

Navy News

MAY 1997

70p

RN takes its last bow in Hong Kong
centre pages



Endurance homes in
page 27



Navy News flies the fastest Harrier
page 12



Commandos ready to evacuate Brits from embattled Zaire

MISSION ON THE CONGO



ROYAL MARINES equipped with rigid raider boats and hovercraft are standing by on the Congo River in case there is any need to evacuate British nationals from Zaire, riven by civil war.

The British force comprises 38 Marines and just over 20 Army personnel. In command is the Chief of the Joint Rapid Deployment Force, Brigadier Jonathan Thomson RM.

Caterers break college records

ROYAL NAVY caterers have broken all previous records by winning nine separate distinctions in one of the South of England's top food hygiene courses.

In all ten – nine from HMS Nelson and one from HMS Dolphin – passed the course in food hygiene management at Highbury College, Portsmouth, which they attended for one day a week over six weeks.

At the end of the tuition they had to sit two, two-hour written papers and undergo an oral exam with outside adjudicators. Exam body was the Royal Society of Health.

■ Newsview – page 18.

Naples birth of HMS Agrippa

THE 120-strong Royal Navy contingent in NATO's Naples HQ are to serve as members of a commissioned establishment under the name HMS Agrippa.

The Queen has approved the move and, for the first time in the RN's 25-year presence in the Italian city, ratings will wear cap tallies identifying their unit.

■ See page 2 (main edition).

The small amphibious group would form the linchpin of any UK operation to lift out the estimated 250-plus British and Commonwealth nationals in the Zairean capital of Kinshasa.

The Marines are drawn from 42 Commando and 539 Assault Squadron. They have two hovercraft and four rigid raiders.

As *Navy News* went to press we learned that the force, living in tents, is enduring some of the worst weather the region can experience: torrential rain and very high temperatures and humidity.

Aircraft

Their HQ has been established at Brazzaville, just across the wide Congo River from Kinshasa. It is Brazzaville airport that would be the focus of any evacuation operation by military aircraft.

A spokesman for the Ministry of Defence said there was no intention to mount such an operation while departure was possible by commercial means, as was the case at present.

"Given the possibility of the situation in Kinshasa deteriorating rapidly, it is only sensible to have contingency plans in place," he said. "These have to include the possibility of evacuation by military transport."

He said evacuation plans would "take full account" of any need for reinforcement. The UK would have an evacuation handling centre at Brazzaville airport, and the evacuees would be received by British Foreign Office personnel who would help in making arrangements for the journeys.

■ Marines in Brunei – page 19.



● Royal Navy cameraman CPO(PHOT) Paul Cowpe returned with these pictures from Zaire just before *Navy News* went to press. Above, Lt Marcus Taylor and C/Sgt John Thurlow lead 539 Assault Squadron's rigid raiders on the Congo River, and (top) one of the Marines' two hovercraft operating out of Brazzaville. The force was flown out from RAF Lyneham at the end of last month.

Queen approves commissioning of new 'establishment'

NAPLES UNIT TO BE HMS AGRIPPA

Navy in bid to stage record brew-up

THE BIGGEST tea party in the world is being planned by the Sailors' Soldiers' and Airmen's Families Association (SSAFA) - with the help of the three Services.

SSAFA's 'Big Brew Up', due to take place during a stand-easy on the morning of June 11 will involve military units at home and around the world, including ships on guardship duty and on the global deployment Ocean Wave 97.

Aim of the event is to publicise SSAFA's work for 14 million Service people and their families, by gaining an entry in *The Guinness Book of Records*.

Spearfish gift to museum

AN EXAMPLE of one of the world's most advanced underwater weapons has been presented to the RN Submarine Museum at Gosport by its makers, GEC-Marconi.

The 19ft long handling version of the Spearfish torpedo, restored by a GEC-Marconi team, will help the museum to continue the documented history of the British torpedo from the 19th to the 21st century.

Museum director, Cdr Geoff Tall, said: "We are extremely grateful to GEC-Marconi for their continued support, which helps the museum in furthering its role of the shop window to the RN Submarine Service."

FOR THE first time since leaving Malta 25 years ago, Royal Navy personnel in NATO's Mediterranean headquarters are to serve under a commissioned name.

In April the Queen approved the commissioning of the RN element at Naples under the name HMS Agrippa.

The 'establishment' will consist of the 120 RN personnel in the Allied Forces Southern Region HQ and will be commanded by Capt David Mowlam, previously Officer-in-Command of the RN element and Assistant Chief of Staff (Communications) at the headquarters of the Commander Naval Forces Southern Europe.

No cost

The commissioning of an RN element overseas is an almost unheard-of event in the Navy's recent history. The trend is in the opposite direction with such events as the decommissioning of HMS Malabar in Bermuda, HMS Rooke at Gibraltar and HMS Tamar in Hong Kong. However, there will be no appreciable cost attached to the creation of Agrippa - an establishment in name only.

"The commissioning will give the RN personnel a sense of corporate identity within the large NATO community, something that has been missing since the move of

EXCLUSIVE



● The new badge design for HMS Agrippa.

the HQ from Malta in 1972," said a Navy spokesman in Naples.

Ratings there will now wear Agrippa cap tallies. They wore HMS Centurion tallies until 1995 when the Naval pay establishment at Gosport decommissioned. Since then the ratings of the element have displayed a medley of tallies - each member keeping the tally of

their previous ship or establishment.

It is the first time that the name Agrippa has been used in the Royal Navy. It was chosen for its connection with two military leaders - one Italian and one British.

Battle of Actium

The Roman general Marcus Vipsanius Agrippa defeated Marc Antony and Cleopatra in 31 BC at Actium, one of the best known sea battles of Ancient times. And one of Britain's outstanding Naval officers of the 1914-18 war, Admiral William Woodworth Fisher, was nicknamed The Great Agrippa when he was C-in-C of the Mediterranean Fleet in 1932-35.

The badge of HMS Agrippa incorporates a Roman helmet on the front of which is emblazoned a fouled anchor. The badge will be in the colours of the Italian national flag - green, white and red. Agrippa's motto, Remis velis-que, may be translated as 'with oars and sail (or winds)', but is also an expression meaning 'with all vigour'. It is planned to formally commission Agrippa at a short ceremony this spring.

Presentation team 'first'

THE ROYAL Navy Presentation Team has become the first unit in the Service to win both the Investors in People National Standard and the quality management standard, ISO 9000.

The awards were presented by the Assistant Chief of the Naval Staff, Rear Admiral Jeremy Blackham, at the team's base at the Royal Naval College, Greenwich. They were accepted by the team's Commanding Officer, Capt Adrian Johns.

Tribute was paid to the South London Training and Enterprise Council which supported the team while it worked towards the standard.

£100 essay prize launch

A NEW annual prize of £100 is being offered for the best essay on naval warfare in 1700-1815. The Cecil Isaacson Memorial Essay, inaugurated by the 1805 Club, also comprises a crested certificate and a casted bronze medal.

The winning essay will be published in *The Trafalgar Chronicle*, the club's yearbook.

Cecil Isaacson (1917-95) was Rector of the Burnhams in Norfolk and was a keen supporter of 'The Immortal Memory'.

Deadline for receipt of essays is June 30 and may be submitted by non-members of the club. For entry rules send a stamped addressed envelope to Michael Nash, 3 Marine Road, Hoylake, Wirral, Cheshire L47 2AS.



HMS Liverpool goes back to Mersey roots

HMS LIVERPOOL returned to her Mersey roots for a four-day visit to her 'home' city.

Highlight of the Type 42 destroyer's stopover in Mersey was a Freedom of the City march by the ship's company, with the band of the 5/8th Battalion of the King's Regiment. Crowds of Liverpoolians watched as the civic salute was taken by the Lord Mayor, Cllr Frank Doran, at the Town Hall.

Earlier in the visit, £1,000 was presented by the ship to the charity Kids in Need and Distress (KIND). The money had been raised by a team of five runners from the ship who between them had covered the 250 miles from her base at Portsmouth in just four days.

Meanwhile, four members

of the ship's company read the regional weather forecast for Cable TV, and the Liverpool took delivery of a Santa Claus outfit, donated by the Merseyside police for the Montserrat police force. It will be delivered by the ship when Liverpool takes up her role as West Indies Guardship later this year.

On a more solemn note, the ship's Commanding Officer, Capt David Snelson, took part in the 'Turning the Leaves' during a service at Liverpool Anglican Cathedral. He turned the pages of a book recording the names of those who died in the 1914-18 war.

30-year-old Intrepid is fighting fit again

ASSAULT ship HMS Intrepid is celebrating 30 years in commission with a return to operational condition after two years of hard maintenance work at Portsmouth dockyard.

The ship has been on 30 days notice for reactivation in a transport role, and when a new stern gate has been fitted she will be ready to take her place in the Amphibious Warfare Squadron.

While in dock, Intrepid has had a small ship's company of only 177 who have fought a continuous battle to keep her command and weapon systems up to scratch with

regular basin trials and function tests.

Although she has been out of the limelight, she remains part of the Royal Navy's broader commitment to NATO and is determined to be ready if required.

Currently her sister-ship, HMS Fearless, is a member of the Ocean Wave 97 deployment, and this summer will be undertaking exercises in the East Indies.

Despite the heavy work load in Intrepid and the number of gapped billets, the ship's company entered the winning team in the contest for HMS Nelson's Commodore's Sporting Cup.



BRAZILIANS HONOUR BATTLEAXE

NEW OWNERS of HMS Battleaxe - the Brazilian navy - baked this cake to mark the frigate's 18th and last birthday as a British warship.

It was presented to the ship by Capt Jose-Geraldo Fernandes and Cpl Paulo, members of a Brazilian navy crew who have been embarked in Battleaxe for a series of sea days to get the 'feel' of their new vessel.

Receiving the cake on the flight deck are her Commanding Officer, Cdr Allan Adair, and STD Benney.

HMS Battleaxe, the last of three Type 22 Batch 1 frigates to go to Brazil, was due to decommission and formally be handed over to Brazil at a ceremony at Devonport on April 30.

Among those scheduled to be present included Flag Officer Sea Training, Rear Admiral Peter Franklyn, and the chief of the Brazilian navy staff, Admiral Waldemar-Nicolau Canellas Jnr.

In Brazilian service HMS Battleaxe will be renamed Rademaker after a former Navy minister and Vice President of Brazil, Admiral Augusto Rademaker (1905-85).



For your eyes only, Barry . . .

Canberra dines out Falklands big guns

Director of Public Relations (Navy) Commodore Barry Leighton was given a private view to a killer Bond film by the director of the latest 007 venture, Roger Spottiswoode. As reported exclusively in *Navy News*, 'Tomorrow Never Dies' will have a strong RN element and some of the earliest shoots were done in the Type 23 frigate HMS Westminster - where Cdre Leighton duly reported to ensure authenticity of scenes involving Her Majesty's Senior Service.



SENIOR Naval officers who led British forces in the Falklands War joined Baroness Thatcher and Lt Cdr The Duke of York for a commemorative dinner on board the P&O liner Canberra.

The event, arranged by the company to coincide with the 15th anniversary of the Falklands War, was held at the Canberra's home port of Southampton.

She left there in April 1982 to ship British troops to the war zone, spending 94 days with the Falklands Task Force and surviving Argentinian bombing raids in San Carlos Bay.

Among the dinner guests were members of the British war cabinet; Admiral of the Fleet Lord Lewin (then Chief of the Defence Staff); Admiral Sir John (Sandy) Woodward who commanded the task force; Maj. Gen Sir Jeremy Moore RM who led the land forces; Capt Christopher Burne, senior Naval officer on board the liner; and her captain at the time, Capt Dennis Scott-Masson.

The event served as a farewell tribute to the ship which will be retired in September.

As reported in February, the 15th anniversary of the end of the Falklands War will be marked by a two-day programme of events at Gosport next month. Lady Fieldhouse, widow of Admiral of the Fleet Lord Fieldhouse, will be the principal guest at a civic ceremony at Falkland Gardens on Sunday, June 15. This will follow a reunion at HMS Sultan the day before, hosted by comedian Jim Davidson. Across the water in Old Portsmouth High Street on the 15th the RBL will hold a parade at 10.15am - See also page 15.

The memorial on Lively Island to crew members of Landing Craft Unit F4 who died when it was bombed in Choiseul Sound, SW of Mare Harbour on 8 June 1982, has been renovated by the Naval Engineering Falkland Islands Unit.

Raleigh opens up

HMS RALEIGH, the RN's new entry establishment at Torpoint, Cornwall, holds an Open Day on May 26, featuring flying and parachuting and motorcycle displays, guided tours and the Royal Marines Band. Entry £2.50 (adult), £1.50 (children/OAP) with free parking.



Ocean gets a big lift, or two

HMS OCEAN'S two aircraft lifts - each weighing 65 tons - are set in place during two days of delicate manoeuvres at VSEL's Barrow-in-Furness yard.

Once installed, they will never be removed from the Royal Navy's first purpose-built amphibious helicopter carrier.

Meanwhile (inset, left) Jill Galbraith, Lady Mayoress of the ship's affiliated city of Sunderland, presented the city's crest to her Commander, Cdr Russell Best.

Free sports TV deal

MEMBERS of the Armed Forces serving in HM ships and Europe can now watch all three Sky sports channels, thanks to a new arrangement with BSB. The Deal allows 632 free viewing cards worth £126,000 to be used abroad.

Also announced in April was a joint venture by Naafi and HSBC Private Equity to take over Naafi's financial services to the Armed Forces.

The new concern - Warrior Group Ltd - will be chaired by Naafi's non-executive director, Ian Lindsay. HSBC led and structured the financing for the £104m buy-in.

In another change, Naafi has engaged a firm to manage all its gaming and amusement machines. The deal with MLM Ltd has been agreed with the Ministry of Defence and has been secured with a view to improving income. The move takes effect from May 4.

Star suite for Jack

A WARD named after a naval boy hero has been opened by the Duke of Edinburgh at the Royal Star & Garter Home for ex-Service people.

The Jack Cornwell Suite at the Richmond home is named after a 16-year-old sailor who was awarded a posthumous VC for his valour at Jutland. The refurbished suite has 43 single and three double rooms provided with every facility for the disabled. It also has new bathrooms, kitchens and day rooms.



Drafty... The Submarine Service



Submariners are churned up too!

THE OXFORD English Dictionary's definition of 'churning' is: "Agitating, moving vigorously, causing to foam."

But in the Naval Manning Agency the word is used to describe the rapid turnaround of people in billets and the submarine service is no exception.

The full effect of the redundancy round is now over and the large surpluses of 1996 and before have nearly all disappeared. There are now only a few surpluses among Petty Officer Weapons Engineering Artificers near the top of the training pipeline.

Squeezed

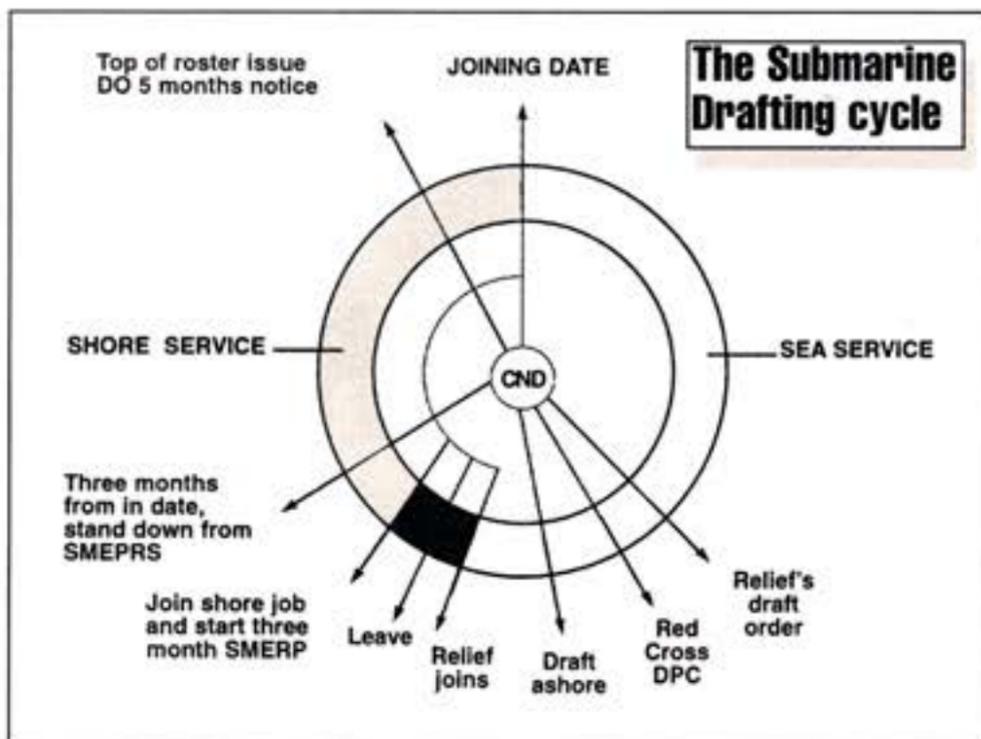
Successive financial squeezes in favour of Front Line First have removed manpower from the margins which supported both the sea and shore billets, and have now reached the point where, in common with General Service Warfare Branch, there are gaps in sea-going submarines.

At the same time, in line with General Service, most submarine junior rates and an increasing number of senior rates are on or are approaching their minimum time ashore.

Minimum time ashore is a minimum authorised time allowed, as a condition of sea service, by Drafty between sea drafts.

As an example, Able Rates serving a standard sea draft of 27 months in an SSN are entitled to five months ashore after they have completed their leave after sea service.

Directly the sailor completes his leave after sea service he is drafted



to the submarine emergency relief pool for three months (which has been reported on over the last two years in Navy News) and thus is available at 48 hours notice to relieve a similar rating at sea should the need arise.

Reluctant

Understandably, shore employers are reluctant to invest any local additional training in a man whom they may lose at short notice.

Since a man is entitled to five

months notice of his next sea draft he will probably receive his draft order when he is on leave after sea service.

During this time in the SMERP there is no point in him planning for seasonal leave or anything that would reduce his availability.

When he comes off the SMERP, with two months to go before his next sea draft, he will almost certainly be starting his series of PFTs for his next draft, as the vast majority of his non-career training skills are perishable.

Indeed, frequently the minimum time ashore is increased because the pre-joining training load is more than the two months left at the end of his SMERP liability.

This set of circumstances is by no means uncommon today. The minimum time ashore chart will be published in the next amendment to BR14, Naval Drafting Regulations.

The diagram above shows the submarine drafting cycle. An off-held misconception is that the last part of pensionable service attracts

a shore draft in first preference area of one year. This is not the case, and has never been so.

Where possible, ratings serving on Second Open Engagements are given their last year of Service ashore, but needs must dictate where this is served, and ratings finishing LS3, CS3 or OE1 engagements can expect to achieve four months ashore.

Drafty will always try to put those leaving in their preference area for the final few months, but cannot guarantee to do so.

Misconception

Another misconception is that submission of 18 months notice for discharge will result in cancellation of a sea draft. This is not the case.

Where possible, Drafty will give ratings a reasonable amount of shore service before their discharge, but again, the needs of the Service are paramount and where there are shortages, particularly among junior rates, Service may not be in a preference area until very shortly before discharge.

In general, most submarine branch ratings will go from sea to shore, to sea consecutively, so senior rates and others on pensionable engagements should consider planning their careers.

Think ahead

This may involve a request for an extension of service at sea so that their last draft can be ashore. Drafty will try to do his best to meet these desires.

So churning is an accurate description by submariners as well as the General Service and Fleet Air Arm ratings, as the effects of Front Line First are felt ashore.



Critchley becomes new CND

COMMODORE John Critchley assumed the duties of CND on April 11 after three years as Captain Admiralty Interview Board.

Commodore Critchley joined the RN in 1962 and spent four years at the Royal Naval Engineering College, Manadon, where he was awarded the Queen's Sword.

He joined the Submarine Service in 1968, serving in Fleet and Patrol class submarines.

Resolution

Following a three-year appointment as MEO of HMS Resolution, Commodore Critchley served at Vicker's Shipyard Submarine Design Department in Bath and Dounreay.

On promotion to Captain in 1990 he became Chairman of the Naval Nuclear Technical Safety Panel and was appointed Captain Admiralty Interview Board in September 1993.

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Telly challenge puts pilot and film crew to the test



WHEN 899 Squadron accepted a challenge from the ITV programme "Put It To The Test" to land a Sea Harrier on a six-pence they were short-changed!

As a coin would probably have been sucked into aircraft's engine, the production company supplied a red painted cross instead.

But that wasn't the only hazard - 22,000lbs of thrust made close-up filming of vertical take-offs and landings exciting and a small remote camera bolted rigidly to an iron grid was blasted backwards three times and two microphones 60 feet from the landing site were blown over.

Yeovilton flying instructor Lt Rob Schwab provided some spectacular footage of the aircraft's agility but to find out how he got on you'll have to wait until the programme is broadcast next month.

At the controls of the Navy's fastest jet - page 12



● Windy and noisy; filming some 40ft from the target cross. Right: Presenter Nick Knowles interviews Lt Rob Schwab in the cockpit before the attempt.
Pictures: LA-PHOTO; Dave Trish, HMS Heron.

CREDIT CARD NEWS



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Take a bow, Archer

HMS ARCHER and her predecessors can bask in the glory of some modest Royal Navy history-making.

For example, the current patrol craft was the first of the P2000 series, and has subsequently lent her name to the class, albeit one of the smallest series of vessels in the Navy's annals, and the smallest HMS Archer by a considerable margin.

Then there is the fact that Archer and her permanent crew of five is the most northerly-based RN warship of today's fleet.

Her home port is Aberdeen, where she carries out one of her primary roles, that of training members of Aberdeen University's Royal Naval Unit, which comprises some 50 undergraduate midshipmen.

Transfer

Before the transfer of the 12 Archer-class craft to the Inshore Training Squadron (ITS), which is responsible for providing craft for University Royal Naval Unit (URNU) duty, Archer had been used by the Royal Naval Reserve - she severed her link with Tayforth RNR in 1991.

The craft provides a good starting point for prospective seafarers in the university, and she spends a good deal of her time on navigational sea training.

But that allows her to fulfil another vital role, that of showing the White Ensign in ports which are closed to Archer's bigger sisters.

Thus, in the normal course of her duties, Archer can be seen at places

such as Lochinver, Scrabster, Tobermory and Ardfern, and the Archer-class is capable of cruising through the Caledonian Canal.

The ship's company consists of a Commanding Officer who is normally a lieutenant or a lieutenant commander.

The Executive Officer will usually be a chief, as will the Marine Engineering Officer.

Next in line is usually an LMEM, and the fifth is an AB - but in all instances the need to take good care of up to 13 students, as well as carry out the normal tasks required of sea-going Naval personnel, means that responsibility is considerable right the way through the ship's company.

This is reflected in the fact that even though Archer is a tiddler in the Fleet, she has to measure up to exactly the same standards as the carriers, destroyers, frigates et al.

This is tested by Flag Officer Sea Training's team during a two-and-a-half day operational sea training programme.

And on the last occasion she was under the spotlight, in September,



● Aiming high - training craft HMS Archer, who gave her name to the P2000 class of patrol vessel.

Archer was assessed as "very satisfactory" when she went through her paces from Faslane.

The 20-metre craft is powered by two Perkins (Rolls-Royce) diesel engines, which can push Archer up to 20 knots, but normal cruising would be at 15 knots or less.

Warship

Her hull was constructed by moulding glass-reinforced plastic, giving her a standard displacement of 45 tonnes.

And although she could fulfil her role as a warship by bringing a light machine-gun to bear, in her training role the machine-gun is not normally mounted.

With Aberdeen as the focus of her

responsibility, HMS Archer currently operates extensively around the north-east coasts of Scotland, and March saw her embark on a three-week Western Isles training period.

This month sees Archer undergoing a three-week period of maintenance, which is due to end on May 29.

On completion, she will head for an extensive training period throughout June and July which will take in ports on the English Channel and in the Netherlands.

In the middle of the summer is a major squadron exercise for the 16 vessels of the Inshore Training Squadron, which on this occasion will be controlled from Dartmouth.

She will then make her way back round to Aberdeen on July 15 for the start of the Tall Ships Race.

The busy summer programme continues into August with a Norwegian deployment, then minds will be turned once again to the annual OST, this time in Newcastle, scheduled for September.

□ The Inshore Training Squadron: no jelly and ice cream outfit - see page 9.

Facts and figures

Class: Archer class P2000 Fast Patrol Vessel
Pennant number: P264
Builder: Watercraft Ltd, Shoreham
Launched: July 24, 1985
Commissioned: August 13, 1985
Displacement: 45 tonnes
Length: 20 metres
Beam: 5.8 metres
Draught: 1.9 metres
Ship's company: Five (plus 13 students)
Machinery: Two Perkins (Rolls Royce) CV12 diesels, each developing 820BHP, twin screws, mechanical steering
Speed: 20 knots
Range: 550 miles at 15 knots
Armaments: Fitted for general purpose or light machine gun
Radars: Navigation: Racal Decca 1216; I-band
Affiliations: Stonehaven Sea Cadet unit, Aberdeen Sea Cadet unit, and informal links with Strongbow Cider (through the bow and arrow connection) and 819 Naval Air Squadron.

Battle honours

Baltic.....	1854-5
Heligoland.....	1914
Atlantic.....	1943-4
Biscay.....	1943



● Historic ship - escort carrier HMS Archer, one of whose Swordfish launched the first successful operational air-to-sea rocket projectile attacks to sink a U-boat in May 1943.

A small ship with a big history

THE CURRENT patrol vessel is the seventh to bear the name HMS Archer - and her predecessors acquitted themselves well in a number of actions against enemy shipping.

The first Archer was a gun brig built on the Thames in 1801. The 179-ton 12-gun ship captured a French lugger off Boulogne in January 1804, and the following year took two French gunboats off Griz Nez. She was sold in 1815.

It was 34 years before the second Archer, a 973-ton steam sloop, was launched at Deptford.

Her 13 guns were used to good effect in 1851, when she was involved in the capture of Bonbee, Benin River, and four years later she won battle honours in the Baltic, being involved in two occupations and the destruction of a Russian sloop and government buildings.

Ten years later she was used in operations against pirates on the Congo, but was broken up the following year.

The third Archer was a torpedo cruiser weighing in at 1,770 tons and launched in 1886. Possibly the high point of her career came in 1894, when she landed a party to protect the Consul General at Seoul. She was sold in 1904.

Next came another ship to pick up a battle honour, a 775-ton destroyer built at Yarrow and launched in 1911.

She was with the Grand Fleet from 1914 to October 1916, when she gained her honour at Heligoland, then she moved on to Devonport for almost a year, seeing out the First World War in the Mediterranean. She was sold in 1921.

Fifth in line was an American merchant ship, converted to an escort carrier of 9,000 tons, which joined the Royal Navy on lend-lease at

the end of 1941.

She accompanied a troop convoy from the US to Africa in November 1942 for the Operation Torch landings, and then resumed convoy protection and aircraft transport duties.

On May 23, 1943, one of Archer's Swordfish aircraft (819 NAS) sank the German U-boat U752 750 miles into the Atlantic - the first operational success of air-to-sea rocket projectiles.

She returned to trade in 1945 as the Empire Lagan, and after three further changes of name was broken up in 1962.

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 15

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JACK



Letters

First taste of Gannet

YOUR FEATURE on HMS Gannet (January issue) brought back many happy memories for me as I had the distinction of being one of the first ratings to be drafted there in 1971 before it was commissioned.

It was a hive of activity as contractors worked to convert old wartime Nissen huts into mess decks.

There was about a dozen of us on patrol and security duties working alongside the airport police and we were billeted in Mrs Lennox's boarding house in Prestwick - it was a home from home.

The hospitality shown to us was superb, one of the highlights being an invitation from the British Airports Authority to attend a dinner dance at Rozelle Restaurant, Belleisle Hotel, Ayr.

Sadly, I wasn't present for the commissioning as Drafty saw fit to return me to Yeovil and I haven't been back there since. - C.A.Jordan, Stoke-on-Trent.

Small room for service

I WAS interested in the letter from W.G.Smith concerning the absence of a chapel in HMS Ocean.

As first chaplain of HMS Fearless in 1966 I found there was no chapel, but it was possible to furnish an office which was seldom used as a small chapel for daily use, while Sunday service was held in a large dining area.

This worked well without reserving a large area for worship which was only needed once a week. - Rev J.Venus, Godalming.

Names are no reflection of past glories

THE LONG awaited order for the three nuclear submarines is marvellous news - Astute, Ambush and Artful will be welcome additions to the fleet.

However, the names are disappointing as none has any previous Battle Honours, hav-

ing only been used once before as previous 'A' class submarines, apart from a small

gunboat, which all saw peace-time service only.

The more distinguished names of the previous 'A' class boats included some proud, long-established ships such as Achates bearing no less than eight Battle Honours including the Armada (the very first Battle Honour) and Jutland; Alcide, with six honours, fought such famous actions as Quebec, St Vincent and The Saintes; Acheron, with five honours was present at three major engagements in World War I; and Andrew earned her five honours mainly in the Dutch Wars, acting as a flagship on each occasion.

The Royal Navy has a long, terrific history and tradition second to none and I feel that this ought to be reflected in the naming of proposed warships.

Sometimes it is a disadvantage to be the silent service. A long Battle Honours board displayed is a great reflection of past glories and gives the modern navy something to live up to in today's world. - M.Thompson, Cheadle.



Fell foul of a feather

I SEE in your March issue that the VC belonging to PO Pitcher has just been sold. I thought it might interest your readers to hear of an incident which happened to him.

Shortly after receiving his VC he was in civilian clothing, walking along the street, when a woman dressed in mourning walked up to him and pressed an envelope into his hand.

Pitcher did not know what it was and before he could look inside she had disappeared into the crowd of pedestrians. When he opened it you may imagine his shock and justifiable anger when he found it contained a white feather. - D.F.Tillyer, Maidstone, Kent.

The egregious practice of presenting white feathers (denoting cowardice) to likely looking young men in multi by women who assumed the worst of reasons for their not being in uniform was widespread in World War I and may have been inspired by A.E.Mason's recent best-seller 'The Four Feathers'. - Ed.

Hot shot cooks opened a can of worms!

D.LARCHER's letter is not entirely accurate as regards the gunnery firings from HMS Jamaica at the Radio Controlled Target Boat off Malta.

I was the "Dagger Gunner" on the ship in 1956-57 and responsible for gunnery training. I remember very clearly the practice firings in question - I had to make a report on the boat being destroyed, also to ensure we had not contravened any restrictions.

We were not permitted to fire six inch guns at the target, therefore only four inch guns were fired with practice shells at a minimum range of 4,000 yards.

The target boat squadron had cost some £25,000 to make operational in Malta and after the target boat was sunk it had to be disbanded.

During the firings I was in the aft four inch control position situated below decks. I observed the fall of shot on radar and the shells were straddling the target at 4-6,000 yards. The official on the controlling boat, who I thought to

have been a lieutenant RN, reported he had tried to manoeuvre the target boat to avoid the fall of shot, without success.

When it was observed from Jamaica that the target had been hit and was on fire the cease fire was ordered to four inch control. The Jamaica closed the burning target to extinguish the fire and save the boat, but was unsuccessful so it had to be sunk so it should not be a hazard to navigation.

I consider Jamaica's firings were an example of good naval gunnery, particularly as she was fitted with pre World War II gunnery control equipment.

The National Serviceman mentioned could not have been in charge of a four inch mounting; that responsibility required at least a Leading Seaman/Quarter Rating 2nd Class. A National Serviceman could not possibly have acquired those qualifications.

The guns on this occasion were not fired locally from the mounting but remotely from a four inch armament director.

I am sorry to spoil Mr Archer's good yarn in order to denigrate Royal Naval gunnery. - C.H.Brewster, Templestowe, Victoria, Australia.

Ex-Terror extends a welcome

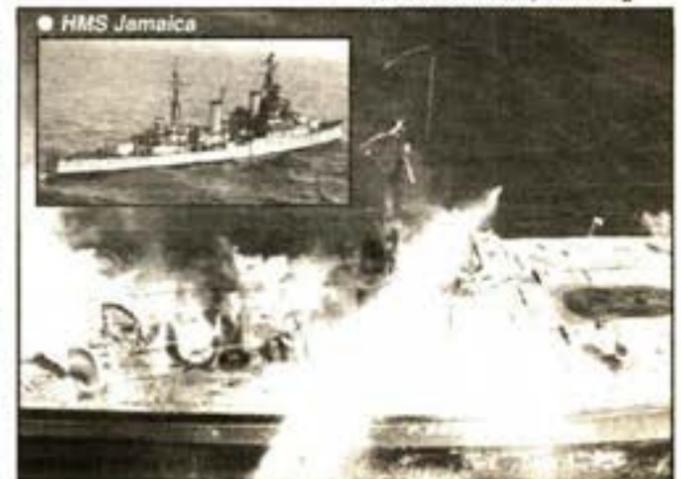
WHILE on holiday in Singapore I took time to visit the former naval base at Sembawang to present two framed photographs and badges of HMS Gambia and HMS Hampshire, in which I served in the Far East Fleet, to the Republic of Singapore Navy Museum in RSS Panglima (formerly HMS Terror).

The museum is extremely informative and well presented and the curator, SWO Wee Cheng Leong would welcome any other relevant memorabilia. I recommend it to any FES servers - you will be made to feel very welcome. - D.Walker, Lindfield, W.Sussex.

THE TWO fast fleet tankers ordered on 12 March are to be named RFA Wave Knight and Wave Ruler. Once again the Ships Names Committee has decided on names which are unimaginative and unappealing. Presumably, if a third and final order is placed, she will be named RFA Wave Goodbye! - C.J.A.Cope, Thame.

The Wave Class oilers from which these two take their names date from the same period as the 1945 A Class submarines which included Astute, Ambush and Artful and likewise had long careers into the 1970s. RFA Wave Sovereign is shown in the picture (above right), as heavy weather makes tricky work of refuelling the carrier HMS Eagle during the NATO Exercise Sea Enterprise in September 1955 - Ed.

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



● HMS Jamaica



● Below: RCB 8204 on fire. - from B.W.Clutton, Kettering

Navy News

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Survivor deaf/blind

FURTHER to your article in the February issue on the sinking of HMS Queen Mary at Jutland, some years ago on a visit to the UK I met a survivor.

He was a stoker in the Boiler Room when the ship was hit.

All he remembered was a huge flash and a terrific roar and then he was swimming - he had been blown right out of the ship.

He was swimming for many hours in total darkness and complete silence, for he had been totally deafened by the blast and his eyes were so badly damaged that he became totally blind.

He was rescued by a Norwegian fishing trawler and returned to a British destroyer and taken home. As an Intervenor for the Deaf-Blind I was able to communicate with him. - R.M.Green, Burnaby, British Columbia.

There were only 20 survivors from HMS Queen Mary's ship's company of 1,266 - Ed.

Parking problem

WITH ALL due respect to CPOWEA Puskar's views on Pompey's parking problems (March edition), he does not know on what side of the street he was born.

My ship is based at Devonport where there is said to be far less space for sailors' cars. Full time traffic wardens ensure immediate bans with no warnings are issued within 20 minutes of a car being parked "illegally"; do not even think about using your own car to pick up that STOROB kit; and I have even seen a mobile crane being told to move on.

A recent signal instructs new joiners to park outside, hike to the ship with as much as they can carry and call 'dial-a-car' the following day. I hope no-one's career is threatened by me admitting that most of the gate staff are sensible and when quiet allow illicit access for unloading.

Even a quick trip to the ammunition buoys will get you a ban by the time you return for your make and mend (provided a boat turns up, but that's another story).

I actually don't mind walking, but use of Pusser's transport is recommended as road works, rubble, scrap metal and lack of walkways pose hazards to pedestrians and cyclists alike, especially after dark.

With the pressure apparently coming on in Portsmouth, I will in future refrain from the safest Devonport parking option - using an old Pompey pass to park near Unicorn Gate and taking the train from Portsmouth and Southsea. - Lt Cdr D.K.Gray, HMS Battleaxe.

Hard on the Hawk

IN THE MOST friendly way, I take opposition to A.Huyton's letter in the March issue re maintenance of the Sea Hawk.

I was the CHEL(A) with 806 (Ace of Diamonds) Sea Hawk Squadron in HMS Eagle and HMS Centaur and with 804 Sea Hawk Sqn for HMS Albion's world cruise of 1958/59.

806 was the first in service and



when landed on Eagle (no angled deck) the aircraft were struck down in the hangar with hoods drawn back and were subjected to a deluge of salt water from the hangar spray which had been inadvertently switched on - the legacy of which was felt for months.

The squadron was awarded the Boyd Trophy in 1955 for pioneering this aircraft at sea and for contributions to tactical investigations in the night strike role. This would not have been achieved had the aircraft been difficult to maintain.

As for their performance during the Albion cruise, very little mid-night oil was burned and all commitments met, including cross operating with the Americans. Squadron morale was high at all times.

In my opinion, as far as flying capability and ease of maintenance were concerned, the Sea Hawk was one of the Fleet Air Arm's post-war successes. If you want lurid stories of maintenance, go no further than the Scimitar, Wyvern and Gannet! - P.H.Chase, Lee-on-Solent.

Royal gets the bird



'He's been like that - since a Bootneck saved his life.'

YOUR picture of C/Sgt Carr examining a Lesser Adjutant Stork in Cambodia where they are a threatened species inspired my cartoon - with apologies to the Royal Navy Birdwatching Society! - T.Hill, Plymouth.

I HAVE been receiving excited calls from members to tell me of the splendid coverage you gave the RNBWS, which I am confident will make the Society better known to serving personnel. We much appreciate your continued support. - Capt M.K.Barritt, Chairman RNBWS, Uxbridge.

●Top: HMS Vanguard with the liner Queen Elizabeth in the Clyde, October 1946. Inset: Queen Elizabeth and the two princesses on board HMS Triumph, 50 years ago this month.

Kelly's eye for a photo

MR KEN KELLY of New York asks for anyone with photos or other memorabilia of the Bermuda Station to send them to the Maritime Museum in Bermuda.

He made a superb collection of photographs over many years and when The Queen and Prince Philip visited Bermuda in the Spring of 1994 he came over and Her Majesty received the collection on the museum's behalf.

As the last commanding officer of HMS Malabar I was present on that day and saw a number of the photos - it really is a unique collection and one which Dr Harris, the Director of the Maritime Museum, was truly delighted with.

Dr Harris is, I know, hoping to open an HMS Malabar room in the old Commissioner's House at the Museum and any other artefacts of photos that other officers and ratings may feel they can spare will certainly be well received by him. - Cdr R.M.H.Bawtree, Sherborne.

Too long to soldier on

MANY 'Fearless' old ships will have welcomed the March issue's tribute to her long service.

But we have to question why construction of her successor must take so long, before she joins the fleet. In business, timely delivery of goods on order is cost-effective.

We recall that the first commission included over 50 Army officers and other ranks in our ship's company. We did trials with all manner of Army heavy vehicles and engineer equipment. For one operation we embarked Army units and RAF helicopters.

The assault ship is a tri-phibious, joint command and offensive deployment unit of our defence forces - the old ship soldiers bravely on and looks to the authorities to speed her successors. - H.Corbett, Hamnavoe, Shetland, Captain HMS Fearless First Commission.

Letters

Vanguard and the Queens recalled from 50 years ago

IN OCTOBER 1946 I was serving in LST Q2 anchored off Greenock when I saw HMS Vanguard being moved downstream from Govan Docks.

The liner Queen Elizabeth was there too and I bought postcards of the scene, thinking that the two ships might never be seen together again.

The Queen Elizabeth went on to sail from Southampton to New York in five and a half days - we sailed for Tilbury at the same time and it took us six. - W.A.Birch, Leeds.

Still unfinished in September 1939, the Cunard liner was given a coat of grey paint and spent the duration of the war steaming over half a million miles as a troop ship. In 1946 she was the first big British ship to be reconditioned and undertook speed trials in the Firth of Clyde before embarking on her first Atlantic voyage as a passenger ship on October 16. - Ed.

YOUR item in the February edition recalling the Royal Tour of South Africa with HMS Vanguard brought back some wonderful memories for me as a young able seaman on board.

I will always remember the day of departure from Cape Town on 24 April 1947. On shore the dignitaries waited under a round canopy and thousands of invited guests were seated on tiers of seats.

All along Adderly Street and the approach to Duncan Docks were huge crowds of spectators lining the Royal route. On Vanguard we had singled up, the ship's company manning the guardrails. One gangway was covered with the traditional red carpet.

In the distance could be heard the muted roar of the crowd and as the cheers and applause came closer and closer we grew taut with expectancy as we awaited the arrival of our Sovereign.

Precautionary orders were given to the guard and band, the bandmaster raised his baton and looked over his left shoulder, ready to commence the National Anthem.

Then into view came three ratings running like the clappers to get on board before the Royal Family. An involuntary cheer went up from us as they made it to the Royal Brow, removed their shoes and disappeared into the welcoming arms of the Crushers with scant seconds to spare. - G.Hunt, Kirkcaldy.

IN RESPONSE to B.Plowman's memories of the Royal Cruise in HMS Vanguard (March issue) I believe the pilot who flew between the funnels of the battleship was a Lt Knight, senior pilot 800 Sqn in HMS Triumph.

Lt Knight was a bit of a daredevil. On numerous occasions he would fly his Seafire between the sea and the gun sponson and the lowered flight deck aerial masts.

Should you happen to be on the weather decks, gazing over the side, he would often flash past without warning.

To be confronted with an unexpected, sudden deafening roar and a wing tip not far from your nose frightened the living daylight out of you. - W.H.Bennett, Malvern.

PUBLICATION of a book about RMS Queen Mary's collision with HMS Curacao brought back vivid memories for me (see page 23).

The 83,000 ton liner, travelling at 30 knots, was ferrying 10,000 American troops to the UK when on 2 October 1942 she rammed and sank her escorting cruiser. The

stern section of Curacao sank almost immediately and the bow section within minutes, resulting in the loss of 338 lives.

I was one of the 86 who survived the icy Atlantic for three hours until picked up by HMS Bramham. It had not been possible to launch any boats or Carley floats due to the immediacy of the impact and the only piece of life saving equipment to have been thrown overboard was a rolled up flotation. This sustained a group of about 20

survivors - the rest of us had our Pusser's lifejackets, one stoker survived by clinging to a crate of New Zealand butter!

After the issue of a very basic and ill fitting new uniform I received £4.10s compensation for the loss of personal possessions. One wonders how much in the form of "counselling" and "compensation" this would have merited in this "more enlightened age"? - A.Martin, Cheltenham.

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Raising the flag at Stanley

I CAN'T resist writing a few lines of nostalgia when I look at your Hong Kong centre page spread in the March issue - what wonderful memories they bring back to me.

The mid 1930s seem a very long time ago, when I resided in China with my parents. As a young teenager in Hong Kong my school days were spent at Central British and we used the Star Ferry regularly, always glancing at the big liners and Royal Navy ships in the Bay.

My father was a Maritime Marine Surveyor with the Chinese Maritime Customs and he traversed the South China coast for many years. We stayed in many outposts - Foochow, Swatow, Amoy, Shanghai - always finding that wherever we were the RN regular ships (mainly D Class destroyers) were in attendance.

HMS Dainty and Diamond were regularly in Amoy harbour where there was a handful of British civilians. Many of the Wardroom personnel and Captain 'D' were invited to our home for drinks and dinners. We were taken on board for evening entertainment - ship's cinema on deck and so-on which was always a treat for us as there was no entertainment in so small a port.

To see these destroyers together again was a delight as I have been on board all of them.

Hong Kong is much changed since those days. Kowloon Dockyard was one of my father's haunts and I often accompanied him there on an afternoon's out-

ing. The buildings in the foreground of your photograph also brought back memories of old Hong Kong. The seafront of Kowloon where the Peninsula Hotel stands out - it is still there today. The front on the Hong Kong side was where we were made to march by the Japanese when they took the colony, past all the wharves and on into imprisonment.

I was then 14 years old. Nearly four years on I was 18 when the Royal Navy came into my life again and Hong Kong was relieved by Admiral Harcourt. They raised the Union Flag in Stanley Prison Camp (I'm the ringed face in the crowd) and the RN personnel got us back on our feet.

The most wonderful sight, looking out across Stanley Bay, was HMS Swiftsure. They were a great bunch of lads - Indomitable, Indefatigable, Maidstone and Unicorn were all around but to me Swiftsure was our lifesaver!

We were eventually transferred by landing craft to the Empress of Australia and were the first troopship with POWs to arrive in Sydney, where we stayed for six months before returning to the UK on the SS Stirling Castle.

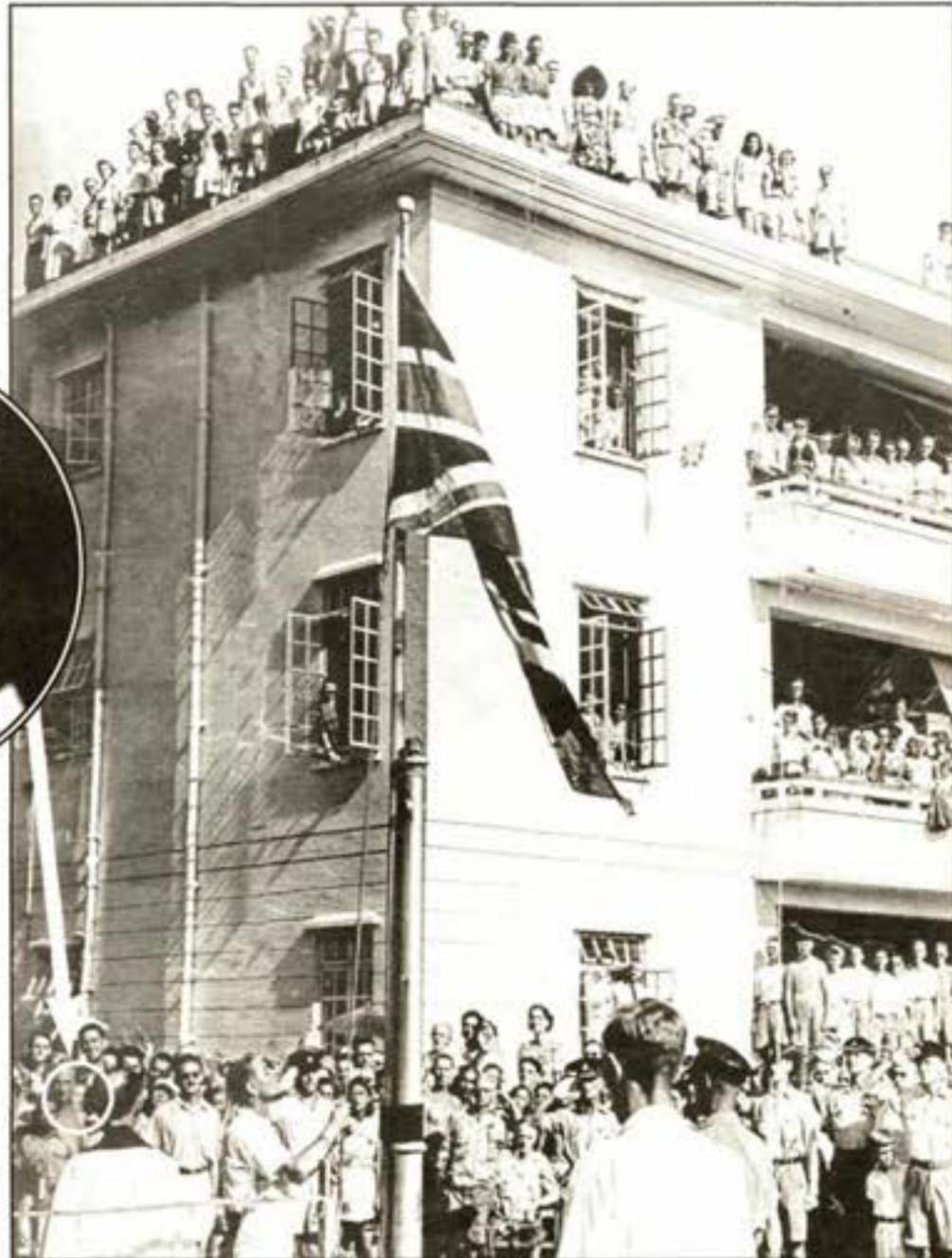
Meanwhile the RN were based close by at Woolamuloo and many friendships were renewed at our home in Sydney. - **M. Doggett** (nee Macintyre), Barton-on-Sea, Hants.



MY 21st birthday fell on 15 June 1939 - which was 'Jenny Side Party's' birthday, too.

I was a cook in HMS Kent and she was invited down to our mess for tea. She cut the cake and of course I had to give her a kiss. I must admit I did have a fancy for her.

When war was declared we sailed the following day and I did not see her again until 1946 when I went back to Hong Kong in HMS Sussex. By then I had been wounded at Tobruk and spent some months as a POW. - **G.W. Risby**, Ipswich



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- and the wrong one in the Dockyard

WITH the exception of the Japanese occupation the Union Flag has proudly flown on official buildings in Hong Kong since 1841.

In 1939 as Ship's Postman HMS Cornwall I became well acquainted with the positions of the most important offices and buildings in the Royal Naval Dockyard.

At noon, 30 August 1945 HMS Swiftsure, flying the flag of Rear Admiral Cecil Harcourt entered Hong Kong Harbour. The Royal Marine Detachment stood by to land in two waves, an advance party of ten marines, two lance-corporals and myself.

In command of the first party I was instructed to get ashore as quickly as possible, take over the signal tower, and hold it till relieved by a party of signalmen.

Not knowing what to expect, we were heavily armed and equipped, including food rations for 48 hours. However, on arrival we found the Japanese signalmen dressed only in their underclothes enjoying an afternoon nap. They were ordered to dress and sent under escort to the arranged assembly point for Japanese personnel.

While waiting for our signal staff to arrive I hauled down the Japanese Ensign and proudly replaced it with the Union Flag. Shortly afterwards the signal party led by a rather tough-looking black-bearded leading signalman arrived. He gave one look at the flag, then at me and said: "Who the hell put that up there?"

Realising what I had done, for

once in my life I kept my big mouth shut! Without delay he replaced it with the White Ensign.

Rightly or wrongly, I will always claim I hoisted the first Union Flag over Hong Kong after the Liberation. - **S. Ledner**, Canterbury

Bearded by Belfast

NOTICING an item on HMS Belfast, now moored on the Thames, made me recall an incident on the Hong Kong station in 1949-51, when she was infamous for her consignment of 'skates'.

One afternoon I was on watch-keeping leave from HMS Hart with my oppo Jock Halliday. We were sitting in the China Fleet Club bar with a couple of pints of the local brew when there was a sudden commotion and the three Chinese bartenders vanished from behind the bar.

In rushed six or so ratings from the Belfast, headed by a huge red-headed and bearded leading seaman. Two of them vaulted the bar and proceeded to act as stand-in bartenders while two more locked the doors at either end of the half-moon shape room, denying the 20 or so occupants any means of escape.

The red-bearded killick then proceeded to go to each member of the club, sitting mesmerised and somewhat petrified, and demand: "When it comes to your turn, lad-die, you will take part in our 'Sods

Opera' and you will, at your peril, perform your party piece to our satisfaction."

I think Jock managed to recite a poem about an old hat which must have been OK, because the lads off the Belfast allowed us to retreat upstairs to partake of steak, eggs, chips and tomatoes in the restaurant.

I think the sudden shock increased our hunger - needless to say, on future visits to the club we kept our eyes on the door and on any rating with a red beard that came through it. - **W. Devon**, Liverpool

Solution to silver

REFERENCE the silverware mystery (April issue). I cannot help with the bow and when it got to Hong Kong in the first place, but the following might be useful.

At one time each of the three Home Ports (Depots) were caretakers of their own silverware.

Additionally, there was a time when HMS Tamar was manned by the Devonport Depot. Could it be that the trophy was loaned to Tamar by someone in authority in HMS Drake whose trophy it was?

If that is the case, we are talking in terms of 40 years ago. - **H.A. Sheppard**, Southsea.

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

Hard-working training squadron is no jelly and ice-cream outfit



● Not quite a full set – 15 of the 16 vessels of the Inshore Training Squadron form up in the Channel, led by HMS Loyal Watcher, with MV Northella bringing up the rear. River-class minesweeper HMS Orwell was training at Dartmouth at the time.

Big task for small craft

THEY are dwarfed by their bigger sisters, and their threat to an enemy might not shift the balance of naval power – most are fitted for, but not with, a machine-gun.

You can even number the ship's company in most of them on the fingers of one hand.

But don't imagine for a moment that the ships of the Royal Navy's Inshore Training Squadron (ITS) somehow fall below the highest standards which are seen in the rest of the fleet, or enjoy a more leisurely pace than the larger ships of the Surface Flotilla.

The squadron – largely made up of Archer-class patrol craft – is numerically the largest in the Royal Navy, and mainly tasked with training the 800 undergraduate midshipmen and women of the University Royal Navy Units (URNUs) around the country.

As such, the ITS sea training is often the first – or only – taste of life in the Royal Navy experienced by the future "movers and shakers" in Britain, so not only do the URNUs supported by the ITS attract potential officer recruits, but also give other potential high-flyers an introduction to the Royal Navy. Ashore, URNU training is administered through Britannia RN College, Dartmouth.

Successful

URNUs places are at a premium – for every successful candidate there are often more than four applicants.

The organisation also acts as an important filter – students experience all aspects of Naval life and can clearly see if the RN is the career for them.

"On average, ships spend some 160 days a year at sea and conduct training deployments. Much of the task takes place over weekends,"

said Lt Cdr Peter Lewis, the Squadron Commander and Senior Officer based in Portsmouth.

"We are not on the periphery of the Royal Navy – certainly not a jelly and ice-cream outfit."

Despite the scale of the ships, Lt Cdr Lewis explained they are run in the same way as every other RN vessel, from carrier to minehunter, enabling the ships to undertake another role.

"The ships provide an increasingly important command opportunity for junior seaman officers," said Lt Cdr Lewis.

"They can cut their teeth in a small ship where all the principles of command at sea can be learned."

All ITS ships also carry out a variety of training for the School of Maritime Operations (SMOPS) at HMS Dryad, and for the Royal Marines, International Officers, Sea Cadets, Combined Cadet Force units and potential officer candidates.

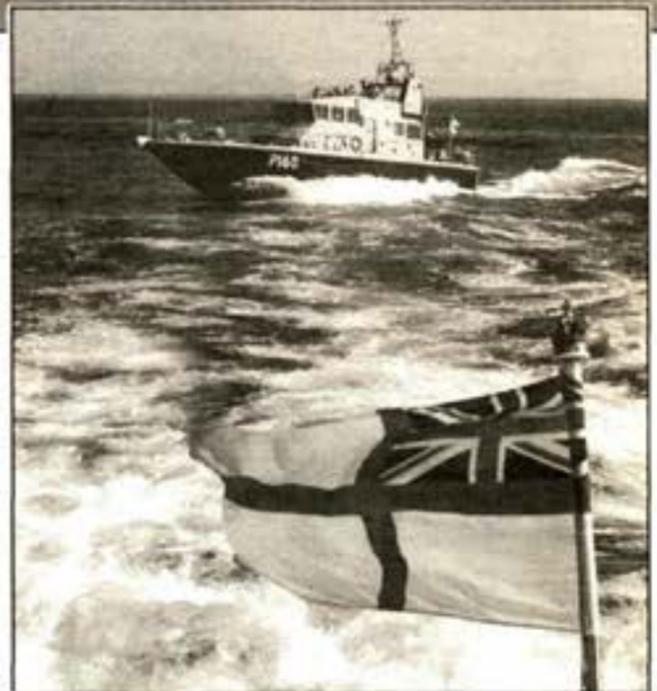
URNU training in ships of the ITS offers an accurate picture of Navy life, including the training rigours of navigation, seamanship, engineering, damage control – even the skills required in a ship's galley.

The ITS can reach ports other ships cannot reach, bringing some people their only contact with the White Ensign – but they do not just hug the UK coastline.

Last year saw deployments that included training visits to Poland, Lithuania, Denmark, the Netherlands, Germany, France and Spain, and an historic first visit by the Royal Navy to the Russian port of Kaliningrad, where some 4,000

people queued to visit the ships.

This year will see an equally ambitious programme with many port visits. There will be a whole squadron get-together at Dartmouth and training will take the ships as far as the Baltic, while three Archers will go to the Mediterranean where they will exercise with the two Gibraltar Squadron ships of the same class.



● HMS Example on manoeuvres.

Widespread squadron

HMS Charger (Based at Liverpool; Liverpool URNU)
Loyal Watcher (Ipswich; Cambridge, to be replaced by HMS Raider)
Archer (Aberdeen; Aberdeen)
Puncher (Portsmouth; London)
Blazer (Portsmouth; Southampton)
Loyal Chancellor (Portsmouth; Oxford, to be replaced by HMS Tracker)

Smiler (Greenock; Glasgow)
Express (Penarth; Cardiff)
Explorer (Hull; Yorkshire)
Example (Newcastle; N'umbria)
Exploit (Penarth; Birmingham)
Dasher (Portsmouth; Bristol)
Biter (Liverpool; Manchester)
Pursuer (Portsmouth; Sussex)
Orwell (Dartmouth; BRNC)
MV Northella (Portsmouth; Navigation Training)



● Blazing a wake – HMS Blazer cuts a dash in the waters around the Scottish coast.

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In brief

SAILORS in HMS Invincible donated £1,000 to the Lord Mayor of Durham's charity appeal during a recent visit to her affiliated City.

They also boosted funds at Dryburn Children's Hospital by £200 and provided a team of volunteers to lay a path at St Cuthbert's Hospice and to get their charity shop shipshape once again.

SUBMARINERS from HMS Splendid paid a high profile visit to Blackpool after four months silently patrolling the South Atlantic.

During the visit they presented £600 to Victoria Hospital Children's Ward, raised by cycling and rowing Splendid's exercise machines the equivalent distance of Faslane to Port Stanley.

NEW-BORN babies at Musgrove Park Hospital in Taunton will benefit from a £300 donation from members of 845 Naval Air Squadron who were serving thousands of miles away in the former Yugoslavia.

The squadron raised the cash through a raffle and race night and the money was presented to the hospital by CPO Paul D'Arcy and LAEM Paul Jeffrey.

ROYAL Marines PTI Sgt Clive Gill is knocking a 16-strong team from Derriford Hospital into shape for a gruelling charity challenge.

In June the team will try to climb Ben Nevis, Snowdon and Seafell Pike in 48 hours to raise cash for research into leukaemia in children.

Nautical charities converge

DELEGATES from 150 seafarer's charities are to meet in London to discuss their strategies for survival in the next millennium.

It is the first ever conference between the charities and the care of serving and retired Royal Navy personnel and their dependants will be high on the agenda.

All the major RN charities will be represented at the event which will take place in the Goldsmith's Hall on October 14.

Stretched

Virtually all the charities are finding that demands on them are stretching their resources while fund raising is as difficult as ever.

King George's Fund for Sailors, the central fund for nautical charities, made grants of over £2.7m last year alone and expects even greater demand in 1997 to 1998.

The organisers of the Conference of Nautical Charitable Organisations (CONCO '97) hope that the event will help to identify



areas where resources can be pooled to improve services, and to open discussions on joint fund-raising schemes.

CONCO '97 is one of the key events of the 'Year of the Seafarer' a KGPS initiative to raise public awareness of how much Britain relies on sailors for

its defence, food, energy and life saving services.

Conference organiser Jane McGrath told *Navy News*: "With the millennium coming up, all charities are trying to find extra money."

"We will be looking at ways to co-ordinate our fund-raising activities and for areas where we can co-operate and share resources to help us to look after people more effectively."

Registration for the event opens this month.

For more details, contact Jane McGrath, CONCO '97 Organiser, King George's Fund for Sailors, 8 Hatherley Street, London SW1P 2YY. Telephone 0171 932 0000. Fax 0171 932 0095.

KGPS and HMS Nelson have launched a nationwide appeal for nautical memorabilia to auction for charity in November. To make a donation, contact Lt DA Hall at HMS Nelson on 01705 724175.



● Gary and Michelle Lineker with the London Area Sea Cadets

Cadets meet star

SOCCKER Star Gary Lineker and his wife Michelle teamed-up with London Area Sea Cadets to launch the 1997 London Bikeathon.

Cadets from Enfield, Waltham Forest, Stoke Newington and the City of London shared the limelight with the well-known fund-raisers as they unveiled details of the ride which takes place on June 8.

Two 26-mile routes have been devised, starting and finishing in Battersea Park where a full programme of entertainments will be laid on to provide a carnival atmosphere.

Proceeds from the event will go towards the Leukaemia Research Fund. For details of how to enter, contact the fund at 43 Great Ormond Street, London WC1N 3JJ. Telephone 0171 405 3139.

Star and Garter home seeks Arctic explorers

FUND RAISERS at The Royal Star and Garter Home for disabled sailors, soldiers and airmen are challenging Servicemen and civilians to venture into the Arctic Circle.

Two events have been arranged in the heart of Lapland this autumn when the landscape is at its breathtaking best.

Individuals can choose between a 100km trek or a white-water rafting and mountain biking challenge which is also open to teams.

Participants will have the chance to appreciate the area's unique wildlife and culture on the trip which includes a visit to a Lapp village, salmon fishing and swimming in Arctic lakes.

The week-long adventures have been arranged especially for the Home by Classic Tours and they both start on Saturday, September 6.

Full back-up

Guides, paramedics, support vehicles and drivers will be on hand to ensure full enjoyment and safety.

In return, participants are asked to raise enough sponsorship to cover the costs of their flight and transfers, accommodation, food and transport as well as a substantial donation to the Home.

For an information pack, contact Patsy Willis, The Royal Star and Garter Home, Richmond, Surrey TW10 6RR. Telephone 0181 940 1351.

Temeraire to host 24-hour charity relay

HMS TEMERAIRE is hosting a 24-hour relay in aid of the Cancer Research Campaign.

Two teams of Wrens were the first to register for the 'Relay for Life' which will be held in the Victory Stadium from noon on July 12.

The relay idea is imported from the United States where similar events have already raised millions of dollars for cancer research.

The event is open to any Service or civilian team which has ten members and the organisers are arranging entertainments throughout the relay.

For more details, contact the Cancer Relief Campaign on 07000 781711.

Mine sweepers find £160

A **DISUSED** mine which stood neglected for over seven years yielded £160 for charity when it was opened by sailors from HMS Collingwood.

The mine, at Gosport's Ferry Falklands Gardens, has been used as a collection box by the Shipwrecked Mariners Society for years.

But when the Society's local representative retired in 1990, he was not replaced and the mine had remained shut ever since.

Malcolm Kidby from the Isle of Wight walked past the mine every day on his way to work in Centurion Building and noticed that the coin slot was jammed.

He rang the Shipwrecked Mariners Society and when the situation was explained he volunteered to act as their representative and enlisted the support of the Chief Bosun's party at Collingwood to open the mine.

LS Stephen MacLennan and AB Colin Roberts managed to free the lock and the mixture of decimal and pre-decimal coins inside amounted to £158.70. Mr Kidby is now refurbishing the mine which will be painted red with a white central band.



● AB Colin Roberts and LS Stephen MacLennan prepare to open the mine, used as a collection box for the Shipwrecked Mariner's Society, for the first time in seven years. Picture: LA(PHOT) Glyn Shaw.



FIELD GUN DAY
HMS COLLINGWOOD
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 1030 - 1730
 Newgate Lane, Fareham.

Featuring:

"The Endurance Challenge"
 - Schools engineering competition supported by McDonald's.



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- ▶ Royal Amateur Radio Society Rally
- ▶ "Microlease" Aerobatics Display Team
- ▶ Hampshire Police Motorcycle Display Team
- ▶ Village Fete

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Tickets: Adults £4 Family £6 Children/ Senior Citizens £2
 Disabled Facilities Provided.

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Cycle to Paris for the Poppy Appeal

THE ROYAL British Legion is searching for volunteers to join a four-day bike ride to Paris in aid of the Poppy Appeal.

The ride is open to cyclists of any standard and starts on September 4 with the finish line at the Arc de Triomphe.

The entry fee to cover costs is £250 and participants are asked to raise a further £250 to support the Legion's work. For details, contact Clare Scriven on 0171 973 7276.

Maritime Warfare has a model centre

COMPUTER models for analysing a wide range of naval equipment and warfare tactics were presented to Deputy Commander Fleet Vice Admiral Sir Jonathan Tod as he opened the new Maritime Warfare Centre at Portsmouth.

Previously at HMS Dolphin, Gosport, the unit has set up at the Defence Research Agency site to make way for the move of the defence medical college from London.

It is expected to join the other section of the MWC at nearby HMS Dryad by the end of next year.

For the present, Dryad provides doctrinal, teaching and operational level advice while the Portsmouth site concentrates on tactical development and operational analysis.

The road to a unified centre for maritime warfare had its beginnings in 1994 when the Fleet Air Arm's Naval Air Warfare Development Group, the Surface Flotilla Tactical Development Group, the Fleet Operational

Analysis Staff and an element of the Submarine Tactics and Weapons Group combined to form the Maritime Warfare Development Centre.

A year later this was brought together with the Maritime Tactical School under one management structure to form the MWC.

Its Director is also the Fleet's primary Battle Manager and is directly accountable to Admiral Tod for the wide range of warfare tasks and for command of operational units at sea.

A spokesman told *Navy News* that the past few years had shown there was a clear need to ensure that all lessons taken from operations and exercises were well and truly learned.

"This task fell to the MWC, which now draws together in one organisation a wide range of warfighting skills, doctrinal training and experience to provide a cohesive approach to maritime warfare, including the maritime

contribution to joint warfare.

"Despite the hackneyed phrase 'New World Order' after the Cold War, the reality is that the world is *disordered* and we are increasingly involved in activities that seek to deter threats to democracy and to deal with a wide spectrum of crises.

"Owing to the advances in technology and the global proliferation of high-tech weapons and systems, joint and naval commanders need the best advice available to ensure that they make the correct judgement in any crisis scenario.

"Experiences in the Gulf, the Adriatic and elsewhere continue to highlight the need for flexibility and the ability to cope with diverse threats - but especially to be at ease with the concept and conduct of Joint and Combined Operations.

'Joint and naval commanders need the best advice available to ensure that they make the correct judgement in any crisis scenario'

"The MWC is now poised to take the lead in all maritime warfare areas. The establishment of a doctrine cell provides a focal point for the development of single service doctrine and ensures consistency at the strategic, operational and tactical levels.

"This cell also plays an active part in the development of joint doctrine. An operational logistics cell has also been established to provide immediate expert advice in training, wargaming and operational matters. A significant step forward has been the absorption of the Joint Warfare Training Staff from Poole which is responsible for the teaching of Joint Warfare Courses and Amphibious Warfare Planning Courses.

"The MWC provides, at the platform and unit level, specialist officers with detailed and expert knowledge of specific weapon systems and sensors and, at the operational level, officers whose understanding of maritime concepts and

capability is reinforced by the experience of command.

"This broad range of skills and experience has been fused together with a strong mix of civilian and service analysts and scientists. The overall result is a more proficient and wide-reaching organisation which is a natural point of co-ordination for all warfare development within the RN and an obvious focus and initial point of contact for the other Services and external agencies associated with maritime warfare issues."



● Model maker: Lt Peter Wilson demonstrates a weapon analysis software programme for Deputy Commander Fleet Vice Admiral Sir Jonathan Tod.

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● Getting down to business - maritime warfare studies will be centred at HMS Dryad by the end of next year.

Navy News takes off with 899 Naval Air Squadron

SUPERSONIC Sea Harriers flying from Yeovilton are the last in an illustrious line of aircraft that has served the Royal Navy well for almost 20 years.

The fastest planes in the Fleet Air Arm by far, the two-seater T8s are the ultimate training aid for the flying instructors of 899 Naval Air Squadron.

Lt Rob Schwab showed Navy News Assistant Editor DOMINIC BLAKE exactly what the aircraft can do...



Sky's the limit in new Harrier

"IF I HAVE a problem on take off I won't have time to discuss it with you" 899's Lt Rob Schwab told me as we taxied onto the runway in the fastest aircraft in the Fleet Air Arm.

"I'll try to sort it out, but if you hear me say 'Eject! Eject! Eject!' pull the black and yellow handle between your legs as hard as you can and lean back. You'll probably only hear me say it once though, after that I'll be gone!"

Seconds later we were airborne and accelerating up to 550 knots with Lt Cdr Andy Walsh's identical Harrier on our wing, an aircraft's width away.

Pictures by Dave Trish, Ian Wilkie and Dominic Blake

The Somerset countryside rolled by below -- and above -- as the pair demonstrated some stomach-churning low-level strike manoeuvres.

Following a rough track over the undulating fields we shot round the back of Glastonbury Tor at 250ft before heading back towards Yeovilton and pulling up into a vertical climb.

Punching through the clouds the mirror black aircraft emerged into

brilliant sunshine and rocketed straight up to 20,000ft.

During a series of close formation aerobatics the G-forces were so high my snugly fitting pressure suit struggled to keep all the blood in my head from draining into my legs.

"Amazing aircraft, isn't it! So versatile!" said Lt Schwab as we rolled out of a turn and the blackness that had reduced my field of vision to a fuzzy dot began to creep away.

Combat Manoeuvres were even more eye-watering as the two aircraft chased each other round the sky. "We've just taken his wing off!" said Lt Schwab, finding the target with his simulated guns after a furious chase.

Descending below the clouds again, the aircraft's full potential as a trainer became clear.

The aircraft's controls and instruments are laid out in exactly the same way as the front-line FA2 Sea Harrier but it can be flown from either the front or rear seat.

Bringing the aircraft to a dead stop in mid air with as much difficulty as driving instructor would have in pulling over at the kerb, Lt Schwab explained the basics principles of Harrier flight.

With hands on the dual controls, I was shown how rudder, stick and throttle adjustments affected the aircraft before a practical demonstration of half a dozen landing techniques.

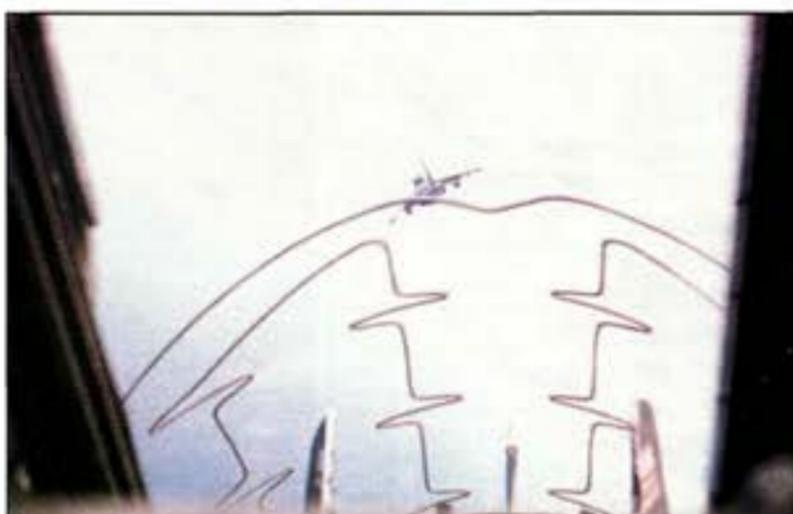
Attitude problem

Then, after setting the jet up for a slow approach and keeping a firm grip on the dual controls himself, Lt Schwab invited me to land the aircraft.

With the engine nozzles down 60 degrees and a hand on the throttle, it took all my concentration to try to keep the T8 in trim during the gentle descent.

Despite a slight 'attitude' problem which made for a less than text-book landing, I finally managed to plonk the aircraft on the end of the runway without severely modifying it.

Taking off, by comparison, was much more straight-forward: "Slam the throttle open and you'll be pushed back into your seat. When we reach 100 knots pull straight back on the stick and we'll be away!"



● Top left: the T8 Sea Harrier flown by Lt Rob Schwab dives after a vertical climb to 20,000ft

● Above: Navy News's Dominic Blake hitched a ride and enjoyed what must be the ultimate flying lesson

● Left: Lt Schwab homes in on Lt Cdr Andy Walsh before engaging with simulated guns

Only a tiny percentage of Navy aviators are selected to fly the Sea Harrier, and even after hundreds of hours on conventional aircraft, most still find it a handful.

Back in the crew room after our hour-long flight, Lt Schwab explained why the T8 is vital in helping new pilots to adapt.

"The Harrier is like nothing they've ever flown before. It behaves like a normal jet with the nozzles aft but with the nozzles down it is completely wacky."

"It's a very demanding aircraft to fly because it takes 100 per cent concentration all the time."

Undoubtedly more difficult to master than many of its contemporaries, the Sea Harrier's incredible agility make it absolutely deadly in experienced hands.

Sea Harriers flew over 2,000 operational sorties during the Falklands War and despite being outnumbered six to one by the Argentine Air Force they achieved 23 kills in air-to-air combat with no losses.

Lt Schwab said: "I've flown Tornados, Hawks, F16s and F18s and they're all pretty easy. You just point them where you want to go

and you can leave the stick alone and think about other things.

"This aircraft is moving around all the time, it's much more unstable, but using the nozzles you can get some phenomenal pitch rates.

"You can go from a vertical climb to a nose down dive in five or six seconds. It's quite incredible!"

The new aircraft supercedes the two-seater version of the RAF GR3 which had a very different instrument layout to the Sea Harrier - the T8 is identical to the FA2 in every respect except the radar."

The first Sea Harriers entered Service at RNAS Yeovilton in June 1979 and it is fitting that the final version should be based there.

Aviation companies in Britain and America are already working on prototypes of the Joint Strike Fighter which is scheduled to replace the Harrier in the next millennium.

While the exact configuration has yet to be chosen, one thing is certain -- that RNAS Yeovilton will play a central role in its introduction and the training of the next generation of Fleet Air Arm pilots.



● Lt Rob Schwab checks the T8 Sea Harrier over before taking off with Navy News's Dominic Blake

Flying display dates

899 SQUADRON'S Flying Display Team will be winging their way around Britain for a series of appearances throughout the summer.

The team is led by 899's CO, Lt Cdr Mark Boast and includes the squadron's Senior Pilot, Lt Cdr Dave Baddams, the senior pilot of the Operational Evaluation Unit Lt Cdr William Dean and EWI and AWI Instructors Lt Cdr Kevin Seymour and Lt Cdr Adrian Orchard.

□ The season includes the following dates:

MAY
North Weald (May 3/4)
Mildenhall (May 24/25)
Southend (May 25/26) HMS
Raleigh (May 26)

JUNE
Biggin Hill (June 14/15)
Leeds City Flypast (June 21)
Waddington (June 28/29)

JULY
BRNC Dartmouth (July 3)
Brough (July 5) the British
Grand Prix (July 10/13)
Culdrose Maxy Wings Parade
(July 23) Culdrose Air Day
(July 26)

AUGUST
Sunderland (August 2/3)
Weymouth Carnival (August
20) Royal Navy / British Army
Equipment Exhibition (August
31 to Sept 5)

SEPTEMBER
Wattisham (Sept 6)
Shepway, Folkestone (Sept 7)
Leuchars (Sept 13) Jersey and
Guernsey (Sept 18) and Malta
(Sept 27/28.)

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Goodbyes and hellos



● Ceremonial duty – at short notice, the ship's company of HMS Illustrious performed a rousing 'Man and Cheer Ship' for Prince Shaikh Khalifa of Abu Dhabi. Picture: PO(PHOT) Brynn Sharkey

HMS ILLUSTRIOUS has bid farewell to her commanding officer in Goa.

Captain Jonathon Band handed over to Captain Steve Meyer during a break in the aircraft carrier's eastbound progress to Singapore. Captain Band's next appointment is as Assistant Chief of the Naval Staff in the rank of rear admiral.

There was plenty to keep the ship's company occupied during the passage across the Indian Ocean.

Good weather allowed members of the ship's Marine Engineering Department to undertake the major task of changing one of the four Rolls Royce Olympus gas turbine engines.

And Easter morning was celebrated with a sunrise service to welcome the risen Christ.

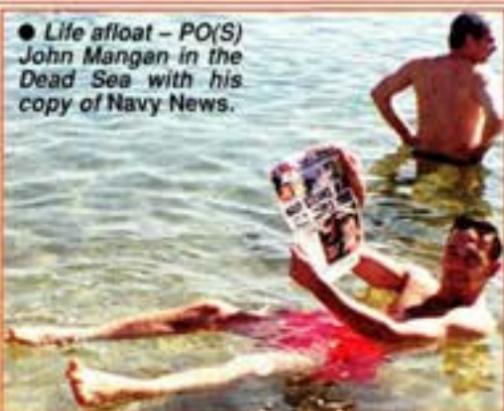
The service was led by the

ship's chaplain Rodney Baxendale and Carrier Air Group chaplain Paul Donovan on the forward flight deck.

The long sea passage also presented the opportunity to hold the flight deck 'field gun' competition.

Winners of this gruelling event in the heat of the tropics were the 12-strong 'Roof Rats' of the Air Department, beating the 'Stovies' of 801 Squadron into second place, with the 'Crabs' of 1 Squadron RAF third of the 15 teams.

On arrival in Singapore it was back to official business when Rear Admiral Alan West, the Task Force Commander, signed a memorandum of understanding between the British and Singapore navies, enhancing co-operation and offering the chance for more exercises and formalised training exchanges.



● Life afloat – PO(S) John Mangan in the Dead Sea with his copy of Navy News.

Day trip to the Dead Sea

WHEN you take a break from the sea, where do you head? For the sea, of course.

Some of HMS Gloucester's ship's company took a day trip to the Dead Sea while the Type 42 destroyer was visiting Haifa in Israel.

They will also be celebrating the fact their ship's high operational capability in anti-air warfare exercises won the 1995 Wattisham Trophy for joint maritime air defence.

The trophy is awarded annually to the RN unit that has significantly integrated operations with the RAF.

During last year, the ship worked with the RAF during Exercises Brilliant Foil, DESEX, Northern Light and Joint Maritime Course 963.

Blue-nosed Tigers



● Out in the cold – a Mk6 Sea King from 814 Naval Air Squadron on exercise in Norway. Picture: LA(PHOT) Colin Burdin

Express delivery

THREE Sea Kings from 814 Naval Air Squadron have completed a chilly two-week exercise in Norway.

Exercise Adventure Express was a multi-theatre exercise, featuring 11 countries, 15,000 troops, 30 naval vessels and 120 aircraft, culminating in a simulated combat operation.

Although the terrain may have been different, the role was similar to that rehearsed back at RN air station Culdrose in Cornwall – searching out submarines.

The three 'Big Dippers', hosted for the first week by 330 Norwegian search and rescue squadron at Orland, gained valuable experience of cold-weather operations while working-up for

the CASEXs – combined anti-submarine exercises, featuring ships, helicopters and submarines.

Then it was on to Bodo, again hosted by 330 Squadron, where the temperature dropped and the snow returned with a vengeance.

This time 814, nicknamed the Tiger Squadron, supported amphibious landings in fjordland 60 miles, again on anti-submarine duties. They achieved their target of six hours on task finding – and killing – the 'black slugs.'

It was then left to the three helicopters to battle the 1,500 miles home to Cornwall against some of the worst weather they had met on the exercise, a journey which took three days.

ANNINGTON HOMES Sales List

The list below gives details, provided by Annington Homes, of ex Married Quarters now available on the open market. Anyone interested should contact the agents direct on the numbers below.

- Don't forget before you set out to view your chosen house telephone the Estate Agent. Length of service discounts will apply on all properties. Further information on other specific discounts for Service personnel should be addressed to. Annington Homes on. 0171-940-2300

MAY 1997

Town	Road	Type	Agent	Asking Price	Telephone No	Under Offer
Aldershot	'Forge Cottage' Shoe Lane	3 DB	Mann & Co.	£120,000	01252-546267	✓*
Bawtry	9 High Meadows	4 DHG	William Brown	£85,000	01302-710735	✓*
Carlisle	38 Hillcrest	3 SDH	Bairstow Eves	£49,995	01228-37333	✓*
Coventry	31 Greens Road	3 SDH	Shipways	£54,950	01203-220787	
Coventry	33 Greens Road	3 SDH	Shipways	£54,950	01203-220787	✓*
Grimsby	1 Nairn Way	3 DH	Halifax	£55,950	01472-347112	
Grimsby	2 Nairn Way	3 SDH	Halifax	£43,950	01472-347112	
Grimsby	4 Nairn Way	3 DH	Halifax	£54,950	01472-347112	
Lincoln	8 Anzio Close	3 SDHG	Halifax	£39,950	01522-513456	✓*
Newport	29 Kenilworth	3 MTH	Crown & Co.	£39,950	01222-372426	

Available Now.

Newport	Shrubbery Close	11 x 3SDH	Webbers	£52,995-£55,995	01271-73404	8*
Barnstaple	Montgomery Close	9 x 2EOT & MTH	Bairstow Eves	£38,500-£39,995	01206-762222	6*
Flintham	Coney Grey Spinney	27 x 3SDH	Black Horse Agencies	£37,995-£39,995	01949-838371	12*
Longhoughton	Lacey Street & Crowlea Road	21 x 3SDH	General Accident Property Services	£27,500	01665-603443	16*
Brampton	Belle Isle	Various 2/3 Flats	Black Horse Agencies	£29,995-£33,995	01452-431102	9*
Newton	Fairway Crescent	23 x 2/3 SDH & MTH	Black Horse Agencies	From £47,500	0115 9334317	6*
Conninesby	Johnson CT.	32 x 2/3 SDH & MTH & EOT	Robert Bell & Co	From £22,000	01507 522222	
Kenley	Anson Close	2/3/4 Flats + House	Hambro Countrywide	From £500.pcm	0181 668 1444	2*
Mill Hill	Brady Road	2 Bed Flats	Hambro Countrywide	From £610. pcm	0181 202 4194	8*

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 SD - Semi-Detached House
 MTH - Mid Terrace House
 DB - Detached Bungalow
 EOT - End of Terrace

* Homes that are currently under offer are given 28 days to exchange. If you wish to view any of these homes, and are interested let the Estate Agent know and they will advise you if it becomes available.

STOP PRESS - Details on Annington Homes mortgages* in association with the Newcastle Building Society are now available and have been set up specially for Armed Service Personnel. Please contact Annington's Mortgage Hotline Number - 0191 244 2220

Get Wise on DCIs

Pension changes: what they will mean . . . and what they don't mean – yet

DETAILS have been announced of the new complaints procedure for beneficiaries of the Armed Forces Pension Scheme.

The Internal Disputes Resolution Procedure was introduced on April 6 to meet the requirements of The Pensions Act 1995. The procedure is open to relevant serving and former members of the Armed Forces, the dependants of deceased members of the scheme, and potential members.

They now have the right to receive a written explanation of a decision made by AFPS administrators in response to a complaint,

and the right to appeal to scheme managers against the administrators' decision.

Complaints concerning Naval personnel should be made in writing to: Head of NPP(Acs)1, Directorate of Naval Pay and Pensions (Accounts), Room 1059, Centurion Building, Grange Road, Gosport, Hants, PO13 9XA.

Contracting out

The implications for the AFPS of The Pensions Act changes in arrangements for contracting out of the State Enrolled Pension Scheme (SERPS) are also outlined

in a Joint Service DCI. From April, salary-related schemes which contract out of SERPS, such as the AFPS, will not have to pay their members a Graduated Minimum Pension (GMP) when they retire.

GMP is roughly equal to the pension they would have received if they had stayed in SERPS. Most schemes, including the AFPS, pay a lot more than a GMP.

However, under the new rules, pension schemes which are contracted out will have to meet an overall test of quality. And while GMPs have been abolished for pensionable service from April 6 last, GMPs accrued up

to that date and from April 6, 1978, are safeguarded.

The statutory standard should ensure that contracting out continues to offer most people a suitable alternative to SERPS, so application will be made for the AFPS to contract out. Individuals who choose not to join or to opt out of the AFPS will continue to be able to contract out of SERPS.

On average, AFPS benefits are worth 25 per cent of salary to officers and 16.3 per cent to other ranks.

DCI GEN 100/97 & JS 28/97



'Well done! Now let's have your ideas on Dress for Libertymen!'

NUMBER UP FOR OLD RIG

MOST OF the main changes in Naval uniform proposed in 1994-95 are now being introduced, including a new numbering system for RN and Royal Marines dress.

In future, uniforms will be numbered 1A-C for formal dress or undress; 2A-2C for formal evening dress or undress; and 3A-C for general duty rig, and 4 for working dress.

From April the following changes were gradually being introduced:

■ Replacement of sandals with

boat shoes for practicality, safety and in the interests of modernisation.

■ New square-rig jumpers and trousers for female junior rates similar to the patterns for male ratings. Issue is expected to be completed in about two years.

■ Officers-style Class I uniforms for senior rates.

■ Deletion of the rarely worn seaman's jersey as compulsory kit for junior rates.

■ Improved, plastic-topped cap for male officers and senior rates. The modified square-rig uniform will be progressively introduced for male junior rates, with a shallower V-neck and separate black silk scarf and tape assembly.

New shoes

From June 1, No. 4 – ex-No. 8 – working dress will be recategorised from 'uniform' to operational clothing.

In August, replacement black shoes will be issued. They will be to a commercial standard and will be suitable for wear on board ship and ashore. From September Class III uniform as worn by leading artificers and technicians, and artificer apprentices, will be deleted.

Those already on course will remain in Class III uniform. When wearing Class II uniform, leading artificers and technicians, and artificer apprentices, will be identified by a red shoulder flash worn on the upper arm of both jumper sleeves.

An all-year round general duty dress (No. 3s) was introduced from April for officers and ratings. It consists of a uniform dress based on the officers' and senior rates' 'tropical' shirt and machine washable polyester/worsted trousers or skirt.

Junior rates progressively will be issued with short-sleeved shorts to wear with No. 3s from October.

Coat trials

Trials are continuing with the replacement garment for the raincoat and windproof jacket, and the Naval Action Clothing System (NACS). The raincoat trials are being conducted at RN air station Yeovilton, HMS Nelson, HMS Neptune, the Commando Training Centre Lympstone, by 45 Cdo, and some sea-going and RAF units. They are expected to be completed in February.

The NACS trials – with a new 'crewsuit' core garment – are taking place in HM ships *Illustrious*, *Somerset* and *Alderney* and are due to be completed towards the end of this year.

Meanwhile, Royal Navy Warrant Officers on parade at major State occasions will be brought into line with their colleagues in the Army and RAF by being issued with swords. Loan pools for the black-handled swords and scabbards will be expanded to include certain WO's, such as those on the ceremonial training staff at HMS Dryad.

DCI RN 35-36/97

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.

216 places on global race

MEMBERS of the Armed Forces are being invited to apply for over 200 places on a round-the-world yacht race due to start at Antigua at the end of next year.

Transglobe 98 is a six-leg race organised by the Royal Ocean Racing Club and considered by the Services as a series of adventurous training exercises. There will also be feeder races between the UK and Antigua.

The exercise is to be headed by a project team at the Joint Services Adventurous Training Centre, Gosport, which will enter three Nicholson 55ft yachts in the race. Each will need a crew of 12 per leg, so each Service is seeking up to 72 volunteers. Newcomers to

offshore sailing are being encouraged to apply, but a number of qualified crew members are required.

Volunteers are also being sought this year for a Joint Service winter adventurous sail training exercise centred on the Canary Islands.

The exercise, *Medchase 1997/98*, will employ HM Sail Training Craft *Adventure*, a Nicholson 55, and will span September 8 to May 11 next year.

Each of 17 legs of the exercise will involve a crew of 12 drawn from members of the Armed Forces. Although there will be a requirement for experienced sailors, applications from complete novices are encouraged.

Places on the visit schedule include Lanzarote, Tenerife, Grand Canaria, Fuerteventura, La Palma, Gomera and Hierro. Successful applicants will have to make a contribution of £165-£250, depending on the leg.

Meanwhile, applications are being sought for an eight-leg JS sail training exercise along the West Coast of Scotland. *Scotwest 97* will be run from June 2 to July 27, involving HMSTC *Gawain* from the Clyde Naval Base. DCI JS 9, 31, 33/97



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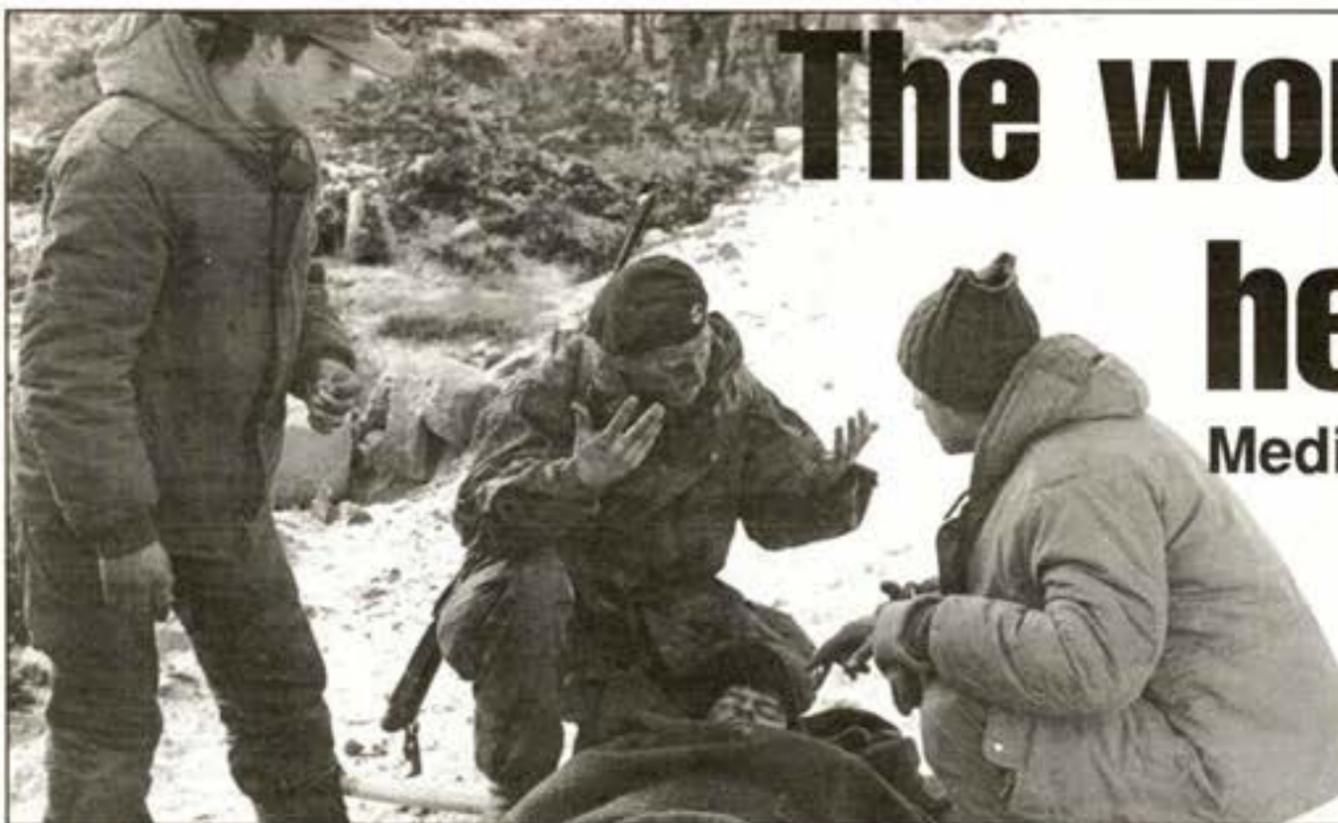
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● LMA Terry Bradford of Juliet Coy tends Argentine wounded after 42 Cdo RM took Mount Harriet.

SOME authorities have argued that medicine in war is just another aspect of 'combat logistics' – in that broken pieces of (human) equipment have to be back-loaded and repaired, just like any other kit.

That may be true, but the human involvement makes for a different emphasis, including the fact that planning needs to be thorough, and all the medical and surgical resources should be in place long before a war begins.

As in any war, the human cost is depressing. The British Task Force lost 255 men killed, with over 780 injured. Within these figures, 82 died in the land battles ashore, with around 550 injured. What is really impressive is that of those 550 wounded in action only three men subsequently died of their wounds. Two of these had had head injuries, while the third had a severe penetrating wound of the upper abdomen.

These remarkable figures were achieved by a casualty evacuation and treatment chain which stretched from the point of wounding, all the way back to the hospitals in the UK.

They reflect well not just on the surgeons in the field hospital at Ajax Bay, but on every link in that CASEVAC chain – from the first aiders and the stretcher bearers, via the gallant helicopter crews, to the devoted nursing received both in the hospital ship Uganda and on the hydrographic survey vessels which were pressed into service as hospital ambulance ships to carry the wounded up to Montevideo. Last, but far from least, came the long arms of the Royal Air Force's VC10 Aeromedevac Flight.

General Bernard Montgomery, in his memoirs, stated that the medical aspects most important to him as a field commander were: surgeons close to the front line; the availability of blood; air evacuation to specialist hospitals – and the presence of female nurses to look after wounded men. Those scenes in the early part of The English Patient are very much based on reality.

The wisdom of Monty's words was proved yet again in 1982. An additional factor behind the astonishingly low 'died of wounds' figure must have been the high standard of fitness of the soldiers, particularly the Paratroopers and the Royal Marine Commandos.

It was amazing to see just how quickly those wounds healed up. Their treatment was based on a protocol of leaving wounds open for the first few days after field surgery, followed by delayed closure in the hospital ship. Another benefit of the fact that lessons of history had been well learned during the medics' training on the way South was that this was probably the first war in history where gas gangrene and tetanus were not causes of death.

This was very nearly not the case on the Argentine side, especially when the Argentine Field Hospital was captured on the day of the cease-fire. A number of patients had to be operated on again in order to deal with the grossly infected wounds.

They were amongst the 200 Argentine casualties that were treated by the British medical teams; 80 were operated on under a general anaesthetic before being passed on to the Argentine hospital ship Bahia Paraiso. Nelson's prayer, written the night before Trafalgar and desiring 'humanity after victory as the predominant feature of the British Fleet' was certainly fulfilled in this respect.

With his passionate concern for the welfare of those under his command, Nelson would also have approved of the work done at Haslar, after the conflict, for those who suffered wounds of the mind rather than physical injury.

The expertise of Surg Capt Morgan O'Connell (himself a South Atlantic veteran) in this field has been an excellent model to others interested in the process of managed 'emotional decompression' when treating the cluster of symptoms known as post traumatic stress disorder.

Otherwise, at first sight, very little had changed in

the past 200 years. Field surgeons and their assistants have to ply their skills where tactics and circumstances dictate. I suspect that Baron Joseph Larrey, Napoleon's surgeon, would have remarked on walking around Ajax Bay how nothing much had changed since his day – although I think he would have wept to see the absence of suffering under the knife. We had excellent anaesthetists, whereas he only had the rum bottle and a leather strap for the patient to chew on and stifle the screams...

So, much of the medical success of the Falklands War pivoted on the re-application of well-learned lessons from the past. Hidden behind those good statistics are many tales of tremendous devotion to duty, often in the face of great danger – whether from enemy artillery, or unexploded bombs in an adjoining compartment.

Perhaps the one significant advance that came from recent research just prior to the war involved the use of high dose steroids intravenously to minimise the effects of 'smoke lung'. The technique had been shown to be effective in laboratory work and was put to the test in the aftermath of the Sir Galahad incident at Fitzroy Cove.

Interestingly, the treatment of those Welsh Guardsmen who required help with their breathing was also threatened with failure of the ventilator equipment and the fact that no-one had thought to bring an instrument repair technician with the embarked Naval medical teams!

Once again, human versatility proved equal to the challenge and the Uganda's Royal Marine Bandmen did the job instead, squeezing the breathing bags at a set rate, in continuous shifts, for up to three days. They were, after all, used to keeping strict time...

Another fascinating aspect concerned the very low infection rates of these surgical wounds which had been created in very unhygienic conditions, either in the bunk houses at Fitzroy and Teal Inlet, or the slaughterhouse and mutton packing station at Ajax Bay. The infection rate was approximately 3 per cent, but what was rather unusual was that in the majority of cases the infecting organism could be traced to the noses of the surgical staff!

The closeness of the Royal Naval 'family' and the excellent training and flexibility of the Fleet Air Arm support helicopter crews were demonstrated perfectly on the morning after the Sir Galahad disaster. I remember I was told then that no helicopters were available to take the burned Welsh Guardsmen from Ajax Bay to the hospital ship. Virtually all the aircraft had been tasked to lift artillery ammunition forward for the final assault on Stanley.

I kept asking, and eventually a young sub lieutenant turned up in a battered Wessex 5. The pilot enquired politely whether the medics had been busy the previous day – and was shocked to find the place filled with these ghostly, Flamazine-covered casualties. Then, as he began back-loading the burned casualties, he radioed his colleagues, asking for their help.

I remember then how aircraft after aircraft turned up at Ajax Bay, many with grinning faces familiar to me from my time as a flight surgeon at Culdrose. Two hours later, without a single formal tasking signal but helped by helicopters willing to put in a short side trip to the hospital ship before carrying on with other tasks, we had lifted 165 of the wounded to Uganda, a total which also included the guys from HMS Plymouth, bombed and strafed in Falkland Sound the previous day.

It all goes to show that even in war humanity can combine with knowledge and experience to achieve excellent results.

□ Dr Jolly's book *The Red and Green Life Machine – A Diary of the Falklands Field Hospital*, was published by Century in 1983.

Holders of the South Atlantic Medal – two thirds of them were from the naval units – who wish to join SAMA82 should write to PO Box 82, Blackwood, Gwent, NP2 0YE.

The wounds that healed fast

Medicine in the war of 1982



"All our lives changed . . ." Launching the South Atlantic Medal Association (1982), Surg Capt Rick Jolly expressed members' keen desire to re-establish links with the people of the Falklands, to whose aid the Task Force arrived 15 years ago this month.

At a reception at Falkland House, London, the former naval surgeon who was OC Ajax Bay Field Hospital noted that most of the ship's company of HMS Hermes, one of the most crucial assets then deployed in the South Atlantic, never even caught sight of the islands they came to liberate.

Some 780 personnel were wounded in the conflict, with injuries ranging from minor shrapnel scratches, through disfiguring burns, to amputation and loss of limbs.

In an exclusive article for *Navy News*, Dr Jolly reflects on the medical aspects of the events of 1982.

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People in the News



THERE was a strong Royal Marines element to the homecoming reception at Plymouth for round-the-world yacht race hero Pete Goss (above). A fanfare of buglers from the Band of HM Royal Marines Britannia Royal Naval College and raiding craft from 539 Assault Squadron RM formed part of the reception for Pete, a former Royal Marine. Pete had turned back during the race to rescue a French competitor. He also performed "do-it-yourself" surgery on ruptured muscles in his arm after having instructions faxed to his yacht in the Southern Ocean.



A WREN Steward has picked up a trophy for her outstanding performance as a trainee at the RN air station Culdrose.

WSTD Vicki Ollis (above) was awarded the McJimpsey Trophy by the Commanding Officer, Commodore Simon Thornetwill, on her last day at Culdrose - she has now joined HMS Brave.

The silver salver was inaugurated at HMS Pembroke in memory of PO Steward McJimpsey, an instructor there when he died in 1971.

Airman swops 737s for 771

MR SIMON Ewing is a British Airways pilot, sitting in the hot seat of a Boeing 737 airliner out of Birmingham airport.

Lt Cdr Simon Ewing is a Search and Rescue pilot with 771 Naval Air Squadron at RN air station Culdrose, in Cornwall, flying missions around the tricky coastline of the West Country.

Not a case of split personality, but

a chance for a former pilot to keep in touch with his Naval roots while flying his civilian routes.

Simon, who left the Navy in 1990 after nine years service, spends two weeks each year working at the air station as a Royal Navy Reservist.

"It's really nice to be able to come back, fit into the SAR watch and be of use to the squadron," said Simon.

"I thoroughly enjoyed the two and a half years that I spent with 771

before I left the Navy, so renewing old acquaintances and brushing up my SAR skills is especially satisfying."

After leaving the Navy, Simon still looked west, flying the Newquay, Heathrow and Bristol routes with Brymon, but since last June he has spent most of his time as pilot of 737s on various routes between the Midlands and mainland Europe.



● Lt Cdr Simon Ewing

Success on a plate

A BAKER's dozen of 13 Navy chefs who took part in the British Open Cookery Championships have returned in triumph after winning 14 medals - eight gold, two silver and four bronze, plus a hygiene award.

The team members at the four-day international event at the NEC, Birmingham, were: WOCA Graham Wilkinson, WOCA Nick Vadis, CPOCA Cottam and POCA Dave Galpin (team buffet best of class award for HMS Raleigh); CPOCA Oatway of HMS Warrior (gold for game platter and bronze for fat carving); CPOCA Tony Hancock of Raleigh (two golds - for meat and game platters); CPOCA Nick Brown of Raleigh (gold for wedding cake); C/Sgt Steve Galloway RM of Raleigh (silver for wedding cake); CPOCA Baker Green of Raleigh (silver for game platter); POCA Jon Borcham of Raleigh (bronze for celebration cake); Mr James of Raleigh (bronze for fat carving); LCH Brown of Commander UK Task Group Identiboard Trophy for hygiene and bronze for live fish); CH Hutchings of HMS Manchester (certificate for live spinach).

Phoenix first for RFA man

PO PAUL Webb has made a little bit of history by taking the Herbert Lott Prize as the student who contributed most to and improved personally on the Nuclear Biological Chemical Defence course at Phoenix, Portsmouth.

Although other RFA senior ratings have come close to the award, Paul is the first to come top of the class.

Paul can now carry out the duties of an NBCD 'Q' (qualified senior rating) on ships of the RFA flotilla.

Happy Birthday, Jim



A FORMER stoker's 90th birthday was an opportunity HMS Sultan, the Royal Navy's School of Marine and Air Engineering, could not miss.

Ex Chief Stoker (marine engineer) Jim Ashton, who lives near Southampton, received a visit from POMEM Stewart Lawrie and WMEM Eve Baker - who brought birthday wishes, a cake and a bottle of rum.

Engineer

Jim joined the Navy in 1925 and trained as a marine engineer.

Following service on aircraft carriers HMS Furious and Ark Royal, he transferred to the Submarine Service, in which he served throughout World War II.

After completing 22 years he left the Navy in 1947 as CMEM - and those years gave him plenty of material for the stories of Navy life and runs ashore he recounted to his visitors from Sultan.

● Celebrating - WMEM Eve Baker and POMEM Stewart Lawrie, of HMS Sultan, with birthday boy Jim Ashton.

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● Ski school - the affiliation between the First Frigate Squadron and 42 Cdo Royal Marines was strengthened when the Weapon Engineering Officer of HMS Sheffield, Lt Cdr Dave Allen, joined the unit in Norway as a student on the Novice Ski and Survival Course, learning about military skiing with weapons and equipment in extreme cold weather. Lt Cdr Allen is pictured above left with the Commandant General RM, Major General David Pennefather.



● Goa reunion - brother and sister LMEM Marc (22) and LW Philippa Dredge, from Chester-le-Street in Co Durham, meet up in India. Marc is serving in Type 23 frigate HMS Richmond and Philippa in HMS Beaver, both on the Ocean Wave deployment.

Observers across the board

HMS OSPREY at Portland believes it is unique in having all major executive posts filled by Observers.

Pictured are (from left) Lt Cdr Neal Yates (CO 702 Naval Air Squadron, the Lynx training squadron), Cdr Alvin Rich (the Commander HMS Osprey), Capt John Harvey (Captain of HMS Osprey), Cdr Martin Pepper (Commander Air) and Lt Cdr Martin Davis (Commanding Officer 815 Naval Air Squadron, the headquarters and flight parenting squadron).

The picture was taken shortly before Cdr Pepper was due to leave the RN air station for his next appointment.



Distant reunion

THE ROYAL Navy's Ocean Wave deployment could prompt a family get-together - half a world away from home.

LMA Mike Antell, serving in nuclear submarine HMS Trenchant, hopes to see his wife, MA(O) Michelle Antell of carrier HMS Illustrious, in Australia in July.

They met when they worked in the sick bay at RN air station Culdrose, married shortly before Christmas and returned to duty early in the new year. They have seen each other for two weekends since.

Hoping to complete the reunion will be Mike's brother, OM(C) Paul Antell, currently in Type 23 frigate HMS Richmond.

People in Hong Kong

The sideparty's over

APRIL 11, 1997, saw the severing of Navy links with two great institutions.

One was the decommissioning of HMS Tamar, of which more in the centre pages.

The other was the well-earned retirement of Ng Muk-kam, one of the Navy's most loyal supporters in Hong Kong - known to everyone as Jenny Sideparty.

Jenny - the third Jenny in the business - was born in a fishing junk almost 90 years ago, and started working on RN ships in Hong Kong in 1928 with her mother.

By the time the Japanese overran Hong Kong in 1941, Jenny had already amassed a large collection of documents, signed by Royal Navy officers, complimenting her and her sideparty on the standard of work.

This was hidden in the bilge of her sampan during the war, and her Long Service and Good Conduct medal was kept in her shoe.

In 1945 Jenny's reputation earned her sideparty the responsibility for tending the largest British and Commonwealth ships at buoys in Victoria Harbour and off Green Island.

Galley swill

Working from small bumboats, these sideparties - sometimes 70 or more women - would clean and paint the sides of ships and polish metalwork in return for "arisings" - rope, material, wire, paint and galley swill.

They worked at such speed that an aircraft carrier would be finished in ten days.

Sideparty women would also post last-minute letters, advise on places to see and eat, and visit sick sailors whose ship had sailed.

Jenny, who worked from an office in an empty storeroom at the Prince of Wales Barracks, said she was sad to see Tamar close after so many years.

She did not have any favourite ships of the hundreds she worked on, but she always ensured work was of the highest order.

"I officially retire after Tamar closes, so I will not be doing any work on Chinese ships," said Jenny, who was awarded the British Empire Medal in 1980.

She has never visited the country which sent the warships out to her home, nor does she think she ever will.

"I do not want to go to Britain - it is a very long way, and I am too old now," she said.

"But I hope that in the future I will still see friends I have made in the Royal Navy."



● China hand - Jenny Sideparty

Picture: PO(PHOT) Jon Garthwaite



● Culture gap - Lt Cdr Simon Ancona chats to Sir Les Patterson. Picture: JSPRS Hong Kong

Culture shock

AUSTRALIAN cultural attaché Sir Les Patterson - also known as comedian Barrie Humphries - has paid the Royal Navy a visit during filming with the Hong Kong garrison.

Sir Les was at Stonecutters Island to meet the 1st Battalion, The Black Watch, at their headquarters, and he inspected a ceremonial Quarter Guard and the Pipes and Drums.

He then made the short journey to the now-closed

Royal Navy base HMS Tamar, where he was welcomed aboard the Hong Kong Squadron patrol ship HMS Starling by her commanding officer, Lt Cdr Simon Ancona.

Sir Les was taken on a trip round the harbour on a Fast Pursuit Craft, and still found time for a live interview and radio phone-in on the British Forces Broadcasting Service.

Sir Les was filming in the territory for a programme - *The Last Night of the Poms* - which is due to be broadcast on BBC1 on June 30.



● Time on his hands - Tick-Tock contemplates retirement with satisfied customers; from left, WTR John Bruce, Lt Cdr Cliff Squibb, WOMAA Mick Cahill, Lt Nick Doyle and LS Stanley Ho. Picture: JSPRS Hong Kong

Tick-Tock winds down

TIME'S up for a familiar face in Royal Navy circles in Hong Kong.

Chan Kam Wah, better known to the British Garrison as Tick-Tock, first started selling watches in 1952 at the Old Government Dockyard.

In 1960, he decided he liked what he saw of Navy life, and started a sea career with HMS Gambia in Hong Kong as the second tailor (Sew Sew Assistant).

But the world of trade soon lured him back to his

old line of business, and over the years he has built up a successful business with personnel from the Royal Navy's base at HMS Tamar.

With the closure of the base, Tick-Tock felt the time was right for his retirement.

For their part, members of the Royal Navy showed their appreciation at a simple ceremony on Stonecutters Island where he was presented with a commemorative plaque by Commanding Officer Lt Cdr Cliff Squibb.

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NEWSVIEW

Mens sana in corpore sano

NINE caterers from HMS Nelson have won distinctions in the Royal Society of Health's Food Hygiene Management Diploma finals – a record for Highbury Technical College.

It's a fine achievement, but one we suppose will be met with laughing incredulity by many of our older readers who will soon doubtless be regaling us with horror stories from the galleys of 'the real Navy'.

Because whatever other attributes the sailor caterers of yesteryear are remembered for – and many of the items they served up are recalled with much affection by ex-matelots who often moan to us that their wives are incapable of reproducing their particular and singular flavour – hygiene isn't the one that commonly comes to mind.

The stereotypical old-time RN kitchen hand is a cartoon character of distinctly unsavoury appearance, overweight, unshaven, fag in mouth with the ash dripping off the end into the pot mess.

Irresistible is the story of the submarine cook whose hands, uniquely among the crew, were free of oil stains. It all rubbed off into the dough...

(To be fair, the smaller boats had no-one qualified in the culinary arts. HMS Sturgeon's detailed cook, told an egg took four minutes to boil, multiplied this by 40 to allow one for each member of the crew and boiled the lot for 2hrs 40 minutes).

Even better is the tale of one (sorry, but it's another submariner) who always managed to convey the skipper's evening kye to the bridge without spilling a drop, however severe the pitch and roll. Turned out he took off a mouthful of the brew before ascending the ladder and spat it back into the mug at the the last moment before handing it over to his grateful boss.

Well, all joking aside this is an area of naval life where change is just as far reaching as any advances in weapon technology and communications, even though it seldom captures the headlines.

Last month saw the 300th anniversary of Admiral Lord Anson, notoriously remembered most for his circumnavigation of the world in 1740-44 in which 1,300 of his men were lost, not by enemy action but from disease.

Anson's deployment still returned with £1m in Spanish treasure and so was counted a success in the context of his time when a high mortality rate on long voyages was the norm. It wouldn't be now.

In today's lean-manned ships where fast reactions are the prerequisite of peak performance and there are absolutely no passengers, high standards of health and hygiene are more than ever essential.

So it's high time we consigned these tall tales of low cuisine on the high seas to the history books – they will anyway always be the stuff of legend, which will always raise a smile.

Meanwhile HMS Nelson's magnificent nine are by no means unique in setting standards of excellence in the support services or in showing up high levels of academic achievement.

They are actually part of a general trend in which the lower deck is matching – and sometimes exceeding – the qualifications of their officers. It's a healthy trend, too – one that keeps everyone on their toes.

First of seven more world leaders

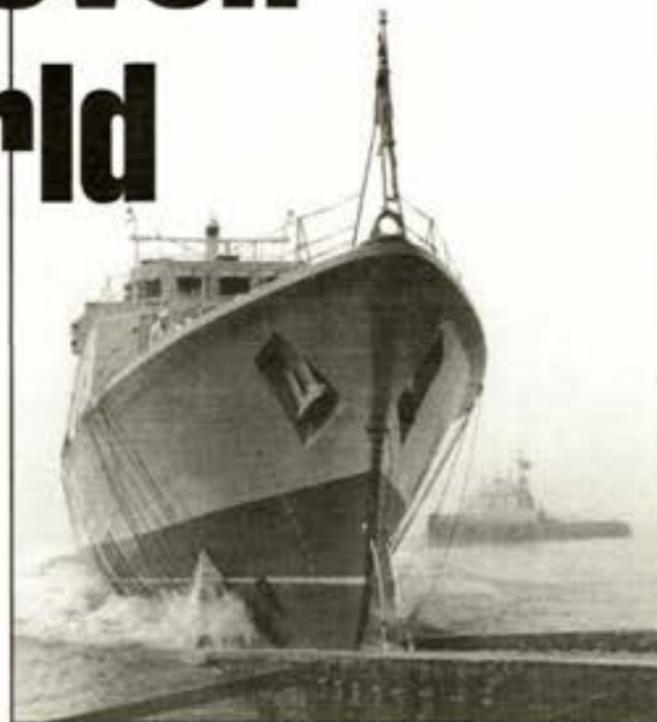
PRINCESS Michael of Kent has launched the first of seven new Sandown-class minehunters at Vosper Thornycroft's Southampton shipyard.

HMS Penzance is the Navy's sixth Sandown, reckoned to be the world's most advanced minehunter.

Among the guests was Rear Admiral Peter Spencer, Controller of the Navy, who said that the Royal Navy was acknowledged as the world leader in minehunting.

New production techniques have been introduced since the last Sandown was built, as well as some design changes, including accommodation for female officers and ratings.

The RN will ultimately have a fleet of 12 Sandown-class and 13 Hunt-class ships with the final Sandown due for completion in 2001.



● HMS Penzance goes down the slipway at Southampton



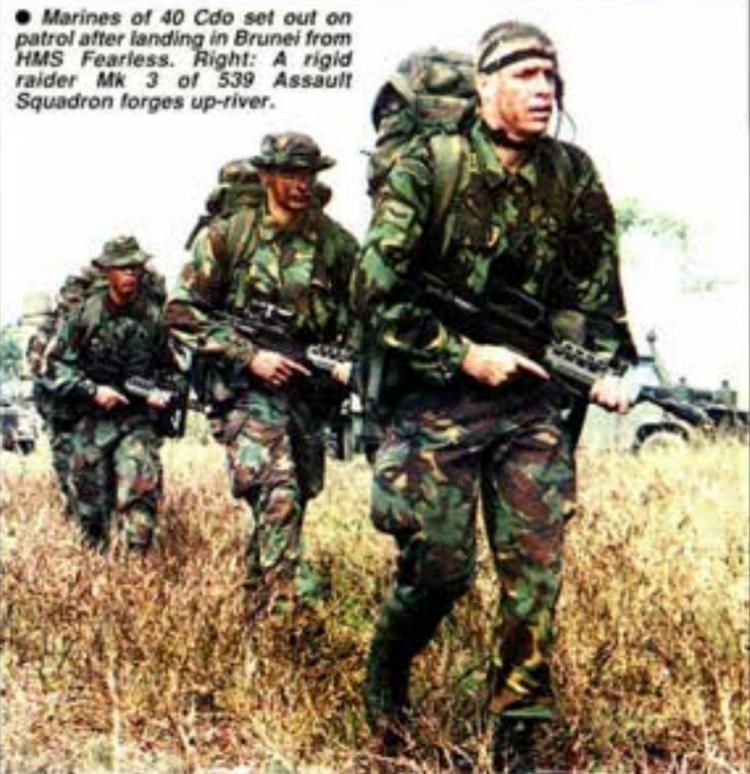
Exchanging points of view with Chief Fu

CHINESE Army Chief General Fu Quanyou was welcomed on board the carrier HMS Invincible by her CO Capt Roy Clare and also called on the Type 42 destroyer HMS Exeter when he visited Portsmouth Naval Base.

Gen Fu's British tour included meetings with Defence Minister Michael Portillo and Chief of the Defence Staff, Field Marshal Sir Peter Inge.

Marines return to Far East in big way – after 25 years in the cold

● Marines of 40 Cdo set out on patrol after landing in Brunei from HMS Fearless. Right: A rigid raider Mk 3 of 539 Assault Squadron forges up-river.



JUNGLE TEST FOR ROYALS

IN THEIR FIRST major amphibious exercise in the Far East for a quarter of a century, Royal Marines Commandos and supporting Naval forces returned to test their battle skills in the green humidity of the jungle.

From 1960-72, the environment was a familiar one for the Royals, 3 Commando Brigade having been based in Singapore. But since then they have been honing their skills for a cold war in the Arctic, not in the saturating heat of tropical forest.

Brunei was to provide the scene for the hot-spot comeback – Exercise Setia Kawan (Loyal Friend) in April, involving 40 and 45 Commandos, rigid raider boats, hovercraft and landing craft; the assault ship HMS Fearless, three landing ships, helicopters of three Naval Air Squadrons, and ships from the Navy's Ocean Wave 97 global deployment, including the aircraft carrier HMS Illustrious.

The part of the 'enemy' was played by a battalion of Gurkhas and men of the Royal Brunei Army, who proved wor-

thy adversaries for the units of 3 Cdo Bde under Brigadier Tony Milton.

The Marines' HQ afloat was in Fearless, flagship of the Amphibious Task Group commanded by Commodore Paul Stone (Commander Amphibious Warfare). From her Brig-

**Pictures by
PO(PHOT)s
Jon Garthwaite
& Brian Bower**

adier Milton and his staff directed a strategy of manoeuvre, which was the key to the Brigade's success.

Air mobile and amphibious landings were used to outflank the opposition and to seize vital ground in the free-play exercise designed to test both forces.

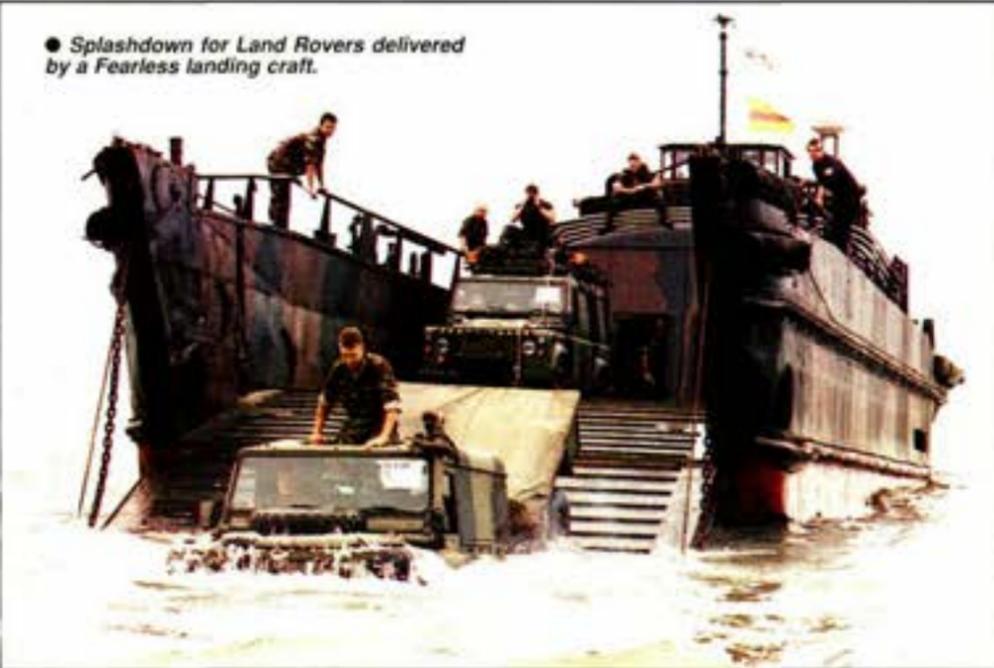
The 'battles' ranged over

two-thirds of Brunei involving conventional and guerilla warfare and offensive and defensive tactics. Using Brunei's rivers – the highways of the jungle – rigid raider boats of 539 Assault Squadron RM and landing craft from Fearless provided an alternative means of manoeuvre up to 80kms inland.

The test was severe: jungle temperatures of up to 35C by day, saturating humidity and violent tropical storms had to be endured. Heat exhaustion was the main problem for men who were more used to dealing with the effects of frostbite, whether they were Marines or the engineers and fitters who maintained the Navy's Sea King helicopters.

Nevertheless, the exercise was a success and is seen as reaffirming the wide-ranging operational capability of the Royal Navy and Royal Marines' vital contribution to the UK's Rapid Deployment Force.

● Splashdown for Land Rovers delivered by a Fearless landing craft.



SETIA KAWAN: THE FORCES

SHIPS

HMS Fearless (including LCU landing craft of 4th Assault Sqn); logistic landing ships RFAs Sir Percivale, Sir Geraint and Sir Galahad; HMS Illustrious, HMS Gloucester, supply ship RFA Fort Austin and fleet tanker RFA Olna.

ROYAL MARINES COMMANDOS

Elements of 3 Cdo Bde HQ and Signals Sqn; 40 Cdo (training in Brunei since early March, CO Lt Col Jim Dutton); 45 Cdo (arrived March 27-30, CO Lt Col Rob Fry); 539 Assault Squadron.

NAVAL AIR SQUADRONS

Sea King helicopters of 845, 846 and 847 Sqn.

THE OPPOSITION

2nd Bn The Royal Gurkha Rifles; elements of 3rd Bn The Royal Brunei Army.

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HEADS HELD HIGH AS WHITE ENSIGN IS LOWERED



● No way back – three members of the Naval contingent based at HMS Tamar close the gates of the base behind them at the end of the decommissioning ceremony.

A SIMPLE and dignified ceremony saw the White Ensign lowered over Britain's last naval base in the Far East.

The closure of HMS Tamar, at Stonecutters Island in Hong Kong, began a process which will unravel the threads of 156 years of history and end a close association between the Royal Navy and this industrious territory on the China Station.

Although a time for sadness and reflection, the dominant message was that this was also a time for quiet pride at a job well done – a withdrawal with heads held high.

In his speech, First Sea Lord Admiral Sir Jock Slater reflected on the end of an era which began in 1841.

He paid tribute to the support provided by Tamar to ships of many nations either stationed in Hong Kong or visiting the port.

"Tamar over many years has much to be proud of," he said.

Admiral Slater also thanked the major contributors to the base's success – LEPs, or Locally Enlisted Personnel, "whose devoted and loyal service to the White Ensign worldwide will go down in the annals of Naval history."

He also thanked the "unofficials" for their sterling work – laundrymen, tailors, cobblers, contractors and sid-parties.

But Admiral Slater also said it was a time to look forward to the beginning of a new era.

"I am in absolutely no doubt that the White

Words: MIKE GRAY
 Pictures: LA(PHOT) CRAIG LEASKE RN and Sgt KEVIN GRAY RAF (JSPRS, Hong Kong) and PO(PHOT) JON GARTHWAITE (SFPU)

Ensign will be seen from time to time in single ships and groups of ships in the Asian Pacific Rim in the years that lie ahead.

"I very much hope that after the 30th of June this year it will not be long before ships of the Royal Navy revisit Hong Kong and the chance that will give us to renew our links with the many friends that we have here."

Hong Kong Governor Chris Patten also spoke of a job well done.

"We can all share the sadness at the passing of familiar things, and at the separation of friends," he said.

"There is no cause for thinking sad thoughts, or that there is dishonour in this ending. Nothing has melted away. There have been no defeats.

"You do not leave in the pomp of pride, but in the quiet dignity of men and women who have done their duty.

"The White Ensign has just been lowered over this shore base, but the values that it stood for will, I'm sure, remain here – respect for law and for person, trust, duty and service."

The decommissioning of the base took the form of ceremonial divisions, the 200-strong RN contingent parad-

ing in bright from the With three backgr watche and the folded. The time c bell is Portm remain the gar The chaotic captan Tamar" along Chinese from it To t Royal white head, and the Nava who the the pat naval catching "It is person Navy p draft." "Wh I fel



● Alison Johns.

Garrison in the spotlight

A FAMILIAR face on TV in the west of England is becoming almost as familiar in the east.

Alison Johns, presenter of Westcountry Television's "Westcountry Live" news programme, was on her fourth visit to Hong Kong, taking in the closure of HMS Tamar with cameraman Neil Tugwell and newsroom manager Kathy Turner.

Two more visits, including the last week of June, will complete filming for an hour-long behind-the-scenes review of the Garrison's final year, achieved with much co-operation from the Ministry of Defence, and a half-hour special on the handover.

The fact that 151 journalists, including TV crews from Mexico and the Czech Republic, covered the closure of Tamar demonstrates the interest being generated by Hong Kong, said Alison.

"This is one of the major international news stories of the decade – not just for Britain and China, but for journalists around the world," she said.

"And what a fantastic experience to be there and to see it as it happens."

Fluctuating fortunes

THE CLOSURE of the Navy's Hong Kong shore base throws up some strange quirks of fate.

One of the last three RN ships to sail from HMS Tamar, patrolling for illegal shipping, was HMS Plover, the 11th to bear the name.

Back in 1841, when the Navy first arrived at the "fragrant harbour" which gave its Chinese name to the territory, the third HMS Plover, a brig-sloop, was carrying out the same task.

And exactly 100 years before the closure of Tamar saw the arrival of the name in Hong Kong – the 4,650-ton steam troopship which ended up as the base depot ship.

Ironically, the Navy's first interest in Hong Kong was as a result of complaints from British and European traders who were dealing in opium against Chinese law.

Edward Belcher, captain of HMS Sulphur, was probably the first RN officer to step ashore, claiming the territory for Queen Victoria at Possession Point, now some way from the water thanks to Hong Kong's voracious appetite for reclaimed land.

The early days saw numerous clashes between pirate fleets and European warships, the latter usually gaining the laurels.

Naval shore facilities continued to grow, reflecting the growth of Hong Kong itself, and the Navy enjoyed a high-profile place in social circles as well as keeping a watch for illegal trade and preventing unwarranted incursions by foreign naval ships.

More than a century later the roles of the Hong Kong Squadron have hardly changed.

In 1861 Britain acquired the Kowloon peninsula, opposite Hong Kong Island, allowing expansion on both sides of the deep harbour.



● Ever changing – the Prince of Wales building in central Hong Kong. The former Victoria Basin has been filled in for development (foreground).

Various attempts were made to move the Navy's main base from Central, but they were resisted – only in 1993 did the RN finally leave its city-centre stronghold for Stonecutters Island, close to Kowloon, releasing valuable land.

In 1896 the Hong Kong government took over further land – the New Territories on a 99-year lease – from China.

By 1900, the depot ship HMS Tamar was well-established, initially moored mid-harbour.

With the build-up of the Royal Navy on the China Station, a new dockyard was built, mainly on reclaimed land, including a 550ft dry dock big enough for a capital ship.

Tamar was brought alongside the new West Wall in 1913, and remained there throughout the First World War, which barely disturbed Hong Kong.

Between the wars the port was home to a powerful fleet, but World War II almost dealt a fatal blow.

With the seemingly unstoppable Japanese so close at hand, Britain could not justify strengthening Hong Kong's defences, so a minimal force faced the long-expected assault on December 8, 1941.

A brave RN rearguard action, based on one destroyer – HMS Thracian – three gunboats and eight motor torpedo boats, did little to slow the Japanese, and the garrison surrendered on Christmas Day, by which time Tamar had been scuttled.

More than three years of hardship ensued, relieved by the surrender of the Japanese and the arrival of Admiral Harcourt in HMS Swiftsure as Operation Lion reclaimed for Britain the prize colony she had lost.

War damage was repaired, and the new, fifth, HMS Tamar commissioned in 1946 – it was formerly Army barracks adjoining the dockyard – but Hong Kong's naval importance was on the wane.

The dockyard closed in 1959 to cut costs, and the new naval base, now supporting a much-reduced fleet, contracted to release city-centre land for development.

In the late 1970s the old dockyard buildings made way for the new 28-storey HQ for British Forces, the Prince of Wales Building, next to the naval base and basin, and the move to Stonecutters formed one of the last acts in the Navy's long association with Hong Kong.



● Poignant note – a bugle sounds as the final moments played out in front of dignitaries, invited guests and the wor

Hong Kong, is decommissioned

WHITE ENSIGN

RED

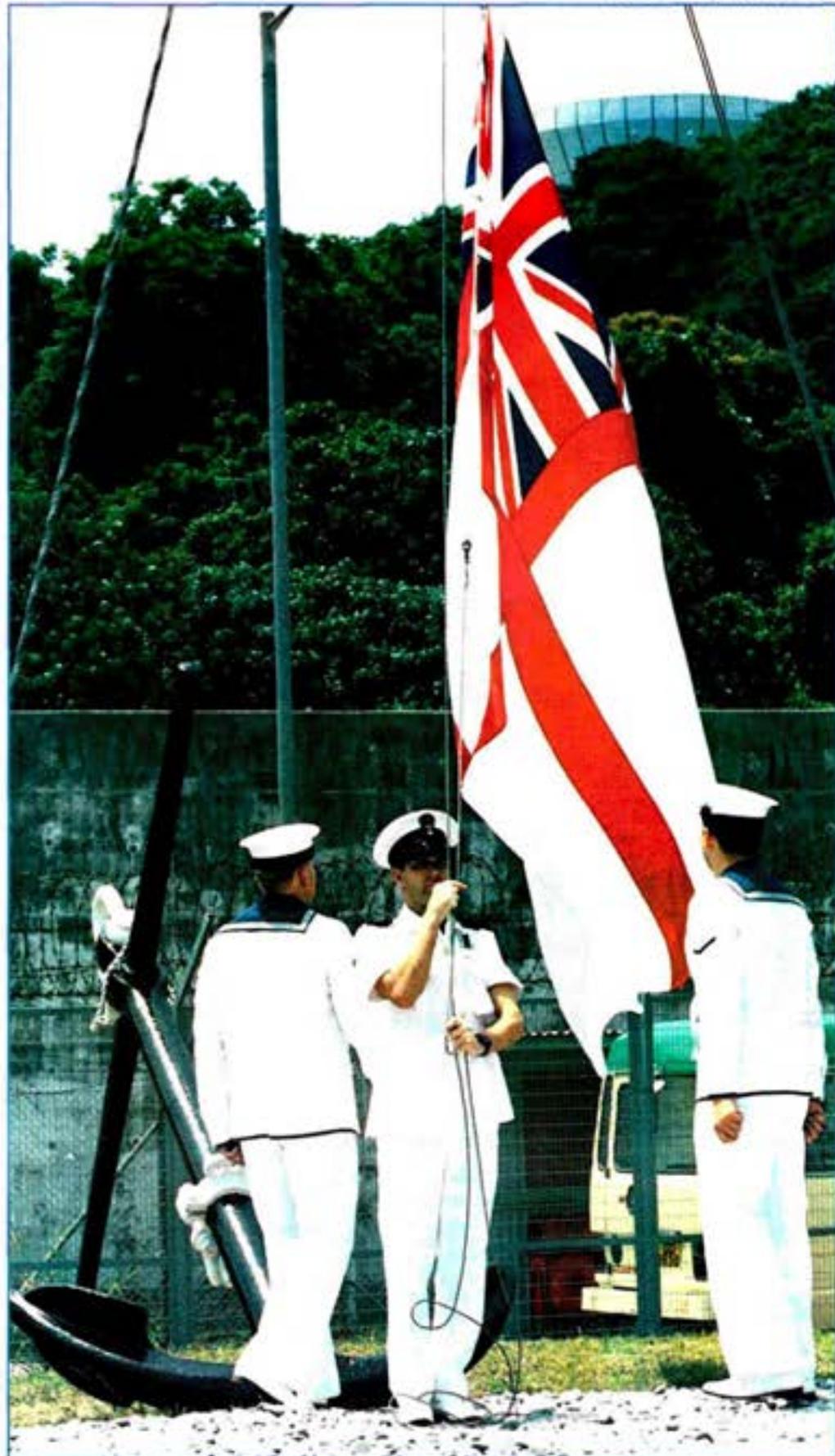
gleaming tropical whites in sunshine – a welcome change from the preceding dull, muggy days. The Hong Kong Squadron's patrol vessels berthed in the sound, Navy past and present as eight bells was sounded. The White Ensign was lowered, and handed to Admiral Slater. The flag itself is to be placed in a capsule and buried, while the rest is to return to storage in Tamar. The base's anchor will be raised in situ, and the motifs from the base are to go to a local museum. The essence of Hong Kong, a blend of east and west, was captured in the scene near one of the slipways – a sampan floating on the Navy's grey hulls, the women dredging flotsam from the murky waters of the harbour. The sound of the band of the Marines, punctuated by the sound of airliners passing almost overhead, as the Navy marched out of Tamar, the gates were quietly closed. The Airman Dutchy Holland, playing eight bells and helped close the gates, will be one of the last of the contingent to leave Hong Kong, flying a flight early on July 1. "At the end of an era, and for me, it's a bit of a loss to us and to the people because it is such a good place," he said. "When I closed the gates, I suppose it was a relief more than anything – a lot of people have put a lot of effort into this, and I'm glad for them it was such a good day."



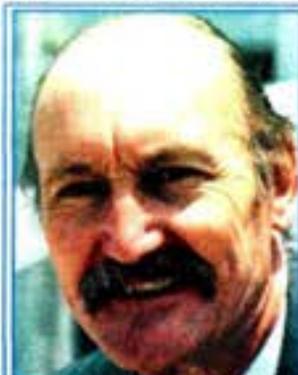
● **Close inspection** – First Sea Lord Admiral Sir Jock Slater meets RN personnel on parade at Tamar before the decommissioning of the base.

Although HMS Tamar is no more, there will still be a naval presence at Stonecutters Island until the last day. HM Ships Starling, Peacock and Plover will continue to operate from their usual berths until June 30. They will still be expected to fulfil their three primary roles – showing the White Ensign in Hong Kong territorial waters, co-operating with the other Services and Hong Kong authorities in the fight against smuggling and illegal immigration, and acting as front-line search and rescue units. On July 1 they will be sailed to their new owners, the Philippines Navy, and will decommission and be handed over at the beginning of August. A support unit for stores, engineering and administration will also stay at Stonecutters until the end of June. And as one base fades into history, another is taking shape for the future – a short distance south, just across the ridge of a small hill, a new naval base is being built by the Hong Kong government for the Chinese navy. The new base offers a deep-water basin and facilities similar in size to those vacated by the Navy in central Hong Kong, before they moved to Stonecutters in 1993. That former site, now dwarfed by skyscrapers, is currently the Prince of Wales Barracks, home of the British Garrison until the handover. The adjacent Victoria Basin has been filled in for redevelopment as East Tamar, and will be the site of the final British ceremonies during the handover on June 30.

thing – a lot of people have put a lot of effort into this, and I'm glad for them it was such a good day. Although HMS Tamar is no more, there will still be a naval presence at Stonecutters Island until the last day. HM Ships Starling, Peacock and Plover will continue to operate from their usual berths until June 30. They will still be expected to fulfil their three primary roles – showing the White Ensign in Hong Kong territorial waters, co-operating with the other Services and Hong Kong authorities in the fight against smuggling and illegal immigration, and acting as front-line search and rescue units. On July 1 they will be sailed to their new owners, the Philippines Navy, and will decommission and be handed over at the beginning of August. A support unit for stores, engineering



● **Lowering the White Ensign** – from left, LRO Spike Hughes, PO Jim Young and AB James Vincent.



● **Retired pilot Jack Smith.**

Ex-airman staying on

ONE ex-Navy man who is staying in Hong Kong after June 30 is former airline pilot Jack Smith. Jack left the Navy as a lieutenant in the Fleet Air Arm in the mid-1960s, and joined Cathay Pacific in 1968. After flying Boeing 707s, Tristars and Boeing 747s in and out of Hong Kong, he retired in 1994. "I first came to Hong Kong in 1960 with 804 Naval Air Squadron in HMS Hermes. The Scimitars were our first supersonic planes east of Suez," said Mr Smith. "The RAF taunted us at the time, and said 'let's see you break the sound barrier at Kai Tak'. We did – I was number two, and I think Lt Maurice Hynett was leading. I believe we were the first to do that, and I don't think they've allowed it since." Mr Smith, a guest at the closure ceremony, said he was not unduly saddened by the event: "It's going to be an interesting stage of our lives watching the changes – and the closure of Tamar is a moment of history which does not happen very often."



● **LEP CK C.Y. Chan.**

Upheaval for local recruit

AS WITH a number of fellow LEPS, for Cook C.Y. Chan, the future is still uncertain. "I joined the Navy and very much enjoyed Navy life," he said. "After the closedown, perhaps I will look for another government job, or perhaps start a small business, such as a mini-store." Chan, who has served more than 14 years with the Royal Navy as an LEP – Locally Enlisted Personnel – said he had learned useful skills, but was disappointed to be looking for a new job. "I am happy to join the celebrations, and to look forward after 1997 to the future. But I will remain in Hong Kong," he said.



● **Final tribute** – members of the Royal Navy's guard of honour line up at HMS Tamar for the decommissioning ceremony. In the background are the Hong Kong Squadron's three patrol ships, HMS Starling, Peacock and Plover.

of HMS Tamar are being shown on TV and in the media.



BARKER'S FINAL WORD ON 1982

ONE OF the most familiar – and most controversial – figures of the Falklands War has died, 15 years almost to the day after the conflict opened and just a few days after the publication of his memoirs.

Beyond Endurance (Leo Cooper £19.95) is Capt Nick Barker's account of the events in the South Atlantic in which, especially in its opening stages, he was a key player.

He it was who passed on a number of warnings of the approaching storm – including one from the Argentine Captain Russo who gave it to him straight over a few glasses of brandy in his cabin in HMS *Endurance*.

"I will tell you," said Russo, "there is to be war against the Malvinas. I do not know when, but I think quite soon. This is very good brandy, Captain."

"Then you must have some more."

"I will," he said. There are many such passages in this book which read better than fiction. Unfortunately Barker's superiors thought much the same of his warnings – assuming he was simply playing up the importance of the presence of the ice patrol ship, then under threat of the axe.

Embarrassment

When war came *Endurance* engaged the Argentine submarine *Santa Fe* and was in at the end with the re-occupation of Thule in the South Sandwich Islands.

On the one hand Barker was praised for his achievements – on the other, it soon became known that his warnings had been ignored and an interview he gave to the BBC only increased the embarrassment.

This is the background to one of



● Capt Nick Barker

the most fascinating personal war histories to be related by a Navy man since World War II. Poignantly, in his postscript Barker hoped to find the time to write another volume of autobiography. Sadly, time ran out for him – as it did for his ship despite a last minute attempt to raise the money to save her from an Indian scrap dealer.

"The Red Plum died in pieces early in 1993," are the last words here. Meanwhile her successor, the modern HMS *Endurance*, in whose acquisition Barker took a keen interest after he left the Navy in 1988 to continue a distinguished career that culminated in his being gazetted as Deputy Lieutenant of Tyne and Wear in March this year, returns this month from her latest voyage to Antarctica (see page 29).

— JFA



Fliers in the artist's eye

'Royal Marine Gazelle Pilot, 1996' – from 'Flying Soldiers', an exhibition of pastels and drawings by Keith Holmes based on work with the Royal Marines. At the Museum of Flying, Middle Wallop, Hants until 9 May.

Nautical theme for Weymouth Festival Week

WEYMOUTH's annual International Military and Veterans Festival next month will have a nautical theme to mark the Year of the Seafarer.

Key event of the week-long programme from 14-20 June will be the parade on 15 June when 1500 veterans led by the Royal Marines Band, colour party, guard and personnel from HMS *Osprey* will march down the Esplanade, followed by a convoy of 80 historic and modern military vehicles.

This will be preceded by a Remembrance Service at the British Cenotaph on the seafront.

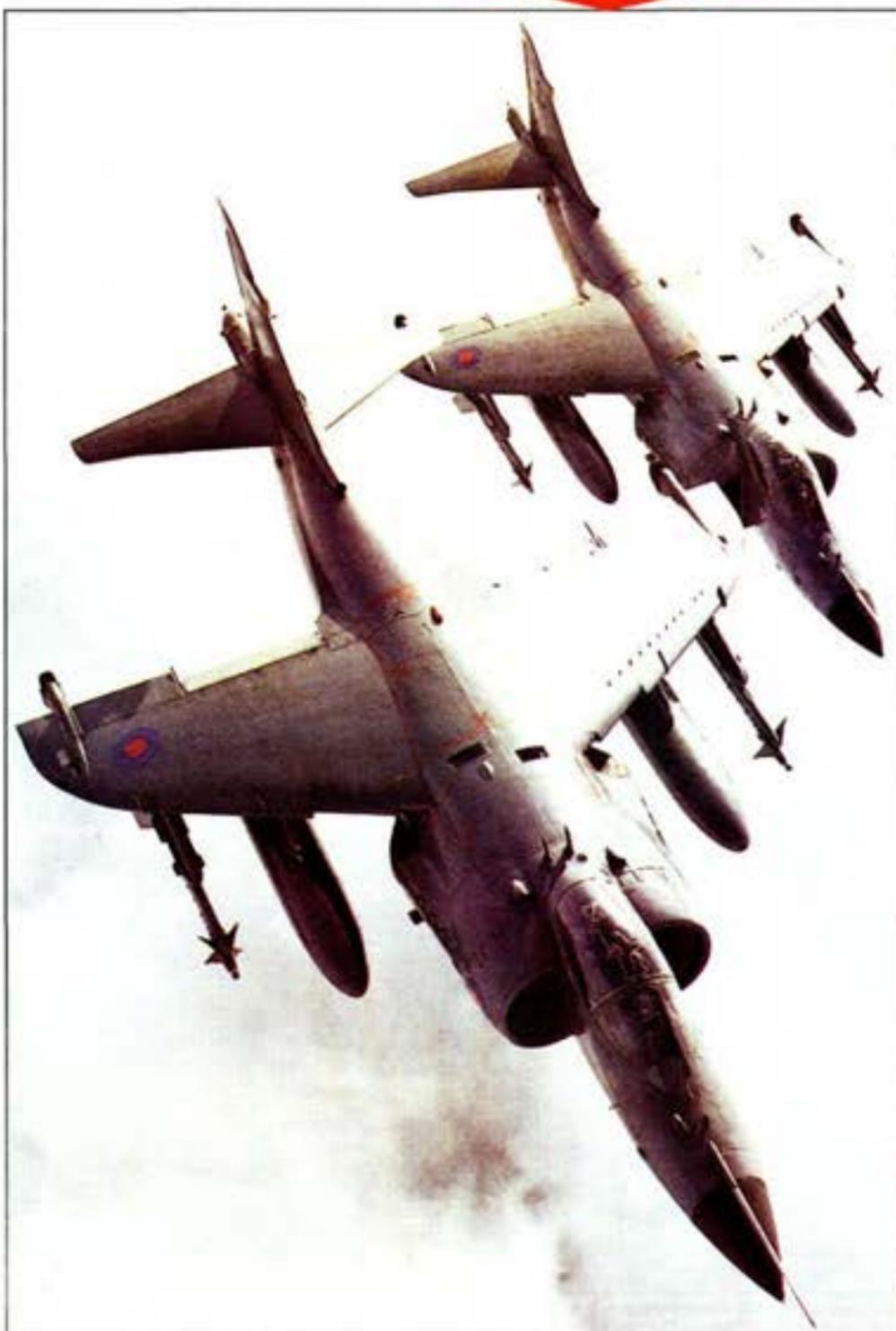
Later events will include the Beverley Sisters' Wartime Concert and other musical entertainments while a number of historic military vessels will be on view to the public.

Vet-Link will operate at the Weymouth Pavilion Complex during the opening week-end. For full information, parade registration details and accommodation booking contact the Festival Office on 01305 765266.

'Jackspack' playing cards featured on this page last month are now available at £5 plus 75p pp from HFNC, PO Box 160, Northwood, Middx, HA6 3SU.

MODEST PAIR

"The Royal Navy's modest force of BAe Sea Harriers achieved incredible success in the 1982 Falklands War..." – From *Fighter Combat in the Jet Age* (HarperCollins £16.99) by David C. Isby, first in the Jane's Air War series.



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.

Lasting legacies of two key men

PROFILES of two of the key figures in the post war Navy have been published by Sutton in association with the Royal Naval Museum.

Admiral of the Fleet Sir Edward Ashmore's legacy is spread wide - he did much to introduce Principal Warfare Officer training (see page 37) as well as to procure the 'through deck cruiser' (the PC name for the Invincible Class carriers) and the Sea Harrier.

Both of these were regarded as 'toys for the Navy'. Only after approval was given for the former did Ashmore realise that "almost no-one in the naval staff or at Ship Department Bath had ever believed that we would get it through."

And in the case of the latter he had to do battle with the Chief of the Air Staff and with the Chief of the Defence Staffs Field Marshal Sir Michael Carver, who had already been reluctant to continue to support the Navy's strategic nuclear retaliatory capability and the Chevaline improvement for the Polaris force.

In his memoir *The Battle and the Breeze* (£25) he recalls: "The case I put to the Chiefs for the Harrier was that it was not the RAF's fault but the Navy's that we

were unable to say when and where we wanted the RAF in time for them to deploy before the threat materialised.

"We therefore needed something organic to the Fleet to improve our 'on-site' reconnaissance, take out shadowers and take on the unexpected attack. Given this capability, we would also then have a capability for extended but limited strike."

Having won the day he returned to his office to find a champagne reception had been prepared in anticipation - "which I would never have dared to do."

Ashmore also offers sharp - but always fair and circumspect - judgments on some of his contemporaries. Of Mountbatten he felt that "the restless brilliance did not emanate from any inner happiness or peace and so lacked stability, even conviction (more Prince Rupert than Prince Eugen, I suppose, and more courtier than statesman)."

Frank Twiss survived the sinking of HMS Exeter and three and a half years as a prisoner of the Japanese to become Commander of the Far East Fleet and, finally,



Second Sea Lord.

Shortly before he died in 1994 he gave a series of interviews to Dr Chris Howard Bailey which she edited as *Social Change in the Royal Navy 1924-1970* (£25).

Perhaps his most notable gift to the Navy lies in what was, indeed, one of the most significant changes of that period - the abolition of the tot. It was a highly sensitive issue which Twiss handled with great tact and skill - and recounted with the same wit and humour that invests even his descriptions of life as a POW, which must, inevitably, form the most interesting part of this book.

He had estimated that the rum issue cost something like £1m a year and proposed that this sum instead be used to set up a Sailors Fund to provide a whole range of benefits for the sailor.

From what he knew of the Treasury he thought he'd be lucky to get £100,000 - but with the shrewd assistance of the Permanent Secretary of the Naval Department, Sir Michael Carey, he won all but £250,000 of his bid

("We think you're exaggerating a bit with three million," the men from the Treasury said. "We wouldn't expect you not to ask for a little bit too much..."). - JFA

Birth of a special relationship

ALSO from Sutton is *Plain Yarns From The Fleet* (£18.99), Charles Owen's strongly anecdotal survey of the Royal Navy in the first half of this century.

It was a period that saw the emergence of the USA as the world's leading naval superpower - but, as he says, in 1945 the Navy had never stood higher in public esteem.

Nor in that of its allies. Vice Admiral Louis Le Bailly recalls the day when Admiral Fraser ordered the resumption of sunset routine after the Japanese surrender: "As the white ensign came into the hands of our chief yeoman and the carry-on sounded, we realised that on board all the great US ships around us every activity had stopped, their sailors facing towards the British flag and saluting us. Perhaps the special relationship between our two countries was born that evening."

At Your Leisure

Peak viewing time

VULCANOLOGIST is not the sort of post you see advertised much down at the Job Centre, but it's what Pierce Brosnan does for a living in his latest movie, *Dante's Peak*.

"I monitor volcanoes with an attitude," he explains as he arrives in the title-town, a pretty, prosperous resort overlooked by an extinct (hah!) volcano.



● Pierce Brosnan rescues Jamie Renee Smith from the erupting volcano in *Dante's Peak*

cano. Before long, Pierce and his gang of seismologists are predicting imminent eruption, while the town council, in the grand tradition of *Jaws* and other analogues, stoutly denies there is anything to be concerned about - even when a couple of teenagers are poached to death while necking in the hot springs.

Screen Scene

This takes us to around the film's halfway point, its remainder being taken up with the awesome spectacle of *Dante's Peak* ripping itself asunder, a catastrophe that makes the destruction of Sodom and Gomorrah look like a tombola session at a church social: the tidal wave of lava washing down the main street, the clouds of ash turning day to night, the series of dam-busting shocks, the raging fires, the floods, the storms, the plague of locusts...

It's a great situation for a hero, and the perils of Pierce include finding himself on a slowly dissolving boat in the middle of a lake of sulphuric acid and getting trapped inside a collapsed car down a mineshaft. (Don't ask what a car is doing in a mineshaft, this is an emergency.)

The double entrapment is something submariners might take in their stride, but for run of the mill claustrophobes it's the stuff of nightmares.

Linda Hamilton is the town's mayor, who's conveniently avail-

able - for Pierce, that is, if he ever gets out of the mineshaft - and who comes equipped with a couple of cute kids, Pierce for rescuing by. But the volcano's the star. It's a pity there's not enough of it left by the end of the picture to offer a sequel.

Suburbia (or subUrbia as it's typographically rendered for some reason, or none) is yet another picture of disaffected youth, notable for being aimed, for a change, at an audience more aware, perhaps, than the characters it is depicting.

Indeed, if you've ever muttered "teenage layabouts..." when encountering a grunge of self-pitying adolescents, this is the film for you.

Its characters comprise the thuggish, the moronic and the pathetically deluded; even the two likeable figures seem terminally feeble and unlikely to survive. It's based on a play, and shows it by having the layabouts lying about on the corner of a grocery store owned by a hard-working Asian and his wife. The contrast and conflict between the two sets of characters is actually less schematic than it sounds, but clearly the film makers have had to struggle to open up the action and get beyond the one location.

It's harrowing, depressing and certainly not entertainment in the sense that *Dante's Peak* is. But it grabs the attention with a great sense of urgency and is likely to have something to say for everyone.

- Bob Baker

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Calling Old Shipmates

Duke Cruise and Dinger Bell: Mr Selby is hoping to trace two former shipmates, who were boy seamen on board HMS Woodbridge Haven during 1947-48. Duke lived in Hounslow, while Dinger came from the Southend area. All three men were in the Chatham port division. Contact Mr Selby at 47, Church Path, Deal, Kent CT14 9TH, tel 01304 374789.

HMS Chinkara (Landing Craft Base, Cockin): If you were at Chinkara T944-45, whatever you did, then can you help old BEOP/MEOP/CMP etc to find us? Join in with the new money old lot at the annual Nostalgia Gathering before it's too late - lots of albums etc. Private contact is Colin Baker (MEOP 103), Marlin Cottage, 11 Eccleston, Preston PR13 0YQ, tel 01995 670495.

"Highjar" (Inskip) WINS 1941-43: Spread the word, girls, we're getting together again mid-June for some sure nostalgia at 98 Amers-on-Sea near Inskip and Blackpool. Phone 01253 729813, ex-Nightjar Wren Margaret Hande (now Johnson), for dates and details.

HMS Widemouth Bay: All commissions, at present there are 47 ex-shipmates in touch and recently there was a very successful first reunion. If you would like to join in, telephone Bob (Topsy) Turner at 01342 328801 or write, including SAE, to 17, Mill Way, East Coast Road, West Sussex RH13 4DD.

HMS Anson Association now has 130 members on board. To join, contact K. Whidered at 3, Deniston Avenue, Bexley, Kent DA5 3HL, or phone Fred Bangert on 01438 352910.

HMS Punjab: Sunk May 1, 1942 in collision with HMS King George V: a brief commemoration will be held at Plymouth Hoe from 15.30hrs on May 1, followed by tea at the Imperial Hotel. Contact Dave Braybrook on 01992 583272.

Royal Naval College, Greenwich: The final Summer Ball of the All-Rights Mess, RNC Greenwich, will be held on June 21. All enquiries are to be made via the Vice President of the Mess at 0181 858 2154, ext 4330.

Sub-Lt D.S. Hopper RNVR: T.K. Horby Priestall was having an attic clean-out and discovered an OHMS box addressed to Sub-Lt (Sp) D.S. Hopper RNVR, ref B1070, addressed to the New Kings Road, London. It contained three war medals, including the Burma Star. If anyone knows of the whereabouts of this ex-Naval officer, contact The Old Rectory, Keddleston, Derby, tel 01332 841515.

Batavia (Java) Sept 1945-Jun 1946: Would any shipmates who helped Bob Tucker set up the W/T station at the time get in touch to help Bob confirm that he was there during those dates. Contact Bob at 11, Hart Close, Stockton-on-Tees, TS19 8BA, tel 01642 894178.

894 NAS: Any members of the squadron, especially those who served in HMS Eagle during the commission April 1955 to May 1959, who are interested in a proposed reunion, please contact Andy Colvin at 22, Circular Drive, Port Sunlight, Bebington, Wirral LG2 5EP.

HMS Houghton 1960-62: Seeking Derek Clewes, Nobby Clarkson, Woody Woodward

Oily Oliver, Joe Aldous, or anyone from that time. Contact Bob Bragg on 01473 404330.

HMS Actaeon 1950-52: W. E. (Dicky) Bird, 17 Jonesfield Cres., Eastfield, Wetherhampton, WY1 2LT, would like old shipmates to send him a list of ship's cruises in S. Atlantic during that time, as he has lost his.

Peter Wilkinson, ex-ERA, 4426-46 Ave, Olds, Alberta, Canada T4H 1A1, asks shipmates to contact him who were in Fogard 1948, Caledonia, Newcastle (52-54), Excelsior (54-55), Maidstone (55-56), Woodcroft (56-57), Messina (57-58), Adairton (58-59), Astoria (59-62).

HM Ships Ursula, Urania and all other U-class ships: Those interested in joining Association, contact Stan Derish, 28 Main St, Swanton, Grantham, Lincs. NG33 5HF (01476 860333).

HMS Isis 1976-80: Contact Chris Barstow (01703 454305) or Tony Turner (01703 211231) with a view to a reunion.

HMS Concord Association: 01793 729293.

8th Destroyer Flotilla/Squadron Association: 01482 640238.

RN Shipwright Artificers & Artisans Assoc-ation: Meetings on first Tuesday of month at 2000 in WCs & Senior Flats and Sgt's Mess, HMS Excellent, Portsmouth. Details: Larry Gonsch (01705 737107) or Jim Lovridge, 33 Belvedere Rd, Olden Purdie, Hants SO45 4NF.

HMS Glasgow (D98): Ex-L5(5) Dave Revell seeking Falklands War veterans with view to reunion. (0191 4543423, fax +44 (0)191 4542423, e-mail DaveRev@bt.com).

HMS Glasgow 1954-56: Ex-Ad C. W. Brown seeks T. F. Harrison, R. Winfield, D. I. R. Pudner, P. D. Ryan, Shipmate Stott (51 Mess), R. J. Carter, J. W. Blanchard, A. J. (Pony) Moore. Contact Alan Mercer, 89 Royal Ave, Widnes, Cheshire WA8 9U.

WINS, HMS Excellent 1968-69: Ex-

WTRs Sue Brown and Diane Bowdley seek old shipmates with view to reunion. Contact Sue Bezzari, 6 Hereford Rd, Monmouth, Gwent, NP5 3PB (01600 715697).

HMS Newfoundland 1947-51 (Reserve Fleet): Tom Rooby, 8 Lindale Close, Conington, Cheshire CW12 2DG (01260 279819) seeks shipmates for tenth anniversary of Newfoundland Association in Scarborough near.

HMS Tuscan 1943-46: Old shipmates are asked to write to ex-Writer Les Hobson and Sid Dudley (W/T) at Sid's address at 62 Rosanna St, Mumbamberra, Victoria 3163, Australia. Both are founder members of Melbourne branch of RNA.

HMS Unicorn second commission: Trevor Coles (01869 245144 or 01442 255821) seeks Arthur Gibbons, Andy Kirk, John Taylor, Ian Maxwell, Peter Vaughan.

Frank Hakin, 85 Park House, Farm Way, Havert, Hants, PO9 4AA (01705 452151) would like to hear from M. Bancroft (Wardroom, HMS Victory, 1943) and R. Wilson (HMS Vernon 1943).

Arthur Gwyn (Taff) Evans, 68 Beverley Grove, Blackpool, FY4 2BE is founding new Fiddlers Green Association at Hampton Rd Social Club, South Shore, Blackpool, meeting Saturdays 1400-1700. Calling shipmates of HMS Ganges, Rodney, Scotsman, Kempenfelt, Neptune, Abdiel, Newfoundland 1932-47.

HMS Diamond last commission: Ex-CK Ray (Legs-Diamond) Shipley, 14 Heathfield Close, Chatham, Kent ME5 7JP, seeking shipmates with view to reunion.

816 NAS 1942-44: All aircrew/crews not already in touch, contact Jack Durbin, 25 Salisbury Rd, Herne Bay, Kent, CT6 6AH (01227 361482).

Reunions

MAY

HMS Tenby Association, during reunion, will present memorial plaque to St Nicholas Church, Newport, in memory of nine sailors who died in May and Dec. 1945 in the minesweeper. Contact Roy Tapping, 46 Mountbatten Gardens, Bournemouth, BH4 0HF (01202 255192) or Jeff Mays (01452 814459).

Fast Minesweepers Association SE Branch - 12 noon on 19th, RBL Club, Kennington, London. Contact Ray Moore, 89 Welling Rd, Norwich NR7 9TG (01603 437652).

HMS Vervan Bay (1944-59) Association, second reunion in Plymouth, May 30 to June 1. Contact Colin Dean, 35 Greenway, Saughall, Chester CH1 6EG.

JUNE

Association of Royal Yachtsmen summer ball at Victory Club, HMS Nelson, 14th, Contact Dave Dean on 01705 500382.

HMS Queen 1943-46. First reunion at RNA Club, Leamington Spa, 20th. Contact P.

S. Rogers, 31 Wheatlands Rd East, Harrogate HG2 8QZ.

Celebration weekend, 21st-22nd, to mark 50th anniversary of Eastbourne RN Old Comrades Club and 60th anniversary of RNA branch. Contact Sheila Dawes, 25 Finwood Close, Eastbourne, E. Sussex BN22 9QL.

Devonport Field Gun Crews annual reunion, 28th at HMS Drake, Contact Derrick Pearce, 229 Victoria Rd, St Budeaux, Plymouth PL5 2DQ (01752 366778).

JULY

HMS Foylebank 20th reunion, 4-7th at Portland Heights Hotel and HMS Osprey Enquiries: D. E. Bishop, 'Shieldings', Ruckinford, Tiverton, Devon EX16 8DU (01884 861297).

HMS Glory Association next reunion at RNAS Yeovilton on 4-6th. Details from Peter Wade, 91 Dingleway, Olney, Bucks, MK46 5EU (01234 711611).

Hong Kong: Reunion on 9th at Royal Sailors Home Club, Portsmouth, of all Service personnel who have served in Colony. Contact Mark Ruffley on 01705 501083 (home) or 01329 332643 (work).

HMS Wensleydale 1942-45 Association reunion in conjunction with unveiling of commemorative plaque at St Margaret's Church, Hawes, 1030 on 53th (Sustainers' Sunday). Details from H. F. Lehmann, 13 Park Rd, Dinnington, Waterlooville, Hants, PO7 6NF (01705 255495).

AUGUST

HM Rescue Tugs Veterans (T124T) reunion in Hull, 2nd-3rd. Contact J. Williams (01482 508984) or L. Sutton (01482 212996).

HMS Eagle Survivors 1942 annual reunion on 9th at RN Engineers Club, 46 Clarence Parade, Southsea. Enquiries: A. Goodenough, 3 Brimpton Rd, Reading RG3 3HY (0118 9573783).

Jervis Division (1945-49) FAA Artificer Apprentices reunion on 9th at Royal Sailors Home Club, Portsmouth. Details: John Platts, 56 Wheatlands, Fareham, Hants PO14 4SL (01489 579886).

HMS Rosemary reunion, 15-17th. Contact H. Taylor, Old Blairbig, Lamlash, Isle of Arran, KA27 8JT (01770 600623).

Squad 497, 976 and 981 RM fourth reunion on 16th at Royal Sailors Home Club, Portsmouth, marking 50th anniversary of formation of squad. Info from P. Wye, Pet-a-Pat, 349 Old Rd, Clacton-on-Sea, Essex CO15 3PQ (01255 434794).

Combined Forces, USN Asiatic Fleet 1910-42 reunion on 20-24th in Washington DC (to include members of British, Dutch and Australian fleets). Contact Clarence R. Wills, C/USNAF Committee, 11415, South Lansdale Ave, Chicago, Illinois 60655-3425.

Tribal Class Destroyers and 10th Destroyer Flotilla 1944-45 reunion during Plymouth Navy Days on 23-25th (with representation from Polish navy). Send fax to John Bull, 1 Pearl Close, Beckton, East Ham, London E6 4DZ.

HMS Argonaut Association 1942-46 14th reunion on 30th at Victory Club, HMS Nelson, Portsmouth. Ex-ship's company of Laender Inpat Argonaut welcome to join. Details: V. Triggs on 01784 257478.

SEPTEMBER

HMS Brissenden Association 5th annual reunion, 2nd in Southsea. Details: Cliff Lawrence, 31 The Limes, Bletchley, Milton Keynes MK2 2JN (01908 647665).

HMS Rotherham 1943-45 annual reunion on 6-8th at Elton Hotel, Bramley, Rotherham. Details: Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk PE30 3DZ.

HMS Diana sixth reunion on 6th in Birmingham. Details: Mike (Sticks) Lyons on 0151 294 0313.

HMS Vesper Association reunion on 5-7th at Skipton, N. Yorks. Details: Lawson French, 17 Milton Drive, Edinburgh EH15 2JX.

Federation of Fast Minesweeper Associations reunion on 5-7th at RN Fleet Club, Newport. Details: Gwyn (Taff) Evans, 68 Beverley Grove, Blackpool FY4 2BE.

HMS Suffolk Association reunion at Royal Sailors Home Club, Portsmouth on 5-7th. Details with see to A. E. Emswale, 1 Channon Cr, Maple Rd, Surbiton KT6 4HS.

Ex-US Coast Guard cutters 1941-46 reunion on 10th at Peterborough. Details: Sid Simkin on 01953 602656 or Jim Byrne on 0113 273 7243.

Eighth Destroyer Squadron reunion on 12-14th at Spa Complex, Scarborough. Enquiries: Geoff T. Wagstaff on 01302 532287.

Association of Wrens national reunion on 12th at HMS Shrike (RNAS Maydown, N. Ireland, 1943-45). Contact Doris Graham, 24

Navy News back issues

NAVY NEWS is seeking certain back issues of the paper to complete an archive.

We have a complete set of editions in bound volumes, which will soon also be kept on microfilm for ready reference. However, our past editions increasingly are being regarded as historical documents, and so we wish to have another complete set bound and sealed for preservation purposes.

We already have most copies of an additional set, but there are many missing numbers, and we would greatly appreciate the help of our readers in obtaining them.

We would welcome any unwanted issues you may still have. We are particularly interested in the following editions:

All issues up to and including March 1959. Additionally, we are missing the July 1975 and the November 1979 issues.

Please send them to: Sue Sullivan, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH.

Over to You

HMS Kelvin: Winston Churchill's visit to the Normandy beach head in June 1944 - John Golewy wishes to contact any ex-crew members serving in the ship at the time. Contact him at Corbould Close, Bromley, Kent BR2 9SL, tel 0181 460 2512.

LCF4: During his travels from Bari, Italy, Sid Palmer lost a small photograph album containing many snaps of himself and the other lads on board, and also photos of other places. If anyone has any snaps he would be very grateful to hear from them. Contact him at 146 Colston Close, Bilton Grange, Hull, Yorks HU9 4EW.

HMS York 1936-39, HMS Manchester: Has anyone got a copy of any books being sought by Mr L. Egerton? They are in the Western Hemisphere with HMS York 36-39 and anything relating to HMS Manchester during WW2. Mr Egerton will pay reasonable charges - contact him at 5 Broad Croft, Rowlands Castle, Hampshire PO9 6DL.

Cive and Vera Lloyd: Does anyone know of them - both were RN in WW2, Vera in the Wrens on the entertainments side. Cive was a leading signaller in HMS Braganza. They lived in Beley, Kent. Contact Leah and Denis Wirth at PO Box 48282, Roosevelt Park, Johannesburg, Sth Africa 2129.

RNAY Fleetlands: Seeking anyone with information on the Flight Test sections based at RNAS Lee-on-Solent and the outstation at AAEE Boscombe Down. Would like to hear from ex-groundcrew and especially ferry pilots and maintenance test pilots with details, anecdotes and photos. Contact Lee Howard, Chairman, Gosport Aviation Society, Priddy's Hard, Gosport, Hants PO12 4LE.

Hong Kong patrol craft P239: Mr A. McKay worked at the shipyard of Hall Russell at Aberdeen when they were building five patrol vessels for the RN in Hong Kong. When one of the ships, P239, left the yard Mr McKay took some photos of the ship and ship's company. If any of the ship's company that day would like the pictures and negatives, they should contact him at 15 Conradsen Terrace, Aberdeen AB16 5PL.

HMS Repeater: Did you survive the sinking in December 1941? Do you remember Jane Sandford's father, Len Sandford? If so, Jane would like to know more about his life and experiences. Contact her at 2 Orchard Gardens, Exeter EX4 1LH.

MTB 1023 or HMS Hornet: Can anyone remember the exact date of the sinking of MTB 1023, which sank in the harbour of Aarhus, Denmark between January and May 1954 during a Baltic exercise? Ex-shipmates in HMS Hornet may be able to help. J.O. Valerio, who served on MTB 1023 for a short period before she sank, would like to hear of any information at Flock Cottage, 2 Barossa Road, Torpoint, Cornwall PL11 2BQ, tel 01752 815305.

PWO anniversary dinner

A COMMEMORATIVE dinner is to be held to mark the 25th anniversary of the formation of the Principal Warfare Officer Course.

The dinner will be held at HMS Dryad on September 26, and all serving and retired officers who qualified as a PWOs are eligible to attend. If you wish to attend,

please forward the following information and a cheque for £33.50 to SOPWO, HMS Dryad, Southwick, Fareham, Hants, PO17 6EJ.

Name, rank, decorations, address and telephone number, course number and year of qualification, accommodation requirements and car details.

John (Jack) Shelley, an ex-CPO who lived in Bolton and was in Halifax, Nova Scotia in 1946 is being sought for genealogical purposes by David Jarr, 27 Neely Drive, Lower Jackville, Nova Scotia, Canada B4C 2G8. Mr Jarr offers £20 for info. He will take reverse charges calls on (902) 864 3298, preceded by the international code.

HMS Loch Craggie: Derek Barham, 701 Stratford Rd, Shirley, Solihull, W. Midlands B90 4BD, seeks info on any artefacts from his old ship (1944-46) and would like to hear from anyone who served in her.

HMS Penelope 1939-42: Eric Lavens Jr, 15 Nonsman Close, W. Derby, Liverpool L12 5LS seeks shipmates who remember his father, an ERA.

HMS Capetown: YNC J. E. Mason, J00W, Staff of Commander Third Fleet, FPO AF 56601-0001, USA seeks info about the ship and her role during D-Day.

Ark Royal sailor: Mrs H. Mathew, PO Box 7323, Roggebaai 8012, Cape Town, S. Africa 0527 21 557 2899 - (evenings), has a hand-drawn profile of an AFPO on canvas in a frame. On the back a hand-written note says 'Ark Royal 1941'. Mrs Mathew (who is British and has a son serving in HMS Mornmouth) would like to know the background and would like to give the drawing to the sailor or his family.

Lost whaler crew: Shipmates of HMS Rosemary would like to contact relatives of the crew lost during an attempted rescue of LCT crews off Millport Haven in 1943. Whaler men were L.S. G. Lambert and A.B. H. H. Holmes, D. Hulatt, G. T. King, J. A. Pynting and R. W. Smith. Contact H. Taylor, Old Blairbig, Lamlash, Isle of Arran KA27 8JT (01770 600623).

HMS Capetown: TV researcher Al Ray (01273 777678) would like to hear from anybody in the ship on the China Station 1906-41 in Nanking and on the Yangtze - especially concerning an evacuation by train from Hankow to Hong Kong, and the rescue of the crew of the French freighter Yvelande.

AIRCRAFT OF THE ROYAL NAVY No 7



● A Blackburn Ripon IIC of 811 Squadron, HMS Furious.

Blackburn Ripon II

THROUGHOUT the early Thirties, the Blackburn Ripon was a workhorse of the Fleet Air Arm, fulfilling the roles of torpedo bomber, precision bomber and long-range reconnaissance aircraft.

Between 1929 and 1935 it equipped eight units and was embarked in the carriers HM ships Glorious, Furious and Courageous.

It replaced its stable-mate the Dart as the FAA's standard torpedo bomber, first entering service with 462 Flight. Its marked improvement over the Dart included an impressive reconnaissance endurance for its time - 14 hours with extra fuel tanks installed and armament removed.

It had a better turn of speed, and its range as a torpedo bomber was 815 miles, more than double that of its predecessor. However, its increased radius of action required accommodation for an observer/navigator who, for bomb

aiming, had a window in the floor of his cockpit.

In all, 96 Ripons were built, the production version being designated the Ripon II. Early models, Ripons I and IIA, were of mixed metal and wood construction, the later IIC being all-metal. The last aircraft of the type went out of service with 811 Naval Air Squadron in HMS Furious in January, 1935, the type having been replaced by an improved version of the design, the Baffin.

The Blackburn Ripon was powered by a 570 hp Napier Lion engine which gave a maximum speed of 126 mph at sea level and a climb rate of 610ft a minute. Service ceiling was 10,000ft and loaded weight 7,405lb.

Ripons could be armed with various combinations of offensive weapons - a Mk VIII or Mk X torpedo or a 1,000lb bomb load or smoke container.

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Please send me details and a membership application form.

Royal Naval Association

Enfield has rule change in sights

'OPEN UP TO MERCHANT NAVY' - CALL

CHANGES IN RULES which would admit Merchant Navy sailors to "special category" membership of the Royal Naval Association will be voted on by delegates at the RNA's Annual Conference this summer.

The conference, to be held this year on June 21 in Belfast, will debate a motion proposed by Enfield branch that the Association's Royal Charter be amended to provide a "special" sixth category of membership. At last year's conference, a proposal by Dursley & District branch to admit serving and ex-serving Merchant Navy and RFA personnel as full members was defeated.

'Specials' badge

The outcome of this year's motion will determine the fate of four additional proposals by Enfield, among which is one which nominates members of the Merchant Navy as eligible for special category membership. Other organisations nominated are the Royal Fleet Auxiliary, the Royal National Lifeboat Institution and former gunners of defensively armed merchant ships (DEMS).

Enfield's other motions propose special category membership for associate members who have served the RNA with distinction, and for a special category membership badge on a green background.

All Enfield's motions have been seconded by Gloucester branch. In all 19 motions will be before delegates, including one by Uxbridge branch that the extended period for payment of annual subscription be limited to January 31

each year instead of the present date of March 31.

Brighton and Hove urges that all delegates be required to vote on a motion, while Braintree proposes that only branches with clubs licensed by the Association be entitled to vote on matters exclusively affecting the operation of such clubs - and that the national Vice Chairman be responsible for reporting to conference on club matters.

Liverpool's motion, aimed at cost-cutting, urges that the cost of accommodation met by the Association for members of the National Council attending conference be limited to that of an average, three-star hotel.

Southend-on-Sea proposes that the Year Book be discontinued and

the details incorporated in the RNA diary.

Diamond Jubilee certificates should be awarded to branches that have been in continuous commission in the RNA or RN Old Comrades Club for 60 years, say members of Hastings and St Leonards.

And, if a proposal by Greenford is carried, trophies should be presented to both the winner and runner-up of the national standard bearers competition.

The location of the 1999 conference - the last this century - seems likely to be a bone of contention, with Clacton-on-Sea members proposing their resort town (seconded by Chelmsford), and Salford proposing Southport (seconded: Deeside).



PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our March issue is Mr K. J. Harrow of Peterborough.

He identified our mystery photograph as that of the five vessels of the 11th Mine Countermeasures Squadron, The trawlers - Northella, Pict, Cordella, Junella and Farnella - were taken up from trade for Falklands War service in 1982.

Mr Harrow's reply was chosen at random, and he receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Give the

three names under which this cruiser served in two navies.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3H1.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is June 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 July edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 27

Name

Address

The ship's names ?

50 years in the RNA



STANLEY Strange, who joined Dagenham branch as an AB in 1947, has been awarded his 50-year certificate by the Association's General Secretary, Capt Bob McQueen RN (ret'd). Stanley, who is now a member of West Ham branch, was presented by friends and shipmates with a wrist-watch, the face of which is made from a florin dated 1919 - the year of his birth.

Branch News

Kettering

Possibly the first RNA branch to have a site on the World Wide Web, Kettering's Internet site is <http://home.clara.net/marine/>. Other branches interested in following the example are invited contact the Kettering site designer, branch treasurer, Shipmate Alan Hanger.

He will be able to link Kettering's site to others. He can be reached via e-mail or by old-fashioned telephone on 01536 396652.

Brightlingsea

Branch members accompanied by two ex-crew of MTB 667 visited All Saints cemetery to lay a wreath of poppies on the graves of two men from the boat who didn't survive the war.

They were killed in an accident on board while she was fitting out at Brightlingsea on March 5, 1943. The MTB subsequently was deployed to the Adriatic and Aegean for two years' distinguished service under the command of Cdr Jerram DSO, DCM, RNVR, who now lives in a nursing home at Bury St Edmunds.

Dartmouth

With 83 members and a waiting list of associates, the branch is confident of recruiting more members since moving its HQ to the Junior Rates Mess of Britannia Royal Naval College.

To make shipmates feel at home the mess president has made them honorary members and permitted a display of RNA trophies in the mess.

In recognition of the work of the branch vice president, Capt Robert Franks RN, since it commissioned ten years ago, he has been honoured with life membership.

Greenwich

The branch's first annual memorial service honouring John Taylor VC was held in Plumstead Cemetery. The service was conducted by the Rev. Frances Neal, the new branch chaplain, and attended by the Mayor and Sea



● Chaplain of Plymouth branch, the Rev Simon J. Golding, was given a fitting farewell by shipmates before leaving to take up his appointment as Chaplain of the Fleet. As a memento of his service to the branch he was presented with an inscribed flask by branch chairman, Shipmate Bob Wall, accompanied by the secretary, Shipmate Michael Bertie (left) and branch treasurer, Shipmate Harry Sparks.

Cadets from TS Woolwich who provided a guard of honour.

John Taylor won his VC as a member of the Naval Brigade in the Crimean War, but died a pauper in 1857 and was buried in a common grave in Woolwich.

In another solemn ceremony, members paid their last respects to their secretary, Shipmate Wally Sell, when they joined his family and friends at the scattering of his ashes from TS Woolwich. A bugler from the Princess of Wales Regiment sounded the Last Post.

Rushden

According to ex-CPO Mech Steve Powers, branch secretary, any former sailor in the area who is not a member is missing out. This lively group of ex-Plymouth and ex-Portsmouth seafarers (president, Lt Cliff Jeffries and chairman, ex-CPO Frank Day), have a good social life.

They meet for Saturday

lunchtime sessions, make monthly visits to RNA branches and clubs in the area, and each year take a five-day trip to places such as Portsmouth and Weymouth.

Branch HQ is Rushden Working Men's Club off the A6 on entering the town.

Camberley

Members take a keen interest in the activities of Camberley and Farnborough Sea Cadet unit, whose HQ they share by courtesy of the Commanding Officer.

The branch supports the cadets in such ways as presenting the Cadet of the Year award - the Stan Head Trophy.

This year's winner will, as well as the award, have a week on board the sail training ship TS Royalist, sponsored by the branch. Members also raised £77 for King George's Fund for Sailors at their St Valentine's supper.

The branch meets on the second

Wednesday of the month at the Sea Cadet HQ, Portsmouth Road, Frimley.

Leeds No.1 (Headingley)

Master of the Royal Armouries has given permission for a branch display stand in the War Galleries in Leeds during the late spring bank holiday on May 24-26. The stand will publicise the RNA and the activities of No.11 Area, and is intended to attract new recruits and raise funds.

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This year's winner will, as well as the award, have a week on board the sail training ship TS Royalist, sponsored by the branch. Members also raised £77 for King George's Fund for Sailors at their St Valentine's supper.

The branch meets on the second

The event is one of many planned in the area as part of a publicity campaign to raise funds for the RNA Annual Conference which will be held at Bridlington next year.

Blandford & Dist.

Collingwood RN Division Remembrance Day services organised by the branch for the past 46 years in St Peter's Church, Pimperne, and at the Collingwood Memorial, are to be discontinued.

In deference to those of advancing years, a service will instead be held at the memorial in the summer - this year on June 4 at 3pm. And it is hoped that a Remembrance Day service will be held in the church, arranged by the Royal British Legion and other Service organisations on November 9.

AGM round-up

Increased membership and a successful year was reported at the Horiton meeting, with news of a trip to Southampton and Netley branches, and an official welcome by the Mayor.

Shipmates Baz Wirwood (president) and Alf Hurley (chairman) presided at Shrewsbury meeting attended by 36 shipmates.

Arthur Crozier was awarded runner-up Shipmate of the Year at No.1 Area meeting hosted by Hanworth.

Officers elected at Leicester: president, K. A. Steele; vice president and chairman, A. G. Plant; vice chairman, R. Carter; secretary, M. Percival; minute secretary, D. Dobson; treasurer, T. Bailey; social secretary, T. Bird.



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An engine defect picked up in her assisted maintenance period in the Falklands put her a week behind schedule and the ship's company worked extremely hard to achieve their major objectives in the time available.

One of her main tasks was to promote the UK's presence in the Antarctic and she visited seven international bases and made time to receive seven more which have already closed down for winter.

Fully operational

Aerial reconnaissance around Palmer Station helped to bolster links with the Americans, and a visit to Vernadsky proved that the Ukrainians are fully operational after taking over the base last year.

The Argentinian and Chilean station visits helped to ensure that the conditions of the Antarctic Treaty were being met and promoted the generally friendly atmosphere among all nations in the area.

During the work period, Endurance completed a wide-ranging hydrographic survey despite extremely inhospitable conditions.

Endurance and the motor survey boat James Caid completed the British Antarctic Survey's requirement of a



● Cape Horn: Endurance sailed from Antarctica to Chile before navigating the Panama Canal and is spending a week in Baltimore, USA, before returning to Portsmouth on May 6.

detailed record of the Rothera approaches after extensive work around the Mikkelsen Islands.

They also carried out magnetic and tidal observations, photographed the area and recorded and updated numerous navigational marks on an opportunity basis.

Communications were established with the cruise ships Khromov and Vavilov who were greatly interested in Endurance's work around the peninsula.

One of the highlights of the trip was the chance to test the Differential Global Positioning System in Antarctica for the first time. Although it didn't perform to its full potential the ship proved that it can be made to work so far South.

Flag Officer Surface Flotilla, Vice Admiral Sir John Brigstocke, joined the ship at Rothera and spent six days on board to gain a first-hand insight into her work.

Endurance's flight helped the BAS scientists on board to

reach increasingly remote regions, providing essential transport and search and rescue cover for their experiments and clean-up operations.

At the end of her Antarctic stint the ship's company enjoyed a well-earned run ashore at the Chilean port of Valparaiso, before heading north to transit the Panama Canal.

Endurance is spending a week in Baltimore before crossing the Atlantic.



● Top: FOSF, Vice Admiral Sir John Brigstocke, ice climbing near Rothera. Above: HMS Endurance navigates a narrow channel on the Antarctic Peninsula.

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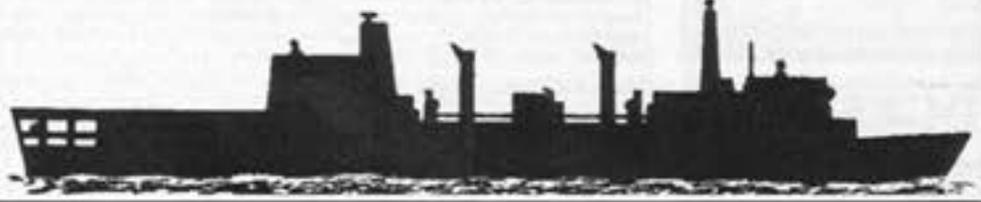
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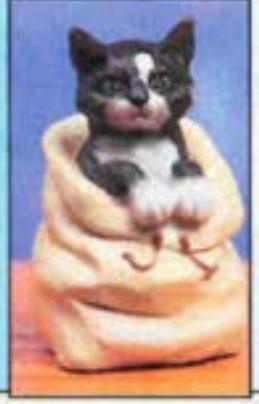
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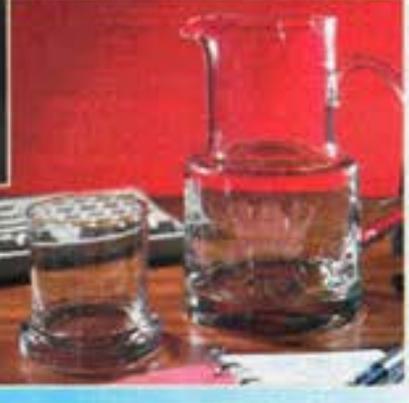
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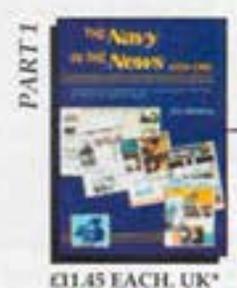
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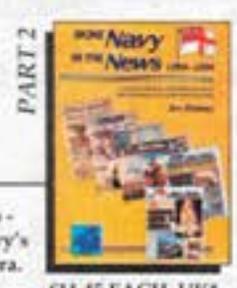
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Miscellaneous and Public Notices



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HOW TO ADVERTISE: Simply write your message (10 words), enclose cheque/PO for £9 and send to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4)

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

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Address:.....

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ANDY 27, seeks female RN penfriend 18-37, maybe meet. BOX May 4

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ATTRACTIVE female 32, seeks tall attractive male species with G.S.O.H. BOX May 6

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STU, single male seeks female penpal 20-35. BOX May 8

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LADY, travelled, loving, own home, needs soul mate to cuddle. BOX May 11

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SINGLE, attractive nurse 32 year, seeks correspondence with GSOH Sailor/Marine. BOX May 14

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LONELY SAILOR would like to find female to correspond, any age. BOX May 16

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AGE 37 5'6" GSOH. Likes skiing, cinema, travel, write to age 35-45. BOX May 18

VETERANS of the sea, where are you? Lady offers correspondence. BOX May 19

EX NAVAL WIDOW 55 n/s enjoys travel, walking WLTM similar gentleman. BOX May 20

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KATHLEEN, attractive, adventurous, waiting for exciting letters from uniformed men. BOX May 27

GRACE, 41, disabled (m/s) lonely, wishes correspondence from caring sailors/marines. BOX May 28

FEMALE, 30, looking for best friend, genuine male, SOH & attractive. BOX May 29

ANYONE out there? If so please write. All letters answered. BOX May 30

LISA, 18, attractive bubbly personality, seeks penfriend. BOX May 31

FEMALE, 34, seeks penpal. Interests include cinema, theatre, travelling and... BOX May 32

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STATUTORY NOTICE

EDUCATION ACT 1996 - SECTION 167

SURREY COUNTY COUNCIL
LOCAL EDUCATION AUTHORITY

ROYAL ALEXANDRA AND ALBERT (AIDED)
JUNIOR SCHOOL (No.3926) GATTON PARK,
REIGATE

NOTICE IS HEREBY GIVEN in accordance with the provisions of Section 167 (1) (b) of the Education Act 1996 that Surrey County Council, as Local Education Authority, propose to cease to maintain The Royal Alexandra and Albert (Aided) Junior School with effect from 31st October 1997.

Places for existing pupils will be provided in a new all-through (7-16) school the Governing Body of the Royal Alexandra and Albert Secondary School as promoters are concurrently proposing to establish in the combined premises of the two schools with effect from 1st November 1997. There will be no change to the existing boarding arrangements.

School transport to the extended school will be provided in accordance with the Local Education Authority's current school transport policy.

It is essential that this proposal is read in conjunction with the proposals to change the character of and make a significant enlargement to the Royal Alexandra and Albert (Aided) Secondary School by extending its age range from 11-16 to 7-16 which is being published concurrently by the school's Governing Body.

OBJECTION PROCEDURE

Under the provisions of Section 168(1) of the Education Act 1996, any ten or more Local Government Electors for the area, acting jointly, may within the period of two months after the first publication of the proposal, submit an objection to the proposal to the Local Education Authority. Objections to the proposal may also be submitted to the Authority within that period, by the governors of any School affected by the proposal or by any other Local Education Authority concerned; and the Authority by whom the proposal was published shall within one month after the end of the period, submit to the Secretary of State copies of all objections made (and not withdrawn in writing) in that period, together with observations on the objection. See Explanatory Notes.

Any objections to the proposal should be submitted in writing to the undersigned (Ref: EPDU(AW)) WITHIN TWO MONTHS of the date hereof.

EXPLANATORY NOTE:

A statutory objection for the purposes of the Act submitted on behalf of ten or more local government electors for the area, either must be signed by each of the objectors or else it must be demonstrated that the objections have been made in conjunction with others.

Dated 24th April 1997

Signed: Paul Gray
Director of Education
Surrey County Council
County Hall
KINGSTON UPON THAMES
KT1 2DJ

STATUTORY NOTICE

EDUCATION ACT 1996 - SECTION 41

SURREY COUNTY COUNCIL
LOCAL EDUCATION AUTHORITY

PROPOSED ROYAL ALEXANDRA AND ALBERT
(AIDED) SCHOOL, GATTON PARK, REIGATE.

NOTICE IS HEREBY GIVEN in accordance with the provisions of Section 41 (2) (a) of the Education Act 1996 that the governing body of the Royal Alexandra and Albert (Aided) Schools intend to publish proposals to:

a) change the character of the Royal Alexandra and Albert (Aided) Secondary School by changing the age range from 12/16 to 7-16 from 1st November 1997.

b) to make a significant enlargement to the premises of the Royal Alexandra and Albert (Aided) Secondary School. The Governing Body propose that with effect from 1st November 1997, the extended Royal Alexandra and Albert (Aided) Secondary School will occupy the combined premises of the existing Royal Alexandra and Albert (Aided) Secondary School and the Royal Alexandra and Albert (Aided) Junior School. In addition, 68 extra permanent places would be added to the 11-16 accommodation.

The school will provide a total of 570 places for pupils aged 7-16 years and will cater for all pupils currently attending the Royal Alexandra and Albert (Aided) Junior and Secondary Schools although those pupils would be free to choose alternative schools if they wish to do so.

From September 1998, 40 pupils will be admitted to the extended school at 7+. Those children will automatically continue their education at the school when they reach 11 (unless they choose to transfer to another secondary school). In addition, up to 42 pupils will be admitted to the school from other schools at the age of 11. There will be no other changes to the existing admissions policy and a copy of this can be obtained from the governors. Boarding provision will continue to be provided at the extended school and is not affected by this proposal.

With effect from 1st November 1997, the extended school will operate under a single governing body, instead of the current, joint governing body.

School transport to the extended Royal Alexandra and Albert (Aided) Secondary School will be provided in accordance with the Local Education Authority's current school transport policy.

This proposal will fall to be decided by the Secretary of State for Education and Employment.

It is essential that this proposal is read in conjunction with the concurrent proposal published by the Local Education Authority, Surrey County Council, under section 167 of the Education Act 1996.

OBJECTION PROCEDURE

Under Section 42(1) of the Education Act 1996 any ten or more local government electors for the area acting jointly may, within the period of two months after the publication of the proposal, submit an objection to the proposal to the Secretary of State for Education and Employment, Sanctuary Buildings, Great Smith Street, London, SW1P 3BT, and objections to the proposal may also be submitted to her within that period by the governors of any school affected by this proposal or by the Funding Agency for Schools or by any local education authority concerned. See explanatory notes.

EXPLANATORY NOTES

1. A statutory objection for the purposes of the Act submitted on behalf of ten or more local government electors for the area, either must be signed by each of the objectors or else it must be demonstrated that the objections submitted have been made in conjunction with others.

Dated 24th April 1997

Signed: John Henry
Chairman of Governors
The Royal Alexandra and Albert School
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Education and Courses

SCHOOLS SHOW THEIR CLASS

The Royal Hospital School



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- Co-educational boarding school for children aged 11 to 18.
- Excellent all-round education with high academic standards.
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LIFE AT Waminster School is never dull! Boys and girls receive a broad and balanced education, with 25 subjects offered in the curriculum and over 50 extra-curricula clubs and activities.

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Visit the school at any time and you will appreciate the opportunity to look around in the company of senior pupils.

Self-belief is secret of success

MAYVILLE'S PUPILS exude happiness, confidence and achieve excellent results. They are proud of their school, their staff and themselves and it is in this self-belief that the secret of Mayville starts. It is the child who feels cared for, no matter whether they are two or 15, that is going to succeed and it is Mayville's policy and pride that they provide the environment in which this occurs. The excellent standards achieved in all age groups is clearly seen as you walk around the school and from the inspection of Key Stage and GCSE results.

The school's code of conduct demands the child show respect for others and for themselves; good manners, self-discipline and a caring attitude help to form the Mayville pupil.

Mayville pupils also have fun; lots of extra curricula opportunities exist, many sports are played - girls and boys enter competitions for drama, music, and dance.

Marathon feat by canoeists

THE CANOEISTS from the Royal Hospital School at Holbrook were successful for the second year running in their attempts at completing the Devises to Westminster Canoe Marathon over Easter weekend. The school were the only East Anglian team.

Against the best canoeists in the country the paddlers battled bravely through to finish fifth out of 17 teams and all their crews completed the event in under 30 hours; including the staff pairing and the first girls' crew from the school to enter.

Fastest

Stuart Hill and James Meluish were the fastest of the RHS crew finishing in a commendable 20 hours and 42 minutes for the four day, 125-mile competition.

If you would like more information regarding this event please contact Mr Don Topley at the school on 01473 326208.

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DETAILS AVAILABLE FROM THE SCHOOLS

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FOR MORE INFORMATION contact:
The Headmistress at
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TEL: 01329 280178 OR FAX: 01329 823964



A registered educational charity
No. 307339

ST JOHN'S SCHOOL SIDMOUTH

*THE flexible boarding school
(ideal for the busy family)*

"Among the best in the UK providing benchmarks of excellence"
(The Sunday Times)

SCHOLARSHIPS FOR SERVICE FAMILIES AVAILABLE

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Tel 01395 513984

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Please telephone Cathy Fenn for a brochure

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Newlands School exists to provide quality education for boys and girls. Registered Charity No. 287600

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Lomond School has always been at the forefront of innovation and forward thinking in the field of private education.

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Lomond has a long association with Service's personal and a generous bursary is available for Service families who wish to take advantage of our first rate boarding school.

For full details, please contact the Headmaster.

LOMOND SCHOOL
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The school exists for the education of children



Education and Courses



**On your marks...get set...
GO TO MAYVILLE**





The Oarsmen - RHS canoe team proudly boast their medals.

Dressed to impress - Dr Southern (headmaster) of CHS with pupils in their unusual Housey uniform.

WIN! WIN! WIN! - 34 See Page

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...first class education for bright children with a boarding need...

Parents serving in HM Forces are warmly invited to an informal

OPEN DAY
SATURDAY 17TH MAY
11.00am - 4.00pm

- Financial assistance for every child
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- Normal entry at age 11 into Year 7

For further details telephone
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near Horsham
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ON THE BLACKBOARD

OPEN DAYS

Trinity School. Devon	10th May, 10am - 1pm
Embley Park. Romsey	9th May, 7pm onward
West Hill Park. Fareham	5th June, 5 - 7.30pm
Mayville High. Southsea	10th May, 2pm onward
Christ's Hospital. W/Sussex	17th May, 11am - 4pm
Boveridge. Dorset	21st June, 2.30pm onward

DID YOU KNOW...

Trinity School pupils have a superb new science and resources block which was opened at the end of January by Baroness Janet Young.

Boundary Oak School at Fareham in Hampshire are now offering boarding facilities for girls. and it has been very well received so far.

MAYVILLE HIGH SCHOOL
SOUTHSEA

Boys 2-11 Girls 2-16+

What does Mayville High School Offer?

- Small classes, ensuring individual attention
- A strong academic record - excellent GCSE results.
- A caring, but disciplined environment
- An extensive, interesting curriculum
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- Strength in creative, sporting and academic subjects
- Our Nursery is open from 8.00 a.m. - 6.00 p.m all year

OPEN EVENING
THURSDAY 5TH JUNE 5.00 - 7.30 P.M.

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WILTSHIRE, ENGLAND

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- ★ Existing Strong Links with Ex-patriate and Service Families
- ★ Excellent Facilities Including...Networked Computers, AstroTurf Pitches, Extensive site, Squash Courts, Sports Hall & Library with Multimedia Reference
- ★ Smaller Classes...average size 15 in years 10 & 11
- ★ Special Support Facilities (e.g for mild dyslexia)
- ★ Good Academic Results (over 80% A-C pass at GCSE)
- ★ Scholarships to recognise special talents at 11+, 13+ & 16+ plus a wide range of Extra-curricular activities

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TEL: 01985 213038 FAX: 01985 214129

E-mail on:- internet:106632.3017@compuserve.com
Visit our home page on:
<http://ourworld.compuserve.com/homepages/warminsterschool>

Warminster School is a registered charity providing education for boys and girls.
Registered charity No. 1042204

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Boveridge House School
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Head Miss P Harper Founded 1966

School status Independent
Age range 8-19
Fees per term (day) £1,900 (boarding) £5,250
Fees per annum (day) £5,700 (boarding) £15,750

Boveridge House School is a school for children with learning difficulties and related medical problems, following a modified GCSE school curriculum. The age range is from 8 to 19 and boarders are accepted from the age of eight. Older pupils follow a life skills programme. Tuition given in music, riding and outdoor activities. Boveridge House School also offers riding holidays and remedial tuition in English language and mathematics during school holidays.

Boveridge House School is an elegant Georgian mansion offering the highest standards of care and accommodation to students.

For further information
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Fax: 01725 517968

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Independent Boarding and Day School for boys and girls aged 2 to 18 years

Boarding places are available for GNVQ in the sixth form

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Apply for prospectus:
The Admissions Officer,
The Hall, Gt Finborough, Stowmarket, Suffolk IP14 3EF
Tel: 01449 674479 Fax: 01449 770908

Video gains

NAVY Board members are blazing a trail with a video conferencing system.

The secure system has been installed and is operating at every member's desk, minimising the need for the frequent journeys brought about by dispersal of members under the Options for Change and Prospect policies.

The availability of commercial off-the-shelf video conferencing equipment to establishments, together with the development of secure and digitised networks, has opened up the field to many interested groups.

The Navy's single point of contact for policy and implementation of Secure Video Conferencing is with DCIS(N), who will formulate the guidelines, standards and management for such systems.

Seafarers' art

AN EXHIBITION of seafarers' art is to be held in London in May.

Organised by the Marine Society, most of the paintings and drawings were inspired by the society's popular annual competition. Some will be offered for sale.

The exhibition will be at the International Maritime Organisation at 4 Albert Embankment.

Entry is free, and the exhibition runs from May 19-23.

New governor

THE NEW Governor of Gibraltar arrived to take up his post thanks to HMS York.

The Type 42 destroyer picked up Sir Richard and Lady Luce in Lisbon, and the new governor spent 24 hours on the ship, learning about York's capabilities.

Sir Richard, the first civilian governor of the Rock, succeeds Admiral Sir Hugo White.

Britannia to tour UK after current voyage

Capital escort

TYPE 42 destroyer HMS Edinburgh has rounded off her Armilla deployment with a royal flourish.

Her final duty was as escort to HMY Britannia and the Prince of Wales on the yacht's final visit to the region. Just two hours before the destroyer was conducting multinational interdiction operations in support of United Nations sanctions against Iraq.

During a deployment which lasted nearly eight months, Edinburgh had several spells of enforcing sanctions, liaised with British merchant shipping, undertook multinational exercises, and visited several Gulf states.

There was also a Christmas stand-off in Durban, and on one patrol the ship rescued nine people from a stricken dhow, which sank in rough seas half an hour after the last man had been winched to safety.

Meanwhile, as the Royal Yacht continues her eastwards progress towards the handover ceremony in Hong Kong at the end of June, plans have been announced for her final



● Royal salute - HMS Edinburgh steams past the Prince of Wales on board Britannia.

farewell cruise around Britain on her return to home waters.

Details have yet to be revealed, but she will sail clockwise, and visits to Liverpool, Glasgow, Edinburgh, Newcastle and London

are on the agenda.

□ Brian Hoey's book *The Royal Yacht Britannia - Inside the Queen's Floating Palace* is now available at the reduced price of £8.95 from the White Ensign Book Club, 113 The

Ridgeway, Northaw, Herts EN6 4BG, tel 01707 872720.

With postage and packing the book - which would cost £14.99 in a bookshop - is available for £10.60.

Forces rescue naturalist

THE THREE armed forces have come to the aid of naturalist Tony Soper, who was injured in an accident in the South Atlantic.

Tony was acting as a guide and lecturer on a ship visiting South Georgia when a cable hauling a boat aboard snapped, dropping Tony and the boat on to the deck.

Tony's right leg was broken so the nearest help was alerted, Grytviken Army Medical Officer Major Tony Willman travelling four hours to stabilise the injury.

The nearest hospital able to operate was in the Falklands, five days sailing away, and Navy orthopaedic surgeon Capt Michael Farquharson-Roberts had flown in to operate on service staff, so he was able to insert a plate and screws in Tony's leg.

Luckily, a regular RAF Tristar flight left for the UK the next day, with Tony and a badly-injured Chinese fisherman added to the passenger list.

"The chaps here have done a marvellous job on me - I can't thank everyone enough," said Tony, who intends to lead further tours to the area in the future.

Ship link is recalled

A SCHOOL has commemorated its war-time links with a merchantman which helped rescue survivors of a convoy escort ship.

Aldenham School in Elstree, Herts, adopted the fast supply ship *Glenartney* under the 'Ships Adoption Scheme' in 1941 - the same year that the ship helped rescue the survivors of HMS *Comorin*, which suffered a severe engine room fire.

Glenartney took just over 100 of the almost 500 survivors, hauling them aboard in difficult conditions while rolling heavily in a gale-swept North Atlantic.

The school has been researching the ship, which later served on Malta convoys and was broken up in 1967.

A plaque was unveiled at the commemorative service, attended by old boys and seamen from the *Glenartney*

Iron Duke's helicopter shows its worth



● First timer - HMS Iron Duke's Lynx Mk8 number 404, crewed by Lt Mark Taylor and Lt Ian Abson and carrying Vice Admiral Fitzgerald, launches in the Bahamas armed with a Stingray.

Lynx in the spotlight

A FRONT-LINE Mk8 Lynx has been put through its paces on an Atlantic weapons range for the first time - under the watchful eye of a senior American naval officer.

HMS Iron Duke's Mk8 took part in the spring Anti-Submarine Warfare and Anti-Surface Warfare

trials on the Atlantic Underwater Test Evaluation Centre (AUTECC) range in the Bahamas.

The US Navy's Inspector General, Vice Admiral Fitzgerald, was making a formal visit to see UK operational trials of Stingray and Spearfish weapons attacks, and was taken in the Lynx, the latest variation of the aircraft, to

watch an attack using a Stingray torpedo.

The AUTECC range is based on a deepwater trench adjacent to the large coral Andros Island, and Type 23 frigate Iron Duke was carrying out a series of exercises with nuclear submarine HMS *Trafalgar*.

The frigate was due back in Britain at the end of April.



● Caribbean RAS - HMS Boxer (top) replenishes at sea from RFA Black Rover. Also in the picture is French frigate Detroyat. Boxer has been using her West Indies Guard Ship (WIGS) deployment to strengthen relationships with West Indian communities - the ship's Guard of Honour marched in St Lucia to celebrate the island's 18th year of independence. As well as countering drug runners, Boxer participated in Exercise Tradewinds, involving British Dependent Territories and Trinidad and Tobago, Grenada, St Nevis, Antigua and Guyana. The annual exercise is designed to aid co-operation in case of military or narcotic threat, or natural disaster, and is supported by the USA.

Win a complete set of Children's Britannica

makes learning easier and more fun.

Due to the great success of our January competition we are offering you a 2nd chance to win a beautiful, hardbound 20-volume set for your school.

Containing over 6,770 pages and over 6,000 illustrations. It includes a 96-page Atlas of the World and a reference index that lists 30,000 subjects. Each book measures approximately 10x7 1/2 in. (254x190mm).

How to enter

Study the anagrams below and unscramble the letters to reveal the names of 3 Schools that appear in our education feature shown on pages 32 & 33.

Write your answers clearly on a sheet of paper together with your name and age as well as the name, address and telephone number of the school you are attending.

Answers **MUST** be submitted along with this question slip in an envelope to arrive at the offices of Navy News not later than 31 July 1997. (Do not include anything else in your envelope). Send your entries to: Competition Britannica, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH.

ANAGRAMS

1. TS NDSUTNAS EYVAB
2. AUVRBNDQ AKO
3. YLMEEB RQPA

Entries with all 3 correct answers will be entered into a prize draw to be conducted at Navy News offices mid August. The winner will be announced in the September 1997 issue. (Entries cannot be returned).

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

Going Outside

NEW TIME AHEAD FOR NAVY LEAVERS

PERSONNEL leaving the Forces after having served at least five years will have Graduated Resettlement Time (GRT) of between two and seven weeks in a new scheme which will be fully implemented on April 1, 1999.

Job advisers at open day

TOP ADVISERS and course organisers for Service leavers will be on hand to answer questions at an open day at the Naval Resettlement Offices in HMS Nelson, Portsmouth on June 5.

A computer-equipped Job Search Centre and Training Access Points set-up will be available throughout the day from 0900 to 1600.

As well as the normal office staff, headed by Naval Resettlement Information Officer Cdr Clive Lewis, other advisers will include representatives of higher education institutions, management trainers, IT careers experts, the Inland Revenue, the Services Employment Network, the Regular Forces Employment Association, and The Royal British Legion.

The scheme applies to those who joined after March 1994. Those who were serving earlier will retain reserved rights to the current resettlement scheme, but can opt for GRT, which allows greater flexibility for taking part in accepted resettlement activities.

Under the graduated system, leavers having served at least 16 years will be entitled to seven weeks' resettlement time. Those who have served less than a year will be allowed two weeks only if they have been medically discharged, while leavers after one year but less than five will get six weeks if they depart for medical reasons.

After five years, leavers will get four weeks GRT for normal discharge, six weeks for medical discharge and two weeks for premature voluntary release. Resettlement time is then graduated upwards at the eight and 12-year marks.

For further details, refer to Defence Council Instruction (Joint Service) 12/97.



Geoff switches to the airwaves

EX-NAVY MAN Geoff Gillett has moved into full-time radio broadcasting after 18 years of service in the Royal Navy – as a chef.

Geoff, who represented the Navy many times at cookery competitions around the country, now presents the weekday evening programme for Lantern FM, a commercial radio station serving an audience of 50,000 covering about 500 sq miles of North Devon and surrounding counties.

Geoff was signed up after he had produced an audition tape while serving in HMS Montrose during

her recent deployment to the Falkland Islands.

During his time in the Navy he also ran his own business as an entertainer when the Service allowed, performing in venues from Scotland to Cornwall.

At weekends he still makes personal appearances throughout the West Country from holiday centres to military bases, through his agent and management, Heartbeat Entertainments.

Top careers in pubs 'are overlooked'

THE PUB industry is booming, yet research among would-be recruits by one of the UK's leading inn operators shows that careers advisers are overlooking the increasing opportunities in pub management.

Scottish & Newcastle Retail says that, traditionally, pub retailing has not been recognised as a serious career option, yet the industry has undergone immense changes in the past five years.

Gone are the days when pub management simply involved playing mine host and serving a decent pint of beer, say Scottish and Newcastle. Operationally, pubs are now as sophisticated as any high street retail outlets and provide a challenging, interesting career.

Mature people

Specific expertise is not required, the life experience of a more mature person is valued and, if Service leavers have the right basic skills, they can take on their own pub after just a few months of paid training.

Over 70 per cent of Scottish & Newcastle managers are from a different background, with 15 per cent of recruits aged over 40 – and that figure is rising.

Former Navy man Wesley McKelvey (35) runs The Bear in Bath with his wife Carolyn. "I think my Navy training stands me in good stead as a pub manager as I

use skills which I practised there such as initiative, independence and self-discipline," he said.

"It's very difficult to know what to do with your life when you leave the Forces, but five years on I don't regret the decision at all."

The direct approach

DIRECT marketing allows people to build a small, personal business to provide – initially at least – a secondary income, through a minimal financial commitment. Growth to a network business with the potential to develop and expand is possible with persistence and dedication.

Presentations by a direct marketing operator are given occasionally at the Resettlement Office at HMS Nelson. Meanwhile, information packs are available from Bob Coveney on 01256 469000.

Marines brave -70C at Arctic graveside

IN TEMPERATURES as low as minus 70C two Royal Marines Arctic explorers have followed in the footsteps of the ill-fated Franklin expedition of exactly 150 years ago.

Sgt Sean Chapple and Cpl Alan Chambers have now returned from two months in the high Canadian Arctic, training for their attempt next year to make an unsupported crossing of the polar ice-cap on foot.

During their training foray from their base at Resolute Bay, 800 miles inside the Arctic Circle, they hauled their 200lb sledges a total of almost 280 miles, negotiating complex mazes of ice boulders as high as 20ft.

In normal temperatures of minus 30-40C, their task was made heavier by the fact that it was so cold that the ice under the sledge runners did not melt, making it feel as if they were being hauled on sand.

Bear danger

Perspiration froze and hands became numb within seconds of a pause in activity. There was also the danger of polar bear attacks – although the only bears the explorers spotted were fortunately at a safe distance.

Coldest temperature the two experienced was minus 70C on Beechey Island, the site of the graves of three members of the Naval expedition led by Capt Sir John Franklin in 1845-47.

His two ships, HMS Erebus and Terror and the whole of the 129-man expedition to find a north-west passage disappeared almost without trace. However, three graves containing early casualties of the ordeal were found on Beechey Island by a search party in 1852.



● Arctic adventurer Sgt Sean Chapple of 42 Cdo. He and Cpl Alan Chambers (40 Cdo) set themselves a gruelling work-up for their attempt next year to make an unsupported crossing of the polar ice-cap. Their 280-mile course took them to the area where Royal Navy explorer Sir John Franklin and his men disappeared 150 years ago.

The bodies, buried in 1846, were those of PO John Torrington, AB John Hartnell and Mnc William Braine.

Despite very low temperatures, Sean and Alan paused at Braine's grave in tribute to him and the other men of Franklin's party. The two then made the ten-day return trip to Resolute Bay via Griffith Island.

Throughout their journey they carried a satellite emergency radio beacon which could, if necessary, transmit a distress message to the Arctic base and airstrip at Resolute Bay.

"This training trip has proved to be vital in our work-up for the 1998 attempt," said Sean.

"We quickly gained a lot of experience en route," said Alan. "Our fitness improved daily as we hauled for seven hours on what seemed to be cement. Some days were extremely taxing."

■ On June 11 wreaths will be laid at the Franklin memorial in Westminster Abbey to mark the 150th anniversary of his death.

COMBAT STRESS



Bringing peace to minds at war

From earlier wars we had 'Shell Shock'. Today they call it 'Combat Stress'. What Corporal Alan Young saw and heard in Sarajevo left him cowering in a corner. And he still can't leave his room.

For many veterans, not just from Bosnia but from the Falklands, Korea, and especially the Second World War, the story is the same. 'Combat Stress' can shatter a life forever.

Today Alan is looked after by the Ex-Services Mental Welfare Society. With over 4,000 men and women to care for and who knows how many more, we need every penny you can spare. Psychiatric care, nursing and the management of our homes costs money that will only come from people like you, people who care about those who gave more than they could spare. Please do help. We have need of every penny urgently.

They tried to give more than they could. Please give as much as you can.

To protect those concerned this is an amalgam of case histories in our care.



EX-SERVICES MENTAL WELFARE SOCIETY

Dept. NNS, Broadway House, The Broadway, Wimbledon SW19 1RL, Telephone: 0181-643 8323

Please find enclosed my donation for £50/£20/£10/£5/£2. Reg. Charity No. 266022

or charge my Access/Visa/Charitycard No. _____ Expiry date of card _____

Please send me further details about the Ex-Services Mental Welfare Society

Name (BLOCK LETTERS) _____

Address _____

Signature _____

Data Protection Act: We may occasionally wish to contact you with news of our work. If you would prefer that we do not, please tick the box

In the line of fire



This month marks the 25th anniversary of the introduction of Royal Navy Principal Warfare Officer training. Navy News takes a look at life in the hot seat.

A MODERN warship is only as effective as its ship's company - hundreds of people, each with a vital role in the grand order.

But deep in the heart of the ship, in the operations room, sits one individual who is at the eye of the storm, the officer who has key responsibility for controlling the tactical situation outside, whether in the air, on the surface, or beneath the waves - the Principal Warfare Officer (PWO).

The role is a relatively recent concept - the situation in the 1960s was of 1930s vintage, in which the Fleet relied on the expertise of specialist officers in Gunnery, Ordnance, TAS and Air Direction. This system relied on the Commanding Officer, himself a specialist, co-ordinating the activities of his specialists, and had proved itself in set-piece battles.

But as new technology supplanted the old, and precision guided weapons became the mainstay of

maritime arsenals, the Admiralty began to explore the possibility of a common comprehensive warfare training package for all Seaman officers, giving them the proficiency in all sub-specialisations to be able to co-ordinate warfare efficiently.

So it was that Admiral Sir Edward Ashmore, Vice Chief of the Naval Staff, became responsible for the rationalisation of warfare training, and the driving force behind many of the fundamental changes in manning modern warships, into which the concept of a multi-disciplined Warfare officer fitted perfectly.

After much debate, a 1971 DC1 announced the establishment of a training package.

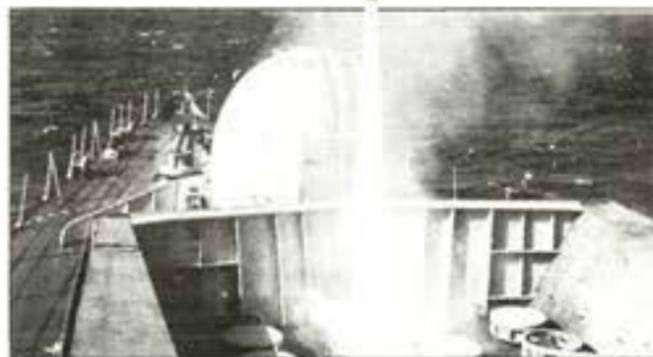
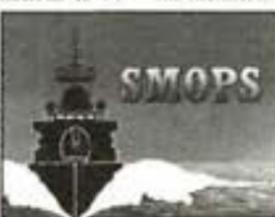
The various specialist schools in the Portsmouth Command - HMS Excellent (Gunnery), Vernon (Anti-Submarine Warfare),

Mercury (Communications and Navigation) and Dryad (Anti-Air, Surface Warfare and Aircraft Direction) - were invited to submit the key elements of their courses for inclusion in the new PWO syllabus, and the Director of Naval Warfare was tasked to conduct a feasibility study and test the new concept in two Leander-class frigates, HMS Jupiter and Achilles.

The first PWO course, which started in May 1972 at HMS Dryad, was very different to the current version. The first students divided their time between the specialist schools, and the course aimed to qualify all officers in the skills of underwater warfare (UWW), above-water warfare (AWW), communications, navigation and NBCD in just 37 weeks - causing some of the "long-course" specialist officers to look at the new breed with misgivings, believing the skills were being diluted too far.

The sub-specialisations of UWW, AWW, communications and navigation re-emerged in 1982, although the PWO was still expected to have a sound working knowledge in all these areas. The navigation element was removed in 1991, becoming a separate module to be tackled following the PWO's first appointment at sea.

The PWO concept quickly gained support, so much so that completion of the course became an essential career step for mainstream Seaman officers of mid-seniority lieutenant rank. The course has also proved of benefit to officers of the Fleet Air Arm, Submarine Flotilla, Minor War Vessel Flotilla, Weapons Engineering branch and RFA, many of whom have gone on to complete appointments as a Surface Flotilla Warfare Officer.



● On target - a Seawolf is brought to bear on a PWO's advice.

The Defence Review of 1981 and Options for Change spelled the end for a number of specialist schools, including Mercury and Vernon, allowing Dryad, along with the School of Maritime Operations (SMOPS), to take centre stage.

SMOPS facilities boast some of the most advanced ops room simulators in the world, allowing PWO students, alongside all other warfare career courses, to undertake demanding team training programmes under realistic conditions for any threat the Navy might face.

SMOPS machinery is constantly being updated - the Type 21 simulator will be replaced by a Type 23, and the Type 42 is being upgraded.

The facilities also prove useful

with ship's teams preparing for work-up and deployment.

There is also the chance for PWO students to become acquainted with basic tactics and tactical procedures in Cunningham Building's computerised trainers.

More than 1,300 students have completed the PWO course, and its success may be judged by the fact that several navies, including Australia, New Zealand, the Netherlands and Canada, have adopted the concept, and many others send capable candidates to attend the SMOPS shorter International PWO course.

□ PWO commemorative dinner - see page 24.

ADMIRAL of the Fleet Sir Edward Ashmore was instrumental in the introduction of the multi-skilled PWO to the RN in the 1970s. Born in 1919, Sir Edward entered the Navy in 1933, winning the Distinguished Service Cross for his gallantry during a convoy to Malta in 1942. A communications specialist, he qualified as an interpreter in Russian in 1947 and became interpreter and assistant to the Naval Attaché in Moscow, followed by a stint at the Navy's signal school at HMS Mercury.



● Trial ship - Leander-class frigate HMS Achilles was one the ships chosen to trial the new concept of a Principal Warfare Officer in the early 1970s.

The modern PWO

TODAY'S PWO candidate will normally have completed at least two appointments at sea as a qualified bridge-watchkeeper, and will also have gained the Operations Room Certificate, awarded for a basic knowledge of warfare, aviation, ops room management and the role of the warfare department.

He or she must be recommended for the intensive course, which lasts a year.

There are four courses for between eight and 17 students running at any one time, each at a different stage.

Students undertake classroom work at Dryad and HMS Collingwood, tough practical exercises in SMOPS simulators, and high-pressure ASW

and AAW sea-training packages in the Channel or off Gibraltar, which include live missile firings.

There are also regular exams, and visits to other warfare-related establishments. The culmination is a two-week operational team training assessment in the simulators where students are put through their paces in realistic multi-threat exercises.

Exacting though the standards are, 85 per cent complete the course.

The PWO course continues to develop according to needs, with the emphasis on practical simulated and live exercises.

The RN's first female PWO student is expected to qualify at the end of this year.



● Hitting back - the PWO strikes at enemy targets with Harpoon (left), Goalkeeper (centre) and Lynx.

One man, many threats

MODERN warships must counter many different threats if they are to succeed in their appointed task - fast-moving aircraft and sea-skimming missiles, enemy warships, or submarines lurking below, in any combination, and possibly simultaneously.

The speed of thought and action required to combat sophisticated weapons makes it necessary to have highly-trained professional Warfare officers who have the authority, delegated by the commanding officer, to take the necessary immediate actions to protect his ship, even when the CO is not in the ops room.

The PWO must be able to absorb information from the ship's sensors, whilst controlling and co-ordinating a multitude of other ships, aircraft and submarines, both RN and allied, and engage the enemy with appropriate weapons. The PWO is at the very heart of modern maritime warfare.

To fight effectively the PWO must have a clear picture of what is going on around him. He is supported by other members of the ops room team and the arrays of sensors, known as the Action Information Organisation.

Radar detects air and surface contacts, while passive and active sonars detect submarines. Enemy radar emissions are picked up by electronic intercept equipment.

Other elements add to the picture - airborne early-warning radar, as well as data exchange with other ships and shore authorities.

With all the facts, the PWO can make the tactical decisions to employ the weapons at his disposal.

Sea Harriers have the reach to counter air and surface threats at long range. Sea Dart, Seawolf, Goalkeeper and Phalanx will destroy sea-skimming missiles and other airborne threats, and helicopters will help prosecute surface or sub-surface threats.



● The real thing - a Principal Warfare Officer course student concentrates on incoming data in the operations room of a Type 23 frigate at sea.

Steady drive keeps RN rally team on track

THE ROYAL Navy Skoda Rally Team has been in action again, competing in the Vauxhall Panaround Rally in North and Mid Wales.

The gruelling event was the second day of the Vauxhall Rally of Wales and a round of the Skoda Trophy.

There was drama before the start when the car, an International Group N Skoda Felicia, was discovered to have a broken gearbox sensor - but a replacement was borrowed from the garage of a local dealer in the nick of time.

Demanding conditions

Fog and rain made the event even more demanding but the Navy team moved steadily up the leader board to finish 35th overall out of a start of 60 cars.

It was the first time that leading Wren Tracey Gates had navigated a rally car - stepping in at the last moment the usual co-driver, PO Jason Curtis, was unable to compete. The team's next event is the Simonize Tour of Cornwall on April 26 and 27.



● Taff Hopkins (Capt F6) and Tracey Gates (2SL Victory Building) slide the RN Skoda Felicia during the Rally of Wales.

In brief

Refs urged to book courses

THE RNFA Referees Society's latest goal is to bring former members back into the fold by booking them on refresher courses.

Almost 200 RN referees currently officiate in a wide range of games right up to Contributory League football in the civilian sector.

The Society is keen to expand and is offering to update officials who have lost touch for one reason or another with the changes in the Laws of Association Football (LOAF) and FA Memorandum over the last few seasons.

Requalifying is not a problem and the Society would also like to hear from new referee candidates.

The area representatives are: Portsmouth, Dave Cox, HMS Sultan 2777, Plymouth, Simon Hollick, HMS Drake 67468, NAC, John Naples, Yeovilton 6255, Royal Marines, Chris Glover, Lymington 4023 (thrb) Graham Cann on June 12, Lymington 4352.

You can also contact the RNFARS Secretary at 4 Oakhurst Road, West Moors, Ferndown, Dorset (telephone Boscombe Down 2154.)

Dates set for U21 selection

THE NAVY Under 21 Rugby Squad will be selected at two training weekends in June and July.

The first will be held in HMS Drake on June 28 and 29 and the second at HMS Collingwood on July 12 and 13.

RN and RM personnel born after August 31, 1976, who have the potential to play at county level, should contact the PT staff or one of the following:

Lt Cdr P Noble (FOSM) 93 603 7444, Lt Cdr J Taylor (Dryad) 93835 4302, CCY S Wigglesworth (Collingwood) 93825 2757, POWEA J Straw (Collingwood) 93825 2722 or CPTI Torpey (Temeraire) 9380 24392.

Temeraire is branching out

A NEW wing of HMS Temeraire has been officially opened by DNPTS Captain Graham Robinson.

The new wing will accommodate the PT staff and a well-equipped graphics section and store.

On the same day, DNPTS planted a tree to mark the 125th Anniversary of the Rugby Football Union.

Parachuting courses are booking now

IF PARACHUTING is something you've always wanted to try but never made the time for - now is your chance.

The RN/RM Sport Parachute Association at Dunkerswell Airfield near Honiton, Devon, is taking bookings for every kind of parachute training from static line to accelerated freefall.

First jump courses are just £80 and tandem jumps are £100. The centre is open from Wednesday to Sunday - for full details, contact the Admin SNCO on 01404 891697.

NICE ONE, CYRIL!

AN HISTORIC first is being claimed by HMS Invincible.

The ship believes that their exchange officer, Lt Cyril Stylianidis, is the first Frenchman to represent the RN at volleyball.

Cyril is on board for at least another year so he has plenty of time to become volleyball's answer to Eric Cantona!



CAPITAL RESULTS IN LONDON MARATHON

WHILE thousands of runners in the London Marathon enjoyed the warm weather and carnival atmosphere, more serious matters were being decided among Service runners.

The event is the Interservices championship and it was keenly contested, with more than 150 athletes representing the RN and Royal Marines.

The first three Navy runners home were Cpl Mark Crossdale RM in 2hrs 22m 23 (47th overall) Lt Ginge Gough (RN) in 2hrs 30m 52 (113th) and Cdr Simon Sheard with a personal best of 2hrs 31m 16 (136th).

Overall, the RN team total was less than four minutes behind the Army and the RAF but Mne Crossdale's excellent efforts resulted in second overall Interservices finisher.

Ginge Gough did remarkably well to finish 5th veteran in the whole race and 1st Service veteran.

To complete a very successful running day for the RN, our top two ladies, running their first marathons, won the Interservice race with excellent times.

Lt Claire Nursworthy finished in 2hrs 58m 29 (53rd lady overall) and LWWR Vicki Norton crossed the line on 3hrs 24m (65th.) Other top finishers were WO Terry Pares RM with 2hrs 33m

35, Lt Cdr Peter Walker with 2hrs 35m 22 (a personal best by over nine minutes) CPO Paul Jolin in 2hrs 41m 28 and Sgt Dave Tennison in 2hrs 44m 14.

RN runners were strongly supported on the day and 2SL, Admiral Sir Michael Boyce (the President of the Navy Athletics Club) presented the Naval awards at the end of the marathon.

Charity

Navy runners in the London Marathon helped to raise thousands of pounds for charity, with one one the major beneficiaries being King George's Fund for Sailors.

Seven runners from RNAS Yeovilton raised more than £1,200 for their efforts with the best performance coming from Phil MacQuaid who crossed the line 2hrs 55 minutes.

Other notable entries were

Captain Gordon Wilson of the WEU Institute, Paris, in his 27th Marathon, Commodore Rees-Ward, DOR (Sea Systems), and Rear Admiral Richard Cobbold, Director of the Royal United Services Institute.

□ The weekend before the London Marathon, Cdr Al Rich from HMS Osprey finished first veteran and 7th overall in the Taunton Half Marathon with a time of 1hr 15 in a field of over 300 runners.

After the success of RN runners in the London Marathon, the Navy Athletics Club has entered a team in the Potteries Marathon in Stoke on June 15, led by Cdr Rich and PO Andy Caldwell.

Anyone wishing to be considered for selection for this event, or for the RN/RM team in the US Marine Corps Marathon in Washington DC on October 26, should get in touch with Cdr Rich on HMS Osprey extension 5448.

Cornwall favoured by sea-side breaks

NAVY golfers failed to repeat last year's success when they took on an experienced Cornwall County side at the picturesque West Cornwall Golf Club, writes Cdr Gary Skins.

A larger team than usual made the journey west, mainly to ensure that all four newcomers to the squad were given the earliest opportunity to gain experience at this level.

Most of the RN squad performed well, but Cornwall (led by ex-RN golf stalwart Malcolm Edmunds) were obviously set on revenge for their rare loss last year and used their experience and local knowledge to good effect in gaining a convincing win.

The Navy squad can take encouragement from the fact that six of the singles matches were settled on the final green, despite being on the wrong side of the result in each case.

Lt Cdr Darryl Whitehead (HMS Liverpool) had an excellent weekend, playing some fine golf over a testing course and will relish this streak of form as he prepares to deploy in the West Indies Guardship for the rest of the golf season. His service will certainly be missed by the team.

Cpl Joe Sharp (CTCRM) lived up to his reputation of being one of the finest 5 handicap golfers around by completing the weekend with two wins and a halved match to his credit. The following players made their debuts for the Navy: Lt Cdr Kevin Seymour (899

NAS) S/Lt Mike Scott (BRNC Dartmouth) Cpl Chris Graham (RMR Bristol) and PMA Scott Gilbert (HMS Raleigh).

All four acquitted themselves well in their first matches and showed a good deal of potential for the future.

Much is expected of Gilbert, who, before joining the Navy in February, was a full Cornwall County player. He is concentrating hard on his training and the squad hope to take advantage of his considerable talent.

Once again, the Navy were hosted with exceptional hospitality at the friendly golf club which has a long association with the Service.

Fixtures

As Navy News went to press, the Inter Command Matchplay Championships were getting underway at the China Fleet Country Club.

The annual fixture against North Yorkshire takes place at the end of May and the Navy Strokeplay Championships are to be held at Woodbury Park, Exeter, from June 18 to 20.

A limited number of entries are available in the strokeplay event for players with a maximum handicap of 10, who are not selected for their command teams. Applications should be made through the RNSA Command Secretaries or direct to the RNSA.



● Lt Cdr Kevin Seymour (899 Sqn) one of four newcomers to the Navy Squad who made their debut against Cornwall.

Skeleton bobbers are going down hill fast

LEADING divers Mike Maddock and Sid Lawrence are going down hill fast as they prepare for the 2002 Olympics in Salt Lake City.

They are members of a seven-strong squad which will represent Britain for the first time in the bone-shaking bob skeleton.

Mike is a Faslane-based clearance diver and Sid, ranked 37th in the world last year after only two seasons in the sport, is based at Portsmouth Diving School.

They will compete in the skeleton bob's Olympic debut in 2002, although the sport has been around for over 20 years.

Similar to bobsleigh, but with the added danger of hurtling down the icy run head first, the competi-

tors reach speeds of over 90 mph. "It's total exhilaration" said Mick (32). "The G Force is the same as that experienced by a fast jet fighter pilot."

Gravity

Skeleton bobbers have to control their 43kg sleds using their shoulders, knees and head and rarely look up to avoid losing time.

"I need to know every inch of the course so I can feel my way through the bends" said Sid (31).

"The gravity is so great on some of the bends that it's impossible to lift my head!"

Not surprisingly, the pair's love for the sport has left them nursing injuries on many occasions including several broken ribs, a broken hand, dislocated vertebrae and chipped teeth.

They are working closely with British Aerospace to develop their state-of-the-art sled which has already but them in the top five nations this year and which they hope will put them on the podium for a gold medal in 2002.



Going for gold (l to r) LD Mike Maddock, Team Captain Kristan Bromley and LD Sid Lawrence

Road results

NAVY athletes have been very active on the road recently.

In the Reading Half Marathon Mark Croasdale (CTCRM) ran a superb race in a top class field to finish 7th with 65m 16.

On the same day Dai Roberts (Nelson) showed a welcome return to form to finish 7th in the Eastleigh 10km with 31m 9 while Collingwood's Lt Ginge Gough was 12th and first veteran with 31m 40.

Taff John (Collingwood) finished 46th in the 20-mile Hampshire in the Spen Inter Counties race with 2hrs 2m 16 and in the Fleet Half Marathon, also the Inter Services event, Simon Sheard (CINCFLEET) finished 29th overall and 10th Serviceman with a personal best of 1hr 11m 57.

The Navy Men were fourth overall and third in the Inter Services. In the Ladies Race, Claire Norsworthy (CINCFLEET) ran a good race to finish 4th overall and second in the Inter Services with 1hr 23m 47s and the RN ladies team were second in the Inter Services.

Bob Chapman finished his season with a fine run in the British Veterans Cross Country at Sunderland finishing 7th in a very large field in the over 50 category.

In the final race of the London Services League at RAF Northolt, Claire Norsworthy and Lindsey Gannon finished 1 and 2 to give Northwood the Ladies team title.

NAVY YOUTHS DO BATTLE FOR DALLAS CUP

THE NAVY under 19 soccer squad took on some the finest club teams in the Americas in their bid to recapture the Dallas Cup.

Almost 180 teams from all over the World took part in the competition, including famous names like Ajax (Netherlands) AC Milan (Italy) and Leeds United.

First blood

The RN youngsters played three matches against international opposition and only narrowly missed out on a place in the quarter finals.

In their first match against Mexico's Club Manna, NA Corky Cork (899 Sqn) and MEM Crash Evans (HMS Nottingham) scored a goal apiece to secure the squads first victory 2-0 and their form was to show through in the next round



Walton and Harland celebrate Proctor's last-minute goal against Wilstermann.

as they faced Virginian State Side Wilstermann.

It was a tense game where goals from OM Fernie Fern (HMS Montrose) and another from Crash Evans saw the teams level at 2-2 in the closing minutes.

But OM Scouse Proctor (HMS Dryad) scored the Navy's third and winning goal with the last kick of the match and the RN went on to play the Kansas State side Boto Fogo.

This time the squad did not fair so well and Boto Fogo's 2-0 victory saw the RN's exit from the competition.

Over 6,000 soccer-mad Texans watched the games which were also broadcast on television and reported in the press.

The two-week trip was funded by grants from the Sailor's Fund, the Fleet Amenities Fund, and the Sports Lottery.

The team will be in action again in the Royal Mail Cup in Portsmouth in July.

Any players born after July 31, 1978 who would like to be considered for a trial, for this game or even next year's Dallas Cup, should contact the team manager, Sgt Trevor Ford on Whale Island 7683.



Corky Cork (899 NAS) scored the Navy U19s first in the Dallas Cup

Gloucester defeat leaves final open

WHILE the RN Under 19s were battling in Dallas Cup, the Navy's senior team were tackling Gloucester in search of a victory which would clinch their place in the South West Counties Cup Final writes Lt Cdr Jim Danks.

After an early scare, the team settled down and began to dominate the game. LPT Paul Willeys posed a constant threat to the Gloucester defence with his long throws and it was from one such ball that the Navy took the lead.

Skipper POPT Steve Riley (DNPTS) received the ball 25 yards from the goal to volley the ball home, putting the RN one ahead on 26 minutes.

As the Navy's eager forwards sought to increase the lead, POAEM Nigel Thwaites twice went close following good moves involving PO Chris Long and OM David Wilson.

In the 43rd minute LAEM Craig Robinson took a corner on the right and POPT Nick Haigh scored from close range to leave the score 2-0 at half-time.

Pressure

Immediately after the restart, CPO Will Flint was denied a goal by a fine save from the Gloucester keeper Rowe and after coach Tommy Johnson had introduced CPO Bob Evans and LPT Fraser Quirke into the attack, more pressure was piled on the Gloucester goal.

A cut eye brought coach Johnson on to the pitch to see out the last 15 minutes but the Navy remained in control for a 2-0 victory.

As Navy News went to press the team were preparing to take on Devon in the final.

HMS Sultan face RAF Bruggen (away) in the first match

of the Jubilee Cup on April 29 and play the winners of the Army Cup Final at home on May 7.

Cricket news

THE NAVY Senior side play the Free Foresters in the traditional curtain-raiser at Burnaby Road on Sunday May 11.

The match is followed by a two-day fixture against Incogniti on May 15/16 and the MCC Young Cricketers on May 21, both matches at Portsmouth.

Oxford University provide opposition in the Parks on May 22 and with fixtures against Middlesex II and England U19 both at Portsmouth on May 28 and 29, the team face a busy month under the new skipper, Lt Cdr Chris Slocombe.

The U25s play BRNC on May 10, Devon CA at Paignton on May 11 and Devon and Cornwall Police at Mount Wise on May 12. Dorset U25s are visitors to Portsmouth on May 20.

HOCKEY SQUAD SCORES FOR CHARITY



THE RN Women's Hockey team took part in the Great South Run to help raise more than £29,000 for their tour of South Africa.

But at the same time they scored a major success for the Solent Multiple Sclerosis Therapy Centre by collecting a further £1,000 on their behalf.

Centre Manager Mr Frank Rowlands visited HMS Temeraire to meet the ladies and was presented with a cheque for the full team (left) and their manager, CPO (R) Stephen 'Soapy' Watson.

The team's two-week tour of South Africa took them to both Cape Town and Johannesburg.

They played six matches, culminating in a game against the South African Defence Force, and still found time to visit Sun City and the Pilsberg Game Reserve. For a full report, see next month's Navy News.

