



Navy News

MARCH 1997

60p

DEVONPORT
THE CHANGING FACE OF A NAVAL BASE

INSIDE:

**HMS OCEAN CUTAWAY
IN POSTER STYLE**

PLUS

**Eight-page
Plymouth
supplement**



**Navy team
scores
a swish
victory at
St Moritz**

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No 'performance pay,' but ranges replace single rate

HITTING THE SPOT

PERFORMANCE pay is out – unless your performance isn't up to scratch, that is.

After two years' deliberation over Sir Michael Bett's Independent Review of personnel management and conditions of service, performance related pay is one of his 151 recommendations that the Navy will not be taking up.

Anyone who fails to perform satisfactorily will not get a pay rise at all, though – but this is a rare situation that would anyway require close examination on an individual's fitness to remain in the Service.

The new pay structure formalised in The Armed Forces of the Future – A Personnel Strategy document just released – which is unlikely to be introduced until the year 2000 – is anyway designed to be more flexible, allowing a looser coupling with rank.

Additional pay for specialists will also be retained, although the system will be simplified.

Navy News cover price

RISING costs have forced *Navy News* to increase its cover price to 70p next month. Even so, readers will still be getting a very good deal, with regular supplements and additional pages of high quality.

There's also good news for subscribers. For the present the price of new subscriptions will not go up, remaining at £14 for a year, £25 for two years, and £36.50 for three (UK rates including postage).

Compared with some past increases, the cover price rise is relatively small: Forty years ago we went from threepence to fourpence in old money – the first rise since the paper started in 1954.

The price of a pint then was 6d. Well, the beer hasn't improved much over the past four decades, but *Navy News* has – half a million readers worldwide think so.

And today a pint will cost you closer to three times 70p.

There will be a limited number of standard additional pay rates into which activities could be slotted, rather than the numerous specifically labelled rates (Flying Pay, Submarine Pay etc) which exist today.

In order to bring the single rate of pay for ratings – the 'spot rate' – more into line with the incremental system for officers, pay ranges for Ratings/Other Ranks and officers up to 1 star rank will be introduced.

These may overlap between ranks, it being recognised that the most experienced individuals in one rank may merit more pay than the least experienced in the higher rank.

Individuals may be required to obtain qualifications to reach incremental points – but everyone will receive a pay rise on promotion.

Allowances

There is also a revised package of allowances, to be introduced in autumn this year, for which detailed regulations will be published soon.

The current Separation Allowance (SEPAL) paid to married personnel who are separated from their families for Service reasons, will be replaced by a two-pronged strategy.

Firstly, wherever it is possible for personnel detached within theatre/country to return home at weekends there will be a contribution towards cost of travel under the 'Get You Home' travel scheme.

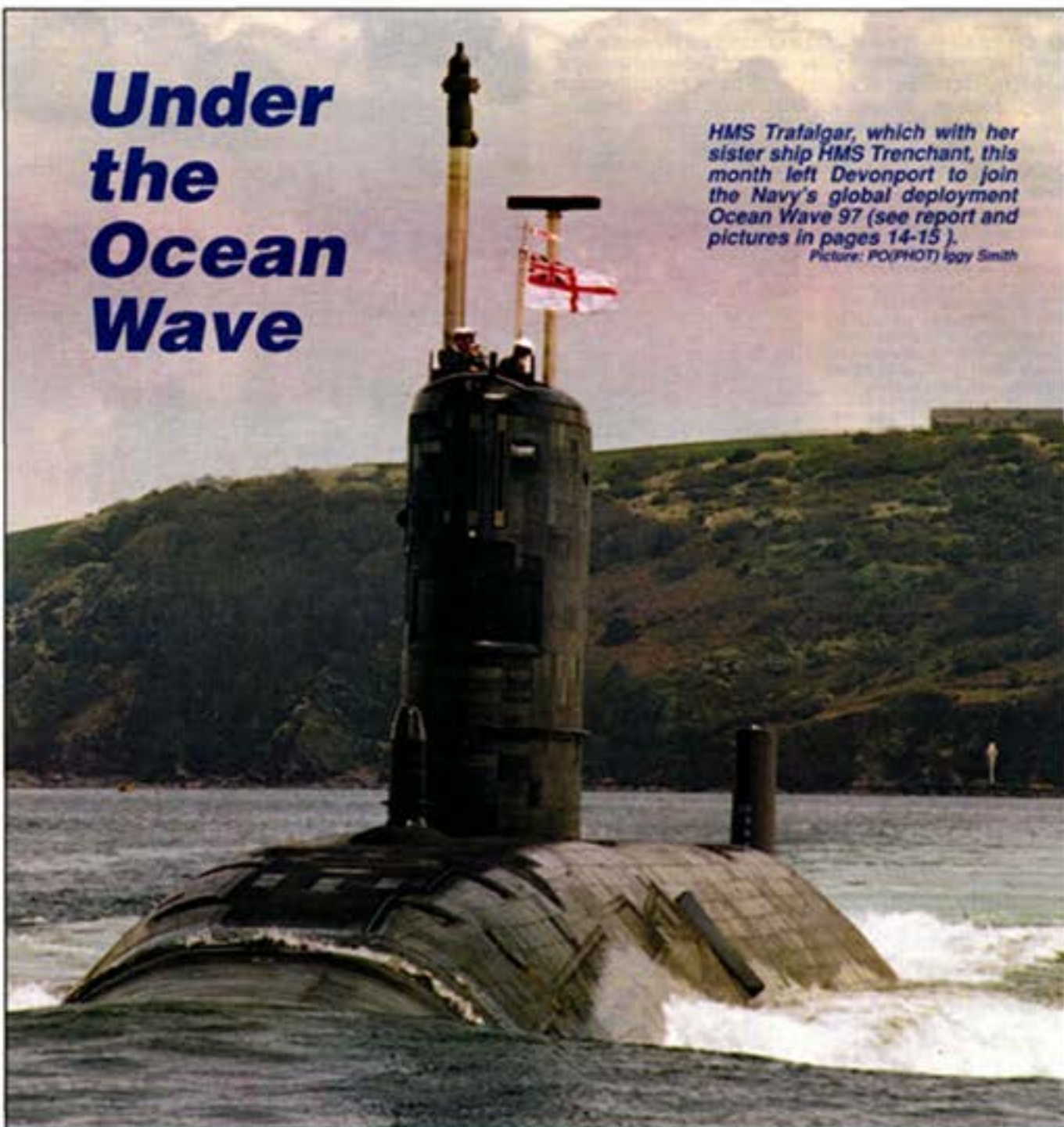
☐ Turn to page 29.

**THE FACTS
ABOUT
YOUR PAY
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Under the Ocean Wave

HMS Trafalgar, which with her sister ship HMS Trenchant, this month left Devonport to join the Navy's global deployment Ocean Wave 97 (see report and pictures in pages 14-15).

Picture: PO(PHOT) Iggy Smith



Forgotten battle inspires plan for new maritime museum

THE MANSION built in memory of one of the 18th century's most successful admirals is to be restored and turned into what has been described as a new maritime museum in Scotland.

Camperdown House - named after Admiral Lord Duncan's victory at the Battle of Camperdown 200 years ago this October - was built at Dundee by his eldest son in the 1820s.

After World War II the house and 600 acres of park land were bought by Dundee City Council, and now the council are planning its restoration in partnership with the National Galleries of Scotland. The work is expected to be complete by the year 2000.

The Battle of Camperdown - an anglicised spelling of Kamperdujin on the Netherlands coast - is today an almost forgotten battle, but in 1797 it

was regarded as the most important naval action in history.

In the year that he had to cope with the Nore and Spithead mutinies, Admiral Adam Duncan - then aged 66 and the survivor of 50 sea battles - decisively beat the Dutch fleet, a victory to match that of Jervis's over the Spanish at Cape St Vincent eight months before. Together, the actions are seen as saving Britain from invasion many years before Trafalgar.

Dundee is arranging and hosting a series of events this year to mark the bicentenary of the battle, including the proposed arrival on Friday, October 10 - the eve of the anniversary - of a major British warship, a Dutch destroyer and a Royal Marines band.

At a parade the next day the salute will be taken by the Lord Provost of Dundee supported by the Scottish Area

Flag Officer and the senior Dutch officer. The day's events will end with a Beat Retreat ceremony at Camperdown Park.

On the Sunday a commemorative service is planned at St Mary's Church, and another at Lundie Kirk where the admiral is buried.

Souvenirs

Between September and the following March an exhibition will be open at the Mc Manus Galleries in the town and will draw on resources nationwide. On show will be paintings, battle relics, personal possessions and contemporary souvenir medals, ceramics and prints produced to commemorate the battle.

On October 8 a concert by the Royal Scottish National Orchestra will include an overture specially commis-

sioned by Dundee city.

On June 22 this year the sail training ship Sir Winston Churchill leaves Dundee on a voyage that will include ten local young people sponsored by the Bicentenary Ginger Group in the name of the admiral.

Those interested in attending the celebrations should contact Tay Division Naval Volunteer Reserve Association (secretary - Avril Burns, c/o W. R. Stewart & Sons (Hacklemakers) Ltd, Marine Parade, Dundee, DD1 3JD).

To mark the 200th anniversary of the Battle of Cape St Vincent, the Welch Regiment Museum at Cardiff Castle has acquired the tunic and medal of C/Sgt Samuel Chadwick of the 69th Foot - later the 2nd Bn The Welch Regiment. Members of the regiment were serving as a Marines detachment on board HMS Britannia during the battle.



Admiral Lord Duncan - victor of the Battle of Camperdown.

OVER 1,000 TAKE GULF WAR TESTS

OVER 1,250 Gulf War veterans have so far come forward for assessment by Ministry of Defence medical experts. Of those, at least 1,070 have been through the process since MOD's Gulf War Medical Assessment Programme (MAP) was set up in October, 1993 in response to concerns about so-called Gulf War syndrome.

All Service personnel who served in the Gulf are eligible to attend the MAP in central London. People who left the Armed Forces since serving in the war are also eligible.

A spokesperson for the project said: "The Ministry of Defence strongly urges any Gulf veterans to attend the MAP if they are concerned that they are suffering health problems as a result of their service in the Gulf."

Treatment

The programme's aims are to diagnose conditions and recommend treatment. For reasons of medical ethics, individuals have to be referred by their doctors, whether military or GP.

The waiting list for MAP appointments is at present about 12 weeks.

The assessment process takes the form of a medical examination by a consultant physician who takes details of an individual's medical history. Tests are also carried out, mostly at the nearby Middlesex Hospital.

About two months after the examinations the results are available, and subjects are asked to return to MAP to discuss them, or if that is inconvenient, a report is in any event sent to an individual's doctor with any recommendation for treatment.

Duty travel

Further appointments are made at MAP if needed, and the programme seeks follow-up reports from an individual's doctor.

Attendance by serving personnel is regarded as duty travel, while MOD will consider claims for reimbursement of receipted expenses from ex-Service people and civilians.

The address for referrals to MAP is: Medical Officer in Charge, Gulf War Medical Assessment Programme, RAF Central Medical Establishment, Kelvin House, 32-34 Cleveland

House, London W1P 6AU.

An information leaflet can be obtained by calling the Gulf Helpline on 0171 807 8778 or by writing to: Medical (Finance and Secretariat) 2b, Ministry of Defence, Main Building, Whitehall, London SW1A 2HW.

Sailors braved blast danger to save a life

TWO MEMBERS of the Royal Navy's Gibraltar Squadron who braved the threat of an explosion to search for survivors of a fire on board the mv Brunito have received Captain's Commendations.

LS David Grima and AB Tony Gache received the commendations from the Commanding Officer of RN Gibraltar, Capt

Richard Lord, for their skill and courage during the incident last October.

The sailors were on routine patrol in a Naval inflatable boat near Gibraltar Marina when they were ordered to investigate the fire in the Brunito.

They were the first on the scene and despite the danger of an explosion, manoeuvred their craft alongside the burning vessel to look for survivors.

One man was spotted, unable to swim properly in the choppy seas and suffering from shock. AB Gache jumped into the water to help him while LS Grima controlled the boat and helped them both back in.

The survivor was evacuated to the squadron's headquarters at Coaling Island from where an ambulance took him to St Bernard's Hospital for treatment.



THAT'S COOL!

TAKING the plunge from a Hercules transport aircraft over Norway are members of the Patrol Troop of 3 Commando Brigade Royal Marines, deployed to the frozen north for Arctic training.

Units taking part included 42 Cdo and Signals Squadron, 847 Naval Air Squadron, elements of the Cdo Logistic Regiment, 29 Cdo Royal Artillery and 20 Battery Air Defence Regt.

On return to Britain in early March, the commandos will be preparing for exercises in a very different environment - the jungles of Brunei.

Picture: PO(PHOT) Brian Bower

Spy Bingham dies in crash

A FORMER Naval officer who sold secrets to the Soviet Union has died after his car hit a tree and exploded in flames near Stratford-on-Avon.

David Bingham (56) was a former sub-lieutenant who admitted receiving £2,800 from the Russian in return for revealing Naval operations against Soviet submarines.

He was jailed for 21 years in the 1970s, but only served a third of his time before changing his name to Brough and starting a new life.

He lived in Dorset before moving to the Midlands.

A post-mortem has been held, and investigations into the crash are continuing.

Two-badge Blazer



ONE OF the Royal Navy's smallest ships has won the unusual distinction of being able officially to sport two city crests.

HMS Blazer (left), the training ship of Southampton University RN Unit, is based in Portsmouth - so her allegiance to both cities was put on a sound footing in February when their coats of arms were unveiled on board, one either side of her superstructure.

The Lord Mayor of Portsmouth, Cllr Mike Hancock, and the Mayor of Southampton, Cllr Dorian Attwood, performed the ceremony at HMS Dolphin, Gosport.

Blazer, a fast patrol vessel, trains undergraduates from Southampton and Portsmouth universities and Southampton Institute. This year she will be deploying in UK waters and to Spain.

Comic ad: Will RM have the last laugh?

A NEW initiative in Naval recruiting has led to such unlikely sights as a Royal Marines advertisement in the adult comic *Viz* and a competition to be Captain for a day - publicised in the editorial columns of the *Sun* newspaper.

But it seems the Service may be poised for the last laugh.

A spokesman for Director Naval Recruiting, Stu Reed, told *Navy News* that the *Viz* advert had been placed after much deliberation and following the lampooning of the Marines by the comic.

HMS Gloucester

The advert apes the booby challenge of pub brawlers and ends: "So come and have a go if you think you're hard enough."

Mr Reed said that through *Viz*, the advert was reaching a readership of predominantly young men in the main age range for recruiting. "The resulting news coverage was foreseen and enhanced our message," he said.

Meanwhile, through the editorial columns of the *Sun*, the Navy has offered the prize of being a Captain for a day to the reader who nominates the best recruit. The winner will "take command" of HMS Gloucester off the coast of Majorca.

Q-ship VC sells for £32,200

THE VICTORIA Cross won by a young petty officer during a shoot-out between his Q-ship and a First World War U-boat has sold at auction for £32,200.

The sale formed the second half of an auction of the largest collection of British Naval medals in the world. In total, the hundreds of items forming the collection of the late Capt Kenneth John Douglas-Morris RN fetched £614,950.

The First World War VC, awarded to PO Ernest Pitcher, made only £2,800 less than a Crimean War Victoria Cross sold in the first half of the sale last October.

Minehunter to be launched

THE LATEST Sandown-class mine countermeasures vessel is to be launched at Vosper Thornycroft's Woolston yard in Southampton on March 11.

The ship will be named HMS Penzance by Princess Michael of Kent and is the first of a new batch of the class with improvements in accommodation, propulsion and decompression facilities.

NORFOLK RESCUES LONE YACHTSWOMAN



HMS Norfolk came to the rescue of a solo yachtswoman when she suffered a suspected heart attack in the stormy South Atlantic – and saved her yacht as well.

Karen Thorndike (52), who was hoping to become the first American woman to circumnavigate the world singlehanded, put out a mayday when three days out of the Falklands.

The Type 23 frigate found her (uninsured) 36 ft sloop Amelia rolling violently under bare poles in heavy seas and severe gale force winds. After the sick woman – later suspected to have suffered a severe angina attack – was transferred to the ship in the care of Surg Lt Fleur Marshall, four of the ship's company, Lt Cdr Roger Float, S/Lt Neil Southwell, POMEA Iain Priest and AEM Kevin Griggs took over the yacht and set course south for the Falklands.

Lt Cdr Float told *Navy News*: "We battled with problems including a repeatedly failing engine, contaminated fuel, leaking hull valves, an exploding sewage system (and no tea bags!) before we reached Port Stanley three days and 350 miles later – 24 hours earlier than expected."

There they were met by the vessel's relieved and much recovered skipper who had been treated at the King Edward Memorial

Hospital.

HMS Norfolk had earlier conducted a series of exercises with a very familiar looking Brazilian ship, BNS Dodsworth – previously HMS Brilliant – following a highly successful visit to Rio de Janeiro.

The pair conducted Officer of the Watch manoeuvres, helicopter cross decking, personnel exchanges, a light jacking transfer and communication exercises by light, flag and radio.

On board the Dodsworth were the future crew of BNS Rademaker, getting their first taste of life in a Type 22 frigate in preparation for acceptance of the now decommissioned HMS Battleaxe next month.

Those with fond memories of the Batch 1 Type 22s will be pleased to know that the Dodsworth is in good hands, was looking sound and that the Brazilians all said they were delighted with her – reserving special praise for the comfortable accommodation, manoeuvrability and seakeeping.

● Karen Thorndike is reunited with her yacht at Stanley – and with the scratch crew from HMS Norfolk who sailed her safely back to harbour (clockwise from top left) AEM Kevin Griggs, Lt Cdr Roger Float, POMEA Iain Priest and S/Lt Neil Southwell.

Food contract lost, but Naafi fights back

NAAFI has lost its £400m contract to supply food to the Ministry of Defence. Around 2,000 jobs will be lost as a result – but Naafi insists that recent reports predicting its demise are very wide of the mark.

"Not only is Naafi still very much alive, it is undergoing a new lease of life, having undergone some fairly major surgery which, whilst painful, has been long overdue," a spokesman told *Navy News*.

Although Naafi will no longer be responsible for public funded messing after October, when Booker Foodservice Group take over, it will continue to serve the RN through the Naval Canteen Service and the traditional shops and clubs.

The new look Naafi plans greater investment in staff, premises, information systems and equipment, much of the work being undertaken in partnerships with leading companies.

Said Chief Executive Geoffrey Dart: "We remain committed as the Armed Forces' preferred trading company and will be concentrating our efforts on the core retail and leisure business in UK and Europe, therefore providing better service and choice for our customers."

'New style' shops

"In particular, our commitment to continuing to provide a service on Royal Navy ships remains undiminished."

Londis, Costcutter and Spar, the convenience store operators, are working with Naafi in 12 trial sites to provide 'new style' shops.

Trial partnerships with Bass, Scottish Courage and Whitebread to provide new Naafi 'pubs within cabs' such as the Smugglers at Faslane have been a success.

This month Naafi launches its Select Catalogue offering free mail order delivery to mainland UK within 72 hours.

Another initiative is a new financial services company, Warrior Group, in which Naafi will retain a substantial holding and which will offer all the services currently available through Naafi Financial Services as well as many new products.

"The additional investment and concentration on core activities will provide naval personnel with the service that they require and need," said Capt Pippa Duncan, Naval Representative for Naafi.

However, Second Sea Lord Admiral Sir Michael Boyce has noted that the impact on welfare funding caused by the loss of the food supply contract has yet to be resolved. Ministers had asked for various measures to be explored.

Picture: CPO (Phot) Paul Cowpe



GRAFTON AND CO

A Mk 9 4 Army Air Corps Lynx escorts her affiliated ship HMS Grafton up the Orwell for the Type 23 frigate's first visit to her own 'twin town' of Ipswich.

This marked the first time the Navy's new Merlin helicopter has been seen on a warship alongside in the UK.

The occasion was recorded by a Seaking helicopter of 814 Naval Air Squadron whose CO Lt Cdr Rob Drewett and POACMN Andy Padgett made a flying visit to their old school there – the Royal Hospital School.

814 Sqn, based at RN Air Station Culdrose, has just returned from a Middle East deployment on board HMS Invincible and is due to deploy to Norway, the Caribbean and the eastern USA this year.

● During Grafton's visit Mr Len Parmenter presented her commanding officer, Cdr Nicholas Stanley, with the 1903 log book of one of her predecessors, the cruiser HMS Grafton.

BRIDLINGTON BEATS THE DRUM FOR SEAFARERS

MARKING The Year of the Seafarer at Bridlington this summer will be a Grand Gala in aid of King George's Fund for Sailors spread over 18-20 July.

The Royal Marines Band will be present at events including a Grand Civic Ball at Spa Royal Hall and a Seafaring Pageant at Sewerby Park, the latter to include a Drum Head Service and Beat Retreat.

For details and tickets contact Mrs A.Beastall on 01262 605438.

□ 'The Call of the Sea', a new six-part series on BBC2 combining interviews with archive film to reveal some dramatic stories from Britain's maritime past, opens on March 15 at 8.05p.m.

China Fleet Club gets even better

FOR THE second year running Country and Fitness Club of the Year in the annual Club Mirror Awards is the China Fleet Country Club at Saltash.

The club that was founded in 1991 from the proceeds of the sale of the China Fleet Club in Hong Kong to serve a wide Naval community now has over 7,000 members.

Judges had been advised against repeating a winner – but felt the club "had done too much in the last year alone not to take the award again."

There was little to choose between any of the entrants, but China Fleet came out on top because of

the atmosphere and sense of teamwork it generated.

Also because of the new facilities introduced over the past 12 months, including a fitness centre equipped with audio-visual equipment which allows individuals to tune in to radio or TV through personal headphones while using running and cycling machines.

"Last year's winner had reached a level of achievement which could have proved hard to better," the judges commented. "But this year the club has done exactly that. It has opened a new and progressive fitness suite and is upgrading the swimming pool."

"From a very high starting point, the club has got even better."

Drafty... Women's Sea Service Co-ordinator

Rules allow for pregnant pause

THE WOMEN'S Sea Service Co-ordinator (WSSC) is responsible to CND for ensuring that the Fleet is manned with the most effective mix of appropriately trained male and female ratings.

WSSC is also the main point of contact for advice on matters relating to pregnancy.

In 1997, HMS Scott and Dumbarton Castle will be mixed manned and women will also be drafted to HMS Ocean.

In putting women on board ships, we try to have a mixture across all specialisations and in most cases we do, but the most important part is to make sure that women who are available to go to sea are not left ashore because accommodation is not available.

Maternity

We now have an up-to-date DCI with details of maternity rules, regulations and entitlements. Unfortunately, there was a publishing glitch, and personnel should make sure that they are



reading DCI (JS) 114/96 and not 113/96.

This DCI contains more detail than has previously been published but it is worth restating some of the rules and regulations.

Providing she is not leaving for another reason, a woman, of course, has the right to remain in the Service once she has given birth to her child and only she can decide whether she wishes to leave or not.

We still hear occasionally that there are those who are unsure on this score, but let's hope that any remaining doubts are dispelled.

The Navy has a responsibility for the health and safety of a pregnant woman and her baby, but it is the woman's duty to ensure that her commanding officer is aware, at the earliest opportunity, that she is pregnant.

Once she knows she is pregnant, a Servicewoman should not work or go on board a ship.

A pregnant Servicewoman is entitled to continue working right up until the week that her baby is due and where she is unable (for health and safety reasons) to work in her normal environment alternative employment will be found.

DCI(JS) 114/96 has brought in one change here, in that a woman who has notified her CO of the date she intends to start maternity leave and is subsequently made sick on shore from a pregnancy related illness, will have her maternity leave start from either the intended date or six weeks before the estimated week of birth, whichever is the earlier.

Choices

What options are available once a Servicewoman finds that she is pregnant and has had the pregnancy confirmed? The choices are simple. She may leave the Service or may have the baby and return to work.

HMS Nelson, HMS Drake and HMS Neptune are the designated units for maternity leave arrange-



ments and they have at least one individual who has an in-depth knowledge of the maternity leave rules; advice should be sought from the nearest centre. WSSC is, however, always available for advice if necessary.

The Joint Service DCI also gives an additional option for maternity leave. The old titles of paid and unpaid leave have been changed - paid maternity leave is now called statutory maternity leave (SML) and unpaid leave is occupational maternity absence (OMA.)

Previously, if a woman opted to return to work, she was asked to confirm this intention and could remain on maternity leave for up to 37 weeks after the birth.

Now a woman may choose, at the beginning, to take up to 14 weeks SML.

They should be aware though, that in the build-up period to sea time you may have to undergo some PJs which may be away from your preference area.

One reminder to both men and women. If you are loaned to a ship on sea service without being formally drafted there, you do not receive any sea credit.

This means that the sea time will not increase the value of the minimum time ashore (MTA) earned from a previous sea draft, nor will it be added to your sea time to be included in the next calculation of your MTA.

So, who is the WSSC?

Women's Sea Service Co-ordinator is Lt Col Bob Carr who can be contacted on Centurion 264K.

There is also an answerphone attached to this extension so please feel free to leave a message.



CREDIT CARD NEWS

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My order is attached for

Cardholders Name:

Cardholders Address:

..... Tel:

Number: Switch Issue No.

Expiry Date: Cardholders Signature: Amount:



● HMS Westminster's Commanding Officer, Cdr Peter Walpole, and the Lord Mayor of Westminster, Councillor Robert Davis, at the controls of the ship's propulsion system. Picture: FOSF Photographic

Mayor pays a visit

THE LORD Mayor of Westminster got to grips with HMS Westminster's updated command system while visiting the ship alongside in Portsmouth.

Councillor Robert Davis and the Lady Mayoress were given a tour of the Type 23 and met many members of the ship's company during the visit.

The Commanding Officer, Cdr Peter Walpole, hosted a lunch party on board before the guests departed for a VIP tour of HMS Victory and the Mary Rose.

HAVE YOU MISSED US?

Back copies available from 1980. Ring Sylvia Newman

PORTSMOUTH (01705) 725064 or 826040

Navy News - The Paper that lives up to its name!



● Active service – HMS Cornwall, the first of the Batch 3 Type 22 frigates, is pictured cutting through the English Channel shortly after completing her year-long refit.

Picture – Henry Steels

Cornish power

FRIGATES were historically used as the eyes and the ears of the Royal Navy's main battle fleets, scouting ahead for signs of the enemy.

Today they maintain the watching role – but have added just about every other role as well, making them the mainstay of the modern Navy.

Type 22 frigate HMS Cornwall, the lead vessel of the Second Frigate Squadron based at Devonport, is a perfect example of this versatility and power.

The first of the later Batch 3 ships, she is equally capable of attacking targets in the air, on the surface, or beneath the sea, and is also a well-defended vessel.

Launched by the Princess of Wales in 1985, Cornwall's design and construction included several improvements as a result of lessons learned during the Falklands.

The Damage Control and Firefighting systems were improved, and the design "stretched" to allow the addition of

a Vickers 4.5-inch gun and the Harpoon anti-ship missile system, making her one of the most powerful and versatile escort vessels ever built for the Royal Navy.

The *raison d'être* of the ship is the Warfare Branch, which sails, navigates and fights the frigate.

Within the department are specialisations, including Radar, Communications and Seamanship, each with their own roles but with the added responsibility of integrating into an effective team.

Radars

At the heart of this department is the Operations Room, which gathers all the information gleaned by sensors and antennae and presents data, clarifying the tactical position for the command.

With a clear picture of events around the ship, usually aided by the additional communications and sensory gear carried by the ship's aircraft – be that Lynx, SeaKing or Merlin – the Weapon Engineering department would then come into the frame.

This department keeps the ship's sensors and weapon systems at peak operational state – any faults which occur are expected to be quickly traced and rectified.

These men and women are also

responsible for the stowage and safety of explosives, missiles and torpedoes – the ship may carry up to 4,500kg of explosives on board.

The engines and "hotel systems" provision is the responsibility of the Marine Engineering Department. Their primary task is to operate and maintain the COGAG (combined gas and gas) engines and the 12-cylinder Paxman Valents diesel generators – both firsts for the Royal Navy.

The 57 officers and men also maintain hydraulic systems for stabilisers, hoists and winches, water supplies, incinerators, sewage systems, and air, water and fuel pipes.

Cornwall's engines develop some 38,000 shaft horsepower – the equivalent of 400 family car engines – and at their most thirsty get through some 63 gallons per mile. Total electrical power, some four megawatts, would be enough to supply 1,400 households.

Finally there is the Supply and Secretariat, looking after stores, food, administration and pay.

HMS Cornwall would normally carry stores worth some £6.5m, and in an average month the ship's company would consume 100kg of beef fillet, 20,000 tea-bags, 2,800 litres of milk, 450 chickens and 240 jambo-sized cans of baked beans.

Her ship's company has a reputation for playing hard as well as working hard, and has provided many tough teams for the various sports fields.

The ship's operational tasks and training have taken her as far afield as the Caribbean, the Baltic, Africa and the Far East.

Flagship

HMS Cornwall emerged from her first major refit – lasting a year – last spring, and following rededication in Falmouth, she acted as First Sea Lord's flagship at the 300th anniversary celebrations for the Russian Navy in St Petersburg.

In November last year she became flagship of the Standing Naval Force Atlantic, taking over from HMS Campbelltown.

The ship is due back from STANAVFORLANT in May, returning to her home port of Devonport for leave and a spell of maintenance.

Five fighting forebears

THE FIRST HMS Cornwall was a third-rate man o'war built in 1692, completed just in time to serve at the Battle of Barfleur. She also served in the Mediterranean, the Channel and the West Indies before being broken up at Chatham after 90 years of service, latterly as a prison hulk.

The second was also a third-rate, but only survived nine years before sinking in 1780.

Another third-rate was launched in 1812, but was renamed the Wellesley in 1868.

Entering the age of steam was the fourth Cornwall, the Mammoth-class cruiser of 1904. After some time with the Atlantic Fleet she was used for training cadets from 1907, but

at the outbreak of war she sailed for the South Atlantic and the first of the name's battle honours, following it up a year later with the Dardanelles. She paid off in 1920.

The fifth Cornwall was a County-class heavy cruiser, launched in 1926 and spending her early years on the China Station.

On April 5, 1942, whilst on passage to the Far East with her sister ship the Dorsetshire, HMS Cornwall was sunk by a Japanese carrier strike force. Both ships sank in minutes.

Battle honours

Falkland Islands	1914
Dardanelles	1915

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 8

Facts and figures

Class: Type 22 frigate, Batch 3
Pennant number: F99
Builder: Yarrow Shipbuilders, Glasgow
Launched: October 14, 1985
Commissioned: April 23, 1988
Displacement: 4,850 tonnes
Length: 148.1 metres
Beam: 14.75 metres
Draught: 6.3 metres
Ship's company: 237
Machinery: COGAG (Combined Gas and Gas) system featuring two Rolls-Royce Spey and two Rolls-Royce Tyne gas turbines.
Speed: 30kts; 18kts on Tynes
Range: 4,500 miles on Tynes
Armaments: Eight Harpoon anti-ship missiles; GWS 25

MOD3 Seawolf anti-missile, anti-aircraft system; 2(4) x 30mm single-barrel guns; 4.5inch Mk8 shore bombardment, anti-aircraft and anti ship gun; CIWS3 Goalkeeper anti-missile system; two triple STWS torpedo tubes.
Sensors: Type 1007 navigational radar; Type 967M and 968 surveillance radars; two Type 911 Seawolf tracking radars; GSA8 gun control system; Type 1010/1011 secondary surveillance radar; UAA2 electronic surveillance system; Type 2050 and 2031 sonars.
Command systems: DFA5 Computer-assisted command system; Data link system 11;

Data link system 14, Integrated communications system (ICS) 3; SCOT satellite communications system.
Countermeasures: Four NATO SeaGnat decoy launchers.
Aircraft: Currently one SeaKing ASW helicopter, with potential for one Merlin ASW helicopter.
Affiliations: The County of Cornwall; the City of Truro; HMS Cornwall 1939-42 Association; The Light Infantry; The Worshipful Company of Leathersellers; Cornish Royal Naval Association; Redruth Families Centre; TS St Petroc, Padstow; TS Queen Charlotte, Guildford; TS Pellew, Truro; CCF at Reed's School, Cobham, Surrey.

Set sail for the unspoilt South Atlantic island of St. Helena and you embark on a very different kind of cruise to a fascinating destination.

The 7,000-ton RMS St. Helena is a modern, British passenger and cargo liner – with a 4-star rating in the 1997 Berlitz Guide to Cruising & Cruise Ships. The ship is the only scheduled link between the island and the outside world. So, whilst you enjoy voyaging in air-conditioned, stabilised comfort, there's still the sense of being on a traditional working ship making an essential voyage.

St. Helena promises the friendly welcome of a tropical island where the pace of life has changed little since Napoleon's time. So you can mix your own cocktail of history, nature, breathtaking scenery and pure relaxation.

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JACK

BY TUBS

....THEN ON WEDNESDAY I WORK OUT AT THE BODY WORKSHOP AND ON FRIDAY IT'S THE MARTIAL ARTS CENTRE FOR THE ADVANCED KARATE CLASS....

WHAT'S YOUR FRIENDS NAME?

Arnhem sailor may have gone 'just for the ride'

REGARDING Lt Cdr Hubbard's account of the stone to Air Mechanic 2nd Class L.A. Hooker of HMS Daedalus who lies buried in Osterbeek Cemetery near Arnhem, I have visited the place every September for the past 23 years.

I was led to believe he was dropped by parachute or landed by glider to be involved with the shipping on the Rhine.

No official explanation has been published as to why this man came to be involved, but the theory of him swapping places with an RAF gunner on either a Stirling bomber or a Dakota because the gunner's wife was expecting is pretty hard to believe.

A more viable account can be found in the Roll of Honour, Battle of Arnhem 17-26 September 1944 compiled by J.A. Hey and published by the Society of Friends of the Airborne Museum, Osterbeek.

In the case of LA Hooker on page 78 he is listed as a passenger. This is more than likely, as several serving personnel were known to go, just for the ride. - J. Peters, ex 1 Batt The Border Regt. Ipswich.

I FIRST visited Osterbeek in 1989 when, spotting my Navy pullover an elderly gent approached me, identifying himself as a guide, having himself been in the Arnhem battle.

He said Hooker had cadged a lift in a Stirling tow aircraft which was shot down over Arnhem but that he had survived the crash and was later killed in the fighting.

The cemetery is quite serene and moving - I believe the local children 'adopt' a grave to tend all year round. - G.J. House, Southsea.

- R.J. Wren, Chairman ACMT, Posters Bar.

One in the eye for Hitler

SIXTY YEARS ago this month I was in Gibraltar with HMS Hereward when the German battleship Deutschland arrived to pay a courtesy visit.

She was open to visitors and I found the port side of the crew's rest room was a complete bar, with the lager flowing freely. Already I could see a couple of stokers off HMS Nelson had had their share. A German sailor dropped his trousers, so did a British sailor astern of him, and then they donned each other's...

Above the bar was a swastika and on either side huge pictures of Hitler and Goering. I noticed that as soon as a German sailor entered he would click his heels smartly and facing Hitler, give the Nazi salute.

As another lager was placed in my hand I spotted a bit of a commotion on the table opposite me where two sailors from the Nelson seemed to be in some kind of argument with their hosts. I saw an arm raised and a lager bottle flew upwards towards the pictures. There was a crash, a shattering of glass - and suddenly a hole where Hitler's head had been.

Soon the place was in an uproar and a voice in English telling Naval Ratings to return to their respective ships immediately.

A month later we went to take off the crew of our sister ship HMS Hunter which had struck a mine - and saw Deutschland shelling Almeria and the shore batteries replying. Later she came into Gibraltar and we heard she had been hit by a shell bursting on her quarter deck. There were 13 casualties. The funeral, which closely followed that of those from the Hunter, featured German and Royal Marines Bands and a guard of honour of German sailors and Royal Marines. - W.H. Sheppard, Kingston-on-Thames.

● Deutschland - later renamed Lutzow - at Gibraltar in 1937.

Letters

Swedish message

I AM a bank manager and a subscriber to Navy News for more than 25 years, since when I have taken and collected colour slides of warships - including about 2,500 Royal Navy.

I am a great admirer of the Royal Navy of today and yesterday. The way in which the Senior Service stands up to its commitments with available resources, no matter when and where, is to me an encouraging example of a military service at its best.

The Royal Navy has more than other services' traditions to fall back upon and that is also, I think, an important factor when you fulfil those commitments with professionalism and pride.

One important tradition lies in a ship's name. Even though I am not a citizen of the United Kingdom, I would like to suggest to their Lordships that they honour men and ships of World War II by naming the next generation of frigates for famous destroyer leaders.

I have some indications that the names intended would be repeat Darings. With all respect, these names are well found, but they have already been used in one post-war generation of destroyers. - Lars-G Nilsson, Helsingborg, Sweden.

League leader

THE ROYAL Hospital School at Holbrook is some 16 years too late. Allhallows School in Devon has the honour of being the first School Auxiliary Coastguard Station in England and to date is still an active HM Coastguard unit. - J. Cherrett, HM Coastguard, Portland.

Spelling out the downside of the new life Down Under

I FEEL that I must reply to an article that I have just read in the November issue of Navy News. This is with respect to ex RN personnel continuing their service careers in the Royal New Zealand Navy.

I am one of six unit ticket (steam) holders recently recruited to help keep their Leander Class frigates at sea. Whilst it is true that the pay is lower than that of their UK counterparts, it is however not true that the cost of living is lower, far from it as we have found out from our own bitter experiences.

With my RN redundancy package and money made on selling our house in the UK, we still cannot afford to buy a property in New Zealand as we would need a big mortgage which we could not ser-

vice. Mortgages are currently around 10 per cent. The price of houses is extremely high and private rented starts at around NZ \$300 a week.

We were 'lucky' to get a married quarter as they are at a premium and although cheaper at around NZ \$70 a week they are generally in poor condition and not the best of housing.

Contrary to popular belief the price of everyday foodstuffs in supermarkets is generally a lot dearer, with the exception of beef and some local fruit produce when in season.

Hindsight would have dictated looking at the situation from the coalface and not from 12,000 miles away. Future bound, or those contemplating a career in the RNZN be warned from our experiences. - C.E. Chilcott, ex CPOMEA, RN, Auckland, NZ.

Staff Officer Recruiting, RNZN replies:

Whilst the claims that POMEA Chilcott has put forward have elements of truth in them, each prospective recruit is fully briefed as to the relative costs of living between the UK and New Zealand. This is done both at the interview stage and by way of an extensive information pack where, with a little homework on the applicant's part, relative prices of commodities, foodstuffs, housing, vehicles and all items which might influence a decision to take up the RNZN's offer are available for comparison.

It is accepted that the housing prices in Auckland, and especially Auckland's North Shore where the Naval Base is located, are expensive relative to the rest of the country.

POMEA Chilcott's figures relating to mortgages are fairly indicative as are the rental charges. The ability to purchase a house and service a mortgage is a personal deci-

sion, however others on a similar income are able to manage it.

It is true that there is a waiting list for Married Quarters, and that they are generally in need of refurbishing (hence the cheaper rental). However, all prospective recruits are advised of this. They are in fact added to the waiting list as soon as the RNZN has confirmed an interest in them.

Current lead times point to MQs becoming available at about the time the recruits arrive in New Zealand. Additionally, investigations are underway to subsidise private rental accommodation for overseas recruits to enable the recruit to only pay a typical (average) MQ rental.

Some foodstuffs may be more expensive than in the UK and this could have been easily ascertained in the information pack where copies of supermarket advertising are included.

While hindsight might have indeed dictated looking at the situation from the coal face, relative location obviously makes this difficult to achieve.

The recruitment process however endeavours to provide as much detail of that coal face as possible, with the information pack and an open link to New Zealand to address any queries that the applicant might have so that the decision of the recruit may be made easier (POMEA Chilcott availed himself of that link on several occasions).

Finally the interest and decision to make such an undertaking in the majority of cases has stemmed from the desire to have a total change in lifestyle.

POMEA Chilcott's warning to beware when contemplating coming to New Zealand is understandable, however such a move is in many ways not dissimilar to moving from Portsmouth to Rosyth - it is just that the latter is more understood and done more often.

No place for padre?

I HAVE learned that the new HMS Ocean does not incorporate a ship's chapel in her design.

Additionally, there has been no provision made for this ship to include a ship's padre in her overall complement.

As an ex regular member of the Service I am astounded - why this break with tradition? - W.G. Smith, Whitley Bay.

HMS Ocean will have the benefit of dedicated chaplaincy cover, but in today's warships and for some time now no chapels are provided, except in the carriers where they double as classrooms. - Ed.

Memorial off ice

SEVEN YEARS ago a project to create an Arctic Campaign Memorial for St Paul's Cathedral was started by the Arctic Campaign Memorial Trust. A number of problems arose resulting in the project being shelved.

Recently it was again put before the cathedral authorities and there is now a very good chance of the memorial being installed before the end of this year.

Enquiries about our work are welcome as are offers of assistance and donations. Tel. 01707 655846.



Navy News

No.512 41st year

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Letters



• Target boats at Malta (from the left) RCBs 8204, 8205, 8044 and 8045.

Unlucky shot sank my boat

I WAS very interested to read the letter from D.G. Franklin (January issue) as I was privileged in my National Service to command one of the Radio Control Boats he mentioned.

The red-painted RCB 8204 was berthed with the other three boats in the target boat squadron in Sliema Creek, Malta. They were not always radio-controlled. Most of the time they were taken to sea by an officer with a crew of six and it took three months from the time of my arrival for the boffins to get the radio control to work satisfactorily.

Often we were required to tow targets but for the live shoots which took place during the work-up for the Suez conflict my crew and I had to jump from the RCB to the controlling boat whilst the boats kept station, line abreast.

This was quite dangerous in choppy seas – and again we had to jump back on board after the shoot to bring the boat back to harbour.

The "target" was truly live in that we could alter the boat's course and speed remotely from the controlling boat and one day when we came back on board after a shoot by HMS Daring there was coloured dye on the deck which identified the mounting that had scored a hit. One of the mast stays had been cut.

I was not the only sub lieutenant to command an RCB but I lay claim, with sadness, to being the only one to have lost his command at sea from gunfire.

RCB 8204 was hit by the cruiser HMS Jamaica and this started a fire on board. Despite foam provided by the Jamaica and the efforts of my crew who volunteered to come back on board to help put it out, we were ordered to abandon ship.

It then took an hour and a half for Jamaica to sink her with small calibre weapons so she would not be a hazard to shipping – she was lined with porous materials designed to keep her afloat if hit.

I would have liked to have thought that the first shot that hit my boat was an example of superb naval gunnery, but I learnt later from the National Serviceman in charge of the mounting that there had been one shot up the spout so he fired it off at random!

The Target Boat Squadron soon had to be disbanded as to have two controlling boats and only one target boat was not viable. – D.I. Archer Reigate.

Flexible solution to Pompey's parking problem

IT NOW appears that servicemen must now bear the brunt of blatant dockyard mis-management by having to give up their much coveted dockyard car parking permits.

Answer this question – why in 1997, when we have the smallest operational fleet and the smallest dockyard workforce in living memory, is there supposedly no room to park your car?

Well, look around the place. A proliferation of portakabins, empty kegs and CO2 cylinders, large items of WE equipment removed from ships and allowed to take root, cable reels, cable not on reels, chacons, containers, empty packing cases, contractors compounds (free parking and storage for their vehicles and materials, are we sure all the materials stored in the yard are intended for use on Pusser's ships?), shore supply cables, steam hoses, hawsers... Need I go on?

Has it been considered that many Servicemen have taken advantage of the excellent LSAP scheme to buy a property in a more 'rural' area, to improve their family's quality of life, in the knowledge that commuting by car was thought no longer to be a problem?

There are also, of course, very

serious security implications involved, where uniformed personnel find themselves forced to find alternative parking around the dockyard or in city centre areas.

Please re-think the policy of permit withdrawal and rationing. I can't help feeling that we are treating the symptoms of the illness and not attacking the cause. – CPOMEA B. Puszkas, HMS York.

Naval Base Commander Portsmouth replies:

Since the inception of the one star organisation in Portsmouth Naval Base I have been aware that car parking and the control of traffic within Portsmouth Naval Base is somewhat unsatisfactory.

Indeed the total number of permits in circulation exceeds the number of available parking spaces by a factor of four!

The security implications of 15,000 permits being in circulation have meant that rather than take reactive short term measures to remedy what has been a long term problem, consultants were employed to undertake a traffic study. The resultant report has been well received and the content carefully studied.

One of the study's major recommendations was the revision of the existing issue and control of private vehicle permits with a limit on

the total number in circulation.

This will be achieved by a phased re-issue of all Naval Base permanent vehicle permits. Phase one is complete with all Portsmouth based ships now in possession of their allocation of permits.

The allocation is dependent upon type of vessel and, indeed, the number of permits allocated to ships amounts to half the total car parking billets available.

Phase two will involve re-issue of contractor's permits in an effort to prevent non-works vehicles entering into the Naval Base. Phase three will be the re-issue of permits to permanent Naval Base staff.

The new system has been introduced to give the maximum flexibility in the issue and distribution of the new passes. Naval Base staff are in constant dialogue with ships, thus enabling them to request additional temporary passes at times of low loading within the Naval Base.

This represents the first stage towards ameliorating the parking issue and, as it develops, opportunities to increase the core issue of permits will hopefully emerge. The overall aim is not to place hurdles in front of ships' companies but rather to establish an organisation which is fair to all whilst, at the same time ensuring the proper degree of security.

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Navy hands over Rosyth to Babcock Defence Ltd

Full order book for privatised dockyard

ROSYTH Royal Dockyard is officially in private hands after a symbolic hand over of keys by the Navy to the base's new owner.

At a ceremony under the dockyard's famous pedestrian bridge, Chief of Fleet Support Vice Admiral Sir Toby Frere relinquished his command of the base to Mr Allen Smith, Chairman of Babcock Rosyth Defence Ltd.

Admiral Frere said: "We wish Rosyth all possible success in its new, privatised form, and look forward to building on the long-established relationship between the MOD and the dockyard."

"The sale of the dockyard to Babcock marks the start of a new chapter in its history - it marks a clean break between the MOD and the dockyard company."

"To assist in this process we have allocated a significant programme of ship refit work to the yard, lasting well into the next decade. Rosyth will remain a key element of the Royal Navy's support in Scotland."

In true Naval tradition, Mr Smith was asked to sign for the key despite the hundreds of witnesses present, including FOSNNI, local MP Rachael Squire and the Lord Lieutenant of Fife, The Earl of Elgin and Kincardine.

After the new owners had opened the gates to the strains of FOSNNI's Royal Marines Band, Admiral Frere and Rear Admiral Tolhurst chatted to many young dockyard employees.

Mr Smith said: "This is a proud day for Rosyth and its employees. Now we have received the key to the door we will be able to compete in new areas for new types of work."

He added his thanks to the Ministry of Defence Police for their 'courtesy, care and efficiency' over the years guarding one of the UK's major Naval centres of excellence.

Major refits

Babcock's Managing Director Mr David Batty said: "We are in good shape and have a healthy work load for the next five years with HMS Ark Royal coming here for refit in 1998 and possibly Invincible in 2001."

"We also have allocated two Swiftsure-class refits, HM submarines Sceptre and Spartan, each worth £175 million, and two Resolution boats to decommission."

The road to privatisation began three years ago, though Babcocks have been running the yard as an MOD contractor since 1987.



The Naval base next door shut almost a year ago and negotiations over its sale to the Rosyth 2000 consortium (of which Babcock is a member) continue.

● Above: HMS Newcastle, now completing her trials programme and nearing the end of her refit period at Rosyth Royal Dockyard.

● Right: Chief of Fleet Support, Vice Admiral Sir Toby Frere, meets young employees of Babcock Rosyth Defence Ltd

● Below: HMS Newcastle arriving at the direct entrance to Rosyth for her major refit



PORTLAND LANDS GIANT FLIGHT DECK SIMULATOR

FLIGHT deck training at Portland soars into the 21st Century in March with the installation of a huge virtual reality simulator.

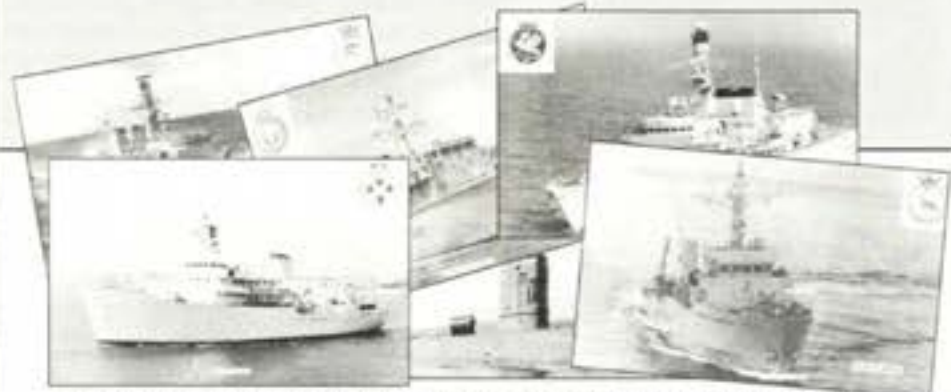
The projection-based equipment is the most complex simulator yet acquired by the Royal Navy and should result in considerable savings with the reduction in real time flying hours required to train FDOs.

Tim Smart of Applied Visuals Ltd, the company responsible for the simulator's design,

build and installation, said: "Although virtual reality cannot replace the real-life experience, it is an extremely cost effective method of delivering consistent training. Helicopter hours are expensive. VR helps to resolve this problem."

The system can simulate a wide variety of weather conditions and sea states at any hour of the day or night and incorporates a number of emergency situations.

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Letters

Pinpointed for a prop

I WAS delighted to read in your January issue about HMS Gannet's Swordfish propeller and engine now displayed in the Wardroom.

It so happens that I was the Royal Marines officer mentioned in your article - however, I did not quite "stumble across the wreckage of a Swordfish near Balmoral".

As a QHI I had used the locations of some high ground aircraft wrecks in Scotland for low level map reading exercises for aircrew for a number of years. The wrecks are in remote areas and some of the locations are quite testing to pinpoint.

In 1989, when I was in command of 3 Cdo Bde Air Sqn RM at Yeovil, I was telephoned by the First Lieutenant of HMS Gannet asking whether I knew of the whereabouts of any Swordfish wrecks in Scotland in order to enhance the 819 Squadron propeller.

I passed him the six figure grid references of two locations in the Grampians. I understand that at the first location the engine was missing but at the second grid the remains of a Bristol Pegasus was found and recovered by SeaKing to Prestwick.

The engineers appear to have done an excellent job in restoring the engine. I think it is appropriate that Royal Marines aviators played a part in this story in the light of the fact that they contributed so significantly to Fleet Air Arm operations during World War II. - Lt Col R.P.W. Wilsey, RM, HQ Royal Marines, Whale Island.

Broadside of balls

AS an 'old' golfer I have at least a hundred old golf balls that are beyond serviceable use. The thought crossed my mind that they would be a godsend to golfers on board ship, who could knock them over the stern at a towed splash target or something similar.

I mentioned this to members of Chadwell Springs Golf Club and the idea was received with much enthusiasm - so that I now have several hundred on my hands, if anyone wants them.

I would be very willing to take them down to a ship at Portsmouth or to some central point where they could be distributed to ships going on a long sea trip.

I was recently looking through some old photographs of my naval career and came across this one of me hitting golf balls out to sea from HMS Jaguar in 1963.

We had an eager bunch of golfers on board who were always looking at ways to improve their game.

Later on, in HMS London, we actually had a game with a RNZN frigate when a makeshift target was rigged between funnel and mainmast on each ship. Golfers on each expended their ammunition and in the end were taking new balls from their wrappers and hitting them at the other ship.

Needless to say this practice soon ceased. - G.C.R.Plumb, Bishops Cleeve.



'Sea Hawk was the worst'

THE FLEET Air Arm supplement brought back many memories, mostly good but one or two not so good.

One of the latter came when I read that the Sea Hawk was very popular with pilots and easy to fly. As far as maintenance was concerned we found it very poor.

We had a struggle to have two aircraft ready for the 0800 launch while in the adjoining hangar, 836 Squadron with Vampires would have ten or twelve aircraft out on the line at the same time.

Having worked on most aircraft from Swordfish to Buccaneers I still say the Sea Hawk was the worst.

I enclose a photograph of 738 Sqn Sea Hawks taken over RNAS Lossiemouth late 1954 when we did manage more than two. - A.Huyton, Elgin, Moray.

Bacon and egg a war winner?

THE ASSERTIONS of CPO 'Distressed' O'Donoghue (February issue) on the wider choice being offered at breakfast in HMS Nelson are wide of the mark and call for some facts to balance them.

Available figures show that it is almost twice as expensive to provide 'continental breakfast' twice a week as it is to provide a traditional breakfast - any suggestion that I have made a financial gain to the Supply Department (a statement which shows a lack of understanding of the system!) is thus seen to be emotive and untrue.

But what has changed? In line with the Healthy Lifestyle policy, and after a trial, a 'lighter' breakfast is served on two days a week. Adjustments, including the addition of a hot choice, were made as a result of the trial, and specific Watchkeeper requirements were also addressed.

The traditional is replaced by cereals (often including porridge), fruit juice, croissants, toast, fresh fruit, fresh rolls, yoghurt and a hot choice.

After a month, the change was made permanent with a note in Weekly Orders just before CPO O'Donoghue left Nelson.

As far as the nutritional value of the 'continental breakfast' goes it provides at least as much of the recommended daily allowance of vitamins, trace elements, protein, fibre, saturated and polyunsaturated fats and carbohydrate as the traditional; hot food does not necessarily equate to nutritious food!

I am surprised that providing more choice, and reflecting the well-established trend in society at large has upset CPO O'Donoghue - I hope the Brazilians don't change the coffee when they arrive to take over his ship! Progress, it seems, always has a price! - Cdr A.R.Forsyth, Base Supply Officer, HMS Nelson.

CPO O'DONOGHUE is surely right to complain at the horrendous idea of a continental breakfast.

The Admiralty Board and Commanding Officer HMS Nelson should recall the diet which enabled the Royal Navy to win World II. - Vice Admiral L.Le Bailly, St Tudy, Bodmin.

To underline his point the correspondent quoted from the poem Bacon and Eggs, composed by PO A.P.Herbert, MP, the brother of Capt (E) Herbert, lost in HMS Hood:

Now blest be the Briton, his beef and his beer
And all the strong waters that keep him in cheer,
But blest beyond cattle and blest beyond kegs
Is the brave British breakfast of bacon and eggs.
Bacon and eggs,
Bacon and eggs,
Sing bacon,
Red bacon,
Red bacon and eggs!
Thus armed and thus engined, well

shaven and gay,
We leap to our labours and conquer the day.
While paltry pale foreigners, meagre as moles,
Must crawl through the morning on coffee and rolls.

Bond men at Bremen

IN YOUR account of Cdr Ian Fleming I was surprised that there was no mention of the fact that in the last war he founded and commanded the 30th Assault Unit.

This unit was made up of Naval officer specialists, Naval sparkers and Royal Marine commandoes and its job was to get well ahead of the front line troops to capture important Germans and also to stop them destroying important targets such as airfields, ports etc.

I was a sparker in this unit when we entered Bremen eight hours ahead of any troops. Lt Cdr P.Dalzel-Job RNVR accepted the surrender of the city from the acting burgermeister. - G.Reed, Bishops Cleeve.

Paddler up the creek

YOUR PICTURE of two Leading PTIs paddling their canoe in the December issue leaves an awful lot to be desired.

The proper position in a canoe such as the one shown is to kneel on the bottom with your rear end just resting on the seat. This has the effect of lowering the centre of gravity and as such gives you a much more stable ride.

The position of the hands is also most inefficient - they would get far more leverage if their lower hands were down near the blade of the paddle.

I would recommend that they read up on Bill Mason's 'The Path of the Paddle'. As I have spent many enjoyable hours paddling my own canoe around the lakes and rivers of this country, I can tell you that proper positioning and paddling procedure adds to your enjoyment of the sport. - C.Sheppard, Mississauga, Ontario.

Algerian interlude

SHIPS of the Royal Navy No 495 HMS Manchester - the second Manchester was actually torpedoed by an Italian MTB. The survivors were interned in Vichy French Algeria, not France and were released following the advent of Operation Torch three months later. I was there. - P.Rambaut, Marblesfield.

Biscuit recipe

I AM doing research on the 'hardtack' used in the days of sail and particularly that produced for and by the Royal Navy during the last century.

I have been unable to discover the exact recipe, the specifications and the mark placed on the biscuit and I was hoping that you could assist me with this. - A.R.Paton, Victoria, British Columbia.

The Royal Naval Museum points out that it would be difficult to produce an historically authentic biscuit from modern refined flour.

To produce a similar plain ship's biscuit, a medium coarse stone-ground wholemeal flour should be used.

Add water to 1lb of wholemeal flour and 1/4oz salt to make a stiff dough. Leave for 1/2 hour then roll out very thickly. Separate into five or seven biscuits. Bake in a hot oven approx 220 degrees C for 30 minutes. The biscuits should then be left undisturbed in a warm, dry atmosphere to harden and dry out.

Biscuits are still purchased for the Ministry of Defence for use in

operational ration packs but not for general messing.

Examples can be seen in the Museum's Douglas-Morris Gallery and can be purchased from the Museum shop. - Ed.

Standard double

YOUR article on the 1947 Royal Cruise to South Africa brings back vivid memories. I was in the light carrier HMS Triumph which formed part of the Fleet escort.

An interesting event occurred midway through the cruise while in company with Vanguard. The Royal Family were to cross to Triumph for a visit - but the King was indisposed with a heavy cold and remained in Vanguard.

However the Queen and the Princesses did cross to Triumph for a few hours and inspected the ships company on the flight deck.

To my knowledge this was the first occasion when two RN warships both flew the Royal Standard in company.

I also remember the 13th CAG of the Triumph flypast - when an 'un-named' Seaforce pilot flew between the twin funnels of the Vanguard. - B.Plowman, Brecon.

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Helping Hands

ROCK BAND'S CAVE CONCERT IS A SMASH

A SUBTERRANEAN performance by Royal Marines Bandsmen in Gibraltar raised almost £15,000 for the island's Heritage Fund.

The Scottish Royal Marines bandsmen, not usually associated with underground music, staged two concerts deep inside St Michael's Cave.

The performances were sponsored by the British Garrison and the proceeds from the events were doubled with a donation from Gibraltar's Government.

The Commander of British Forces, Major General Simon Pack, and the Minister for the Environment and Health, The Hon Keith Azopardi, presented the money to a delighted Mr Alexis Almeida, Chairman of the Gibraltar Heritage Trust.

Meanwhile, a raffle held by the Gibraltar Branch of SSAFA Forces Help raised £740 for the Services charity.

Local businesses community put up the prizes and the grand draw was held in Rock Cottage, home of Captain Richard Lord, Commanding Officer Royal Navy Gibraltar, and Mrs Denise Lord, Chairperson of SSAFA Forces Help Services Committee.



The Royal Marines bandsmen from Scotland perform inside St Michael's Cave, Gibraltar, to help raise cash for the island's Heritage Fund.

Picture: Cpl Kevin James, RAF.

In brief

WARRANT Officers and Senior Rates at HMS Collingwood raised £500 for a special hoist for guests at Netley Waterside House, which accommodates disabled people holidaying in the South.

HMS Collingwood's Chief Wren Mary Wallace, CPO Max Holbeare and CCWEA Jim Egging visited the centre to see the hoist in action.

THE GOSPORT Half Marathon produced a personal best time of 1 hour 34 for CCWEA Phillip Travers and £433 for Cancer Research.

Friends and colleagues at Captain Fleet Maintenance (Portsmouth) sponsored his efforts and the grand total was boosted by a £110-pound donation from AMEC Marine, the company tasked with the constructing of the new jetties at North Corner.

ARTIFICER Apprentices of Figgard Squadron, HMS Raleigh, raised £450 for Guide Dogs for the Blind by entering two vehicles in Torquay Round Table Pedal Car Rally.

The cost of training a guide dog is now £1,000 and over the years, Figgard Apprentices have raised enough money to train 30 of them.

POORLY children at Glasgow's Yorkhill hospital were thrilled with a visit by sailors from the City's affiliated ship.

A party from HMS Glasgow, led by Lt Cdr Roger Hyland, arrived with boxloads of cuddly toys and a cheque for £700 towards hospital funds.

The visit was particularly memorable for CWEM(R) Mike Stevenson and WEM(R) Greg McKenzie, who are both natives of the city. The money was collected by members of the ship's company throughout the year.

Police rally round for paralysed colleague

AN MOD policeman from Portsmouth was left paralysed after an accident on a charity bike ride.

PC Chas Lamburth was due to take part in the Snowdon Marathon to raise cash for terminally ill children and had decided to cycle to Wales to add to the challenge.

But in a collision at Oswestry he broke his neck at the third vertebrae and was paralysed from the shoulders down.

Appeal

PC Lamburth, who spent 25 years in the Navy before joining the MOD Police, is well known in Portsmouth Naval Base for his prowess at cross country running and squash.

Now he is being cared for at St Francis Ward of Stoke Mandeville National Spinal Injuries Centre in Aylesbury and his colleagues at Portsmouth are setting up an appeal fund to support his family and provide the long-term rehabilitation he will need.



PC Chas Lamburth who was paralysed while raising money for terminally ill children

The address to write to is The Chas Lamburth Appeal, c/o The Senior Police Officer, Ministry of Defence Police, HM Naval Base, Portsmouth, Hampshire, Tel 01705 722904.

Chas, who is married and has grown up children, is expected to be in hospital for some time.

A spokesman at the Starlight Foundation, the charity that was to benefit from the ride, said: "We were so sad to hear of PC Lamburth's devastating accident.

"It is such a tragedy that someone so kind was struck down so cruelly whilst making an effort to brighten the lives of children coping with life-threatening illnesses.

"We hope he may recover in the fullness of time and thank him, on behalf of the children whose lives he was helping us to touch, for all that he had set out to achieve."

During his time in the Navy, Chas served in HMS Diomedea, Hampshire, Collingwood and Vernon among others, and the appeal committee is hoping that welfare funds throughout the Service will consider making donations to the fund as well as individuals.

Receiving you, loud and clear!

SAILORS from HMS Beagle paid a high profile visit to Newton Abbot in Devon to distribute hampers to the town's Royal British Legion.

Funds for the hampers were raised by the ship's company during a dog racing event when the sums of money changing hands were more usually seen in the ring at Newton Abbot race course.



HMS Beagle's Communications Department, LRO Paul Wansell and RO Pete Headley, admire the broadcasting skills of Newton Abbot's town crier during their recent visit.

Comic Relief

RED NOSE day is on March 14 this year and the organisers at Comic Relief are hoping to enlist the support of as many Service personnel as possible this year.

For details of how you can help and a special fundraising pack, send an A4 SAE and 60p stamp to Comic Relief, 74 New Oxford St, London WC1A 1EF.

Wacky races

SAILORS in HMS Invincible raised £3,428 for charity with some weird and wonderful ideas.

A sponsored row through the Suez Canal, a night of 'frog racing' and a

ship's fayre all helped to boost the total.

Captain Roy Clare and members of the ship's company visited Invincible's East Shore School in Portsmouth to present the money.

Welcome gift

Warrant Officers and Senior Rates in HMS Raleigh raised £500 for Alexandra House in St Budeaux, Plymouth.

The money will be used to upgrade and redecorate rooms at the home which provides domestic support to Service children and their families.

PO Wren Lindsay Grady, Mess VP, visited Alexandra House to present the money.

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● CPO(AEM) Stephen Heggie.

Fuellers' prize for tireless worker

TIRELESS work and enthusiasm have won an award for a Chief at HMS Sultan.

CPO(AEM) Stephen Heggie was awarded the Fueller's Prize, awarded annually to the rating whose efforts have enhanced the establishment's reputation.

As Divisional Officer, Stephen has worked hard to influence development of the men and women in his charge, and has actively promoted volleyball at Sultan, the School of Marine and Air Engineering, and the Navy.

He also raises money for charities and worthy causes.

The prize is given by the Worshipful Company of Fuellers.

Safety first

LT JOHN Miller of HMS Nelson has received the prestigious British Safety Council Diploma in Safety highlighting the Navy's commitment to improving health and safety in the workplace.

LT Miller, who lives in Gosport, was one of 44 safety professionals who were presented with awards in London after passing a 400-question exam.

Focus shifts to photographers

TWO ROYAL Navy cameramen have been rewarded for their contribution to Services photography.

WO(PHOT) Mick Cunningham (46) is photographic training officer at the Joint School of Photography, based at RAF Cosford in the West Midlands.

His efforts over four years have won him an RAF Commendation in the Queen's New Year's honours list, in part recognising the fact that Mick is the first Royal Navy Warrant Officer to hold the position of Mess President of the WO and Sergeants' Mess.

CPO(PHOT) Alan Ferguson (40), who was also at Cosford, was the senior naval instructor.

He was presented with an award from the Herbert Lott Trust Fund – a gold-plated bosun's call – for his outstanding contribution in specialist photographic training over nearly six years at the school.

Alan was due to leave the Navy at the end of February after 24 years' service.

The school offers tri-service photographic training, including all RN ground photographers, and a number of specialist courses.

On the Naval side, Alan was involved in the coastal surveying course for the Hydrographic Service, the RN Air Accident Investigation course and the Public Relations course.



● In the frame – WO(PHOT) Mick Cunningham (left) and CPO(PHOT) Alan Ferguson at the other end of the camera with their awards.



Chaplain off to Shetland

A NAVY chaplain has retired after 16 years in the service.

The Reverend Malcolm McCall (above) served at Chatham, Yeovilton, HMS Sultan and HMS Collingwood, and also with Type 23 frigates.

He said farewell after two years at HMS Excellent, and is now off to Shetland to become minister of a circuit of Methodist churches.



Dog collar and a Green Beret

THE REV John Morris (above) has his Green Beret after a stint at the Commando Training Centre Royal Marines, Lymington.

Rev Morris (40) joined the course in June, ending with a 30-mile Dartmoor run to earn his Commando shoulder flashes. He is now with the Commando Logistic Regiment RM in Norway.



Simon opts for active service

A LIST of achievements which makes you tired just reading it is perhaps unusual for a vicar – but Simon Beveridge (above) enjoys keeping fit.

Simon, who has taken over at RNAS Culdrose from the Rev Mark Jackson, can point to a Green Beret, an Arctic Warfare training course, a jungle exercise in Guyana and a 76-km two-day route-march competition in Cape Town mountains during his three years and six months with the Royal Marines.

The Rev Jackson has moved on to RNAS Yeovilton.



● Cheers! – Lt Cdr Andy Holley celebrates 4,000 flying hours.

Six months flying...

ROYAL Navy pilot Lt Cdr Andy Holley has just celebrated 4,000 flying hours – almost six months continuous flying time.

Andy joined in 1981 as a midshipman and on completion of flying training went to 826 Sqn, serving in a variety of Royal Fleet Auxiliary vessels in the Falklands. He later returned as Flight Commander.

He then completed a Search and Rescue tour with 771 Sqn based at RNAS Culdrose, in Cornwall, flying Wessex and Sea King helicopters.

Having trained as a flying instructor in the late 80s, Andy is shortly to leave 819 Sqn at RNAS Prestwick, where he is currently Search and Rescue Officer, to join the newly-formed Defence Helicopter Flying School based at RAF Shawbury, where he once worked at Central Flying School (Helicopters).

And then there were three

ONE OF the last four naval Gunnery Instructors has retired from HMS Cambridge.

CPO Terry Boyle (52) joined the Navy in 1963 and served on several ships, including HMS Bulwark and HMS Brazen. During his 34-year career he won the Borneo Medal, the Falklands Medal, the Gulf War Campaign Medal and the Long Service and Good Conduct Medal with Bar.

As a GI, Terry was also responsible for naval square-bashing, and he trained ships' guards of honour for ceremonial duties around the world.

Terry said: "I can definitely say it has been a marvellous and enjoyable career," adding that the highlight was his part in the Falklands conflict and "the tremendous homecoming given by the British people."

Terry and his three colleagues were the last who specifically joined the Gunnery Branch, now covered by the Warfare Branch.



● Big guns – Commanding Officer of HMS Cambridge Commander Andrew Welch congratulates CPO Terry Boyle on his achievements.

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● Lt Cdr John Lea.

Senior citizen says goodbye to the Service

A SAILOR has bid farewell to the Royal Navy after a career of almost 50 years.

Lt Cdr John Lea left Devonport Naval Base, where he worked for the Commander of the Port, Plymouth, on his 65th birthday in January.

John joined HMS Ganges in 1948, and served in the destroyers HMS Ulster, Alamein and Diana, and carrier HMS Ocean.

He was Gunnery Instructor on HMS Crane, then Parade Ground Instructor at Britannia Royal Naval College.

In 1974 he joined HMS Drake as Field Gun Officer, and was Range Officer of HMS Cambridge.

John was Commanding Officer of minehunter HMS Kirkilston for two years, then went to HMS Raleigh as First Lieutenant. After a posting to Northwood he ended active service as Executive Officer and Training Officer at HMS Cambridge.

He was awarded the MBE in 1985, and in 1988 became a retired in uniform officer.

With some spare time on his hands now, John plans to enjoy his hobbies of running, jazz and classical music. He has been married for 43 years, and has three grown-up children.

"It has been the greatest privilege to be part of the Royal Navy and Civil Service, and I leave the best clubs having enjoyed every minute. I would do it all again without hesitation," he said.

Brave effort

A FORMER sailor paralysed by a rare virus is building a new life for himself through artistic talent.

Wayne Neilson joined the Royal Navy, and trained at HMS Raleigh in Cornwall before leaving to pursue a career in agriculture. His brother Glen also joined the Navy, and is currently in the Submarine Service.

One evening, at the age of 25, he complained of a sore throat, and shortly afterwards fell from his chair, apparently dead. A virus had triggered a heart attack.

Initial attempts to revive him failed, but in the ambulance he started to breathe again. Lack of oxygen had caused severe brain damage, and he is only able to communicate now through blinking.

His family heard of an American machine which would enable him to communicate more freely, but because of a problem over disability grants much of the money raised towards the £30,000 cost had to be used to adapt the family home to allow Wayne to leave hospital after two years.

Now the family is raising funds again, for the machine and other equipment – and as before, the main drive is through the sale of a print of racehorse Dancing Brave, which was the last picture that Wayne, a talented artist, drew before his illness.

□ Copies of the print, which cost £10 plus £1.50 p&p, can be obtained from Alan and Jackie Neilson, 71, St Andrews Rd, South Church, Bishop Auckland, Co Durham DL14 6RX, tel 01388 662308.



● (Above) Dancing Brave, ridden by Pat Eddery, the last picture that Wayne Neilson drew before he was hit by a devastating virus. The print is now on sale at £10 per copy to raise funds for equipment to help Wayne, who is paralysed.
● (Left) Wayne Neilson on parade at HMS Raleigh before he left the Navy.



● Cadet Philip Cunningham.

Awards for cadets

VOLUNTEER cadets at HMS Sultan were rewarded for their efforts over the year at their annual presentation evening.

The event, attended by more than 70 members of the Sultan Volunteer Cadet Corps, and some 50 parents, welcomed Commodore Malcolm Shirley, Commodore of the Gosport training base.

Awards and prizes included: Long Service/Good Conduct Medal: Lizzie Hammond, Gary Tribe, Daniel Rands, Terry Tribe and Jack Hunt.

Marksman of the Year: Gary Tribe. Field Gunner of the Year: runner-up: Neil Cox.

Field Gunner of the Year: Thomas Ivory. Sports Cadet of the Year: Kyle Evans.

New Entry Cadet of the Year: Philip Cunningham, aged nine.

Cadet of the Year: Richard Twyman (Junior); Patrick O'Gorman (Senior).

The cadet Corps is always seeking new recruits, and is open to boys and girls between nine and 16. For details, contact Unit Commanding Officer Lt P. Spooner, on 01705 542342.

Reservist looks to the East

A FORMER bank clerk turned teacher has joined the Ocean Wave deployment to the Far East and Australasia as an RN Reservist.

Lt Ian Pethick, based at HMS Vivid in Plymouth, joined the aircraft carrier Illustrious in Gibraltar, and his plans include visits to Japan, Singapore, the

Philippines and Australia in his role as deputy group logistics coordinator.

Ian (33), who worked for NatWest Bank, took the chance of the eight-month deployment while waiting for his first full-time teaching post. Most RNR personnel serve for two-week blocks.



● Flying visit – Lt Louis Wilson-Chalon (right) and his father Peter (second from left) at Westlands. With them are HMS London Flight Observer Lt Claire Harriman and Colin Hague, Westlands Chief Flight Test Pilot.

Visitor's family links

A VISIT by the Flight Commander of HMS London to GKN Westland became a family affair when his father was there to greet him.

The visit was organised to coincide with the achieving of 1,000 flying hours by Lt Louis Wilson-Chalon, and was hosted by Peter Wilson-Chalon, Westland's Chief Flight Test Engineer.

Peter joined Westland Helicopters in 1955 as a probationary craft apprentice, and around 25 years ago was instrumental in developing the Lynx for service in the Royal Navy.

In 1990 Peter ran the EH101 single site at Augusta in Italy and in 1992 he was promoted to

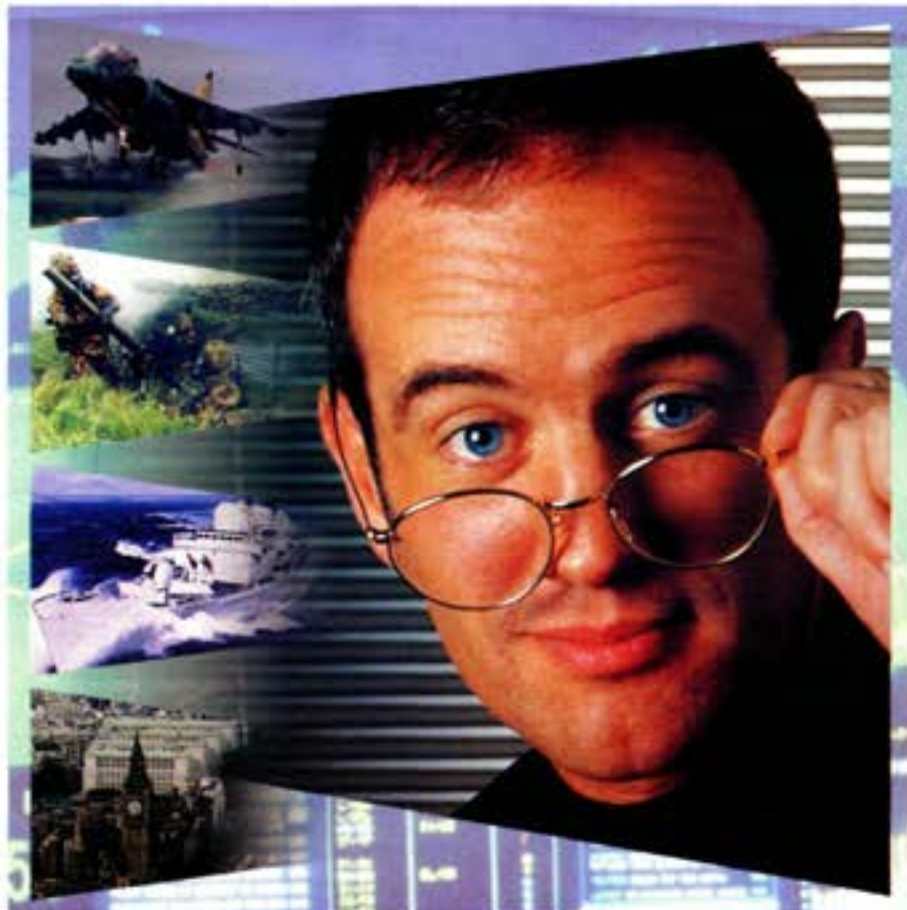
his present position in 1992.

Louis joined Dartmouth in 1988 after taking a degree in Physical Geography at the University of London, and he began flying training in 1991.

He served with 814 Anti-Submarine Warfare Squadron at Culdrose and saw three terms of duty in HMS Invincible off Bosnia.

After completing a Lynx conversion course last year at RNAS Portland Louis became Flight Commander of London Flight in November.

While at Westlands the flight – Louis and Flight Observer Lt Claire Harriman – were given a presentation on the Lynx and Merlin development programmes and a site visit.



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Early work

ONLY A matter of days into the Royal Navy's largest deployment for years and the men and women of Ocean Wave were already hard at work – and play.

After a brief spell of pre-deployment training off Plymouth, the Task Group, led by aircraft carrier HMS *Illustrious*, conducted a multi-national anti-submarine exercise before arriving at Gibraltar.

The ship's company from the carrier provided 270 competitors for the traditional race to the top of the rock – is this a record for a single ship? – including the usual sprinkling of fun-runners.

Among the serious athletes was S/Lt Peter Morgan, who completed the course in 22 minutes 26 seconds, followed by POMEA Redington and Lt Parry.

WAF Ennis was the first female to finish, in 31 minutes 42 seconds, followed in second place by WOM

Nash and S/Lt Babbington.

There was also a concert in aid of SSAFA Forces Help, in which bands from HM Royal Marines Plymouth, Rooke, HMS *Illustrious* and Gibraltar Sea Scouts raised more than £1,000.

Another group decided to ascend the Rock the hard way – scaling the Buffadero Cliff. The group, led by *Illustrious'* Adventurous Training Officer Lt David Barrett, barely had time to admire the view before abseiling back down again.

Rockers

As the carrier prepared to leave Gibraltar the ship's company was joined by veteran rockers The Searchers, who gave two successful performances en route to Toulon, backed by the Royal Marines "Big Band".

Another group embarked at Gibraltar was of personnel from the Permanent Joint Headquarters (PJHQ) at Northwood, who were taking the opportunity to operate from on board an aircraft carrier at sea for the first time.

The Joint Force Headquarters

Through Suez and into the Gulf

Having passed through the Suez Canal on February 19, the main part of the carrier group is turning its attention to the heat of the Gulf and beyond, where one task will be to undertake hot-weather trials of various pieces of equipment.

Like their colleagues on the Amphibious Task Unit (ATU), members of the ships' companies used leave periods to visit the pyramids and other tourist sights while the ships made steady progress between the Mediterranean and the Red Sea.

HMS *Richmond* followed the main group, having stopped off at Istanbul, and she is due to enter the canal on February 25, just as *Navy News* goes to press.

After transiting the Suez Canal the ATU, led

by HMS *Fearless*, began another period of maritime training and then embarked on a long sea passage across the Indian Ocean, which provided good weather for flying training and acclimatisation, as the group headed for the Far East.

Fearless visited Goa for an operational stand-off, during which First Sea Lord Admiral Sir Jock Slater went on board, while the Landing Ships (Logistical) called in at Cochin.

The ATU is continuing eastwards towards Brunei for a series of major exercises.

A general summary from the Task Group read: "ATU has its knees brown and is raring to go. *Illustrious* Battle Group are dusting off their whites and looking forward to the Arabian Gulf."

● Sea Harriers on *Illustrious* in the Mediterranean.

Picture - GPO(PHOT) Paul Cowpe

● Commodore Tony Morrow, Commodore Royal Yacht, greets HMS *Fearless* in the Suez Canal.



NAVY NEWS UNDER 12'S READERS CLUB

As we told you in our December issue we hope to be launching our new under 12's readers Club in July. The Club will have its own special section in *Navy News*.

But we need your help before the official launch of the Club!

Over the past few months, we have been asking you to give us ideas for the Club's name, we have extended the closing date – so keep thinking!

Every good Club should have a mascot and your's will be no exception.

CAN YOU THINK OF AN IDEA FOR A MASCOT

"Simon says" – send us your ideas, you can use pencils, crayons or even a computer to draw a picture of your ideal mascot. It could be an animal, something nautical or even a totally made up figure.

There's a prize for the best idea!

The closing date for the Club name or mascot is now March 15th 1997.



In our last issue we told you that *Navy News* will make Club members birthdays very special. If you provide us with your date of birth on joining the Club you may have an entry like this on your special day.

HAPPY BIRTHDAY TO JOHN BROWN FOR 1ST DECEMBER



Well that's it for now but we will be back next month to let you know how the entries are going for the names and mascots for our new Under 12's Readers Club.

Send Your Ideas to:
Under 12's Readership Club, *Navy News* HMS Nelson
Portsmouth PO1 3HH.

chances to - and relax

(Afloat) is intended to provide the officer in overall charge of a large joint force with the support he needs at the heart of the action in order to co-ordinate forces to best advantage.

The trial was to prove that the communications provided would work successfully, and that the plans lived up to expectations. On both scores the trial was regarded as a great success.

When the carrier arrived in the major French naval port of Toulon, accompanied by the Type 42 destroyer HMS Gloucester, the ship's company bade farewell to the JFHO staff and to The Searchers.

Here again, although the visit was brief, the ship's company took advantage of the opportunities on offer to see some of the countryside and practice their hobbies.

Trips were organised to St Tropez, Marseille and local vineyards, and there was skiing in the French Alps.

The surrounding countryside of Provence proved a magnet to the ship's outward bound team, who climbed Montagne Sainte Victoire during a weekend's walking, climbing and rock-climbing.

After departing Toulon, the ships - *Illustrious* and *Gloucester* were now joined by Type 22 frigate HMS *Beaver* - participated in the largest bilateral exercise in living memory between the Royal Navy and a

French Navy carrier group.

Beaver and *Gloucester* had previously visited Alicante in Spain, and *Beaver* had visited Barcelona.

Next stop was Alexandria in Egypt, affording more chances for the ship's company of *Illustrious* to see the sights.

There was also work to be done - the ship hosted a Defence Export Services Organisation (DESO) Companies Day, attended by senior officers of the Egyptian Navy.

Naval port

Meanwhile *Gloucester* and *Beaver* visited the Israeli naval port of Haifa.

Type 23 frigate HMS *Richmond* had been pursuing her own programme of visits, including Alicante, Livorno in Italy, and the Sardinian port of Cagliari, but she also met up with a sister ship to put the latest shipborne helicopter, the Mk8 Lynx, through its paces.

Richmond was off Minorca when she made contact with HMS *Iron Duke*, which was heading west to the Aztec ranges off the Bahamas.

Richmond's Lynx has notched up a number of firsts in the last few weeks.

She is the first Mk8 to conduct cross-deck operations with a foreign navy, landing on the French frigate FS *Tourville*, as well as the first to

land on a US Navy vessel, the amphibious ship USS *Nashville*.

Richmond's flight commander, Lt Cdr Mark "Windsor" Davies, said they were looking forward to demonstrating the aircraft's capabilities to other nations while on deployment.

The Mk8 Lynx has the latest electro-optical identification and tracking devices as well as an advanced tactical weapon system.

Special rotor blades make it more fuel-efficient, quieter, and more manoeuvrable, and able to operate in a greater range of conditions.

It came into front-line service in early 1996, and is being steadily retrofitted to Type 23 frigates.

● On reflection - HMS *Richmond* is caught in the sun visor of LACMN Tom Sawyer, of 846 Naval Air Squadron.

Picture - LA(PHOT) Paul Hanson

● They're off - Rear Admiral Alan West, the Commander United Kingdom Task Group, starts the 270 runners in the HMS *Illustrious* Rock Race in Gibraltar.

Picture - PO(PHOT) Brian Sharkey



Ship is back at Port Said after 31 years

AMPHIBIOUS assault ship HMS *Fearless* returned to Port Said at the head of the Suez Canal for the first time in 31 years as she headed for the Far East as part of the Ocean Wave deployment.

After leaving Portsmouth in January *Fearless*, flagship of the Amphibious Task Unit, undertook a period of sea training off Plymouth, then embarked the personnel, equipment and vehicles of 40 Commando Group Royal Marines before heading off to the Mediterranean.

She has already conducted training with other units in the group, and visited the port of Piraeus in Greece.

The Suez Canal passage was made in the company of the Royal Yacht - a nostalgic touch, as these are the last two operational steam ships in the Royal Navy. *Fearless* was last in Port Said in 1966.

As well as the 550 men and women of the ship's company, more than 200 Royal Marines of 40 Commando Group are embarked, along with SeaKing helicopters from 845 and 846 Naval Air Squadrons.

RFA's Fort George, *Olna*, Sir Geraint, Sir Galahad and Sir Percivale, along with another 350 Royal Marines of 40 Commando Group, constitute the remainder of the amphibious task unit - the largest British amphibious deployment through the 90-mile Suez Canal for some 25 years.

The group left Port Said at midnight on February 1, anchoring at dawn in the Bitter Lakes to allow a northbound convoy of ships to pass.

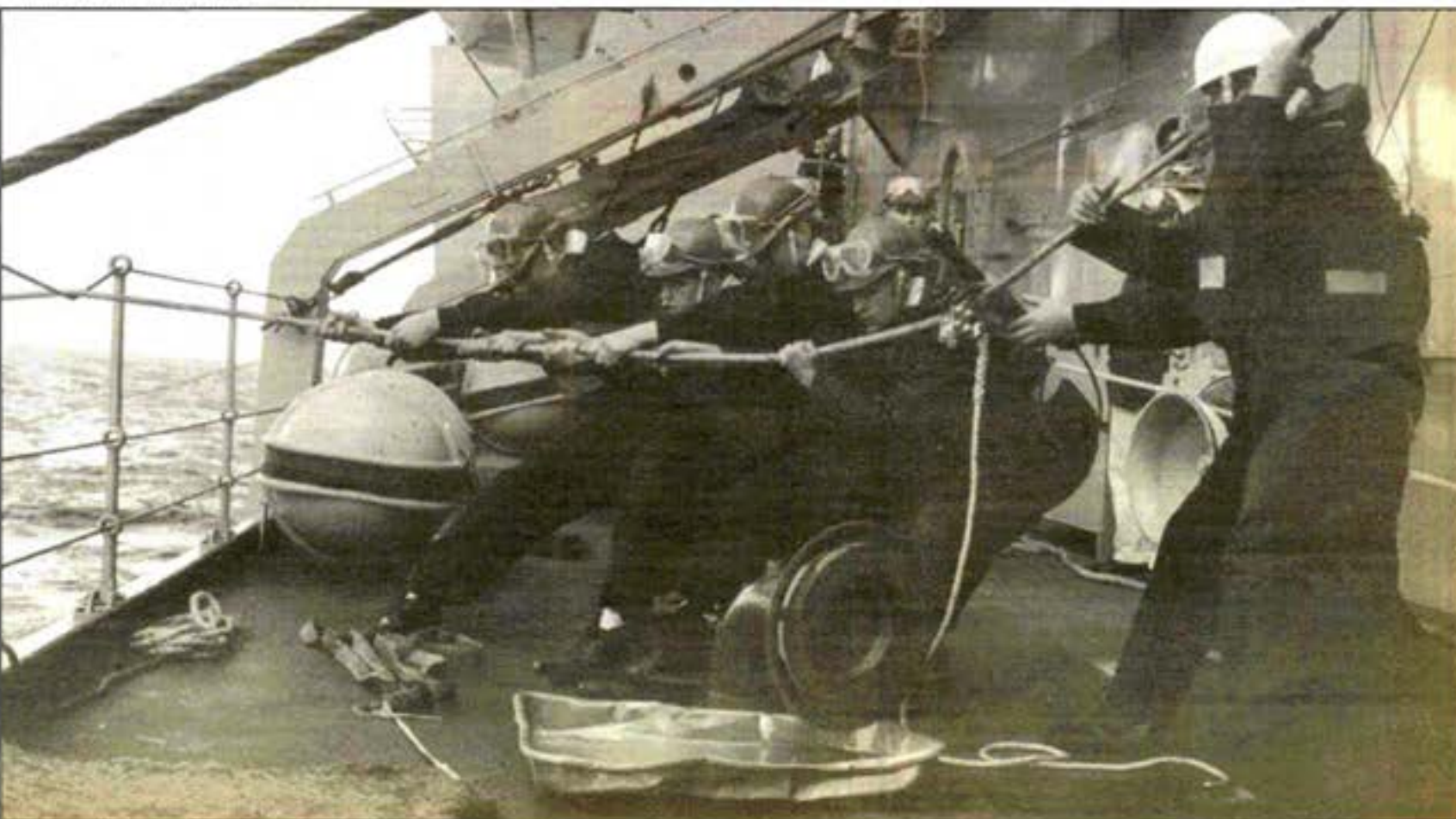
The two-day passage allowed a number of the ships' companies and

embarked forces to travel to Cairo and see the wonders of ancient Egypt, including the pyramids.

Others on *Fearless* contented themselves with the natural world - members of the Ornithological Society spotted the Black-Shouldered Kite, along with 25 other regional species along the banks.

The military forces in three ships decided to transit the canal the hard way, rowing the equivalent length on the rowing machines on board.

After 13 hours hard labour, the honours went to a team from RFA Sir Galahad, who clocked up a total distance of 106.5 nautical miles.

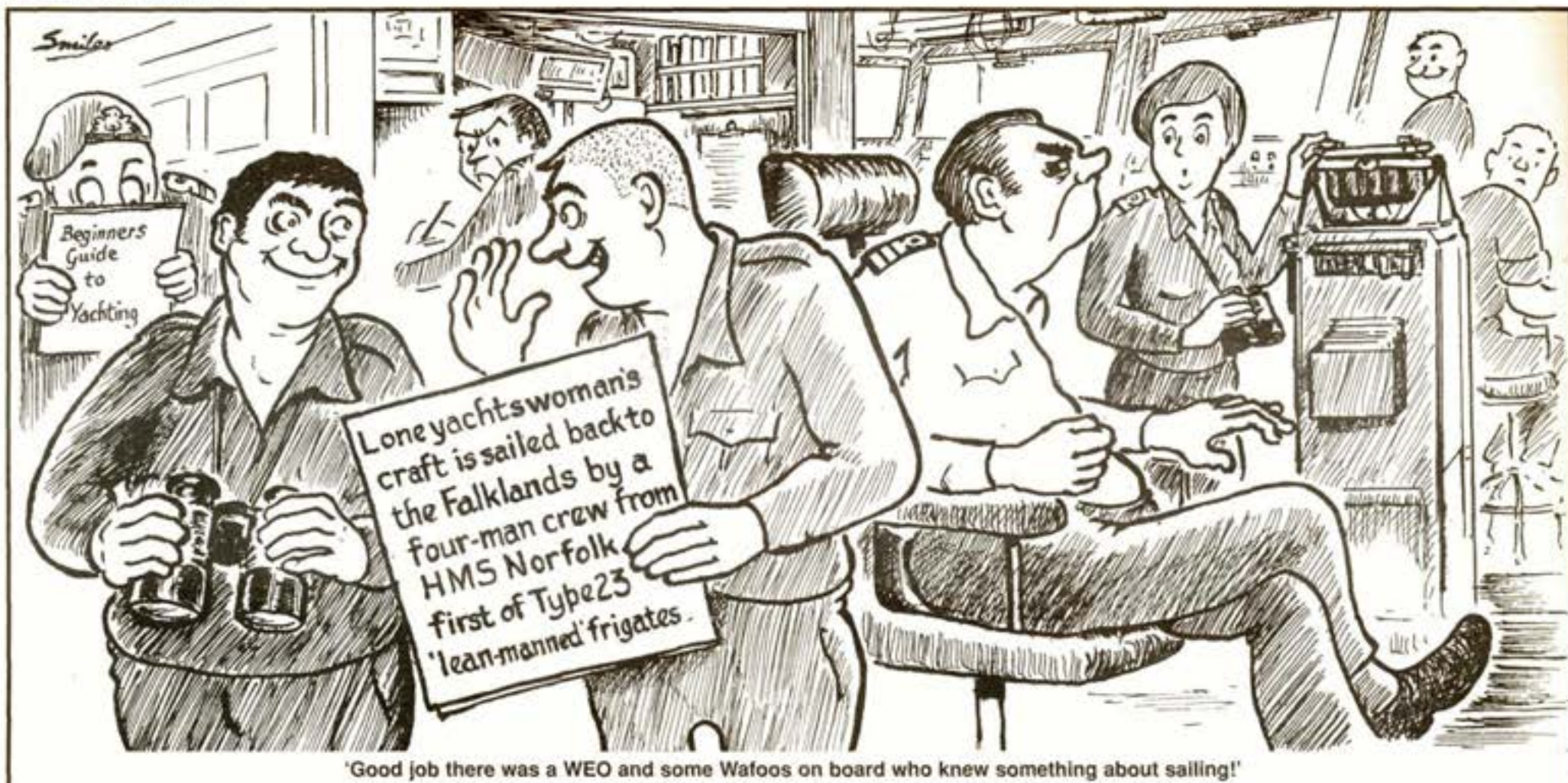


● Naval support - Captain Jonathon Band, Commanding Officer of HMS *Illustrious*, cheers on LSTD Sam Elliot and CH Triff Triffitt during the Rock Race.

Picture - LA(PHOT) Paul Hanson

● Haul away - the Replenishment At Sea party during the first RAS of the deployment, with RFA *Olna*.

Picture - PO(PHOT) Brian Sharkey



'Good job there was a WEO and some Wafoos on board who knew something about sailing!'

NEWSVIEW

Double danger in distance learning

THEY CALL it 'cyberwar', 'netwar', 'info war' - whatever, it means information warfare, the latest threat to international security posed by our growing dependence on computer networks and their vulnerability to infiltration by computer nerds in the pay of terrorists and hostile nations. Or by schoolboy hackers.

In the USA, which naturally feels itself particularly vulnerable, the newly established President's Commission on Critical Infrastructure Protection is looking at the problem.

As a report in the Independent on Sunday, 'US fears "electronic Pearl Harbour"', noted last month the term 'critical infrastructure' covers a wide range of utilities - telecommunications, electrical power systems, gas and oil storage, banking and finance, water supply systems, transport and police, fire and emergency services.

Wrecking these is termed 'bloodless terrorism' - ie, less likely to cause outrage by starting a bloodbath which targeting defence systems might trigger.

In respect of the latter, warning bells have already been rung by Admiral Sir James Eberle, who in the 1995 Wolfson College lectures advised that the use of computerised information systems, shared with our principal ally, carried several potential dangers.

They rely on accuracy - if one inputter gets it wrong, everybody gets it wrong. And that could be fatal. Also, their encouragement of the process of centralisation tends to deny freedom of action to the commander on the spot.

Well, all these worries are for the moment still academic - but they point up the danger of a distancing between human activity as controlled by human beings and that which is increasingly overseen by computers.

Enclosed world

Modern communications have delivered into our hands a double-edged sword. They force us to wage war from a distance - but they also enable us to rush to the rescue, as the Royal Australian Navy did in the case of yachtsman Tony Bulimore while the Royal Navy managed the same trick shortly after for Karen Thorndike.

In both these cases two lone individuals benefited from all the power modern communications can bring to bear on a call for help - and their purely geographical isolation in the immensity of the southern oceans caught the popular imagination.

In this context, it is easy to lose sight of the plight of others who are only isolated within themselves. The case of a couple of female Navy people who have lately suffered in this respect gained media attention through the focus on their gender - but bullying and the pressures of responsibility are age old problems suffered by all and in the necessarily enclosed world of shipboard life they are bound to be especially problematic.

There should be no doubt that the Navy takes them seriously - it has a long-established system of controls to deal with them, through the divisional system, family services and touring support teams.

Few other organisations of comparable size can point to a similar level of pastoral concern. But in the end, the responsibility for your neighbour's welfare - essential on board ship as nowhere else, maybe - rests with you.

Pension factor balances Govt staging of 3.1% increase

PAY: IT WILL BE 3% THIS APRIL

MEMBERS OF the Armed Forces will be three per cent better off from April - even though the Government's 3.1 per cent average pay rise for the Services will be staged over this year.

Only 2 per cent of the award will be paid from April 1, and the rest from December 1. However, another 1 per cent will reach pay packets in April as a result of last year's promise to reduce pension abatement to 7 per cent in recognition of the value of Service pensions compared with those outside.

Meanwhile, committal bonuses paid after four-and-a-half years will rise from £2,000 to £3,000 and will not be staged.

Admirals

The wage increases, from 3 to 3.4 per cent, were recommended by the Armed Forces Pay Review Body, but the decision to stage them was made by Government.

Staging will also take place for admirals, officers of flag rank receiving between 2.75 per cent and 6 per cent under a new structure which introduces a "weight" element to jobs carried out by officers of the same rank.

Average flag rank pay is in line with the average rise for lower

ranks and was recommended by the Senior Salaries Review Body.

While most charges will rise in proportion with the AFPRB award of three per cent, rents for family quarters are going up by slightly more - an average of 4 per cent, continuing the aim of bringing Service rents closer to those paid by civilians.

Daily increases will range from 2p to 92p for officers and 3p to 20p for ratings.

Daily charges for single accommodation will go up by 2.4 per cent, the rises ranging from zero to 16p for officers and zero to 10p for ratings.

Food charges

This will mean that daily rent for an officer occupying Grade 1, unfurnished, Type IV accommodation goes up from £6.85 to £6.98 daily from April 1, and to £7.05 in December. Rent for a rating in Grade 1, Type C unfurnished accommodation goes up from £4.48 to £4.58 in April and to £4.93 in December.

Food charges rise by 3.3 per cent, ranging from 7p extra a day for married, unaccompanied personnel, to 10p for single people. All rises will be staged in line with the pay award.

Most forms of additional pay and allowances are also going up in line with the general increase, the main exception being the 16 per cent rise in the hydrographic pay rate for the relatively small number

of the Navy's Hydrographic Surveyors First Class. As an additional retention incentive, their hydrographic pay goes from £5.04 to £6 a day.

Hydrographic pay for other categories is in line with the general award.

The AFPRB will submit recommendations for the pay of medical and dental officers in a supplementary report taking account of the recommendations of the Doctors and Dentists Review Body.

For the Reserves, more flexible pay arrangements have been introduced to complement the provisions of the Reserve Forces Act.

The AFPRB says its recommendations have been designed to ensure that all Armed Forces personnel receive a net increase in pay.

Examples

Examples of rises are given below, the first figure showing the current daily rate, the second the rate from April 1, and the third from December 1:

Ord (Scale A uncommitted) - £26.6, £27.05, £27.36

AB (Scale B uncommitted) - £36.10, £37.19, £37.60

LH (A, career) - £48.49, £49.93, £50.52

PO (B, career) - £53.31, £54.90, £55.44

PO Art (career) - £58.50, £60.24, £60.84

CPO (A, career) - £60.57, £62.37, £62.99

WO (career) - £69.63, £71.71, £72.42

Lieutenant on appointment - £64.90, £66.85, £67.56

Lieutenant-commander on appointment - £82.34, £84.81, £85.67

Commander on appointment - £115.84, £119.32, £120.86

Captain on appointment - £134.65, £138.69, £140.47

When the rises are implemented and food and accommodation charges are taken into account, an AB (Scale A uncommitted) who is single and living in barracks will earn £1,051.20 a month from April and £1,062.60 a month from December. At present that rating earns £1,019.10.

Similarly a CPO (Scale B, career) who is married with two children and living in a family quarter, will earn £1,700.40 from April and £1,716.90 from December, after charges. Current monthly pay after charges is £1,650.

A lieutenant on appointment, married with two children and living in a quarter, will after charges, earn £1,822.50 from April and £1,841.70 from December. Current equivalent figure is £1,767.60.

The Forces Railcard scheme has been extended for a year by the Association of Train Operators.

The concessionary scheme, originally made by arrangement with British Rail, was due to expire on March 31.

Courtesy cruise by Carlskrona

BACK in her namesake home port of Carlskrona this month will be the Swedish Navy's minelayer and cadets training ship, seen here earlier paying a courtesy visit to Britannia Royal Naval College and the town of Dartmouth. She is sent on overseas cruises to train cadets and show the flag for Swedish industry.



Scummer takes a stand against Saddam



HMS SOUTHAMPTON was due in the Gulf early this month, taking Armilla patrol duties back from HMS Edinburgh after a spell of work out of area.

The 'Scummer's' return follows close on the Prince of Wales' visit to Kuwait, hosted by HMY Britannia, where tension remains high over the continuing threat posed by Iraq.

Sheikh Saud Nasser al-Sabah, Kuwaiti Information Minister, had earlier claimed that Iraq had over 150,000 troops close to the border between the two countries.

Chief of the Defence Staff Field Marshal Sir Peter Inge visited HMS Southampton at Bahrain to receive an update brief on RN operations in the area.

Calling on the Commander of the United States Naval Central Forces, Vice Admiral Thomas Boulton Fargo, he received praise for the Royal Navy's contribution to Maritime Interdiction Operations in the Northern Gulf in support of the United Nations embargo on trade with Iraq.

The Type 42 destroyer then sailed for an eight day MIOPS patrol, tasked to act as 'plane guard' to USS Kittyhawk en route. The 82,000 tonne carrier launched a large part of her 80 aircraft strong air wing while she provided search and rescue cover.

She was soon contributing to board and search operations, clearing six vessels for onward passage before paying a short routine visit to Kuwait.

Here she held an official reception for 120 guests and enjoyed the hospitality of the expatriate community, responding with parties on board for children from the English and British Schools of Kuwait.

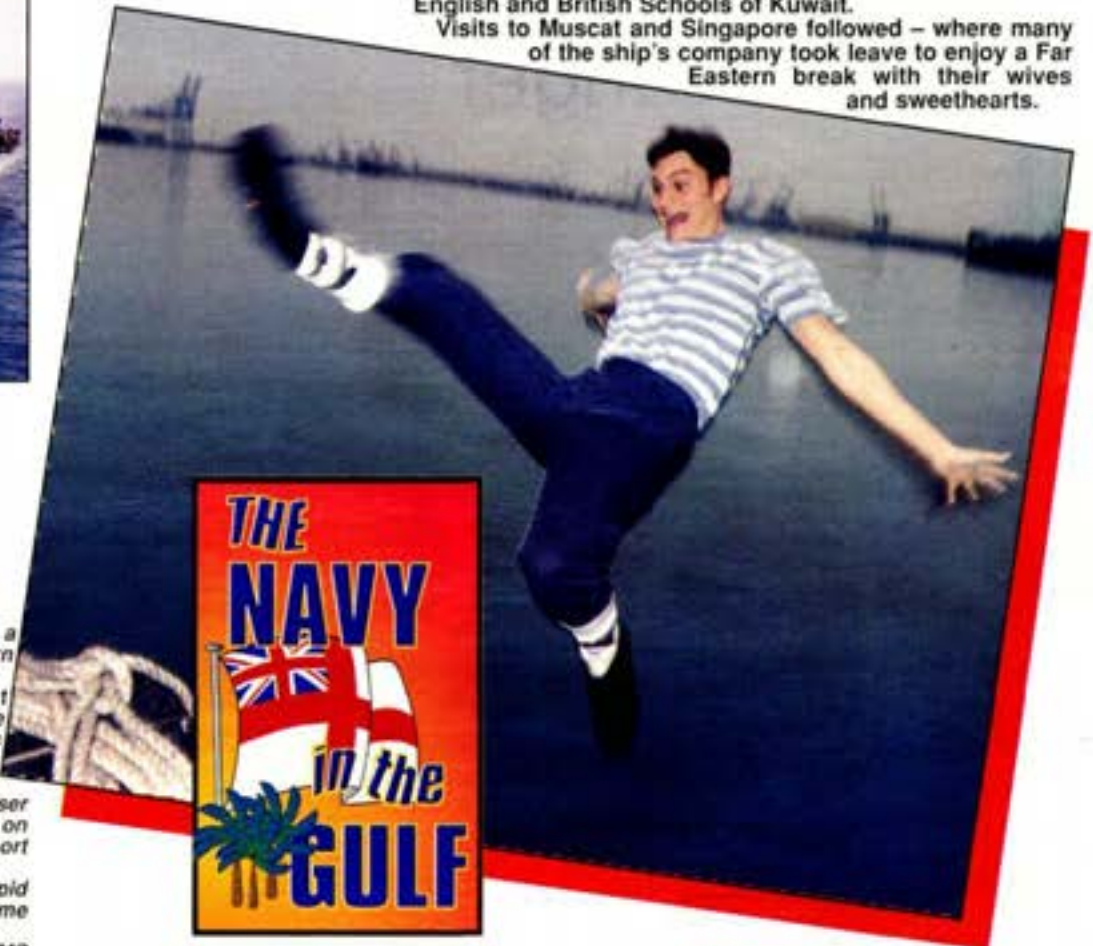
Visits to Muscat and Singapore followed - where many of the ship's company took leave to enjoy a Far Eastern break with their wives and sweethearts.



Pictures by LA(Phot) Neil Hall

Clockwise from top:

- Standing guard during a boarding in the Northern Gulf.
- The Navy in the Gulf - S/Lt Barry Harvey walks the plank during a children's party in Kuwait.
- HMS Southampton (left) and the guided missile cruiser USS Cowpens (right) take on fuel from the combat support ship USS Rainier.
- LPT 'Kerry' Packer rapid roping during Maritime Interdiction operations.
- USS Kitty Hawk with HMS Southampton (just visible as a dot to the right of the island) acting as plane guard.



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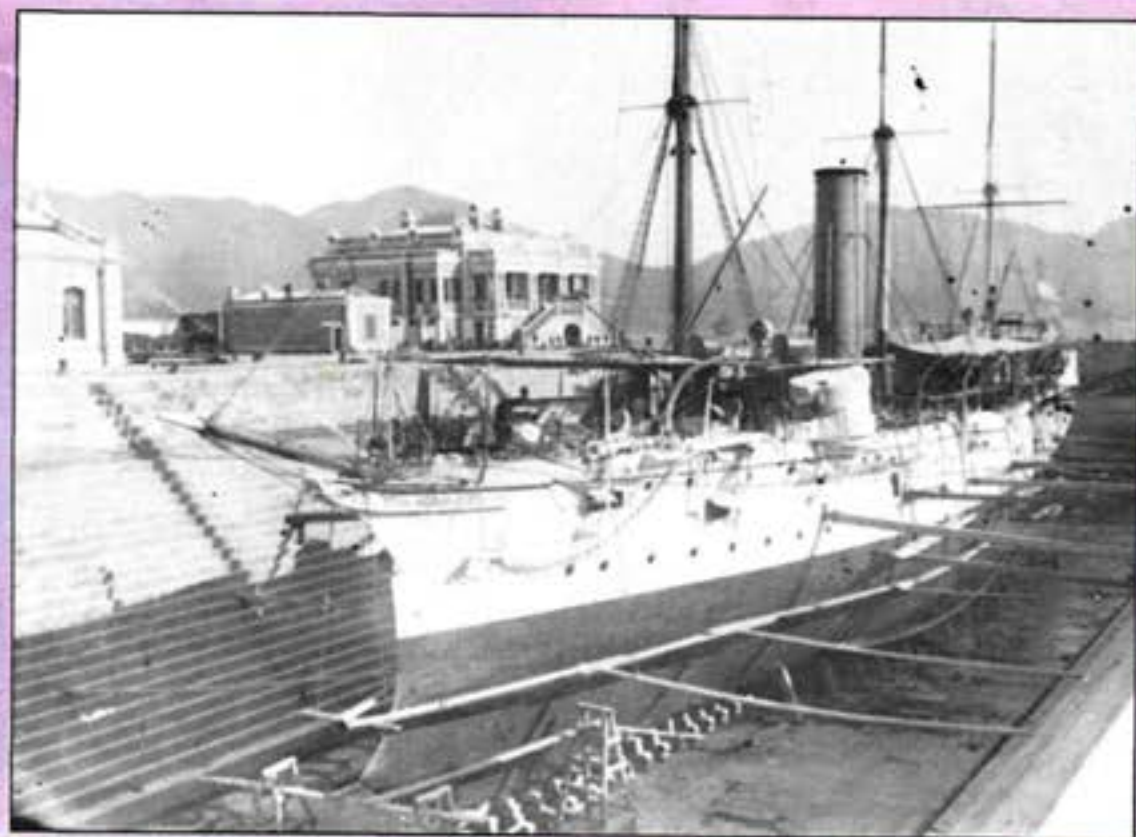


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IN OLD HONG





To mark the decommissioning of HMS Tamar next month the Royal Navy Philatelic Society will be issuing a special commemorative cover containing some rare photographs of the Navy in Hong Kong dating back well over a century – of which this is a selection.

The main picture, taken in the mid 1930s, shows the aircraft carrier HMS Hermes on the extreme right. Other identified warships include the destroyers HMS Delight, Decoy, Daring and Dainty, the submarine depot ship HMS Medway and the minelayer HMS Adventure.

Across the bottom of the page are (left to right):

- The cruiser HMS Porpoise in dry dock in Kowloon, sometime between 1891-94.
- HMS Tamar, the receiving ship at Hong Kong from 1897-1910. An iron screw vessel built in 1863 she was earlier used as a troopship to Africa and the Far East.
- HMS Rodney in 1869, when she was the flagship of Admiral Sir Henry Keppel on the China Station.
- Liberation, August 1945: landing parties from the carrier HMS Indomitable go ashore in a cutter to guard key points in the crown colony. Inset: Rear Admiral C.H.J. Harcourt broadcasts the King's message to Hong Kong. With him are Capt Anthony Kimmins (Chief of Naval Information Pacific) and Hong Kong's Postmaster General Wyn Jones. Outside a Royal Marine stands guard – the station was still in Japanese hands when the broadcast was made.

HONG KONG



WINNING STYLES FOR THE WRNS



THE WRNS was the most popular of the women's forces in World War II, partly because its chic uniform flattered all figures – or so Colin McDowell claims in *Forties Fashion and the New Look* (Bloomsbury £20), published to coincide with the Imperial War Museum exhibition which opened last month and runs to August 31.

A great cause of irritation for women in the WAAF was that WRNS were given coupons for stockings and they were not. And their issue stockings were thick lisle.

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Extinct warship types: Royal Norwegian Navy coast defence ships *Norge* and *Eidsvold* on gunnery practice near Narvik before the German invasion in 1940. From Ross Watton's cover painting for *From Monitor to Missile Boat*.

Dinosaurs that once ruled the seas

THREE new large-format warship type studies deal with what might fairly be described as modern dinosaurs.

All the *World's Battleships – 1906 to the Present* (Conway Classics £15) deals with the all-big-gun leviathans. All were scrapped or in reserve by 1960 until four began an Indian summer in the 1980s when the Iowa class came out of mothballs and had their final swansong, usefully employed in shore bombardment in the Gulf War.

But large surface ships like these are no longer considered practical in the missile age and we will never see their like again.

Some 175 completed capital ships from 15 navies are described, as are the numerous further unbuilt ships that were aborted by world war or naval treaty, the information being revised and expanded from Conway's 'Fighting Ships' series.

The *First Destroyers* (Chatham Publishing £30) has David Lyon looking at the technical development of the 'Torpedo Boat Destroyers' – today's RN destroyers are designed primarily for air defence where they were intended to counter the increasing numbers of torpedo boats building for Britain's chief maritime rivals in the latter part of the 19th century, France and Russia.

The turtleback TBDs of the

1890s certainly had glamour – with their remarkable speed and connotations of David and Goliath they caught the public imagination while command of one was coveted by all young naval officers.

The British were to be the first to have them – and by the time other navies brought comparable vessels into the service the RN was into the next stage of destroyer development.

Even so, these TBDs still in service in 1914 would survive the war

years with some losses to the enemy and others to collision – but, perhaps surprisingly, none to stress of weather. Their builders – Thornycroft's, from whose archive the author derives much of his material were one of the main firms concerned in their development – had done well.

Coast defence, as Anthony Preston remarks in his foreword to *From Monitor to Missile Boat* (Conway Maritime £30), must surely be the most misunderstood

subject in military history.

So George Palocz-Horvath is to be congratulated for producing something more than a fond memoir of an extinct type of warship.

He traces the connection between older forms of coast defence and modern methods, showing how the principles are enshrined in today's missile-armed fast attack craft, land-mobile missiles and even submarines.

— JFA

ffoulkes' fine designs

SHIP'S BADGES are so often the subject of inquiry at *Navy News* that a comprehensive colour survey of the original patterns seems long overdue.

Tom Stopford's *Admiralty Ships Badges* (Stone Frigate £45, from Wright and Logan, Portsmouth) fills the gap with a two volume catalogue of those produced by the Ships Names and Badges Committee since 1919.

Before then there had been no 'corporate identity' in their design – all sorts proliferated, from the sublime to the profane. Some flag officers would even ignore ships' unofficial badges and substitute their own coats of arms. Some ships without a badge would leave it to their captain's generosity to have a design carved – when the colour scheme was left to the painter's discretion.

World War I caused the first plan to bring some logic to the matter to be shelved, but in 1916 the Government decided a museum – later the Imperial War Museum – should be established to show aspects of the war and appointed Charles ffoulkes, an expert of firearms and medieval armour at the Tower of London who had joined as a sub-lieutenant RNVR at the outbreak, as its curator.

ffoulkes collected ship's badges as a hobby and in 1917 he was asked to design a badge for HMS Tower. The finished result was set within a carved circular rope frame with the Naval Crown at the top and the name 'Tower' in a rectangular panel set in the rope below. This became the

standard style from which today's badges are derived because ffoulkes went on to design badges for all the subsequent ships built by Swan Hunter Wigham Richardson as well as for Beardmore and Thornycroft, producing a total of 20, each with the same round shape, by the end of the war.

Since he then offered to produce designs for the whole fleet free of charge the Admiralty moved quickly to set up what was then called the Ship's Names and Mottoes Committee and appoint him Admiralty Adviser on Heraldry.

He set the following, eminently sensible criteria:

□ The design should illustrate the name of the ship.

□ The historical associations of the ship should be considered.

□ The design should be simple, striking and easy to paint.

□ The motto, where given, should be appealing (they are rarer today, particularly in

Latin).

□ Offers of designs from ships would be carefully considered.

Thereafter there was still the odd rebellion against the official offerings passed by the Board – as in the case illustrated here.

When Lt Cdr David Wanklyn took command of HM submarine Upholder in 1941 he at once rejected the badge shown (left) which took the form of a representational classical deity, arms broken off in the style of the *Venus de Milo*, incorporated in a column, describing it as "an armless Greek tart with her legs in a gash bin".

He ordered his First Lieutenant, Michael St John, to come up with something better – and St John pinched the logo of the Atlas Insurance Company.

Wanklyn had the design carved and put up in the boat – and in 1989 it became the official badge of the first of the Upholder class.

— JFA



WHITE ENSIGN RED DRAGON

The History of the Royal Navy
in Hong Kong 1841-1997

A Royal Navy presence in Hong Kong, lasting more than 150 years, enters its final phase when HMS *Tamar* decommissions in April 1997.

To mark the final chapter in this long and illustrious association, Naval personnel have produced a full-colour, hard-back book chronicling the history of the Royal Navy in Hong Kong from its arrival in 1841 until its final departure with the handover of sovereignty to China on 30 June 1997.

The book will raise money for the Locally Enlisted Personnel (LEP) Trust, a charitable

foundation set up by the British Garrison to provide funds for Hong Kong Chinese ex-British Servicemen who find themselves in need of aid after 1997.

With only a few months to go before the withdrawal of British Forces from Hong Kong, *White Ensign, Red Dragon* - edited by the Senior Naval Officer Hong Kong, Commodore Peter Melson - will be available from 30 April, price £19.95

Copies will be available from
1st Lieutenant, HMS *President*, at 72
St Katherine's Way, London E1 9UQ.



At Your Leisure

GOSPORT artist Andy Wing's amusing silhouette of life in an A-Class submarine, inspired by a visit to HMS Alliance at the RN Submarine Museum, is to be the first in a series. Full size mounted copies are available from the Stoke Gallery, 175-177 Stoke Road, Gosport, Hants PO12 1SE at £25 inc pp. (Approx 1/3 actual size).



Tunnel vision of death

YOU CAN'T kill Sylvester Stallone. Not if you're a scriptwriter, that is. Some actors relish a death scene, milking every last drop of emotion from their extinguishment - Marlon Brando, for instance, notoriously took up a whole reel before he gave up the ghost in *Mutiny on the Bounty*.

But Sylvester is a hero and he doesn't, in Hollywood-speak, 'do death'. Which is rather a pity, because one of the pleasures of disaster movies like *Daylight* - the star's latest - is to try and guess in advance which characters are going to survive and which are going to perish by whatever ingenious methods the writers can devise.

The disaster in this case concerns a massive explosion in a tunnel under New York's Hudson River, giving a jeopardy availability which includes fire, flood, suffocation, electrocution, falling masonry etc.



So taking Sylvester's survival as read, what lies in store for Claire Bloom and Colin Fox as a genteel elderly couple, or Stan Shaw as a tunnel guard, or Viggo Mortensen as an image-conscious businessman?

One or two casualties there, in all probability. On the face of it, this is formula film making, although there are some welcome omissions: for example, the roster

Screen Scene

of trapped survivors does not include any desperate terrorists or serial killers.

Indeed, from first to last, Sylvester is not called upon to thump, let alone shoot a single character, the perils of the situation itself being rightly judged to offer drama enough. But the film's biggest plus is the actual disaster, a symphony in mayhem with rows of traffic blasted apart, sheets of flame streaking up ventilation shafts, torrents of water pouring everywhere.

It's the special effects department operating at full stretch and a delight for the destructive child in us all.

Golf is not the most cinematic of sports. It's low-key, repetitive and

the competition is serial rather than simultaneous. No, there haven't been many golf movies. So all the more reason to welcome Kevin Costner and *Tin Cup*, a character study set against a background of the US Open.

Basically it's a triangle story - the unpredictable, maverick player (Costner) versus the unscrupulous pro (Don Johnson) with Rene Russo the woman in the middle. There's no reason why anyone who finds the sport uninteresting shouldn't enjoy the movie, while golf enthusiasts should on no account miss it.

Finally, *Phenomenon* is an interesting movie, a rare example of a story that starts off as one thing - science fiction - then, quite legitimately, changes tack and turns into something altogether different. To explain further would be to give away too much of the plot, but it's well worth a look, not least because of John Travolta, whose rehabilitation from has-been to superstar continues apace. - Bob Baker

● Above: Kit Latura (Sylvester Stallone) and Madelyne (Amy Brenneman) get tunnel vision under New York's Hudson River in *Daylight* - "a symphony in mayhem" to delight all destructive children.

Family albums

HMS DREADNOUGHT passing the Rock of Gibraltar, 6 November 1964 - one of many photographs from *Navy News* archives that appear in *HM Submarines in Camera* (Sutton £19.99), an illustrated history of British submarines compiled by Cdr Jeff Tall and Paul Kemp.

A companion volume, *The Fleet Air Arm in Camera* (£18.99) by Roger Hayward, likewise covers the whole history of a distinguished arm of the Service through a series of rare pictures accompanied by detailed captions.



Dukes 'as good as anything' - and good value, too

THE NAVY "has rightly seen that its best policy for the late 1990s and the early years of the next century is to recreate a modest out-of-area capability, built around the Royal Marines and amphibious ships".

Thus Anthony Preston in an unusually upbeat introduction to the latest edition of the popular *British Warships and Auxiliaries* guide (Maritime Books £5.99). He notes too that, the Duke Class frigates now have a command system "as good as anything in any other front-line navy" - and that the Dukes remained relatively cheap compared with equivalent designs in other navies.

"Introducing modern systems with a high degree of commonality is the only way to ensure a high state of readiness at a price which is affordable. That was the reason for taking the Leander class out of service and for selling the four Broadsword class to Brazil."

The addition of two new large oilers (AOs) to be in service by 2000 went some way to make good of the deficiencies of the RFA which now had only three very old replenishment ships in service.

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Royal Naval Association



● Shipmate Charlie Rogers – took part in heroic sea fight against the Japanese.

One of few survivors of Li Wo action dies

ONE OF ONLY ten men who survived an heroic Naval action against the Japanese has died at the age of 86.

Shipmate Charlie Rogers, a member of Swindon branch, was captain of the sole 4in gun arming the converted steam vessel HMS Li Wo when she took on a heavily escorted Japanese convoy in the Java Sea early in 1942. Her scratch crew were drawn mainly from survivors of the sinking of HMS Prince of Wales and Repulse in the previous December.

Through superb seamanship and good gunnery the Li Wo remained in action for over an hour against a cruiser and destroyers, and managed to sink one transport and badly damage another.

Victoria Cross

Commanding Officer of the patrol vessel, Lt Thomas Wilkinson RNR, received a posthumous VC. The ten survivors of the ship's complement of 84 were made prisoners of war.

Among those who attended Charlie's funeral was Shipmate Tom Parsons (ex HMS Prince of Wales) who as an LS was gunlayer in the Li Wo.

Also there were former shipmates of Charlie's who had survived with him the sinking of HMS Repulse. Branch president, Rear Admiral Anthony Davies, gave the address, and Shipmate Bill Gumma – who served with Charlie in HMS Revenge in 1937-38, delivered the Exhortation and Kohima Epitaph.

Belly-dancing duo fetes George (102)

OLDEST Royal Marines veteran, Shipmate George Finch (102), enjoys a spot of navel humour with belly dancers Lynda and Maureen after a cabaret performance for the residents of Pembroke House, the RN Benevolent Trust home in Kent.

The show, staged by Chatham branch of the Royal Naval Association, put a gleam in the eyes of the young-at-heart audience – including George.

George, who was born in Devonport, had a distinguished Service career. He

joined the Royal Marines Light Infantry as a bugler at the age of 14 and served throughout the First World War.

At the outbreak of war he was drafted to the cruiser HMS Theseus, but was later promoted to corporal and joined HMS Oropesa, an armed trawler on patrol duties around Scapa Flow. After an encounter with a U-boat that was sunk he was awarded the DSM.

He retired from the service in 1932. He married in 1912 and he and his wife Ruby celebrate their 75th wedding anniversary this year.



Branch News

Southend-on-Sea

The branch's annual Pearl Harbor service of remembrance and parade was attended by 400 shipmates including 80 US Marines and Air Force personnel. US Marines provided the Colour Guard, and sea cadets from TS Implacable the Guard of Honour. Twenty-four standards were paraded.

The salute was taken by Capt C. Corcoran USN accompanied by branch chairman, Shipmate Stan Horner, and the Mayor. Also present were RNA General Secretary, Capt Bob McQueen RN (ret'd), Commodore Carson RN and Sir Teddy Taylor MP.

The branch songsters gave over 50 concerts last year, and are much in demand by clubs in the area. At a recent concert they raised £1,000 for Children in Need and presented the cheque via Radio Essex.

Falmouth

Branch president, Vice Admiral Sir James Jungius, was greeted with a rousing rendition of *Happy Birthday* at the annual dinner. Guest of honour was the Commanding Officer of HMS Raleigh and president of Rame branch, Commodore Hugh Rickard, accompanied by his wife, Marilyn.

Trafford

Shipmate Charles Hutton, branch and No. 10 Area secretary,

Peterborough

has given a helping hand to relatives of patients in his local hospital.

His wife, Diana, works at Trafford General Hospital accident and emergency unit, and on hearing from her that patients had to be moved to other hospitals in the north-west due to a shortage of beds, he provided their relatives with precise, written directions on how to get to them.

Headingley No 1

Branch vice chairman and life member, Shipmate Stanley Stony, is celebrating his 50th anniversary as British Legion standard bearer.

Littlehampton

Members mourn the loss of a life member, Shipmate Freddie Waite. He was renowned for his quick humour and forthright manner. He leaves a wife, Jean, and family.

York

Former member, Shipmate Christopher Buist, and his wife Doris – now living in Bury St Edmunds – returned to celebrate

distinction at branch and national levels, was the first woman to be elected to the National Council.

Basildon

Though a relatively small branch, Basildon members know how to enjoy themselves, as they did recently for a restaurant meal. The event was organised by the social secretary, Shipmate Carol Barker.

Slough

Shipmate Richard Dixon, a tireless worker for ex-Servicemen, has died at the age of 72. Richard was president and chairman of the branch and was a trustee of Slough Naval Club.

He received the BEM for his wartime service which included Russian convoy duty. He received a wartime commission and was demobbed in 1946, but re-enlisted weeks later as an ordinary seaman.

Reading

He retired from the Navy as a CPO Instructor (at Britannia RN College Dartmouth) in 1971.

The branch celebrates its diamond jubilee on September 27, and is arranging a service and parade followed by a buffet. If you plan to attend contact Shipmate Tony Toms on 0118 957 2727.

St Ives

An impressive rum tub inscribed in memory of the late Shipmate Dennis Curnow was dedicated at a branch ceremony. The cost of the tub was met through donations by friends and fellow shipmates.

Leicester

More than 100 shipmates, wives and friends – including representatives of Tamworth branch – held a social evening.



PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our January issue is ex-CRS Mr Harry Julian of Penryn, Cornwall.

He correctly identified our mystery photograph of HMS Protector. He also answered correctly that she was built as a netlayer and in 1955 was converted as an Antarctic patrol vessel.

Mr Julian's reply was picked at random, and he receives our cash prize of £25.

A further prize is offered for a correct solution to this month's puzzle. What Royal

Navy squadron was formed by these five trawlers, and in what year?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3NH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is April 15.

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

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

MYSTERY PICTURE 25

Name

Address

My answer is

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A feather in their caps



● (Above) Top billing – C/Sgt Peter Carr RM examines a Lesser Adjutant Stork in a Cambodian village, where rare birds were being eaten by the locals.

● (Right) Listening post – recording bird calls on Motley Island in the Falklands. Picture – Cdr C. Peach.

ENTHUSIASTIC, economical and resourceful – the birdwatchers of the Royal Navy won much praise from an influential guest as they celebrated their 50th anniversary.

Two founder members of the Royal Navy Birdwatching Society (RNBWS) were present to hear Dr Robin Pellew, Director of the World Wide Fund for Nature, praise the work of the society during the keynote speech at their jubilee annual meeting.

Another guest was Mrs Helen Beal, whose husband, Major Noel Beal, masterminded the creation of the society in 1946.

Also in the audience was the Duke of York, who heard examples of the work carried out by members in ships and ashore over the last year.

Lt Cdr John O'Connell-Davidson told of an adventurous crossing by an RNBWS expedition survey team in order to conduct a census of breeding birds on behalf of the Seabird Study Group on Sanda and Sheep Islands, off the southern shoreline of the Mull of Kintyre.

Bird song

Slightly further afield, Cdr Chris Peach described the work of an expedition by the BRNC Ornithological Club, under the auspices of the RNBWS, to Motley Island in the Falklands archipelago, including the recording of bird song and calls in the field.

Lt Cdr Gary Lewis and LA(METOC) Chris Patrick spoke of the rewards of observing birds at sea, and the talk was illustrated with slides taken by the men in all latitudes, from the tropics to polar regions.

During the meeting, Chris accepted the Army Ornithological Society Trophy on behalf of the RNBWS.

This trophy will be awarded to the ship of the Fleet which presents the best records of natural phenomena in any year – details will be promulgated in an RN Temporary Memorandum.

The final presentation of the meeting was by Colour Sergeant Peter Carr, who described survey work in Cambodia during service with UNTAC and in a subsequent visit for the

International Union for the Conservation of Nature.

Peter explained how he had found a rare stork species in villages where the local people were fattening the birds up for the table, and this was threatening the long-term survival of the species. As a result of Peter's report, a programme of education was started in the villages using local wardens.

The series of talks illustrated how the skills of Royal Navy and Royal Marines personnel, and the fact that their duties took them into the quieter backwaters of the world, made them ideal recorders and watchdogs of the environment.

Dr Pellew encouraged the society to persist in this area of their work, and offered the support of the WWF for an important study which is planned for Diego Garcia in the Indian Ocean during this year.

Captain Michael Barritt, chairman of the RNBWS, also called on RN members to make the most of the opportunities afforded by the Ocean Wave deployment.

The society has around 300 members worldwide, many of whom are merchant seamen or ex-Royal Navy.



● Island life – King shags photographed in the Falklands. Picture – Cdr C. Peach.

Join the club

NEW MEMBERS are always warmly welcomed into the Royal Navy Birdwatching Society.

Anyone requiring details of the society or its activities should write to the Honorary Secretary, Colonel Peter Smith RM, at 19, Downlands Way, South Wonston, Winchester, Hampshire SO21 3HS.

The cost is £8 annually, or £7 if the fee is paid by means of covenant.



Reserve Forces Bill aiming for flexibility

THE SWITCH from Cold War planning to new threats to world peace are acknowledged in the latest legislation affecting reservists.

The Reserve Forces Act received Royal Assent last May, and now the detailed Statutory Instruments – the mechanism by which the Act will operate – are also before Parliament.

The last major revision of Reserve Forces legislation was in 1966, allowing for mass-mobilisation in response to a threat from the Warsaw Pact.

But the latest law is designed to be more flexible to fit in with the Armed Services' wide-ranging operational requirements.

The new Act, which comes into force on April 1, includes a new power of call-out for peace-keeping, humanitarian and disaster relief operations.

It also creates new categories of reserve, and provides a number of safeguards for reservists and their employers, embracing the principle that financial disadvantage suffered by reservists or employers in cases of call-out should be minimised.

The two new categories are:
 □ High Readiness Reserves (HRR), who will have volunteered, with their employers' consent, to accept increased liability for call-out.

This reservist is likely to have skills which are in short supply – for example, intelligence officers, linguists and public information specialists.

The numbers involved are likely to be small; estimates are of an initial figure of 3,000.

□ Sponsored Reserves would allow some support tasks, currently restricted to Regular personnel because they might need to be performed in an operational area, to be let to contract.

Operations

Provision has been made for reservists to volunteer to undertake productive tasks other than training without being called out, either part-time (for example, in disaster-relief at home) or full-time – longer periods of continuous service, largely superseding the current need to join the Regulars temporarily to serve on operations which might not justify call-out.

Among the safeguards now provided for called-out reservists and their employers are:

□ New powers to make payments to reservists if military pay, when called out for operations, is less than civilian pay.

□ New provision to make payments to employers to offset the additional costs which may be incurred when an employee is called out.

□ New formal rights for reservists and employ-

ers to seek deferral of or exemption from call-out for legitimate reasons.

□ Reservists and employers who are unhappy with the application of safeguards will have the formal right of appeal to a new Reserve Forces Appeal Tribunal.

These safeguards would apply to all called out service on operations, except in the event of a major crisis involving general disruption to the economy, when such measures would be deemed inappropriate.

All reservists called out or recalled, under either the 1980 or 1996 Acts, will still be covered by the Reserve Forces (Safeguard of Employment) Act 1985 and the Reserve and Auxiliary Forces (Protection of Civil Interests) Act 1951.

The drafters of the Act believe it will give reservists more opportunities to take on significant roles.

Peacetime

For example, in peacetime they can now be given tasks alongside their regular counterparts, not just in training.

In time of tension to all-out war, reservists can expect to be needed. However, there are special provisions for those serving as of March 31 this year, who have reserved rights, to remain subject to the existing liabilities.

Operations in the former Yugoslavia serve as good examples of the kind of work envisaged for reservists under new legislation.

Nearly 2,000 volunteer and regular reservists were called out last year for service with the NATO Implementation Force (IFOR) in the Adriatic region, or in support of that operation.

Many of the reservists responded to the invitation to serve at short notice, particularly those mobilised initially in December 1995.

They brought with them a wide range of skills and specialisms, helping to make up shortfalls in regular manpower and also to fill war establishment posts.

Tours in the former Yugoslavia have been for periods of six to seven months, but some have volunteered to serve for much longer.

IFOR was recently replaced by SFOR (Stabilisation Force), but the need for reservists has remained.

A DCI on the legislation will be published shortly. In the meantime, any queries or requests for further information should be addressed to Rob Beevor of the DRFC Secretariat on Main Building 89627.

Montrose provides transport as Governor leaves the Rock

THE 57th GOVERNOR of Gibraltar has bid farewell to the Rock – and left in style on board the frigate HMS Montrose.

Admiral Sir Hugo White, former Commander-in-Chief Fleet, has retired from the Governorship, and from the Active List.

Admiral White was sworn in as Governor of Gibraltar in December 1995 – the first serving officer to hold the position of Governor since just after the war.

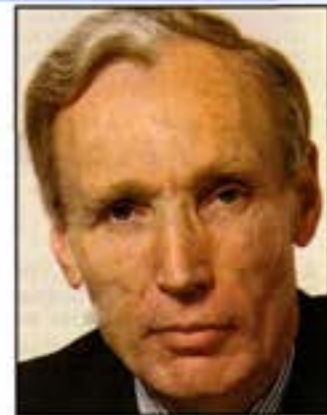
In a brief ceremony at The Tower, the waterfront headquarters of British Forces in Gibraltar, Admiral White received the Keys of the fortified city of Gibraltar from the Port Sergeant, saluted the Rock, and then handed them on to

the Deputy Governor.

Having said goodbye to senior ministers and officials, including Chief Minister Peter Caruana, Admiral White and his wife then stepped aboard the Type 23 frigate HMS Montrose, which brought him back to Devonport.

As the ship sailed from the Rock in bright sunshine, escorted by craft of the Gibraltar Squadron, a 17-gun salute was fired by the Gibraltar Regiment from the Devil's Gap Saluting Battery, which was answered by the ship.

□ NEXT MONTH – Admiral White talks of his time as Governor, and looks back on his naval career, in the first of a series of articles on Gibraltar.



● Admiral Sir Hugo White



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Golden Jubilee for RNAS Culdrose

RN AIR Station Culdrose is planning a host of events to celebrate its Golden Jubilee this year.

HMS Seahawk, to use its other name, opened on April 17, 1947, when a Fairey Firefly made the first official landing.

Today, the air station is the largest helicopter base in Western Europe, but plans are afoot to recapture the spirit of its early days.

On April 17th an exhibition of historic photographs will be opened by the Commanding Officer, Commodore Simon Thornhill, followed by a fly past by Culdrose's modern-day aircraft.

Buccaneer

On the same day, a Buccaneer will be flown into the air station by Chinook helicopter where it will remain on display.

And on July 25 a special 'veteran's day' will be held for all ex-Seahawk personnel and their families when more than a dozen historic aircraft will be on show.

For the first time in its 25-year history, Culdrose International Air Day will be held on a Saturday - July 26.

The move from the traditional Wednesday, coupled with the presence at this year's show of the Red Arrows display team, should mean a record number of visitors.

Flag returned

A WHITE Ensign which flew over HMS Proserpine during the war has been handed back to Orkney.

The flag was laid up at St Margaret's, Rosyth, but with the church's closure it has been given a new home at the Visitor Centre in HMS Caledonia.

ROYAL VISIT TO WHALE ISLAND

A TWO-TON model of Lord Howe's flagship HMS Queen Charlotte is back on display at Whale Island ten years after it was battered by gales which swept the South.

It has been lovingly restored by the Portsmouth Royal Historic Dockyard Trust and is berthed next to the State Gun Carriage in the 1898 drill shed in HMS Excellent.



● HMS Excellent's Commodore Peter Tribe and Lt Cdr Brian Witts welcome Queen Charlotte back to Whale Island.

Submarine tragedy remembered

ONE OF the worst tragedies in the early history of the submarine service was remembered at a wreath-laying ceremony at Faslane.

Thirty men drowned when the K13 sank during sea trials in the Gareloch on January 29, 1917, and it was more than 54 hours before the survivors, more dead than alive, could be rescued through a jagged hole in the hull.

On the 80th anniversary of the accident, wreaths were laid on their graves in Faslane Cemetery by Capt David Cust and Capt Peter Sanderson and a service of remembrance was conducted by the Revd Andrew Callon.

Forty members of the Submarine Old Comrades Association attended and after the wreath laying, the last post and reveille was played and K13's bell was sounded.



● Capt Peter Sanderson lays a wreath for a submariner who died in the K13 disaster 80 years ago

ARSONISTS SET SEA CADET UNIT ABLAZE

ARSONISTS caused thousands of pounds worth of damage and destroyed irreplaceable memorabilia when they set Warrington Sea Cadet Unit ablaze.

A plaque, medal and photograph in memory of a former cadet who was gunned down by the IRA while on duty in Northern Ireland was lost along with dozens of trophies and awards from the unit's 75-year history.

TS Obdurate's entire collection of musical instruments was destroyed and furniture, books, radio equipment and training aids and were all reduced to ashes.

Firefighters from four stations tackled the blaze and managed to save two thirds of the building with the help of breathing apparatus and hi-tech equipment.

But the fire was so severe that the whole front of the building will have to be demolished and the roof replaced completely.

The fire was the fourth attack on the unit in the last year and came just two weeks after £3,500 was spent on improving the building.

Meanwhile, the Sea Cadets are meeting in the Air Training Corps building next door and have vowed to rebuild their unit 'like Fort Knox.'

The new building will have no windows and steel shutters over the doors, and local company Shield Security has volunteered to patrol the isolated area at night.

'Sick'

Mrs Eileen Owens, Vice Chairperson of Warrington Sea Cadets told Navy News: "The person who did this must be sick."

"I feel very angry, but at the same time I feel sorry for them. What kind of person would do something like this? They can't be all there."

Mrs Owens would like anyone who can help with the refurbishment of the unit to contact her on 01925 632203.

Anyone with information regarding the attack should ring Detective Sergeant Paul Rumney of Warrington Police on 01925 652222.

Tugg can still draw a crowd

NAVY NEWS cartoonist Tugg Wilson drew a crowd of young admirers on a recent visit to RN Air Station Culdrose.

Tugg was presenting awards and certificates to students at 810 NAS whose flying skills are now deemed ready for front line service at sea.

The students, from 73 OFT course, began their training in July last year and will be joining 814 or 820 ASW squadrons.

High flyers

The Turner Trophy for best pilot went to Lt Adrian Marquis, the Robin Babstock Trophy for best observer went to S/Lt Dave Potter and the Guy Edwards Trophy for best aircrewman was presented to LACMN Jason Bibby.



● Gutted: the charred remains of TS Obdurate, Warrington

Divers down on numbers

VOLUNTEERS are required for the Clearance Diver Branch of the Royal Navy.

The small, but highly specialised team's primary role is mine and explosive ordnance disposal underwater for the Hunt and Sandown-class MCMVs and front line units ashore.

Training lasts 16 weeks and covers everything from basic theory to the operation of remote control vehicles, search techniques, compression chamber operations, deep diving, 'hard hat' operations and engineering.

Candidates should be able ship's divers able to pass the Divers Physical Fitness Test and be recommended by their CO. Details can be found in BR1066 Art 1005. If you fit the bill, contact WO(D) Spike Hughes at the Defence Diving School at Horsea Island on extension 4173.



● Left to right: Lt Tony Hebworth, LACMN Graham Jones, Lt Pete Haywood, Lt Adrian Marquis, S/Lt Dave Potter, Tugg, LACM Jason Bibby and Lt Al Knight. Picture: RNAS Culdrose Photographic

In brief

Admiral Sir Michael Layard has taken over as the new Chairman of the White Ensign Association.

He relieves Mr Henry Lambert who has been Chairman since Admiral Lord Fieldhouse died in office in 1992.

The Ex-Services Mental Welfare Society and the Royal Armouries are sponsoring a £1,000 short story competition for 1997.

Stories of no more than 1,000 words are invited on the theme of either military life, wartime or peace. For details call the competition secretary on 0113 243 3300.

The First Sea Lord, Admiral Sir Jock Slater has opened a £45,000 display on 'The Royal Navy of Today' at the Fleet Air Arm Museum at Yeovilton.

The display brings the museum right up to date and uses CD ROM, multi-screen video and large-scale models to capture visitors' attention.

Navy Chefs from HMS Raleigh won ten medals, eight of them gold, at the British Open Cookery Championships at Birmingham NEC.

Chefs from HMS Warrior, Manchester and COMUKTG were also highly placed.

The full-size working replica of Captain Cook's ship Endeavour will sail up the Thames on March 25 after an epic voyage from Australia.

The bark will be open to the public at Greenwich Pier from March 28 to April 13 before setting off on round-Britain voyage calling at 14 ports.

A silk panel which once decorated the funeral carriage of Lord Nelson in 1806 is returning to London after more than a century in Australia.

The panel, which was taken abroad by a collector in 1840, is to be sold at Spink on March 18 and is expected to fetch up to £30,000.

A letter written by Admiral Sir John Jervis recounting his victory at the Battle of St Vincent 200 years ago is soon to be offered for sale.

Ashe Lincoln (89) one of Britain's longest serving QCs, is considering whether or not to part with the letter, believed to be worth around £10,000.

HMS Nelson is holding an auction of nautical memorabilia in October in aid of King George's Fund for Sailors.

A wide-ranging search is on for all items connected with the sea and seafarers, especially silver and brass, trophies, ship crests, paintings, books and papers, medals and uniforms are sought after.

If you would like to make a donation or want further details, contact Lt DA Hall, HMS Nelson, Queen Street, Portsmouth PO1 3HH Tel 01705 724175.

Three societies have contacted Navy News to appeal for new members.

They are the Military Heraldry Society, The Crown Imperial Society and the Indian Military Historical Society. Details of all three are available from Publicity Officer Lt Cdr WM Thornton, 37 Wolsey Close, Southall, Middlesex UB2 4NQ.

Rails used to launch the world's first guided missile at Sheerness, Kent, will be included in a study of defence relics funded by Lottery money.

The track formed part of a launch pad for the 19th Century Brennan Torpedo which was used to defend Naval establishments.

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PERSONNEL STRATEGY FOR THE ROYAL NAVY

From page one

This will be broadly to the value of two return journeys per month for married personnel and one for all single personnel.

Secondly, where return to home base is precluded for Service reasons a new allowance, the Longer Separated Service Allowance (LSSA) will be introduced.

Personnel based overseas and in Northern Ireland who are detached to the UK (and vice versa) will be eligible for this and those in their first three years of service will receive an appropriate allowance.

Rather than the current, rather complex formula for awarding

travel warrants to permit seagoing personnel to be reunited periodically with their families these will have an entitlement of 15 journeys home per year (ten for single personnel).

Single personnel will in future be entitled to relocation allowances on completion of three years' service rather than at age 25 as at present.

As to Boarding School Allowance, individuals, on each occasion of claiming BSA, must confirm their continuing commitment to move the family home if necessary in order to continue to serve accompanied.

BSA claimants appointed to sea will not be required to move house nearer their ship's base port.

The current regime for setting rates of BSA will continue, including the standard parental contribution. The alternative method proposed by the Independent Review of calculating rates based on the Headmasters Conference average is still under consideration.

Personnel serving unaccompanied will continue to have their accommodation charges waived at their permanent duty station.

Meanwhile, those whose posts would make them eligible for a relocation package but who choose not to relocate or do not claim legal expenses should continue to receive some help with travel costs. Current surveys show that on average civilians travel nine miles each way to work, so personal contribution will here increase from the current seven to nine miles.

The current Excess Fares Allowance will be replaced by a similar Recompense in Lieu of Relocation allowance to be paid monthly.

Much of the detail in 'The Armed Forces of the Future' was already agreed and covered in Navy News a year ago.

But one of the Bett report's most contentious recommendations, that free leave travel should cease, is now addressed.

Bett proposed that leave travel should be removed for all personnel over 18. Recognising that the loss of this long-standing condition of service would be unpopular - particularly with more junior ratings - it has been decided that the UK Leave Travel scheme will remain for people in their first three years of service at the same frequency as today.

On a similar basis, single person-

Free leave travel - for the young

nel with more than three years but less than nine years service will retain one leave travel warrant. From 1 April 1998 the UK Leave Travel scheme will cease for single personnel with nine years service or more and for married personnel with more than three years.

The IR's recommendation on

'We have developed a balanced package for career structures, pay, allowances and charges, to address the needs and interests of the Armed Forces today and in the future.'

- Defence Secretary Michael Portillo

equality of food charges will be deferred until it is clear whether a Pay As You Dine system - a popular concept with most - will be introduced.

Likewise there is no decision yet on its call for a new pension scheme for new entrants, including improvements to death and in-

valid benefits.

Account will have to be taken of the value of the current early retirement pension, for which personnel may qualify at around age 40, in order to encourage retention.

Whatever is decided, no-one currently serving will have their rights to an early pension changed unless they choose to.

The same reserved rights will also apply to those who join before the announcement of any new pension arrangements.

These rights will be retained throughout an individual's career and will not be forfeited if personnel later extend their service, re-engage, are appointed to a commission or transfer to a further commission.

NEW CAREERS, NEW RANKS

NEW career structures confirmed for the Royal Navy are as follows:

Officers All officers will join and serve on an Initial Commission of a maximum of 12 years. At some point during this they will be invited to transfer to a longer, Career Commission which will take them to around age 40, then to a Full Term Commission which will take them to their normal retirement age of 55.

Ratings/Other Ranks A two stage structure based on a 22 year Engagement followed by a further Engagement for a selected number. The continuance of the Open Engagement system is preferred to a new three-stage structure because it is more straightforward and better fits the needs of the platform-based Royal Navy.

There will also be some changes to ranks/rates:

- Promotion to 5-star rank in peacetime will cease.
- The rate 'Junior' for those under 17 1/2 will be abolished.
- The rates of Ordinary and Able Seaman will be combined as will the Marine 1st and 2nd Class Other Ranks.
- Possibility of merging Chief Petty Officer and Charge Chief Petty Officer rates in the longer term will be kept under review.
- Commodore will become a substantive rank. The substantive Royal Marines 1 star rank will be Brigadier.

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S.O.S, ELEANOR 32, attractive, requires single male sailors for penpals. BOX M3

ATTRACTIVE BLONDE 34, blue eyes, slim, seeks male penfriend. BOX M4

BUBBLY NURSE 26, seeks penpals with GSOH and likes rugby! BOX M5

HI FANCY writing to divorcee, fortyish, no ties, varied interests. BOX M6

KAREN 30, 5'8" blonde, grey eyes and quite slim. BOX M7

DIANE 30, slim blonde, Nottingham area. Seeking single male penfriends. BOX M8

SINGLE MUM 40, W.L.T.M./correspond with lonely, kind seaman 38-45. BOX M9

CUDDLY 21YRS, London male, seeks female penfriend. BOX M10

LIVELY, FUN, petite lady. 37 divorced, would like RN penpal. BOX M11

ANNA 24, attractive blonde, seeks male officer 26-35, possible romance. BOX M12

SINGLE FEMALE 31, seeks sailors and Marines for correspondence. GSOH BOX M13

ATTRACTIVE, SLIM female 40, outgoing witty, seeks naval penfriends 39-45. BOX M14

SWEDISH/AMERICAN blonde seeks sailors and Marines for correspondence. BOX M15

SHELL 26, seeks penfriend 30+ for wild exchange of letters. BOX M16

WANTED CHUNKY sailor over 34 for Midlands brunette. Photo appreciated. BOX 17

LONELY FEMALE requires lonely male aged 21-30 to write to. BOX M18

ANGIE 23, Air Stewardess, educated lady, vivacious personality, seeks penpals. BOX M19

ATTRACTIVE, PETITE blonde, 25, outgoing, outrageous. Write if you date! BOX M20

SINGLE MUM, 21yrs, tall red-head, requires older male for penpal. BOX M21

I AM aged 59 years, vivacious widow seeks friendship of gentleman 60's/70's. BOX M22

INTELLIGENT YOUNG female 36, honest, genuine. Varied interests GSOH. BOX M23.

CULTURED, PROFESSIONAL lady 26. Non-smoker, seeks correspondence with officer. BOX M24

SINGLE BLONDE lady, 35, bubbly personality seeks penfriend. Fun replies. BOX M25

ATTRACTIVE VIVACIOUS brunette 45. 5'7" GSOH, seeks male for friendship/penpal. BOX M26

LYNNE 28, likes pubs, clubs, music, films and sports. BOX M27

LISA 27, divorced mother seeks servicemen for genuine penfriends 30+. BOX M28

CAROL 38, REDHEAD, 5'6" blue eyes. Gateshead area. Seeks penfriend. BOX M29

MARTINE, SINGLE, would like naval penfriend about 29years old. BOX M30

YOUNG WORKING girl, attractiveish, educatedish, seeks applicants for first pen-pal. BOX M31

SOULMATE REQUIRED for bright, petite, loquacious, long-nailed(!) philanthropic 40ish female BOX M32

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College prizes

PRIZEWINNERS for the 1996 Royal Naval Staff College Course have been named as follows.

Staff Course:
Pelican Prize (most outstanding international student): Cdr E. Chaplet, French Navy.

Herbert Lott Prize (most outstanding student): Lt Cdr H. Parker.

Commandant's Prizes (for outstanding work): Capt I. O'Donnell RM, Lt Cdr N. Morton, Capt G. Salzano RM and Cdr D. Hilton.

Initial Staff Course:
Herbert Lott Prize (best overall performance): Lt Cdr G. Jones, Lt I. MacGillivray, Lt N. MacLeod, Lt K. Hood.

The Naval Review Prize (best academic performance): Lt S. Winkle, Lt A. Lang, Surg Lt Cdr S. Parker, Lt E. Hall.

Special Duties Officers Greenwich Course:
Herbert Lott Prize (best overall performance): Sub Lt P. Broadbent.

Naval Review Prize (best academic performance): Sub Lt T. Nicholson. DCI RN 13/97

Post facility has ended

THE FREE postal redirection service enjoyed by Forces personnel moving from a private address in the UK to a BFPO address overseas has ended.

The Director of Service Personnel has decided that, as Service personnel receive a disturbance allowance when they serve overseas, the service is no longer sustainable.

Arrangements for redirection from BFPO locations to UK addresses, civil or military, are unchanged.

Details of the Royal Mail redirection service, for which there is a small charge, are available at local post offices. DCI GEN 23/97

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.

Cover yourself or pay the cost

SERVICE personnel undertaking adventurous training expeditions need to make sure they are adequately covered by insurance - or it could prove costly.

The Ministry of Defence generally accepts liability - the legal obligation to pay compensation for injury or damage caused by a negligent act or omission - for the acts or omissions of Service personnel involved in properly authorised adventure training expeditions.

Such expeditions carry "duty" status, which applies to all authorised military activities during the duration of the expedition.

Problems may arise in areas which are "off-duty" - participants should buy insurance to cover themselves, and the premium cannot be paid from the public purse.

If insurance cover is missing, extra expense incurred by the MOD would be recovered from individuals or units.

Particular areas to watch out for are pure accidents or acts of God, which should be covered by personal accident insurance policies bought privately, and for special risks such as in caving, parachuting or skiing.

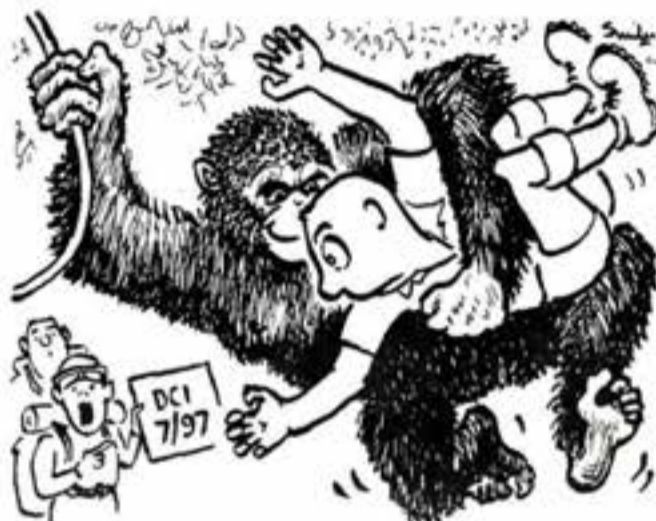
Other costs such as travel or

accommodation for relatives or injured parties is not the MOD's responsibility, either.

Non-MOD property - clothing or equipment, for example - loaned for the expedition should also be covered by a separate, pri-

vately-bought insurance.

And if the expedition is under the wing of a commercial organisation, make sure you check their insurance cover as well - it may vary from those stated within this DCI. DCI JS 7/97



"You're not covered for 'monkeying about' y'know!"

Changes to MEM training

CHANGES in the training and advancement of Marine Engineer Mechanics have been devised which will save money in training and reduce draft disruption by meeting a perceived need.

Feedback from the Surface Flotilla has confirmed that the MEM2 is required to carry out low-level electrical tasks and needs basic electrical training on MEM2 Career Courses

(MEMCCs).

Therefore changes to post-Marine Engineering Branch Development MEMCCs introduced in a DCI of 1995 are to be made permanent.

In addition, the MEM2CC (General Service) is to be increased by one week, alleviating the need for the MEM1CC(GS), which will save training costs.

The Submarine Service equivalent will also combine, aligning

the training across the Navy.

MEMs who joined the Navy after September 2, 1996, will leave Part 1 Training at HMS Raleigh and now join the combined MEM Career Course at HMS Sultan, lasting 16 weeks for General Service and 18 weeks for Submarine Service.

Courses will combine for areas of common content.

Passing the MEMCC is a requirement for advancement to MEM1. DCI RN 3/97

'Five-year rule' has been removed

A RULE governing the recruitment of ex-Service personnel has been amended so as to avoid the possibility of indirect discrimination towards women.

The current "Five-year rule" is a provision delegated from the Treasury, and in order to remove the possibility of claims against the Ministry of Defence, approval has been obtained from the Treasury to dispense with it.

As a result, the Services will be

able to award rank and seniority to personnel who rejoin the Services, wherever there are reasonable grounds for doing so and regardless of the gap in service.

Factors taken into account in such cases will include the relevance of civil experience and/or attainment of professional qualifications and the manning situation in the rank/trade which the individual seeks to join.

DCI JS 3/97

Training camp for rowers

A TRAINING camp is to be held in Cambridge in the run-up to the Joint Services Rowing Regatta.

The camp will be based on the Trinity Hall boathouse, from May 5-10. The regatta will be staged in Peterborough on May 18.

Beginners are welcome, and any standard crew - male or female, novice or senior, rower or sculler -

is invited to join.

Ideally, crews will arrive complete, with boat and coxswain, but every effort will be made to accommodate individuals.

The primary aim of the week is to improve technical efficiency, and a high level of fitness will be assumed.

Announcement: DCI RN Jan 31

YEAR OF THE SEAFARER 1997

THE YEAR OF THE SEAFARER



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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.

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YS97/NN

AIRCRAFT OF THE ROYAL NAVY No 5



McDonnell Douglas Phantom FG1

THE PHANTOM achieved fame in the Royal Navy as the Service's first truly supersonic aircraft. Yet its operational life at sea was severely curtailed by the defence cuts of the Sixties and Seventies.

Originally, Britain had intended to order 140 of the US-designed interceptor aircraft. In the event just 28 entered service and only one operational Naval squadron - No. 892 - was equipped with the type.

The first Phantom FG1s - as they were designated in RN service - arrived at Yeovilton in 1968, and 892 Squadron commissioned with the aircraft in the following year.

Shortly after, the squadron's Commanding Officer, Lt Cdr Brian Davies, broke the record for the fastest west-east time in the Daily Mail Transatlantic Air Race, making the crossing in 4 hr 46 min

57 sec at an average speed of 1,100 mph. In 1970 the squadron's 12 aircraft were embarked in HMS Ark Royal, and over the next eight years were in the ship during her Mediterranean, Caribbean and US deployments in the mid-Seventies.

The decision not to build new, conventional aircraft carriers and to dispense with those in service, meant the end of the Phantom's operational life in the Royal Navy, and 892 Squadron disbanded at the end of 1978.

Although of American design, the British Phantoms were powered by two Rolls-Royce Spey turbofan engines instead of the US J79 turbojets. Other differences included a folding nose radome to fit RN hangar lifts, larger flaps, drooping ailerons, a slotted tailplane with reduced anhedral, and a nose landing gear extendable by 40ins compared with the US's 20ins. Most of the avionics and a

large proportion of the airframe were of British manufacture.

In fact, the British version enjoyed certain performance advantages over the purely American-built aircraft. It enjoyed a ten per cent greater radius of action, a 15 per cent increase in ferry range, better take-off, climb and acceleration speeds and a 10 mph reduction in approach speed.

In its interceptor role the two-seat Phantom could be armed with four fuselage mounted Sparrow air-to-air missiles and four Sidewinder missiles under the wings. Up to 10,000lb of bombs, rockets or missiles could be carried for strike duties.

Maximum speed was 1,386 mph (Mach 2.1), combat radius was 500 miles, ferry range 2,500 miles and service ceiling 70,000ft.



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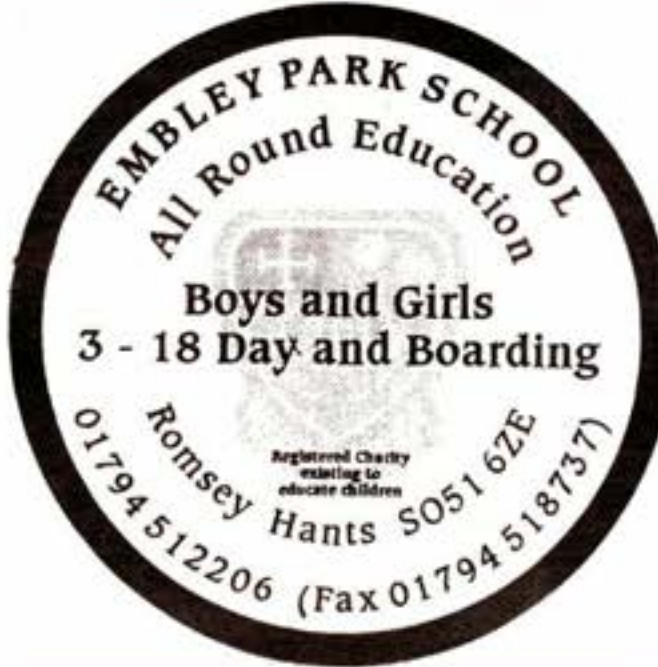
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Cross country coup for the Royal Marines

THE 1997 Navy Cross Country Championships were hosted by the Royal Marines for the first time 20 in years and the Corps celebrated by providing most of the individual and team winners, writes Lt Cdr Bob Chapman.

Woodbury Common was the venue, an exposed but scenic part of East Devon overlooking both the Channel and the River Exe.

Long, undulating stretches of sand, heath and stones and some severe hills makes for an ideal training ground for Marines but proved tough going for the runners on the fine, dry day.

The mens race (6.4 miles) was a triumph for the Marines as they provided the first three runners home and packed eight into the first 12 finishers. After the initial early rush, Chris Cook (CTCRM) pushed the pace hard and attacked particularly strongly on the steep climb at the end of the first lap.

He opened a gap in the field but CTCRM's Mark Crossdale managed to stay with him. Crossdale, one of the UK's top fell runners, stayed with Cook until the final hill where his superior climbing strength allowed him to open up a lead of 100m to finish in 37 minutes 35.

Cook, came in second with 37 minutes 55, his best time for the Navy so far, with Terry Pares (RM Poole) third with 37 minutes 55.

The Royal Marines easily won the team race ahead of Naval Air Command.

The veterans race was held within the mens race and John Rye (HOCARM) ran a typically strong second lap to finish 7th overall to take the title ahead of Bob Chapman (Yeovilton) in 13th and Al Rich (Portland) in 14th place.

In the ladies race, Lt Claire Norsworthy (CINCFLEET) had a comfortable win with 22 minutes 47 ahead of LWRN Vicky Norton (Portland) with 23 minutes 33. The team race was won by RM/Plymouth/Thames Command.

The juniors race (4.2 miles) was won comfortably by HMS Dryad's Kevin Steele with 27 minutes 37 but the team race went to the Royal Marines.

Command events

The Portsmouth Command Championships at HMS Dryad resulted in a clean sweep for HMS Collingwood.

Lt Ginge Gough won both the mens race and the veterans title in 29m 10 from Cpl Mark Goodridge (Nelson) and OM Paul Rowe won the junior race comfortably. Collingwood also supplied the ladies winner in Nicky Kearney.

At the Air Command Championships at HMS Raleigh, Heron took the mens titles with Lt Jim Donnelly the winner from LWTR Paul Levick.

HMS Osprey won the veterans title through Cdr Al Rich and the ladies title through LWRN Vicky Norton.

The final Hampshire League race was held at Bournemouth and RNAC finished 5th. Overall, the team finished 5th in the league, an average result with several runners turning out regularly but few outstanding performances.

The veterans team did well to finish third overall, but the most notable achievement was by the ladies team who finished 9th overall - the first time a ladies team has competed.

Claire Norsworthy has been the outstanding club performer and finished 19th overall, and the day after her Bournemouth run she came third in the Watford Hall Marathon in 82 minutes 28.

On the same day, Lt Gough ran the 10km Chichester Road Race and finished 8th (2nd veteran) in 31 minutes 27.



● Cross country runners battle it out over the tough course at Woodbury Common

Navy turns Aussie sailing upside-down

A CREW of Navy yachtsmen flew half way round the world to take on Australia's finest sailors and won top honours in a borrowed boat.

The team from BRNC Dartmouth led by Lt Cdr Mike Broughton won two races in Melbourne and came seventh of 75 yachts in the Melbourne to Hobart race.

Despite the unfamiliar layout of their Swarbrick 36 'Scarborough of Cerebus' the crew took the Australian Performance Handicap Championship Trophy.

Treacherous

The 480-mile Melbourne to Hobart is reputed to be the toughest yacht race in the world and took the Navy crew through the same treacherous area in which Tony Bullimore capsized.

When they reached Tasmania, they took on the combined Sidney to Hobart and Melbourne to Hobart fleets in the prestigious 'King of Derwent' race and became the first ever overseas entry to win despite international competition going back 20 years.

The team were Lt Cdr Mike Broughton (skipper/tactician) Lt Cdr Clive Woodman (helm) Lt Matthew Reed (bow/navigator) Lt Ilsa McCulloch (trimmer) Lt Ian Taberer (halyards) S/Lt

Russell Clark (mainsail trimmer) OC Richard Eastwood (Mast) and OC Nick Leason (cockpit.)

The Scarborough of Cerebus was loaned by the RAN in a new exchange which will allow the Aussie's to race an RN boat at Cowes week and in the Fasnet.

The team's phenomenal success prompted BAe-Sema to announce a major sponsorship package which will enable them to compete in next year's the Sydney-based Southern Cross Series, where they are expected to represent Great Britain.

Squash team comes bouncing back

NAVY squash players achieved their best Interservices results for 18 years when the Women and Under 25 teams beat their counterparts in the RAF and Army.

The Under 25s were the first to set the standard when the HMS Sultan trio of LAEM McDowell, AEA Draper and AEA Armstrong beat their Army opponents.

Not to be outdone, the Wrens team also won their 2nd, 3rd and 4th string matches with the deciding match being won by Lt Cdr Crumplin (MOD MB) to clinch victory against the RAF second string 3-2, despite being 7-2 down in the final game.

Victories were also gained by CPOW Shaw (DNR) and POWren Walker (BRNC Dartmouth) but LMAO



● Skipper Mike Broughton and S/Lt Russell Clark on 'Scarborough of Cerebus' ten minutes into the Melbourne to Hobart race

Turnbull (Haslar) and WOM Chalmers (HMS Brave) struggled against superior opposition.

The Veterans team were always in contention despite losing 4-1 to the eventual winners, the RAF, and salvaged some pride by beating the Army to come a creditable second.

The Senior side also struggled against a superior RAF consisting of the CS first and fourth string but found some success lower down the order through CPOPT Stewart (Nelson.)

The Wrens team went on to beat last year's winners, the Army, 4-1 to become team champions for the first time since 1979. The Under 25's 4-1 defeat of the RAF was the first since 1980 and AEA Draper's 27-0 win was a very rare achievement at Interservice level.

Sports personalities of the year



● The RN Women Triathletes, voted Navy and Combined Services team of the year.

NAVY SWIMMER PO Neil Tait from RNAS Portland has been voted Sports Personality of the Year.

The Sports Control Board had a tough time selecting the winner but awarded the NATO Cup to PO Tait for his exceptional record in Service swimming.

With a national ranking of 10th in the 200m at the 1996 GB trials, he remains the most outstanding Service swimmer of his generation and continues to represent the RN and CS in both speed swimming and water polo.

The team competition was equally close and this year's winning team were the Navy's Women Triathletes.

Since their formation in 1992 they have improved every year and have been unbeaten in the Interservice Championships.

Team members have achieved international success at the last two world championships and at the last National Relay Championships in 1996 they became UK Champions.

CS Award

Their continuing success has gained them further recognition and they have also been nominated as the Combined Services Team of the Year and will receive an award at this year's Royal Tournament in July.

In brief

Fox proves too illusive

CH CLARE FOX of HMS Northumberland made a big splash at 5th Open Swimming Championships at HMS Raleigh.

Clare took part in all eight events and was up against some of the Navy's most experienced swimmers.

But at the end of the competition she had won four silver and four bronze medals and was named individual champion.

Clare (below) who started swimming at the age of six, has been in HMS Northumberland nine months.



Trials for U25 cricket team

A TRIALS and coaching weekend for prospective members of the U25 Cricket Team will be held at Burnaby Road, Portsmouth on April 25-27.

Interested players should contact Lt Cdr Dalton at RNAS Culdrose on extension 2518 or POA Jeff McKeever on HMS Dryad 4615, even if they cannot make the trials weekend. A scorer is also required for the season, an important and vital role.

Roy's top tips

TOP RUGBY coach Roy Laidlow passed on some top tips to the RN's Scottish Team at Faslane.

Roy is the National Coaching Co-ordinator for the Scottish Rugby Football Union.

Golf dates set

RN DIVERS have announced the date for this year's golf championships at Southwick Park.

The event will be held on Friday July 25 and details and entry forms are already available from WO(D) Spike Hughes at the Defence Diving School, Horsea Island extension 4173.

Last year's event, run by WO (D) Mo Crang, was an resounding success and raised more than £2,500 for Portsmouth Hospitals MRI Scanner Appeal.

Submariners

The Scottish & Newcastle Brewery Submariners Golf Championships will be held at Rowlands Castle Golf Club on June 12.

The event is open to all past and present submariners and the entrance fee of £37.50 includes two rounds of golf, lunch, an evening meal and prizes.

For full details contact Lt Cdr Brian Burgess on Centurion extension 2900 or CWEA Steve Herridge on HMNB Portsmouth extension 24718 by the middle of May. Alternatively, contact your sports officer who should have all the information you require.

Toboggan team freezes out the RAF and Army



● Cpl Dave Wiltshire RM exits the Cresta Run 'Shuttlecock' employing an elaborate but extremely fast technique!

THE NAVY toboggan team proved they have ice in their veins with a stunning win at the Interservices at St Moritz.

The eight-man team set an all-time competition record to triumph over a highly experienced RAF squad and a determined Army team on the infamous Cresta Run.

Led by Lt Cdr Andy Mills and benefiting from the ice experience of LDs Sid Lawrence and Mick Maddock, the team demonstrated an inspired tactical approach and some superb riding.

Lt Cdr Mills said: "We decided to run our fastest riders first which totally confused the other services who usually run theirs last."

"On a bitterly cold, clear and very fast race day, five out of six of our team rode their fastest ever times and the other services were never able to catch up."

In the end, the Navy beat the RAF by nine seconds with the



● A powerful start for toboggan team captain Lt Cdr Andy Mills

Army, celebrating the 50th anniversary of their Winter Sports Association, relegated to third place.

Fastest ever

The Navy team's overall time was the fastest in the event's 41-year history, a fantastic result given their relative inexperience.

They were cheered on by RNWSA competitors from many other disciplines as well as DNPTS Captain Graham Robinson and RNWSA Chairman Captain Robin Kerr.

In addition to the main event, the Harland Trophy for unselected Servicemen was won comfortably by last season's winner CPO Greg

Chisholm who overcame a harsh handicap and beat his personal best by more than three seconds.

The RN Tobogganing team is open to all serving members of the RN and Royal Marines. Due to an antiquated rule, females are not permitted to ride the Cresta Run but may ride the skeleton bobs, and with few competing it offers the chance to achieve a high ranking very quickly.

All that is required is the desire to ride down an icy track for about 60 seconds at speeds of up to 80mph. For details, contact Lt Cdr Andy Mills, Exmouth Block, HMS Drake, Devonport, Devon PL2 2BG on ext 67518 or BT 01752 557518.

Under 21s finish on a high note

A **SHORT** but hectic season for the RN Rugby Union Under 21s ended on a high note with a victory over the RAF and a defeat by the narrowest of margins by the Army.

With only three players from last season's squad available, the new players managed to ensure a high standard of play in all positions.

The squad, under the captaincy of AB Jeff Annal (HMS Cardiff) played encouragingly open and expansive rugby which has developed impressively since their opening fixture against Cumbria RFU last September, despite very limited coaching opportunities.

Top sides

The fixtures list included county sides Cumbria, Oxfordshire and Hampshire and top national teams Harlequins and Cheltenham.

Several talented players have been discovered during the season and four players, NAM Simon Greening and Marines N Evans, G Williams and Richard Morgan, have all been selected to join the RN Seniors for development matches.

The squad is expected to do well in both the forthcoming CS Under 21s and the Under 20s. 'Veteran' Jeff Annal (21) leaves the squad this season after five seasons in the Colts, Youth and Under 21 teams, a rare and impressive achievement.

WINTER ROUND-UP

OTHER NOTABLE results from the Interservice Championships at St Moritz, Switzerland, were:

□ Bronze for POWPT Carol Strong in the Ladies Giant Slalom.

□ Bronze in the 15km Team Classical Cross Country for the Royal Marines.

□ Silver in the 10km Free Technique Individual Cross Country for Mne Craig Haslam.

□ A triple first from RN snowboarder PO Steve Gardiner from 819 Sqn, HMS Gannett, in the AWSA Exhibition Snowboard GS, BorderCross and Half Pipe competitions.

□ A win for 45 Cdo Royal Marines in the 4 x 10 Cross Country.

Sharp-eyed competitors at the RNWSA Alpine Skiing Championships in Valloire may have spotted Lt Cdr Larry Young who made a flying visit



over the mountains from Les Arcs, where he was BASR Technical Delegate for the RAF Championships.

Larry (above) who is currently posted to Saudi Arabia, is the first Naval Officer to take charge of the RAF Championships.



● Left to right: Capt Graham Robinson, Captain and Mrs Robin Kerr, Lt Cdr Bate, Lt Swann (middle) Lt Aaron Wilde, LD Sid Lawrence, Lt Cdr Andy Mills, Cpl Dave Wiltshire (seated) Lt Steve Elliott, CPO Greg Chisholm and LD Mick Maddock.

Ferocious attack puts RN back in contention

Royal Navy V Wiltshire

THE ROYAL Navy played Wiltshire on a wet and windy evening at Portsmouth seeking a victory to keep up their challenge to become Group A winners in the South West Counties Cup, writes Lt Cdr Jim Danks.

The Navy went close with a header from CPO Steve Johnson (SCU Leydene) and a shot from OM David Wilson (HMS York) before Wiltshire took a surprise lead on the half hour.

Following a good passing movement between Pearce and Sheridan, Walkner lobbed the ball past MEM Jason White (HMS Manchester) to make it 1-0 and this was the half time score.

The Navy began the second half strongly and were rewarded in the 55th

minute with an equaliser. A foul on POPT Nick Haigh (SM2) gave PO Nigel Thwaites (HMS Sultan) the chance to reach POPT Steve Riley (DNPTS) who coolly found the corner of the net to level the scores at 1-1.

The Navy exerted much pressure on Wiltshire and introduced CPO Bob Evans and CPO Will Flint to the attack as they searched for the winner. But the Wiltshire defence held out and the match ended 1-1.

Royal Navy V Somerset

Having blemished their previously impeccable record in the SWCC with a draw against Wiltshire at Burnaby Road, the Navy were keen to re-establish themselves as the group favourites with maximum points against Somerset.

On the day, it was Somerset, however, that opened most strongly, and they were

SOCCER

unfortunate not to go ahead when Darren Paul shot past Jason White in the Navy goal, only to see the ball rebound safely off the post.

The Navy increased their work rate and without being at their best they still managed to gradually take the upper hand. In the 35th minute, Will Flint (Sultan) put the Navy ahead with a ferocious volley from the edge of the penalty area.

Nick Haigh (SM2) scored the Navy's second when he dispossessed a Somerset defender on the edge of the area and gave the keeper no chance with an accurate low level shot into the corner of the

net to leave the half time score 2-0.

The second half began in much the same way as the first, with Somerset keeping most of the possession, but a well-organised Navy defence prevented any realistic scoring opportunities.

Dodger Long (771 Sqn) was becoming increasingly influential in midfield and Dave Wilson, playing at left back, was causing the Somerset defence real problems with some fast attacking runs down the flank.

It was following the excellent work by Wilson that the Navy went further ahead, his strong run down the left and cross was met by Nick Haigh whose shot rebounded off the cross bar for Will Flint to tap in for his, and the Navy's, second goal.

Somerset pulled a goal back through Darren Paul who lobbed Jason White

five minutes later, and could have caused further problems had they converted a penalty in the 80th minute, but Paul shot well wide. Final Score RN 3 Somerset 1.

Fixtures

The Royal Navy play the first match in this season's Interservice programme against the Army at Burnaby Road, Portsmouth, on Monday March 3, at 1930. Supporters are most welcome to cheer on the side as they seek to retain their title.

A second match will be played against the Royal Air Force at RAF Uxbridge on Wednesday March 5, kick off 1930.

□ In the first semi final of the Lamb's Navy Cup, HMS Seahawk defeated SM2 5-3. They will be at home in the final to the winners of HMS Sultan V RM Poole. The final will be on Wednesday March 12.

Picture: LA(PHOT) Craig Leask



Pompey outing for Sea Crusader

THE 20,000 TON cargo ferry Sea Crusader put in at Portsmouth last month.

The Japanese-built ship is chartered by the Ministry of Defence and is used to transport vehicles and equipment for the Joint Rapid Reaction Force.

The ship, crewed by just 17 RFA sailors, is off to Norway to collect equipment for the Royal Marines and will ferry gear between the UK and Croatia.

WAR WIDOWS WIN BATTLE FOR EQUALITY

THE GOVERNMENT has announced a package of improvements to bring greater equality into the rules surrounding entitlement to war widow pensions.

From April, war widows who have chosen to live with another man will be entitled to the same pension rights as those who have remarried.

Previously, a widow who chose to cohabit lost her entitlement to her late husband's pension, but the rule changes mean that from next month she will regain her entitlement on separation or the death of the man she lives with.

War widows who remarried automatically qualified for their war pensions on the death of their second husbands and the concession comes after a campaign by the War Widows Association.

Minister of State for the Department of Social Security, Lord Makay of Ardbrecknish, said the changes brought the position of cohabittees into line

with those who remarry and that the extension of restoration would mean that gratuities will no longer be payable when war widows remarry or cohabit.

After consultation, the DSS has decided not to proceed with plans to abolish war widows' rent allowance for new claims.

The work of the War Pensions Appeal Tribunals should be speeded up with the introduction of new administrative arrangements.

The changes were agreed between the Lord Chancellor, Lord Makay of Clashfern, and the Royal British Legion.

Wren wins £65,000 for sexual jibes

A FORMER Wren who was awarded £65,000 for sexual harassment and constructive dismissal said that women should not be put off from joining the Navy.

Lesley Morris (23) from Shotton, Flintshire, said the Wrens could be a fantastic career, and that she hoped that her case would encourage women still serving to speak out against discrimination.

Yachtsman's DIY surgery is a success

SINGLE-HANDED British yachtsman Pete Goss is recovering after a 'do-it-yourself' operation on his arm in the Southern Ocean.

Former Royal Marine Pete Goss asked for instructions to be faxed to his yacht and used a local anaesthetic to perform emergency surgery on ruptured muscles around his left elbow.

Oldest naval rating dies



● Jack Gearing, an Able Seaman in HMS Theseus off Gallipoli, 1915. Picture: DPRN Photographic

THE OLDEST surviving Naval Rating and the last survivor of naval operations off Gallipoli in 1915 has died aged 102.

Jack Gearing was an Able Seaman in the cruiser HMS Theseus in August 1915 during the operations against Turkey in the First World War.

He remembered embarking troops at Mudros for the landings at Suvla Bay: "We gave them our hammocks and rum and made sure they ate well. You see, we knew that where they were going was Hell on Earth."

Theseus took part in two evacuations when 120,000 men, their guns and vehicles were rescued by night.

In 1939 Jack volunteered for the Navy again, but was turned down for being too old. He was accepted by the Royal Engineers Inland Water Dept and made a Sergeant.

Normandy landings

In 1944 he towed a heavy lifting crane from Cardiff to Southampton for use in the Normandy landings. When his CO fell ill he was told to take the crane across himself. As he couldn't read a chart he was told to 'follow that destroyer' but still arrived safely.

Jack met his future wife May Thompson in 1912. They were married for 76 years and had three daughters and two sons.

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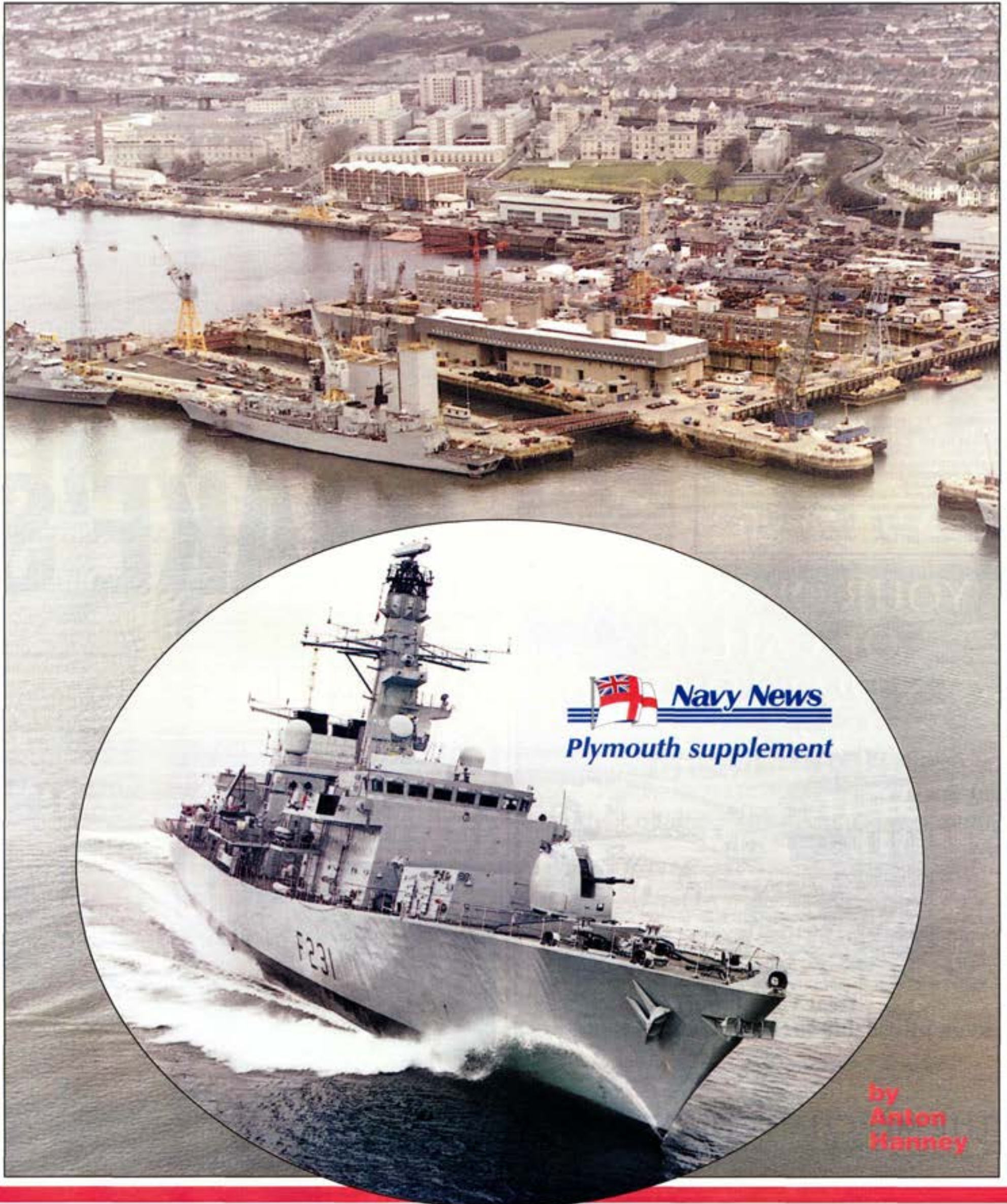
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DEVONPORT

THE CHANGING FACE OF A NAVAL BASE



 **Navy News**
Plymouth supplement

by
**Anton
Hanney**

Blueprint for a revitalised Devonport

WITH Devonport's revolution comes an ambitious plan to regenerate the base whose oldest buildings date from the 17th century.

There are 77 listed buildings scattered in South Yard which are of little practical use but costly to maintain. Already a Devonport museum has been established and is growing, but as it is within the Naval Base it is so far open only to groups by appointment.

"I would like to see a heritage area cordoned off from the base and opened to the public, similar to that at Portsmouth," said Commodore Burch. With a view to achieving that, a tripartite study has been conducted involving the RN, Plymouth City Council and English Heritage, and an interim report has already been produced which, in principal, is thought to favour such a project.

Sports complex

"I'd love to get shot of the whole thing to a developer who would lease back the parts we need to the base, to DML and other private companies down there at the moment."

Meanwhile, a former weapons storage area at Bull Point will be the site of a new sports complex, financed by funds gained through selling off some Navy-owned sports fields in the city centre.

At the opposite end of the base, the Commodore has his eyes on the last large piece of flat land within its confines - Weston Mill Lake,

which he intends to provide with an infrastructure to make it ready for development. Already a MacDonalds fast-food outlet has been established there which, says Commodore Burch, "gives sailors more choice".

In less than ten years' time, accommodation blocks built 30-40 years ago will need to be replaced, and an unattractive but very necessary multi-million pound project must be completed to renew the base's century-old sewerage system.

The cost of that task is hiked up by the fact that since the pipes were laid, gas, water, electricity and fibre optic mains have been successively placed on top.

But one of the more unusual prospects ahead for Devonport is that it may become the first Naval Base to have a multi-storey car park, which the Commodore believes would go a long way to solving a chronic parking problem which is arguably the worst of any Naval Base in the country.

"The 215 customer satisfaction returns from ships and submarines since October 1994 have shown that 53 per cent view the service we give as good or very good," he said. "Forty-three per cent find it satisfactory and only four per cent poor - and that negative return is largely due to the problems of parking."

'We used to call them ships . . . now



●Commodore Jonathan Burch against the backdrop of his command, Devonport Naval Base - "The Royal Navy is not a business, but we should use best business practice wherever that's relevant and applicable."

DRAKE'S

THERE'S a Yes Man presiding over the revolution transforming Devonport Naval Base. What's more, he would be proud of the title.

Commodore Jonathan Burch is a Yes Man in this sense: "My attitude is that if anyone makes a reasonable request, the answer must be yes - and if it isn't I'll want to know the reason."

Driven by the relentless requirement to drive down costs, to question almost every method hallowed by time, and at the same time to keep his customers satisfied, Jonathan Burch could hardly be

blamed for feeling daunted by his task as Commodore of HMS Drake, as the whole Naval Base is now known in its integrated form.

But on meeting him, it is only the observer who may be daunted by the challenge facing this lean, down-to-earth officer with a background in submarine engineering and experience as a Gulf War planner. He has held the job of Naval Base Commander for 12 months, and talks dynamically about the direction in which Devonport is heading and how it will get there.

To achieve his mission he has to balance an equation which allows him £138 million to provide every kind of support to 30 base-ported vessels - the majority of the Navy's frigates, submarines and survey ships, to be supplemented over the next five years by the new genera-

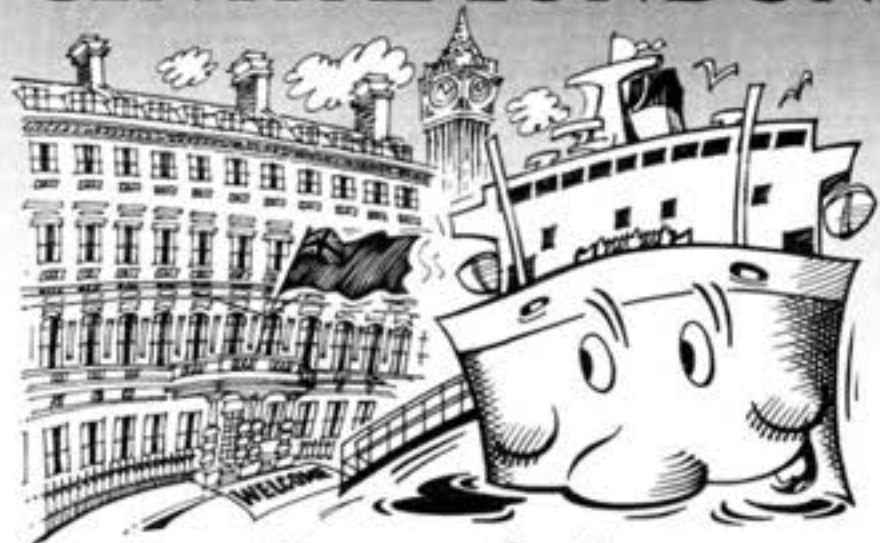
tion of amphibious warfare vessels. In the meantime preparations are in hand to receive the first Trident submarine to be refitted by Devonport Management Ltd (DML), operators of the Royal Dockyard.

Between them, the Naval Base and the Royal Dockyard cover an area of 620 acres, while the base has a 3.5-mile waterfront along the River Tamar and averages over 100 ship movements a week. There are three miles of deep water berths, five fitting-out basins and 12 dry docks.

Since the transfer of Flag Officer Sea Training's operation to Plymouth, an average of six warships a day - often from overseas navies - use Devonport's facilities during sea training.

The Naval Base employs almost

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● Navy personnel load torpedoes. "The lines of responsibility are crystal clear and things get done" - Captain Jonathan Lyall, Captain of the Second Submarine Squadron.

they're customers'

Type 23s on the super highway

THE LEAP of imagination which the Navy took at the conceptual stage of Type 23 development is on the verge of full realisation.

The design has been running ahead of the emerging command and control technology intended to make it one of the world's most advanced maritime weapons. Now the gap is almost closed. "The first ships went to sea with an interim command and control fit, and the system has been developed while the ships have been running," said the First Lieutenant of HMS Montrose, Lt Cdr Damian Belgeonne.

'Happy stage'

Montrose, lead ship of the Sixth Frigate Squadron, is under the command of Capt Timothy Laurence (Capt F6). Other ships of the Sixth are HM ships Norfolk, Argyll, Northumberland, Somerset, Monmouth and - in May - HMS Sutherland. Another squadron of Type 23s - the Fourth - has been transferred to Portsmouth. "We're at the very happy stage now that the basic system is virtually in all the ships, and we are adding phases to it," said Lt Cdr Belgeonne. The Type 23s differ from previous classes in dispensing with a single processor to

operate the action information functions in favour of a data highway of information available from all the systems, speeding up the ship's 'battle space management.'

Lt Cdr Belgeonne: "We used to have a system in which the radar picked up an incoming missile, then it would show it on a processor, after which we would type something in, summon our weapon, and the weapon would then guide on to it and fire."

"What the system can do for us now within certain parameters is detect that missile, put the info on to the data highway, the Seawolf missile system will take it off automatically, discover whether it is a threatening target or not, and if it is launch a missile at it."

The system would be set on auto when the ship was clearly under threat. Even so, as a backstop to avoid mishaps, launch can be vetoed from the Commanding Officer's console.

"The Type 23's electronic brain represents a quantum leap in warship technology," said Lt Cdr Belgeonne. "But



● HMS Montrose - 'her brain represents a quantum leap in warship technology'. She is lead ship of the Sixth Frigate Squadron at Devonport.

REVOLUTION

3,000 people - over half of them civilians - and generates 30 per cent of local income, and five per cent regionally, facts which ensure the keen interest of local, and national, government in the future of the enterprise.

Against that background Commodore Burch and his streamlined organisation are bent on continuing to cut costs and red tape, while further improving efficiency.

As a result of that drive, much of the work traditionally carried out by base employees or sailors is now contracted out to private companies.

"I'm working with 49 per cent gapping of Naval personnel in some specific areas - but the jobs get done because we've got the flexibil-

ity to buy in contracted labour packages," he told *Navy News*.

"We've been quite successful in driving down the costs and still producing the goods... I've got my targets, I know what I'm aiming for. The costs are coming down through the lowering of overheads, and I have money to spend on equipment."

He cites the contract cleaning of warships as a good example. The newest, hi-tech generation of ships are lean manned with Type 23s having a complement 100 less than their predecessors. That saves £2.5 million a year per ship in crew costs alone - but it does leave much fewer sailors available for cleaning, painting and certain refurbishment tasks. So when the ship comes alongside, the contract cleaners move in, relieving the sailors of the

job while the whole exercise maintains a sizable net saving.

There is widespread acceptance among the ships' Commanding Officers who use base facilities that radical reorganisation over the past three years has more clearly defined responsibility for tasks within a simpler and more effective structure. ("We used to call them ships and submarines," said the Commodore. "Now we call them customers").

Those customers now have a single point of contact for their support, the new system having replaced the bewildering array of services which duplicated effort and were deficient in lateral communication.

Now six closely related groups are directly responsible to the Naval Base Commander, covering

engineering, base services, logistics, corporate development, safety and personnel support.

Among the fans of the reorganisation is Capt Jonathan Lyall, Captain of the Second Submarine Squadron at Devonport. "Before the changes there were tons of men in tin huts, and unless you knew the right man in the right tin hut you couldn't get anything done, or find out how to get anything done. Now I know exactly who to go to. The lines of responsibility are crystal clear, and things get done."

Inevitable

Combined with the restructuring is the system of Competing For Quality (CFQ) that has led to the market testing of a plethora of tasks undertaken by Service people or civil servants. But is CFQ a euphemism for HAYC (Here Are Your Cards)? For the Base Personnel Officer, Capt Chris Waite, CFQ is an inevitable process which should not be seen as a threat:

"The CFQ process is going to continue to look at what we should run ourselves and what should be contracted out, and that process will continue, I believe, for as far as the eye can see..."

"People must get into their minds the culture that change is an opportunity, and that there is no such thing as standing still." Change, yes, but not too fast: "What we prefer is to have each change coming through and being implemented before the next one comes up so rapidly behind it that it overtakes it."

He acknowledges that there have been significant cuts in the Devonport workforce as a result of reorganisation and cost reduction.

● Turn to page VIII

Single cabins for all?

THE FEELING among many of the Navy's managers that Service cuts and restructuring have led to fragile morale, is among the concerns being addressed at Devonport as part of the general programme of improvement.

The well-being of sailors when they return from sea is of particular interest to the base management. Previously, when a ship arrived for maintenance after a long deployment, the ship's company would routinely spend three days at the heavy task of destoring the vessel.

"Now we hire a gang of labourers at about £10,000 per ship, and they destore, so that the sailors can have a rest," said Commodore Burch. "It's a little thing, a small amount of money, but it helps."

He also has what some may see as a radical approach to HMS Drake's rating accommodation that will soon have to be replaced:

"People's perceptions have changed a hell of a lot over the past 30-40 years. I certainly feel that senior rates, after their time at sea rightly expect a single cabin with en suite bath and shower - and I don't see why junior rates shouldn't expect that, either.

"Why, when they come back from sea, should

they still be expected to sleep six to a room in this day and age?"

The views of the Base Personnel Officer, Capt Chris Waite, reflect those of his CO: "These days we charge sailors for their accommodation and I think it perfectly reasonable that they should expect a good standard.

"We want to train high-quality people and keep their skills, and if we want to do that we've got to give them good facilities. We want a lot of them to increase their educational standards, and we can't do that unless we give a sailor a room with a bed and desk where he or she can study.

"We look to providing a continuing, improving standard so it matches what sailors can expect outside. In some respects I'd like to offer our people something better than they would get outside so they are encouraged to stay."

As one example of improving facilities, Capt Waite cited the recently opened physical recreation centre in the base, with a multi-gym, bar and floodlit soccer facilities.

"Our people will see that they are a valued part of our workforce, that people care about them and that they are doing an important job. In that case their self-esteem goes up and they sail away in the ships knowing the nation cares about them."

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Front cover: HM Naval Base Devonport and (inset) HMS Argyll.

Survey ships focus on warfare role

FROM HIS new headquarters in the historic and sympathetically refurbished Shackleton Building, Devonport, Captain (Hydrography), Capt Hugh May, is guiding the Surveying Squadron through some of the biggest changes in its history. He is now no longer directly responsible to the Hydrographer of the Navy, but to Flag Officer Surface Flotilla, a fundamental change which comes with a switch of emphasis to the squadron's warfare role (as reported in our December edition).

Exemplifying that change is the fact that survey ships are to be painted grey over the traditional white hulls and buff funnels, while for the first time a ship of the squadron - HMS Bulldog - is this year acting as support vessel to NATO's standing force of mine countermeasures vessels.

This year, too, the 13,500-ton ocean survey ship HMS Scott will become one of the largest Royal Navy vessels to be based at Devonport following her completion at Appledore and the fitting of her sonars in dry dock at Portsmouth.

Seven ships

Most of the squadron's seven ships are based at Plymouth. The exceptions are the ice patrol ship HMS Endurance (Portsmouth) and the smallest HM ship, the motor launch Gleaner, which now spends almost all her time operating from the British Underwater Test and Evaluation Centre (BUTEC) in the Kyle of Lochalsh.

In addition, small Naval surveying parties operate from the chartered vessels Marine Explorer and Proud Seahorse, to carry out surveys for the civil hydrographic programme on behalf of the Department of Transport.

But it is defence needs that are paramount for the squadron. Since the withdrawal of troops from Europe as a result of the political changes in the Warsaw Pact countries, the need to be able to reinforce Britain's NATO allies by amphibious landings has become prominent in defence thinking.

That factor, combined with the increased importance of amphibious capability outside the European theatre, has made beach intelligence important.

Exercises

Small surveying parties could provide a wide variety of environmental data in support of military operations.

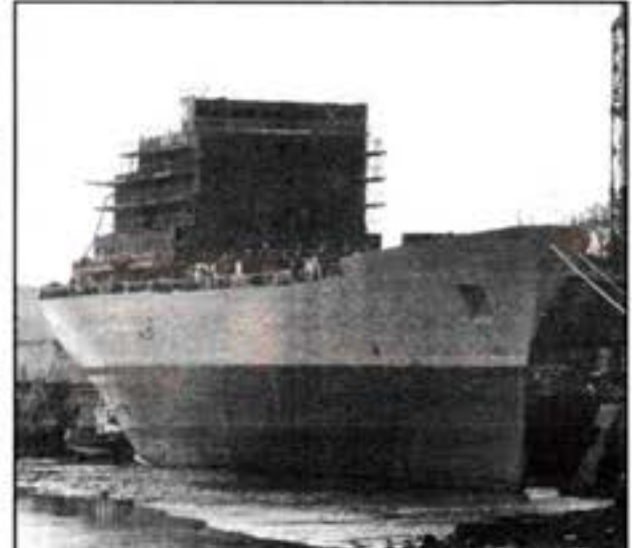
Those abilities are regularly tested during major exercises, and this year HMS Herald has joined the Royal Navy's global deployment, Ocean Wave 97, during which amphibious exercises will form a prominent part.

Meanwhile, in Antarctica, HMS Endurance is nearing the end of what Capt May has described as her most productive year on record: "We enhanced her with a second boat and she detached boats in the Falkland Islands and down the Antarctic Peninsula for an incredibly fruitful and effective season," he said.

Endurance's tasks have included oceanographic, fisheries and seismic research for the British Antarctic Survey, as well as the gathering of data for charts for the growing numbers of ships which venture

into the region. "There is an increasing amount of tourist activity down there, as well as from nations supporting their stations and research programmes," said Capt May. "It's important to continue to

survey these uncharted waters because tourist ships use them, and get bolder and bolder. It's a pretty inhospitable place fraught with danger, and if a tourist ship became unstuck... there's a big nasty waiting to happen."



● HMS Scott, the Navy's new ocean survey vessel, alongside at low tide at Appledore Shipyards, Bideford. Painted grey, she is due to enter service this year.



● HMS Herald sets out to join the Royal Navy's global deployment Ocean Wave 97, during which she will take part in amphibious exercises.



● HMS Roebuck begins her deployment as support ship for NATO's mine countermeasures vessels, Standing Naval Force Channel.



● Landing by Gemini inflatable boat, AB(SR) Jacko Jackson (fore) and AB(SR) Tug Wilson prepare to survey during an amphibious exercise.

'1,000 sailors a week are...



● HMS Argyll leads a Type 42 destroyer and a Royal Fleet Auxiliary vessel along a path cleared through a 'minefield' during the regular weekly sea training routine known as Thursday War. Right: HMS Somerset in the Tamar.

GUZZ SHINES A TOUCH OF...

ONE OF THE most visible changes at Plymouth has been the transfer from Portland of Flag Officer Sea Training, currently Rear Admiral Peter Franklyn.

Not only did it bring a flag officer to the area - going some way to compensate for the loss of the post of Flag Officer Plymouth - but last year it brought to Devonport 42 ships for sea training. And that was seen as helping to offset the loss to Portsmouth of the six Type 23 ships in the Fourth Frigate Squadron.

The Naval Base Commander, Commodore Jonathan Burch, acknowledges that the arrival of the FOST operation just over 18 months ago has given Devonport a shot in the arm:

"Within the first six months of FOST's operation here, we had all these ships alongside from 14 different countries. The place is buzzing now."

Major impact

The small sea training staff of 200 has not in itself had a major impact - but what they have brought with them has. "A thousand sailors a week are landing, representing about £25 million a year in hard cash, which is quite a lot to an economy like Plymouth's," said the secretary to the Flag Officer, Cdr Andrew Mullen.

"We bring on average six ships a day 46 weeks of the year, and that's bound to have spin-off effects for the Naval Base in terms of the work that goes through not only Captain Fleet Maintenance, but also DML."

To some people in the area the advantages of having FOST in their midst was not immediately apparent. While Portland was bemoaning the loss of the organisation, there was vociferous unease about its arrival in Plymouth, known to generations of sailors by the nickname 'Guzz'.

Outrageous

"When we got here there was an awful lot of misinformation and disinformation about who we were and what we were going to do," said Cdr Mullen. "There were reports about how we were going to shut off great areas of the sea and land, stop people from fishing, and fire live high explosive at the cliffs at Dodman Point. It was outrageous."

The Navy countered with a vigorous public relations campaign during which FOST staff spent much time and effort in meeting local councils and Chambers of Commerce, among others.

"We worked very hard taking our message



● A communicator at action stations and in anti-flash gear, but very secure method. Simulated warfare is waged almost daily in the exercise areas off Plymouth and the mettle of HM ships - and warships - is tested by FOST examiners (on the left in the background).



anding, representing about £25 million in hard cash'



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idge picture below).



out to the community in the area and explaining what it was we were about, making the point that it was big business for Plymouth.

"We've spoken to many groups locally in an attempt over the past 12 months to get local people to understand and be proud of what they've got here."

The information campaign paid off. "Our detractors are now in small pockets - and they're hardened protestors," said Andrew Mullen. "But 99.9 per cent of the people now fully appreciate what it is we do and, I believe, are pleased to see us doing it here."

It had become a spectator sport for local people and tourists to see six warships weigh anchor and sail out together at eight o'clock in the morning, he said.

Some of the people of Plymouth were not the only ones who had reservations about the move from Portland.

"We have to transit a little further south than we did at Portland to clear the HMS Cambridge ranges. There was anxiety over the distances involved in transiting from here out to the Sound."

To overcome those difficulties, Bond helicopters were contracted to deliver and disembark FOST staff from the ships in training. And the misgivings were soon allayed by the advantages which quickly became apparent:

The areas off Plymouth were larger and deeper, providing more space in which to operate - especially for submarines. And for the first time the staff had a purpose-built HQ. "We've got all the assets we need around us here, in the middle of a very well run and well organised Naval Base. We are really very content with it."



Why world fleets want to be trained by the RN

TRAINING foreign navies forms a large proportion of the work of FOST staff. Not only do the fleets of all our NATO partners in Europe test their mettle according to Royal Navy standards, but the navies of a widening number of other nations seek British training.

Among them are Oman, Qatar, Saudi Arabia and Brazil - and other navies have expressed an interest in paying for FOST's service.

"Our main selling point is the abil-

ity of the staff," said FOST's secretary, Cdr Andrew Mullen. "We have a great deal of expertise in programming, organisation and running exercises."

"The Germans and the Dutch particularly train all their ships with us, and I'm quite sure that those countries would not do it unless they were getting a good product at the end."

Other partners in the Western European Union are being invited to

look at FOST's operation with a view to them using the facilities - for training a WEU task force, for instance.

Last October representatives of 12 European navies formed the first meeting at Devonport of the Sea Training Consultative Group, a vehicle by which FOST can offer mission training to a broader collection of nations. It is intended that the group reconvenes again this year.

"These days, conflict is going to

involve multi-national forces operating together in coalitions just as we saw in the Gulf War. And if the WEU want to put a task force together for such a reason, or for a humanitarian mission, then we can provide a team to work up that group before they leave.

"FOST is an international trainer of world repute," said Cdr Mullen. "Overseas customers come because we are simply the best at what we do."

Amphibious power base builds up in the West



● An artist's impression of the new class of assault ship and (right) the Navy's current duo, HM ships Fearless and Intrepid, soldiering on after 30 years.
Photograph: HMS Fearless



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'WE'LL BE STAYING IN DIVISION ONE'

NO CASUAL observer could be blamed for thinking that while 'amphibiosity' has been a Naval priority, it has conveyed more than a hint of being a Cinderella in the equipment stakes. The assault ships HMS Fearless and Intrepid, over 30 years old, have in recent years been the subject of much care and attention to maintain their front-line capability – and the Navy has not possessed a 'commando carrier' since the sale to India of HMS Hermes in 1986.

However, any perception that the Navy's amphibious assets are over-aged is due to change dramatically with the fitting-out at Barrow-in-Furness of the Service's first purpose-built helicopter assault ship – HMS Ocean – and the building of the flat-top vessels HMS Albion and HMS Bulwark to replace Fearless and Intrepid.

"Today amphibious warfare is truly a 'core capability', and as relevant as it always has been in the projection of power from the sea," said Commodore Amphibious Warfare, Commodore Paul Stone.

New squadron

He looks forward to the new ships all being in service within the next six years, and all being based at Devonport, close to his HQ alongside that of the Commander of 3 Commando Brigade at Stonehouse Barracks. The grouping forms, said the Commodore, a West Country "amphibious centre of excellence".

The ships will be members of the newly revived Amphibious Squadron, one of the results of a long and hard look at the management of AW to ensure, in Commodore Stone's words, "that the RN's current position in

League Division One is maintained and strengthened."

The Navy used to have such a squadron, composed of tank landing craft and landing ships, until it was disbanded in 1966. The revival is intended to develop the full potential of a well-trained, well-managed and well-equipped maritime expeditionary force.

RFA ships

For training and deployments, the squadron will be augmented by the five Marchwood-based RFA landing ships, the aviation training ship RFA Argus from Portsmouth, and landing craft operated by the Army's Royal Logistic Corps.

With the new Dutch assault ship Rotterdam, the force will form the UK and Netherlands Amphibious Task Group to be known by the somewhat tongue-twisting acronym UKNLPHIBGRU.

Commodore Stone sees the restructuring of his command, introduction of the new ships and the formation of the Joint Rapid Deployment Force as opportunities to develop "the full potential of our amphibious expeditionary capability and to strengthen still further the credentials of the UK/Netherlands group as a force in being and a prime example of European co-operation."

Reflecting the probable multi-



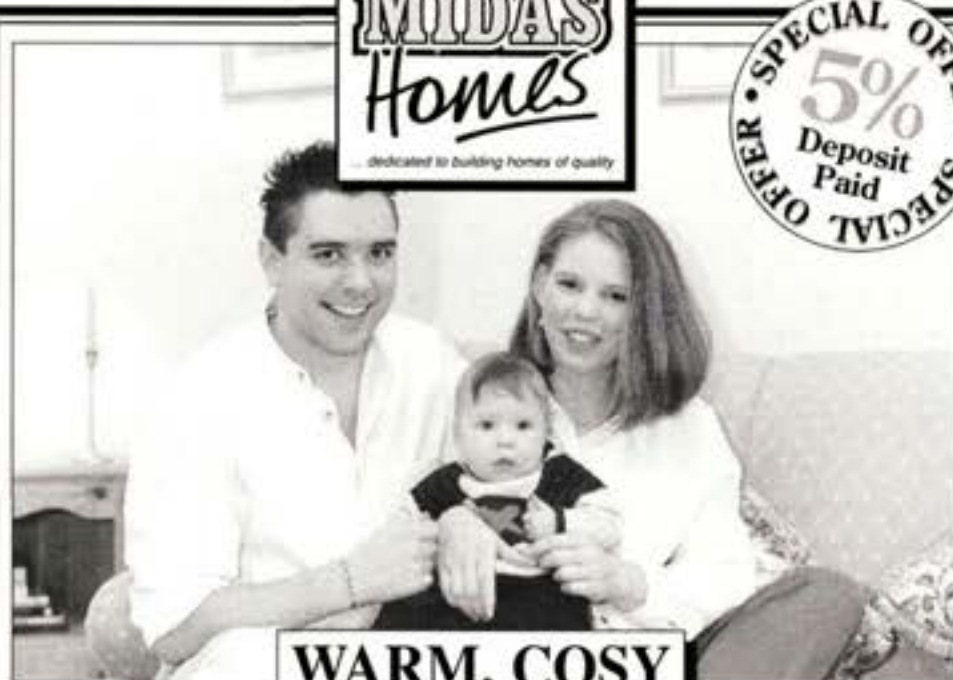
● Commodore Stone – commander of the Navy's new Amphibious Squadron.

role and multi-national nature of any operational task he is likely to be given, Commodore Stone's small staff is not only tri-Service, but includes staff officers from the Netherlands and the USA.

He said: "This approach is particularly relevant today where the ability to deal with an ever widening diversity of potential contingencies, almost certainly in concert with allies, appears the hallmark of the age. Practising the amphibious art is complex and demanding, but it is also professionally highly rewarding."



● Royal Marines Commandos from HMS Fearless reach shore during an amphibious warfare exercise.
Picture: HMS Fearless Photographic Section.



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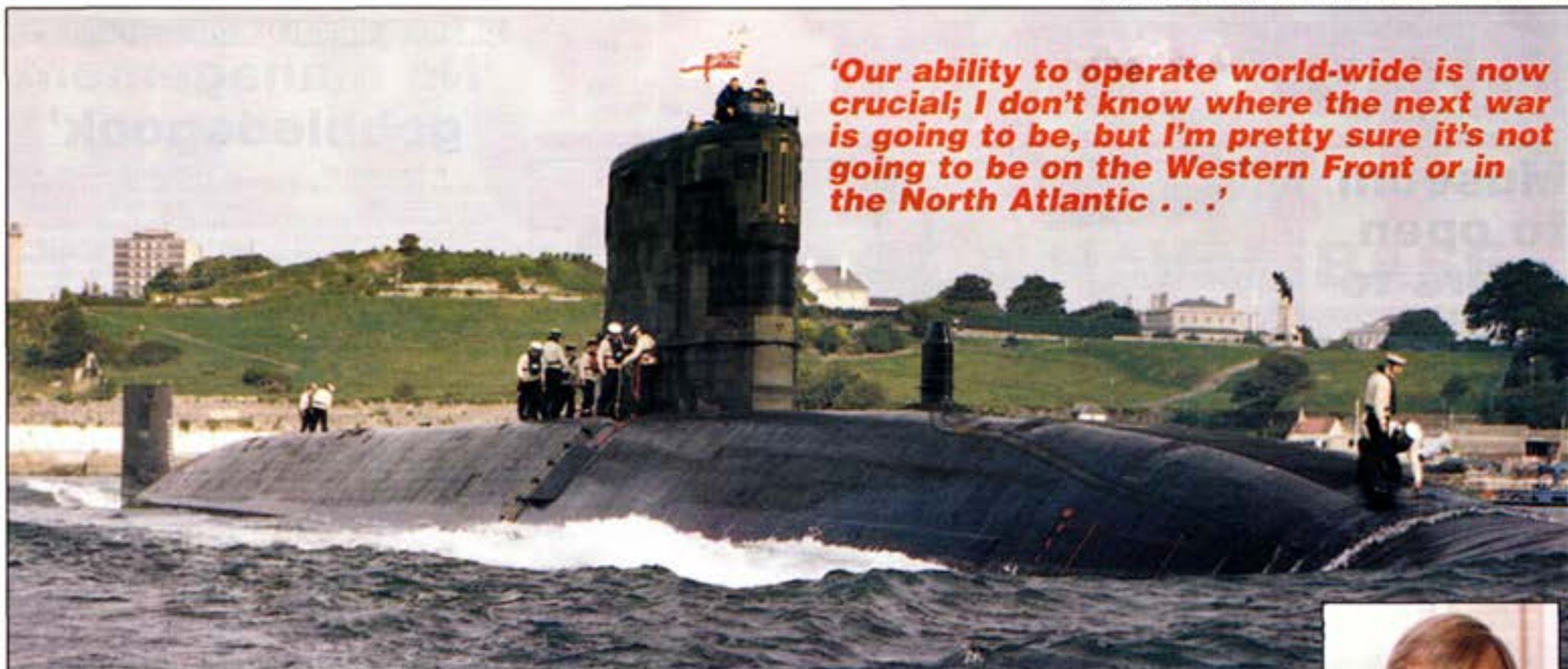
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'Our ability to operate world-wide is now crucial; I don't know where the next war is going to be, but I'm pretty sure it's not going to be on the Western Front or in the North Atlantic...'

New horizons for Tomahawk boats



● Captain Jonathan Lyall, Captain SM2, and (above) HMS Triumph, one of the Devonport boats due to receive cruise missiles.

A SEA CHANGE is on its way for the Second Submarine Squadron at Devonport as it prepares to receive sub-strategic cruise missiles. The squadron's seven T-class boats are due to be equipped with conventionally armed T-LAM (Tomahawk Land Attack Missiles) in about a year's time.

"It will bring about a dramatic change in the way we go about our business, and in the potential of the Submarine Flotilla," said Capt Jonathan Lyall, Captain SM2.

"Given the range of Tomahawk there are very few parts of the world that can't be threatened by submarines in international waters - and there's nothing to hit in those places, anyway.

"T-LAM can get just about anything. It's a very powerful weapon - hopefully as a deterrent - and is extraordinarily accurate."

The new weapon will enhance the Submarine Service's use as an effective weapon of intervention world-wide.

Capt Lyall: "When I was a submarine CO down here ten years ago, the whole Flotilla was focused

on the North Atlantic and upwards. We sailed out, turned right, and off we went.

"Now it is a very different picture, and my submarines are scattered all around the world - and that is a consistent feature.

"Our ability to operate world-wide is now crucial; I don't know where the next war is going to be, but I'm pretty sure it's not going to be on the Western Front or in the North Atlantic."

On that premise, the Submarine Service is having to re-sharpen its expertise in far-flung areas that have the potential to become theatres of war.

"If we go there stone cold we're going to find it very hard work - and we might learn some painful lessons if we don't get it right," said Capt Lyall. "So we're recovering that expertise and background, and

that's really quite important."

The fact that the Royal Navy's current global deployment - Ocean Wave 97 - has been joined by two Devonport-based boats, HM submarines Trafalgar and Trenchant, adds significance to Capt Lyall's words.

"These boats can go all the way around the world, unseen and unsupported - and shortly with T-LAM, to boot."

Capt Lyall and his small staff are responsible for administering the vessels of the squadron, which are programmed and controlled on operations by Flag Officer Submarines (FOSM) at Northwood.

Total manpower of SM2 is 1,200 - and it is a priority task for the Captain to ensure that each of his sea-going boats obeys the FOSM requirement for 100 per cent manning. The importance of the Submarine Service is emphasised by the edict that there must be no gapping of crew.

'Openness' on nuclear issues

ANTI-NUCLEAR concern, although muted by employment imperatives, still surfaces regularly and is taken seriously by both the civil and Naval management at Devonport.

The old submarine HMS Valiant, alongside in the base, is a prime target for the anti-nuclear lobby. "She's waiting to be defuelled and decommissioned," said the Naval Base Commander, Commodore Burch. "We did a radiation survey around her and the result showed that the radiation was at a lower level than on the granite building slip in South Yard.

"In the past we were far too secretive. Now we are as open as we possibly can be on these issues, and the Captain Base Safety spends a lot of time talking to groups, including pressure groups, about the decommissioned nuclear submarines."



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FUTURE FOR THE PAST

Museum to open doors to a wider public

FULL PUBLIC access to Plymouth Naval Base's developing museum seems likely within a few years – especially if plans go ahead to cordon off the area as a heritage site.

Although only opened to organised groups by appointment, the museum has had over 20,000 visitors since it re-opened in its present form less than five years ago.

Historic artefacts and Naval memorabilia which had survived the Great Fire of 1840 and bombing during the Second World War were gathered together about 30 years ago and put on display in a small museum.

A large collection of artefacts in the Royal William Victualling Yard continued to be added and displayed there until it closed in 1992.

That collection, with the remains of the original dockyard museum, is now housed in the upgraded museum in the 19th century Police and Cashier's Office and the Old Fire Station in South Yard.

The collection consists of a wide range of items such as uni-



● The rum issue explained... by Devonport Naval Base Museum curator, Cdr Charles Crichton, during a tour by the Lord Mayor of Plymouth (Cllr Sylvia Bellamy) and her Consort, Mr Bob Bellamy.

forms, personal kit, badges, silver, kitchenware and ceramics – including Royal Yacht china.

"Many more artefacts and historical material continue to be added, and individuals are placing important articles in trust to the museum," said curator and Plymouth Navy Days secretary, Cdr Charles Crichton.

"There's a growing demand for access to the collection and wide support for its continuing development, leading to full public access as part of a wider celebration of Plymouth's maritime heritage."

In response, a Plymouth Naval Base Museum Trust has been formed with the intention

● All photographs in this supplement are the work of HMS Drake Photographic Section, unless otherwise credited.

of it next year assuming responsibility for the care of artefacts and redevelopment of the museum, generating funds through admission charges, grants and sponsorship.

In the longer term, it is hoped the development will trace the Naval history of Plymouth from the days of Edward I.

Six months ago a Society of Friends of the museum was formed and has already recruited 500 members – a quarter the way to its target of 2,000 by the millennium. Annual membership fees are £3 (families £5, pensioners £2, under 18s free). Cheques should be made payable to Plymouth Naval Base Museum. Send a stamped, addressed envelope to The Society of Friends, Cdr C. W. Crichton OBE, RN, Frobisher Block, HMS Drake, HM Naval Base, Devonport, Plymouth PL2 2BG.

DRAKE'S REVOLUTION

'No management gobbledegook'

● From page III

but the net job loss may not be as great as at first sight.

Capt Waite: "Government workers don't feel comfortable with the process that takes part of their job and puts it out to a contractor, but the job still needs to be done. When a company takes over the contract they tend to end up employing the same workforce, so people end up by still working in that area but in a different way."

Getting the message across to his 'troops' – whether civilian or uniformed – is high on the Naval Base Commander's list of priorities. And he recognises that employing fashionable management gobbledegook is not the way to do it.

Culture change

"It's amazing how much cynicism is met when you quote gobbledegook, but we explain in plain terms that we are trying to get 100 per cent commitment, and we are getting there. We spend a lot of time talking to the workforce and the uniformed personnel to tell people what we're trying to do..."

"We've got to work very hard now at unifying the base. We've got to change the culture which divides uniformed personnel from civilian. The earliest we can hope to do that is five years, but we're working on it."

The policy of integrating uniformed personnel more closely with civilians not only takes more advantage of the continuity provided by civvies, but – some would say more importantly – it reduces wage costs.

Whatever the perceptions of the new structures and methods, they reinforce the Naval Base Commander's initiative and help him to keep his finger on Devonport's financial pulse: "Two and a half years ago there were no linked personal computers in the

base. Now there are 2,000 – and the data base allows me to cost any activity at the touch of a button."

He knows that the typical cost for a three-week assisted maintenance period for a Type 22 frigate – there are 50 AMPs each year – is £542,000, over 60 per cent of which is accounted for by engineering labour.

Dockyard sold for £40.3m

DEVONPORT Royal Dockyard is being sold to the current operators, DML, for £40.3 million.

As part of the agreement with the Ministry of Defence, DML will provide nuclear refuelling and refitting facilities in support of Trident and other nuclear submarines into the next century. The company will also have greater opportunities for commercial diversification.

The sale contract was signed on February 11 and consultation with the trades unions has been completed.

He also knows that the cost-cutting campaign over the past three years has reduced bills by over a quarter – engineering costs, for instance being reduced from £57 per hour in 1993-94 to £37 in 1995-96, while accommodation and catering costs have been axed by a third.

"The Royal Navy is not a business, but we should use best business practice wherever that's relevant and applicable," he said. "I think the realisation has come that this is taxpayer's money we're spending. Defence is an insurance policy and we must maximise the benefit."

NAVY GOES ON SHOW

THE ROYAL Navy goes on show to the public at Plymouth for Navy Days on the August Bank Holiday weekend – 23-25th.

Each day the Naval Base is open 9.30am to 6.00pm, admission costing £5 (family £10; children and pensioners £2.50). There are discounts for groups and advance bookings. Parking is free for cars and coaches.

You can reach the Navy Days office on 01752 555915, and from March 1 advance ticket sales will be dealt with on 01752 266031 or 265105.

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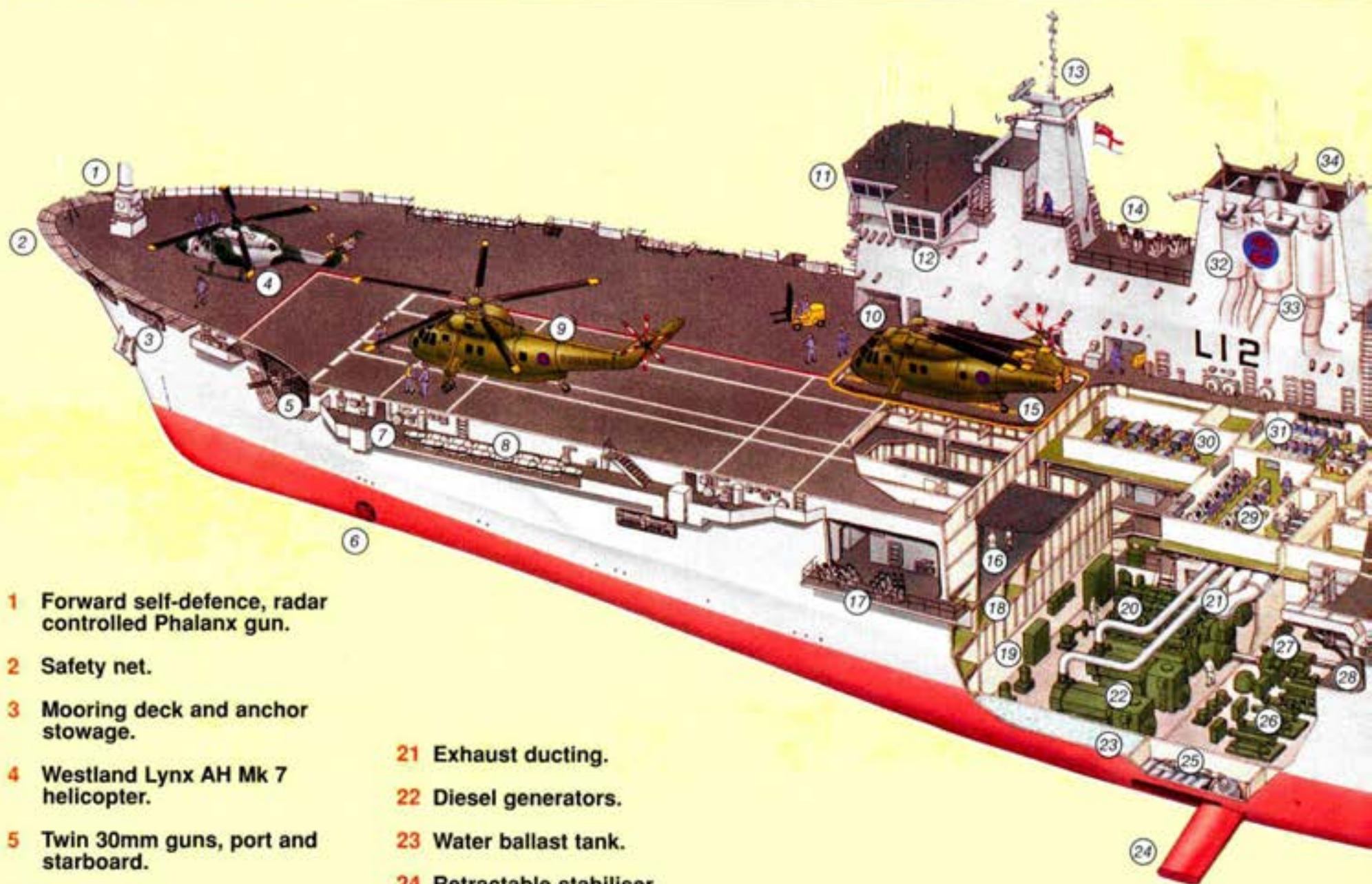
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This is a deliberate blank page,
so that the next two pages show
correctly, please turn the page.

INSIDE HMS OC



- 1 Forward self-defence, radar controlled Phalanx gun.
- 2 Safety net.
- 3 Mooring deck and anchor stowage.
- 4 Westland Lynx AH Mk 7 helicopter.
- 5 Twin 30mm guns, port and starboard.
- 6 Bow thruster aperture for low-speed manoeuvring.
- 7 Forward external walkway.
- 8 Liferafts.
- 9 Westland Sea King HC Mk 4 troop carrying helicopters.
- 10 Weapons lift.
- 11 Bridge.
- 12 Flight control – 'Flyco'.
- 13 Communications mast.
- 14 Decoy Launchers.
- 15 Forward aircraft lift.
- 16 Hangar deck.
- 17 Port decoy launchers,
- 18 Forward accommodation deck.
- 19 Forward engine room.
- 20 Starboard Crossley V-12 main propulsion engine.
- 21 Exhaust ducting.
- 22 Diesel generators.
- 23 Water ballast tank.
- 24 Retractable stabiliser.
- 25 Stabiliser hydraulic actuator.
- 26 Water chillers.
- 27 Starboard transmission gearbox.
- 28 Forward landing craft recess, port and starboard.
- 29 Ship's operations room.
- 30 Office accommodation.
- 31 Amphibious operations room.
- 32 Forward diesel generator exhaust silencers.
- 33 Main engine exhaust silencers.
- 34 Funnel block.
- 35 Radar equipment tower.
- 36 Aft diesel generator exhaust.
- 37 Communications antennae.
- 38 Sea King helicopter 'folded' for lift access.



● HMS Ocean on her first voyage under her own power from shipbuilders Kvaerner Govan on the Clyde to be fitted at Barrow-in-Furness.

Picture:



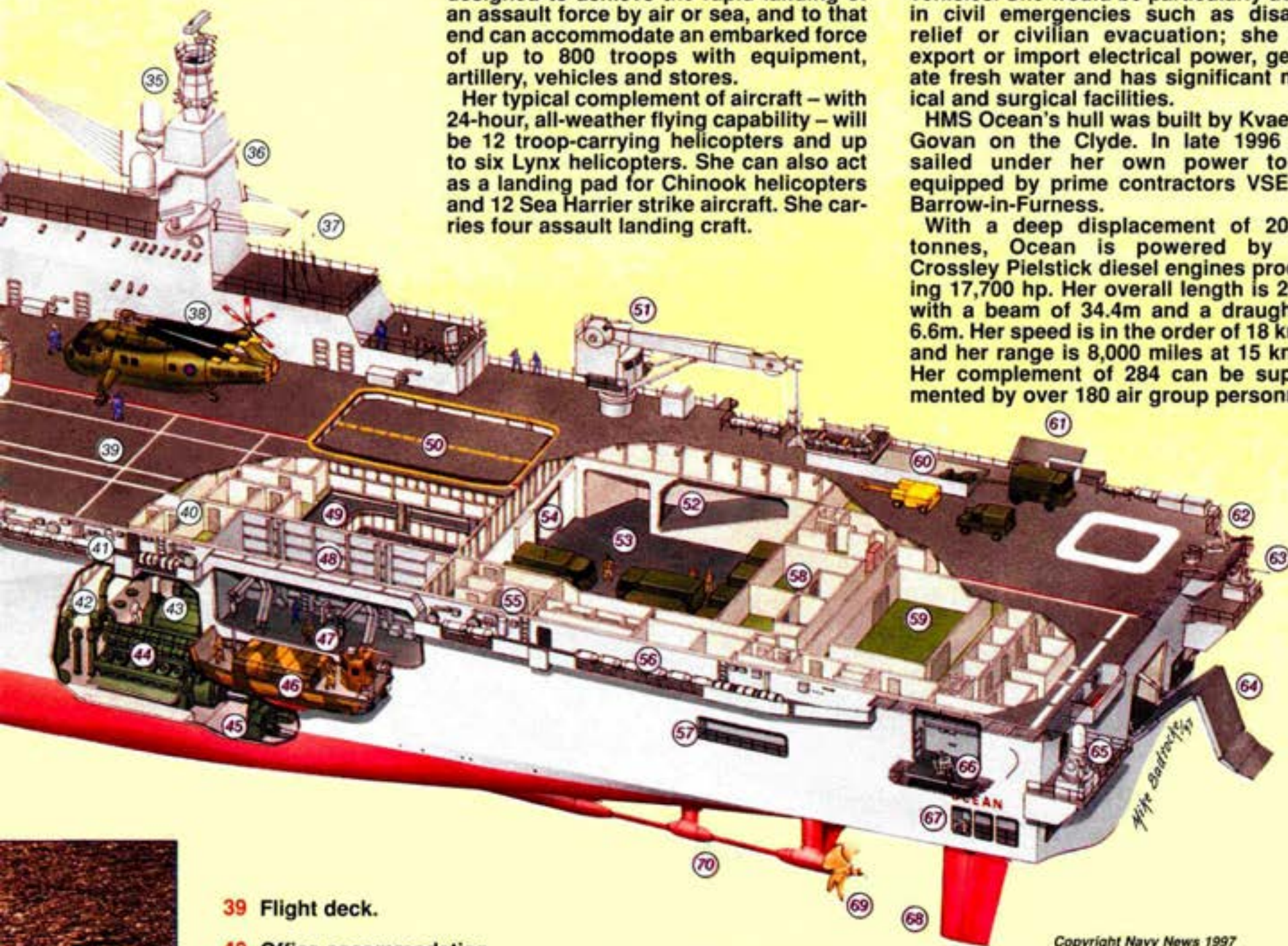
HMS OCEAN, due to be commissioned in 1998, is the Royal Navy's first purpose-built amphibious helicopter carrier. She is designed to achieve the rapid landing of an assault force by air or sea, and to that end can accommodate an embarked force of up to 800 troops with equipment, artillery, vehicles and stores.

Her typical complement of aircraft – with 24-hour, all-weather flying capability – will be 12 troop-carrying helicopters and up to six Lynx helicopters. She can also act as a landing pad for Chinook helicopters and 12 Sea Harrier strike aircraft. She carries four assault landing craft.

Ocean's extensive hangar and work spaces provide sea-going facilities for the repair and maintenance of aircraft and vehicles. She would be particularly useful in civil emergencies such as disaster relief or civilian evacuation; she can export or import electrical power, generate fresh water and has significant medical and surgical facilities.

HMS Ocean's hull was built by Kvaerner Govan on the Clyde. In late 1996 she sailed under her own power to be equipped by prime contractors VSEL at Barrow-in-Furness.

With a deep displacement of 20,500 tonnes, Ocean is powered by two Crossley Pielstick diesel engines producing 17,700 hp. Her overall length is 203m with a beam of 34.4m and a draught of 6.6m. Her speed is in the order of 18 knots and her range is 8,000 miles at 15 knots. Her complement of 284 can be supplemented by over 180 air group personnel.



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- 39 Flight deck.
- 40 Office accommodation.
- 41 Midships external walkway with liferaft stowage.
- 42 Aft engine room.
- 43 Diesel generators.
- 44 Port Crossley V-12 main propulsion engine.
- 45 Port transmission gearbox.
- 46 Landing craft – Mk V LCVP.
- 47 Landing craft davits and winch.
- 48 Aft landing craft recess.
- 49 Aft end of hangar deck.
- 50 Aft aircraft lift.
- 51 Crane.
- 52 Internal vehicle ramp.
- 53 Vehicle deck.
- 54 Sliding door to aft aircraft lift.
- 55 Cleansing station and storerooms.
- 56 Aft external walkway with liferaft stowage.
- 57 Berthing flat.
- 58 Royal Marines aft accommodation.
- 59 RM overload accommodation.
- 60 Vehicle ramp access to flight deck.
- 61 Vehicle loading ramp.
- 62 Twin 30mm guns.
- 63 Starboard radar controlled Phalanx gun.
- 64 Aft folding vehicle loading ramp.
- 65 Port aft radar controlled Phalanx gun.
- 66 Port twin 30mm guns.
- 67 Quarterdeck.
- 68 Port rudder.
- 69 Port propeller.
- 70 Propeller shaft and bearing housing.



... en route in 1996 fitted out by VSEL. (PHOT) Adrian Hughes.