla led by Deputy FOSF, Commodore James Burnell-Nugent (left) competed with 13 others at the shoot at David Gosling's Whithorn Farm.

Conservationist

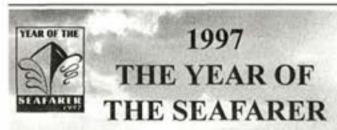
The winning team was Matra Marconi Space Systems and HMS Osprey were the best Navy team. 'Clay pigeon conservation-ist of the year' was Cdr the

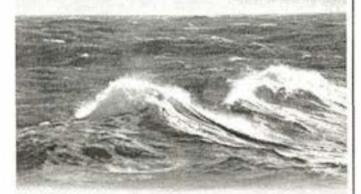
Rt Hon Michael Cochrane. Fund raising was co-ordinated by HMS Nelson's Cdr John Wills, Lt Rebecca Russell, WO Dick Hussey and CPO Monty Mountford. The shoot itself raised a

record £19,500 and a champagne reception and lunch afterwards raised another £3,500 for the

Marines launch stars

from cliff top





YESTERDAY TODAY TOMORROW OUR SURVIVAL DEPENDS ON OUR SEAFARERS The Year of the Seafarer is the theme chosen by King George's Fund for Sailors (KGFS) for its 80th Anniversary Appeal. It is a timely reminder of how much we depend on the men and women who serve in the Royal Navy, the Merchant Navy and the Fishing Fleets providing our defences, our daily food, our goods and our leisure.

KGFS is the central fund for all nautical charities who help seafarers and their dependants when they hit their own rough seas. The 1996 grants totalled £2,736,736.

PLEASE HELP US TO SUPPORT OUR SEAFARERS SEND YOUR DONATION OR ASK FOR MORE DETAILS



8 Hatherley Street, London SW1P 2YY. Tel 0171-932 0000.

I would like to learn more about the work of KGFS .

I enclose my gift of £

ADDRESS.

VERT/NN

ROYAL MARINES Reservists helped to raise almost £50,000 for charity by launching people from the top of Bristol's Avon Gorge.

They set up a 900ft rope slide which ran from cliff tops near the suspension bridge all the way down to the banks of the Avon below.

Blue Peter presenter Stephen Myles, show-jumper Oliver Skeete and HTV's Kate Sanderson were among the celebrities who took the plunge along with 50 local fund-raisers.

High speed

On the way down they reached speeds of up to 45mph before hitting a crash mat at the end of the slide.

The event was co-ordinated by WOII Tony Boyle, a mountain leader and Sgt Major of RMR Bristol and run with the help of 18 reservists from detachments all over the South West including Exeter, Cardiff, Poole and Plymouth.

The charities which will benefit from the vent include the Winged Fellowship,



Cpl Paddy Goodall checks Blue Peter Presenter Stephen Myles before his 900ft ride to the bottom of Avon Gorge.

Motivation, the Muscular Dystrophy Society, Bristol Age Care and the National Children's

Cruise to Newcastle is sold for £30,000

ONE OF HMS Newcastle's biggest fans donated £30,000 to charity for the privilege of sailing with the ship from Portsmouth to Tyneside.

Publishing Director Brian Reed and his sons Mark and Paul spent three days on the ship and Mr and Mrs Reed were VIP guests at the destroyer's rededication ceremony on arrival (Navy News, July.)

The opportunity was auctioned at Newcastle Brewery's annual charity gala last year and Mr Reed's bid was the biggest single contribution of the night.

Much of the money will go directly to the ship's adopted charity, Newcastle's Percy Hedley School for children with cerebral palsy

The school's Appeal Director, Des Bustard, said: "The ship's CO, Cdr Nick Lambert, presented the prize in such an attractive and compelling way that the bidding just went up and up. was great to see.

Mr Reed, who owns Reed Print and Design in Washington, has made several trips in HMS Newcastle, including a visit to the South

As Navy News went to press Mr Reed was abroad, but his son Mark said: "The whole thing was absolutely superb from start to finish. We had the run of the ship.

"We are very keen on supporting charities in the North East and we're delighted that a lot of the money is going to HMS Newcastle's chosen charity, the Percy Hedley School."



 Lt Peter Adams and the ship's flight crew dropped in at the Percy Hedley Centre to present £500 raised by auctioning a football signed by Newcastle United. Meanwhile, petty officers were visiting children at Newcastle General. Hospital to present £300-worth of toys. Plant LACHOT: Mark Holes, FOSE PU

VOLUNTEERS for a 585 mile cycle through Poland and the Czech republic are being sought by two children's charities.

Great Ormond Hospital and the Peper Harrow Foundation want 50 cyclists to take part in the event from May 3 to May 14 next year. The route includes visits to

Warsaw, Krakow and Prague, and the required sponsorship of £1,600 covers all costs. For details, call Rosemary Torrington on 0171 928 7388 or Joe Mearns on 0171 916 5678.

0 0 0

THE FIRST Lieutenant of HMS Nottingham, Lt Cdr Colin Martin, raised £2,000 for handicapped children by the running London Marathon.

The Commander of HMS Dasher, Lt Alex Bark, raised £1,500 for KGFS in the same race, and Lt Cdr Keith Howorth from HMS Warrior collected £332 for the RNLI after finishing the endurance event.

0 0 0

children POORLY Portsmouth will soon be feeling the benefits of £3,000 raised by the charity shop in HMS Malabar.

The shop in the Naval Dockyard in Bermuda sold souvenirs to visiting sallors before closing in 1995.

The cash, presented to Queen Alexandra Hospital by Amanda Simpson, will pay for a machine to allow children to control their pain relief.

0 0 0

from SAILORS HMS Collingwood hiked 72 miles along the South Downs Way to raise £1,100 for the British Cot Death Society.

The walk was split into three 24-mile stages with a separate team tackling each one, and despite very poor weather, they covered the ground in just 27 hours.

Collingwood personnel also brushed up their DIY skills dur-ing a visit to Collingwood School in Hull when they decorated a room used by mums and toddlers and put up signs produced in the establishment's drawing

HMS NORFOLK and HMS Leeds Castle proved to be hugely popular attractions during a British Forces open day in the Falkland Islands.

The ships attracted scores of visitors and with an impressive show at Mount Pleasant mounted by the Falkland Islands Defence Force, RAF, Royal Engineers, Gurkhas, the Defence Fire Service and explosives disposal team, the event raised £1,085 for the 'Blue Bus' elderly mobility appeal.

0 0

FOUR teams of runners raised £3,500 for cancer research through a 24-hour relay.

Two teams from HMS Nelson. one from HMS Nelson's lodger units, and one from Captain Fleet Maintenance took part in the event, staged at Burnaby Road, Portsmouth.

0 0 0

HMS CORNWALL donated £400 Trengwreath to School in Plymouth to pay for summer outings for children with cerebral palsy.

Mastering the

languages of

Italy and NATO

Italian is regarded as a beautiful language – the language of NATO doesn't flow so smoothly, but an aptitude in both helps the

Navy's people in Naples.

AFSOUTH is NATO's Major Subordinate Command defending the Mediterranean region, headed

by an American admiral - currently Admiral Lopez – and covering some

Subordinate to AFSOUTH are the specific commands, including those of COMNAVSOUTH (Naval

Allied Forces Southern Europe), COMSTRIKEFORSOUTH (the carrier and amphibious strike forces) and COMSUBMED, the region's

Admiral Angeli at its head, with an RN Chief of Staff – at present Vice

By far the largest RN contingent is at COMNAVSOUTH, though they

are found in most of the sections of NATO in Naples; nearly 50 of the 120 or so RN personnel work at the maritime HQ in Operations, Logistics and Admin, Plans, Intelligence and Communications.

Intelligence and Communications.

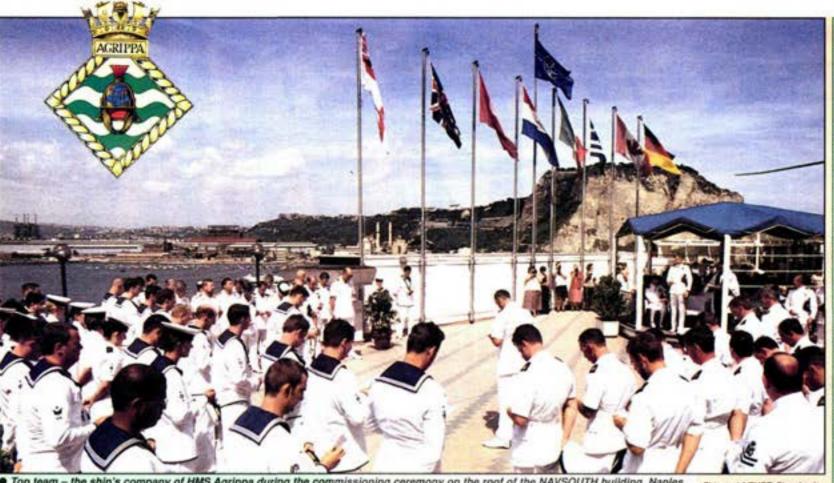
Admiral Sir Michael Moore.

has

Italian

1.5 million square miles.

submarine force. COMNAVSOUTH



Top team – the ship's company of HMS Agrippa during the commissioning ceremony on the roof of the NAVSOUTH building, Naples.

tale of a tally in Italy

LACK of common cap tallies has resulted in the commissioning of a new overseas Royal Navy establishment in Italy.

As final preparations were being made for the handover of Hong Kong, and with bases in Bermuda and Malta now a dis-tant memory, Navy men and women in Naples were proudly bucking the closure trend by introducing the name Agrippa to RN records.

The need for a new identity became apparent with the decommissioning of the RN pay centre, HMS Centurion, in 1995.

Ratings continued to wear the cap tallies of previous establishcap tailes of previous establish-ments; alternatives weren't appropriate or deemed unsuit-able – anything connected with Nelson, for example, would upset local feelings, as he was instru-mental in the execution of Neopolitan "rebels" in 1799. Through the efforts of the

Through the efforts of the senior RN officers in Naples – including COMNAVSOUTH Chief of Staff Vice Admiral Sir Michael Moore and Capt David Mowlam - the idea of an establishment to bind the RN's Italian contingent

gradually won support, and per-mission was given this spring. Accordingly, most of the 120 or so RN personnel in Naples, plus a number of their families, assembled on the roof of the NAVSOUTH HQ on Nisida Island, once the home to

Caesar's mortal enemy Brutus.
Music for the ceremony was
provided by the Band of the
Commander-in-Chief Allied
Forces Southern Europe, itself an good representation of the NATO spirit – a collection of 35 Americans, Italians and Greeks. For Agrippa, a brass quintet playing a programme devised by Master Sgt Derek Reiss, USAF.

The White Ensign was hoisted on a temporarily borrowed from the Americans but a regular hoisting of the ensign seems unlikely, as the Navy has no land in the area (most NATO sites are leased)

After the commissioning service, given by the chaplain, the Rev Michael Bullock, guest of honour Admiral Moore spoke of the name.

Commenting that his sug-gestion - HMS Moore - had been overruled, he said names such as Vanguard and Ark Royal appear and reappear

"We are the first to carry the name Agrippa. When – if – we close here the name will go into the melting pot," he said.

"Who knows if the name will got name will a carrier in the name will said.

not reappear as a carrier in the year 2646 or whatever..."

He said the name was appropriate for two reasons.

The Roman general Agrippa defeated Mark Antony and Cleopatra in the battle of Actium in 31BC, perhaps the greatest sea battle of ancient

Agrippa's fleet base was in the Naples area. But there was also an RN Agrippa - Admiral William Fisher, known to his men as The

Fisher, known to his men as The Great Agrippa when commander-in-chief of the Mediterranean Fleet between the wars.

Admiral Moore also spoke of the sterling work carried out by Naples staff in support of Operation Sharp Guard in the Adriatic, and supporting the NATO operation in Bosnia, pointing out that the southern region was generally regarded as at the forefront of NATO operations, being an area of operations, being an area of considerable instability. "Be proud of what you and

your predecessors have done. Be proud of serving in the Southern region. Be proud of your cap tallies – and be proud of being a member of the ship's company of HMS Agrippa."

He warned them to avoid cor fusion between the Agrippa and "a grippo"; according to Jackspeak, the book of RN

slang, a grippo is "an acquain-tance made at a party or on a free treat or run ashore who then becomes the subject of fur-ther social transaction..."

The ceremony ended with the cutting of a cake, created by POCA Rodger Common, by WRO Lisa Roberts (24) and Mrs Kay Mowlam, wife of Captain Mowlam, the new commanding officer of Agrippa.

The cost of commissioning

Agrippa was the cost of the cap tallies and artwork for the new crest - a few hundred pounds.

And the benefits? Agrippa public relations officer Lt Cdr Keith Barnwell said: "It provides a corporate spirit and unit identity, and also gives us visibility and profile amongst the NATO community."

lext month in Nav Life in Naples -times bad times appalling driv



Tallies tally – five members of HMS Agrippa show their matching cap tallies; from left, LWRO Joyce Wediebo, WRO Lisa Roberts, WWRTR Vicky Walters, WWRTR Julie Crompton and WRO Kirsty Sass.

Top man is 'delighted'

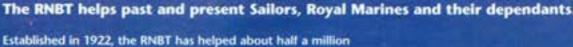
THE BIRTH of Agrippa has been welcomed by the Commander Allied Naval Forces Southern Europe.

Admiral Angeli wrote to Agrippa's new commanding officer, Capt David Mowlam, congratulating him on his appointment. "I am delighted that the Royal Navy has decided to commission

its Naval Element which makes such an important contribution to NATO's Southern Region, and I am honoured that it should be sited in my headquarters," said Admiral Angeli. "I think that the choice of name and design of ship's badge for

your new establishment are excellent and reflect a keen sense of history, association and location.

"I could not be more pleased by this development, and wish you and the crew the very best for the future."



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The Royal Naval Benevolent Trust, Castaway House, 311 Twyford Avenue, Portsmouth POZ 8PE

• Hits Beaver, wearing the ling of Vietnam as well as the White Ensign, is piloted through the Royal Navy's first visit to the Socialist Republic.

Trail-blazing Beaver makes 'the best visit in the Far East'

O CHI MINH City, burned into the memory of the world under its old name of Saigon, has had its fill of savagery. That must have been in the thoughts of those on board HMS Beaver as she slowly passed through the now quiet battlegrounds of the Mekong Delta to become the first Royal Navy ship to visit the Socialist Republic of Vietnam.

Yet when the frigate left after three days, Ho Chi Minh City – named after a Vietnamese Communist contemporary of Mao Tse Tung and Josef Stalin – was rated on board as the best run ashore in the Far East.

"Three days is certainly not long enough," said Wren Debbie Cove. "It was absolutely wonderful – so friendly. I'm definitely coming back."

"Fantastic!" was how Officer Cadet Jim Dibbeson described



it. "It's so vibrant, energetic, full of culture and life."

What impressed Beavers most was the friendliness of the Vietnamese, seven million of whom live in the teeming, noisy city whose face these days is very different to that which the world remembers from the Sixties and Seventies.

It is a welcoming face, as Beaver's Commanding Officer, Capt David Lewis, found when he was welcomed ashore with bouquets presented by members of the city's People's Committee, the Vietnamese Navy Central Command and

 For the first time, the Commanding Officer of a Royal Navy ship pays tribute at the memorial to Ho Chi Minh in the city that now bears his name.

other naval and military commanders.

In his turn, Capt Lewis made an historic gesture of great significance to the Vietnamese, by laying a wreath in a solemn ceremony at the memorial to Ho Chi Minh – known to the people he led as Uncle Ho.

To the visitors from HMS Beaver, Vietnam was a revelation – especially the huge number of mopeds. "It's like the start of the London Marathon," said one sailor, "only everyone's on motorbikes!" Ho Chi Minh City is a boom

Ho Chi Minh City is a boom town, with many modern buildings going up – but the city centre still echoes the French past with its wide boulevards and colonial architecture. And the tranditional Vietnamese way of life is still to be seen, with straw-hatted street vendors keen to sell their souvenirs – Zippo lighters, take Rayban sunglasses, counterfeit Rolex watches and genuine postcards.

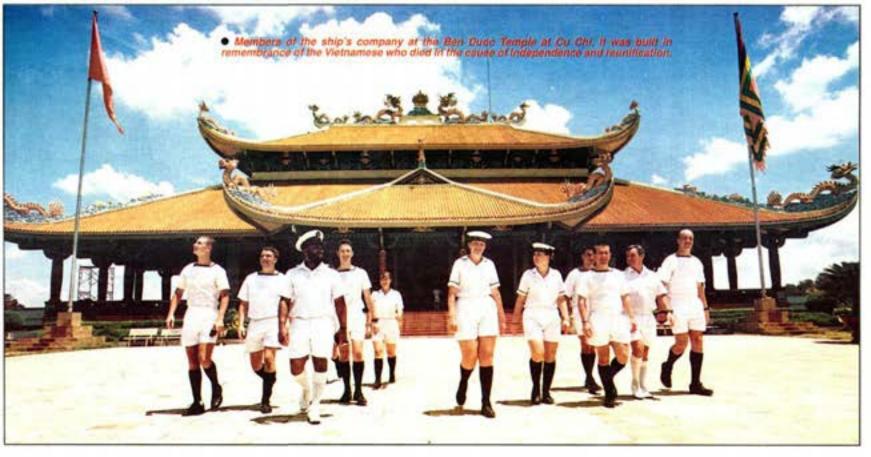
A typical tour itinerary included beautiful pagodas, the Reunification Palace, the markets, the now defunct US Embassy and the War Remnants Museum.

Broken the ice

Going some way to repaying the kindnesses shown them, before the ship left Capt Lewis presented a cheque to the Saigon Children's Charity. The money was collected on board to help start a new library at the school run by the charity, which has now been adopted by Beaver.

"It's all been very different to what we were expecting," Capt Lewis said of the visit, "We've been involved in all sorts of things... including contacts with the Vietnamese navy – and here I think we've really broken the ice and laid the foundations for greater co-operation."

As part of the 20-ship Ocean Wave deployment, Beaver left Vietnam to take part in four weeks of operations at sea before visiting Bunbury in Australia. She is due to return to Plymouth at the end of August.



etings Vietnam style for OM Gillian Franklin on Beaver's arrival.

In Uncle Ho's city - where being friendly is in fashion



The Type 22 frigate's visit was timed to coincide with British Week there, during which the clothes of seven leading UK designers went on show in one of the capital's best hotels.

greeted with applause from the audience and rousing cheers from 40 of their shipmates who had turned up to give

Backstage, quick changes were needed as the sailors scrambled out of uni-

Two of the British designers there, Lezley George and Tim Parker, were full of praise for them: "We've met up with them only this morning and have had time for only one rehearsal. They were

THE RN & RM BRANCH & SPECIAL DUTIES OFFICERS' BENEVOLENT FUND MERGES WITH THE ROYAL NAVAL BENEVOLENT SOCIETY FOR OFFICERS

PATRON: HER MAJESTY THE QUEEN

HISTORY

The RN & RM Branch & Special Duties List Officers' Benevolent Fund (the Fund) was incorporated by a trust deed on 8th February, 1927. The Royal Naval Benevolent Society for Officers (the Society) was founded in 1739 and since those dates both Naval charities have been caring for less fortunate officers and their dependants.

REASON FOR MERGER AND THE SOCIETY'S NEW OBJECTIVES

A chic tribute to the Royal Navy

Trustee and administrative duties of The Fund have become more and more difficult to fulfil and at The Fund's 1996 annual general meeting it was resolved to merge with the Society. It has been necessary for the Society to amend its Royal Charter to provide extended benefice for officers holding Royal Warrants prior to April, 1956 and their dependents

MERGER DATE

On 1st August, 1997 the assets and liabilities of the Fund transfer to the Society and from this date the Society will assume responsibility for the payment of grants to active and retired officers on the Special Duties List and officers holding Royal Warrants prior to 1st April, 1956, and their dependants.

BENEFITS

The criteria for the payment of grants by the Fund is very much in line with that of the Society and the Fund's beneficiaries will continue to receive benevolence as they have received it in the past. Membership of the Society already includes a number of Special Duties List officers and it is hoped active service and retired officers will be encouraged to join the Society with the enhanced benefits as a form of insurance should misfortune strike in the future.

MANAGEMENT

All officers and their dependants currently in receipt of grants or who have received grants in the recent past, and may therefore be eligible for further assistance, are being informed by letter and in many instances by the Branch Secretaries for Portsmouth, Chatham and Devonport. The beneficiaries will be asked to complete the Society's application form for help and will be given a copy of the Society's last year's report and accounts.

STRATEGY

Having extended its objects by a second supplemental charter in August, 1996, to include officers of the Naval Reserves and Queen Alexandra's Royal Naval Nursing Service, and now in 1997 to amend that charter to include officers holding Royal Warrants prior to 1st April 1956, the aims of the society have been strengthened to help yet more people - both members and their dependants, and to a lesser extent officers who are qualified to join but who are not members and their dependants.

MIEMBERSEIIP

Any commissioned RN officer (include female officers) or RM officer who is serving or has served on the Active List, and QUARNNS officers from 1st November, 1993, is eligible to become a member. Life membership is £50 - less than a day's pay for a lieutenant on

GRANTS AND MEMBERSHIP Apply to Captain Ian Sutherland, Secretary, The Royal Naval Benevolent Society for Officers, 1 Fleet Street, London, EC4Y IBD. (Telephone 0171 353 4080). From 1st August, 1997 all Special Duties List officers and officers holding Royal Warrants prior to 1st April, 1997 and their dependants

who are in need of help, should apply to this address for application forms for grants,

VALUE

This is one of the best provisions you can make for your family - individual grants continue for years and total tens of thousands of pounds. By joining the Society you will also contribute to its ability to help those less fortunate than yourself.

right place for some solid fun and woody information. I've had a right royal chuckle at the names you've sent in for the club, but I can't quite make me mind up. So keep 'em coming. I hope you enjoy reading this 'ere page, but I'm not going to do all the hard work. The page is for you and unless I get your stories, jokes, recipes and letters I will just have to send out my press gang - and they are a pretty mean bunch!

FAMOUS SHIPS

Ten things you might not know about:

The Titanic

1. The name of her captain Smith E.J.Smith

The Titanic had an almost identical sister ship called the 'Olympic'. 3 The Titanic was launched

in 1907. 4. The ship left Belfast with

1,880 tons of coal. It took three hours for

the Titanic to sink.
6. the ship 'Carpathia' came to the rescue after the Titanic struck the fatal

iceberg.
7. The Titanic now lies two and a half miles under the North Atlantic.

8. After the disaster there

was a 34 day inquiry. 9. Families of passengers who travelled First Class were given £50,000 in compensation for the deaths of their loved ones, whilst those families who travelled Third Class received only £100.

10. Typical menus on board the Titanic looked like this:

Class: Oysters; First Choice of two soups; fillet-mignon; Chicken dish or stuffed marrow; Lamb; Duckling or roast beef; Vegetables; Four light savoury dishes; Four desserts.

Second Class: Clear soup; Fish course; Curried chicken and rice; Spring lamb or roast turkey; Vegetables and potatoes or rice; Various desserts; Nuts and fruit.

Third Class: Soup; Meat dish and vegetables; Cooked dessert; Fruit.

VANNABE FUNN

This is the place for you, then. Let me have your best joke and I will judge it on the 'seafarer's scale': Crow's Nest - the best! Capitain's Table - try again. On the Keel - be real.
Walk the Plank - II stank.
Captain Plank's first joke of the
month is: "What is brown and
sticky?" Answer: "A stick!"

E SEATURE : 30 FAMILY TICKETS TO BE WON

THERE'S SO MUCH MORE TO SEA!!

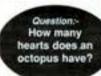
A visit to SEA LIFE will take you on a fantastic journey beneath the waves to discover the amazing creatures which live in our oceans, such as sharks, rays and octopus.

With stunning displays and state of the art technology, SEA LIFE will bring you closer than you ever imagined possible to a breath-taking world of underwater life.

SEA LIFE is an intriguing informative and exciting experience for the whole family, and with 16 centres around the UK, there's sure to be a great day just waiting for you.

All you have to do is answer the following question and send it on a postcard to:

Sea Life Competition, Navy News, HMS Nelson, Portsmouth. PO13HH. (Remember to include your Name, Address and Phone Number).



Hunstanton St Andrews Great Yarmouth Southend

Scarborough Blackpool Brighton Portsmouth Weston Super Mare

Newquay Tynemouth. Hastings Weymouth

call Talking Pages on freefone 0800 600 900 for further information and opening times.

All winners will be picked at random by 17th September 1997 and sent their tickets by post. A family ticket will allow free entry to any UK Sea Life centre for two adults and two children aged 4 -14 years. Under 4's are admitted free

Judges Decision will be final - No correspondence will be entered into Employees or relatives of Navy News staff are ineligible for this quiz

What do you think?

The Gang wants to know what you think about lots of things. This time we want your opinion on museums. Which are the best and why? Do they give you what you want and is there enough to do if all the family goes? We will be visiting a few with some lucky members and we will let you

Membership Application Form Please enrol me as a member of Captain Plank's new club. I enclose a postal order/cheque (payable to Navy News) for £3.25.

Name/Ages

Name Address Postcode Birthday. Special interests: Sport Music Film/TV Friends Reading Other _ Do you have any brothers of sisters? Yes/No

Who does this copy of Navy News belong to?

Name Your Club Competition

Parent Grandparent Other

Write your suggested name for the club here:

Draw a logo (a simple picture or symbol) for your suggested name on a separate piece of paper and attach it to this form. Sorry your drawing cannot be returned. Deadline date 17th September 1997. Send your completed form, together with postal order/cheque for £3.25, to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.

If you would like any further information before applying, call 01202 679989



Here's our planet saving hint for this month - be a

bright spark and turn off the lights and the telly when you are not using them. You might even ask grown ups to consider buying some new energy saving bulbs.

The Top Green Tip (Or TTGT!)

It's Your World

Every month we will be featuring ideas and information

on conservation and the environment. If you have any

This month we bring you news of Wildlife Walks tak-ing place on October 12 in aid of the World Wildlife

country. Five of the walks will be in zoos and in wildlife

parks and entry to them will be free for sponsored walk-

If you would like to join in the sponsored walks and raise money for wildlife contact: Louise Lawton, Walk

for Wildlife, WWFUK, Panda House, Freepost SCE 728, Weyside Park, Godalming GU7 1BR or, if you

have permission, call the Hotline 01483 426269

There are over 200 routes to choose from across the

good ideas that will help the planet and our environ-

ment, do let us know.

ers raising over £5.

 Yarmouth Lifeboat Coxswain David Lemonius EACH month we will be telling you about interesting jobs and professions and you can decide if you would like to do that job. This month we went to the Isle of Wight to speak to David Lemonius who is Coxswain of a lifeboat.

WOULD YOU BE – Coxswain of a Lifeboat?

What is your full job title? Coxswain of Yarmouth Lifeboat. How old do you have to be?

No specific age, but usually over 28. I was 34 when I became 2nd Coxswain and it was 15 years before I became Coxswain.

What does your job involve?

I am responsible for the 21 volunteers who make up the crews for the lifeboat. I organise their training and ensure that at any one time there are seven crew members available. I am the skipper when the lifeboat is at sea and am fully responsible for the boat and the crew. I also represent the National Lifeboat Institution when I talk to schools and other organisations about my work.

Do you need any qualifications? No formal qualifications are needed but I have over turned to motorboats and after starting in a small

way I now own a working motorboat. What was your favourite subject at school? At a push, geography - but I was really more keen on boats!

Did you ever get into trouble at school? Of course - I was once caught having a midnight feast with 32 other people. We all got the cane!

If you hadn't done this job what would you have I am a volunteer for the RNLI. My actual job is a boat yard manager which I really enjoy. If I hadn't done

this I would still like to drive boats of one type of

What type of music do you like? What is your favourite colour?

What is your favourite type of clothing? Sloppy jumpers.

TWO WEEKS in Florida is up for grabs from the China Fleet Club.

The Club has a fortnight available at a four-person one-bed-roomed apartment at St Augustine from October 26 to

November 9, costing £480. It is available to serving non-commissioned personnel of the RN, RM, WRNS and QARNNS. The property is about an hour's

drive from Jacksonville and two hours from Orlando, and includes swimming pools, tennis and racquetball, a whirlpool spa, exercise rooms, snackbar, restaurant and lounge, free laundry, and access to the local golf course.

Applicants must make their own travel arrangements.

Applications, in writing, must be made to the China Fleet Club (UK) Charitable Trust, Saltash, Cornwall PL12 6LJ, by September 15, giving a day-time telephone number. A draw will be held on

Gift of Stilton recalls debacle

THE GIFT of a blue Stilton cheese has commemorated one of the unhappier episodes in Nelson's life.

Nelson lost his right arm in the ill-fated assault on Santa Cruz in Tenerife, one of the Canary Islands.

Many died, but the Spanish garri-son gallantly ferried survivors back to the ships with provisions, prompting Nelson - whose arm was shot and later amputated - to respond with cheese and a cask of ale.

As Navy News went to press, Cdr Nick Stanley, commanding officer of Type 23 frigate HMS Grafton, was due to hand the Stilton over to the Governor of Tenerife.

Grafton also carried an HMS Victory cutter replica to the bicen-tennial celebrations.

Florida with the China Gulf illness probed



Formation flying – HMS Dasher (top left) with sister ships Archer (foreground) and Puncher. (Inset) Aircraft carrier HMS Dasher in 1943, only weeks before she sank.

Dasher pays tribute

SURVIVORS have joined the Royal Navy in paying tribute to those who died when an escort carrier exploded and sank during the last war.

Nine survivors were taken out on to the Clyde in patrol craft HMS Dasher, where her predecessor went down on March 27, 1943, with the loss of more than 350 lives.

The 8,200-ton carrier had been involved in deck-landing practice with two naval air squadrons, training for an Atlantic convoy, when an explosion occurred, later attributed to aviation fuel.

She sank in three minutes, taking 379 people with her, but 149 survived.

Captain Philip Culmer, the ship's navigator at the time of the disaster, laid a wreath on behalf of the survivors on the water above the ship's final resting place, while Lt Alex Bark, commanding officer of the modern Dasher, laid a wreath on behalf of the RN.

A short remembrance ser-vice was conducted by the Rev Frank Myers, who was a telegraphist in the carrier but

who had been landed four days earlier. A Sea King from 819 Naval

Air Squadron conducted a White Ensign flypast, and Dasher conducted manocuvres with HMS Puncher and Archer.

☐ Five ships of the Inshore Training Squadron have left HMS Dolphin, their base for nearly four years, for a new berth across the harbour in Portsmouth Naval Base.

HMS Blazer, Dasher, Puncher, Pursuer and Loyal Chancellor are now based in Number 2 Basin.

spending on seeking answers to the problem of Gulf veterans' illnesses.

Armed Forces Minister Dr John Reid has announced a "fresh start" with a pledge to spend £6.5 million over the next three years on medical research and practical help for sufferers.

Of that, £2.5 million will go on trying to find

out whether a combination of vaccines and tablets given to Service people in the Gulf had any health effects. There will also be a shorter waiting time for veterans referred to the Ministry of Defence Medical Assessment

Dr Reid also said that no-fault compensation would continue to be provided in the form of the War Pensions Scheme. So far there have been 1,285 applications from Gulf War veterans for pensions, 295 of them relating to undiagnosed

Full War Pension is £107 a week tax free,

Epidemiological

A few days before Dr Reid made his statement, experts running three epidemiological studies started visiting military bases and sending large numbers of questionnaires to Service people

The studies are being co-ordinated by the Medical Research Council and will involve over 100,000 serving personnel and veterans, some of whom served in the Gulf and others who did not. In a separate statement, the Armed Forces Minister said that a change in the law to give ex-Service people suffering from asbestosis the right to claim for injury before 1987 was not a solution to the issue.

He said the arguments against retrospection remain as valid now as they were when Parliament passed the Crown Proceedings (Armed Forces) Act 1987. However, sufferers could not only receive War Pensions, but could be eligible for other allowances, including unemployability supplement.

Navy News at Faslane

NAVY NEWS will be paying a visit to HM Naval Base Clyde on Tuesday, September 9 to field your comments and suggestions, and to listen to any stories you would like to tell us.

A Base temporary memorandum will give details of location and times.



TV Horatio is chosen

ROYAL NAVY hero Horatio

ROYAL NAVY hero Horatio Hornblower is to sail the seas again – but far from home. Filming of the multi-million pound Hornblower series, to be seen next May, is being carried out at locations in Turkey and the Crimea. Hornblower's ship, the

Hornblower's ship, the 24-gun frigate HMS Indefatigable, is a full-sized replica, built in the Turkish port of Marmaris by Surrey-based boatbuilder Mike

based boatbuilder Mike Turk, and will be filmed in action in the Black See.

Although a faithful replice, she features a number of modern safety requirements which would have interested Hornblower – Including a bow thruster.

Scale models of other warships will also feature.

The four two-hour films, made for Meridian by Celtic Films/Picture Palace Films, follow the early adventures of C.S. Forester's complex hero, from midshipman to his first command. his first command.

Hornblower is played by Welsh actor loan Gruffudd. Although makers had to look east for their locations

and warship, another Napoleonic vessel proved ideal for a photo opportuni-ty to introduce their Hornblower – HMS Victory, in Portsmouth.

Tea and dunks with the Navy



Teatime — pictured from left around the floating table in Yeovilton's "Dunker" are NA Alex Stevenson, NA Taff Pine, NA Steve Given and LA Shep Woolley. Picture: LA(FHOT) Andy Barrestock, HMS Heron.

THERE was probably not much celebration among naval aircrews when the new "Dunker" opened at RN air station Yeovilton.

But the dreaded contraption will continue to help save lives by training flyers from all three Services, as well as civilians, to escape instinctively from a ditched

And the new improved Dunker was soon helping a Forces' charity in its bid to raise money by breaking a world record

The new Dunker, or Underwater Escape Training Unit (UETU), was built by Gravatom Engineering Systems and by changing panels can reproduce the escape hatches, doors and mechanisms for Merlin, Sea King, Puma and Chinook helicopters.

The existing UETU has been refurbished to represent the Lynx, and along with the new system will han-dle more than 6,000 people each year.

The new Dunker was officially opened by Rear

Admiral Terry Loughran, Flag Officer Naval Aviation, Shortly after the Admiral's visit the Dunker was the site for one of the most unusual of the Big Brew tea parties to raise funds for SSAFA Forces Help - the Soldiers, Sailors, Airmen and Families Association.

The aim was to hold the biggest tea party in the world - that has yet to be confirmed £500,000.

The Armed Forces around the world threw themselves into the task. On T-Day itself, 16,000 cups of tea were served by 5pm in 55 British military locations in Germany, while the RAF hosted an Anglo-American tea party on exercise in Alaska.

Cancelled

Apart from a tea partyseveral feet underwater at Yeovilton, other members of the Royal Navy held tea parties on many ships around the world, including HMS Westminster, Richmond, Chatham and Fearless, and though an RN tea party on Rockall was cancelled because the island was "invaded" by Greenpeace activists, the invaders drank tea for the charity instead.

Minister for the Armed Forces Dr John Reid

attended the biggest tea party on the Atlantic, on board HMS Invincible off the west coast of Scotland, and Second Sea Lord Admiral Sir Michael Boyce hosted a party on board his flagship, HMS Victory.

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 MEM Christopher Holley, of HMS Southampton, meets his five-month-old nephew Luke for the first time. Luke is held by mum, LWREN Amanda Bailey.

Destroyer returns from Gulf

RAIN, wind and choppy seas - it was a typical British summer welcome home for HMS Southampton.

The Type 42 destroyer has returned to Portsmouth after a stint on Armilia Patrol, where the weather was nor-mally rather warmer.

Southampton deployed last November, joining the British standing naval commitment of three ships which provide a British naval presence in the Gulf and help enforce the UM an embargo on trade with Iraq.

The ship also took part in regular exercises with the navies of the Guif Co-operation Council states - Oman, Kuwait, Qatar, the United Arab Emirates, Saudi and Rebrain

Southampton also ven-tured as far as Singapore, where necessary mainte-nance was carried out.



music, three sharps equals A

For the Lympstone Band, three Sharps equals a major contribution to the music of the Royal Marines -

and domination of the golf course. But it will all be going a little flat soon for the three brothers Sharp,

with two moving on in the autumn. Identical twins Martin and David Sharp (41) joined the Royal Marines at Deal on the same day in April 1971, and when their paths have crossed there have usually been problems for colleagues.

"It took some people on HMS Ark Royal six months to realise there were two of us on board," said Martin, a colour sergeant who

plays euphonium, cello and guitar. There were 2,700 on the old Ark, and people were wondering how I got from one end of the ship to the other so quickly."

Bluff

There was also bluff and double bluff with bandmasters with the

twins swapping instruments.
"I'm staying on till I'm 50, without a doubt - I love it," said Martin. David, the older by 70 minutes, is doing the same.

He plays clarinet, saxophone and violin, and will join the Naval Volunteer Band at HMS Drake,

Devonport, in September. Brotherly like-mindedness also extended to their social lives - the twins ended up marrying sisters Judith and Helen, who was a Leading Cook in the Navy and who met David at HMS Cochrane. David and Helen have two sons.

"It's good playing in the same band as my brothers - it's like having your best mates there. We never have any arguments," said

David, also a colour sergeant. Younger brother Joe (34) had



Sharp trio - Martin (or is that David?), Joe, and David (or is that Martin?). Picture: LA(PHOT) Steve Lewis

little choice over career, as his brothers left him in no doubt how much they enjoyed the life of military musicians.

In his turn, he joined the Royal Marines at Deal in 1979 before ining his brothers at The Band of Her Majesty's Royal Marines Commando Training Centre, Lympstone, in 1992.

Joe, a corporal, who is married to Koreana and has two children, plays the oboe ("my brothers advised me - it gets all the solos") and bass drum, and will shortly move to Portsmouth.

He was also introduced to golf by the twins, and the three of them

have dominated the corps golf championships, winning "about six" of the last eight titles between them

They are all members of the RM golf team, and Joe plays for the Royal Navy team

They have also managed to see the world with their various bands - the Caribbean, the United States, Europe and the Far East included.

The Lympstone Band is one of five RM bands around the country, but is unique in that it wears the plume of the Prince of Wales, presented to an earlier version of the band in 1920.

The band traces its history back as

Plymouth Division took on seven sicians and an Italian bandmaster. Director of Music Lt Andy

Henderson said the band will be at the Edinburgh Tattoo, before undertaking its usual heavy workload of ceremonial, concert and charity engagements, as a full marching hand, orchestra or dance band.

One person who is certain to take in many of the band's performances is Connie, mother of the Sharp brothers, who Martin describes as "our biggest fan".

She recently moved from her home town of Wakefield to live close to her sons in Devon.

Tales of the **American** riverbank

FROM a 12-inch deep muddy trickle to a five-mile wide colossus, the Mississippi has many faces.

And two Royal Marines are getting to know all the moods of the river this summer as they spend three months paddling a canoe down its entire length to raise money for charity.

Marines Sean Johnson, from RM Poole, and Rob Tweddle, of 40 Cdo, set off to tackle the 2,552

miles of river on June I.

The trip will raise money for SCOPE – Sean's godson has cerebral palsy - and raise the profile of the corps.
Around 100 miles south of the

Canadian border is the modest Mississippi Headwaters, where the two-man Klepper canoe had to be dragged through a foot of water. Since then the river has grown

and presented the canoeists with such obstacles as beaver dams in rural Minnesota and huge barges in urban Minneapolis

Motorhome

Supporting the pair logistically, driving the motorbome and acting as shore liaison team are Cpl Nije Thorpe and Marine Lee Fitzgerald, who promote the ven-ture with each riverside community they pass through.

Also watching with interest is the wildlife - moose, deer, beavers, muskrats and a bald eagle have all been spotted in the breathtaking scenery as Sean and Rob paddled between 20 and 46

miles a day.

By the beginning of July they had covered 762 miles, and were

three days ahead of schedule. As the team heads south, people on the river are taking more interest.

"The lads are being fostered at nearly every stop, and have been overwhelmed by people's generos-

ity," said Nije. The team has acknowledged the efforts of Capt David Wilson RM at BNS Washington DC in getting the expedition under way, and would be happy to accept dona-

tions, which can be sent to: Mississippi Madness Expedition Office, RM Poole, Hamworthy, Poole, Dorset BH15 4NQ.





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Graduation day for first RN sponsored engineers



 First of their kind – from left: S/Lt Mike Evans, S/Lt Andrew Russell, Lt Mark Sullivan, S/Lt Matthew Burley, S/Lt Dave Mealing, S/Lt Adrian Kirk, S/Lt Dave Griffiths, S/Lt John Edwards, S/Lt Alistair Murchie, Cdr Peter Hadden, S/Lt Warren Lee, S/Lt Neil McCallum, S/Lt Steve Spiller, S/Lt Pauline Boxall, S/Lt Kevin White, S/Lt Leonard Pannett, S/Lt Steve Skittrall, S/Lt Helen Goodale, S/Lt Shaun Haggerty, S/Lt Mandy Miller, S/Lt Simon McCleary, S/Lt Kelth Ashby and S/Lt Scott Patterson.

THE FIRST group of Royal Navy engineering officers on a sponsored university scheme have received their degrees.

The 22 graduates at the University of Southampton joined in 1994 under the Engineering Sponsorship Scheme (ESS), fol-lowing the decision to close the RN Engineering College at Manadon in Plymouth.

These students were all RN officers who joined the Navy expect-ing to go to Manadon, but those who joined the ESS since have to pass an Admiralty Interview Board and an interview at Southampton for a place at the university on one of three degree courses: aerospace systems, mechanical engineering or electronic engineering.

Students are members of the RN Support Unit, run by Cdr Peter Hadden, and are Honorary Midshipmen in the RNR during their training activities.

They will then go on to Initial Officer Training at Dartmouth, followed by professional career training. If they decide not to join the Navy, the sponsorship must be paid back.

"Ten to port, sir" - Jimmy



THE ROYAL Naval Reserve has appointed its first female Commodore - the most senior osting an RNR officer

Captain Muriel Hocking (52) will take over from Cdre Gordon MacDonald at the end of October at a ceremony on HMS Victory, flagship of the

attuin.

Second Sea Lord. Captain Hocking joined the Women's Royal Naval Service in 1963, and went into the RNR when she married six years

She has completed a number of postings, including Hong Kong and Gibraltar, but her new duties will take her to HMS Vivid in Plymouth.

Capt Hocking is married to Sgn Cdr Malcolm Hocking, a retired naval dental surgeon. and they live in Cornwall.



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HMS Invincible under the watchful eye of LPT Ollie Burton. The Liverpudlian comedian was joined on the bridge by Sir Donald Gosling and TV personality Ned Sherrin during the Royal Navy In the Public Eye day last month. Throughout the day more than 100 VIPs experienced life on board, visiting every department, and the day culminated in an impressive air display by the ship's own air-craft from 800, 814 and 849 NAS.



gain NVQs

STAFF at Devonport Naval Base have gained National Vocational Qualification certificates in a range of subjects.

Part of the Naval Base Commander's NVQ programme, the scheme is man-aged by the Naval Base Training Organisation and is a mix of in-house assessment with some on-site college

assessor support.

Among those who received certificates were Robert Hodge, Melvin Wallis, Kevin Thomas, David Ham, Ann Maddern, Andrew Spencer and Jeff Cheetham, who all Level 2 in ng, Warehousing Wholesaling, and Stores.

Peter Waterhouse achieved Level 2 in Rigging and Slinging, Ian Kendall gained a Level 3 in Wood Machining, and Tanya Eatwell, Diana Batten, Dawn Simkins, Amanda Loverage, Karen Venn, Karen Colley and Louise Trickey all achieved Level 2 in Administration.

Norma Spencer achieved a Level 3 in Administration.

Staff at naval base Intercept me and buy one

THE MAN responsible for the Royal Navy's School of Fighter Control has returned to the unit for the first time in 56 years.

At the start of World War II, the Fleet's main air defence cover was provided by anti-aircraft guns pilots had to use initiative to seek

out the enemy, with no guidance. On occasions this led to fighters being fired at by their own ships, or being in the wrong place when enemy aircraft were detected.

Captain Charles Coke, who dur-ing the Norway campaign in 1940 lieutenant commander in HMS Ark Royal, became con-vinced that formal training in fighter direction was needed.

He persuaded the Admiralty to let him set up an organisation at RN air station Yeovillon, the fore-runner of today's RN School of Fighter Control.

Among the students who passed through the school in the early days were Sir Michael Hordern and Sir Kenneth Moore.

Among the most memorable mnovations Captain Coke devised at the school was the use of "ice cream" tricycles to aid instruction in the art of intercept geometry.

One tricycle, simulating the hostife aircraft, would be pedalled by a Wren at a fixed speed, determined by a metronome attached to the trike.

Tricycle

Meanwhile a Wren on the friendly" tricycle would be directed by radio by the student controller, who was aiming to intercept the hostile trike.

Capt Coke was guest of honour at the school at Yeovilton, where he hasn't set foot since the original was set up in 1941.

He took the opportunity to look around the exhibits at the Fleet Air Arm Museum, including the cockpit of a Swordfish, in which he flew as an observer during the war, and an ice cream trolley.



 Ice creams at six o'clock - Captain Charles Coke with one of the ice cream trolleys commandeered for use at the RN School of Fighter Direction, now preserved at RNAS Yeovilton.



First book at age 84

ALMOST 40 years of expertise in naval weaponry has gone into a book on Priddy's Hardand it represents the 84-yearold author's debut in print.

Harry Semark (above), of Southsea, has written The Royal Naval Armament Depots of Priddy's Hard, Elson, Frater and Bedenham 1768-1977 (E20), trucing their growth from powder magazine to major World War II

armaments depot.

The author served with the Armament Supply Department for 39 years - 14 at Priddy's Hard - but the book took seven years to write and 12 to get published, when Hampshire County Council finally stepped in.

The book can be obtained from Mr Peter Russell-Jones, Curator, Priddy's Hard Museum of Naval Ordnance, Elson, Gosport, tel 01705 502490.

Navy lifesavers

A NAVY met man at NATO's North HQ in Norway has completed a first aid course - along with his family.

CPO David Hadland, wife Jayne and daughter Laura took the St John Lifesaver Plus course.

Two other naval wives - Vicky Parry and Marina Stafford, whose husbands are radio supervisors also took the course.



• Pleasure after business — Commodore Chris Stanford, Director of Naval Staff Duties, has returned from "highly-euccessful" talks with the Indian Navy. He and four other officers from the MOD and Second Sea Lord:CINCNAVHOME staff spent two days at the Indian Navy HO In New Delhi, discussing matters such as dockyard privatisation and Warfare Branch development. Once official business was over, the Indian Navy arranged a visit to the Taj Mahai. Pictured are (back row, from left) Cdre Ken Day (DNPCP), Lt Cdr Dewan (Indian Navy), Cdr Chris Hadden (DN Plans), Capt Chris Peach (DNT) and Lt Cdr Jim Graham (DNSD); (front row, from left) Indian Army escort, Cdre Chris Stanford and Cdr Ghei (Indian Navy).

The talks were at the request of the Indian Navy, following First Sea Lord Admiral Sir Jock Stater's visit to India in February, and an Indian delegation will visit the UK in the autumn.



 Training hard – LS Derek Simpson uses HMS York's gym, watched by LPT Richie Gray.

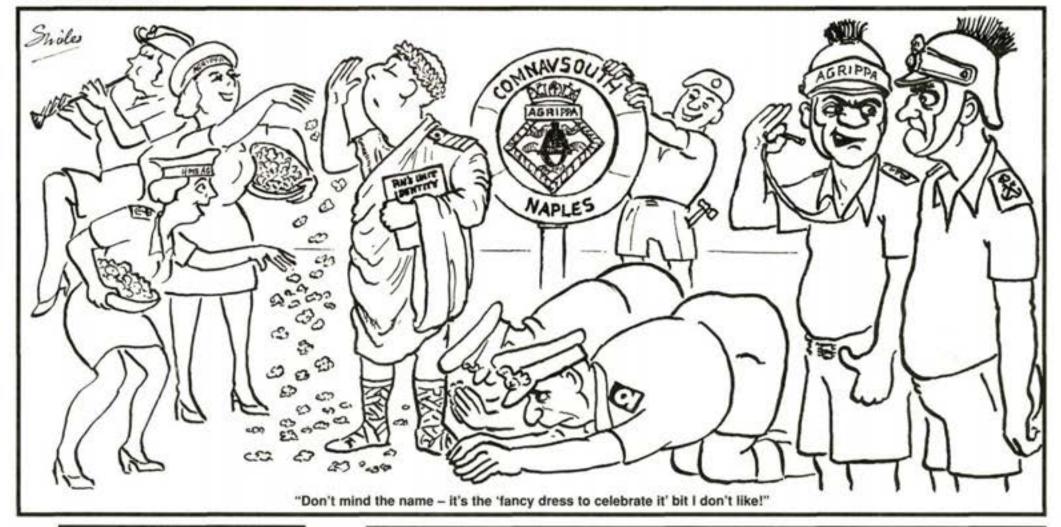
Finest in the fleet?

FLEET Recreation Officer Lt Cdr Tim Kenneally believes the new fitness suite in HMS York is probably the best in the Fleet.

The suite, opened by Flag Officer Sea Training, Vice Admiral John Brigstocke in April, beasts an Airstepper, Versaclimber, Powerjog running machine, two Concept II rowing machines, bicycle and Ab Cradle - and 60 per cent of the ship's company are involved in personal fitness training under the

watchful eye of LPT Richie Gray. All equipment, apart from the rowing machines, was paid for by grants - including the Sports Lottery - the ship's welfare fund, and a generous donation from ship's sponsor Lady Gosling.





NEWSVIEW

Schooled in the sea's super highways

FALLING educational standards have long been a cause for concern, highlighted by the media through successive govern-

ments over the past quarter of a century.

The Navy has its own agenda of improvement, working towards a system of qualifications that will earn the recognition of civilian institutions when its recipients 'go outside' – as they do, rather earlier than they used to, reflecting the modern

To attract the best people in the first place, we need to offer the promise of great expectations after they leave us - and

they may then provide us with a legacy of goodwill in the wider world to be passed on to future generations.

The present generation of potential recruits has only lately been deprived of grass roots guidance as to the worth of our Armed Forces. During the present decade we have seen a natural wastage of 'opinion formers' with experience of the same. Few of them remain, either at top levels of government

or in our schools and universities.

It is a situation of which the Navy is keenly aware. Last month's Sea Days in HMS Invincible were presented, as usual, as a demonstration of the Navy's capabilities for an eclectic audience of captains of industry, civic leaders and

senior members of the other Armed Services – but they showed up something else as well. Some of the most impressive of the carrier's presentation teams were drawn from her junior rates. They were required to deliver, in rapid succession, a series of five-minute expositions of a highly technical nature to the patroling parties of VIPs. This they did with confidence and easy charm which at the wash-up conducted by their commanding officer earned them the plaudits of one and all.

Only one jarring note was struck on the occasion Navy News attended, when one member of the audience comment-ed on the omnipresence of computer screens on board – as if this were indicative of some kind of creeping malaise in naval

Capt Roy Clare was quick to point out that he was absolutely dependent on computer technology to process the huge amount of information needed to fight his ship in the modern warfare scene. So it is fortunate that his ship's com-

pany (average age 22) have grown up to be computer literate.
As have two 15-year-olds who had been putting in a fortnight's work experience with Navy News – and so also had
the great good luck to secure invitations as the Invincible's

Warren May and Sarah-Jane Robinson - both products of the state education system - had shown a quick grasp of desktop publishing technology. They were hardly all at sea in the carrier's high-tech environment either, as they addressed

intelligent questions through a slick, fast-moving programme in one of the most inspiring 'Sea Days' of recent years.

For them – as for the rest of their party – its natural highlight was the air display, an hour-long visually and aurally stunning exposition of the various skills of the carrier's embarked squadrons

But they had also been impressed by the ship's nerve centre, the Operations Room whose dark ambience put the roar and rage of the flight deck operations into perspective.

Where a young operator maintainer trained to interpret the information relayed there from the ship's sensors would have not much over a minute to deliver counter action against an

The Second Sea Lord says we need to get on TV more to get the Navy's message across to the people who pay for it. He must wish from the bottom of his heart that all of them had the same chance to see it strut its stuff as we did on a sunny

day at Spithead.
They would all then be in no doubt that their money was

MILLENNIAL VIEW FROM THE 100th 'JANE'S'

PRODUCTION AND A

'Arms race in the East' warning

thina casts a long shadow into the future .

In the foreword to the 100th edition of Jane's Fighting Ships - the authoritative guide to the world's navies, published the month the Royal lavy moved out of Hong Kong Editor Capt Richard Sharpe makes no bones about identifying what he sees as the biggest threat to world peace as we approach the millenium.

If the Gulf qualifies as the primary area of potential maritime war today, the whole east Asia region promises instability on a far grander scale, should US commit-ment to its current levels of military presence begin to falter," he

"In southeast Asia, the growing dominance of the Chinese econo-my both excites and repels the smaller countries of the region. Inevitably drawn into the trading opportunities provided by the world's largest emerging market, a Chinese political system which is authoritarian and prepared to be ruthless in its exploitation of its economic strength.

"It seems only a matter of time before China has the military capabilities to claim subservience from the whole of east Asia unless the other countries are prepared to bury their long standing national disputes and distrust of each other, and form a regional security organ-isation which, like NATO in Europe or the GCC states in the Gulf, would have to be under-pinned by the USA. Such an outcome seems highly unlikely.

"Although threatening Taiwan, swallowing Hong Kong and giving nothing away over its claims to island groupings in the China Seas, China has been making consider-able efforts in bilateral discussions to reassure ASEAN countries

about the limit of its ambitions. "In the last 12 months China has ratified the UN Convention on Law of the Sea which has eased some, but not all of the concerns over its maritime claims, and has become a full dialogue partner in the ASEAN Regional Forum. At the same time the PLAN has four major submarine programmes including new classes of SSBN and SSN being designed with Russian technical assistance, and two types of diesel boats already under con-

St. Berry Jos. St. St. Ct. ciently close to this dispute to get

away.
'Given all these uncertainties, it is not surprising that the growth in military expenditure in east Asia has all the appearance of an arms race, and that navies are becoming

involved, should the US back

one of the main beneficiaries."

Capt Sharpe also notes – as did
Newsview last month – that piracy
remains an important issue in this
part of the world: "The highest risk areas are the northern part of the South China Sea up to the Straits of Taiwan and the

of expertise existed after the Second World War up to about the end of the 1980s. Public debate in high places was informed by per-sonal knowledge of maritime campaigns, even if the technology had long since grown away from that experience.

edition of All the World's

An Eccentric

Fighting Ships In 1898. See also page 23 - Fred

MALES SERVICEMENTS CHARGOSTERS STATES

Visionary.

ALL THE WORLD'S FIGHTING SHIPS

ANY WATER OF

"At the same time as those in positions of influence were well informed, there was a huge constituency of the general public with a knowledge and affection for the sea, based on wartime service.

These men and women supported their navies in a thousand ways by encour-aging recruitment, by lobbying for political backing and by providing a never failing welcome and under-standing for those at sea. Although many of the affiliated associations which grew out of that attachment are still alive, inevitably the ties are weakening as the constituency

which knew war ages and dies. 'Soldiers are not as other men' That may be a truism increasingly civilianised military seems to be undermining that special status on the doubtful premise that armed forces must reflect the trends of the population they live with, and from which they draw

their recruits. This change is encouraging a management culture which working in parallel with, and may ultimately displace, the art of leadership, which is based on the mutual respect of the leaders and the led, and not on the skills of political expediency or cost accountan-

☐ Jane's Fighting Ships is pub-lished by Jane's Information Group at £250.

'This is not a navy being developed for coastal defence."

"After a slight pause, new indigenous destroyers and frigates are building again and Sovremeny guided missile destroyers are being bought from Russia. New amphibious ships, missile attack craft and complete the naval picture, although in addition there are also large numbers of paramilitary vessels which sometimes seem to operate without any central direc-

This is not a navy being developed for coastal defence.

ashington's washington's
ment to Taiwan is still at
odds with growing US
mmercial involvement in China. With Hong Kong safely re-absorbed, it is to be expected that China will continue to probe Taiwan's defences across the narrow Straits that separate the two

"It may be that Japan is suffi-

Indonesian archipelago, but incidents have been reported in Malaysian, Thai, Singapore and Philippines waters with over 100 major attacks recorded in each of the last two years.

He is also much preoccupied with problems of manning - hin-dered, he feels, rather than helped by the new management culture.

"The Cold War may have gal-vanised governments into maintaining defence expenditure and an industrial military establish-ment, but it did not provide sailors with experience of fighting. Nor, in predominantly volunteer forces, did it involve the vast majority of the civilian population. It is at least arguable that the second of these consequences has more implication for the future than the first.

"Throughout the 1920s and 1930s there were influential people in government, industry and the media who had first hand experience of war at sea. The same level

* * * * HONG KONG HANDOVER 199

Chatham in charge as HQ closes down

HMS CHATHAM became the nerve centre for all military operations in Hong Kong in the final days of British rule.

As the Prince of Wales Building was stripped floor-by-floor, the ship took on the role of a floating headquarters for the Commander of British Forces, Major General Bryan Dutton and Chief of Staff, Commodore Peter Melson.

By the end of June the ship's 18-strong communication department was handling 42 different signal addresses, as many as an aircraft carrier would normally be expected to

Royal salute

Extra satellite systems were installed and a four-man team from FOSF CXP in Portsmouth was drafted in to help as messages flashed between ships and establish-ments around the world.

Berthed alongside the HMY Britannia in Victoria Harbour the ship attracted intense interest from Hong Kong people, tourists and many of the 8,000 journalists covering the han-

And when she fired 21-gun salutes to mark the Queen's official birthday and the arrival of Prince Charles, she was heard all over the island.



HMS Chatham fires a 21-gun salute for Princes Charles as he steps on board HMY Britannia and the farewell ceremony stadium are in the background. Probe PO(PHOT) Am Gartheade

Captain Chris Clayton said: We like to think Chatham was chosen for the job because she is the best ship in the fleet.

That's certainly what my ship's company felt as we pre-pared for it. We did everything from polishing and painting the ship to getting the drill ready, the ceremonials ready, every

aspect of it just right.
"Chatham is designed to be a command platform and the

strategic communications facilities we provided allowed General Dutton to continue normal military operations right up until the last minute."

While Chatham took charge of the classified equipment and material from the Prince of Wales building, RFA Sir Percivale was loading hundreds of tonnes of hardware for return to the UK.

Everything from equipment to broadcasting gear used by British Forces radio and the sail training yacht Vengeance was winched on board.

The ship, berthed at Stone Cutter's Island, also provided the accommodation for 60 sailors from HMS Illustrious who came to Hong Kong for the handover ceremonies.

☐ See centre pages...



Commodore Melson and Major John Herring at the spot where the Navy took possession of Hong Kong in 1841. Picture Dominic Blake

Commodore steps back through time

THE LAST Senior Naval Officer in Hong Kong made a personal pilgrimage to the spot where his predecessor took possession of the Island in 1841.

Commodore Peter Melson and his wife Janet were accompanied by Major John Herring, who was the last Royal Marine to leave Hong Kong before its return to Chinese sovereignty.

Commodore Melson said: "This little park at the top of Possession Street is almost the exact spot where Commodore Bremmer first hoisted the British flag on January 26th, 1841.

"A picture in the Illustrated London News showed Royal Marines in full shakos and naval officers in cocked hats talking to the Chinese mandarins of the time. It must

have been an amazing thing to

"And today we have a Commodore and a Roya" Marine here at Possession Point to mark that amazing date and feat in history 156

years ago."
Today, the park is surrounded by high rise buildings and Western Hong Kong stands where the waterfront used to



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Peacocks unite for final patrol

PATROL ships Peacock, Plover and Starling sailed right round Hong Kong island to say farewell to the people they have served for 13 years.

Trailing 150-ft paying off pennants, the ships steamed from Victoria Harbour to Tai Tam Bay where the dragon racing is held, and on to Stanley bay, Repulse Bay and Aberdeen Bay before passing through the Green Island Gap and back into Victoria Harbour.

People waved from small boats as the ships passed and a flotilla of sailing vessels sailed out from Hong Kong Yacht Club to cheer the Peacock-class vessels on their way.

The Hong Kong squadron has kept up an unbroken patrol of the area for more than 50 years and led the fight against piracy, smuggling and illegal immigration.

Lt Cdr Will Worsley, Senior Naval Officer Afloat, led the ships from the Bridge of HMS Peacock. He said: "This is a very

poignant moment. We have warm memories and a close rela-



tionship with the people of Hong Kong and it is sad to be saying goodbye.

We have served Hong Kong faithfully and have served the people with honour. "Although we are departing we wish the Hong Kong people the very best of luck and good fortune."

 Above: HMS Plover and HMS Starling with paying off pennants streaming as they follow Peacock on their final voyage round Hong Kong Island. Peture Do

 Left: HMS Peacock passes the spec-tacular Hong Kong Conference and Exhibition Centre where the final handover ceremony was to take place later the same day. Picture: LAIPHOT) Craig Least

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Leask, Jon

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and Kevin

Grey

TOP: Royal

Marines musicians

ormed part of the

largest massed band ever seen in Hong

Kong during the East

Tamar parade ground

tarewell ceremony.

Chatham and HMS

ed by the dazzling reworks display over

which brought the farewell ceremony to

a close. A few hours

later HMS Chatham

warship to leave

became the last major

ng Kong, ending a Naval association

going back more than

Victoria Harbour

RIGHT: HMS

* * * * HONG KONG HANDO

EMOTIONAL FAR THE PEARL OF T

OVER 156 years ago a warship's royal salute thundered out over Hong Kong harbour, the Union Flag was hoisted and a volley of musket fire rang out as the Navy took possession of the island for Queen Victoria.

The simple ceremony on January 26th, 1841, was a far cry from the spectacular events which marked the island's return to Chinese sovereignty on June 30th this year, but the Navy were still centre-stage.

Thousands packed into the East Tamar stadium for Britain's farewell to the people of Hong Kong and millions more watched the live television pic-tures broadcast around the world.

A 21-gun salute from HMS Chatham shook the stadium and echoed around surrounding skyscrapers as the Prince of Wales made his way from Britannia, just a few yards from the waterfront.

After a stunning show by 2,000 Hong Kong people including dragon dancing and traditional music, forty sallors from HMS Chatham and sixty from HMS Illustrious led the guard of honour with soldier's from the Black Watch and the RAF Queen's Colour Squadron filed

As Prince Charles, a Royal Navy Captain, rose to speak, the heavens opened and the downpour continued as Chris Patten, the 28th and final Governor, spoke of the Hong Kong people's 'unshakeable destiny to rule themselves.

Tears

With the backdrop to the stadium lowered to reveal the Royal Yacht, lit up against the night sky, the drenched guard fired a feu-de-joie and Royal Marines struck up with the largest massed band ever seen in Hong Kong.

Old favourites like Auld Lang Syne and The Day Thou Gavest Lord has Ended sent waves of emotion sweeping through the audience, drawing tears and stamps of approval in equal measure.

The event ended in an explosion of colour as fireworks burst over HMS eacock. Piover and Starling in Victoria Harbour and the VIPs made their way over to the new Hong Kong exhibition centre for the handover ceremony



By Dominic Blake

After a farewell banquet, the delegations led by Prince Charles and Tony Blair and China's President Jiang Zemin and Premier Li Peng, took their places for the far more sombre event as the last few minutes of British rule ticked away.

HMS Chatham's Lt James Minter commanded the British Guard of Honour and their measured, unhurried drill contrasted sharply with the rigidity of the Chinese ceremonial troops, chosen long in advance for their identical height and similar features.

Prince Charles reminded China of her solemn pledge in the 1984 Joint Sino-British Declaration to leave Hong Kong's way of life unchanged and said: "I should like, on behalf Her Majesty The Queen and the entire British people, to express our thanks, admi-ration, affection and good wishes to the people of Hong Kong who have been such staunch and special friends over so many generations.

"We shall no! forget you, and we shall watch with the closest interest as you embark on this new era of your remarkable history

sailors from HM mony at East Ta

As God Save II the honour of bis Flag for the last to to HMS Chatham Tarrant.

After the Republic of Ch Special Administr Kong were rais anthem, Presider comed the return Kong people to Motherland."

He said: "I amo strong backing opeople, the Gow Kong Special Adr Kong compatrials age Hong Kong w term prosperity ensuring Hong K future.

Prince Charles Governor made to while the Comma Major-General Br Staff, Commoder Wing





ABOVE Ships of the line: HMS Illustrious leads ships of the Ocean Wave deployment past HMY Britannia where the Prince of Wales and Chris Patien took the salute. Right: Prince Charles and Mr and Mrs Patten watch as the steam past gets underway.



Ocean W greets B

ALMOST the entire Ocean Waw China Sea to greet HMY Britann into international waters.

HM ships Illustrious, Beaver, Fee Trafalgar and RFAs Fort Austin, F Geraint and Diligence, were include

Chatham, Sir Percivale, Peacock, Plover and Starling joined them and the Royal Yacht steamed through the centre of the flotilla while all available hands lined the upper decks to 'cheer ship.'

In a signal to the flotilla, Prince Charles said: "I am enormously grateful to you all for the magnificent steam past this afternoon.

The sight of such a very obviously capable force together in such close company was both stirring and memorable.

"I send my heartfelt thanks to you all and wish you continuing success for the remainder of this important deployment and a safe return to your families. Splice the mainbrace.

The next day, eight of the group's Sea King and Lynx helicopters and five Harriers flew past at sunset.

HMS Chatham and the Hong Kong Squadron escorted HMY Britannia to Manila where she was met by the Philippines navy, the

EWELL TO HE ORIEN



Chatham and HMS fire the tradtional the tarewell cere-

e Queen was played, ging down the Union ne in the Far East fell 22-year-old OM Nick

of the People's na's and the new ative Region of Hong ed to the Chinese of the People's it Jiang Zemin welof six million Hong the embrace of the

onfident, that with the f the entire Chinese rnment of the Hong inistrative and Hong s will be able to manell and maintain long and stability, thus ong a more splendid

and the outgoing der of British Forces yan Dutton, Chief of Peter Melson and Commander Barrie

Simmonds embarked on Chatham.

Crowds packed the waterfront to cheer as the Royal Yacht glided grace-fully into the darkness of the harbour while Chatham, Peacock, Plover, Starling and RFA Sir Percivale fell in neatly behind.

On HMS Chatham, Captain Chris Clayton conned the ship himself while the Senior Officers of the three services ed the ship's company on the upper deck to say farewell to a place that had become home.

Standing on the bridge roof and look-ing back at Hong Kong for the last time, Commodore Melson said: "The Navy has been here in Victoria Harbour for 156 years and looking back now it is very sad for us, and for the people of Hong Kong.

"The last three years have been exciting, traumatic, exhausting and tan-talising. Negotiating with the Chinese... there have been moments of pure pleasure and moments of utmost frustra-tion, but it has all been very interest-

Good friends

"We have had to say goodbye to a lot of good Chinese friends and there are some very mixed feelings there. They have been very happy under the British, they have have made a lot of money and had their freedoms respect-ed, but they are now facing an uncer-tain future. They do not know what tomorrow is going to bring.

As the ships slipped away the lights were flickering on inside the Prince of Wales Building as the advance guard of the People's Liberation Army moved in to their new headquarters. By dawn, 4,000 of their comrades would be arriv-ing in Hong Kong by land, sea and air.

Star ferries criss-crossed the harbour loaded with spectators, tenders fired jets of water high into the humid night air and the maritime police struggled to keep hundreds well-wishing small craft a safe distance away.

Parties kicked off everywhere as people made the most of a brief respite from the rain, but as the ships passed out of sight, a storm was gathering in the north and lightning flashed over the forest-clad hills separating the new Special Administrative Region and the ancient Guangdong province of China.



 Lt James Minter and CPO Robin Lumley
with the guard of honour at the final handover ceremony which returned Hono Kong to Chinese Sovereignty for the first time since it was claimed by the Navy in 1841.



Lt Nick Doyle, formerly of HMS Tamar, keeps the royal ensign steady despite the pouring rain which persisted throughout the farewell ceremony.

ave fleet

fleet was waiting in the South a and her escorts as they sailed

ness and Richmond, HM Submarine art George, Olna, Sir Galahad, Sir

new owners of HMS Peacock, Plover and Starling.

HMS Fearless, Sir Galahad and Sir Geraint were deployed to Singapore where 40 Cdo will disembark and fly to South Africa for a major exercise with the SADF.

Illustrious and her battle group headed for a high profile visit to Australia while HMS Chatham set course for a two-week visit Thailand before returning to the Gulf and the Armilla Patrol.

Homecoming

The first Ocean Wave ships return home this month for a well-earned rest after seven months at sea where they

They have been a tangible reminder of Britain's commitment to stability in the Asia Pacific region and a clear demonstration of the Royal Navy's ability to defend the nation's interests, no matter how far away.



Jenny says goodbye

JENNY Side Party (78) officially retired on June 30th after 60 years service to the Royal Navy.

Before being piped ashore from HMS Chatham said: "I'm very very sad, but have many happy memories.

Sailors always look after me, teach me writing and speak English. When you go back UK, you tell everybody, Jenny say hello, and good luck!



History in the making

"It still hasn't sunk in yet. I keep thinking, did I really do that? I'm still buzzing." OM Nick Tarrant (22) from

Scotland, who lowered the Union Flag for the last time in the Far East.

He was asked for so many interviews that he was described as the most wanted man in Hong Kong. His CO. Captain Chris Clayton said: Even I need to make an appointment to see him!"

"I was only nervous when I phoned my mum and she said everyone in

be watching. HMS Illustrious's Peter Bainbridge (24) from Lincolnshire, a guard at the

handover ceremony:

my street was going to

'As soon as the sound went down, you got this immense feeling of power because you knew the whole world was listening to the next

quite enjoyed that bit. Lt James Minter (27) from Caithness, guard commander at the handover ceremony

thing you would say. I

"I was so scared, it was unbelievable. My worst fear was dropping the gun - it was raining so hard that it kept slipping. When I had the chance to calm down it was amazing, everybody clapping and stamping their feet. It was the chance of a lifetime.

HMS Illustrious's LWAEM Nichola Whitaker (26) from Hull, who was among the farewell guard drenched at the East Tamar Stadium

0

They were brilliant and I am immensely proud of them. They did them-selves, the Service and the country proud." Captain Chris Clayton

on his ship's company and everyone who took part in the ceremonies





Backseat role for Batman

IT's unfortunate that the least interesting elements of Batman & Robin should be Batman & Robin.

The film acknowledges this in its opening credits, where top billing is given to Arnold Schwarzenegger as the blue and balding Mr Freeze, latest scourge of Gotham City.

Also helping to shove our heroes into the background is Uma Thurman as co-villain Poison Ivy, with a Mac West voice and a Marlene Dietrich look that includes a reprise of Marlene's famous striptease from out of a gorilla suit

Alicia Silverstone as Batgirl is as cute as a basket of kittens while supermodel Elle Macpherson vamps around the periphery and even Michael Gough as loyal butfer Alfred gets a couple of scenes to himself on this occasion.

There's not a lot that a pair of upright, dull crimebusters can do to compete against all this glamour ad uproar and the George Clooney/Chris O'Donnell combo duly and selflessly play it low-key. swapping tough-guy puns in the James Bond tradition but leaving the eccentricity to the criminal ele-

The sound and fury of the numerous action sequences are as tion between the physically real and the merely computer-generated becoming increasingly hard to identify. But for all the razzle-daz-zle, the question of what actually happens during all that rough and tumble is perhaps best left

Screen Scene

Chris O'Donnell turns up again as co-star of The Chamber, the latest adaption of a John Grisham best-seller. As usual, the setting is the American South, where every family cupboard is positively rat-tling with skeletons and every-body's conversation is to do with things that happened 20, 30, 40 years before. Gene Hackman plays a Ku Klux Klan member languishing on Death Row for a bombing that killed a couple of black chil-dren back in 1967. O'Donnell is his lawyer grandson, the film's agenda is to do with whether O'Donnell will manage to get the death sen-tence commuted and whether we, the audience, actually want him to.

Hackman is his usual tower of strength, though O'Donnell's looks suggest he'd be more at home leading the Sixth Form in the endof-term cricket match.

Sterner business is underway here, however, including lynchings,



DESK TOP DIVING STAT

 A screen shot from 688i Hunter Killer, Simulations' latest wargame

Souvenir of Scott's last trip

THIS MINIATURE White Ensign was flown on Capt Scott's sledge during his 1911-12 expedition to the South Pole and recovered, along with his body, at his last camp. It was later presented to King

- From The Royal Yacht - Inside Britannia Queen's Floating Palace by Brian Hoey (see ad below).

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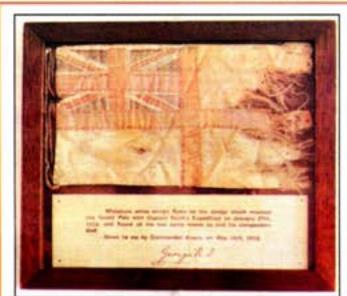
JANE'S Combat Simulations on PC CD-Rom are the present day successors to Jane's original Wargame see opposite – and the latest, 688i Hunter/Killer (£39.99) promises to be the most immersive submarine simulation ever"

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Desk top submariners can also train the crew over time and outfit the boat with the latest in advanced weaponry. Resource management is also part of the picture - ranging from the type and number of missiles and torpedoes carried to the amount of food stores on board.

Fred Jane would have been delighted with it - his science fiction books foreshadowed aircraft, television, laser holograms and nuclear weaponry; he would have been perfectly at home in a nuclear submarine. As well as with its virtual reality representa-





beatings, emotional showdowns

and impassioned court-room pleas. The 'chamber', incidentally, is

not a reference to the judges's quarters, nor to the component part of a firearm. It's the room

with the metal chair where every-

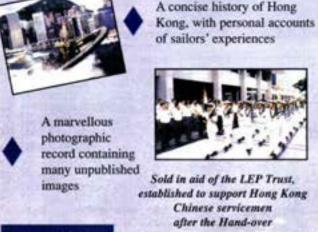
one who walks in does not neces-

- Bob Baker

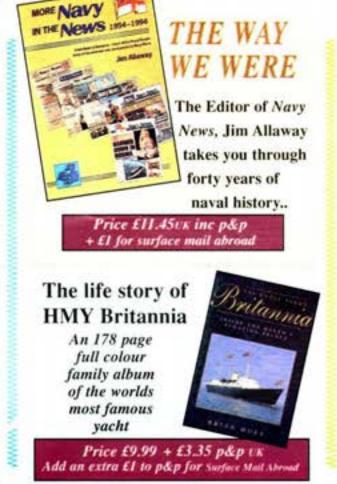
sarily walk out again.

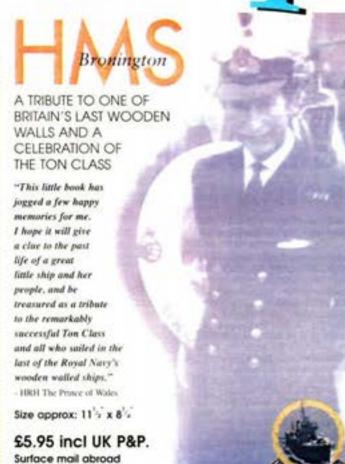
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has been the most frequently asked question on the Internet site of the publishers of Jane's Fighting Ships and Richard Brooks' timely biography of Fred T.Jane - An Eccentric Visionary provides most, if not all of the answers.

Because the man who gave his name to a whole series of some of the world's most highly respected defence titles was several people at the same time - journalist, artist, novel-ist and visionary as well as

naval expert. The 100th edition of his bestknown publication appeared last month. The first Figuring Ships' took him ten years to congrue covered 22 navies in 221 pages. There were no photographs, all of the illustrations being hand drawn

It was the first book to successfully provide technical information about warships in a structured and integrated way, giving its users a consistent and rational basis for comparison - and the high standards of accuracy its author set would be kept up over the years to make 'Jane's' the standard work of reference.

He developed a naval wargame which was used officially by navies around the world and is still played by enthusiasts today. For nearly ten years he wrote a weekly column in the Hampshire Telegraph & Naval Chronicle, documenting naval developments, not only tactical or material changes, but also the political and social reforms he considered necessary if the Royal Navy was to become a modern professional force.

This last explains why he was, in his lifetime, "a prophet without honour" - a self-confessed Tory given to tirades against radicals and socialists, he nevertheless had no respect for the class distinctions that were then particularly acute in the Royal Navy.

His contacts among naval peronnel included not only executive branch officers and engineers but representatives of the lower deck long-service warrant and petty offi-

his judgement

are sometimes

slender'

cers in partic-ular - which stood him in good stead h n researching technical details ships' actual performance. But his

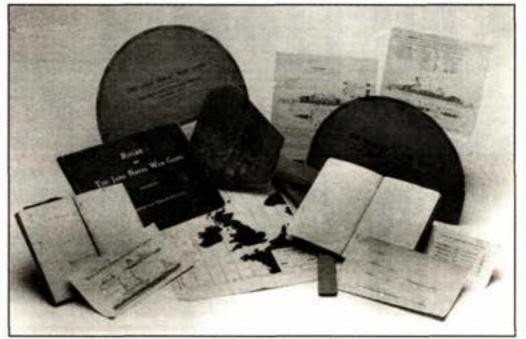
campaigns against a wide variety of grievances over recruit-

ment, pay and conditions of service often annoyed other more singleminded reformers, so just how much influence he had remains a

matter of conjecture.

So many of his prophecies came true, though. He foresaw the emergence of the submarine as the prime capital ship; that "there would be 'ranker' captains and commanders, besides numerous other ranker officers on the quarter deck"; and that World War I, when it came, would be a long one. In 1914 he was one of the few to make such a prophecy - and he added that it would be characterised, at sea, by an absence of major surface actions.

Perhaps it didn't help his credibility that Jane was also known as "the biggest joker in Portsmouth" - he once kidnapped a Labour MP to keep him from speaking at a conference there, offering him a tour of the sights of the city in his powerful motor car and instead driving off with him miles into the country. Like the equally reckless and ebullient Mr Toad, he owned a succession of cars, was involved in a number of accidents and made several court appearances as a



The Jane Naval Wargame, invented in 1898, complete with striker, targets, scorers and turning circles. Still played by enthusiasts today, the original set of equipment came in a stout, felt-lined box.
 Prices ranged from 4-6 guineas withg special sets up to £40 "containing practically all the warships

result.A lively raconteur, some of his tales of his adventures as a war correspondent were pure inven-tion. The longest running hoax of his life involved the sinking of the rebel cruiser Blanco Encalada during the Chilean Revolutionary War of 1891.

So effective were his sketches of this and other actions that many were convinced he had actually taken part in them. He himself claimed he could not remember much about it because he was seasick at the time - but his brother Cecil revealed after his death that the drawings "were actually made in the seclusion of Devonshire"

His novels, too, were pseudo-Wellsian, 'Penny Dreadful' sci-fi.

The end came sadly for such an engaging "thorough sportsman". Frustrated by ceaseless squabbles with the censor and his inability to play any real part in the war, his health broke down and in 1916, at 50, he died alone at 26 Clarence Parade, Southsea.

The house was bombed in World War II - "ironically

destroyed the aircraft which also put an end to the 'The grounds of armoured ships to which he devoted much of his life," A blue plaque commemorating Jane: now adorns

block of flats later built on the site.

One final touch of drama there is a family belief that he died by his own hand, shooting himself with a .32 Colt while in low spirits after the collapse of his marriage. Whether or not the circumstances of his death involved a cover up he was buried with surprising promptness - it is hard to under-stand why the straightforward Edward Tory who married his widow should have made the claim if she had not told him of it.

Fred Jane is in many ways an unlikely character to have founded the closest thing to a commercial intelligence agency" that expanded to become today's internationally influential Information Group and bears his name as the symbol of its integrity and reliability. "The grounds of his judgement are sometimes slender," wrote the Times. "Always readable . . . although often eccentric," said 'A

Service Contemporary'.

In the end, Jane the joker had the last laugh on his detractors.

● Fred T.Jane - An Eccentric Visionary is available from Dept DSM, Jane's Information Group, 163 Brighton Road, Coulsdon, Surrey CR5 Brighton Road, Coulse 2NH at £24.50 inc pp.

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OVER £7,000 RAISED FOR SAILOR HURT IN MAST FALL

DONATIONS from RNA branches and individuals in response to an appeal on behalf of injured 'button boy' Paul Wilson have totalled £7,150.

Paul is confined to a wheelchair as a result of a fall during a Royal Navy mast-manning display at Buckingham County Show in 1995.

A leading seaman at the time, Paul fell 20ft while descending a rope after the display. As the but-ton boy he had stood at the top of the 90ft mast.

He was admitted to Stoke Mandeville Hospital suffering from spinal injuries which were to cost him the use of his legs - and his career in the Navy.

He did not, however, lose his courage and humour. He was 'adopted' by No.6 Area which launched the appeal fund, and he later became a member of Luton & Donstable branch, winning their Shipmate of the Year award last

Donations to the appeal fund poured in from RNA branches throughout the country. Some, like Shipmates Tug Wilson (Swindon) and Des Johnson (Newbury) decided to raise money the hard way Tug canoeing from Swindon to Reading and Des carrying his branch standard twice around Newbury racecourse.

Wells (Somerset)

The branch's 21st anniversary was marked by the dedication of a new standard and the laying up of the old at St Cuthbert's Church. The new standard was the gift of the Mayor, Dr M. Gilks in memory of his late wife, a former member of the WRNS.

The service was conducted by the branch chaplain, Prebendary K Davis, and by the Rev. D. Taylor. It was well attended by shipmates of No.4 Area and other ex-Service organisations. The parade was led by the band of the Sea Cadet unit TS Weston, with cadets from TS Dulverton providing the standard escorts.

The salute was taken by Surgeon Cdr I, Roberts RN (retd), accom-panied by the Mayor and the president of No.4 Area, Shipmate H. C.

The following evening an anniversary dinner was held at which the guests of honour were Shipmate R. Tremlett, life vice president of No.4 Area, and Mrs. Tremlett.

Harwich & District

When the branch failed to field a runner in the London Marathon, chef Steve Woods volunteered to be sponsored by No.5 Area branches and the townspeople. He com-pleted the course in 5hrs 50min and raised £1,250 for King George's Fund for Sailors. The cheque was presented by branch president, Shipmate Jim Gorham.

Wigston & District

Thirty-three shipmates visited Babbacombe and called on Dartmouth branch where they were treated to a tour of Britannia Royal Naval College, During an earlier visit by the branch to Malta,





 Shipmate Paul Wilson broke his spine in a fall during a mast-manning display.

Shipmate D. J. Baker encountered Sammy Sammat, his old Maltese shipmate from HMS Layburn, who put on a barbecue for his old friend and his chums.

Sammy plans to attend the Boom Defence Vessels reunion in Scarborough on September 19-21. The visitors were also pleased to

et George Camilleri, a survivor of HMS Barham.

Hanworth

A donation of £3,000 from the RM Association has provided new chairs and tables as part of the conrefurbishment of the

The annual dinner dance was attended by 126, including the guest of honour, Capt Tim E. Lewis RAN, Naval Adviser to the Australian High Commission.

Australian High Commission.

Over 200 shipmates attended the annual remembrance service, conducted by the Rev John Falconer RN, in the clubhouse grounds. Music was provided by the Salvation Army and the Lesson was read by the branch president, Capt P. Hames RN (retd).

Falmouth

At the invitation of the Commodore HMS Raleigh, Commodore Hugh Rickard, 20 shipmates with the branch standard took part in a passing out parade there. The salute was taken by branch president, Vice Admiral Sir James Jungius.

After the ceremony shipmates were given a tour of the establish-

The branch meets on the fourth Wednesday of each month at the TA Centre, Falmouth.

West Bromwich

The club's 25th anniversary was celebrated in style with a buffet supper provided by the ladies for 150 shipmates and guests. Guest of honour was Capt N. L. A. Jewel RN (retd), former Commanding Officer of HM submarine Scraph, who opened the club in 1972.

Newport

Shipmate Kevin Close is cycling unsupported from John O' Groats to Land's End on August 15-29 in aid of the RNLI and Macmillan Nurses. To contribute, or cheer him on, contact the branch secretary on 01952 814724.



WINNER of the Navy Picture Puzzle competition in our June issue is Mr. P. Hancock

of Birkenhead. He correctly named RFA Reliant, converted in 1963 from the container ship Astronomer, Built in Poland, she served as a helicopter

support ship.

Mr Hancock's reply was chosen at random, and he receives our cash prize of £25. We offer a further prize for a correct solution to this month's puzzle. Name the

type of aircraft in the picture and in what way was it a 'first' in Fleet Air Arm ser-

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

More than one entry can be sub-mitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspon-dence can be entered into and no entry returned.

The winner will be announce or October edition. The compe-not open to Navy News emplo-their territors.

MYSTERY PICTURE 30

Name	
Address	****
My answer	

Scharnhorst foes are now the best of friends

A VETERAN of the sinking of the Scharnhorst has with others involved in the Battle of North Cape formed friendly links with survivors of the German battlecruiser.

Each year, Shipmate Thomas Bethell, vice chairman of Sidcup branch, and others who were in the action, are guests of their former enemies for a six-day reunion in Germany. Sightseeing trips, din-ners and a ball are held in their honour, including a reception by the Mayor of the host town which this year was Bad-Harzburg.

Only 36 men survived the sink-ing out of a ship's company of about 2,000, and the reunion -organised by the Bordkamerad, the German equivalent of the RNA - involves a service of remembrance and wreath-laying.

Shipmate Bethell, who is also a member of the North Russia Club, was in the destroyer HMS Savage during the battle.

Bomb alerts fail to stop big T-off at Rayleigh

TRAFFIC chaos caused by bomb alerts failed to stop 120 golfers arriving on time to play in a charity golf tournament hosted by Rayleigh branch.

The attendance was all the more remarkable considering participants had travelled from all parts of the Home Counties and London.

Among those taking part, in aid of King George's Fund for Sailors, were teams and individuals from the Royal Navy, Army, RAF, US Air Force, the Police, the Royal Hospital School Holbrook, HMS Belfast, The Royal British Legion and the RNA – represented by Watford, Tunbridge Wells and Greenwich branches.

Army triumph

Sir Teddy Taylor, MP for Southend East, opened the event at which £535 was raised. The tournament ended with a celebration at the 19th hole, followed by a musical display and Sunset cere-mony by the 1st Southend-on-Sea Girls Brigade.

The inter-Services prize was taken by the Royal Engineers. The Police Trophy was won by the USAF MPs, and two trophies went to Rayleigh, competing against Navy teams from Portsmouth and HMS Warrior.

The RNA inter-branch trophy was won by Shipmate Bob Hill with the highest stableford score.

In Brief

MEMBERS of Redruth & Camborne branch look forward to an to Dartmouth September 6, going by boat to Totnes and ending the day with shipmates at Liskeard.

A RETURN visit to Waterlooville by the Pearly Kings and Queens raised £350 in aid of the Special Olympics, held in Portsmouth in July. Shipmate D. Whittaker, vice chairman for eight years, has stood down and handed over to Shipmate H. Kemp

IT WILL be 'Up Spirits' when Portsmouth celebrates its Diamond Jubilee on August 22.



Tribute to Falklands dead

With RNA standards on parade, Portsmouth Naval Base Commander, Commodore lain Henderson, pays tribute to the Naval dead of the Falklands War at the memorial in Old Portsmouth after a parade in the city.

The event in June marked the 15th anniversary of the end of the war. Commodore Henderson, who saw action in HMS Plymouth during the conflict, was joined at the memorial by Gary Cook, a Youth Member of the Royal British Legion's Fratton branch.

Picture: LA(PHOT) Richard Thompson, FOSF



hero's medals go on display

THE DISTINGUISHED Service Medal and Bar awarded to wartime submariner Shipmate Len Roberts are on display at the Royal Navy Submarine Museum after being presented by Mr Roberts's three

The death of Shipmate Roberts, vice president of Frome branch, was reported by Navy News in our April edition. His DSMs were awarded for gallantry during war patrols in HM submarine Saracen and his activities as a

A framed tribute to Len, including a print of a rare picture of Saracen, now occupies a place of honour in the RNA's Navy Room at the British Legion headquarters in Frome.

The citation for his first DSM, awarded in April 1943, recorded "his outstanding cool-

ness, skill and devotion to duty" which result-ed in Saracen sinking the German submarine U-335 off Norway in April 1942.

Saracen went on to further successes in the Mediterranean, but on August 14, 1943 was herself sunk by an Italian corvette off Bastia. Len was among the survivors and was taken prisoner by the Italians. He won his second DSM for staying to care for injured POWs when their train was wrecked by Allied aircraft.

The RNA tribute to Len stands near another submarine memorial – to HMS Thunderbolt (formerly Thetis) which was sunk almost on the

day she was adopted by the town of Frome. The photograph of Saracen was supplied by the RN Submarine Museum, who are keen to obtain other wartime photographs, especially any of HM submarines Tarpon, Undaunted and Union.



Conference Report

by Shipmate Joan Kelly

We need fresh ideas and

– President

IF THE RNA is to stay alive it needs new blood and new ideas, the Association's President, Vice Admiral Sir Roy Newman, told delegates at the annual Conference in Belfast.

new blood

"An RNA branch, however small, is the life-blood of the Association," he said. "But few new ideas filter upwards - few members attend Area meet-

"Of the Association's 500 branches only 128 are represented here today. We must rectify this, Better communication is needed."

Admiral Newman said he was concerned over difficulties in recruiting more serving personnel: We appear to have an image problem. Most of the young regard the Association as a club for old men. We must inform them other-wise, welcome them aboard and improve this image.
To stay alive we need new

blood, new ideas and new enthusi-

He said he did not assume he knew all the answers, but he sug-gested that if those holding office at the grass roots handed over the job after three or four years, if practical, it might encourage those new ideas and enthusiasms.

He also suggested that stronger links with other associations, such as the Sea Cadet Corps, might

"What we should be asking our-selves today," he said, "is what sort of Association do we want our suc-

cessors to inherit."

This year the First Sea Lord, Admiral Sir Jock Slater, addressed the Conference, saying that Naval forces were being stretched to the limit to play a greater worldwide

role in preserving peace. He said that while super-power rivalry was over, paradoxically there was less peace around the globe. To provide a strong marrtime capability for the 21st century, the Navy had to change gear not down, but up.



 RNA President, Vice Admiral Sir Roy Newman – 'We appear to have an image problem'.

He said Trident was now operational, three submarines of the new Astute class had been ordered, updated Harriers had entered service and Merlin helcopters were soon to do so.

At present 80 ships of the Fleet were at sea, over half of them outside UK waters.

Twenty vessels, led by the carrier HMS Illustrious, were taking part in the global deployment Ocean Wave 97. During this year they had taken part in testing exercises with international forces and had shown the flag in 34 countries,

elected to **National** Council dies

SHIPMATE Kay Warrington, the first woman to be elected the Council, died days Conference, on June 10.

Kay, a member of Brighton Hove branch, joined the RNA 51 years ago and served with distinct tion at branch and Area levels before she was elected to the National Council.

Fifteen standards formed the guard of honour at her funeral, attended by Association Vice Chairman David White, Assistant General Secretary Tony Sattin, and No.3 Area National Council member Tony Cooke.

Bid for wider membership is defeated

A PROPOSAL that the RNA's Royal Charter be amended to allow a special category of membership for non Royal Naval personnel has been overwhelmingly rejected by Conference.

The motion was proposed by Enfield branch and seconded by Gloucester. It was aimed at opening up full membership to serving and former personnel of the Merchant Navy, Royal Fleet Auxiliary and Royal National Lifeboat Institution.

Those in support argued that the special category would enrich and extend the life of the RNA, but the majority opposed it on the grounds that it would alter the Association's identity and dilute its

aims and purpose.

Four proposals succeeded without card votes. They included a Greenford motion that the winner and runner-up in the National Standard Bearers Competition be

awarded trophies. An amended motion Braintree that the national Vice Chairman be responsible for reporting to Conference on club matters was also carried, as was one by Chelmsford that no pub-lished motion be proposed at Conference unless the seconding delegate was identified.

Chelmsford also successfully proposed that Conference time-able be adhered to as much as possible, ensuring no repeat of last year's event which was cut short so that delegates could view the Euro 96 England v Spain football match.

It's Southport

SOUTHPORT has been chosen as the last venue this century for the annual Conference. The only card vote at this year's Conference decided on a count of 69 to 59 that the Lancashire resort was pre-ferred to Clacton-on-Sea in

Essex.
Salford had proposed
Southport (seconded by
Deeside) while Clacton
branch proposed their
resort town (seconders:
Chelmsford).

Belfast has a 'deep affection' for Navy

THE DESIRE for peace in Northern Ireland was never greater, the 128 dele-gates at the Royal Naval Association annual Conference were told when they were welcomed to Belfast by the city's Lord Mayor.

Clir Alban Maginness spoke about Belfast's deep affection for the Navy, the Service's wartime contribution to the Province, and the network of friendship

established by the RNA. He said the desire for peace in Ulster was ymbolised by the Conference venue - the £32 million Waterfront Hall which dominated the city's derelict dockland and which was backed by both Unionist and Nationalist

Vice Admiral Sir Roy Newman – at his first Conference as Association President – wel-comed the Lord Mayor and the First Sea

sented with decanters of rum and other gifts on behalf of the RNA and the Conference hosts, No.12 (Irish) Area.

Upbeat mood

Despite persistent rain, spirits were not dampened, and the mood was upbeat. Throughout the weekend of June 21-22 deldampened. egates experienced the warmth of Northern Ireland's hospitality, including outings, a concert at Waterfront Hall, and a social evening at Belfast branch's headquarters.

On the Sunday an impressive show of stadards, led by shipmate Tony Avery carrying the national standard, accompanied the parade to St Anne's Cathedral for a service of remembrance and the laying up of the old national standard. And to everyone's relief the rain held off.

First woman

RNA's National before

She was made a life Vice President of the Association in 1987 and in 1991 was awarded the British Empire Medal.





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Scott's super sonar



HMS SCOTT, the Royal Navy's latest survey ship, is seen coming into her home port of Devonport for the first time, prior to her acceptance into service on June 30.

She was handed over by prime contractor BAeSEMA and their principle subcontractors Appledore Shipbuilders Ltd after successful sea trials.

At 13,500 tonnes the Scott is one of the Navy's largest ships – yet she needs a ship's company of only 42

only 42.

She breaks new ground for the RN, too, by carrying a multibeam Sonar Array Sounding System in place of a single beam echosounder.

SASS is a deep water system which collects depth information over a strip of seabed several miles wide every few seconds, providing the capability of surveying between 50 and 100 square miles an hour – a level of output that would previously have taken months to achieve.

● The ocean survey ship HMS Herald returned to Devonport last month after a six month deployment to the Far East – her last wearing her traditional white livery.



Richardson v 'Rhino'

FORMER Gladiators semi-finalist CPO(PTI) Brian Richardson left) takes on TV's 'Rhino' in the familiar duel that was a popular feature of this year's Royal Tournament. He lost . . .

Meanwhile the RN's traditional trial of strength and skill, the ever-popular Field Gun contest still managed to steal the show. Full reports and pictures next month. Picture – CPO(Phot) Paul Cowpe



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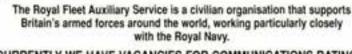


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Core elements of 'cradle-to-grave responsibility'

irst problem - now seen as the problem - to confront Admiral Sir Michael Boyce when he put on the double hat of Second Sea Lord and C-inC Naval Home Command two years ago was recruitment. There wasn't any . . .

To achieve the massive downsizing of the serving strength from 65,000 to 45,000 there came the redundancy programme with all its attendant woes. Meanwhile recruiting was "switched off" – and that, he says, was a big mistake.

"The decesion that was made three or four years ago did us a disservice, both in terms of the fact that we undershot coming down from 65,000 to 45,000 – and secondly, in turning off recruiting the message the country receives is that the Navy is a dying organisation. To keek-start the whole process again is quite a job.

process again is quite a job "
Since it was restarted, some 18 months ago, the Navy had been chasing a target which increased almost on a monthly basis. It was easily meeting the numbers it first predicted it would need – but was failing to meet those that had grown up on the way.

Compounding the difficulty was a marked lack of people with naval background in government, industry, schools – in all sections of the public – that had started to show up as a serious gap in the late 1980s.

"It's not that people don't like the Navy – we've just done a survey to find out what people think of us, and 95 per cent like the Navy very much indeed, think very highly of it as an institution, its long history and so on. But they don't know very much about what it actually does today.

does today.

"There are two or three ways in which we must try and improve that situation. We've got to improve the way we actually present our image and take every opportunity we can to show what the Navy is doing, by achieving more port visits to places where the Navy doesn't otherwise exist.

Navy doesn't otherwise exist.

"Of course we have decreased our 'footprint' with the closures at Rosyth, Portland and so on, so we now only have three places – Portsmouth, Plymouth and Faslane – existing as major Naval centres in the country. Whereas ten or 15 years ago we had many more where the Navy could be seen.

"The other way is to try and get ourselves more on television. The camera has a much better shot at the Army – the advert showing soldiers holding back a crowd of people in Africa somewhere, for instance, who are trying to get back into a village full of booby traps.

"A ship which is doing a cracking job in the Adriatic and just looks as if she is cruising up and down doesn't have quite the same appeal. The job we do isn't always so easily photogenic – even in the case of HMS Liverpool's role in the traumatic events on the island of Montserrat.

"As fewer and fewer people join the Navy, so fewer people will have



relations who were in the Navy, But we have got about 20,000 young people in maval uniform in the country – in the Sea Cadets and the Combined Cadet Forces – which we certainly want to encourage. And our University RN Units, where young undergraduates can join as honorary midshipmen, are being enormously helpful in educating their fellows.

"We don't expect them all to join the Navy. The purpose of these units is to give the future opinion formers – the MPs, the doctors, lawyers, schoolteachers and so on – a couple of years' exposure to the RN and hopefully gain a favourable opinion of it.

"Certainly, all the URNU per-

"Certainly, all the URNU personnel I have met seem to have a marvellous time in the Navy - they will carry that forward all their lives and they will have an appreciation of the Navy that will be helpful to us in the future."

he Bett review of conditions of service may be fundamental in forming attitudes to life in a blue suit in the next century. So far there is little indication of how the programme has been received – mainly because it is still a long way from implementation?

"I think you've put your finger on it there. At the moment people are very cautious about expressing a view until they actually see – particularly on the allowances package which is what most people will focus on – what the pounds and pence are.

"I believe it is a fair package that will be welcomed in its totality when people actually see what it really means within their pay packets and realise they are not going to

"In the wider aspects of pay and rank there are improvements which will help the Navy in the future - because this is a package that will take us well into the next century. Some of these things will take time to materialise - for example, incremental pay for ratings has been much sought after for many years and it will still be some time before it actually comes in."

The latest review, the new Government's Strategic Defence Review, was still in its very early stages. It was starting with a look at our overseas interests and commitments in the future. From that, decisions would be taken on how all three Services should be structured, equipped and deployed to meet them. All the Navy's commitments would be reviewed as part of that never the structured of the structured o

that process.

Meanwhile the Navy had just conducted some of its biggest deployments and exercises in the Far East for many years.

"On current plans we still intend to have deployments to the Middle East and then by extension to the Far East. We are a member of the Five Power Defence Arrangements which require us to periodically conduct exercises with our FPDA partners.

"But again, we shall have to see what the Government wishes to do with regard to its interests in far flung places. The Far East is a burgooning area – militarily, economically and in every other sense. I am quite certain the Government is going to be very interested in what goes on there – and how it wants the defence organisation to contribute to the developing world is part of the new Defence Review carrently being deliberated."

Whatever direction the Government decides upon, it will do so in the context of reliance on one of the most modern Fleets the UK has enjoyed since the early 1920s – but one that has a very much smaller manpower pool to sustain it. There are wornes that 'lean manning' has left too little slack in filling gaps that might be caused by injury or other requirements such as damage control.

am still absolutely convinced that this is the right way for the Navy to go – especially with the Type 23 frigate. We need to be as efficient as possible with our people and run ships that are not profligate in manpower, which is a very expensive thing.

er, which is a very expensive thing.
"But the trouble with lean manning is it's a bit like having a Porsche engine as opposed to a basic four cylinder job. The cheap-

er one can afford to have fairly poor tappet, fairly poor ignition and still trundle along. Whereas with a Porsche engine anything that is slightly out of tune will give you a real problem with performance.

"The Type 23 is a bit like that, so we are vulnerable if somebody goes sick or is gapped, because it is a finely tuned machine and the exact number of people to run the ship has been calculated.

"And if you don't have that number then your efficiency drops somewhat more quickly than it does in something which is more lax, if you like, in its manning principle.

o at the moment, when we have a very serious gapping problem in the Navy and therefore the inability to send people back into ships when anybody drops out for any reason, it does mean that the 23s in particular are finding the situation even more hard to bear.

"I think we have gone as far as we want to with lean manning there. You could design a ship of this size with only 50 people on board as opposed to 170-80. I don't believe that is a sensible way to be going – you've still got to have people to do the damage control, ordinary husbandry-type maintenance of the ship, firefighting and to keep the ship running as a warship.

"People are now starting to wonder whether it is necessarily cheaper to have automation to such a high degree. Adding 10ft to the ship to accommodate a few more bunks may be cheaper than going to that extra degree of automation which will allow you to dispose of those extra people."

Accommodation has been a par-

Accommodation has been a particular concern for Admiral Boyce – and for the base commanders Navy News has interviewed over the period of his office in our series of special supplements.

of special supplements.

"There have been a lot of improvements – but they haven't come as fast as I would wish. Sadly, when we are being screwed down in financial terms, very often it is the works programme that is raided first and more easily than some

Next month Admiral Sir Michael Boyce ends his stint as Second Sea Lord and C-in-C Naval Home Command – a period that has seen the publication of a far-reaching programme of change in pay and conditions of service. He talked to Navy News Editor Jim Allaway on the way ahead for the new, leanmanned Navy – and to would-be journalist Sarah-Jane Robinson (15) as she put in a fortnight's work experience with the newspaper of the Royal Navy.

Sarah, a student at Horndean Community School, is a prime example of Admiral Boyce's cradle-to-grave credo – her parents met through our Penfriends column.

She prepared and set into this page the interview below:

Sir, can I ask you what skills and opportunities does the Royal Navy offer new recruits? Are they of equal value in civilian life?

I think the first thing the Navy offers is the taking up of young people and giving them a sense of worth, concentrating in them values of high standards, discipline and organisation and creating personalities who have something to contribute to society.

have something to contribute to society.

The way I can better describe that is if you were to go down to a passing out parade at HMS Raleigh, which is the New Entry establishment, and see the tears of pride in mum's eyes when she sees how the 17-year-old who was so awkward at home has turned out after just eight weeks with us.

That training continues on throughout the Navy and gives people the self-respect and sense of discipline and loyalty which is highly sought after by the rest of the people in the country. Which is why when they leave the Navy they don't have an awful lot of difficulty in footing a job.

We are trying to make sure that everybody in the Navy gets their training recognised by some sort of civilian qualification. We are still not as far ahead on that as I would like to be – but we are developing out ideas the whole time. The plan is to provide a portfolio of qualifications. NVQs are a target in particular, but many people are now getting diplomas in their specialist skills – and in many cases they even get degrees.

Our intention is that no-one should leave the Navy without some sort of academic qualification – which is not just a naval qualification but a civilian qualification as well.

Are equal opportunities really being given to both sexes?

Women don't join the Royal Marines – apart from the Band Service – and they don't currently go to submarines either. Otherwise they won't be excluded from anything and they are paid the same for the job they do.

they do.

This is something I feel strongly about – and I've just issued to every single person in the Navy a leaflet driving home the point. I am insistent on not having anybody discriminating against anyone because of their sex – or because of their colour or their creed either.

There was a saying "Join the Navy and see the world". Does this still apply today?

Well, if you spoke to the few thousand people who are currently in the South China Sea for Ocean Wave 97, I am sure that is just what they would say! I think "Yes" is the answer. If I were to show you a map of the world showing where our ships are at the moment you would see a bit of a "measles chart". You would see ships on the west coast and east coast of the U.S.A. in the Middle East, the Medterranean, the Far East and the South Atlantic.

We regularly have ships 365 days of the year in just about every ocean of the world. And currently that is what we are planning to see in the future as well. But we have a defence review at the moment and the Government might decide that they don't want to have so many international commitments. We'll have to wait and see. But certainly at the moment I believe that everybody who joins the Navy will have an opportunity to see a fair chunk of the world – unless they are particularly unlucky!

There have been reports of bullying in the press lately. How does the Navy deal with this?

I won't tolerate bullying at all — and where there are instances of bullying we will take the culprits aside and punish them severely. The press makes strong headlines when the Navy steps out of line. I think we deserve to be taken to task when that happens — because we are an institution the country holds in very high esteem and if we let down that esteem I can see why the press takes a dim view of that.

How much influence do you think the Navy has in today's world?

The Royal Navy is admired as being the best navy in the world wherever we go. Our ships when they visit foreign ports do a brilliant job in representing the country – whether they are doing a particular job, as with HMS Liverpool in Montserrat, or just by showing the flag and representing in a diplomatic way what the country has to offer.

of the others

"We owe it to our people to have accommodation which is 21st century accommodation and not 18th century. I would certainly like to see a huge improvement in some of the blocks in some of the establish-

Finally, long-term comforts

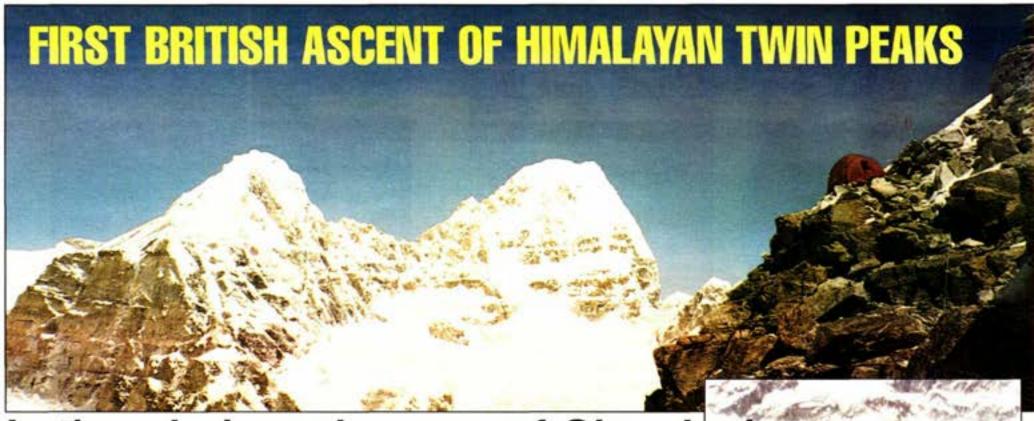
were just as important.

"I very much see my job as a cradle-to-grave type of responsibility. So I'm interested in engendering first in very young people – like about 12 years old – an interest in the Navy; in capturing their interest by having them join the Cadets; and then of course in recruiting them; then seeing them through their careers with good career management and providing them with "portable qualifications" they can use to enter their second careers.

"And then in having an organisation at the end of the day which will see they are properly looked after in terms of pensions — and also given the sort of training to allow them to find jobs.

"We've just recently relaxed the rules about pre-release training so instead of working right up to the wire in the Navy job they are doing, they can have a bit more time to do that."

☐ Admiral Boyce is succeeded by Admiral Sir John Brigstocke as Second Sea Lord/C-in-C Naval Home Command next month and moves on to become C-in-C Fleet.



In the winds and snows of Gimmigela

Blown off a ledge, he was held 5,000ft above the glacier

ou can run, but you can't hide . . .

When Lt Paul Hart received his letter of appointment to his next job he was 21,000 ft up the side of mountain in the furthest reaches of NE Nepal.

It told him to keep a date with the Commando Training Centre. Royal Marines at Lympstone immediately on his return to the

Buffeted by winds of up to 90mph, he came perilously close to

As reported last month, Royal Marines Sgt Nigel Lane and Cpl Neil Peacock became the first Britons to conquer the 24,000 ft Himalayan peak Gimmigela (The Twins). It has only been scaled twice before, by Japanese parties, and the British pair reached the summit by the previously summit by the previounclimbed South-West Ridge.

They were all members of a 14 strong tri-service expedition which had been first mooted back in 1994. The Royal Navy Royal Marines Mountaineering Club were looking for a remote mountain of less than 8,000 m - to avoid the need for oxygen -and the little-known Gimmigela seemed a wor-

thy objective.

The team would be selected from a mixture of experienced Himalayan or alpine climbers and younger climbers aspiring to the greater ranges but with proven technical ability, It took them 14 days' march to

reach Base Camp at Pangpema from the nearest road head. Team

News they used no less than 196 porters to carry two and a half tonnes of equipment.

The trek was taken deliberately slowly in the latter stages to ensure complete acclimatisation - even so, when we staggered into Base Camp, some 16,800 ft above sea level, there were one or two thick heads amongst us, and not from drinking the local 'tomba', "We found ourselves in a

Tibetan summer yak pasture in the shadow of Kanchenjunga, the third highest mountain in the world. When we arrived the temperature was - 20C, but at least there was no That arrived the next day

and didn't stop for 24 hours!"
As their proposed route was six km away along the Kanchenjunga glacier and had never been

attempted before, it took some time to identify the best and safest line of ascent.

The climbing was technically difficult but it was also on very loose rock and unconsolidated - and most afternoons had heavy snow storms which fur-

ther hampered progress.

The team was split into two groups which took turns in lead climbing and carrying loads in support. The lead climbers would pioneer the route and fix ropes. After few days, when they were exhausted, they were replaced by the other group. As the route pro-gressed and lines of communication increased, it became increasingly difficult to support the lead climbers.

"No high altitude porters were employed, the rationale being that carrying our own loads would assist with acclimatisation and be good

fitness training!

"Perhaps the crux pitch, which proved to be the key to the route, was climbed by Capt Rob Magowan. This was up a section of the cruck is a section of the c vertical ice known as the 'Ice Monster' just below Camp 2 at 21,000 ft. There were, however, other equally hard pitches lower

cased and the route fol lowed the knife-edged SW of the mountain. gained height, however, it became increasingly cold and windy and the weather deteriorated.

"At one point Lt Hart was blown off the ridge some 5,000 ft above the Kanchenjunga glacier. Luckily, he was held by his climbing partner, Mne Marty Hallett .

After five weeks on the ridge the summit was finally gained in winds gusting up to 90mph, Conditions did not allow Lane and Peacock long to admire the view,

We did manage to hook them up by satellite with the expedition patron, the First Sea Lord Admiral Sir Jock Slater, though, 'Pea'



narrowly avoided missing as 90 mph winds swept him off a knife edged ridge high in the Himalayas.

thought we were pulling his leg and almost cut short his military career by saying something he might have regretted . . .

The second team to reach the sammit did so two days later in much better weather conditions. This comprised Flt Lt Ted Atkins, Capt Rob Magowan, Lt Tug Wilson and Col Lury Enden.

and Cpl Larry Foden. The line of the climb was up the SW ridge, in most part a knife edge. The route was just over 3km long and about 6,880 vertical height gain from the glacier to the summit. In all, over 5,000 ft of fixed rope was used - and the team got it all back on completion.

Oxygen was taken - but only for medicinal purposes.
Thankfully, none was used. The

exped doctor, Surg Lt Andy

Gibson, had a relatively incidentfree trip with only a few cases of altitude sickness and mild frostbite to treat amongst the climbers and one serious burn case with one of

our sherpus."

One of the expedition's objectives was to conduct medical research into how exposure to altitude affected memory loss. Major Parsons has clear recall of "an outstanding trip and a great adventure" though.

"At the end of it Lt Andy Mills led an independent trek with some wives and girlfriends of expedition members to our base camp. We walked out from there together to Suketar - an eight day trek - from where we flew to Kathmandu for some very serious celebrating.



Base camp at Gimmigela - the tri-Service team show the flag in deepest Nepal.

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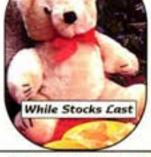
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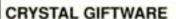
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Over to You

SS Khedive Ishmael: Mr C. Jones's latter-in-law, Mr Williams, was in the Army, and in February 1944 was on the troopship SS Khedive Ismael out of Mombassa to Colombo and Burma. The ship was torpe-doed with the loss of more than 1,000 lives—Mr Williams was one of the survivors. Escorting destroyer HMS Petard picked him up, and with HMS Paladin attacked and sank the submarine. Mr Jones is complising a file of events for Mr Williams, and would like any details of the sinking, the ships involved, or ships that returned survivors home. Contact him at 87, Acton Park Way, Acton, Wriseham, Clwyd LL12 7LF, tel 01978 903999.

Also interested in the SS Khedive Ismail

Cheyd LL12 7LF, sel 01976 363995.

Also interested in the SS Khedive Ismail is Mrs. J. Quinn, whose brother was one of the victims. She would like information, or to get in touch with any survivors. Contact Mrs. Quinn at 30. Charmeood Rd, Huyton, Liverpool L36 2VIU, sel 0151 289 2881.

MSARS 41364 is being restored by the Chatham Historic Dockyand Volunteer Service, and they would the phone Jarvis on 01634 854293. Assistance from local exhipmenights would also be appreciated.

Alf Strudwick, an AB Gunner in HMS Hereward when the ship was surk off Crete on May 29 19417 Or does anyone have any pictures of the ship or ship's company, for the peace of mind of All's brother. Contact All's nephew SM D Strudwick on 01293 771490.

AEM LA. Hooker: Does any Service organisation or unit carry out a regular memorial service for AEM Hooker, whose war grave is in Osterbeek Cemetery frear Annean? PO Barretow is contact and the previous contact and contact

organisation or unit carry out a regular memorial service for AEM Hooker, whose war grave is in Osterbeek Cemetery rear armhem? PO Barmby is visiting the grave during the Amhem Marches in September, and was keen to tay a weath. He would also like to organise the annual laying of a weath on behalf of AEM Hooker by HMS Sultan on the main Cross of Barmenbrance – if anyone has any objections, write to PO Barmby at the WO and SRs Mess, HMS Sultan, Military Rd. Gosport PO12 38Y.

Steyn-Puch Hafflinger: Ron Garnage is restoring an Austrian-built Steyn-Puch Hafflinger motor vehicle, as used on HMS Ack. Royal in the 1960s for bomb-carrying, 848 NAS also used them as aircraft battery starters. He wants to paint it in RN colours, and is seaking photos to help with the colour scheme and to identify equipment carried. All photos will be copied and returnect contact Ron at Ladywell, Bishopodale, Biddenden, Authord, Kert TNIT 80R.

Leslie James Williams; Leslie's son

seeks any information on his father's RN career, which included HMS Glanges (1924-25), Ajax (1925), Royal Sovereign (1925-26), Cyclops (1926-26), Suce (1923-26), Celeopatra (1928), Valant (1920-32), Wid Swan (1933) and Cumberland (1933-34), Contact Mr Williams at 6, Sudmeadow Rd, Hempsted, Gloucester GL, 2545,
Shiny Sheff 1937-1987; Alistair others, Design is presented.

Williams at 6, Sudmeadow Nd, Hempsted, Gloucester Cl.2, 5HS.

Shiny Sheff 1937-1967: Alistair Lofthouse Design is preparing a book, Shiny Sheff — the Story of Sheffield's Fighting Ships, and would like any recollection, stories and photos of any of the thee Sheffields from "Old Shiny" to the current Type 22. Contact Alistair at 279, Shantow Valle Rd, Sheffield S11 827, tel 0114 298 6269.

Firth of Forth 1942: J. Lambert is seeking name, details and shipmates of ex-USN four funnelled destroyer on Swordflish targettiow duties in the winter of 1942: Contact Mt Lambort at 9, Riby Rd, Felixstowe IP11 7OB, tel 01394 284668.

James Stewart: Does anyone have any

tow duties in the winter of 1942. Contact Mr Lambert at 9, Ribty Rd, Felixstowe RP11 7GB, tel 01394 284668.

James Stewart: Does anyone have any recollectors or photos of Visonan of Signats James Stewart, who lived at Tavemens Rd. Rainham when he served in HMS Pembroka? He toined HMS Ganges in 1947 aged 17, served in Korea in HMS Triumph, and served in HMS St Angelo in Maita. He dies in May 1958, His widow died in Jamusry, and his sons now wish to piece together a more complete picture of his Ms. It anyone can help, contact JR. Stewart at 33, Pensaor Rd, MP Piecsand, NSW, Australia 2749.

If the cap filts: Roger Thornton inherited an officier's cup badge and band from an ex-RHVR lieutemant who served during this Second World Wer. but he is having difficulties matching it up with a service cup of the period – can anyone help? Contact Mr thomston at 8, Em Court, Doune, Perthshire FK16 GJG, tel 01324 550403.

HM Submarine Veriturer: Worligang Lauenstein is very interested in submarined of World War II, and would like to contact former onew members of HMS Veriturer, whose commanding officer was Ld JS. Launders. Wite to Worligang at Gansweidestraße 6, 67065 Ludwigshalen/Rh., Germany.

Pilet rescued: On July 4, 1943, an American fighter plot named Mike Beaudoin was shot down off Sicily, breaking his back as he parachused from his plane. He slambered aboard his Meratic and was rescued late the next day by a "speeding topedo bost." He withes to contact his life-savers, and its appealing to anyone who can help identify the "two grining Britishers" who grabbed him, or the boat – a High speed patrol launch, an sea rescue launch or MTB. Contact F.

Butcher, 10, Harbourside, Tewkesbury, ClosGL20 5DT, sel 01684 290038.

Lt lan Kennedy, MMS Ark Royal: John Sam" Cook was given a ship's decarter three years ago, engraved with the following: "Lt lan Kennedy, Marine Engineer, July 1989-July 1991, HMS Ark Royal: Sam would the to reacquaint Lt Kennedy with the decarter. Contact him at 14, Herbert Rd, Kirkby in Ashfelief, Notes, NG17 900.

HMT William Stephen: Mrs Janet Fee would like to contact any ex-shprinate of her tasher. Seaman Edward Dye, of the Royal Navie patrol Service, Edward Dye was lost when the William Stephen was sunk by an E-boat off Cromer on October 25 1943. Four survivors were taken prisoners of war by the E-boat. Contact Mrs. Fee at 25. Harvest Rd, Carivey Island, Essex SS8 980.

Denis Glover, man of action: Gordon Ogilve is writing the biography of New Zealand poet and publisher Denis Glover, who had a distinguished war record with the RN. Anyone who knew him or served with him. or has letters, protos, aneodotes or wellings concerning him. is asked to contact Gordon at 5. Centarus. Rd. Christchurch 2, New Zealand, tax (N2) os 3335 396.

Cdr Herry Riley (1919-1943): Ex oligit G. McAvoy RM is seeking information about his relative, who ded in January 1943 while serving in HMS Clambia. M McAvoy also served in Gambia (1905-56) without knowing his relative had served and died on board the skip. Any information to Mr McAvoy at 5. Lychett Wits, Upton. Poole, Ornet BH16 SL.

Cluster Etizabeth: John Hampton recalls in 1942 or 1943 seeing the Owen Etizabeth with very badly damaged bows tooking very much like the French ship Normandy. It was rumoured she had colleded with a cruster. Can anyone on Board at the time is asked to contact anyone engighten him on the subject? Contact John at 879 Descheeter Rd. Upwey. Weymouth, Dorse DT3 SQ2.

Rey Dedicost: Roy's stepmanes at 7. Coniston Ave. West Auckland. In Sestiourne, Diomedic, Caldednia and Lochrow.

HMS Cappetown May 1906-1908; TV researcher All Ray is tying to trace A.G.P. Evars, who planed the shee is

Advice on entries in this page

NOTICES in the editorial columns of this page are free.

To help us and to avoid inaccuracy, contributors are asked clearly to print or type their message. Please keep entries as brief as possible and ensure that reunion notices reach us at least three months before the date of the event.

Due to pressure on space, Navy News cannot accept more than one entry for each reunion, and we regret that we cannot accept - in the Calling Old Shipmates columns - appeals for additional members by established Associations.

However, we will be happy to accept appeals for old shipmates to come forward with a view to starting or joining a new Association.

We will be happy to accept membership appeals by established Associations, and additional notices for particular reunions, as paid adver-tisements.

September 5-7. For more details send an SAE to Arthur Emanuel, 1, Channon Court, Maple Rd, Surbiton, Surrey KT6 4RS, sel 0181 390 5763.

Calling Old Shipmates

Charlie Grifffehs: Jack Matthews would like to make contact with Charle, tast known of in HMS Blustnous in Alexandria Hastour. February 1941, Jack, ex-HMS York, is at 26, Dwyer Rd. Ossilands Park, South Australia S046, 14 08 8296 8899, E-mail Matthewsidheenet com au.

HMS Brighten 1977-81: Ex-linghtons are asked to contact Steve Tiny' Wiseman, 4, Nonwood Grove, Heaton, Bolton BL1 48NL, with a view to a reunion.

Ian "Scouse" Ayre and Tony Bryce: Ex-LRO(T) Daive Brown (Danae, NP1242, Avenger, Tamary would like to hear from ex-LRO(T) Ian "Scouse" Ayre and Tony Bryce: Ex-LRO(T) Daive Brown (Danae, NP1242, Avenger, Tamary would like to hear from ex-LRO(T) Ian "Scouse" Ayre and Tony Bryce; Ex-LRO(T) Ian "Scouse" Ayre and Tony Bryce, both thought to have left the RN in 1589 Contact him on 0121 323 4180.

Ted Collier is searching for old shipmates who joined the RN on January 27, 1947, at 1945 S. George, Gosport, including Jim Webb, Mick Wolfe, Les Charlton, Reg Durtan, Bit Whight, Ted Friend, Lan Wilson, Fred Morris, Malcolim Roberts and Ray Fagg, Contact Ted at 8, Axton Lane, Remembrain Hill, Henriey-on-Thames, Oxon RG9 3EL, tel 01491 574241.

HMS Cassandra Association is seeking rew members, especially those shipmates who served in D10 between 1959 and 1968.

new membranes association is seeking new membranes aspecially floors shipmanis who served in D10 between 1959 and 1966, with Contact Bob Shead, 9, St Abans Drive, Fullwood, Sheffield S10 4DL, tel 0114 230 7007.

Fullwood, Sheffield S10 40s, sel 0114 230 7007.

Raid on St Nazzine: Ex-LMM F.C. Morris served aboard Mt.150 during the raid on St Nazzine on March 28, 1942, and has for years been trying to contact old shipmathes, with no success, the would be delighted to hear from any of his former colleagues; the nominal list for Mt.160, in addition to LMM F. Morris, is as follows: L1 T. Boyd FRWF, S.L1, J. Hall RANVIR, P.O. L. Lamb (Coxswain), P.OMM C. Wasker, Stoker P.O. A. Boc, L.S. A. Moher, Tel S. Drow, AB C. Tolley, AB(SD) J. Glass, AB E. Edwards, AB R. Jones, Stoker J. Oliphant, Any information to Mr. Morris's son-in-law W.P. Burton, 22, S2 Addarms Drive. Pucklechurch, Bristol SS17 300.

HMS Ganges Collingerood Division 291 Class 1961-62, Sgnalimen, looking for Frank Chadwick, Brian Nish, Roger Durt, Ian Bungy' Williams, Steve Tlaff Ferguson, Charlier Hernidge, Sid Foster and Ron Tracey, Seven found so far. Contact Dave Brighton, 01420 SCI344, or write to Datchwis, 160 Medited Rd, Beech, Hards GU34 4AJ.

Brian and Brende Punnet: Ex-LT Brian Mac' Punnet and his wife, ex-LWREN Brende Ruskin, would love to hear from for-

Div 8 Pay Office, RNB Chatham 1947-

Div 8 Pay Office, RNB Chatham 1947-49: A reunion is to be held in Pymouth for ex-RN or ex-Wilhol, Writer Branch, on October 20-23. Contact Las Kreen on 01279 71150. Survey Ships Association third reunion is at the King Charles Hotel, Gillingham (old MAAF) on October 25. For details of the reunion or membership, send an SAE to the Secretary, SSA, The Elms Guest House, 48. Victoria Rd. South. Southsiae, Hants POS 28IT, tel 01705 823924.

NOVEMBER

HMS Ark Royal (1953-78) and Guzz Big

HMS Ark Royal (1953-78) and Guzz Big Ships reunion wit take place at the WO and SRs' Mess. HMS Drake, on November 1. The reunion is open to all ex Ark Royal senior takes, all who later became senior rate on the Ark or smillar "fast do;" ships, and will compain or 00.30am. Details from Michael Bennett, 6, Launceston Close, Southway, Plymouth PLS 6DD, bel 01752 778-532 (evenings weekends). Navel Air Command Rille Association 1947-97: There is a reunion on November 1 for all past and serving members of the Navel Ar Command who have competed at Baley in any shooting discipline over the past 50 years. Details from L1 Sally Roots, DCA(McSMPM, Ill) fox 301. GRN Westland Helioppines, Yeovil, Somerset BA20 2YB, tel 01905-70394-3.

360 Squadron reunion is at the Officers'

01935 703943.
360 Squadron reunion is at the Officers' Mess of RAF Wyton, starting at 7pm on November 22, A8 ex-360 Sqn officers who would like to attend please write for details to LCDR P. Booster, 3 Squadron, JARIC, RAF Brampton, Huntingdon PE18 808.

Brampton, Huntington PE18 SQL.

EW Branch reunion for all serving and
ea (EW) branch servior rates/SD(EW) officers
will be held on November 29 at HMS Dryad.
Southwick, near Portsmouth. Contact
CPO(EW) Wallace at HMS Dryad. EW
Section, Lewin Building, Southwick,
Fareham, Hants PO17 6EJ

mer shipmates. Brain served in HMS Ganges. Whitesand Bay, Mauritus, Mercury. Bigbury Bay and Newcastle from 1948-58, while thends served in HMS Mercury, and would like to hear from Dot and others who served with her. Contact them at Bibbren Farm, Lockwood Rd. Kairanga, Palmerston North, New Zestand.

20 Sign, HMS Arbition 1958: Former arrorat fitter J.S. McPhilimey, of 43. Saash Robinson House, Queen St. Portsmouth, Hants, is seeking anyone who remembers an incident on board when a helicopter was started up while he was still on top of it, forcing him to fulling. Her needs evidence in support of a pension claim.

port of a pension claim.
HMS Loch Fade 1996 commission.
Pensian Gulf – anyone fancy a reumon?
Seven have been in contact so far; any others should ring Bob 'Bogey' Harris on 01703
041848.

191148. HMS Inskip and RNWT Station Inskip: There is a wardroom association already in swisherce for this ex-haval shorte weekes station, according to Phil Furne (ex. CO). If you are an ex-commanding officer or engineer officer who was based at Inskip between 1956 and 1994 and are interested in joining pleases contact Phil at 9. Holland Crescent, Farsham, Hants PO14 30T for further details, HMS Faulknor, is requested to contact Joe, at his convenience, Your letter received. HMS Ganges 116/17 Class, 9 Mess, Dec. 1945-47; any old measuraters still around and interested in a possible get-together? Ten already in touch. Contact Notoby Clarkson, 60. Springfields, Richard Arenue, Binghtingson, Essex CO7 OLU. HMS Yarmouth: All members of HMS Yarmouth during the Falklands campaign—interested in a reunion? If so, contact ex-CPO Green at 68, Stamphaw Road, Portsmouth. Hants PO2 8.Bs, or ring 9/1705 66/175. HMS Inskip and RNWT Station Inskip:

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Marines are taking part in this year's Edinburgh Tattoo - the decade.

role, with one of the highlights being an action-packed display by a team of 60 commandos

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marching and drill to music by 48 newly-qualified recruits from King's Squad, and 130 members of the Royal Marines Bands will play, under the direction of the senior Director of Music, Lt Col

The 47th tattoo, Scotland's biggest outdoor spectacle, runs from Friday August 1 to

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Richard Waterer,

Saturday August 23.

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Reunions

AUGUST

HMS Blustrious Association (Northern reneh): Annual buffet will be at the home of it. Less at 2, Ferry Rd, Irlam, Gtr lanchester M30 60W on Saturday, August 5 at approx 4pm, cost 25 per head, Anyone shing to attend should phone Disk Dean of 1204 300162.

Generos Cross Island Association: The

North East of England and Scotland, sup-ported by the North West Branch, are to hold

 The first of a batch of Bristol TB 8s diverted from the RFC to the RNAS in 1914.

ALTHOUGH the first TB 8

to serve with the Royal

Navy was a floatplane, all

the other 45 RNAS aircraft

of the type were land-

entered service in 1914 and was used by No. 1 Squadron

with Eastchurch Squadron on the coast of Belgium and France, and at Hendon. The

type was pensioned off in 1916.

Le Rhone or Clerget engine, the TB 8 attained 75mph and

climbed to 3,000ft in 11 minutes. Its loaded weight was

Predecessor of the TB 8 in the Bristol stable was the

Boxkite, an aircraft whose

Powered by an 80hp Gnome

Gosport and Newcastle,

two-seater

aircraft

planes.

The

1,665lb.

on the 55th anniversary of the relief of Malta by the Pedestal convoy; at noon on Sunday by the Pedestal convoy, at noon on sunday August 17 at the garrison church of St. Thomas the Marty. Newcastle upon Tyre. All looal ex Service associations are invited to attend with standard bearers. Contact Fred Jewett at Highfield, 322. Hexham Rid, Heddon-on the Wall, Newcastle NE15 90X.

Heddon-on-the-wan, newcaster HE 10 stud-tel 0661 833197.

Combined Services Association rounion and dance will be held at the Crossille Club, Chester St. Crewe on August 29, starting at 6.45pm, including a grand

name was inspired by its design which epitomised the engineering of early flight. The Boxkite first appeared

in 1910 and was one of the air-

craft which equipped the

RNAS from its creation in

1912. Six were ordered for the

AIRCRAFT OF THE ROYAL NAVY

muster of colours and standards, a short ser-vice of dedication and tribute, and music and dance. Details from J.G. Davies. 6. Mayor Court. Crewe CW1 38L, sel 01270 257092.

SEPTEMBER

HMS Kenya Association is holding a dis-ner and reurson on September 5 and 6; all ex-Kenyas from 1940 to 1962 should contact W. Boardman, 35, Hornstein Rd. Childwal, Liverpool L25 25A, sel 0151 467 0093. HMS Sutflok third reurson will be at the Royal Saltors Home Club, Portsmouth, from

Navy and the type remained in service as a trainer at Eastbourne, Eastchurch and

900lb, were powered by a

50hp Gnome engine, and had a top speed of 50mph.

weighed

only

Hendon until 1915.

Boxkites

Nagar No. Sursion, Sortey K-16 4rds, so 183 390 5783.

Royal Naval Petrol Service Association, HMS Wildfre III, first anniversary of Custertborogh minetweeping base dedication is on September 7: parade will be at 2pm. Centact Hediny Crapp. Tempenny Cottage. Mit Close, Nash Mills. Hersel Hempsteid, Herts HPS 8AD, so 01442 241217, or Lyn Grutt, Tourism Development Officer at Swale Botough Council, on 01795 417420.

HMS Tartar 1939-45: Next reunion of com-munication branch will be on September 14 at the Northwick Arms Hotel, Evestam; all ex-Tartars welcome, details from F. Fisher on 0115 981 1679. No 10

0115 981 1679.
Tel-Service OTT reunion for past and pre-sent OTTODA/ODPs will be held at the Royal Saltors. Home Club. Portamouth, on September 19. Further details from Tony Valeina. Operating Theatre, RH. Hastar, Cotoort, Harris POI2 2AA, sel 01705 782209. HMS Falcon reunion will be all Tammorth RNA on September 20, All those intending to go please confirm by phoning Alan on 01827 282224.

260324.

MMS Corrus Correades reunion is in Portsmouth from September 26-27; a get-together will be at the RNA Club, Lake Rd from Sprt on Friday, with the AGM at noon on Saturday, followed by a dinner dance at the Royal Salicos Home Caub from 7pm. Tickuts at C15 are available (send SAE) from Geoff Harper, 3, Pool Ave, Askern, Doncaster DNB DEW, Mid 03/302 706135.

QARRANS (Ratings) Association is hold-

QARNNS (Ratings) Association is holding as AGM at the Nautoal Club, Birmingham, on September 27. Details from Sue Pyke at 42. Dolphin Crescent, Gosport, Hants PG12 2HE, sel 01705 367615.

OCTOBER

HMS Royal Arthur, Sungness, 106 Class RNV9 Telegraphists, Sept 1929 March 1940, London reunion in October, Contact J. Wedge, 23, Talbot Rd, Carshalton, Survey SM5 389.

MMS Calder (K349) third reunion will be d in October in Salisbury. Anyone not yet touch should contact Harold Fine on 0181 5 9400.

ASS 9400.

HMS Highlander (144) reunion is at the Femilea Hotel. 74. Gerard Rd. Moorgase. Rotherham on October 3-4. For details contact Ken Chaple. 15, Great Eastern Rd. Hockley, Essex SSS 4BX, tel 01702 202725.

HMS Antrim Association reunion and AGM will be at the Horne Club, Pottsmouth, on the weekend of October 3-5. Anyone wisting to become a member should ring Terry Bullingham on 0121 429 2428.

Royal Naval Patrol Service reunion at Sparrow's Next, Lowestath, is on October 4: a parade and service of remembrance will be held at Belle Vew Park at Town, biolowed by a dinner dianoe at Ocean Room, Goriestone.

London and Medway RNPTis annual nee is on October 5 at King Charles Hosel, lingham, Kent, noon for Ipm, details on

IST 204 6169.

HMS Orion 1934-45 reunion is at the eet Club, Plymouth, from October 9-10, ontact Grant West on 0116-259-2171.

HMS Ganges Association annual carbonough weekend is on October 10-12, or details, send an SAE to Ivan Nayward, I. Moor Lin, Elindwell, Barmsley STO SRP, tel 1220-230354.

220 283394. HMS Jaseur 1950-53 reunion will be on dober 11 at The Lawns Hotel, Cheffaston, chyshine. Contact Jim Squree at 22, negoroft Lane, Welveyn Gdn City, Herts ALB A, 1el 61707 322912.

68,A 34,61707/322912 Naval Personal and Family Services is holding its first reunion since the branch took its present form in 1977, and is open to all serving and as-serving have officers and is-rings who joined the branch from 1977 orwards. The reunion is at the WD and SRI-Mess, HMS Driske, Devorport, on October 17; detail: Inon Les Budsheom or Russ Hanson, Faron Les Budsheom or Russ Hanson, Faron Risch, HMS Driske, IMM havail Base Devorport, let 01752 505041.



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TRICIA, 35, ginger/blonde, blue eyed - looking for male penfriends,

35-45. BOX Aug 5 ATTRACTIVE FEMALE - 31yrs GSOH, sporty, single, seeks officer/gentleman. BOX Aug 6 34 AND stuck at home with kids,

need cheering up. BOX Aug 7 CLASSY BLONDE, 39yrs seeks Sailor/Marine/Officer for friendship

relationship. BOX Aug 8 JANE, 30 - Interested in penpal, all letters answered. BOX Aug 9

KATHY, 30's - Attractive, petite, brunette, intelligent, GSOH, seeks penpals, ALA. BOX Aug 10 BLONDE HAIR, blue eyed,

loyrs, seeks male sailor for friendship, BOX Aug 11 EXCITING SWEDISH / American

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nightlife. BOX Aug 13 TALL, BUSTY, bruncite from Brighton, seeks single male

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LOVING - ATTRACTIVE widow (46) seeks officer 40-50yrs for friendship/relationship. BOX Aug 19 KATHY, 28, likes rugby, pubs, restaurants, seeks officer friend, no kids. BOX Aug 20

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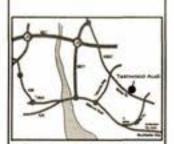
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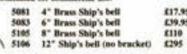


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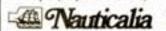
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Officer promotions

To Captain (31.12.97) - IX. Goddard, D.S.H. White OBE, M.B. Avery, S.C. Jerrey, C.P.R. Monigomery, N.A.M. Butier, C.A. Johnstone Burt, N. Monraetti.
To Captain (30.6.98; - A.A.S. Adar, S.C. Martio, S.R. Kirby, D.R. Larmour, A.J.B. Cameron, A.R.G. Bermett DSC, J.C.L. Fotbox, D.W. Pond, R.G. Cooling, C.A. Robert, C.A. Captain, C.A. Captai

Snow
To Commander (31,1297) - V.A. Nal, M.
Hinmer, R.J. Brocksbark, J.S. Robinson,
K.A. Tayler, S.J. Neil, G.A. Mackay, T.F.
McBarriet, P.F. Minne, S.W. Garrett, S.P.
Williams, P.R. Lloyd, N.J. Bazeby, C.R.
Arrieye, C.M. Pope, M.J. Hawmorne, P.D.
Lennker, S.J. Kenny, D.W. Petitt, C.C.C.
Johnstone

Johnstone.
To Commander (30.6.58) - R.E. Snook, D.A. Jandrie, C.J. Lade, S.M. Sleeds, A.W. Jackman (A/Cdr.), N.R. Gaunt, M.W. Ewence, A.P.F. Cassar, K.F. Robertson, P.W. McDonnell, T.E. Reynolds, R.G. Ingram, M.C. Cree, C. Alcock, S.J.N. Kings, MBE, S.J. Ancona, G.B. Sutton, P.M. Bennett, M.R. Darlington, H.R. Sanguretti.
To Lieutenant Commander, D.J. Beeck, (17.97), K.M.T. Houlberg (1.11.97), J.A.P.

Appointments

Cdr J. Donaldson to be CO HMS Cambridge, Oct. 28.

Lt Cdr M. C. Jones to be CO HMS Quorn. Dec. 9.

Lt Cdr G. L. Doyle to be CO HMS Brocklesby. Oct. 16. Lt Cdr D. J. Wyatt to be OIC

Southampton University RN Unit and CO HMS Blazer. Sept. 27.

Lt R. A. J. Bird to be OIC Manchester University RN Unit and CO HMS Biter. Aug. 12.

Lt R. M. W. Forester-Bennett to be CO HMS Gleaner, Nov. 3.

Lt L. S. Johnson to be CO HMS Orwell, Sept. 30.

ACTING CHARGE CHIEF ARTIFICER

AUTHORITY was issued by Commodore Navial Drafting in July for the following ratings to be advanced to Acting Charge Chief Artificer:

To ACCAEA: P.A. Devidson (Suitan), F. Parker (Exch Army SC(G))
To ACCCT: J.G. Fawcett (RNL) RAF Dgby), R. Sharples (JSSU Oakley)

CHIEF PETTY OFFICER

AUTHORITY was issued by Commodore Naval Drafting in July for the following ratings to be promoted to Chief Petry Officer:

OPERATIONS (SEAMAN GROUP)

G.R. Burton (Northumberland). To CPO(SEA): R.H. Johnson (Inworth). R.J.W. McKay (Destrooth BRNC).

The following ratings' Promotion Orders were issued suppliernership in June.
To MAA: R.J. Palmer (Argyll), N.A. Harper (Montrose), R.S. Hopgood (Coventry), R.F. Brickell (Dolphin), R.F. Watton (HQ CDO Avn), K.W.J. Wright (Scretcher).

SUPPLY AND SECRETARIAT

Mackfall (Bushous), To CPOWSA: L.D. Joyce (FINAS

Culdrose).
To CPOSTD: T. Hopkinson (Seahawk).

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een Street, Portsmouth, PO1 3HL

To CPOSA: D.J. Quirk (Newcastle), I.D.

Promotions to Chief

White ALL Cdr (1.11.97), C.J.M. Gilmour (1.12.97), S. Dainton (1.3.98), R.A.A. Thomas (1.3.98), R.J. Anstey (1.5.98), P.J.L. Myres (1.7.98), I.E. Graham (1.8.98), T.H.G. Rogers (4.12.98).

ENGINEERING

ENGINEERING
To Captain (31.12.97) - J.R. Wills, J. Patrick, J.A. Green, N. Marks, I.P.G. Töbill (ACapt), G.J. Thomass, A.M. Hussen, To Captain (30.6.98) - R. Madge, J.H. Hollinge, R.T. Love, M.E.L. Graves, M.B. Alabaster, S.J. Branch-Evans MBE.
To Commander (31.12.97) - J.H. Waseman, S. Greenwood, H.M. Wingfrison, J.R. Penniston, H. Straughan, I.J. Peck, W.C. Johnson, J.M. Slawster, J.M. Neemel, J.D. Sunderland, D.N. Pickhall, A.F.R. Carter, N.G. Cakley, K.A. Seckett,
To Commander (30.6.98) - K. Erticknap, O.G. M.J. Senton, D.N. Clark, R.G. McLennan, S.J. Russell, E.S. Main, A.I. MacDonald, S.A. Taylor, D.T.G. Quaye, S.J. Wiles, I. Shipperley, D.G. Eltont, T.J. Gulley, I.D. Darbory, M.J. Toy.
To Lieutenant Commander - P. Coulson (1.2.97), W.P.L. Biggs (1.4.98), D.P.S. Ferris (1.4.98), G.F. Hill (1.1.98), I. MacGillyny, V.J. 198), G.F. Hill (1.1.98), I. MacGillyny, V.J. 198), G.F. Hill (1.1.98), J. MacGillyny, V.J. 1981, G.S. Davey (1.1.1.98), S. Hall (1.1.98), S. William, V.J. 1981, S. Supply, V.J. 1981

SUPPLY

To Captain (31,12.97) - N.P. Wright LVO, J.K.C. Pearce

(C. Peace: 10, 16, 19) NP Wight LVO. To Captain: (30,6,98) - J. Blackett. To Commander (31,12,97) - C.R.A.M. aerton, S.N. White, P. Cunningham, M.J. terton.

nerton. To Commander (30.6.98), I.H. Pattinson, Flamagan, J.F. Litchfald. To Lieutenant Commander A.M. Inman (25.9.97), R. Wood (1.3.98).

QARNNS To Lieutenant Commander (31.12.97) -

H.L. Allions. MEDICAL AND DENTAL

To Surgeon Captain (31.12.97) - C.J. urcher-Brown. Churcher Brown.
To Surgeon Commander - A.P. Roberts
(ASung Cor), C.J.A. Edwards, A.W. Murrison
(ASung Cor),
To Surgeon Captain (30.638) - A.R.

Mugridge. To Surgeon Commander G.E.D. Howell, P.A. Hughes, M.H. Lygo.

To Surgeon Commander(D) (31.12.97) -A.B.C. Marwell, S.J. Liggins.

To CPOWTR: A.R. Pallace (UKSU

MEDICAL BRANCH

To CPOMA: A. Robinson (Sultan), S. Arter (RNAS Yeovillori).

MARINE ENGINEERING MECHANICS

To CPOMEMAL). P.F. Park (ACE SRGN braiter), J.S. Rooney (Fearless), N.J. nocock (Scott), P.T. Netfeeway (Sutter), To CPOMEMM). M.A. Hurley (Drake M), S.J. Dood (Drake CEP CFS), R.C. string (Edinburgh).

WEAPON ENGINEERING MECHANICS To CPOWEM(O): B.T. Kelly (Cardiff).

ROYAL MARINES - GENERAL To Colonel (31.12.97) - FLA. Fry MBE

NoticeBoard

To Lieutenant Colonel (31.12.97) - M.N. icer (Act Lt Col).

To Colonel (30.6.98) - A.R. Pitur OBE

To Lieutenant Colonel (30.6.98) - S.T. irtnell (Loc Li Col), S.G.L.P. Buzza. To Major (31.12.97) - G.R. Foster, R.A. kup, P.R. Mannell, R.E. Walker, D.A.

To Major (30.6.96) - N.M.B. Arding, J.J.A. Irring (Loc Maj), N.P. Brown (Loc Maj), S.G. Iwrog, C.R. Scott.

ROYAL NAVAL RESERVE

The following provisional selections have en made for promotion to date 30.9.97.

To Captain - T.R. Woolley. To Surgeon Commander - P.K. Small.

To Commander - A.E. Gould, J.E. Shew, J.M. Morley, P.C. Crump, C.J. Aspineli, R.G. Avis, B.J. Thome, S.M. Passmore.

Medals

THE FOLLOWING have been awarded Marterious Service Median:
CCWAS J.S. D. Alsen (CFM Portsmouth), WOMEA(P). P. Bellarny. (Capt. F2. Sea), WO/R1. S. Can (FOST), CPOMEA(M). F. K. Carruhers. (810 NAS). WOCA B. A. Cole (Raleign), WOWTR1. F. J. Cooper (Namor). WO(R5). D. Carran (FOST), CPOMEA(H). T. Croty. (CFM, Drake). CCWEA.C. J. Edwards. BEM. (Vanguerd. Port). WOCA K. T. Flanagan (Bustroue). CPOCA J. J. Foster (Invirroble). CPOCSEA). A. R. Francis (Bistannia). WO(CT). M. J. Gestarbatch BEM. (Warrior). CPOA/METOC). D. M. Haddand (HO North). CPOMEA D. C. Handscombe. (Bistannia). CPOMTR. M. R. Hamson (Candill). CCWEA.C. Hobbs. (Collingwood). WOWTEA V. S. Love (Cyde). WO(SEA). G. McDonald. (Raleigh). CPOA/EMWL. P. G. O'Nell. (BIST. NAS). WO(STD). R. J. Page (Warrior). WO(M). H. A. Paleier (Sultan). CCMEA(M). J. D. Poyner (Bustrious). WO(WEA). M. D. Resbart (Cyde). WO(A). P. Young (Raleigh). WO(M). D. Soursby (PJHO). HMS Warrior).

To CPOAEM(L): P. Hasiam (810 Sqn Seahawk), S. Richardson (846 Sqn), D.J. Stocker (RNAS Guidrose), To CPOAEMM): M.A. Thomas (Suitari), To CPOA(AC) G.J. Roigh (RNAS

SUBMARINE SERVICE

To CPO(TSSM): M.A. Calcott (Trafalgar)

CPO ARTIFICER/TECHNICIAN

Commodore Navai Drafting has been notified of the following advancements to Chief Petry Officer Antificer Technician which were made by Commanding Officers:

To CPOMEA: C.P. Chapman

NAVY NEWS looks back through its pages to recall some of the August headlines of past decades . . .

THE TIME OF



 1977 – HMS Sheffield, first of the Type 42 frigates, was a star attraction at Portsmouth Navy Days for the base's 50th anniversary of

40 years ago

FOLLOWING the Government's decision to end National Service, it was planned to reduce the manpower of the Royal Navy from 120,000 to between 90,000 and 100,000 by 1962, it was expected that 1,750 officers and hundreds of Regular ratings would be retired prematurely.

HMS Torquay became the first Whitby-class frigate to enter full operational service.

30 years ago

IN AN INTERVIEW with Navy News, the First Sea Lord, Admiral Sir Varyl Begg, said the Government's defence reductions were not welcomed by the Services, but on the whole careers In the Navy had been safeguarded. The Armed Forces had been stretched, but with the decision to make Britain primarily a European power, commitments were being reduced. On the "thorny" subject of the decision to phase out aircraft carri-ers, Admiral Begg said that even mini-carriers were very expensive for a role which the Government was progressively leaving, and were therefore unobtainable.

20 years ago

THE HONG KONG Squadron was awarded the Wilkinson Sword of Peace for its work in the field of community relations and with the young people

Swop drafts

POWTR Warnecke, HMNS Portsmouth, st 26467, drafted Northwood (DV required), ug. 7, Will swop for any Portsmouth draft.

Aug. 7. Will swop for any Portamouth draft.

MEMIMIT Davies (Scale S). HMS
Newcaste, BFPO 343, deploying Nov. Will
seop for any ship in refit or not deploying.

POWWTR Williams (non-sea), RNC
Greenwich ast 4022, drafted HMS Seahawk,
Oct. 1. Will swop for Portsmouth/London
area. Anywhere east of Culdrose considered.

To ACPOMEA: S.J. Cadman (D CFM), S.A. Catherall (Neptune S.A), Marsden (Sceptre), R.J. Price (Portsmouth), M.R. Wallace (Richmond).

To CPOWEA: C.L. Daily (Neptune SM1).

Heard (DCS SM Bristol).

S.J. Heard (DCS SM Bristel),
To ACPOWEA: M.A. Beassy (Exeter),
To CPOAEA: M.A. Batteri (RNAS)
Culdrose), K.I. Connolly (815 FR 214), C.J.
McCulloch (815 FR 227),
To ACPOAEA: T.W. Horober (815 Fit 214),
To CPOCT: P.A. Kavanagh (Beaver),
To ACPOCT: C.G. Ward (Invincible),
To CPOMT: S.B. Dunn (RN Gibrattar).

draft.

CPOMEA(Mit.) Robins. NTD Small Ships.

Section, HMNB Clyde and 4004, will swop for any shore draft in Portamouth, Plymouth, Bath. Bristol.

AB(M) Warling, drafted HMS Fearless, Nov. 10, will consider any ship deploying or any

MEM(M) Hampson QRF, BRNC sxt. 7072, drahad HMS Cardiff, Oct. 6. Will swop for any Type 23 or Plymouth ship deploying

STD A. Hampson, HMS Grafton, BFPO 291 or 01752 388256, drafted HMS Lancaster, Oct. 1, Will swop for any Plymouth

OM1(AW) Gareth Head, HMS Edinburgh, BFPO 277 or contact 01705 580386. Will swop for HMS Invincible or any Portsmouth

thip not deploying. RO1(T) Sparting, HMS Hurworth, depl ing next year. Will swop for anything

CH1 H. W. Davies. HMS Raleigh ext 41219, drafted HMS York, Nov. Will swop for

any Devonport ship.
LWEM(O) Morrice, Sonar Section NTD,
HMS Neptune (93255 3338). Billet would also suit LWEM(R), LOM(WSM), or any

Scale A WEM(O) or WEM(R). Will swop to

any Phymouth shore base. WOM(AW)1 King, Main Gate, HMS Cambridge until Dec. Will swop for RNAS

Outdrose
AB(S) Play (2050/2031 trained), 30 Man Mass, HMS Monmouth, BFPO 338, deploying Sept. Will consider non-deploying ship.
LRO(G) Peetel. 18 Man Mess, HMS Monmouth, BFPO 338, deploying Sept. Feb. Will consider any ship not deploying Billet san also be filled by LOM(C).
AB(EW) Owen, tel. 93 749 7070/7072, Drafted Express, Nov-Dec. Will consider any Evenoport ship deploying or not.
WTR N. Evens, Northwood sxt 37672.
Will consider any draft.
CH Burton, HMS Glasgow (Devorport.)

CH Burton, HMS Glasgow (Devenport t \$5006). Will swop for any Portsmouth

WWTR Harvey, Northwood ext 37879, swop for any Portsmouth draft (DV need-

LWEM(R) Laidlaw (1007 PJT, Radar Section), 35 Mess, 1445 York, BFPO 430, deploying March, Any ship considered. WOM(AW)1 J, Summers, WE Section, RFA Agas, BFPO 433, will swop for any CVS or Type 42 deploying or not.

or Type 42 deploying or not. LWWTR Helm, HMS Nelson ext 22774, will swop for any Fasiene draft.

Points

THE following list shows the total points of the men and women at the top of each advancement roster for PO and leading rates

in July.

In July.

In July.

In an be advanced before they are eigible to receive ment points or before the roster can be adjusted to take account of them. This means that personnel are advanced in basic date order. Dates shown against "int" rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in June.

CCMEAML INT (13.1.97), NIL COMEABLE, Dry, NIL COMEABLESH Dry, NIL COMEAMLSH DRY, NIL COMEAMLSH DRY, NIL COMEAMDOSH OWEAADCSH Dry, NIL COMEAMDOSH DRY, NIL COMEAMUL DRY, NIL

385 (1.9.92), Nit. PO(M) - (6 (13.9.91), Nit. LS(EW) - Int (14.2.95), Nit. PO(M) - (6 (13.9.91), 3; LS(M) - Int (16.1.95), 6; PO(R) - 372 (15.9.92), 3; LS(M) - 215 (13.7.93), Nit. PO(S) - Int (14.2.95), 2; LS(S) - 339

(16.2.90), NII: PO(D) - 562 (6.12.91), NII: LS(D) - 636 (28.8.90), NII: PO(MW)(O) - Int (13.2.90), NII: LS(MW) - 203 (12.10.90), NII: PO(SR) - 430 (13.10.92), NII: LS(SR) - 220 (15.8.90), NII: PO(SR) - 430 (13.10.92), NII: LRO(T) - 361 (13.10.92), NII: POCY - 484 (9.6.92), NII: LRO(T) - 361 (13.10.92), NII: POCY - 484 (9.6.92), NII: LRO(T) - 361 (13.10.92), NII: LRO(G) - 347 (19.12.92), NII: POCO - 102 (11.10.84), NII: LRO - 403 (13.10.92), NII: LRO(G) - 347 (19.12.92), NII: POCO - 102 (11.10.84), NII: LRO - 403 (13.10.92), NII: LRO(MI) - 404 (53.91), S. POMEMIC, NGS) - 494 (53.91), S. POMEMIC, NGS) - 570, NII: LMEMIC, NGS) - 470, NII: LMEMIC, NGS) - 470, NII: LWEMIC, NGS) - 225 (10.7.93), NII: LWEMIC, NGS) - 225 (10.7.93), NII: LWEMIC, NII: POCHA - 364 (29.9.92), NII: LWEMIC, NII: LWEMIC

PO(\$\(SM\()(0)\) - 563 (19.12.91), NE L\$(\$\(()(5M()\)) - 538 (9.1.92), 1; PO(T\$\()(5M()\)

363 (20.1.63), 1; LS(TS)(SM) 405 (27.7.92), Nr. PORS(SM) 542 (3.12.91), Nr. LRO(SM) 417 (9.6.52), Nr. POMEM-(L)(SM) 10; (8.3.95), Nr. POMEM-(M)(SM) 10; (8.3.95), Nr. POMEM-(M)(SM) 10; (2.5.60), Nr. POMEM-(M)(SM) 10; (2.5.60), Nr. POMEM-(M)(SM) 113.21, Nr. POMEM-(M)(SM) 122 (25.6.90), Nr. POMEM-(M)(SM) 122 (25.6.90), Nr. POGA(SM), Nr. POMTR(SM) 322 (11.3.93), Nr. LWTR(SM) 372 (31.12.92), Nr. POMTR(SM) 322 (11.3.93), Nr. LWTR(SM) 372 (31.12.92), Nr. POMTR(SM) 520 (2.12.90), Nr. LSTD(SM) 1329 (16.6.87), Nr.

(16.6.87), No. POA(METOC) - Int. (16.6.87), No. POA(METOC) - Int. (5.11.96), No. LA(METOC) - Int. (16.11.96), No. POA(METOC) - Int. (16.11.96)

POW(R) - 387 (10.11.92), NI; LW(R)

Dry. Not. POW/RS) - 705 (25.9.90), Not. LWRO - 761 (5.6.90), Not. POWPT - 611 (11.6.91), Not. RPOW - 470 (10.3.92), Not. POWCA - 104 (11.6.91), Not. RPOW - 470 (10.3.92), Not. POWCA - 104 (11.6.93), Not. LWSTD - 485 (20.2.92), Not. POWSA - 174 (8.3.94), Not. LWSTD - 485 (20.2.92), Not. POWSA - 174 (8.3.94), Not. POWWTR - 331 (26.3.93), Not. LWWTR - 195 (28.2.94), Not. POWWTRGO - Dry. Not. POWHEND - Dry. Not. POWAEMIND - Dry. Not. POWAEMIND - Dry. Not. LWAEMIND - Dry. Not. POWAEMIND - Dry. Not. LWAEMIND - Dry. Not. POWAEMIND - Dry. Not. LWAEMIND - Dry. Not. POWAEMIND - 584 (14.12.90), Not. POWAEMIND - Dry. Not. POWETS - 524 (10.12.89), Not. LWAEMIND - Dry. Not.

NI.

LWTEL - 475 (4.6.91), Nil. POWWA - 332 (10.3.91), Nil. LWWA - 477 (30.10.91), Nil. POWDHYG - int (14.12.95), Nil. POWDSA - int (13.15.95), Nil. POEN(3) - Dry, Nil. POEN(3) - Dry, Nil. LENG(3) - Dry, Nil. POEN(4) - Dry, Nil. LENG(3) - Dry, Nil. LMA(0) - Int (14.3.95), Nil. PO(AWY) - Int (17.12.95), Nil. LOM(AWY) - Int (27.11.96), Nil. PO(AWY) - Dry, Nil. LOM(AWY) - Int (11.2.97), 2:

PO(UW) - Dry, Nil: LOM(UW) - Int (15.10.96), Nil: PO(EW) - Dry, Nil: LOM(EW) - Int (14.1.97), 2; PO(MW) - Dry, Nil: LOM(MW) - Dry, Nil: PO(C) - Dry, Nil: LOM(C) - Int (12.3.97) Nil: PO(SSM) - Dry, Nil: LOM(SSM) - Int (1.5.96), Nil: PO(TSM) -95 (3.11.94), Nil: LOM(TSM) - Int (29.6.96), Nil: PO(CSM) - 480 (9.6.92), Nil: LOM(CSM) - Int (28.6.96), Nil: PO(WSM) -312 (5.1.30), Nil: LOM(WSM) - 560 (22.5.91), Nil. The Basic Dates quoted for the temale ratings in the following categories, which

Basic Dates quoted for the female in the following categories, which stings in the following categories which are no examination for the next higher rate, re applied in accordance with BR1066

Chapter 22:

POWTEL - 609 (28.4.30), Nil.
Is should be noted that the number of 813's issued in the fertale categories are those advanced from the female Shore Roster.

Proofer.

A Should be noted that all RO(T)1 and RO(G)1 ratings who have passed for the higher rate who have completed or are yet to complete the cross-trained LROCC have been transferred to the cross-trained LRO advancement roster.

Deaths

Mne2 Andrew Charnock, CTCRM MAA Michael Warr, HMS Raleigh, July

Rear Admiral Peter Gray CB, DSC, warfime destroyer CO and former Senior Naval Instructor at Imperial Entence College. Five times Methoned in Bespatches. Ships: Erebus. Revenge, Queen Elizabeth, Durban (Arab revolt, 1936), Ladybrd, Stork First Leutenark. Novely campaign, DSC and 36th Escort Group – CO Cdr Johnnie Walker). Badtsworth (CO, Murrainek and Matta convoys), Lamenton (CO), Cossaok DS7 (CO). TEL: 01705 829555 / FAX: 01705 861994 Contest: (CO), St Kitts: (CO), Glasgow.

Frigate Sqn (CO. 1956-59). Deprey (1961). Rethed 1965. Member of HMS Cossack Association-June 12. aged 85.

Cet Trever Crick. OBE. DSC and Bar. Served 1917-48. Senior Officer of 1st Minesweeping Flotila when, through fallure in communications achors, the sa stacked by RAF Typhoons off Normandy, August 1944. Two ships suris, one severely damaged and 117 officers and ratings killed. Cet Crick awarded OBE for ocurage and skill during incident. Served in the following ships: Comway. Colosius (WWI). Lion. Hood. Staart, Lolass sibmarines, Ramilles, CO of Dutch barge at Dunkin, (wounded, Freesia (CO and SO 3rd Convette Group for Madagascar landings; awarded DSC). Nees (CO, awarded Bar to DSC for sinking tation submarine). Cotasy (CO; 0-Day): Jason (CO and SO 1st MS Flotila); Hamier (CO), Played Tugby for HMS Hood's beam (1920). Mediternariesin Filest, United Services Portsmouth and Devorport, Sarbertans and Navy term as captain. Boxed for Navy as light heavyweight. Member of the Ausociation of RN Officers, June 20, aged 96.

CPO Charles Graham Norton (Nutry) Anscomb DSM. BLM, submarine coix in, served from 1920s to 1948. Ships and submarine: Dartae, Magnotia, LSG. Stungeon, Pandora Sterlet, Partham (seria talain submarine; 1949 — DSM award, sark Vichy French submarine; 1957, Aged 88.

Rev. John Gardiner, OBE Royal Marine 1937-40. Ships: Rothers, Severelly burned in Sutfok's X turnet when ship attacked by enemy bombers off Norway, 1940. Dischanged as a result of rigures. Seconded to military intelligence and become socretary to Joint intelligence Committee. Post wer. ADC to Field Marshal Earl Alexander. Took Holy Orders and in 1957.

became one of first priests to broadcast ITV epilogues. Rector of Hardenuish, Chippen-ham until retirement in 1983, May 20, aged

ham until retirement in 1983. May 20, aged 79.

Alec (Scottle) Valentine, ex FAA CPO, served 1943-78. Highland games athlete and rugby player. Heid RN wire hammer record 1949-69; represented Scotland in wire hammer at Empire Games. Vancouver 1964; in rugby capped three times to Scotland in 1950s; played for RN and United Services. Freddy Parr. ex. AB HSD and submaniner, served 1939-46. Ships: Valiant, Mohawk (sunsiver, 1941). Submanines: Osiris. Porque, Graph (ex U-579). Springer, Vox.RFR 1946-51. Chairman, founder member and former secretary. Bury branch of SOCA; former member London and Manchester branches; bounder member, N. E. Lancs. branch and Bury branch. Member of Mohawk Association. June 5:

Canon Brian Metthews OBE, RN chaptain 1941-48, served in HMS Orlon, Chaptain of St Paul's, Monte Carlon 1958-83 and Canon of 31 Paul's, Monte Carlon 1958-83 and Canon of 31 Paul's, Monte Carlon 1958-83 and Canon of 31 Paul's, Marte Carlon 1958-8, served 1916-31. Juliand veteran (HMS Warspite), Aged 95.

Ian Hare, ex CPO, served 1964-89. Ships

96. Ian Hare, ex CPO, served 1964-89. Ships included HMS Immobile in Falklands War. April 20, aged 48. Navy Never regrets that in our July edition we wrongly named Mr Ian Hare as Richard Hare, who is in fact Mr Ian Hare as Richard Hare, who is in fact Mr Ian.

Have's brother.
R. Slade, member of Loch Quoich Association, May 26.
Herry Battesby, ev. AB, Ships included HMS Pensternon, Atlantic and Mediterranean coryoys, Member of Flower Class Convette Association, May 20, aged 74.
Jim Fittperald. Ships: Caledonia, Fortune, Wild Goose, Member of Mayestic Caledonia 1937-39 Boys Association, May 26.

John Hughes, ex ERA, Ships: Caledonia

(Duncan Div.), Crossbow, Birmingham (Konea), Lakeston, Gawington, WiTS Khanj, Tamar, Messima, Vidat, May 28, aged 56, Ron Jubb, Shige, Comus, Woodbridge Haven, Titumph, Liverpool, Member of HMS Comus Comrades Association, May 26, David James, ev. LS. Shipe, Comus, Albison, Adamant, Boxer, Manuman, Welcome, Member of HMS Comus Connades Association, June 9, Watter Clegg, ex. CPO, Shipe, Berwick, Duke of York, Sheffield, Reyal Arthur, Kenya, Whitty, Ospirey, May 18, aged 75, Colin, (Charlie), Chemett, er. CWEMIRI, served 1992-85, Shipe, Cassandra, Daring, HMY Birsannia (16) events, May 12, aged 55

served 1992-85. Shipe: Cassandra. Darley, HMY Brzannia (16 years). May 12, aged 57. Gerald King. ex-CPOPTI. Shipe: Bramcote, Blake. Glasgow: and RN Careers Offices at Birmingham and Weixham. April 24, aged 56.

Offices at Birmingham and Weicham. April 24, aged 55.

A. V. C. (Vic) Keel, ex-AB, served 1941-45. Ships: Victory, Jackdaw, Glendower, Ferret, Cochrane, Aged 74.
John George Peel, ex-LS(5), served 1972-87. Ships: Sirius, Lowestoft, Argonaut (Faiklands Wart) June 15, aged 59.
Alan (Fom) Daiby, ex-CCY(TCI), Ships: Comet, Undine, Carystert, Rotheasy, Hermione, Mercury, June 15, aged 59.
Doug Dowle, ex-submanner, Boats: Temapin, Thorough, Truculent, Saga, Member of Esses branch of SOCA.

A. C. M. (Bertie) Ellis, Served in RN before becoming Chief Bustrater in Ministry of Defence, HMS Vennor.

Li Cdf P. Mertion, member of HMS Morecambe Bay Association, April 2.

Dr P. W. Buggles, ex-Surgeon Lt, member of HMS Morecambe Bay Association, April 9.

W. C. Niewton, ax-LSig, member of HMS

pril 9.

W. C. Newton, ex-L/Sig, member of HMS brecambe Bay Association, June 11.

D. H. Holman, ex-S. Mech, member of MS Morecambe Bay Association, June 20.

Derek J. Nuttasil, ex-SA in LST 352.

sentenced LST Club.

Robert A. (Bob) Smith, ex-Sto. in LST 411. Member of LST Club. Cdr Brian Herbert Green OBE. July 1, aged 66. Frank Berrow. ex-AB(ST), member of Algerines Association (HMS Felicity 1944-45), June 7.

ROYAL NAVAL ASSOCIATION

Roy Waldock, Gosport, Ex-CPO Mech. Aped 65. Dave Williams, Gosport, Ex-RFA. Member of Hampshire Constabulary Association Aped S3.
W. (Bill) Asquith. Castleford & District and HQ Roll. Served 1943-45 in HM subma-rine Truculent. Member of SOCA. May 14.

aged 73 Eric Eden, Chorley, Ex-PO EL(Air), FAA served 1946-59. Ships: Vengeance.

rved 1968-91. Ships: Eagle, Zulu nelope, Herald (Gulf War), Aged 47. Albert Howard, Wigan, Ex ERA in WWI Served on Mombasa station, May, aged 75. B. J. (Benny) Fullerton, Decode, June 3.

B. J. (Benny) Fullerton, Devoide, June 3, aged 59.

Arthur Thomas, founder member, Hinokley, and former Area delegate, charman and standard beater during 43 years' membership, June 12.

Eric Woodward, Leyland, Ships included HMS Regulae, May 20.

Witted Joseph Green, Sidoup, Served in RM Engineering branch, 1940-45, Aged 86.

D. Duddell, Todmorden, Arctic conveys, George Clarks, former chairman, Keighley, Ex-AB, June 11, aged 73.

Joseph Kirk, honorary member Wakefield and member of Burma Star Association and Royal British Legion, June 1, aged 77.

Geoffrey Everett, Lydd & Dungeness.

Geoffrey Everett, Lydd & Dungeness. Dunkok veteran and served in HMS Swiftsure in Pacific, June 26, aged 78.



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Underwater aid for Navy's first submarine DSM donation

Divers unblock accepted by lucky Gordon

Holland rescue

A TEAM of instructors from the Defence Diving School were called in to help in the long-term preservation of the Service's first submarine, Holland I, at the RN Submarine Museum.

The submarine was raised from the seabed 15 years ago but for the past two years has been immersed in a tank of water containing a special chemical designed to treat Holland's structure for atmospheric corrosion.

However, it was discovered recently that the water was no longer circulating properly – something which could lead to the boat being harmed by an incorrect concentration of the chemical.

The discrete from Horsen Island

The divers, from Horsea Island, Portsmouth, found that the problem was caused by a blocked manifold in the side of the boat and quickly remedied the fault.

Meanwhile, a full survey of the wreck of the 1880 submarine Resurgam has been completed. The submarine, which sank off North Wales while being towed from Birkenhead, has been inspected by divers from St. Andrew's University in Scotland.

GUS BRITTON long-time research assistant the Royal Navy Submarine Museum, died on July 21 after a sudden illness. He was 74.

He will be sorely missed by his many friends and contacts in the international submarine community with whom he kept up an extensive, witty correspondence.

Virtually every book of note on RN submarines that has appeared over the past 20 years has carried his name in the credits.

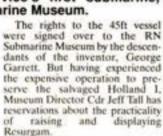
He served in the wartime submarines HMS Tribune and Uproar, and later in Tapir, Acheron, Scythian, Truculent, Alliance, Totem and Tele-maches

Princess visits HMS Dryad

THE PRINCESS Royal presented the Queen's Commendation for Bravery in the Air to Lt Robert Scott, on her visit to HMS Dryad.

As reported in our July issue, Lt Scott was flight commander of HMS Northumberland's Lynx when she was scrambled to rescue crew members from a stricken Rumanian ship in gale-lashed seas last year. He is now attending a course at Dryad.

During her tour, Princess Anne opened Black Swan Building, a new training block, and visited operational simulators. She ended her stay by meeting the families of Dryad personnel and members of the Black Swan Association.



"When we see the report it may say she is best left where she is," he



 Defence diving school instructors who were called in to clear Holland I's 'tubes' to allow her preservation process to continue without harm to the historic submarine.

THE DSM and Bar of a submariner lost with his vessel 55 years ago have been presented by his widow to the Royal Navy Submarine Museum - and they were accepted on its behalf by a man who must rank as one of the luckiest wartime sailors alive.

Mrs Elsie Jackman's husband Charles was a CPO who was awarded the medals for his gallantry during successful submarine patrols in the Mediterranean dur-ing World War II.

He first served in HMS Sturgeon and then in HMS Urge, which sank an Italian cruiser in 1942, barely four weeks before being sank herself with all hands when she hit a mine en route to Alexandria.

The medals were accepted by mother holder of the DSM and Bar - Gordon Selby. He was sec-ond cox'n of HM submarine Upholder (Lt Cdr Wanklyn VC) for all her Mediterranean patrols -except the last, in which she was lost with all hands.

He then joined HM submarine P39, and she was bombed and sunk in Malta. Next, he joined HMS Olympus to return home, but she was mined, only 12 on board sur-

Then came HMS Sickle for a few months, and he left her shortly before she was lost. His next boat was HMS Storm in the Far East, and after her, Truculent, the sub-marine that after the war sank in the Thames estuary with heavy loss



 Wartime submariner Gordo Selby - one of the luckiest men alive.

Post-war, Gordon Selby was an officers' training class instructor. As such be took his class on board the A-class submarine HMS Affray, but as he stowed his kit he collapsed, acutely ill. He was taken to hospital, and the Affray sailed without him on a voyage from which she nor any of those on board returned.

■ The Submarine Museum has also received the medals of the CO of HMS Storm, Lt Cdr Edward Young, the first RNVR officer to attain command of a submarine

Going Outside

Deep study opened a new career for Andrew

WHEN Andrew Ashford opted for voluntary redundancy from the Navy less than two years ago, he found that the years of study he had put in while on patrol as a Polaris submariner was helping to open the doors to a new career.



DANIEL Ahern, a former lieutenant-commander, has be-come one of the first candidates to pass the National Vocational Qualification Level 3 in merchant vessel opera-

He attained the Class 3 (Deck) Certificate of Comp-etency at Warsash Maritime Centre, taking the NVQ course

as resettlement training. Daniel joined the Royal Navy as an engineering mechanic rating in 1975, and later became a seaman officer. He left after 21 years service, and is now a second officer in the Merchant Navy. Poture: Roy Shaw

Andrew, a CPOWEA with 13 years' service, had gained a BSc degree from the Open University by spending his offduty moments studying electronics and management sys-

Before leaving the Navy, he spent his pre-release training on a five-week course to qualify him supervisory management in health and safety. "It was that that got me the job as health and safecontroller with JT Ltd. the largest electrical training agency in the country," he said.

Now Andrew (31) works from his house in Hampshire and is responsible for 6,500 trainees in England and Wales.

Not only that, but his links with the Open University will, he hopes, extend into teaching. He has applied for an OU associate

■ The 9,000 OU graduates announced this year range in age from 22 to over 80. As well as degree study, the OU is playing a leading role in professional and vocational education, allowing people to gain new qualifications while in work. Details are avail-able from the Course Enquiry Service, Open University, PO Box 625, Milton Keynes, MK1 1TY (01908 858585).



As a CPO in HMS Resolution, Andrew Ashford studied when

John enters Civic Street

A FORMER Commanding Officer of HMS Victory has been appointed manager Portsmouth's civic

John Whitehead (54), who left the Navy six years ago as a lieutenant-commander, will now have the task of organis-ing a variety of major events in the city throughout each year - including royal visits and military commemora-

Before being appointed as CO of Victory in 1988 he was Assistant Queen's Harbour Master at Portsmouth. After he left the Navy in 1991 he initially managed an Isle of Wight marina and yacht club to get it ready for resale, then became general manager of the Royal Armouries, setting up the artillery museum at



"There's no doubt that my acute knowledge of the dock yard and city interface has equipped me well for my pre-sent job," he told Navy News.

Ex-steward who raised his sights to the roof

WHAT does an ex-PO Steward have in common with the head of a company which fits sheet lead to historic buildings? The answer is that they are one and the same man, in the case of former submariner Topsy Turner.

Although on the face of it the two careers are incompatible. lopsy believes that his experience in Navy catering and the Submarine Service stood him in good stead when he set up his small concern.

"In my everyday Service life there was bookwork for the mess - very useful for a business. Timekeeping is a superb skill on the outside where if people say 'I'm late, I'm late,' it's bad for

The success of Topsy's venture may be judged by the fact that his company recently refurbished the dome on the Old Naval Academy in Portsmouth Naval Base, and was asked to quote for work at No.10 Downing Street and Windsor Castle.

Unfortunately a road accident injury has meant lopsy can no longer take an active part in the work of the company. But he remains firmly of the opinion that it is up to the individual who is leaving the Navy to take his or her own decisions as to the future.

Extension help

PERSONNEL returning from abroad or from ships, with insuffi-cient time to complete their 28days pre-release training before terminal leave can now apply for an extension of service.

In exceptional cases those serving in UK shore billets may also apply. Applications must be sent to Commodore Naval Drafting or the relevant appointing authority.

Below: The Collingwood band

year's Best Band but won out in three other categories.

 Bottom: HMS Gannet's band, circa 1894. Note the two buglers of the Royal Marines Light Infantry - and the liveried faun mas-



In tune with their times volunteer music makers of all ages

HESE three photographs span over a century of Royal Navy Volunteers and their predecessors, the 'Bluejacket Bands' writes Lt Brian Mills, Supply Officer Music at HQBS RM, HMS Nelson.

They also show their long tradition of support by the Royal Marines – continued to this day with the latest RN Volunteer Band Festival at HMS Collingwood.

The picture of HMS Collingwood Volunteer Band taken 50 years ago includes their RM instructor – and even the remarkable portrait of HMS Gannet's band, circa 1894, features two buglers of the Royal Marines Light Infantry.

These bands have a special place in the history of the RN – and its finest traditions of amateur music-making were observed this year during an intensive and very entertaining programmer should be a special place in the history of the RN – and its finest traditions of amateur music-making were observed this year during an intensive and very entertaining programmer in their teens to former professional musicians in their sixties, gathered in competition. ered in competition.

The common thread that binds them is their love of music and this was clearly reflected in the enthusiasm with which they strutted their stuff on Collingwood's parade ground under a less than

encouraging grey sky.

All sorts of unlikely combinations have flourished on board ship. Back in the 1920s HMS Dauntless had a jazz band as well as traditional military band - augmented once again by a Royal Marines bugler.

In more recent years the bands have been placed on a more for-

mal footing with the introduction of Instructors from the Royal Marines Band Service as Bandmasters, known as VBIs.

Some understanding of how they viewed their appointments can be gleaned from this extract of a poem published in Blue Band magazine in 1970:

Aye, Aye VBI

There's a Royal Naval Establishment South of Fareham Creek Where strange sounds are emitted Several times each week. 50 strong produce a banshee's wait, Notes noth low and high – Welcome, reader, may I present Your resident VBI

Instrumental balance, what is that? Drafty is a third. Solo carnet leaves our shores -Negative relief! Four Euphoniums, two tenor Horns, A soprano who does but try. Three clarinets, 14 side drums, Dealened VBI

And so, dear reader, I must state Although at prose I am no hand, This Volunteer Band in Collingwood Is the finest in the land. But before you decide to draft me, sir, I'll shout it from the sky -Don't volunteer for my job, lads. Grovelling VBI

The RN Volunteer Band Festival grew out of a competition in which volunteer bands of the Fleet Air Arm competed for the



Bambara Trophy. This was widened to include volunteer bands competing for a variety of trophies in 1973 and since then has

been held annually with bands travelling from all over the country and from Gibraltar and other far flung stations.

Most coveted trophy is the CinC Challenge Trophy awarded for the best band overall, which this year went to HMS Sultan. Collingwood came second, taking the Rose-Morris Trophy, but also won the best marching display and best drum major sec-

Over the past four years the newly re-established RN Pipers Society have made regular appearances, bringing in their own very distinctive style. Their sterling support for the Festival -

given despite the fact that they could not compete in their own right – was recognised this year with their award by Admiral Jeremy Blackham, the president of the RN Volunteer Band Association, of the Daedalus Trophy for the band whose perfor-

Best Band Overall - HMS Sultan; Second Placed Band Overall - HMS Collingwood; Best Marching Display - HMS Collingwood; Best Concert Performance - HMS Nelson; Second Placed Concert Band – HMS Neptune; Best Fleet Air Arm Band – HMS Seahawk; Best Drum Display – HMS Dryad; Best Drum Major – HMS Collingwood; Best Soloist – HMS Heron.



River deep, mountain high

A SERVICE team has visited both base camps on the world's third highest mountain - and ended up winning a raft race.

Lt Cdr Andy Mills (CSST Shore DVPT), Lt Cdr Dave Allen (WEO HMS Sheffield), Capt Andy Clark (2 Para) and C/Sgt Ron Burgess (10 Para) trekked to Pang Pema, base camp for Kanchenjunga, where they met the successful Gimmigela Expedition (see p29), and were joined by climber Li Paul Hart (CTCRM Lympstone).

They then trekked on to the base camp at Oktang, enjoying spectacular views, before descending the Singalila Range.

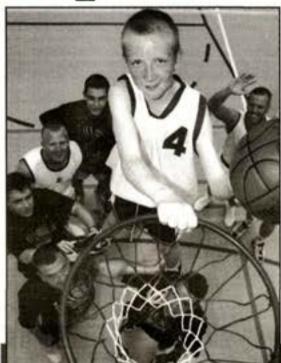
During the descent the party had to contend with conditions from blizzards to thick jungle.

They finished their expedition by winning the 9th Annual Nepal White Water Rafting 18km competition.

Who dares enters

LIVE TV is looking for female contestants for "Who Dares Wins", an adventure sport based series. They must be fit, and "up for an exciting day out". Contact Christina Ericsson on

Special guests



THE ROYAL Navy has played a big part in the success of the Special Olympics National Summer Games in Portsmouth.

HMS Nelson was temporary home to 370 male and female competitors from Scotland and the North, hosted basketball and volleyball events, and provided a marquee and grandstands for other events. Some 2,500 athletes competed in the

games, the largest sporting event in the UK this year, and other RN elements had important roles to play.

WO John Snodden, of HMS Dryad's ceremonial training staff, co-ordinated the movement of athletes in and out of the Mountbatten Centre sports complex during the opening and closing ceremonies - shortly after training the royal

guard for the handover in Hong Kong. The Band of the Royal Marines, Portsmouth, played at the opening cere-mony, and the Brickwoods field gun teams from HMS Collingwood competed in a midweek Olympic Tattoo,

Navy News played its part by organising a coach trip to the Royal Tournament. The Navy also raised funds towards the £1.3m cost, and by the end of the games had raised £10,000, with HMS Sultan, Dolphin, Nelson, Excellent, Portsmouth Naval Base and the St Anne's Church Chaplaincy prominent.

Individual volunteers gave up spare time or were freed from duties to lend a hand, and four officers officiated at bas-

ketball and volleyball events. Commodore of HMS Nelson, Cdre John Hart, said: "It has been both a privilege and great fun to host the competi-tors in HMS Nelson.

Challenges

"They are very special people who have come to terms with severe learning disabilities, and now rise to meet sporting challenges at the highest level of their abilities. I am a fan,

He also acknowledged the support given by carers, Service personnel and civilians. Second Sea Lord Admiral Sir Michael Boyce said: "I am delighted that the Navy has been able to assist the City of Portsmouth in the organisation of these marvellous games

"Our people, both Service and civilian have been generous with their time and effort in assisting with sporting and social events and in raising money. "All those involved in any way with

these very special athletes have found it an extremely rewarding experience."

High flyer – Robble Keenan (West of Scotland) gets a lift from Royal Marines boxers and PTIs from HMS Nelson.

Duels add spice to RN championships

THERE were some titanic duels at the RN Athletics Championships at Burnaby Road.

In the sprints, CPO Rupert Williams (Scotland) pipped Lt Paul Altwood (RM) in the 100m, but the positions were reversed in the 200m.

Lt Tim Wigham took the 400m with some case, while an exciting 800m tussle was only decided in the last few metres, when LPT Mick Breed (Portsmouth) edged clear of OM Kevin Steele (Plymouth).

Two of the Navy's top distance runners came head-to-head in the 1.500m and 5,000m. In the metric mile, Lt Cdr Dai Roberts (Portsmouth) set a good pace, tracked by Mne Mark Croasdale.

Mark broke for home 300m from home, finishing in 4m 5.3s, with Dui finishing two seconds later.

Pattern

The same pattern was repeated in the 5,000m, with Mark finishing in 15m 07s, and Dai eight seconds behind. In the field events, Mne Wright took the long and

The relays turned into a Plymouth-RM confrontation, the Marines winning the sprint and Plymouth taking the 4x400m, though it wasn't enough to stop the Marines clearly winning the Inter-Command title

In the Ladies' competition, LWPT Zoe Hambly (Air/Scotland) took the sprint titles, while team-mates LWPT Belinda Fear won the middle-distance events and LWPT Nicky Telford won the long and triple jumps, Plymouth was Inter-Command winner.

2 Two Navy runners finished in the top ten of the Potteries marathon, Simon Sheard (CINCFLEET) and



 Sprint champ CPO Rupert Williams (left) finishing third in a league match at Crystal Palace.

Al Rich (HMS Osprey) started steadily, and had moved right through the 2,000-strong field by half-way. Sheard caught the leading group and finished strongly in torrential rain to finish fourth in 2h 34m 47s, while Rich ran in ninth - the second over-45 vet-

eran - in 2h 36m 8s. Meanwhile Navy veteran Bob Chapman (Heron) took the South West Veterans 1,500m title at Exeter, and two weeks later ran a fine 4th in the British Veterans Championships in Blackpool.



• Eight plus one – from left, Lt Andy Rimington, Capt Andy Matthews, Lt Cdr Russ Matthews, Lt Cdr Anthony Gray, cox S-Lt Charlotte Drake, Lt Rob Unsworth, Capt Justin Smallwood RM, Lt Ed Hayter and Cdr Dave Hoskings. Picture Flora Destre.

Navy battles for river supremacy

A NAVY rowing crew drawn from around the world has competed at Henley in the Thames Challenge Cup, writes Fiona Devine.

Although they battled through bad weather over the 2,200m course, finishing in a time of 6m 45s., they did not qualify for the next round.

Squad Captain Lt Cdr Russ Matthews said: "It was an excellent effort, beaten only by far more estab-

The eight puts a huge per-sonal commitment to achieve a place on the team, includ-ing training sessions on the Thames every other weekend from January to March. The squad is now prepar-ing for the gruelling Head of the River race in November. Anyone interested in

Anyone interested in competing for a place should contact Russ on Abbey Wood ext 36357.

In the swing – POPT Bill Stretton.

Bill reigns in bad weather

Strokeplay ROYAL Navy Championships were played Woodbury Park, Exeter, in some of the most trying weather conditions imaginable, writes Cdr Gary Skinns. The Nigel Mansell-owned complex proved

an excellent venue for the event, with the course providing a stern test for the players and the overall facilities second to none. the Duke of York, patron of Navy golf, playing in the event for the first time, and he was

joined by Nigel Mansell playing as a guest. In a short ceremony, the former Formula One champion was "served with his call-up papers" by the RNGA chairman, enrolling

him as an "honorary temporary" lieutenant, thus making him eligible to play. Weather conditions influenced play significantly for three of the four rounds, and the situation became severe enough for the committee to reduce the third round to nine holes.

Greenkeeping staff worked miracles during the incessant rain over two days to ensure se championship was completed on time.

Given the conditions, some excellent golf was played and none more so than eventual winner POPT Bill Stretton, of HMS Heron.

He endured the last-round weather conditions better than anyone and his score of 79 for the final 18 holes was remarkable

Starting six shots behind third-round leader WEM(R) Alistair Westbury (HMS St Vincent), Stretton used his natural restricted swing to great advantage, managing to keep the ball in play better than most, and finished with a magnificent birdie two.

Of the remaining players on the course, only Cpl Chris Graham (RMR Bristol) was in a position to deny Stretton the title, but hav-ing played solidly for most of the round, Graham unfortunately could not hold it together in the final three holes where he dropped three to end one behind Stretton.

Disappointed

Westbury found conditions not to his liking at all, and the pre-tournament favourite soon saw his third-round lead disappear. He will be disappointed in his third place, but he remains one of the best finds of recent years.

Stretton's win met with widespread acclaim. He has been a popular member of the repre-sentative squad for a number of years, and has twice played at Inter-Service level.

In addition to his playing prowess, he has amused post-match gatherings with his after-dinner entertainment, and his presence in both capacities will be missed when he leaves the Service at the end of this year.

The win was also greeted with much cele-bration in the Stretton household as Bill's

father Gus (at the time a Fleet Chief PTI) also won the Navy championship in 1973.

They represent the only father and son ever to have held the title and as an added twist, the 1973 championships was also reduced to 63 holes because of the weather. The team was won for the third year run-

ning by the Naval Air Command, despite being weakened by absences on deployments, and the Royal Marines came through strongly to pip Plymouth for the runner-up spot.

The peize-giving was was a splendid affair, with Nigel Mansell saying a few words on behalf of Woodbury Park and the Duke of York, who performed creditably on the course in making the cut, presenting prizes.

The next representative fixture is the annual match against Dorset to be played at Parkestone Golf Club as Nany News goes to print. A report of this, and the Nany Cup, will appear in the September issue of Nany News.

Finally, serving golfers are reminded of the existence of the Royal Nany Golfing Society.

The overspiration is over it all servine and

The organisation is open to all serving and retired personnel, runs an active fixture list of matches and meetings and offers the oppor-tunity to maintain contact with old friends through golf while serving or after retirement.

Anyone interested should contact Cdr M. Bates, Secretary RNGS, on Centurion 2381, or details may be obtained through the Secretary RNGA.

By the way you won a race

A NAVY yachting crew found they had won their race class - at a cocktail party

Skipper WO Ian Kane and the crew of medium cruiser Sealion were on Offshore Service Regatta guardship HMS Hurworth when they were told they had won the Army Sailing Association Cruiser Cup for the

Gosport to Guernsey race. The Navy team of Rapana, Gauntlet and Chaser, came sec-

ond to the Army in the regatta.

Special trophies went to
Rapana (skipper Cdr Mike
Shrives): Victoria Marine Trophy;
Sea Nymph (Lt Cdr Langrishe):
Braganza Cup; Spirit of Daedalus
(Lt. Phil Condell): Northebore (Lt Phil Cogdell): Northshore MG346 Trophy; Gauntlet (Lt Cdr Mickey Broughton): 2A (medium racing) ASA Cup for second place.

Pedal power

RN CYCLISTS took the team prize at the first Inter-Services time trial of the season in Yorkshire.

POMEM(L) Robert Wilson (HMS Excellent) was second, taking the RN crown, and POMEM(L) Aran Stanton (Sultan) finished third. With CPOMEA Russ Forsdick (Neptune) sixth, they beat the RAF by two sec-

Anybody who wants to know more about RN cycling should

Road runners

TERRY Pares (RM Poole) won the Culm Valley 10-mile race in 56m 18s, while Dai Roberts came second in the Worthing 10km,

clocking 30m 46s. Taff John (Collingwood), also took a second place, in the South Downs 10-miler, in a time of 63m 8s, while in the Launceston 10km, Claire Norsworthy (CINCFLEET) was first lady home, and seventh overall, in 40m 11s.

Turbulent triumph

HMS TURBULENT successfully defended the Mini Ships soccer cup title with a hard-fought victory over HMS Atherstone.

Goals from CPOMEA Key Alderson (two), LMEM Knocker White and MEM Axel Foley gave the submariners a 4-3 win. Meanwhile, HMS Sultan won

the US Football 7-a-side tournament at Collingwood, beat-ing the home side. The Plate final was won by RM Poole, who beat HMS Excellent 1-0. In the Tunney Cup at RM

Vivid success

HMS VIVID has been bagging

trophies at shooting competitions. The Plymouth RNR unit bagged five out of eight prizes at Plymouth and Scottish Area Rifle Association contest, with LS Nigel Raddie taking the rifle, revolver and small arms trophies.

They followed up by taking the Cock of the Fleet title from HMS President, who finished second, at the RNR Rifle Association meeting at Bisley - both teams won two titles. LS Raddie took two prizes.

Hockey players call US PORTSMOUTH Hockey Club is looking for players, male and female, and umpires for the new season - ring CCMEA(M) Steve Wright on 01705 723212 or CWAS Lou Oram on 01329 332785, or turn up for trials on September 6.

Steve also wants to hear from all serving and ex-Navy umpires who have not been contacted in order to complete the umpire database

Regatta victory

HMS SCOTIA midshipmen Sam Mettam and Andrew James won the Bunberry Cup during the RNR Regatta at HMS Excellent.

The event drew teams from Reserve Training Centres and University RN Units for a series of 14ft Bosun dinghy races in several categories.



Marines in Three Peaks triumph

A TEAM of five Royal Marines have stormed to victory in one of the most gruelling races to be held in

They sailed and ran to first place in the Three Peaks Yacht Race, taking three days and 17 hours to sail 365 miles and climbing Snowdon, Scafell Pike and Ben Nevis, Nearest of their 22 rivals were four hours behind them at the finish line at Fort William, Scotland.

Sailing a 40ft racing trimaran called Royal Marine Commando, they took six awards - for being the first placed multi-hull vessel, separate trophies for winning each of the three legs, three cups for the fastest run on the three mountains, and the Light Infantry Bugle for being the first Service or police team entered.

The team's runners were Mne

David Rodgers (45 Cdo) and Capt John Rye (HQ Cdo Aviation, Yeovilton). They also helped sail the trimaran skippered by Major Jerry Heal (Second Sea Lord's staff) and crewed by Cpls Colin Murray and Justin Morton (both

RM Stonehouse). Their highly competitive craft was equipped with a lifting dagger board and rudder allowing the draft to be reduced to less than two feet. Her large sail area, fractionally rigged on a disproportionately tall mast, drove her at speeds of over 25 knots.

In calm waters, rowing positions allowed her to be driven at over three knots.

The runners' aggregate time for the three mountains was 11 hr 23



min, all the more remarkable as John Rye pulled a calf muscle before reaching the 3,120ft Scafell Pike - at 32 miles the longest of the

Twenty-four hours earlier they had made a night run to the 3,560ft peak of Snowdon and back - a distance of 24 miles. The final and decisive run was on the highest of the peaks, Ben Nevis (4,406ft), a distance of 19 miles.

For much of the time Royal Marine Commando had to battle against adverse tides and lack of winds. On the last leg, between

Ravenglass and Fort William, it seemed the Marines' chances of winning looked bleak when they lost a rowlock while having to row for much of the last 45 miles

Under sail for victory in one of

Britain's toughest races - Cpl Colin Murray (left), Cpl Justin Morton and (right) Major Jerry Heal (skipper) in their trimaran Royal Marine Commando.

They managed poorly with a jury rig, but were relieved as a 10 knot wind began filling from the west.

Kick-off for Rugby League in Navy

RUGBY LEAGUE arrived in the Royal Navy. The RN Rugby League Association (RNRLA) has now been been formed and approved by the Sports Control Board.

The sport will be launched in the Service with an inaugural match against a Barla GB Under-23s XIII at Burnaby Road, Portsmouth, on September 17, kick-off 1830.

The acknowledgement of Rugby League as an approved sport in the Navy is largely due to a group of enthusiasts at HMS Collingwood and HMS Osprey who have been training since spring and whose successes at competitions have included the Army's nine-a-side contest.

The RNRL Committee consists of many representatives from the RN and RM, with Commodore John Chadwick, Commanding Officer of HMS Collingwood as president. Other officers include Lt Cdr Vic Muscroft (chairman) and Lt Mike Meacham (vice chairman).

The originators of the idea -POPTI Wayne Okell, RS Steve Smallbone and RS Paul Wilkinson - also hold key positions in the organisation.

Cricket round-up

by Lt Cdr Jim Danks

ALTHOUGH the Royal Navy beat the Army by two wickets in the first match of the threeday Inter-Services Under-25 competition, they made little headway against the RAF whose 144-run victory secured the trophy.

The tournament was held at Burnaby Road, Portsmouth on July 11-13, and after winning the toss, CK Mark Toogood (HMS Cumberland) put the Army in to bat, being rewarded when his bowlers captured three easy wickets for 8 runs.

However, an excellent century from L/Cpl Steve Hole - 117 not out - held the innings together, and the Army recovered to make 247

for 8 from their 55 overs. AEM Mark Robins with 0-23 was in good form and was support-ed by S/Lt Paul Noon (HMS Seahawk) who took 3 for 32 at the end of the innings.

Steady reply

The Navy reply was steady rather than spectacular, and after 25 overs they had reached 80 for 3. When Noon was fourth out with the score at 89. Lt David Pinder (HMS Sultan), in his first year in

Mixed fortunes for Under-25s

Navy cricket, joined Toogood, and in a match-winning stand of 112 took the score to 201 before Toogood went lbw for 78 from just

90 balls, including 10 fours. Pinder, who then required a runner, made an equally aggressive 69 before being bowled with the score at 244 for 8, and the Navy needing 4 runs from 3 balls with 2 wickets in

Exciting victory

Robins scored six runs from his first two deliveries, and the Navy had achieved an exciting victory with just one ball remaining. It was a triumph for the team who had lost half their matches to weather, and it came on the back of a fine victory over US Portsmouth the previous week.

Score: Army 247 for 8, RN 250 for 8.

On the second day the very good

RAF team inflicted a six-wicket defeat on the Army who seemed shattered by the loss to the Navy.

In the final, Toogood was again fortunate with the toss, but despite removing the prolific SAC Mark Bray for 14, the Navy bowlers could

not maintain an accurate line. Fine batting by the RAF middle order, assisted by 33 wides, enabled the RAF to score a formidable total of 279 for 8. The Navy batsmen never got on top of the very accurate RAF bowling and were all

Score: 279 for 8 RN 135 all

■ Four Navy players were select-ed for the Combined Services Under 25 XI against the English Schools Cricket Association: WEM Mark Hull (HMS Warrior), CK Toogod (capt), Lt Pinder and AEM Warren Russell-Smith (HMS Portsmouth

The Navy won the toss and Hampshire batted. After Cpl Andy Hurry (40 Cdo) had bowled Paul Whittaker for 4, the Hampshire batsmen were generally on top of the bowlers

Stuart Milburn removed the Navy openers with the score on 26. Lt Cdr Piers Moore (HMS Dolphin) then held the innings together, making a fine 62 before being ninth out with the score on 132.

Score: Hants. II 240-4, RN 138.

Royal Navy v United London Banks at Portsmouth Skipper Chris Slocombe put the Banks in on a soft pitch, and they faced very tight bowling. POMEA David Garbutt bowled 11 overs for just 19 runs, and with Slocombe taking 4 for 25, the Banks were all Owen (40 Cdo), in his debut for the senior side, took 2-31.

AEM David Harrison (HMS

Heron) made 25 before Owen joined Mne Sean Needham (RM Poole) in a stand of 71 in 29 minutes. Needham was at 66 when the

Navy secured a six-wicket victory. Score: ULB 161, RN 162 for 4.



You're a star, John!

WHEN Liverpool fanatic LSTD Eddie Grant found out his hero

John Barnes was coming to Hong Kong he had no doubt the soc-cer star would want to visit HMS Chatham in Victoria Harbour.

After several fruitless telephone calls to Anfield he struck lucky when he met the promoter of the Sing-Tao and Inter-Milan game

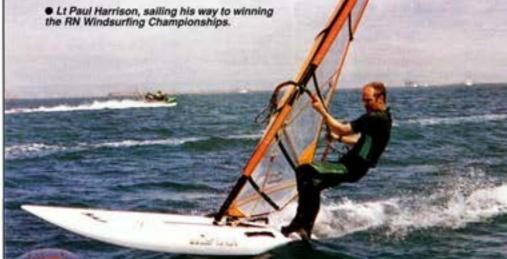
in which Barnes was to be guest captain.

The invitation duly reached John and soccer fans in the ship were delighted when the star turned up after the match.

He is pictured surrounded by his fans – (I-r) PO Grimes, STD Leon Nethercot, LSTD Eddie Grant and PO Strech Waring who all promised to make John really famous with a dit in Navy News.

Heron riders take novice honours





Fair wind at big event

THE BEST WIND conditions for five years greeted competitors at this year's Royal Navy Windsurfing Championships at RNAS Portland, the field of 24 enjoying close racing in Force 4-6 southerlies and sunshine.

southerlies and sunshine.

After five races the RN team manager, Lt Paul Harrison narrowly beat CPOWEA Dave Strudwick to become overall winner.

Lt Mike Smith won the open class (6.5sq metres) with Lt Steve Bignell performing well in his first race, to win the novices' prize. This year also saw the introduction of an unofficial Formula 42 category, with POAEM Paul Morris attaining impressive speeds on his race slalom board to take class honours. The Second Sea Lord, Sir Michael Boyce, competed in the second day's races – and presented the prizes.

Those Interested in competing at regional or national level should contact Lt Harrison on Abbey Wood (9352) 30713.

The Mountbatten Cup for the best RM rider went to Capt Nigel Gidney (RM Poole). Other members of the Heron

HMS HERON took the team

prize in the RN and RM Novice Equitation Championships held at the Naval Riding Centre at HMS Dryad. Heron team member Lt

Charlotte Robinson also won the

individual award.

team were S/Lt John Finn and Mrs Theresa Jarvis. They competed against ten other teams. The RN and RM Senior

Equitation Championships, including Army, RAF and police competitors, will be held at the Naval Riding Centre on September 14. chiefs are to get a new legal report annually to keep the Armed Forces alert to the rising tide of personal injury claims being received by Service personnel. Since MOD immunity from liti-

gation on health and safety issues was repealed ten years ago, the cost of claims has risen from a modest £5,000 in 1987-88 to £14.7 million in 1996-97. An increasing tendency in society to use litiga-tion is also thought to be a factor. Over the past six years, successful

claims by serving or former employees have risen seven-fold, costing a total of £65 million since the law was changed. A third of claims are challenged, but more than 95 per cent are settled out of court.

Top cleric dies

FORMER Chaplain of the Fleet, the Ven. Michael Bucks, died on July 20, aged of 57

He officially retired on June 10, although he relinquished his duties last March.

The Ven. Bucks, an Anglican, joined the Naval Chaplaincy Service in 1969 after a spell as a clergyman in his native Cumbria.

He was appointed Chaplain of the Fleet and Director General of Naval Chaplaincy Service in 1993. He is survived by his wife, his son and daughter.



B'S MEDALS IUSEU

belonging to frogman "Buster" Crabb have been presented to the Royal Naval Museum.

The collection has added significance because of the mystery that still surrounds the death of the alleged spy.

Lt Cdr Lionel Crabb vanished in April 1956, during the visit to Portsmouth by Soviet leaders Bulganin and Kruschev, aboard two warships.

The Admiralty said Crabb was "missing, pre-

sumed dead after failing to return from an under-water trial," and speculation was rife he was caught inspecting the Soviet ships' hulls.

A headless, handless corpse found in Chichester Harbour the following year was identified by a colleague as the celebrated wartime diver, but subsequent investigations have muddled the waters, and the legend has been fed by reported sightings of Crabb behind the former Iron Curtain

The collection of medals will be handed over by the Rt. Rev. Jeremy Walsh, who is Crabb's

Bishop Walsh said: "My mother (Crabb's cousin) felt she should add his decorations to the inscription on the gravestone in Milton Cemetery, but this in no way was meant to acknowledge that the remains buried are those of Buster Crabb.

"The family still wait for the official papers on his disappearance to be released, but they were not released on the expiry of 30 years in 1987. They may well be kept secret for many more

Gloucester **Down Under**

TYPE 42 destroyer HMS Gloucester is pictured arriving at Napier in New

Gloucester has conducted exercises with New Zealand and Australian forces while visiting Auckland, Napier, Wellington, Hobart and Adelaide, including an air defence exercise with the New Zealand Ali

After leaving Adelaide the destroyer headed for Albany, and finished her Australasian tour with a visit to Bunbury, 100 miles south of the main Task Group in Fremantle.

Norfolk to the rescue

A RUSSIAN sailor has been airlifted to hospital by the Royal Navy after falling ill in the Caribbean.

The man was one of two seamen aboard the Russian MV Vladimire Vysotskiy who fell ill after drinking methanol.

Type 23 frigate HMS Norfolk, approaching the end of her seven-month South Atlantic

incident occurred on July 8.

He was amon-

inquiry is being held.

deployment, answered a Mayday call and sent her Lynx, from 815 Squadron, to winch a medical team on to the ship and transfer one man back to the Norfolk for emergency treat-ment – the other had died.

The ship then steamed towards the Dutch Antilles, here the casualty was airlifted to hospital.



HOPES are high that the new regime at the Fleet Maintenance Organisation Repair (FMRO) will attract new work for Portsmouth Naval Base.

for Portsmouth Naval Base.

Pending detailed negotiation, the contract to manage FMRO for the next five years has gone to Fleet Support Ltd (FSL), a consortium of Vosper Thornycroft and VSEL (GEC Marine), who were chosen after a comprehen-

sive market-testing operation. FSL is promising a bright future for FMRO, which provides maintenance and engineering support for Portsmouth-based

Chairman Brian George said: "FSL realises how important the FMRO is to the local economy. We will be looking to build upon Portsmouth's reputation as the leading facility in the UK for

repairing and maintaining Royal Navy ships." FMRO currently employs around 1,000 people - under FSL peoposals 90 jobs will go as the workforce transfers across - but savings of 30-35 per cent, up to

£70m over five years, are forecast.
Facilities will be leased to FSL over the five years, probably start-ing November 1, but the MOD remains the owner.



FINAL VOYAGE

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1997 acquire a unique memento of the Royal Navy's econd oldest serving ship prior to her decommissioning at Portsmouth later this year.

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Fleet at Fremantle

SHIPS of the Ocean Wave task force have made a big impression on West Australia at the furthest point on their deployment.

HMS Illustrious, Beaver and Richmond, along with RFAs Diligence, Fort Austin and Fort George, spent a week at Fremantle.

Queues developed two hours before the ships opened to the pub-lic, and stretched for around 200 yards at times.

The media were also interested, with three TV helicopters filming the ships' arrival.

On the second day Rear Admiral

Alan West, the Commander UK Task Group, held Divisions on the quayside, putting some 900 people

on parade.

Meanwhile the two submarines accompanying the Task Group, HMS Trenchant and Trafalgar, visited HMAS Stirling, the RAN

Fleet Base West.

The RN is one of the first beneficiaries of a new Memorandum of Understanding between the UK and Australia to improve logistical cooperation - the Ocean Wave task group has been fuelled under the terms of the reciprocal agreement.



SAT 23, SUN 24 AND MON 25 AUGUST

The traditional Navy Days when the Men, Women, Ships, Aircraft and Equipment of the Royal Navy and the Royal Marines are on show to the public.

A great day out for the family with Ships, air, water and central arena displays. Warships from other countries and great sailing ships will also be on view.

There will be many displays to show the varied aspects of Plymouth's great maritime community.

Above all, come and meet Naval people of all ranks who will explain the role of the Royal Navy and how the Fleet is supported world-wide.

Open: 9:30am - 6.00pm Best Route: Appoach Plymouth on

Parking: FREE for cars & coaches.

either the M5/A38 or A386 then Disabled Access: follow the signs to the Navy Days Full Naval Base Access but

restricted for visits to ships.

entrance at Camels Head Gate. A wide variety of excellent West Country food and refreshments available throughout the Naval Base

Admission Prices £5.00

Children/OAPS....£2.50

Family Ticket.....£10.00

Discounts

Discounts for advance bookings as from 1 March: 01752 266031, Fax 266033 or 01752 265105, Fax 257955



 Pipe down — Drum Major Peter Toole, of The Highlanders, with OM Andrew White (left) and OM James Dawson at the commissioning of the Navy's latest warship, HMS Sutherland, at Devonport. Sutherland is the 13th of 16 Type 23 frigates, and joins the Devonport-based 6th Frigate Squadron. Picture: LA(PHOT) Andy White (Captain H) Photog

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