



# Navy News

NOVEMBER 1997

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# BRITANNIA'S LAST BOW



## But will Naval city keep her?

AS HMY BRITANNIA makes her final tour of the UK before decommissioning, the Naval city of Portsmouth sees itself as a front runner among the contenders bidding to make the Royal Yacht a heritage showpiece.

Britannia, which left her base at Portsmouth on October 20 to begin a month-long voyage around the British Isles, is due to decommission on December 11 and will not be replaced, the Government has decided.

The paying-off ceremony at Portsmouth will be attended by the Queen and other members of the Royal Family.

Commodore Royal Yachts, Commodore Anthony Morrow, said Britannia would be involved in an intensive series of royal events in each of her eight ports of call, culminating with a visit to London to coincide with the golden wedding celebrations of the Queen and Duke of Edinburgh.

Commodore Morrow said: "Inevitably there is an element of sadness about this last trip, but it is a proud end to this ship's life."

Options for Britannia's future are being studied, including a £10 million plan by the Flagship Portsmouth Trust to open her as a

tourist attraction, based with HMS Victory, HMS Warrior and the Mary Rose at Portsmouth Historic Dockyard.

Portsmouth City Council leader Leo Madden said: "Portsmouth is emerging as a front-runner for permanently housing Britannia for the public. As a national monument and an international tourist attraction, her ideal home would be in her home port of Portsmouth."

He said the city was world renowned for its maritime heritage and it had the experience and expertise to maintain the ship properly. She would complement the £86 million Millennium Project plans to redevelop the harbour.

"The people of Portsmouth have a strong emotional tie with Britannia, and many of them have been associated with her over the years," he said. She would be berthed near the Victorian ironclad HMS Warrior and funding to preserve her would be raised by public subscription.

However, Portsmouth faces stiff

■ Turn to back page



**A CUTE ANGLE!**

... at which to see HMS Walney. The Sandown-class minehunter is framed by the windscreen of 819 Squadron's search and rescue helicopter based at HMS Gannet. The steep dive was executed by Lt Simon Coley (right) and his co-pilot, Lt Simon Kirkham (left). More from the Navy in Scotland in this month's centre spread.

Picture: LA(PHOTO) Ritchie Harvey, HMS Gannet

# Middleton takes a trip up country

MINEHUNTER HMS Middleton leaves behind her nautical environment for the bushy banks of the Manchester Ship Canal for a visit to her affiliated community of Middleton in the Borough of Rochdale.

The Middleton's rare journey along 36 miles of Britain's most famous canal ended at Salford Quays where she was open to visitors for two days.

As well as welcoming on board the Sea Cadets of TS Tremadoc Bay and TS Frobisher, she hosted her three affiliated schools - Counthill, Middleton Parish and Alderman Kay.

## £700 'rowathon'

A cocktail party on board was attended by the Mayor of Rochdale, Cllr J. Gartside and other civic dignitaries, and runs ashore in Manchester were interspersed with two close games of rugby and soccer against Manchester Police teams.

The fitness of the Middleton sportsmen proved the worth of the marathon 'rowathon' on board before the visit when 35 members of the ship's company rowed the equivalent of 1,100km to raise no less than £700 for the NSPCC, the furthest distance of 102km being achieved by LOM Taff Price.

The cheque was presented to the Mayor by the ship's Commanding Officer, Lt Cdr Richard King.

Shortly after her visit, Middleton started an eight-month refit at Rosyth.

Picture: PO(PHOTO) Paul Everitt CINCFLEET



## RFA ships go in as fire and gales strike at sea

### Battle to rescue injured crewman

BATTLING against severe weather, the survey ship HMS Herald and the tanker RFA Oakleaf transferred an injured yachtman from his vessel in a complex rescue operation in the Bay of Biscay.

The ships were off the north coast of Spain, when they were called to help a Dutch crewman of the Netherlands-registered yacht Gacreville. He had suffered a fractured skull, jaw and nose.

In a Force 7 gale and high seas, an attempt by a Spanish helicopter to winch up the man had been unsuccessful, and Oakleaf positioned herself to provide some shelter for the yacht while the aircraft returned to La Coruna to refuel.

When it was learned that a relief helicopter had also had to turn back due to technical problems, HMS Herald launched her sea boat despite the weather. On board was the ship's Medical Officer, as well as two men transferred from the Oakleaf.

The boat went alongside the yacht, and the injured man was winched on board the Oakleaf. When the Spanish helicopter was able to return, it winched up the casualty from the tanker, despite the continuing bad weather and visibility down to 200m.

### Rescue centre to close soon

THE MARITIME rescue centre at Plymouth is to close in December.

The ARCC - the Aeronautical Rescue Co-ordination Centre - will hand over its duties to the ARCC at RAF Kinloss in Morayshire on December 1 and for the following 12 days will provide back-up to the newly equipped centre in Scotland.

Closure on December 12 will be marked by a ceremony and flypast at the Maritime HQ.

# Sir Tristram team board blazing liner

LANDING ship RFA Sir Tristram was diverted from an international exercise in the Mediterranean to go to the aid of the cruise liner Romantica, ablaze south-east of Cyprus with 673 passengers and crew on board.

Sir Tristram received the message that the Romantica was on fire in the early morning of October 4 and headed

towards the stricken vessel, two and a half hours steaming time away.

Meanwhile, RAF helicopters from Akrotiri landed fire fighting personnel and equipment on board the landing ship, making extensive use of her flight deck.

By the time the Sir Tristram arrived, all on board the Romantica had been rescued without injury by another merchant ship, the Princess of Victoria. She steamed for Cyprus, transferring the liner's captain and four other officers to Sir Tristram.

The Romantica's midships were ablaze, the flames leaping 20ft and a thick plume of smoke rising to 200ft. The Sir Tristram's Commanding Officer, Capt Richard Bliss, arranged for a combined RFA and RAF fire reconnaissance team to board the liner.

Led by the ship's Marine Engineer Officer, the team made an exhaustive survey and found that the fire was out of control and water from early attempts to fight the blaze had caused the ship to list. There was no power from the engine room or the emergency

generator, and the team came to the conclusion that at least 50 fire-fighters would be needed - the equivalent of the full complement of Sir Tristram - plus a supplementary team and more equipment.

Capt Bliss decided that it would be an unacceptable risk to try to fight the fire with the available resources. By then a salvage tug was on the scene and the Sir Tristram continued her passage to Akrotiri after transferring the Romantica's officers to her.

The Sir Tristram was due to return to the UK in November after taking part in Exercise Bright Star, involving British, American and Egyptian forces.

## Sub spy portrait goes on display



THIS portrait of a wartime submarine CO, painted by a secret agent who was later executed by the Italians, has found a new home at the Royal Navy Submarine Museum at Gosport.

It has been presented to the museum by the Commanding Officer, Capt Michael Lumby DSO, DSC RN (retd), who was a lieutenant at the time.

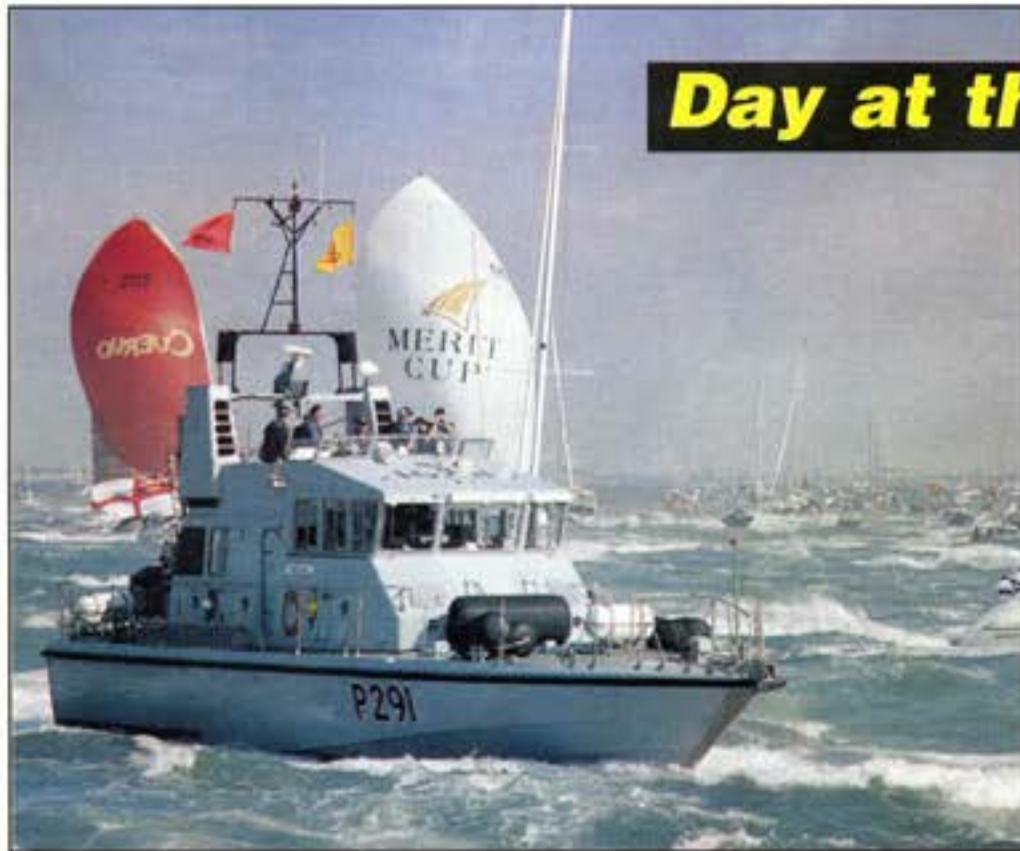
The picture was drawn by Charles Simon Andrei while he was embarked in HM submarine Saracen for passage from Algiers to enemy-occupied Corsica in February 1943.

He inscribed it, in French, "to the congenial captain who takes us towards the unknown."

Andrei, with two others, formed an MI6 intelligence gathering unit. Saracen landed them on the south-west coast of Corsica, and they operated there until Andrei and one of his companions were captured. They were tortured and sent to Bastia where they were shot by firing squad.

## Poll proposal

PROPOSALS to hold a public opinion poll over whether women should serve in front-line units of the Royal Marines and Army were still under consideration by Government Ministers as Navy News went to press. If the poll goes ahead, it is likely to be carried out by the Central Office of Information's routine service.



## Day at the races

IN PERFECT sailing weather, HMS Puncher marshals the start of the Whitbread Round the World Yacht Race off Cowes, Isle of Wight.

Puncher, with her sister vessels of the Inshore Training Squadron - HM ships Pursuer and Blazer - kept the race corridor clear from the thousands of pleasure craft present to witness the start of the race.

Meanwhile, another of the ITS patrol craft, HMS Loyal Chancellor, marked the seaward end of the start line opposite the Royal Yacht Squadron at Cowes.

The ten yachts taking part in the race reached 18 knots as they sailed westward towards The Needles on the month-long, first leg of their voyage to South Africa, which they were due to reach as Navy News was going to press.

On board HMS Pursuer were Mr and Mrs Chris Kinnear who had won the day at sea as first prize in an Eastbourne Rotary Club charity draw.

Picture: LA(PHOTO) Adrian Hughes



## Seal of approval for sea Ranger

HMS RANGER (foreground) carried out a week-long series of exercises with the Cyclone-class coastal defence ship USS Tempest.

The Archer-class patrol craft of the Gibraltar Squadron worked with her in co-ordinated tactical manoeuvres, gunnery, range work and fast pacing, culminating in an exercise with US Navy Seals that involved a night insertion of teams in a seaborne operation.

The Ranger, commanded by Lt Cdr Steve Cluett-Green, also gave an anti-narcotics exercise display for visiting Europe, Foreign and Commonwealth Office Minister Doug Henderson (inset).

## Survey craft given a new direction

HMS WATERWATCH, the inshore survey craft originally named Powderham and later employed as the Liverpool University RN Unit tender, may soon have a new educational role.

Project M2720, led by a number of ex-RN and Merchant Navy personnel, aims to offer shipboard training courses to "young people

in need of direction".

Including renovation work, these will include engineering, radio electrical and carpentry.

Waterwatch currently has a free berth at the Royal Dock, North Shields. Hull and machinery are in good condition - but £60,000 is needed for materials and slipway costs to bring her to a habitable state. Contact Capt. P.J. Webster on 0181 909 9546 for details.

# Trevor sets Virgin boss a new challenge

RICHARD BRANSON has accepted a round-the-world challenge from a Navy helicopter pilot who plucked him from the sea ten years ago.

Former Lt Trevor Jones flew the Lynx helicopter which located Branson and fellow balloonist Per Lindstrand when their attempt to circumnavigate the globe in 1987 went disastrously wrong.

Lt Jones was credited with saving their lives, but just a year later he came perilously close to losing his own and was left with paralysis in all four limbs after a terrible skiing accident.

Since then he has steadfastly refused to be limited by his condition and has, among other things, gained a pilot's licence from the CAA, learned to scuba dive and flown a microlite across the Channel.

Branson and Lindstrand are making another attempt on the record in December, but when the trio were reunited on board HMS Endurance last month Trevor issued a challenge of his own.

He plans to sail around the world in an adapted trimaran and believes he can complete the circumnavigation before the ballooning record falls.

Accepting the challenge, Mr Branson said he was grateful to the Royal Navy for their assistance in 1987 and said: "If anyone can sail around the world in a wheelchair, it is Trevor. We expect to succeed in our attempt but we wish him the very best of luck."

His 54ft trimaran *Inventure* is powered by electronically controlled "wings" which are operated from inside the boat and Trevor is now turning his attention to finding a sponsor to cash in on the intense interest his trip will generate.

He said: "This is the one thing that I have always wanted to do, even before my accident."

"Sailing has always been my first love, so for me travelling on a wave beats travelling by air."



● Left to right: Trevor Jones with Per Lindstrand and Richard Branson, on board HMS Endurance with a model of trimaran *Inventure* in which Trevor plans to mount his global challenge.

"Naturally, I wish Richard and Per every success, but if they do beat me they have promised to teach me how to fly a balloon."

Trevor plans to set out from Greenwich in 1999 and to sail via Sydney where the Millennium Olympics are being held in September 2000.

□ The inspirational story of Trevor Jones' life and his battle against his injuries has been published by Heineman and Random House UK. *Walking on Air* is available from all good bookshops at £15.99 or by calling 01621 819596.

See also page 8.

## Guidance given on silence

OBSERVANCE of two minutes silence on November 11 - Armistice Day - has been left to the discretion of Service commanding officers and individuals.

This follows the statement by Defence Secretary George Robertson that the primary focus for the Armed Forces would be the two minutes silence at 1100 on Remembrance Sunday, November 9.

He said: "Observance of the two minutes silence on November 11 is optional for individuals, albeit strongly encouraged, where possible and where operational circumstances permit. Commanders and managers are required to make appropriate arrangements for those observing the silence."

## Coventry away for 8 months

HMS COVENTRY left Devonport for an eight month deployment on the Armilla Patrol in the Persian Gulf.

She will visit over 13 countries in that time, spending Christmas in Dubai.

On her departure from Devonport she embarked the Lord Mayor of Coventry, Cllr John Mutton and his wife Mal, the Lady Mayoress, who stayed with the ship during the journey to Gibraltar.

Over Remembrance Day weekend the Type 22 frigate will lay a wreath in the Mediterranean just east of Tobruk, where the World War II HMS Coventry was sunk.

## Timeshare draw date

SIXTY timeshare holidays in the prime holiday season are available to serving RN ratings at £300 a week.

Write to the China Fleet Club(UK) Charitable Trust, Timeshares, Saltash, Cornwall PL12 6LJ for details of locations and dates.

Successful applicants, who will have to pay their own travel expenses, will be decided by a draw in February.

● A plaque in memory of the 46 naval personnel killed during the Yangtze Incident in 1949 - and another in memory of Simon, HMS Amethyst's famous cat - was dedicated at a ceremony at the club.

## Chart positions

ADMIRALTY Charts and Publications have produced a new user-friendly booklet *How to Correct your Charts the Admiralty Way*. Designed to assist mariners working from the weekly Admiralty Notices to Mariners, it is available from Admiralty Chart Agents at £7.95.

## 'Can do' Lusty a credit to UK Ltd

CAPT Steve Meyer, commanding officer of HMS *Illustrious*, receives the Desmond Wettern Trophy from the distinguished naval correspondent's widow, Gillian.

The trophy is given each year to the Fleet unit which has done most to keep the Royal Navy in the public eye.

It was the first time it had been given to a carrier. Recent highlights in her career have been the Ocean Wave deployment to the Far East, hot weather trials with the Sea Harrier GR7 and air operations over the Southern Iraq 'no fly zone'.

Two other Portsmouth ships, HMS Gloucester and HMS *Invincible*, came second and third in the competition.

At a ceremony on board HMS *Illustrious* Director of Public Relations (Navy) Commodore Barry Leighton said the ship's company had brought "great credit to the Royal Navy - and to UK Ltd" through their "can do" attitude and passed on the congratulations of the First Sea Lord, Admiral Sir Jock Slater.





## Changes will widen the range of billets

SCHEMES of Complement (SOC) have been amended to remove the ML/EL SQ from all General Service CCMEA billets and all GS MEAs are being reclassified as CCMEA, CPOMEA, POMEA or LMEA regardless of their previous SQ.

This change allows for the arrival of the SQ-less MEA who is now under training while also widening the range of billets available to GS MEAs.

It is the detail in the SOC which specifies the job, experience and adquals required which, as now, is used by drafters to identify the best man for the job - thus the horror of a 'chippy' becoming an electrician overnight will be avoided!

Without billets specifying a particular SQ, drafting desks will have a wider choice and a better chance of satisfying individual preferences.

Shore billets in Devonport continue to be at a premium, notwithstanding the uplift in HMS Drake CFM to support HMS Ocean and HMS Scott.

Faslane has approximately twice the number of billets for GS MEAs as there are Scottish preferences available.

Consequently, both South Coast preferences will continue to make up the shortfall. While every effort is made to avoid non-preference drafting (NPREDrafting) it is inevitable that some will be drafted to Faslane between sea jobs. Contrary to popular opinion, Faslane billets are open to any GS MEA and the married MEA does get a fair share of NPREDrafts.

### De-enrichment

The numbers of craft-trained SR mechanics are currently lagging behind the requirements of the FOSF de-enrichment programme. Consequently, some CPOMEAs



● Swapping wire testers for spanners: two MEM(M)s in HMS Invincible were the first to take advantage of the chance to reclassify to MEM(L). MEM(M) Coe (left) and MEM(M) Odell completed their taskbook training under the watchful eyes of Invincible's training team, headed by CPOMEA Mother Hubbard. Both successfully emerged as MEM(L)s and have received the B13 making them leading stokers.

remain in billets at sea now designated to CMEMs.

They will continue until sufficient numbers of craft-trained CMEMs are available. Likewise, PO/LMEAs under training will continue to substitute for PO/LMEMs undertaking the post-MEBD career courses.

MEBD implementation still requires significant numbers of senior rate mechanics to volunteer for training to fill former artificer billets.

Volunteers are always being sought and an early C240 gives priority placing on courses, successful completion of which is the way ahead for the career minded who gain enhanced craft skills and

greater opportunity for a second career.

Additionally a reminder to LMEM(M)s on the roster for POMEM(M) that, on receipt of B13, the POMEM(M)OC is mandatory.

The course comprises POLC and two distinct Maintenance and Craftqual. A C240 rendered in good time will allow your choice of either Diesel Maintenance and Fitting Craft or Hull Maintenance and associated Craftqual to be taken into account.

### See them fly

Those MEM(M)s who have successfully completed the (M) to (L)

cross-training programme are flying ahead. The roster for LMEM(L) remains dry and so the study and effort are worthwhile. B13s for LMEM(L) have already been issued to seven ex-MEM(M)s who undertook conversion.

### DPFs

It is in your best interest to keep your Drafting Preference Form up to date at all times. It is the only information available to Drafty, particularly your Red Crossed DPF which must be submitted as soon as your relief is detailed.

Any delay reduces your chances of obtaining a preference shore draft and being given the required notice of the next draft. Reliefs are generally detailed well in advance allowing units plenty of time to despatch red-crossed DPFs so that your drafting desk has the information required to plan your next move.

### Diego Garcia

This exotic location employs a CMEM(M) and LMEM(M)s and a C240 will ensure that you are considered whenever these billets come up.

### Early release and branch transfer

Current MEM junior rate manning levels still do not permit transfers to take place unless the circumstances are quite exceptional. It therefore follows that applications for early release, for whatever reason, are unlikely to be approved.

### Extensions

In order to reduce gapping, applications for extended service by up to six months will be given favourable consideration providing that there is a suitable billet available.

WIDER RANGE OF BILLET  
FOR GS MEAs POSSIBILITY  
WITH SOC AMENDMENTS



"SOC now stands for 'Scotland Of Course!'"

### WEAs

With few gapped billets and a surplus in some categories the plot remains healthy. Increasing numbers of gaps will require redeployment of some surplus manpower away from preference holding areas, particularly Devonport. Volunteers for the Bath/Bristol area in particular are sought.

### General billets

Though GBs are allocated to a specific branch, they can be filled by anyone of the appropriate rank or rate. Manpower shortages in some will inevitably focus GB billets on to branches in surplus.

The non-technical nature of GBs in units such as careers offices and Naval Party 1061 (Bosnia) is appreciated but the wider Service interest dictates that they must be filled.

### Leadership courses

The possible financial penalties of failing to achieve a successful POLC on time are widely known. If a POLC is not arranged for you as part of your career course then you have to make your own application by C240/signal to CND.

POLC course places are at a premium and are booked well ahead. MEAs under training at sea, for example, can be spared for POLC and, dependent on the ship's programme, should make the earliest possible application.

With a course date as a target, preparation can be planned, especially physical fitness. Of late, it has been very disappointing to note the number of last-minute withdrawals through failure to reach the fitness standards, and the waste of valuable course places. With POLC courses booked now until mid-1998, withdrawal will mean a lengthy delay with a possible financial penalty.

### ERD extensions

Whenever possible C240s for extensions of ERDs will be approved. For WEAs on sea service this now includes ADs, WDs and OCs on first sea drafts (FSD). For CEWs, however there remains a backlog awaiting FSD billets and so extensions can only be considered for WEAs in CPOMEA billets in this category. Application must be made before a relief has been detailed, i.e. more than nine months before ERD.

## Torbay surfaces in home town

HMS TORBAY tied up alongside RFA Diligence in Tor Bay for her first visit to her affiliated town in nine years.

The last time the submarine visited Torbay was in 1988 and the brief opportunity at the end of September will be her last before she goes into refit next year.

The crew enjoyed a short stay ashore and Torbay's CO, Cdr Geoffrey Thomas played host to the Mayor of Torbay, Councillor JB Davis while Assistant Director of Naval Recruiting, Captain Antony DuPort, chaired a forum of careers officers and local students.



● HMS Torbay alongside RFA Diligence in Tor Bay during the submarine's first visit to her affiliated town for nine years.

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## Facts and figures

**Class:** Type 23 frigate  
**Pennant number:** F239  
**Builder:** Swan-Hunter  
**Launched:** April 6, 1993  
**Commissioned:** June 22, 1995  
**Displacement:** 3,500 tonnes  
**Length:** 133 metres  
**Beam:** 16.1 metres  
**Draught:** 7.3 metres  
**Ship's company:** 185 (17 officers)  
**Machinery:** CODLAG (Combined Diesel Electric and Gas Turbine); two Rolls-Royce Spey gas turbines; four Paxman Valenta diesels; two GEC motors  
**Speed:** 28 knots, 15kts on diesel-electric  
**Range:** 7,800 miles at 15kts  
**Armaments:** Vertical-launch SeaWolf missiles, Harpoon missiles, 4.5in Mk8 gun, two 30mm close-range guns, Stingray torpedoes and air-launched Sea Skua missiles  
**Sensors:** Type 996 surveillance radar, Type 1007 navigation radar, Type 911 trackers, Type 1010/1011 identification radar, Types 2031 and 2050 sonar  
**Affiliations:** Richmond, Yorkshire; The Green Howards Regiment; The Worshipful Company of Basket Makers; TS Kellington and TS Goodwin (SCCs)  
**Sponsor:** Lady Hill-Norton



● Long range frigate – HMS Richmond, the tenth of the Duke-class Type 23 anti-submarine warfare ships.

## Warships both large and small

**T**HE name Richmond has now adorned eight Royal Navy ships, dating back as far as 1656.

The first, a 26-gun warship, was originally named the Wakefield, becoming the Richmond in 1660. She saw action throughout the Dutch wars.

She was swiftly followed by the second Richmond, an eight-gun yacht which served between 1672 and 1685.

The third started as 20-gun French frigate Dauphin; she was captured by the RN in 1745 and renamed, serving with the Leeward Island Squadron until 1749.

The fourth, another fifth rate ship, this time carrying 32 guns, saw plenty of action. Built in 1757, she was involved in the capture of Quebec two years later, the Channel blockade, the capture of Havana and the American War of Independence. She was captured by a French fleet in 1781.

Down in size again, the fifth Richmond was a 14-gun brig, commissioned in 1806 and sold in 1814.

A century passed until another Richmond appeared, this time a requisitioned trawler which operated during the First World War.

The Second World War saw the seventh Richmond, former US destroyer Fairfax, transferred under lend-lease in 1940.

She escorted Atlantic and Arctic convoys before transferring to the Soviet navy in 1943. She returned in 1949 and was scrapped the same year.

# Richmond is a star attraction

**J**oin the Navy, see the world is a phrase which rang particularly true for the ship's company of HMS Richmond this year.

The Type 23 frigate was a key element of the Ocean Wave 97 deployment, taking her to Australia and back in around eight months.

Basic Operational Sea Training was completed out of Devonport last December, with a final assessment of Very Satisfactory.

It was then time for most of the ship's company of 185 to get some leave before knocking down to preparations for the deployment. The engineers worked through.

Richmond sailed from her home port of Portsmouth on January 14, and was immediately flexing her muscles – that afternoon saw a successful SeaWolf missile launch.

The remains of January and the first half of February brought Mediterranean exercises with UK, French, Italian and American naval units, and visits to Alicante, Livorno and Cagliari.

An anchorage within sight of the Blue Mosque in Istanbul saw Richmond host the first of several Defence Industry Days, at which around 70 Turkish naval officers were given demonstrations of the equipment on board by British defence contractors.

Slightly larger than the Type 42 destroyer, Richmond packs a hefty punch with her weaponry – 4.5in gun, SeaWolf, Harpoon and Sea Skua missiles, and Stingray torpedoes – while her complement is significantly smaller than that

of a Type 42 destroyer or older Type 22 frigate.

With her combination of quiet-running engines and low-profile radar signature, Richmond is one of the most advanced warships in service anywhere today – hence the interest shown in her during the deployment.

At the end of February the ship left the Med and slipped into the Suez Canal, at which some of the ship's company visited Cairo and the Pyramids, while others were baffled by the trickery of the Gully Gully Man, an Egyptian magician.

Now in tropical uniform, the ship's company enjoyed a low-key passage through the Red Sea and into the Gulf – Richmond's first truly operational area.

After a short stay in Dubai the frigate joined Ocean Wave flagship

HMS Illustrious in Abu Dhabi, where ships from ten other navies also featured in the International Defence Exhibition. Richmond's Mk 8 Lynx helicopter, now named Griffin, took centre stage at the British marquee.

Another star in Dubai was boxer Chris Eubank, training for a fight.

Chris took time out to attend a couple of ship's functions, and hold a master class in the hangar for the ship's boxing team. LWEM Shane Middleton had the dubious honour of sparring two rounds with the former world champion.

On leaving the Gulf the ship headed east to Goa, where a three-day visit fortified them for exercises with the Indian Navy.

Next to see the frigate were the Malaysians, who joined the RN and ships and aircraft from New Zealand, Australia and Singapore in the two-week Exercise Flying Fish, the largest exercise of its kind in those waters for years.

A fortnight in Singapore brought some family reunions, and a number of the ship's company left for future drafts.

Vital maintenance was carried out, and the ship was again centre stage at an exhibition.

Further visits to Pusan in Korea and Tokyo were followed by a short stay in Vladivostok, home of the Russian Pacific Fleet and a port the Royal Navy had not visited in 111 years.

The furthest point of the deployment was marked by the gathering at Fremantle in Australia, followed by the long journey home – including 27 days at sea between Australia and Corfu, barring a brief call at tiny Diego Garcia in the Indian Ocean.



● HMS boxer – Chris Eubank on HMS Richmond.

Picture: Gilly Wheeler.

## BATTLE HONOURS

Quebec	1759	Atlantic	1939-45
Havana	1762	Arctic	1941-45

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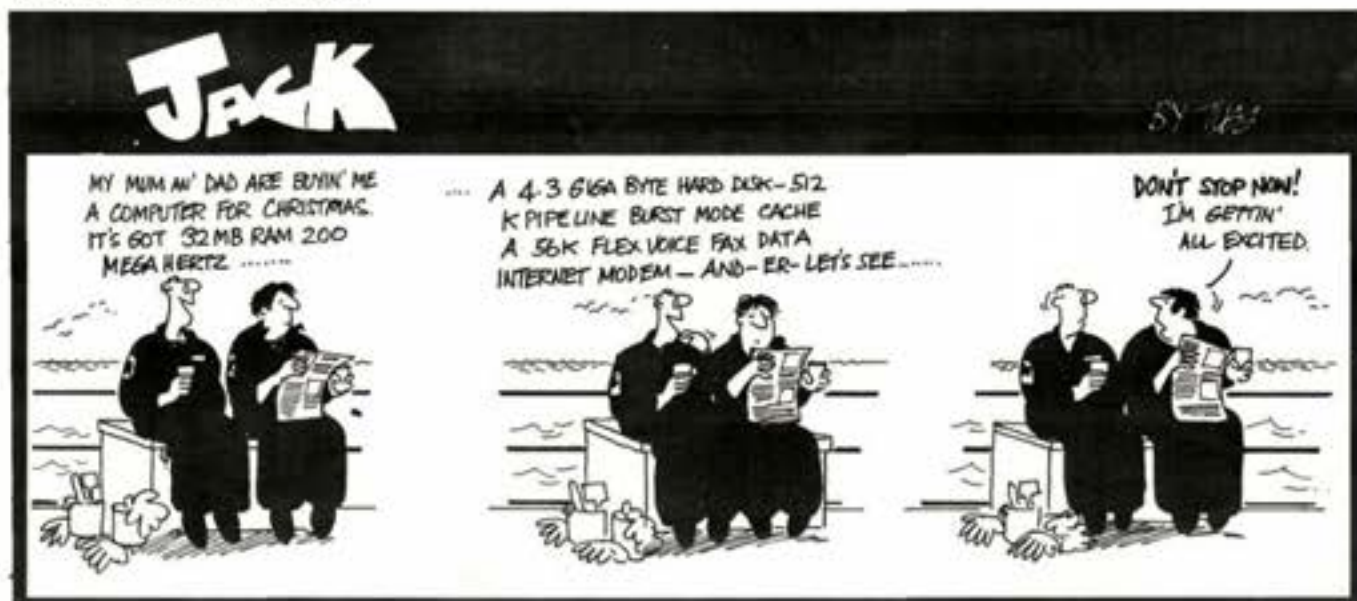


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## Letters

### Smokin' Seahawks

SEPTEMBER's 'The Time of your Lives' feature brought back happy memories of my involvement with the Seahawks of 898 Sqn in the first commission of the fourth Ark Royal from September 1955 to March 1956. Our sister Seahawk squadron in the ship at that time was 800 Sqn, whose senior pilot was Lt Cdr A.J. 'Spiv' Leahy. His next appointment was as CO of 738 Sqn, which provided the aircraft for the formation aerobatic team for the Farnborough Show of 1957.

In preparation for this the squadron had its display aircraft painted pillar box red and had the innovative idea of producing thick white smoke by converting the saddle tank to hold OX 38 (engine oil) which was then controlled through an on/off cock to spray it in a mist into the hot efflux of the bifurcated jet pipes.

At that time the RAF aerobatic team were still using canisters to produce wispy trails, so the Fleet Air Arm aircraft were more spectacular to watch - five red Seahawks in formation, with these wonderful smoke trails against a brilliant blue sky, made a never-to-be-forgotten picture.

Forty years on it also must not be forgotten that we were the first to produce this type of smoke, which is the norm at displays today.

It was my good fortune to have been in on the early days of the Seahawk, the Sea Vixen, the Buccaneer and the Phantom and to have served in squadrons of these, embarked in Ark Royal, at various times from 1955 to 1973 and then to have carried out weapon assessments on the Buccaneer and Phantom squadrons as a member of the MOD staff from 1975 to 1978.

My Naval service, over 37 years, together with my subsequent work at A & AEE Boscombe Down, enabled me to have the pleasure of working on over 70 types of fixed and rotary winged aircraft.

I am sure that the maintenance officers and men of today's FAA are just as skilled and conscientious as we were in our day, but I can't help feeling that the period that I so enjoyed can never be repeated. - Lt Cdr P.Redpath, Wilton.

# Magic message discovered at Toomawooma ghost station

MAY I THANK *Navy News* for passing on a letter sent to you from Australia by an ex-HMS Hart shipmate, Jim Green.

I have since been in touch with Jim and he tells me that he was only able to write to NN by a bizarre circumstance.

He explained: "I now live in a town called Toomawooma in Queensland. At 67, my pastime is playing bowls and just recently a chap who plays with me said to me: 'Weren't you in the Royal Navy, Jim? I was taking a stroll with my dog the other day and I walked through the old, deserted railway station on the edge of town - and on the now rusty and rotting station bench was this tatty copy of *Navy News*'."

"Recalling that you were once in the RN, Jim, I've brought it for you to see."

He then handed the bedraggled copy of *Navy News* to Jim Green who was surprised on two counts.

First, he had never heard of or seen *Navy News* prior to that event (he had been in Oz since 1954, the year the paper first appeared).

Secondly, inside was the article I had asked you to put in relating to my seeking old shipmates from HMS Hart.

Jim could hardly believe his eyes

to see this particular item and to receive it in such strange circumstances. Was it, as Jim says, "just

fate" - or was the old RN magic at work? - W.Devon, Liverpool.

## BLITHE SPIRIT OF THE FORTIES

REGARDING your piece about the restored RN Ariel 350cc motorcycle (September issue) I have a photograph of my late wife - her maiden name was Cornwell - sitting astride one (see right).

She was a Wren at HMS Bee, Holyhead which is where I believe it was taken. - J.Johnston, Wickford.



WHEN full length sub lieutenants courses were restarted in 1946 they included a six week air course at RNAS Gosport. Apart from trips in all sorts of aircraft from Beaufighters to Oxforbs and Ansons we were taught to fly Tiger Moths (with varying degrees of success).

However, when the weather was bad or the aircraft were u/s it was thought to be good for us to 'scramble' at the back of the airfield on 125cc bikes.

This was seldom possible so we were put astride a bunch of Arels. The briefing was simple and quick. The PO instructor showed us the throttle, clutch, brakes, how to kick-start - and then ordered us to follow him, straight out of the main gate, through Fareham, up the Alton road and back by way of Petersfield and Denmead.

All this without the benefit of licences, insurance etc. Mercifully there was little traffic on the roads 51 years ago. Anyway, there were no casualties and we were always back in time for 'Secure'.

Only two of the 16 on my course went into aviation - a Canadian and an Indian. - Capt P.K.C.Harris, Arundel.

AN ARIEL was the Sick Bay machine which formed part of our transport section at RNAS Inskip in Lancashire in 1943-

# Cavalier attitude to last destroyer

IT WAS with sadness and then anger that I read the article about the possible fate of HMS Cavalier (September issue).

The thought of yet more of our national heritage going abroad through lack of funds makes my blood boil. Is it not possible for a grant from the Lottery to be used to keep this fine ship where she belongs, in this country?

Perhaps she is not as important as the opera and the ballet where grants seem to be readily available. - G.K.Phipps, Oxford.

HMS Cavalier, launched in April 1944 and paid off in 1972, is the only World War II destroyer in this country and represents all those destroyers lost in that war and the thousands of men lost with them.

I served on her last commission and she was always a happy ship. I urge all your readers to do all they can to persuade South Tyneside Council to reconsider their decision. - D.Thompson, Weston-Super-Mare.

HMS Cavalier is the last of many 'C' Class destroyers who were part of the 8th Destroyer Flotilla which helped maintain peace in the Far East.

Is it now to be part of a theme park in Malaysia, thereby letting yet yet another piece of our heritage go forever?

How about Portsmouth, Chatham or even Plymouth giving this 'old lady' a good resting place? By allowing the public the chance to view this ship the seeds would be sown for the next generation of sailors. - J.Nicholson, Baldock, Herts. (See page 19)

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

### Piston power

WITHOUT in any way detracting from his remarkable feat, I must point out that the late Cdr Peter 'Hoagy' Carmichael, whose obituary appeared in the September edition, was far from being "the only pilot of a piston-engined fighter to shoot down a jet".

This was achieved on many occasions during World War II by pilots of the USAAF flying piston-engined fighters in combat against German Me 262 and Arado Ar 234 jet aircraft.

My 'local' Group alone, the 355th Fighter Group of the 8th USAAF based at Steeple Morden, Cambs, lists five pilots who have achieved this distinction. - D.J.Beynon, Haslingfield, Cambs.

Sorry - we believe Cdr Carmichael was the first and only Fleet Air Arm pilot to have done it, though - Ed.

### A nose for it

I SAW the picture of HMS Ocelot with 'new dome' featured in the September issue - but I am sure this is not one of the originals.

I believe this to be the very latest that was being tested late in the 1980s and early 90s and is a glass fibre dome. The one pictured I believe was being tested for the Australian Navy. - R.C.Webb, Colchester.



## Navy News

No.520 44th year

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# Letters

## Starved of affection in a foreign field – Ark's Gannet



WHILE passing through Monchengladbach Airport here in Germany I was rather saddened to see Gannet 042, still wearing the colours of 849 Sdn B Flight, HMS Ark Royal, sitting rather forlornly in the middle of a children's playground.

The aircraft, which I last saw during my two years in the Ark in 1975/78 is now in a dilapidated condition. Given that we are several hundred miles from the coast in an area not exactly known for its naval connections, can anybody tell me how the aircraft came to end its career here? – J.Downing, c/o NAAFI Reg No 13047, BFPO 40.

## INDOMITABLE OUT OF THE PICTURE

IN YOUR review of *The Royal Navy in World War II* (September issue) you said "when Indomitable ran aground off Jamaica the other two ships arrived at Singapore without her". I feel that this gives a misleading impression.

When I carried out the research for my recent book *Aircraft Carriers of the Royal and Commonwealth Navies* I discov-

ered that, whilst Indomitable was intended eventually for service in the Far East she was never ordered to join Prince of Wales and Repulse.

She was not commissioned for sea trials until September 7 1941 and was not ready to begin her work-up until October 3, when she arrived in the Clyde. It had already been decided that she would conduct the main part of her work-up in the U-Boat-free waters of the West Indies and when she left Greenock on 17 October she was making only her fifth trip under her own power.

Three days later, when she was in mid Atlantic, the War Cabinet's Defence Committee decided to send Prince of Wales to join Repulse in the Indian Ocean; the Prime Minister did not, at that time, believe that an invasion of Malaya was likely. He wanted the two capital ships to defend shipping against Japanese raiding squadrons.

The Indomitable was not mentioned in the Admiralty signal which confirmed this decision. From other signals, it is known that the carrier's work-up was to complete on 22 November when she would leave Trinidad for Gibraltar, where she was due to arrive on 29 November 1941 – the day after Repulse and Prince of Wales met in Colombo.

Given the need for this work up to bring the ship and her squadrons to an operational state, and the sheer distances involved, there was no way that Indomitable could have arrived in Singapore by 10 December, even if the Admiralty had ordered her to do so. – Cdr D.Hobbs, Shaftesbury.

Canberra was on her maiden voyage to New Zealand when, as she passed close to Malta, she had a fire on board. The duty destroyer sailed at full speed to stand by her and escort her into Grand Harbour for minor repairs.

During her short stay she was a closed ship with only port officials allowed on or off her – but on board on his way to join the RNZN was an ex-SCPTI by the name of Sam Johnson who managed to get three PTIs on board for a quick drink.

Sam rose to become a Commander in the RNZN and later Director of Sport for New Zealand.

I now run a fish and chip shop called the Golden Chip. If any old shipmates are this way, please call in for a chat and a meal. – B.Garnham, Bury St Edmunds.

## Exbury's ensign

IN CONNECTION with your article 'Wartime ensign returns' (September issue) I would like to fill in some of the background to it.

As you say, it was in the possession of the late Arthur Hosey at the time of the D-Day exhibition. It was only after a great deal of time and effort by Jim Brown, one of the founder members of the Exbury Veterans Association, that it was eventually handed to its committee by relatives of Mr Hosey for its safe keeping.

Subsequent arrangements which culminated in a blessing in Exbury Church and a ceremony in the grounds of Exbury House were mainly due to the unceasing efforts of the secretary of the EVA, Marion Loveland, Jim Brown sadly having died before the event.

The EVA comprises members of all ranks and different services who at some stage in their service served at or passed through Exbury while it was in commission. – W.Brown, Bournemouth.

## Great day for Scotts

I WAS privileged and proud to have attended the commissioning of the new HMS Scott.

It was a wonderful day marred only by the persistent rain – and I was extremely sorry for the RM Band, the guard, officers and crew who in true Naval tradition carried out their duties in an excellent manner.

For me it was a proud day to once again be on the deck of an HMS Scott as I served in the previous Scott during the Northern Barrage, Lofoten and Vaagso raid and D-Day landings.

The new Scott is a magnificent example of modern technology and crew comfort has been high on the priority list (a very long way off from our allocated 18 inches between hammocks).

I am grateful to all those who took time to have a chat. Capt Mark kindly mentioned the presence of men who had served in the old Scott and my colleague D.Brake and I being the only two in that category were extremely pleased by the recognition. – L.A.Gawan, Bognor Regis.

## Engineer survivor

I WAS sad to read of the death of Cdr Skipwith in the September issue, for he was a good friend of our family.

My father was the Engineer Commander in HMS Prince of Wales and he was the senior survivor at the time.

He was also involved in setting up the Damage Control School.

Originally in the Executive branch, he transferred to engineering under the Jackie Fisher scheme in about 1921, hence the unusual reversal of branch and rank – people who entered as engineers would be Cdr(E).

We came to Victoria in 1948 where there were four survivors of the sinking, the others being Mid R.H.Leir (later Rear Admiral, RCN), and Cols RM Turner and Slater. – Lt Cdr J.Goudy, RCN Retd, Victoria, British Columbia.

# Long look at our Aussie cobbbers' clobber . . .

I AM currently on Exercise Longlook, the RN and Royal Australian Navy exchange, and one question I keep asking myself is: why are we spending time and money trialing new clothing when all we have to do is look at the Australian example?

Having spent the past few months living and working with the RAN and seeing them in various roles, I have formed the opinion that their uniforms are far superior to ours.

Onboard ships at sea everybody from the Captain down wears combat overalls, 'Probands' made of fire retardant material. They are easy to wear and require low maintenance.

A service jumper or working jacket is worn over the top in inclement weather. There is then no need for the constant changing of rigs during the day, ie for scran or into night clothing.

They also only wear one type of footwear onboard, an elastic sided steel toecap boot, again comfortable to wear and quick to put on, no fiddling around with laces.

Alongside, people such as the Captain, OOD and those making calls ashore will then wear No 5s etc.

When in establishments ashore they adopt three rigs. Personnel employed in workshops, Buffers parties or in stores can wear either Coveralls or No 8s (no 4s). Office workers regardless of rate wear a white shirt, black trousers and tie. All ranks and rates also wear soft rank insignia (SRIs). A plain black epaulet for a seaman, a gold reef knot on a black background for an AB and then anchors the same as our Leading Hand onwards.

The white shirt has two breast pockets. A name tally is worn above one and medal flashes above the other. They have done away with white fronts except for ceremonial.

The wearing of this shirt and tie rig gives a smarter and more professional look to any office. When I was promoted to Petty Officer and wore a shirt and tie at work I felt very smart for the first time in service rig – however, on comparing myself to a seaman in the RAN I feel as if I am wearing a school uniform.

I know we have just started to smarten up our junior rates by putting them into tropical white shirts ashore, but these look plain. A simple addition of SRIs and a name bar would be a start towards giving us a better image ashore. I feel it is in the smaller areas we need to look at our uniform – tie pins, name bars, medal flashes.

Taking a leaf out of the books of a Navy that took the lead from our own might save us a lot of money in the long term and allow it to be better spent elsewhere. – POSA R.N.Kemp, HMAS Watson, New South Wales.

I HAVE returned to Australia having completed an exchange between our two navies and I would simply like to say thanks to all the civies, officers and sailors – especially the Jack Dusties – I met in HMS Fearless and Gloucester and at Yeovilton, Nelson and the Portsmouth Naval Base.

I had a great time and was certainly in no hurry to come home. Mind you, I was wearing thermal underwear for much of your summer and I'm sort of glad I didn't experience one of your white Christmases.

Weather and beer aside, I sincerely believe that the Royal

Navy's people are its greatest asset and a great credit to their beautiful country.

But now that Terry Venables is coaching our football team, you b\*\*\*\*\*s had better be worried! – LSSN P.Evans, HMAS Coonawarra, Darwin, Northern Territory, Australia.

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## Baptism of fire

AS WE say goodbye to the cruise liner/troop ship Canberra my mind goes back to 1962 when I was PTI on board HMS Scorpion and part of the 7th Destroyer Squadron stationed in Malta.

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## People in the News



LWRN(SA) Nicola Bird's efforts towards establishing a system to monitor stores expenditure at HMS Excellent won her the Commodore's termly special prize.

Nicola (above) worked on stores-related costings, and still managed to be a key member of the support party for HMS Excellent's Whitbread field gun crew.



S/Lt Peter Towell has received the 1996 British Aerospace Sword, awarded annually to the Special Duties Officer in Engineering who shows the best across-the-board results.

Peter (above), who was given the sword during Ceremonial Divisions at HMS Sultan, is now Deputy Marine Engineer Officer in HMS York.



● All set - (left) Trevor Jones, in the Tiger Moth cockpit, with Cdr Phil Shaw, before the flight over Yeovilton (above).



## The sky's the limit

A FORMER naval officer who broke his neck in a skiing accident ten years ago took to the skies over Yeovilton.

Trevor Jones became hooked on flying when he visited the Duke of York during his helicopter training at RNAS Culdrose, and flew with the Duke's instructor, Lt Phil Shaw.

Trevor served in the Falklands with the Fleet Air Arm, and made the headlines when he helped to rescue Richard Branson from the Irish Sea after his transatlantic balloon crossing.

But in 1987, while competing in the RN skiing championships, Trevor had an accident which left

him paralysed and with only limited use of his arms.

But that did not prevent him from testing himself at a number of arduous and adventurous 'hobbies', including scuba-diving, skiing, and piloting his own micro-light aircraft - solo.

He recently flew himself across the English Channel, and his next project is to sail around the world in a specially-adapted trimaran - named *The Next Challenge*.

Now Trevor has flown with Phil once again - this time in Cdr Shaw's Tiger Moth, over Yeovilton, when the pair took a 45-minute spin, including aerobatics.

## Freighter honours Barham

A CRUISE round Europe on a container ship provided poignant memories for a survivor from HMS Barham.

John Cross, a former Royal Marines corporal, was a passenger on a container ship which crossed the North Sea, then made its way round the Mediterranean.

The ship's officers were German, and though John had been "warned not to mention the war" the subject was raised by the officers.

John asked how close the ship would pass to the resting place of the Barham, sunk in 1941 off North Africa, and the captain told him it would be five miles.

But as the ship drew closer, the captain invited John to take the helm and, under his supervision, John steered her to the exact spot.

Even though it was the small hours of the morning, John was taken to the upper deck where he was delighted to find the ship's company assembled for a short service, organised by the captain.

Prayers were said for those who died, the survivors, and the crew of U-331, which sank her.

John then dropped Barham and Royal Marines mementoes over the side.

The ship's siren was sounded six times, and the captain took him back to the bridge where, on the ship's sonar, two sea-bed contacts could be seen where the Barham sank - probably indicating that the ship broke in two as she went down.

■ The HMS Barham annual remembrance service will be held on the afternoon of November 22 at Westminster Abbey.

## Bell moved

THE BELL of the battleship HMS Valiant has edged closer to home.

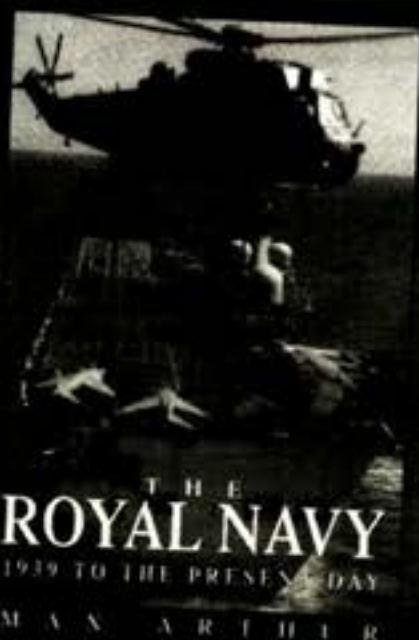
After serving in two wars, the battleship was broken up, and the bell was presented to retired Lt Cdr David Dumas in 1976.

The presentation was made by Cdr Noel James, then CO of frigate HMS Rothesay, which was visiting America on an eastward round-the-world deployment.

Now, after 21 years at Lt Cdr Dumas's home in Sausalito, California, it has been given to Cdr Dumas's son Patrick, a former US Marine Corps helicopter pilot who lives in New York State - so the bell has now completed three-quarters of a circumnavigation.

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## Story listed

AN ACCOUNT of the early days of a Naval officer's career has put him in the running for a short-story competition.

Lt Cdr Ken Napier, based at HMS Dolphin in Gosport, tells of his adventures in the Far East during the 1960s in *A Year in the Life of a Midshipman*.

The story has been short-listed in the Royal Armouries/Ex-Services Mental Welfare Society competition, which offers a £1,000 prize.

Deadline for entries is November 28, and titles to choose from are *Military Life, Wartime, or Peace*.

## Balearic link

A RETIRED Royal Navy chaplain is retaining his maritime links with his latest appointment.

The Rev Dr Simon Stephens completed 17 years with the Navy, including spells with the Surveying Squadron and in HMS Ark Royal.

Now the Anglican Church has given Dr Stephens special responsibility for the British Community in Minorca, which was given to Britain by the Treaty of Utrecht, and remained under British rule for almost 100 years. The island's capital, Mahon, was once base port for Nelson's Mediterranean fleet.



● Hotel service - STD Ron Greenwood of HMS Berkeley prepares to serve up dinner with help from Steve Flower, head chef at the Berkeley Hotel in London.

## Dining out in style

THE wardroom of HMS Berkeley dined out in style when they held a mess dinner at the Berkeley Hotel in London.

The Hunt-class minehunter has a strong affiliation with the hotel, which has in the past provided opportunities for Naval chefs and stewards to see how hotel kitchens are run.

In return, the ship has taken hotel staff to sea so they can appreciate the working condi-

tions of their Naval counterparts.

LCH Graham King and CH Gary Mackay worked under the watchful eye of hotel head chef Steve Flower, while STD Ron Greenwood, having conducted a wine selection and tasting in the hotel cellar, served dinner to the wardroom and guests, including guest of honour Jean-Jacques Pergant, general manager of the Berkeley.



People in the News



● Capt Peter Bryan.

Seafarers mission accepted

A FORMER Royal Navy officer has been appointed deputy secretary general of The Missions to Seamen.

Capt Peter Bryan (59) joined the organisation's southern region as director in 1993, following retirement from the Navy.

He had spent 38 years in the seaman branch of the service, specialising in submarines - four of which he commanded.

He also held staff positions in Portsmouth and Whitehall, and, as a committed churchman, was chairman of the RN's archdeaconry synod.

The Missions to Seamen is an Anglican Church missionary society, caring for all seafarers in 300 ports worldwide.

Working through chaplains and staff it averages 70,000 ship visits, welcomes 900,000 seafarers to its centres, visits 1,000 in hospitals and helps more than 1,000 justice and welfare cases each year.

Life membership for 102-year-old

A FORMER submariner has celebrated his 102nd birthday in appropriate fashion - with a tot or two of rum.

Albert Wood, who now lives in Canada, served in RN submarines during both World Wars, winning many medals.

And as part of the birthday celebrations at the Extended Care Unit of St Joseph's Hospital in British Columbia, Albert was presented with life membership of the Royal Canadian Submarine

Association, making him the oldest member in the country.

He is also believed to be the oldest member of the Submarine Coxswain Association in England.

Albert, who was born in September 1895 in Croydon, Surrey, joined the Navy at 15, and in the following 29 years served in many vessels and establishments, including HM ships Impregnable, Prince of Wales, Superb, Hercules, Dolphin, Excellent, Cyclops, Titania, Inconstant and Vulcan.

Mr Wood's son Colin was also at the party.

● Slice of the action - Albert Wood cuts his birthday cake with help from another submariner, Phil Redman.



● All yours - Commodore Peter Kidner takes over the Defence Helicopter Support Authority from Air Commodore Ian Brakenbury. The DHSA, at RN air station Yeovilton, provides support for all British military helicopters.



● LWEA Simon Day.

Trainees score in contest

TWO ENGINEERS from a Royal Navy establishment reached the final of a national competition.

LWEAs Simon Day and David Parr, who were at the time based at HMS Collingwood in Farnham, entered the regional Young Engineers for Britain competition with a squash scoreboard, designed and built for their apprenticeships.

The project won the industrial section, and picked up the Omicron Surface Science Ltd award for outstanding entries.

Victory in the regional competition put the pair into the national final, which was held at the Commonwealth Institute in London.

They were one of only four teams selected to contest the national category of "working in industry", but they could not repeat their success at regional level - although their entry was deemed to be of a very high standard.

The pair have now left HMS Collingwood and have joined HM ships York and Invincible.



● LWEA David Parr

NATO roles

TWO RN personnel took leading roles in a major NATO ceremony in the United States.

CPOWEA Andy Wyatt was given the honour of carrying the ACLANT colours at the change of command ceremony for SACLANT - the Supreme Allied Commander Atlantic.

Dignitaries, including the US Secretary of Defence and the NATO Secretary General, were piped on board American nuclear aircraft carrier USS John C Stennis by an international side party which included LWTR Adrian Humphries. Both are serving with Naval Party 1964.

Marching first?

A TEAM from RN air station Yeovilton has completed the gruelling Nijmegen Marches in the Netherlands - and believe they are the first Navy team to do so.

The team, led by CPO Roger Collar from Portland, completed the 100-mile course over four days, each carrying a 10kg pack.

Around 8,000 military personnel and 37,000 civilians from around the world take part in the annual marches, which began in 1900.

Veterans back at base

FORMER US Air Force veterans have made a nostalgic visit to their old air base in Scotland.

Around 65 ex-Servicemen and their wives from the Prestwick Alumni Association called in at HMS Gannet, the RN air station which now occupies the site of the old American air base in Ayrshire.

The visit included tours of the Operations building and the hangar, where there was a chance for the veterans to see the Sea King helicopters and learn about life at the base.

For many it was their first time back, and they were pleased to see landmarks from their era still standing.

The Commanding Officer of HMS Gannet, Cdr Nigel Arnall-Culliford, presented the Association with crests from 819 Squadron and HMS Gannet as permanent reminders of their return to Scotland.



● Up front - former Brigadier General Robert Petty of 2176 Communications Squadron, based at Prestwick in 1964-66, is shown the Sea King by Lt Si Kirkham of 819 Naval Air Squadron.

New rig for apprentices

THE LAST class of Artificer Apprentices to wear Class III uniform has passed out of HMS Raleigh.

As Wrens are now dressed the same as their male counterparts, so too are the apprentices.

Out goes the collar and tie and peaked cap, and all apprentices are now issued with Class II uniform - square rig.

Of the 47 youngsters who joined Figsard Squadron last April, 33 have successfully completed basic training course - and made a little bit of history into the bargain.

Long time, no sea

A NAVY charge chief has received a long service award - while serving in a vessel which is more like a building site than a submarine.

CCWEA 'Rab' Butler is serving in HMS Vengeance, the last of the four Trident missile submarines which is now in build at VSEL in Barrow, and will not be commissioned until 1999 - shortly before Rab leaves the Navy.

Rab joined up in 1966, and has spent the past 16 years in the submarine flotilla, including spells in HM ships Repulse and Victorious.

Rab is married, with two sons, and is a county class darts player.

He is pictured being awarded the clasp to his Long Service and Good Conduct medal by Flag Officer Submarines, Rear Admiral James Perowne.



Award for telecomms

THE QUALITY of naval shore communications has been recognised with the award of official certification.

The Maintenance and Support Division of the Directorate of Naval Shore Telecommunications gained ISO 9002 certification.

Director General Fleet Support (Ops and Plans), Rear Admiral Brian Perowne, making the award, said it marked a major milestone in ensuring that the highest possible standards of support are available to the operational fleet.

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# Helping Hands



## Volunteers reach giddy heights

THE DEATH defying skills of Royal Marines Reserve Bristol have helped to raise an incredible £150,000 for charity this year alone.

After their charity commando slide in the Avon Gorge enabled volunteers to collect over £40,000 (*Navy News* August 1997) they have repeated their success in London and Blackpool.

Unit Sgt Major WO2 Tony Boyle went on to organise a commando slide from the Citibank Tower in the capital which raised a further £50,000 for good causes.

And the unit rigged up another slide from the top of the Blackpool Tower to raise a similar amount for the Anthony Nolan Bone Marrow Trust.

The event was televised live by both Granada TV and *The Big Breakfast*, with presenter Rick Adam's making a descent at the end of the morning's programme.

It was only the second time that a commando slide has been set up from the 470ft - tower. The last time was in 1989 when the Marines set a new world record.

RSM WO1 Nev Weston, from Stonehouse Barracks, Plymouth, personally raised over £500 by taking part in the Avon Gorge event.

The money helped buy a special wheelchair for 12-year-old Kyle Aston from Hele's School, Plymouth.

## What are you doing at Easter?

HELPING HANDS are needed for the annual Handicapped Children's Pilgrimage to Lourdes this Easter.

The Handicapped Children's Pilgrimage Trust (RN) plans to take three groups of children to France, from Scotland, the South East and West of England.

HCPT Secretary, Lt Cdr Tim Forer, said: "I would like to hear from any Naval personnel who are prepared to take on the

challenge of becoming a volunteer in their own time and largely at their own expense.

### Challenge

"They will return exhausted but mentally and spiritually refreshed - if ever you wanted evidence that you get out of life what you put in - this is it."

The dates for the trip are April 11 to 19 and the cost per helper is expected to be

around £400. For more details, contact Lt Cdr Forer in the legal section, HMS Nelson, HMNB Portsmouth ext. 23830.

Service volunteers are desperately sought by 16th Gosport Scout Group.

Three of their leaders were serving RN but were drafted in September.

If you can spare a few hours a week and would like more details, ring Margaret Painter on 01329 236693.

# Sailors step in to help cadets

AIR ENGINEERS from HMS Sultan flew to the aid of Sea Cadets in Warrington when they read about an arson attack on their unit in *Navy News*.

The blaze at TS Obdurate completely gutted the building, destroying priceless memorabilia and forcing the cadets to hold their meetings at the nearby Air Training Corps Head Quarters.

LAEM Craik from course AO95/1M at HMS Sultan said: "After reading about the arson attack in March's *Navy News* we were shocked to learn of Sea Cadets having to hold their meetings in the ATC HQ.

"So, as a break from the normal type of community project usually carried out by Artificers in the Sultan Area, we decided

as a whole course to give up a weekend of our time and travel up to Warrington to offer our services.

TS Obdurate committee members were delighted with the offer of help and wasted no time in putting the team to work.

On one of the hottest days of the year, the team applied some 'controlled vandalism' to dismantle the remains of the large old building and piled up the remains for disposal by a local scrap dealer.

When the demolition was complete the committee members laid on a well-earned BBQ for the tired and sunburnt sailors.

### Presents

Afterwards, the team from HMS Sultan presented the Cadet unit with numerous plaques, posters, pictures, a white ensign, a hand-painted TS Obdurate life buoy and a mounted Sea King tail rotor to help make up for the items lost in the fire.

And there was one more duty to perform before leaving... the team kitted themselves out with brooms and sticks in place of rifles and with a burnt-out bugle found in the building, sunset was carried out as the new White Ensign was lowered on their departure!

## Desert ride

CCMT Matthew Webb aims to raise £2,000 for deaf children with a 350km cycle through Jordan.

If you would like to make a donation, send a cheque for the National Deaf Children's Society to CCMT Webb, Royal Hospital Haslar, Gosport, Hants PO12 2RU.

## In brief

A CHRISTMAS meeting with Santa is on the cards for a group of terminally ill children - thanks to a group of sailors from HMS Anglesey.

LSA Steps Stephenson, CPO Andy Ross, STD Danny Nichol and LRO Taff Davis spent 24 hours in a life raft to raise cash for the Wish Upon A Star charity which is organising a flight to Lapland for the poorly youngsters.

The ship's company and their families pledged over £500 and the rest was collected from visitors to Portsmouth's Historic Dockyard as they passed the life raft in the Victory Gate Boat pond.

THE FIRST ever conference between all the major seafarers charities was held in London in October.

CONCO '97 was organised by King George's Fund For Sailors to encourage greater co-operation between the groups to help face the challenges of the next millennium.

SERVICE personnel and civilians from the Captain Fleet Maintenance office in HMS Drake raised £1,000 for children with asthma through a host of charity events.

Captain Peter Wilson and PO Del Sharples visited Derriford Hospital in Plymouth to present the money, which will help pay for essential equipment and an education programme for schools and families.

HMS EDINBURGH raised £2,000 for the Edinburgh Royal Hospital for Sick Children during her deployment to the Gulf.

Fund-raising events included a 100-mile relay around the deck, a sponsored row, flight deck fetes, BBQs and karaoke.

Edinburgh's CO, Cdr Jack Tarr, and members of the ship's company presented the money to the hospital during their recent visit to the city.

A GRUELLING 98-mile cycle from Glasgow to Fort William over the West Highland Way was completed in 14 hours by four sailors from HMS Neptune.

CPOs Geoff Greenwood, Russ Forsdick, Tom Wishart and PO John Kinimonth raised £350 with the ride which was sponsored by the RNRM Cycling Association and Helensburgh Cycles.

KIND-HEARTED sailors from HMS Collingwood have raised over £2,000 for charity as well as providing volunteers for good causes.

A variety show in the unit's theatre raised £1,000 for the Children in Need Appeal and a 72-mile sponsored walk along the South Downs raised £1,028 for the Cot Death Society.

Football matches between WO&SRs Mess, RNAD Gosport and Pentas of Fareham raised another £250 for the 'Dreams Come True' charity for terminally ill children.

Weapon Engineers visited the Royal Sailors Rests to help with redecorating, and the congregation of St George & St Gabriel's Church pooled their resources to collect food hampers for homeless people in Fareham.

FANCY cycling from Warsaw to Prague and trying your hand at white water rafting next May to raise cash for charity?

Contact Great Ormond Street Hospital's Rosemary Torrington on 0171 928 7388 for more details.



## Goodwill gifts reach orphans in Romania

CHRISTMAS came early for orphans and street children in Romania when HMS Campbelltown visited the port of Constanta during her Black Sea deployment.

A team from the ship delivered a consignment of toys, chocolates, books and clothes from well-wishers in the UK to the Chernovoda orphanage and tackled a host of building and decorating jobs at a school for youngsters with HIV.

● Above: PO Andrew Taylor and LS Ian Stretton make friends at the orphanage in Constanta.

## COMBAT STRESS



Courtesy of Soldier Magazine

## 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.



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.

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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

## SMALL BIKES - BIG MONEY!



HMS HERON's Motor Cycle Club held a mini-moto race day to say thank you to friends and sponsors. In the last year the RNMCC has raised more than £15,000 for the BBC's Children in Need Appeal. After a series of races, the final was won by Gary Taylor of Taylor's Motorcycles, Crewkerne.

# Invincible claims Harrier record

THREE different types of Harrier flew from HMS Invincible during the multi-national NATO exercise 'Tapon' off southern Spain.

For the first time, the ship's FA2 Sea Harriers operated alongside GR7 ground attack aircraft from RAF Wittering as well as their Spanish counterparts - the Harrier AV8B 'plus'.

Invincible's CO, Capt Roy Clare, said: "We have been working closely with the Spanish aircraft carrier SPS Principe De Asturias in combined missions, as well as conducting our own joint RN and RAF sorties, and today we had the opportunity to embark their AV8B aircraft for this world first.

"Three types of Harrier were launched for a combined joint mission in an impressive demonstration of projection of air power from the sea.

"We look forward to other opportunities during this exercise and in the forthcoming months whilst on watch in the global



neighbourhood to demonstrate further the flexibility and capability of these aircraft carriers as key elements in support of UK security policy."

After the exercise the ship visited Norfolk in Virginia where command of the UK Task Group (COMUKTG) passed from Rear Admiral Alan West to Rear Admiral Ian Forbes.

The appointment of COMUKTG carries with it the role of Commander Anti Submarine Warfare Striking Force, and Admiral Forbes is accountable to Commander Striking Fleet, based in Norfolk.

Admiral Forbes, who was awarded the Queen's Commendation for Valuable Service in May 1996 for his role in the NATO bombing campaign in Bosnia as Captain of HMS Invincible, said he was delighted to be back on board.

Rear Admiral West is promoted to Vice Admiral and is the new Chief of Defence Intelligence.

## US Forces

While in Virginia the ship was also busy with preparations for combined flying operations with the US Marine Corps and US Air Force, but some of the ship's company were able to make excursions ashore.

Several took the opportunity to see Washington DC and Lt George McCaffrey and LA Pat Conway made a whistle-stop tour of Durham, North Carolina, bringing greetings from the ship and the people of Durham, England, Invincible's affiliated city.

Invincible returns home to Portsmouth in time for Christmas after further visits to Barbados, Puerto Rico and Barcelona (where she hosts a marketing initiative for British investment) and operations in the Adriatic.



● **TOUCHDOWN:** A Spanish AB8V lands on HMS Invincible. Picture: LA(PHOT) C Burden

● **TRI-SERVICE:** NA James Hiddleston with RAF Survival Equipment Specialist Cpl Dawn McMonagle and Pte Craig Allsopp, who is on a 3-month detachment from Durham Light Infantry. Picture: LA(PHOT) C Burden



● **CAPITOL HILL:** Sailor's from HMS Invincible catch up with Navy News during a flying visit to Washington DC. They are (back row left to right) AEM(WL) Langford, LAEM Sherwood and OM Evans (centre) SA Munden and WSA Green (front) WOM(C) Wallace, LWRO Rollanson and LMAQ Ryder.



● **TAKE OFF:** A Spanish AV8B launches from Invincible during the multi-Harrier sortie as the next West Indies Guardship, HMS Newcastle, steams past. Picture: LA(PHOT) C Burden.

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# Brave is back on the beat

SEEN back at sea in the Plymouth Exercise Areas after six months in dock and (inset) floodlit at Las Palmas, Gran Canaria, HMS Brave has arrived in the Falklands, relieving HMS Somerset as Guardship.

The former scourge of drug runners in the West Indies has been confined to the Devonport area for a full 15 months during a work period that saw an overhaul of much of her equipment and the conversion of some store rooms into a new messdeck for Officer Cadets from BRNC Dartmouth undergoing Initial Sea Training.

During that time she collected a commendation from the United States for her achievements during her West Indies deployments, plus the British Aerospace Seawolf Trophy.

She will spend the next seven months away. First port of call was Las Palmas which gave the Type 22 frigate its first run ashore in over a year.

Salvador in Brazil came next – highlight of the passage being the Crossing the Line ceremony in which more than half the ship's company were initiated (including some who had actually crossed several times before).

In Salvador many of them gave up their free time to help renovate a school for underprivileged children – who were invited to a party on board.

The visit also provided the opportunity for a family reunion. Brave had a group of 18 Officer Cadets embarked – and one of them, Martin Densham, was able to meet up with his sister Sarah, currently working as Personal Assistant to the Naval Attache in Brasilia.

After a short fuel stop in Montevideo, Brave arrived on station last month. She will hand over to HMS Montrose in February and return home via Rio de Janeiro (in time for Carnival), Fortaleza, Antigua and Fort Lauderdale.



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Mountbatten Festival 1998

# Peregrine Trophy prizes announced from among 300 entries



**T**OP TEAM in the Royal Navy's photo competition this year is the Surface Flotilla Photographic Unit, whose portfolio of six prints won them the Peregrine Trophy.

It puts the team back in the winning frame, recalling their success of 1995 when the SFPU almost scooped the pool of awards in the prestigious contest.

There were 300 entries for major prizes in the 36th annual Peregrine awards, presented at the Royal United Services Institute in Whitehall by the First Sea Lord, Admiral Sir Jock Slater.

The judges were the President of the British Institute of Professional Photography, Eric Strange; picture editor of the Independent on Sunday, David Sandison; and the picture editor of Press Association News, Martin Keene. They commented on the high quality and technical standards of the photography, and its parallels with industry's standards.

**P**ictures for two trophies were judged independently – by Navy News who chose PO(PHOT) Neil McCormick's picture of sky-divers over RN air station Culdrose as the best photograph to appear in the paper in 1996-97; and by Maritime Books whose award went to SFPU cameraman LA(PHOT) Neil Hall's *Stormy Skies* study of HMS Westminster.

Top prize for a colour picture went to LA(PHOT) Andy Gedge's aerial shot of HMS *Illustrious* on Exercise Ocean Wave, and the prize for monochrome was won by LA(PHOT) Mark Histed of HMS *Warrior* for his *Royal Marine by Night*.

In the colour section, second, third and fourth prizes went to PO(PHOT) Bob Moir of SBS Poole, LA(PHOT) Paul Hanson of 801 Naval Air Squadron, and CPO(PHOT)

## FLOTILLA BACK IN WINNING FRAME

Ian Arthur of RN air station Culdrose (respectively).

The Royal Marines portfolio prize was won by HMS *Neptune* – and *Neptune's* PO(PHOT) Mick Storey also won the Personnel at Work category.

Admiral Slater also presented the VSEL Trophy for amateur photographers to LMEM Years of HMS Westminster. Runner-up was WEM(O) Whitehouse of HMS *Endurance*, and third prize went to C/Sgt Allen of RM Poole.

### THE PHOTOGRAPHS

Clockwise from top left:

- *Stormy Skies* by LA Neil Hall (SFPU).
- *No.1 Skydivers* by PO Neil McCormick (Culdrose).
- *Logo Oceanwave* by LA Andy Gedge (*Illustrious*).
- *Royal Marine By Night* by LA Mark Histed (*Warrior*).
- *No Fear* by PO Bob Moir (SBS Poole).
- *FA2 Nightlanding* by LA Paul Hanson (801 NAS).



# 80th Anniversary of the Women's Royal Naval Service

## 'Save a man for Service at sea'

IT'S EXACTLY 80 years since women were first invited to 'Save a man for Service at sea' by enlisting in the Wrens.

Navy News looks back on the early days of the WRNS and talks to two veterans of the First World War...

**T**HOUSANDS of men were killed during the First World War in the some of the bloodiest naval battles the world had ever seen.

By 1917, every available hand was needed at sea, but the Navy did not have to look far for help.

When the Women's Royal Naval Service was founded on November 29 of that year, recruiting officers were overwhelmed with volunteers.

At first, the Wrens took the places of drivers, writers, cooks and stewards and mundane but essential jobs like scrubbing boilers, heaving stores and coaling ships.

But after rapid training, they were soon at work on torpedoes, aircraft, vehicles, depth charges and in the vital areas of coding and decoding.

Casualties were few but the job was not without danger - Josephine Carr was the first Wren to be killed on active

**BY DOMINIC BLAKE**

service when the mail steamer *Leinster* was torpedoed between England and Ireland in October 1918.

As their range of duties expanded, so did the number of divisions and sub divisions.

Soon, they were stationed all over the UK and as far away as Malta, Genoa, Gibraltar and by the time of the Armistice, plans were already laid for divisions in Egypt, Corfu, Taranto, Naples, Syracuse, and Marseilles to name but a few.

### Inspiring

The keen, hard working and enthusiastic pioneers were epitomised by the founder and first Director of Wrens, Dame Katharine Furse.

Using her long experience of service with the Voluntary Aid Detachment and with the Kings Regulations for the Navy as her

Bible, she was an inspiration to her girls.

At the end of the War, Wrens proudly took their place in Armistice celebrations around the country and Dame Katharine led them in the Great Peace Parade through London on July 19, 1919.

She said later: "The whole body of Admirals who had headed the Naval contingent, fell out below the Achilles Statue and applauded the Wrens as they re-entered Hyde Park."

"In that one graceful act was summed up the whole history of the generous treatment accorded by the Navy to the WRNS."

But the Admiralty truly believed that the Great War had been the 'war to end all wars' and could not be convinced of the need to retain the service.

History, of course, was to prove them wrong, and at the height of World War II there were 75,000 serving Wrens, 30,000 more than the total strength, male and female, of today's Navy.



● WWI Wren Marjorie Spencer (right) from Gosport took the blame for a parade ground mistake which kept her detachment out of the prestigious 1919 Naval and Military Tournament at Olympia in the Summer of 1919.

● But after picking her out in the Imperial War Museum photograph (circled above) which puts her in the middle of the group on the fateful day, Navy News is happy to set the record straight after 78 years!

## Marjorie's Navy blue, through and through

**M**ARJORIE Spencer knew exactly what she wanted to do on her 18th birthday.

Born in Portsmouth in 1900 with a father, grandfather, four uncles, four cousins and three brothers in the Navy, she set her sights on the Wrens the day they were formed.

"I signed up on the 21st of April, as soon as I was old enough. With a family like mine, there was nothing else for it. I wanted the Navy!" the 97-year-old from Gosport recalls.

After a brief spell at Tipner, Marjorie Emslie, as she was then, was sent to work in the wardroom at HMS Excellent, laying up tables, serving, polishing, and scrubbing.

Shifts would start before breakfast at 8am and go on until everything was cleared up after dinner.

"It was hard work - the hours were so stretched out - but I felt so proud. I loved it."

"It was very strict, we weren't allowed to stand gossiping. We weren't allowed to be seen talking to the officers."

"I had an uncle in the wardroom and I wasn't allowed to talk to him. He used to tickle my legs to make me laugh and I couldn't turn round and say 'stop it!'"

"We really were a happy bunch, I never knew us to have a cross word."

Despite her years, Marjorie remembers Director of Wrens



● Dame Katharine Furse dictates to her secretary, Miss Butcher, at the Wrens HQ, Great Stanhope Street, London, 1918.

Dame Katharine Furse clearly: "She was a lovely lady, she gave us all a photograph of herself, but she was very strict, what she said, she meant!"

### Intrigued

On an afternoon stroll around Whale Island, Marjorie was intrigued to meet a sailor with a monkey on his shoulder - Chief Yeoman Bob Spencer - who invited her to tea on the diving tender HMS Raven.

"I wasn't allowed to go on my own, so six of us went" she said. "We had a smashing tea - fish floating in a kettle of vinegar and bread and butter."

"Three months after that we got engaged, and three months after that we were married, then Bob was drafted away and I didn't see him

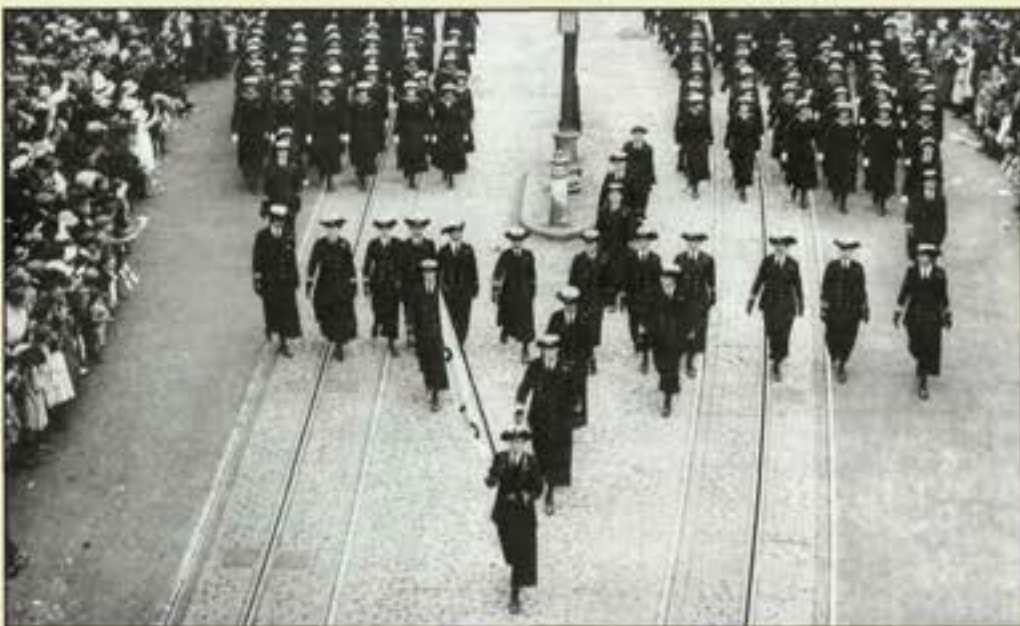
again for two and a half years."

After the war, the Wrens were demobbed and her last day in uniform was an emotional one: "They marched us from Victory Barracks out of the main gate into Queen Street. We were nearly crying, all of us. It was very sad."

"A band was playing *Colonel Bogey*, and ever since then my family have termed it *The Wren's Retreat*."

Despite the heavy naval casualties in WWI, Marjorie's family came through unscathed: "None of them were lost or injured, we came right the way through the lot. I think we were very lucky."

After the War, the couple settled down and had three sons - who all joined the Royal Navy between 1937 and 1943.



● Dame Katharine Furse leads Wrens in the Great Peace Parade, London, July 19, 1919. As the parade re-entered Hyde Park the Admirals at the head of the Naval contingent fell out to applaud them.

## 'You're not going to work with a load of sailors!'

IT WAS perhaps inevitable that May Ludford would join the Wrens - she was born in the Detention Quarters of the RN barracks in Portsmouth, as her father was on the staff there at the turn of the century.

So it was that when Mr Heather, the Portsmouth Commander-in-Chief's Chief Writer, was looking for a female typist to replace his seaman writer during the First World War, he turned to May Pyne, as she then was.

"I came from a naval family - my father was Navy before I was born," said Mrs Ludford, now aged 96 and living in Whakatane, New Zealand.

"I had just about finished at business school when a friend of my father - who had been called up again - said he needed to have a girl in his office, and he didn't want a strange girl, but someone he knew."

"So I joined the Wrens in October 1918, official service number G4815, when I was still 17 - I had to put my age on a bit to join."

"I was working for Captain Mitchell RN, who was succeeded by Commodore Stirling, and at the end of my service, I was secretary to Wren officer Miss Schreiner."

**BY MIKE GRAY**

"The war ended soon after I joined, but I served on until September 1919, when we were all demobbed."

Mrs Ludford then spent some months looking after her mother at home before taking up a job with a solicitors in Old Portsmouth.

"One of the partners was the Liberal MP, so the work was very interesting," she said. "I was there for about four years before I was married."

Naturally, May's husband Alf Ludford was a Navy man. He joined as a boy artificer in 1915, and by the time he retired in 1948 he had risen to the rank of lieutenant commander in the engineering branch.

### Australia

Alf's service included spells in HMS Hood and on the Arctic convoys, and in his final two years with the Navy he was involved in the closure of naval facilities in Australia.

May's daughter Norma followed the family tradition when she married another naval engineer,

John Howell, who joined up as Special Entry in 1939 and retired as a lieutenant commander in 1973, having spent spells on loan with the Royal New Zealand Navy - hence the Antipodean home for May and her family.

Although May was not long in the Wrens, she enjoyed her time - although she recalls "I was on my own in the office for a lot of the time, and that was that."

One highlight was the Naval and Military Tournament at Olympia in the summer of 1919.

"They had a gym cast which was voluntary, and I loved gym, so I joined it in 1919," she said.

"The Portsmouth Division was chosen to take part in the gym display, so that's how I ended up at Olympia."

"We went up to London and were up there for a week."

Before joining the solicitors' office after the war, May almost continued her career as a Naval civil servant - but her father put an end to that.

"The commodore said he could get me into the barracks at the signal school as a civilian, but my father wasn't going to let me go to work there with a lot of sailors," she said.

"There were no arguments - 'You're not going,' he said."



● May Pyne (later Ludford) with her commanding officers, Commodore Sterling and Miss Schreiner in Portsmouth during the First World War.



● Party time – thousands of balloons are released as Canberra steams up Southampton Water.

# Navy salutes veteran liner

FOR SHANE Harris, the final cruise of the liner Canberra proved to be tremendously useful.

Destroyers HM ships Edinburgh, Southampton and Birmingham, and frigates Lancaster and Cornwall, were all on hand to salute the liner, a veteran of the Falklands War, and the Fleet Air Arm also had a role.

Li Cdr Harris was the pilot tasked with flying a Royal Navy Lynx from Portland to Spithead to record the final few miles of the great ship's swansong.

But a dense bank of fog, with visibility down to 200 metres, meant that Canberra, and the fleet of ships which had set out to greet her, were hidden from view.

So it was something of a surprise to fog-bound observers at sea level when the Lynx from 815 Naval Air Squadron emerged from the gloom.

Mickey Brock, Portland RN air station's public relations officer, said: "The Lynx left Portland at 0830 on the morning of Canberra's final return, and part of its ship location exercise was to photograph the final salute by the warships to Canberra.

"The weather was not kind that morning, but using a combination of radar and electronic sensors on board the Lynx, the crew were able to locate Canberra from the other 50 ship contacts within a 12-mile radius of the Nab Tower."

The sail-past by the warships, which with the exception of HMS Cornwall were in the area to carry out the annual Staff College Sea Days exercise, was barely seen, but as the Cornwall followed Canberra up Southampton Water the fog started to break up, revealing hundreds of small boats.

The 45,000-ton P&O liner had just completed a three-week Mediterranean cruise, and the



● Final salute – Royal Marines bandsmen welcome Canberra home for the last time.

1,600 passengers were the last of the hundreds of thousands who enjoyed a slice of high life on the high seas since the Belfast-built ship began cruising in 1961.

She won a place in military annals when, acting as a troopship, she was at the heart of the battle for the Falkland Islands.

As the liner approached Berth 106 in Southampton, a fly-past by an RAF Canberra and Nimrod, RN Sea Kings and Army Lynxes, and a parachute drop by the Red Devils added to the occasion, and

when Canberra turned and headed back downstream the ship's company of HMS Cornwall performed a man and cheer ship – then followed up by cheering the spectators in Southampton's Mayflower Park.

Canberra was greeted alongside by bands of the Royal Marines and the Parachute Regiment.

Once the 800 members of the crew had disembarked, and the ship been fully destored, she was off on her final voyage – to the breakers' yard in India.

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**STUDENT BEAUTICIAN**, eighteen, into techno, will write to young sailor. **BOX Nov 12**  
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**QUALITY STYLE**, lady 52 n/s seeks gentleman same. **BOX Nov 14**  
**OLDER GENT** 56 would like to meet nice female, caring, lovable. **BOX Nov 15**  
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**GIRL, AGED** 22, looking for penpals age 18 to 25. **BOX Nov 17**  
**LADY (36)**, divorced - like penpal -GSOH, likes walking going out etc. **BOX Nov 18**  
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WHY NOT SEND A GREETING ACROSS THE MILES THROUGH NAVY NEWS IN DECEMBERS SPECIAL CHRISTMAS COLUMN. Old Shipmates, Family or Loved Ones. Send your message (ten words costs £9.00) to Navy News at the address on the pen-friend coupon above

e.g 'Splasher Bloggs - HMS Nonsuch, saving you some Pudding! Love Carol'

# Get Wise on DCIs

# New weapons for airfield crash teams

**NEW AIRFIELD** firefighting equipment and training being introduced by the Armed Services should make crash rescue teams capable of bringing an aircraft fire under control within a minute.

The new generation of equipment includes a Rapid Intervention Vehicle (RIV), and a Major Foam Vehicle (MFV) which have a greater carrying capacity and better method of delivery. Also new is a film-forming fluoroprotein foam offering similar knock-down qualities as aqueous film-forming foam, but with improved 'post-fire security'. It is estimated that occupants of a burning aircraft cannot expect to survive more than three minutes, so it is vital that the fire be suppressed long enough for rescue to be completed. Therefore the response of an airfield's crash and rescue services must not exceed two minutes.

The updated equipment, coupled with a high standard of professionalism by the firefighters, will ensure greater efficiency and effectiveness.

New regulations lay down the level of cover, calculated by using a "critical area" concept in line with the practice recommended by the International Civil Aviation Organisation. This takes into account the type of airfield and the role of the aircraft using it.

DCI GEN 233/97

## Complaints time limit

CHANGES to the rules over redress of complaints procedure in the Armed Forces allows a three-month time limit to be imposed for complaints to be made.

The new procedures, under the Service Discipline Acts, came into force on October 1. They do not apply to claims under equal pay legislation.

Complaints must be in writing, but will be rejected as 'out of time' if they are submitted more than three months after the occurrence of the matter which is the subject of the complaint. However, an 'out of time' complaint can be dealt with if it is judged that it was not reasonably practicable for it to have been submitted earlier.

Complaints under equal pay legislation may be made at any time during service or within six months of leaving.

Service personnel also have the right to submit equal pay complaints to Industrial Tribunals - and the tribunals can also hear complaints from Service personnel



'What's wrong with what we've got?'

on grounds of sexual and racial discrimination.

The tribunals' time limit for submission of a claim is six months - except equal pay complaints which may be made any time during service or up to nine months after leaving.

Pension-related complaints may be heard under the Internal Disputes Resolution Procedure which all occupational schemes are required to set up under the Pensions Act 1995. **DCI JS 99/97**

## Leaders of the world

WORLD Challenge, a company which runs leadership courses and expeditions for schools and colleges, is seeking military officers and senior rates/NCOs as expedition leaders with expenses paid.

The Ministry of Defence permits on-duty Service personnel to take part in the expeditions, provided candidates have their Commanding Officers' permission.

Applicants should be at least 25 years old, have relevant experience or knowledge of the country to be visited, a working knowledge of the

local language where required, an approved first-aid certificate, and an expedition leadership qualification.

The month-long expeds take place in July and August. Next year's destinations include countries in South and Central America, the Middle and Far East, Africa, the West Indies and Asia. **DCI JS 96/97**

## Ethnic data

PERSONAL files of Service personnel now contain information on ethnic origin since introduction of new procedures for data collection last year.

The information allows the Ministry of Defence to monitor properly whether equal opportunities policies and practice are successful. All personnel have the right to check the ethnic data on their own files. **DCI JS 104/97**

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.

## Changes in retention rules under new Act

RULES WHICH allow the service of ratings or Royal Marines to be extended beyond the date they would be entitled to leave, have been changed.

New provisions under the Reserve Forces Act 1996 allow retention of service for up to 12 months if an order is in force authorising call-out for permanent service of members of the Reserves "while a state of imminent national danger exists."

They apply to all who entered or extended their service after March 31 this year. Those who entered or enlisted before April 1 are governed by the old rules under the Armed Force Act 1966.

They state that ratings or marines may be ordered to be retained if a war exists between Britain and a foreign power, or if "warlike operations" are in preparation or progress, or if members of the RNR are called into actual service.

However, those who joined before April 1 may, if they wish, agree to be fully subject to the 1996 Act. **DCI RN 139/97**

## For their eyes, too

IN AN apparent move towards greater openness, the Government has decided to drop the use on some official papers of the designation 'Not for NAO (National Audit Office) Eyes'.

All files previously withheld from the NAO will now be available should the Office wish to see them. The NAO has agreed to exercise discretion in the use of any material formerly in the 'Not for NAO Eyes' categories and have given assurances that they will not use any of the information as audit evidence.

The documents involved include papers dealing with responses to NAO enquiries, proposals for NAO investigations and draft NAO reports. Also involved are briefing papers for an accounting officer's appearance before the Public Accounts Committee, papers dealing with the contents of Treasury minutes responding to the Committee's reports, and papers about relations with the NAO. **DCI GEN 207/97**

## Dental fees

EXCEPTIONS have been announced over the decision last year to introduce dental charges for Service dependants and UK civilians serving overseas.

While normal NHS exemptions apply in any event, the additional exemptions apply to locations where the Ministry of Defence does not provide or fund dental services for its personnel - including those serving with the Royal Sultanate of Brunei and C-in-C Iberian Atlantic Area. **DCI GEN 234/97**

# Brush up on that tug-of-war expertise



TUG OF WAR devotees are invited to a Combined Services Judges and coaches weekend at HMS Collingwood on February 27 to March 1.

Two years' experience as a competitor or coach is required for the judges course (grade three), while experience is preferable but not essential for the coaches course.

There will be normal mess and accommodation charges, but tuition is free. Contact Capt A. Henderson RAMC, RH Haslar, Gosport, Portsmouth, PO12 2AA (ext 2403). **DCI GEN Sept. 26**



# A SHOW TO PUT POMPEY ON THE MAP



HALF A MILLION visitors are expected for the second International Festival of the Sea at Portsmouth next year.

After the First Sea Lord Admiral Sir Jock Slater had officially launched Portsmouth '98 on board HMS Victory last month, the event's managing director Peter Workman said the first Festival at Bristol last year had attracted 350,000 and around 37 million TV viewers worldwide - so Portsmouth, with its rich RN heritage and historic ships would be an even bigger draw.

"We wanted a venue which already had a great maritime tradition and a clear-sighted vision for the future. In our partners in Portsmouth and Gosport we found what we were looking for - and with the support of the Royal Navy and the Flagship Portsmouth Trust we have the makings of one of the finest maritime festivals in the world."

With no less than 32 of its own ships on show, the level of RN involvement goes far beyond that of Navy Days in recent years. Project manager Capt Paul Canter told Navy News that since the event fell over the August Bank Holiday weekend most of them would be in port anyway and there were no operational considerations, apart from routine ones, to keep them away.

Three miles of dockside were being set aside as the Naval Base prepared to entertain up to a thousand classic and traditional vessels from all over the world.

On display would be tall ships, working boats, sail training ships, steamboats and tugs, paddle steamers and schooners, coracles and gaffes - as well as RN carriers, destroyers, frigates, minesweepers and landing craft. Several foreign navies were expected to be represented.

The historic ships HMS Victory, HMS Warrior and Mary Rose will take part in a 'Voyage from the Past into the Future', with market stalls, hawkers and buskers, sailors firing cannon, street theatre and press gangs on the prowl.

Visitors will be invited to try their hand at some of the ancient maritime skills and crafts being demonstrated.

In complete contrast, the Naval Base will represent the high-tech world of the 21st century. This will be a scene of action and impact with helicopters, high speed launches, Royal Marines combat units and Naval display teams.

Left: how Portsmouth Naval Base will play host to the GEC-sponsored International Festival of the Sea from August 28-31

## Golden moments in the air at TAGs gathering

MEMBERS of the Telegraphist Air Gunners Association held their 50th anniversary reunion at RN Air Station Yeovilton - and were saluted with a fly-past of two Swordfish of the RN Historic Flight.

A selected few also enjoyed a ten-minute spin in the famous 'Stringbags'. Most of them had last flown in one sometime between 1939 and 1945.

The Flight's CO, Cdr Phil Shaw told Navy News: "On our final sortie I flew Dickie Sweet, the first TAG ever to set foot on Yeovilton soil, on a particularly evocative journey."

"Dickie is a local boy, born in the nearby village of Bower Hinton. He was visiting his family in Yeovil on the night of 10 October 1940 when the Luftwaffe carried out a bombing raid on the Westland factory."

"Sadly, Dickie's nine-year-old brother was killed in the raid and, at Dickie's request, we were able to fly him over the site of the raid, in tribute to his brother."

"We finished the sortie on a happier note by flying him over the Rose & Crown in Bower Hinton where he was billeted while serving at Yeovilton."

The TAG branch of the Royal Navy was formed in 1922 and disbanded in 1949 - two years

after the Association, which now has 545 members, was formed.

Altogether, some 3,000 TAGs were trained to operate in aircraft of the Fleet Air Arm, providing communications by Morse Code and manning the rear gun. Some 495 were lost through enemy action and flying accidents and 69 became prisoners of war.

The flying programme that was the highlight of their reunion weekend was accompanied by a special service in St Bartholomew's, the FAA Memorial Church, conducted by the air station's Anglican chaplain, the Rev. Ian Eglin.

A wreath was laid on the Changi Stone, in memory of the TAGs who died in the notorious Japanese POW camp at the end of World War II.

Lunch in the Warrant Officers and Senior Rates Mess was attended by the Flag Officer Naval Aviation, Rear Admiral Terry Loughran; Commodore Scott Lidbetter, the Commanding Officer of RNAS Yeovilton; and TAGs from Australia and Canada.



● Swordfish W5856 and LS326 on a journey back in time with four TAGs who last flew in them over 50 years ago. Picture: LA/Photo Wika

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## Time runs short for destroyer

CAMPAIGNERS trying to prevent Britain's last wartime destroyer from being exported as a tourist attraction in Malaysia are appealing to every MP in a last-ditch effort to have the ship preserved in this country.

HMS Cavalier is due to be sold by South Tyneside Council before the end of the year. As part of a proposed contract with Star Cruises of Malaysia, she will be preserved at Port Kelang.

Members of the HMS Cavalier Association are circulating 22,000 leaflets in a bid for support, from Naval interest groups, through King George's Fund for Sailors newsletter. And the Association's president, Rear Admiral John Hervey, is writing to all MPs and members of the House of Lords.

"This is our last throw of the dice - I don't know what more we can do," said Cavalier Association chairman Sid Anning. He said hopes that the ship could be preserved at Chatham were now slim, as the local authority there did not seem ready to give financial support.

Meanwhile, plans to move the Cavalier from her dry dock at Hebburn-on-Tyne are progressing, according to South Tyneside Council. Their spokesman said that although no date had been fixed for the finalisation of the deal with Star Cruises, it was expected to be completed "in weeks rather than months".

## Warspite is remembered

VETERANS gathered in Cornwall to remember HMS Warspite, which went aground near St Michael's Mount on her way to the breaker's yard 50 years ago.

The 27,000-ton battleship saw service in both world wars, suffering damage at the Battle of Jutland, and was being towed for scrapping when she performed a final act of defiance.

Members of the Warspite Association - including one from Australia - paraded through Marazion, and a new standard was dedicated.

A service was also held at the Warspite memorial, close to the shore.

Among those attending were representatives of the Penlee lifeboat, involved in the rescue of the eight-man caretaker crew.

## School visitors

A DELEGATION from the Singaporean Navy has been to HMS Excellent in Portsmouth.

Col Lim Khooon Bock was part of a team viewing damage control and diver training facilities at Whale Island, while Sgt Toh Yeow Kwang attended a damage control instructors course, and has now returned home.

# Memorial planned



● Tea for two - Commodore HMS Nelson, Commodore John Hart, and Jessica Pitts try some of the cake produced for the Little Shipmates official opening. Picture: LW(PHOT) Penny Taylor.

## Little Shipmates join up

JESSICA Pitts was the centre of attention at the official opening of the HMS Nelson Little Shipmates nursery in Portsmouth.

Young Jessica (18 months) was the sole Shipmate on the first day - but was not at all fazed by the grown-ups and their business.

Commodore HMS Nelson, Commodore John Hart, opened the facility, saying he saw it as a crucial element in carrying forward the policy of equal opportunities in the Navy, and that he hoped sailors would make use of it.

Jessica is the daughter of a senior rating, and there are already a handful of other takers, full-time and part-time, from both the Navy and civilian workers at the base - some pregnant mums have made provisional bookings several months in advance.

Nursery premises were provided by HMS Nelson, and Little Darlings Childcare have installed some £10,000 of equipment.

The group already manages nurseries at HMS Collingwood and HMS Sultan.

■ For nursery details, contact Gill Darling on 0468 871005.

## RN promotes total equality

THE NAVY is "getting its house in order" on equal opportunities, according to the officer closest to the subject.

As the Army unveiled its revised Equal Opportunities Directive, Ethnic Minorities Liaison Officer Lt Cdr Keith Manchanda said the Navy's established policy and action plan was set to start producing dividends.

"We are moving from strength to strength, and I am happy to recruit people from ethnic minorities because I know they will stay - because we have a good equal opportunities policy in place," said Lt Cdr Manchanda.

The Navy's equal opportunities policy was issued in June 1996, and the action plan followed in December, promoting equality in all areas where there is a risk of sexual or racial harassment, discrimination or bullying.

Key points included:

- Equal opportunities training in initial, leadership and command training
- Publishing the procedure for making complaints of harassment, bullying or discrimination
- Recording and monitoring cases of allegations regarding sexual or racial harassment.

There has been a particular impetus in recruitment, which has already gone far beyond the ideas detailed in the action plan.

Recognition of the Navy's policy has come with a short-listing for a national Diversity Award.

The Navy was among nearly 90 organisations who put themselves forward for the award - and finds itself one of 11 final contenders.

The winners will be announced at a function in London this month.

## Royal visitor for HMS Norfolk

ALTHOUGH HMS Norfolk is technically her sister's ship, the Type 23 frigate is particularly close to the heart of Princess Margaret.

The princess is the ship's sponsor, and recently paid her third visit since the frigate was launched ten years ago.

During the informal visit, at the ship's Devonport base, the princess was escorted on a tour of the ship by the commanding officer, Cdr Peter Hudson.

She saw the operations room, machinery control centre, mess-decks, bridge and galley, and the ship's company demonstrated fire-fighting techniques and simulated weapons engagements.

The princess also took the opportunity to meet members of the ship's company and their families.



● Very Important People - Princess Margaret meets eight-month-old Kiera, who is with mum Samantha and dad LOM Troy Funnell.

PLANS for the Fleet Air Arm memorial in Whitehall were due to be unveiled at a press conference in London on November 5.

The FAA Memorial Trust, formed less than a year ago, has already raised £100,000, and the launch was expected to be attended by the commanding officers of aircraft carriers and RN air stations.

Trust committee member Trevor Hunter said a sculptor had been commissioned and the memorial, "in a prime position", would be finished by the Millennium.

Mr Hunter was instrumental in the successful campaign three years ago to obtain belated Normandy battle honours for the 17 Naval Air Squadrons that took part in the 1944 D-Day landings.

■ The FAA war memorial at Lec-on-Solent, Hampshire, has been cleaned up for Remembrance Day by the War Graves Commission after it was defaced by vandals.

## Talking tactics

LYNX was the talk of Portland at the inaugural Tactalks day, when aircrew and other interested parties discussed current issues.

Matra BAe UK presented a trophy for the greatest contribution to Lynx tactical development to Lt Cdr Tim Hulme, Flight Commander of HMS Southampton Flight.

## Trophies recognise successes

A TRIO of Navy units have picked up awards for their achievements.

The Barbara Flight Safety Shield and Rolls-Royce Engineering Efficiency Trophies were won by 814 Naval Air Squadron.

The 'Flying Tigers' have been to the Middle East, Europe, and the Western Atlantic in the last eight months, flying more anti-submarine sorties than any other unit.

HMS Gloucester has regained the Sea Dart Trophy, awarded annually to the best GWS 30 team in the Fleet - the fifth time the Type 42 destroyer has scooped the prize.

The ship's success complements its earlier award of the Wattisham Trophy for excellence in anti-air warfare.

Meanwhile HMS Cromer became the first Sandown-class minehunter to win the Mine Warfare Analysis Trophy, awarded for the highest weapon practice analysis score.

In winning the trophy, the ship posted the highest measure of performance score on record.

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## Find the Joker

FIND the Joker in *Navy News* for three editions - and you have a chance to win £500. There are also £10 cash prizes for each of ten runners-up, and 20 £5 consolation prizes to be won.

All you have to do is spot joker Jack - cartoonist Tugg's *Navy News* character - hiding in one of the other pages of this edition; then spot which one of three statements of Jack's is a load of old gash.

Just tell us on which other page Jack's joker character, shown here, appears. Tugg's monthly cartoon of Jack's adventures on page 6 does not, of course, count.

When you've found the joker figure, spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is NOT true:

- The liner Titanic was sunk by a German U-boat in 1915.
- Sailors are called 'tars' probably due to the black 'tarpaulin' hats worn in 1857-91.
- The Royal Navy is the oldest of Britain's Armed Services.

Now tell us on which page you spotted Jack - Page .....

If you can fill in this coupon, and the ones which appeared in the previous two editions, you have a chance of winning a £500 cash prize. The names of the winners will be selected at random from those who gave correct answers in the three editions, ending with this issue.

When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than January 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the February edition of *Navy News*. The first name drawn will receive a prize of £500. There will be a prize of £10 for each of the next ten correct entries drawn, and a further 20 consolation prizes of £5.

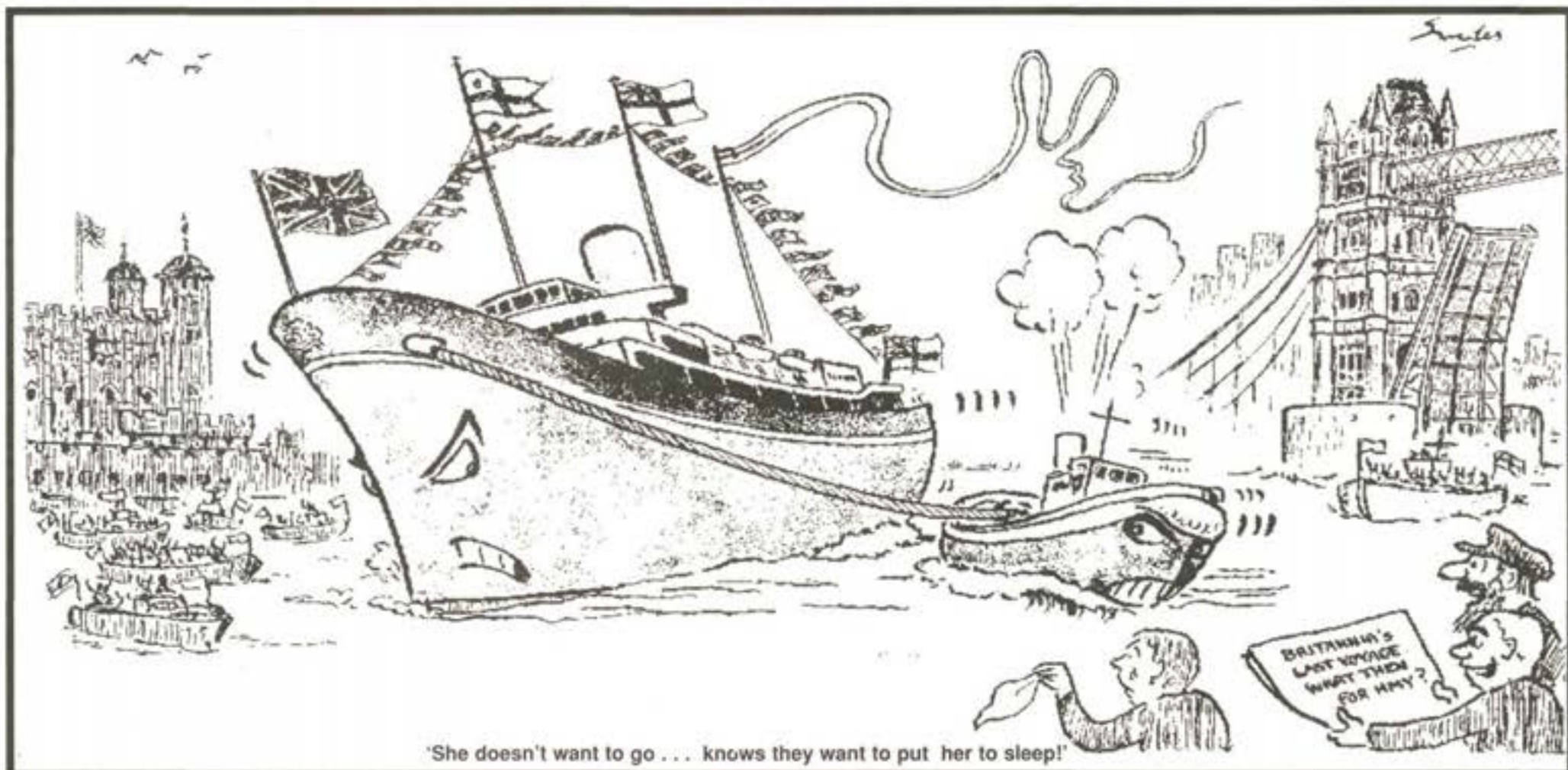
The judges' decision will be final. No correspondence will be entered into. *Navy News* employees or their relatives may not enter.

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'She doesn't want to go... knows they want to put her to sleep!'

## NEWSVIEW

### Cartoon characters we love – and some we can do without

**T**HE GREAT Fleet Street cartoonist Michael Cummings died last month at 78. Towards the end of his life he commented:

"Nowadays there are more and more events of a character so absurd, ludicrous and grotesque that cartoonists can scarcely make them funnier than they really are. In a world where the human race is developing backwards from adolescence to infancy, the cartoonist gets the sensation of redundancy."

Many people are lately finding the pace of change too fast to keep up with. But when it comes to pricking the bubble of technofear and finding the funny side, our own Tugg Wilson hasn't lost the plot yet (see page 6).

Since he left the Navy over 25 years ago he has always kept abreast of the spirit of the times, ensuring that 'Jack' remains at the cutting edge of naval humour – and of its technology.

Which is why no other individual has done more to boost the morale of the Navy in that period. No sense of redundancy for Tugg, then.

We still have a few dinosaurs to contend with though. Last month's court martial that sent six sailors to jail after they subjected a pair of junior ratings to a 'ritual initiation' threw an unwelcome spotlight on some of the less savoury traditions, if that's what they are, of the old Navy.

There was nothing funny about their behaviour and there is no excuse for it – not even if, as they claimed, most of the accused had once endured the same sort of indignity.

Old hands may say they regarded it as part of life in the Senior Service, something they put up with and shrugged aside. Some might even suggest it came under the heading of 'character building'. But more and more stories of this kind of abuse are coming out of the closet these days, most disturbingly from people brought up in children's institutions, and there is no doubt that it leaves lasting scars.

Bullying – and that's what we are talking about here – is sadly part of life at all levels and in all sections of society, from the school playground to the boardrooms of multi-national corporations. And always has been.

A few months ago a 15-year-old work experience candidate at Navy News had the opportunity to address a few questions to the then Second Sea Lord, Admiral Sir Michael Boyce, now Commander-in-Chief Fleet. One of her questions was about bullying in the Armed Services – which showed she had read her newspapers – and his response was at once robust and realistic.

He did not say he would put a stop to it – if he had, head-teachers everywhere would want to know what he had in mind. What he did say was that he would not tolerate it, and where instances of bullying were identified the culprits would be punished severely.

Last month's court martial verdict bore that out. Unlike their victims, those arraigned at HMS Nelson thoroughly deserved their own ritual humiliation, in this instance delivered through the due process of Naval law. Any other lamebrain leftovers from the old Navy likewise inclined to work out their frustrations upon young people who come into the Service with deservedly high expectations of how their 'sea daddies' will give them a useful steer into life in a blue suit should bear that in mind.

From all the evidence – not least the shocked and surprised reaction of many young sailors interviewed in the aftermath of the case – they are few enough in number as to be regarded as an endangered species. One whose extinction can't come soon enough.

## IDEAS WANTED FOR 'POLICY-LED REVIEW'



● George Robertson: "We must be able to deal with the world as it is and will be, not as it was in the past."

**S**AILORS – and civilians working for the Navy – have until the end of this month to send in their ideas for the Government's Strategic Defence Review, due to be published early in 1998.

Defence Secretary George Robertson told *Navy News* he had enhanced the Review Team to allow it to get out and canvas views throughout the Services.

"We have already received over 450 individual submissions from industry, non-Governmental organisations, academics and men and women with an interest in defence issues," he said.

"But I am especially keen now to hear more from those with the most direct interest in the Review – members of the Armed Forces and civilian staff in the Ministry of Defence."

"The Review Team will not be able to speak to everybody. The Chiefs of Staff have therefore agreed that all Service personnel should be invited to write directly to the team with their ideas and comments on future policy and its implementation."

Conclusions of the Review would be published in a White Paper early next year. It was designed to bring clarity to defence planning into the next century and would be a thorough review from first principles.

"But we do not start from a completely blank sheet of paper. Our manifesto made it clear that we would retain strong conventional forces, remain committed to NATO, support a strong defence industry and retain the Trident nuclear deterrent."

"I would be criticised, quite correctly, if we reneged on these

promises. I am also very aware of the changes that have already been made to adapt to the post-Cold War strategic environment."

"But I think we all have ideas on how we might do things better. Our manifesto commitments therefore provide the framework for the Review, without constraining in any way debate on how to implement them."

**No restraints on what was affordable had been set by the Treasury either.**

"As I have said many times, this is a policy-led Review. It is not resource driven. Yet resources clearly matter. With the many demands on tax-payers' money, it is imperative that every pound allocated to defence is spent wisely and well. And that is what I am determined to achieve."

**M**r Robertson was adamant that no rumours about decisions on numbers, units or bases taken or being considered by Ministers at this stage in the Review had any basis in fact.

"It is still very early days. We have only recently started initial work on that stage of the process that will help us to define the capabilities our Armed Forces need to undertake their missions. No-one can yet say just what size and shape of forces we will need to meet our security objectives."

Work on the initial policy stage did indicate that they would need to be able to undertake a wide

# Broad view of a broad span of interests

range of roles to do this, though.

"Our primary security focus must inevitably be Europe, and NATO remains essential in this respect, both to build wider security and to ensure collective defence. And we are, of course, no longer a superpower. But we have a broad span of interests and responsibilities, and an active and ethical foreign policy, and we need to plan accordingly."

**T**his planning must, however, be flexible. We must be able to deal with the world as it is and will be, not as it was in the past.

"One of the aims of the Review is therefore to establish a policy framework and force structure which is responsive to change."

There was a particular concern to promote interest in and understanding of the role of the Armed Services among the public (with whom a poll published last month showed they remain the most highly regarded of all our institutions). The Reserves provided both an important military capability and a vital link between the Services and the rest of society.

"Consideration of the future size and shape of the Reserve Forces is an integral part of our work on the Armed Forces as a whole. We are therefore looking at a range of issues, including lessons from the Gulf conflict and Bosnia, and I am confident that the outcome of the Review will be a coherent – and imaginative – blueprint for the Reserves into the next century."

Recruiting was a top priority.

Current initiatives included the use of Jobcentres, a significantly increased marketing effort, and the payment of recruitment bounties in areas and trades which were experiencing the biggest problems. All three services were working hard to improve recruiting from ethnic minorities.

"We have targeted two areas with a high density ethnic minority population for recruitment drives. Exploratory talks are taking place in Newham in East London and the Borough of Sandwell in the West Midlands. Other areas will be considered in due course."

A tri-Service Head Teachers Conference was held last month on the role of the Armed Services and the opportunities and career prospects they offered.

**I** have already seen, throughout the UK, in Germany and from Bosnia to the Gulf, the quality of the people on which our defence is based. They are second to none and they are doing a superb job.

**"I am determined to give them a sound and stable defence planning framework into the next century – and if they have views on the Review that they want me to hear I will listen very hard to all that they have to say."**

Written submissions should be sent to Jon Day, Director of Defence Policy, Room 7361, Main Building, Whitehall SW1A 2HB by November 30.

# Frigate hosts 'historic' talks with Ukraine and Poland



● HMS Campbeltown exercises with the Ukrainian frigate Ludsk in the Black Sea and (right) Campbeltown's Honour Guard, led by Lt Denis Chawira, acquires a new recruit as they march back to the ship after a ceremony in Odessa.



● Time for a joke with his new-found colleagues from the Ukraine navy for OM Peter White. He had been taking part in an exercise demonstrating to them Royal Navy firefighting techniques while Campbeltown was alongside in Odessa. Above: Top gear switch for OM Neil Armstrong



● Defence Secretary George Robertson, with Rear Admiral Franklyn, toasts the success of his talks with his Polish and Ukrainian opposite numbers, Mr Dobrzhansky (left) and Col-Gen Kuzmuk.

## CAMPBELTOWN'S ODESSA FILE

**F**rigate HMS Campbeltown's visit to the Ukrainian city of Odessa took on historical significance when the frigate hosted trilateral talks between the Defence Secretaries of Britain, Ukraine and Poland.

As *Navy News* reported last month, the Type 22 warship was in the Black Sea port to help expand and further strengthen the already good relations between the Ukrainian navy and the RN.

To emphasise the importance of the four-day visit, Campbeltown flew the flag of Rear Admiral Peter Franklyn, Flag Officer Surface Flotilla, who joined the ship at Istanbul. He described the visit to the Ukraine as an "historic week for co-operation".

After arrival at Odessa, Admiral Franklyn was flown to Sevastopol in the Crimea to meet the C-in-C of the Ukrainian navy, Rear Admiral Mykhaylo Yezhel.

Both admirals then joined their national delegations for the opening of the trilateral talks involving Defence Secretary George Robertson and his opposite numbers from the Ukraine (Col-Gen Olek-

sandr Kuzmuk) and from Poland (Stanislaw Dobrzhansky). The following evening, after the delegations had witnessed a mass drop of parachute troops from the British,

by  
**Paul Parrack**

Polish and Ukrainian armies, Mr Robertson hosted talks on board Campbeltown.

In the same Ukrainian air force plane which flew Admiral Franklyn to Sevastopol were a dozen of Campbeltown's ship's company armed with bags of cement and sand, and shovels

and picks, on a somewhat different mission. They were heading for the memorial to the British soldiers and sailors killed in the Crimean War. The working party spent two days renovating and tidying up the site, on a windswept hill outside the city.

Leading the group was Charge Chief Geoff Disley. "It was hard work, but we had a good time," he said. "Some fairly major structural work is really needed on the walls, but we did a good two days work on getting the gardens under control, repainting, and general maintenance."


Meanwhile, in Odessa, Ukrainian sailors from the

Grisha-class frigate Ludsk were spending time in Campbeltown, getting acquainted with RN seamanship and control techniques through a series of evolutions and exercises alongside in Odessa.

On the day before she sailed, Campbeltown's Honour Guard paraded at the Tomb of the Unknown Sailor for a wreath laying by Admiral Franklyn and the ship's Commanding Officer, Capt Alan Massey.

As the frigate sailed from Odessa she was joined by the Ludsk for a series of manoeuvring exercises in the Black Sea.

● Campbeltown in Romania - page 10.




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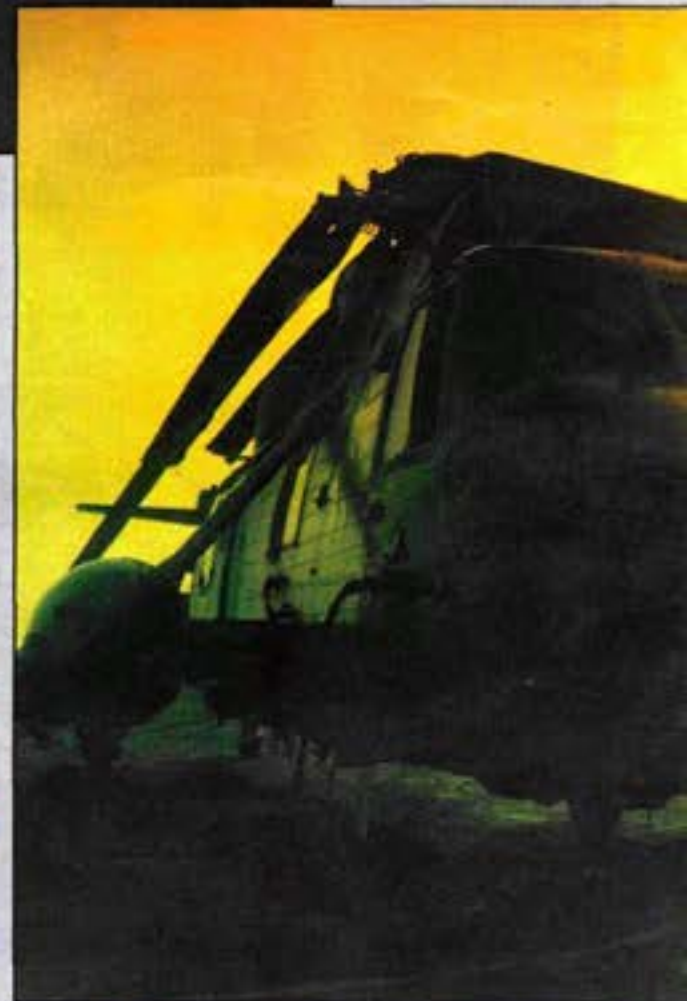
# Navy News

## No



▲ Time for reflection – River-class minesweeper HMS Itchen, of the Faslane-based Northern Ireland Squadron, is caught on a calm day in the Clyde estuary at the end of May. Picture: FO/PHOTI Mick Storey, FO/PHOTI

▼ Day trippers – four Culldrose-based Jetstream T2s line up at HMS Gannet on a grey spring day. The aircraft, from 750 Naval Air Squadron, flew to Scotland during an observers' course, allowing the crews to visit the Air Traffic Control centre at the adjacent Prestwick Airport. Picture: LA/PHOTI Ritchie Hanley, HMS Gannet



## Home and a

**T**HE NAVY'S 'Scottish Squadron' has been operating right across the globe this year, with a detachment participating in the Ocean Wave deployment.

But one of its tasks has been rather closer to home – the recovery of the remains of a Sea Hurricane fighter in which a young naval pilot died in January 1944.

The prime task of 819 Naval Air Squadron is flying anti-submarine patrols to protect the sea-lanes out of the Clyde Estuary used by Trident boats, which carry the UK's strategic nuclear deterrent.

The squadron is based at HMS Gannet, a site shared with the commercial airliners which fly out of Prestwick Airport

close to the Ayrshire coast.

But the base has been a little quieter than usual this year as the squadron's Sea King helicopters deployed to far-flung corners of the world.

Late spring saw a squadron detachment to RFA replenishment vessel Fort Victoria, in an exercise off the Iberian peninsula.

At the same time a contingent was heading eastwards as part of Ocean Wave.

**J**ust as busy at home were the Search and Rescue crews, whose responsibility takes the squadron's Mk 5 Sea King north to Fort William and east to the Firth of Forth, as well as more than 200 miles west of Northern Ireland, requiring them to operate over



◀ Royal Marines march into the limelight during the 1997 Edinburgh International Tattoo. The Royals took the lead.

# s reflects on a typically busy year for the Royal Navy in Scotland Northern perspective

By Mike Gray

additional activity this year, demonstrating that Clyde is a thriving, growing part of the Navy's infrastructure.

One obvious sign was HMS Neptune's 30th birthday party.

A Naval presence was first established at Faslane in 1940, and it was 40 years ago that the submarine element took root with the arrival of depot ship HMS Adamant, which became the headquarters of the Third Submarine Squadron.

Britain's first nuclear submarine, HMS Dreadnought, appeared in Gareloch in 1963, and with the order for four Resolution-class boats shortly after, work was started to increase shore facilities to support the Polaris fleet.

HMS Neptune, the accommodation and support organisation, commissioned on August 10, 1967, with Clyde Submarine Base opening a year later.

The Royal Marines took cen-

tre stage at this summer's Edinburgh Military Tattoo.

More than 230 Royals were involved, marking the greatest Naval involvement for more than a decade.

A team of 60 commandos from Comachio Group spent months practising for their action-packed castle 'assault' routine, including a 12-man abseil down the walls, while 48 newly-qualified recruits from King's Squad put on a display of marching and drill, and 130 members of the Massed Band of the Royal Marines performed.

**O**n the operational side, the five ships of the 3rd Mine Countermeasures Squadron have had a mixed year.

HMS Sandown, the lead vessel of the minehunter class, emerged last month from refit at Rosyth, while HMS Walney has spent six months with NATO's Standing Naval Force Channel - STANAVFORCHAN.

HMS Cromer took part in all

this year's Joint Maritime Courses (JMCs), and participated in a NATO exercise off the Danish coast.

Early in the year the squadron, on exercise, visited their affiliated towns in Argyll and Bute - HMS Bridport went to Oban, Sandown was at Port Ellen in Islay, Inverness went to Tobermory, Walney into Rothesay and Cromer was at Tarbet on Loch Fyne.

Faslane recently said goodbye to Rear Admiral John Tolhurst, who handed over command to the new Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Mike Gregory.

But the base also greeted a first-time visitor - HMS Invincible became the first aircraft carrier to berth alongside Clyde Naval Base when the ship led the Naval element of a JMC in the summer.

JMC 972 involved ten nations, 23 warships, four submarines and 92 military aircraft in a major series of exercises off the northern and western Scottish coasts over two weeks in June.

After a week of working up, the various forces took part in air to surface attacks, submarine operations, electronic warfare, minehunting and fast patrol boat attacks, with crews on round-the-clock alert as they would be in wartime.



Yellow alert - Morag, a Sea King from 819 Sqn, is pictured on RFA Fort George during Ocean Wave. HMS Gloucester can be seen on the right, approaching Fort George for replenishment at sea. Picture: POFPHOT, Bernie Petherman, FFANGLU

Bows on - HMS Invincible makes an impressive entrance to the Gareloch on her first visit to Faslane. Picture: (WPHOT) Jane Gregory, FOSNNA

Banana boat - a wide-angle lens shows a curved HMS Manchester close to a Trident submarine at Clyde Naval Base during the summer JMC. Picture: (WPHOT) Jane Gregory, FOSNNA



## away

mountainous land as well as sometimes mountainous seas.

The fighter recovery operation was arranged through an aviation historian, and provided the squadron with useful training in marshy terrain - the plane had crashed into boggy ground on Fenwick Moor.

Its pilot, S/Lt Walter Maw, of 770 Sqn based at HMS Jackdaw, Crail, died instantly, and was buried near his home at Scunthorpe. Much of the aircraft was recovered at the time.

But tests last year revealed large parts of the engine, including the propeller boss and reduction gear, still on site - and 819 Sqn was glad to oblige in the spring by lifting the 300lb machinery clear of the forest glade and depositing it on a nearby pick-up truck.



burgh Military Tattoo, where the Picture: (AIPHOT) Nathan Dux, FOSNNA

## Hushed up X-File incident of 1927

JIMMY Lester left Chatham in 1927 in the giant steam-powered submarine K-26 - in company with the even bigger 'submarine cruiser' X1.

Both were the result of the Navy's between the wars disastrous experiments with boats designed to operate and keep up with the surface fleet.

"She was a monster in those days, with six 21 inch torpedo tubes forward and four 5.2 inch guns in two turrets. She carried a crew of 120 men which was, near enough, twice as many as any other submarine. We heard that she was designed for an extreme depth of 750 ft which sounded unbelievable.

"On our way to Malta she tried it out. At 450 ft her conning tower reduced its width by three and a half inches so she blew everything a bit quick and surfaced, the Med being very deep just there.

"All this she told K26 on surfacing. We were told to keep this near-accident between us as she was secret and experimental. In the 'Trade' if you were told to keep something quiet you did just that..."

Jimmy's story is one of many collated for a second volume by the Gatwick Submarine Old Comrades Association, **More Submarine Memories**, available at £12 (hardback) and £8 (softback) from K.T.Nethercoate-Bryant, Hadley, Upper Beeding, West Sussex, BN44 3TQ.

# Virgins awaiting destruction



VIRGINS Awaiting Destruction, Virgins Almost Desperate, Very Able Darlings, Virtuous And Demure - these are some of Jolly Jack's interpretations of the initials VAD ( Voluntary Aid Detachment).

They were, of course, the young women who put their careers on hold to staff the Service hospitals. Their finest hour came in World War II - and now, not before time, Joyce Drury, herself a VAD(RN) in 1942-45, has gathered their reminiscences.

They were exposed to all kinds of danger - not all of it directly caused by enemy action. Eileen Ramsey (nee Wright) did not enjoy her stay in the council flats at Swaythling, Southampton, whence the WRNS were moved after their quarters at the RN air station at Eastleigh were bombed:

"The sick room was in a flat. I felt a bit strange being on my own in a flat. I was only 19 and this was my first experience of being alone. There had been a lot of problems with intruders, being all girls in these quarters it rather attracted undesirables.

"We had drunken men coming up the fire escape and strange men knocking on doors. I kept feeling there was someone outside my window as I was on the ground floor. I got one

of the Wrens to come and have a look a couple of times, there was no-one about.

"Then one night I had been to see a sick friend at the hospital. There were some people outside the flats, a man had been arrested, he was caught having forced open my window and was peeping through the curtains.

"I never really felt safe there again. I was rather surprised that a guard was not put outside these flats."

Katherine Furze formed the VAD in readiness for World War I and led a pioneer band of ladies to France in 1914 - so it was to her the Admiralty turned to lead the WRNS, which celebrates its 80th anniversary this month (see centre pages).

The VAD(RN) performed many tasks - they manned hospital ships, provided cooks, lab assistants, nurses, medical secretaries, x-ray and operating theatre staff. Between 1917 and 1960 around 5,800 served with the Royal Navy.

● Left: We Were There (Jupiter Press, £9.95) is charmingly illustrated with contemporary cartoons and drawings - including a number by Alice Brereton-Smith (nee Rutledge). This one is captioned: 'Exercise - Waiting for Casualties in Dartmouth Hospital, 1944'.

## Chilly contact of of the third kind

CONTACT, like virtually every work of science fiction, is concerned with the big stuff: it's hard to think of any sci-fi that bothered to anticipate such non-apocalyptic developments as the mobile phone or the video cassette.

The film is another in the current cycle to do with alien visitation, an event which, after all the recent conditioning, one fully expects to happen in reality just about any day now.

The opening scene is literally wonderful. The camera seems to rise above the Earth and track backwards through the solar system, out into the galaxy, past thousands of stars, then beyond to the whole universe, where our galaxy becomes lost among countless others.

It's a stunning special effect, but the relevance is in the soundtrack. At first everything is a cacophony of music, adverts, weather forecasts; but the further away we travel the more the sound thins out, until we realise we are travelling back in time - the Beatles, World War II news bulletins, the Charleston, a scratchy Marconigram... then nothing.

The phenomenon, familiar to every Basic Science class, is put to chilling use later in the movie. Hardly less disturbing is the implication that extra-terrestrial intelligences may come to size us up on the basis of a stray edition of Teletubbies reverberating around the Milky Way.

The main thing to say about CONTACT, though, is that it is not an action thriller and the aliens themselves remain almost entirely off-screen, their ambiguity unresolved, the film even finds room for some theological considerations, via a rather sinister character played by Matthew McConaughey.

Indeed, the approach is semi-documentary, proceeding from the basic sci-fi premise, with individuals and institutions reacting much as one would expect them to do in actuality. Jodie Foster gives a characteristically committed performance as the story's prime mover; and there's not nearly enough of James Woods as a cynical White House fixer.

There is also an inadvertent participation on the part of Bill Clinton, demonstrating that the language of Presidential speeches is so woolly and non-specific that a

pronouncement on a fall in the stock market can be smoothly co-opted and applied to news of an inter-galactic howdy-do.

### ScreenScene

Last month Meg Ryan was up to no good in *Addicted to Love*. This time Julia Roberts is the heroine with a compulsion to shabby behaviour, in *My Best Friend's Wedding*.

Her best friend's wedding is, in fact, what she is determined to put a stop to, for the usual reasons of the heart. The film could, with only minor readjustments, be turned

into a rather nasty drama. In fact it's a warm-hearted comedy, with a few odd little shafts of poetic licence and a soundtrack humming with a collection of Bacharach/David classics.

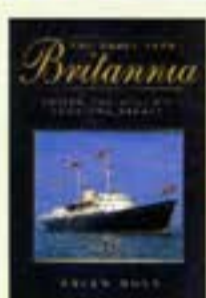
Rupert Everett, given a movie-stealing supporting role, duly steals the movie. The scene where he breaks into a rendition of 'I Say a Little Prayer' and infects a whole restaurant with his madness is a perfect anthology piece. And judging from the quantity of 1998 Cameron Diaz calendars currently on sale, young Ms Diaz is about to become absolutely inescapable.

- Bob Baker



\* Best friends - Julia Roberts (left) and Cameron Diaz each have their own wedding plan.

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# At Your Leisure



'Why gentlemen, James Gray will cast his skin like a snake and become a new creature. In a word, gentlemen, I am as much a woman as my mother ever was, and my real name is Hannah Snell . . .'

— 'The Female Soldier', 1750

**H**annah Snell is one of Britain's most celebrated female soldiers. In 1750 she captivated London theatre audiences with tales of her enlistment, disguised as a man, in the Royal Marines. She said she went with them to India where she fought, was severely wounded – but still managed to conceal her sex.

## New slant on an old scam on women in the Front Line

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A biography was rushed out to cash in on her fame – its author, Robert Walker, even more improbably reported that during an earlier stint in the Army she had received 500 lashes while tied to the gates of Carlisle Castle. And still kept her secret:

"Her Method was this, according to her own relation: At that Time her Breasts were but very small, and her Arms being extended and fix'd to the City Gates her breasts were towards the Wall, so that there was little or no Danger of her Comrades finding out the important Secret which she took such uncommon Pains to conceal."

Yeah, right . . . As Matthew Stephens notes in his new study of the subject *Hannah Snell: The Secret Life of a Female Marine, 1723-1792* (Ship Street Press £4.95), assuming even that she had been able to survive such a brutal flogging, which is most unlikely, "it is beyond all realms of credibility that while stripped to her waist and being beaten senseless, she could have concealed her sex."

So how much else of her story stands up?

Walker's account, the main source treating of Hannah, is full of chronological inconsistencies. Her alleged motive (the one commonly offered by 'female warriors') was to go in search of her other half. But James Summs had desert-

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ed her when she was heavily pregnant, stealing what was left of her possessions. It is never established why she was willing to risk her safety in quest of a man described as the "worst and most unnatural of husbands".

And none of the dates of her



● 'Rest your Bayonet on y' left Arm' – Hannah Snell "in Her Regimentals" on the London stage in 1750.

supposed enlistment, pregnancy, (she gave birth to a daughter who died at seven months) flogging etc tie in with the regimental and parish records.

So it seems likely that her adventures before she joined the sloop HMS Swallow under the alias James Gray in 1747 were pure fabrication.

And then, how could she have managed to conceal her sex among 110 men cramped into a ship barely three times the length of a London bus?

Most accounts of female cross-dressers (which enjoyed a particular vogue at this time) are coy about the physical practicalities. At the trial of one, Catherine Lincken, in 1721 it was revealed that she made use of "a leather-covered horn through which she urinated and (which she kept) fastened against her nude body".

**T**hen there is the problem of her period – although Stephens makes the point that the extremely poor diet might anyway have stopped menstruation altogether.

While it seems an impossible feat, it must be remembered that sailors and soldiers on board washed very rarely and that as long as Hannah was vigilant, her shipmates may well have perceived her feminine body as that of an adoles-

cent boy".

Whatever, on November 1, 1747 the Swallow sailed from Portsmouth for India where Hannah Snell/James Gray took part in the siege of Pondicherry. Walker's account has her suffering severe wounds in the dying days of the campaign:

"She stood so deep in Water, she fired no less than thirty-seven Rounds of Shot, and during the Engagement received six Shot in her Right Leg and five in the Left, and what affected her more than all the Rest, one so dangerous in the Groin . . . she remained all that Day and the following Night in the Camp before she was carried to the Hospital, and after that she was brought there and laid in Kit she continued till next Day in the greatest Agony and Pain."

Trouble is, the musters for the entire battle show 'James Gray' to be fit and well and not once absent due to injury. During the three months he is supposed to have spent in hospital at Cuddalore, the musters of HMS Eltham to which he is shown to have transferred find him sailing from Fort St David to Bombay "without the slightest hint of ill health".

**W**alker says Hannah resisted informing her doctor, Mr Belchier, about the bullet in her groin – she removed it herself and treated the wound with ointments she had purchased from an Indian nurse.

Another unlikely story. Walker's account of Hannah's hospitalisation does appear to be based on fact, though – sometime later many of the Eltham's crew were ill with disease and were sent to hospitals at Cuddalore or Fort St George. Did Hannah and Walker invent the story of the wounds – since without them she was not entitled to a military pension?

On her return to England her "True Story" became a best seller – a much expanded second edition was trickle-released in nine parts – and her portrait was available on every street corner. And she did get a life pension from the Royal Chelsea Hospital.

Walker, by the way, says Hannah, learned the fate of her errant husband from a sailor in a Lisbon tavern – he had stabbed a man in Genoa and, sentenced to death, was placed in a sack of stones and thrown into the harbour.

There is no evidence for this – but "it acts as a literary device free-

ing Hannah from her official request, the death of her husband allowing her to resume her former life."

This she did, to begin with, by appearing in the 18th century equivalent of the "film of the book" – a 70-day run at the New Wells Theatre which saw her singing songs and performing her 'Military Exercises'.

Her immediate celebrity did not last long and details of how she spent the next 40 years of her life

are sketchy. She was twice married again – one of her descendants was discovered by her latest biographer who helped him with his research. Sadly, she spent her last days in Bedlam and died there in 1792.

In some ways it is an appropriate end to a crazy story. And like all the best ones, how much of it is true is always going to be open to speculation.

— JFA

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Passing the time in a metal capsule somewhere under the sea

# Down to business

A three-month cruise sounds fine – but it can have its drawbacks, writes Mike Gray.

The crew of a Vanguard-class boat might at first seem a miserable bunch. Complaints tumble out. It's tedious. Too quiet – but too much work in the days before a patrol. Too cramped.

But dig deeper, and a different picture emerges, one of a professional team working in conditions few civilians would tolerate.

Take food, for example. A number of HMS Vanguard junior rates poke fun at the chefs, but are quick to admit: "They do their best. They make quite a good spam carbonara."

"When you think what they've got to work with, you can't really complain – it's a creative menu."

Part of the chefs' problem is that fresh fruit and vegetables soon run out, so the rest of the patrol, which can last up to three months, features frozen food, tins and jars, and long-life milk.

Whatever the menu, the times at which meals are eaten also take

some getting used to.

OM Mark MacLeod (24), from Glasgow, said: "Once we are on patrol, we are on to watches straight away; six hours on, six hours off, 24 hours a day."

"It's work, sleep, work, sleep – it can be quite stressful. You could wake up and the first meal you have is dinner. You lose track of time."

Illnesses can usually be dealt with by the doctor and two medical staff – one recent patrol saw a sailor's twisted testicle untwisted by the doctor on the Senior Rates' mess table – but human life comes before operational secrecy, and a dangerously ill sailor would be taken off mid-patrol, according to Executive Officer Lt Cdr Jim Bark.

The position of the boat is known to only the chosen few – the rest just get through day after day of routine work, interspersed with the drama of emergency drills.

The Escape Committee – dedicated to helping off-duty crewmen



Immersed in a book – MEM(M) Midge Milnes, of HMS Vanguard, relaxes on his 'rack'.

HMS Vanguard pictures: (A/PHOT) Robbie Hodgson, FOSINN.

escape boredom – is very active.

There is much-used gym equipment squeezed in between the Trident missile tubes on the lowest of the four decks, and people run courses – CPO(OPS) Tom King, for example, has a psychology degree, and has nine students taking a psychology exam course.

There are weekly Familygrams, brief messages from home which, to avoid revealing the boat's position, cannot be answered, and which are vetted for bad news.

The submarine does get news bulletins, which boosts morale, and the crew can drink off duty.

Quizzes and social nights are frequent, and Vanguard runs occasional Great Egg Races – designing a vehicle to transport an egg –

and a silly beard competition.

The crew raised £600 for cancer research last patrol, in memory of a senior rate who died recently.

Some play lap-top computer games, and there are also videos.

"But we have got to be quiet," said Mark MacLeod. "For noisy evolutions, with hammering or drilling, you have to get permission, and you have to go for quiet films. Lack of noise keeps us safe."

Mark recalled a patrol when the sound room picked up another submarine because they could hear, among other noises, shouting. "They never heard us," he added.

There is virtually no privacy among the 135 crew – the nearest thing is the curtain on the rack, the bunk space in a room shared with more than a dozen others.

Even so, Mark, who served on Fleet submarines, appreciates the space on Trident boats.

"There is a bit more bunk space than on T-boats, and if there are a couple of guys in a passageway on them, you can't move."

Around 60 junior rates share two showers, four basins and three toilets, although washing facilities can be suspended as making fresh water creates noise. Toilets use seawater.

No deodorants or other such chemicals are permitted, as they interfere with air filtration.

"And if someone gets a cold, we all get it before long," said one man.

But they wouldn't give up their strange life without a struggle.

"It's a sociable, professional crew, and it's the crew that makes the boat," according to a junior rating.

"I wouldn't go to surface ships. I don't think we have the same sort of discipline here – I suppose it's self-discipline, rather than imposed discipline."

■ Britain orders more Trident missiles – back page.



Down in the gym – AB Billy Connolly works out by the missile tubes in HMS Vanguard (above) which is almost as cramped as a Trident boat's laundry room (below). There is a little more space in the Junior Rates' Mess – during quieter moments (right).



## Fresh air? It stinks!

APPROACHING the end of a patrol often brings mixed feelings for crew members.

Bad news is usually kept from the men while at sea, as nothing can be done about it except fret.

But as the first boats prepare to meet the submarine in the Clyde, the CO calls a number of people to visit his cabin – often to be given the news that a relative has died, been buried, and the grieving process among those ashore is already well under way.

Returning to the surface is not quite the blessing it would seem.

"The fresh air doesn't smell very fresh, because we have been breathing purified air for weeks," said Lt Cdr Jim Bark, Executive Officer of HMS Vanguard's starboard crew.

"But whatever the location, it's the view of land that strikes most people."

"We invariably have a VIP visitor on arrival back from patrol, and we usually get fresh food as well, so one of the first sights we see when we come up is of the casing party swigging fresh milk."

"There is a bittersweet reaction to the VIP – everyone wants to get home, but they are also keen to show off what they have achieved and what the boat is capable of."

Driving can be a problem on return. Although there are longer corridors and spaces than on the Fleet submarines, allowing the eyes to focus on a distant object, submariners are still advised not to drive for a day or two on return to allow the eyes and brain to adjust to life outside a metal tube.



Surface vessel – the casing party at work on a Vanguard-class submarine.

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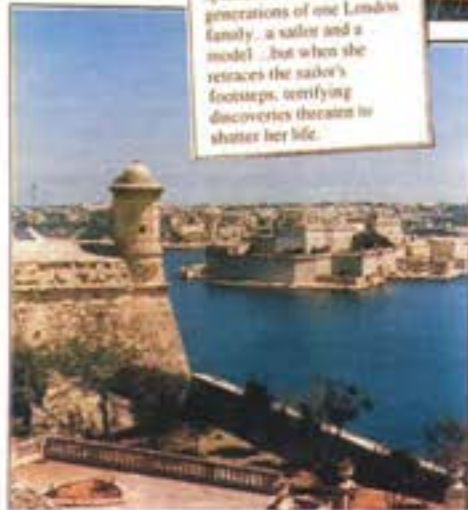
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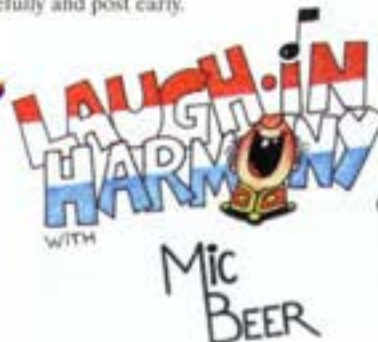
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A spokesman for Index Catalogue shop said: "There is always a few particular items which are in great demand. Last year it was Buzz Lightyear, this year it is Tellytubbies and

Tamagotchis. The only way to ensure that you get one is to order in advance

Many of the high street shops try to alleviate the problem of long frustrating queues by taking on more part-time and full-time staff to cope with Christmas shoppers. Although this does ease the problem somewhat, there is always bound to be some waiting.

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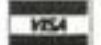
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**'Scotland's Nelson' is honoured by his home city of Dundee**



● On parade – the Band of HM Royal Marines Scotland march through Dundee to mark the bicentenary of Duncan's victory at the Battle of Camperdown.  
Pictures: LA(PHOT) Nathan Dua, FOSNNI.

# Local hero

DUNDEE has honoured an eclipsed hero of the Napoleonic wars on the anniversary of his greatest triumph.

Admiral Lord Viscount Duncan, who was born in Dundee, smashed the Dutch fleet at Camperdown in 1797 with tactics which were more famously used again at Trafalgar, eight years later.

Dundee joined with the Royal Navy and Royal Netherlands Navy to commemorate the 200th anniversary of Duncan's finest hour, and to remember those killed in action off the Dutch coast.

Frigates HMS Montrose and HNLMS Jacob van Heemskerck berthed at a city wharf, and were open to the public during the three-day celebration.

A new bronze statue of Duncan, by Fife sculptress Janet Wedderburn Scrymgeour, was unveiled by the Earl of Dundee.

This was followed by an act of remembrance at which wreaths were laid. A more formal commemorative church service was held the following day.

Both ships' companies joined a parade through the city, led by the Band of HM Royal Marines, Scotland, along with 45 Commando RM from Arbroath, reservists from HMS Scotia in Rosyth, the Massed Pipe Band, including the Royal Irish Rangers, ex-Service associations, a Sea Cadet band and youth groups.

The city's McManus Gallery is staging a Camperdown exhibition, *Glorious Victory*, until March.

■ The city of Sunderland has also recalled a local Camperdown hero – in the heat of battle Jack Crawford climbed up to nail Admiral Duncan's colours to the damaged mast of the flagship, bravery which is recounted in an exhibition at Sunderland Museum.



● Read all about it – S/Lt Jenny Riley of HMS Montrose and RO Inge Nyboer of HMNLMS Jacob van Heemskerck brush up on history.



● Solemn note – OM(C) Graham Howe acts as wreath-bearer for Commodore Edward Robbereg, representing the Netherlands Navy (above).  
● Early arrival – HMS Montrose is silhouetted against the morning sky as she approaches her berth at Dundee (left).



● Flag officer – the statue of Admiral Duncan is unveiled by the Earl of Dundee (left), watched by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Mike Gregory.

# The GANG PLANK Club

## WOULD YOU BE - AN ACTOR?

HERE at Captain Plank's Club we are all Disney fans.

We were really excited when Alasdair Harvey, one of the leading stars of the new musical 'Beauty and The Beast' said he'd come and talk to us.

Alasdair plays the part of the big ugly Beast who is really a handsome young Prince trapped in a spell by an evil enchantress. We're sure you know the rest!

Alasdair is one of a huge company of 40 actors, singers and dancers who appear in the musical. We asked Alasdair our usual Captain Plank questions about his work.

**What does your job involve?**

You need a huge amount of mental and physical will



**What's your favourite colour?**

Royal Blue.

**What's your favourite item of clothing?**

My jeans.

power. You need tremendous concentration to do your job.

**Do you need any qualifications?**

Only the desire to act.

**Did you ever get into trouble at school?**

Yes, frequently! One time I was banned from the rugby team for six months for hitting someone.

**If you hadn't done this job what would you have done?**

I'd have worked in public relations.

**What different kinds of music do you like to listen to the most?**

All kinds of Techno, I especially like Celine Dion.



And the lucky winner is - Victoria Jones!

Victoria Jones chose the winning name for Captain Plank's Club and received her prize of a Sony Discman in Portsmouth. After meeting the Navy News gang, Victoria was treated to a tour around the famous HMS Victory - and Victoria's winning name - THE GANG PLANK CLUB!

## Disney's BEAUTY AND THE BEAST THE NEW HIT MUSICAL

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Disney's Beauty and the Beast has fast become London's smash hit musical receiving rave reviews and standing ovations from both critics and audiences alike.

This spectacular, full length production has been adapted from the Academy Award winning animated feature film combining the success of the landmark Disney movie with all the enchanting magic of live theatre. A huge company of 40 actors, singers and dancers, dazzling special effects and an amazing array of gigantic sets and Tony winning costumes all combine to create an unmissable theatrical event.

Disney's Beauty and the Beast is the story of Belle, a beautiful young woman and the Beast, who is really a young prince trapped in a spell by an evil enchantress. If the Beast can learn to love, and be loved, the curse will end and he will be transformed to his former self. But time is running out ... and who could ever learn to love a Beast.

Here's your chance to see the show FREE!!

Enter our competition to win 4 top price tickets by answering the simple question below

Q. What is Beautys real name? a) Barry ■ b) Belle ■ c) Barbara ■

Tick only one of the boxes. Then write your name, age and address in the space provided and send your completed entry to:-

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Navy News, HMS NELSON, Portsmouth PO1 3HH.

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Entries must be in by December 12th 1997. Winners will be notified no later than December 19th 1997. Employees or Relatives of Navy News staff are ineligible to enter

SHIVER ME timbers shipmates. This 'ere is your Captain calling "All hands on deck and all pens on paper!"

'Tis the season to be jolly and the Gang Plank Club needs cheering up. We'd love to hear from you so why not send us all your Christmas jokes and whacky ideas for pressies - not socks!

Now then me hearties, here's news of me next voyage. I'll be sailing up to chilly old Lapland very shortly to see me old shipmate Santa. Why not send me your Christmas letters and let me pass 'em on?

There's no time to waste shipmates, so get to it 'fore you miss the boat. Send all your jokes, letters and ideas to me, Captain Plank at Navy News, HMS Nelson, Portsmouth PO1 3HH. Happy reading me hearties!



## Eyes on the skies...helifacts

CAPTAIN PLANK and all the gang here at Navy News are very excited about the Royal Navy's new multi-mission helicopter. It's called Merlin and we think you'll agree it's a bit of a wizard.

In just a few months time Navy News will be featuring Merlin in a very special drawing, but until then here are some amazing 'hell' facts for you.

Did you know that...

□ Leonardo Da Vinci (the very famous Italian artist and scientist) designed and drew a picture of the first helicopter about 500 years ago... but he didn't build it!

□ In 1907, a Frenchman called Paul Cornu became the first person to fly in a helicopter. He stayed in the air for 20 seconds and flew just one metre.

□ Igor Sikorsky, a Russian-American built the first VS-300 in 1939. It was very important because it was the first single-rotor helicopter and it set the style for machines to come.

They are very popular because...

□ They can land and take off in very small places from the tops of mountains to landing pads on light-houses.

□ They can move up and down, backwards, forwards and sideways and can hover in one place.

□ Big, powerful helicopters can be used as sky-cranes. The largest helicopter ever built was the



● The Navy's new Merlin helicopter -- don't miss our February issue when we are giving away a free colour cutaway!

Russian Mil Mi 12 -- it could lift the weight of nearly six elephants.

They are really useful because...

□ They are excellent for search and rescue

□ They are used in lots of different professions.

□ They can transport business people between meetings in the fastest way.

□ They can be used by the Navy for combat, surveillance and sea rescue.

□ They can also be used in an environmental way by farmers who need to spray water on their crops or fires. More helicopter news next time... keep your eyes on the skies!

This feature is sponsored by

LOCKHEED MARTIN





# THE ACTIVE CLUB...

**SAMMY** Igoe is superstitious – but then he has had his fair share of good luck.

The 22-year-old midfielder with First Division Portsmouth Football Club already enjoys some of the rewards of a rising star – his latest car is a shiny new BMW convertible, for example – but it was not all as simple as a two-yard tap-in.

Sammy grew up in the London area before the Pompey School of Excellence heard about him at a tournament in Belgium.

Eleven-year-old Sammy had barely arrived at Fratton Park when Pompey manager Alan Ball left, and Sammy returned home almost unnoticed.

But Sammy's father rang the club and Sammy grabbed his second chance.

At 14 he was an Associate Schoolboy – and the thought of turning pro was getting in the way of studies.

"I suppose my schoolwork suffered a little bit, but I was always looking forward to the football. I wasn't the best-behaved at school," said Sammy.

"I don't regret it now, but if at the end of my apprenticeship I

## Mike Gray talks to Portsmouth Midfielder Sammy Igoe...

hadn't turned pro I probably would have regretted it."

At 16 he became an apprentice, the young player's ticket to the big time, and was soon turning out for the youth team, then the reserves.

Then it started to go pear-shaped.

"I was left out of the team, and didn't see eye to eye with manager Jim Smith. I thought: 'That's it – I'm finished'."

But while playing a five-a-side tournament in Brazil, another change of management brought in Terry Fenwick, and Sammy was back on the right track.

### Routine

Sammy's life as a professional is routine.

Training starts at 10.30am, and varies day to day – Mondays are lighter, Tuesdays have hard running, and on Thursdays and

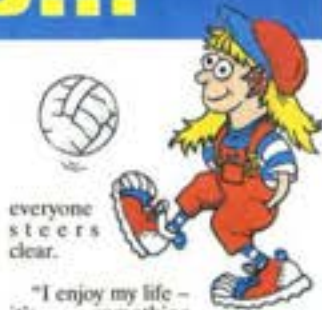
Fridays the squad goes through set-pieces and tactics for Saturday's match.

He reaches the ground around 1.15 on Saturdays, changes into his kit, and then puts on his boots.

"I make sure that I have got my boots on right – I will do them up 15 or 20 times to make sure they feel right – it wouldn't be good to go out on to the pitch thinking 'my boots feel too tight'."

"I'm superstitious – all footballers are superstitious, I think. I've got lucky boxer shorts, but if I have a bad game they are not lucky any more. And I like to be the last out of the dressing room."

The rest of Sammy's weekend depends on the match – if he plays well and Pompey win, all is well. If he has a bad game or Pompey lose,



everyone steers clear.

"I enjoy my life – it's something worthwhile to me, and it's most kids' dream to be a professional footballer," he said.

"But I haven't made it yet. Although Portsmouth are a big club, for me it would have to be to play in the Premiership, perhaps for a whole season – then is when I would say 'I've made it'."



● Pompey midfielder Sammy Igoe (right) in action at Fratton Park

## Seriously scrummy – Chocolate Brownies!

FIRST, set your oven to 180C (350F) or gas mark 4.

Using a small amount of butter, grease a shallow oblong tin 18x28cm (7x11 inches).

Next, break the chocolate up into smallish pieces into a bowl, then add the butter.

Fit the bowl over a saucepan of gently simmering water. When the butter and chocolate have melted, carefully take the bowl off the heat and stir in all the other ingredients. When it's nicely mixed spread it into the baking tin, then put in the oven and bake for 30 minutes.

Let the mixture cool in the tin for ten minutes – don't worry if it sinks a little.

Cut the brownies into squares and let them cool down on a wire rack. If there happens to be any left over, store them in an airtight tin!

Remember to be careful and never cook without an adult being present.

### INGREDIENTS

- 110g (4oz) of butter
- 110g (4oz) of plain chocolate
- 75g (3oz) of soft dark brown sugar
- 2 beaten eggs
- 110g (4oz) plain flour
- Half a teaspoon of baking powder
- 1 tablespoon of golden syrup
- 75g (3oz) of chopped walnuts
- 50g (2oz) of raisins
- A pinch of salt



## SURFING WITH TECHNO CAT

CAPTAIN PLANK and the Gang Plank Club have been having great fun surfing with our ship's very own moggie – Techno Cat.



The Internet is a real 'treasure chest' of information, historical facts, happening events, fun and games.

Techno Cat took us straight to her favourite Website which is the Royal Navy Home Page. It's full of amazing facts both old and new and there's loads of exciting things for you to find out. If you have access to the Internet search for the name Royal Navy or the address is <http://www.royal-navy.mod.uk/> We're sure you'll have lots of fun.

Please write to us with any cool pages that you've found on your travels. Have a great time surfing.

Paws note: Before you go on the net always get permission from the person who pays the phone bill!

### Membership Application Form

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

Name \_\_\_\_\_ Address \_\_\_\_\_  
Postcode \_\_\_\_\_

Age \_\_\_\_\_ Birthdate \_\_\_\_\_

Special interests: Sport  Music  Film/TV   
Friends  Reading  Other \_\_\_\_\_

Do you have any brothers or sisters? Yes/No Names/Ages \_\_\_\_\_

Who does this copy of Navy News belong to? Parent  Grandparent  Other \_\_\_\_\_

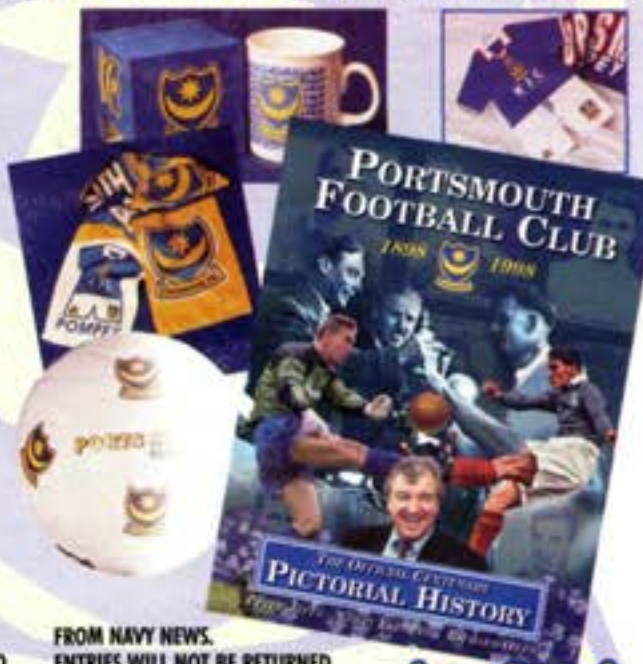
Send your completed form, together with postal order/cheque for £3.25, to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH. If you would like any further information before applying, call 01705 826040 or 01705 733558

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**RULES:** THE JUDGE'S DECISION IS FINAL. NO CORRESPONDENCE WILL BE ENTERED INTO. ALL ENTRIES MUST BE SUBMITTED ON A PLAIN SHEET OF PAPER WITH THE ENTRANT'S NAME, AGE AND ADDRESS IN BLOCK CAPITALS. ALL ENTRIES MUST BE RECEIVED BY 12TH DECEMBER 1997. WINNERS WILL BE NOTIFIED BY POST BY 30TH DECEMBER 1997. LIST OF WINNERS CAN BE OBTAINED

FROM NAVY NEWS. ENTRIES WILL NOT BE RETURNED. PROOF OF POSTING IS NOT PROOF OF ENTRY. YOU MUST CUT OUT THIS ADVERT AND INCLUDE IT WITH YOUR ENTRY. PHOTOCOPIES NOT ACCEPTABLE. ONE ENTRY PER COUPON. EMPLOYEES AND RELATIVES OF NAVY NEWS ARE NOT ELIGIBLE TO ENTER. PLEASE SEND YOUR ENTRIES TO: THE GANG PLANK CLUB, NAVY NEWS, HMS NELSON, PORTSMOUTH PO1 3HH



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## Hertz Special Weekend Rates

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I	Fiat Tempra Estate	£83.00

Prices are for a weekend starting after noon on Friday and ending before 9am on the following Monday. They include unlimited mileage, collision damage waiver, theft protection, insurance and VAT. Hertz is the only truly global car rental company, it operates in a fleet of 500,000 vehicles from more than 5,000 locations in approximately 140 countries. The company can make reservations for any of these countries through its dedicated UK reservations number: 0990 906090.

Call Hertz in Portsmouth on 01705 753820



## win a trip to Disneyland Paris

Hertz have offered Navy News readers the chance for one reader and their family to win a short break to Disneyland Paris using Hertz' unique Le Swap Magique package which combines car hire, travel by Le Shuttle and entry to Disneyland

The prize includes three days Hertz car rental with a group C car including unlimited mileage, collision damage waiver, theft protection and tax as well as return Le Shuttle tickets, up to two nights accommodation in a room for four at a Disneyland Paris theme hotel and up to two days entry tickets to the park for up to four people.

To win just send your answer to the following question to: Disneyland Paris Competition, Navy News, HMS NELSON, Portsmouth PO1 3HH by November 12.

Q. What name connects Disney's latest animated film with a former RN aircraft carrier?

Complete the tie breaker (not more than 25 words)

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- The competition winner will be notified in writing by 19th December 1997. No cash alternative is available and the prize is not transferable. The prize will be awarded to the entrant who, in the judge's opinion, has answered the tie breaker in the most apt and original way. The judge's decision is final.
- The name and county of the prize winner will be made available after 19th December 1997 to anyone writing to the promoter and enclosing a stamped addressed envelope.
- Proof of posting will not be accepted as proof of delivery and responsibility will not be accepted for entries lost or delayed in the post. Damaged or illegible entries will be disqualified. The promoter is: Hertz (UK) Ltd, Radnor House, 1272 London Rd, Norbury, London SW16 4XW.
- Employees of Navy News and their relatives are not eligible to enter.

# Raleigh's key relationship

**H**MS RALEIGH has received the Freedom of Torpoint – marking nearly half a century of the close association between the Cornish town and Naval training.

Commodore Hugh Rickard, Commanding Officer of the RN New Entry Training Establishment received the scroll and key from the Mayor of Torpoint, Cllr Mike Pearn, during a



ceremony by the ferry, just in front of the police station.

Raleigh was commissioned on 9 January 1940 as a training establishment for men called up under the Military Training Act of 1938. New entries were then accepted direct from shore at the rate of 300 a week for a course lasting 11 weeks.

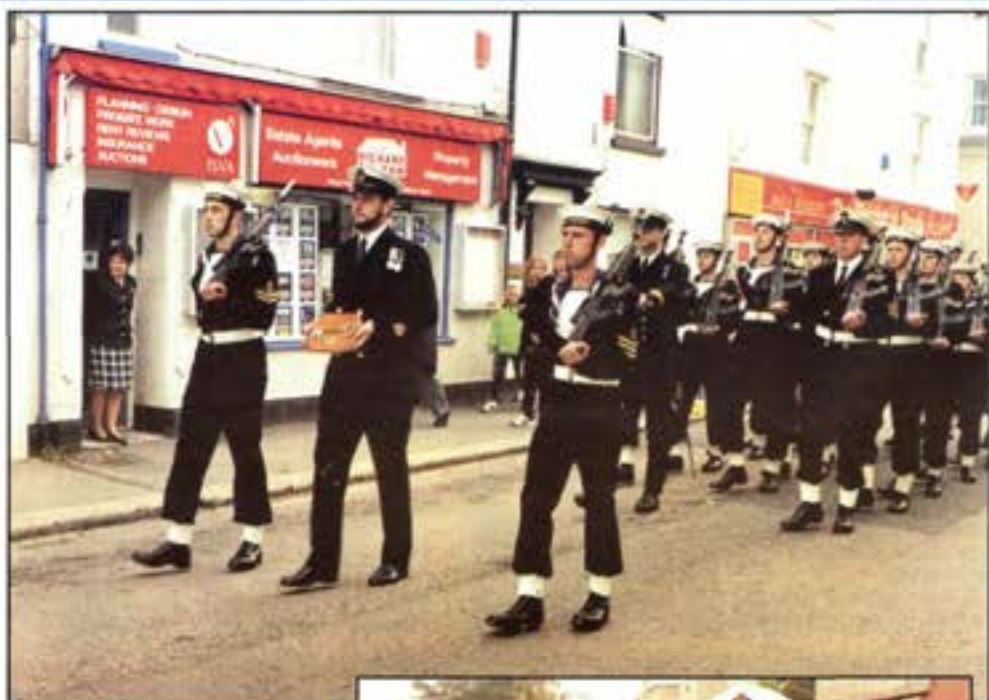
In 1944 US naval forces took over the entire camp as an embarkation centre for D-Day. It was returned to the RN after three months and has continued to train new entries ever since.

Demolition of the old wooden huts began in 1972 when the foundation stone of the present modern complex was laid by Princess Anne.

Today over 2,500 personnel pass through the various courses on offer – everything from firefighting to cookery – which increasingly cover a full spectrum of Naval training. Latest addition to the campus is the RN Submarine School, moved from HMS Dolphin at Gosport.

For Torpoint and district, HMS Raleigh is a major source of employment. Many of the civilian staff live in the town and have devoted many years of loyal service.

Raleigh allows members of the community to use its excellent sporting facilities and gives strong support to local charities.



Clockwise from top, left:

- Princess Anne lays the foundation stone of the modern HMS Raleigh in 1972.
- Fixed bayonets – exercising the Freedom of Torpoint.
- Cllr Mike Pearn hands over the Key to the Freedom of Torpoint to Commodore Hugh Rickard, CO of HMS Raleigh.
- A reminder of the old wooden wartime huts, demolished in the 1970s.



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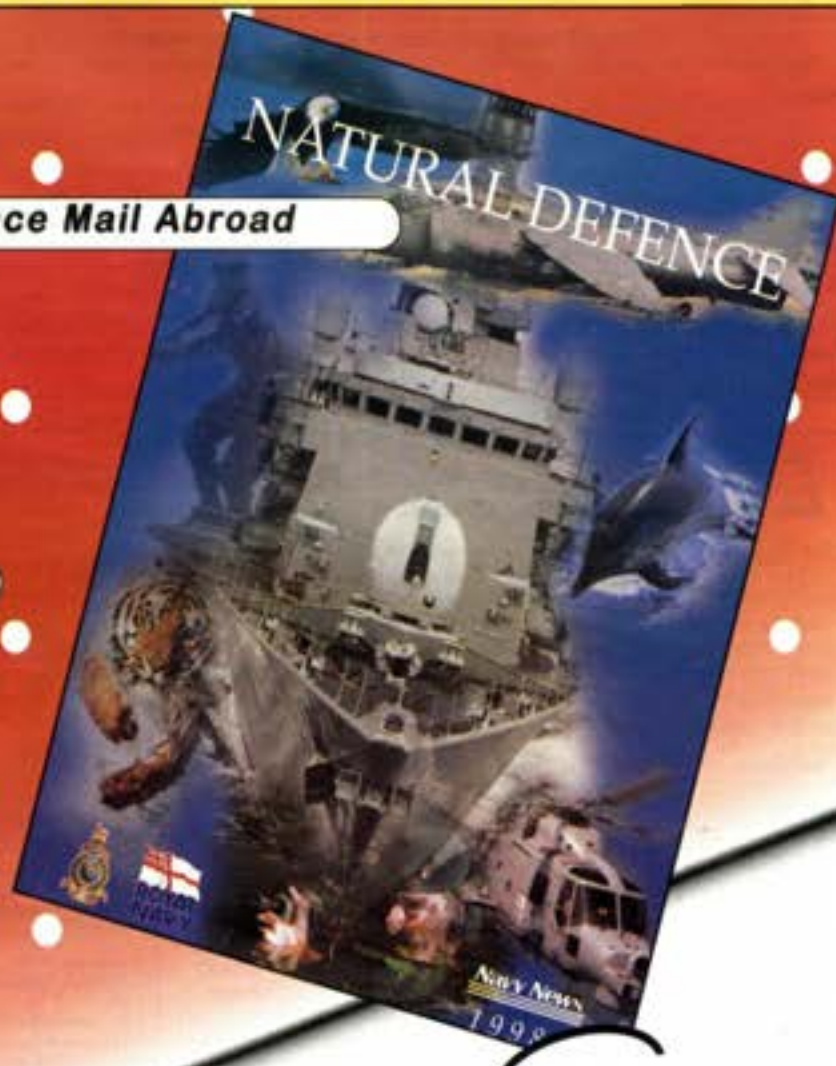
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## Over to You

**Hood medal:** Trinity Maritime Centre, Newcastle have the medals of the late PO J. Marshall. They were donated by his family for display and include a bronze rowing medal inscribed HMS Hood HF33 PO's Cutter 3rd about which they are seeking more information. Please contact G. Kell, Trinity Maritime Centre, 29 Broadchairs, Quayside, Newcastle upon Tyne NE1 3DP.

**John H. E. Moyle:** 3 Ekin Walk, Wadoles Rd, Cambridge, CB5 8PH (01223 241031) is seeking photographs and information about the following ships in which his late father served: HMS Salsburgh 1939-42, LCI 268 1942-44, HM ships Zest 1945, Abernombrie 1947, Bulawayo 1948, Triumph 1949-50, Godman Point 1951. Also info about HMNB Chatham 1939-52.

**Naval tattoo:** Mr I. Newton, 4 Station Rd, Walpole Cross Keys, King's Lynn, Norfolk, seeks information about a pre-war naval tattoo at Portsmouth football ground which involved a parade-ground sketch involving 30 men dressed in Nelsonian rig. Also, he would like to confirm that early this century three wooden warships were at Greenhithe as training ships and that a mummy took place on one which drifted towards Ostend and was set on fire.

**Script, book and badges:** Royal British Legion standard bearer Jan Davy, 50 Anthony Rd, Torpoint, Kemble PL11 2JH (01752 816055) is seeking the following on behalf of RMA members in Christchurch, New Zealand, which he visited recently: A script of the one-man play The Death of Nelson for ex-PTI Wally Behan, the books, The Red Sailor Part 1 and 2 by Patrick O'Hara, and for a display board, the badges of a CPO shipwright (crossed axes and crown) and the WINGS badge of similar design.

**HMS Theseus 1952-53:** Anyone who remembers when Admiral Sir Caspar John berthed the carrier at Gibraltar using only the engines of aircraft chained to the deck are sought for details and photographs by Terry Thorn, 20 Heath Lawn, Calfveild, Fareham PO15 5QB (01329 281605).

**HMS Cheviot's bell:** The HMS Cheviot Association is seeking the ship's bell. Anyone with information on its whereabouts, please

write to Vic Denham, 92 Swallow Rd, Larkfield, Aylesford, Kent ME20 6PZ.

**Drowned rating:** Helen Rowland, 14 Merchant St, Bognor Regis, W Sussex PO21 1QH, seeks anyone who served with her father, Sts. Mech. Ezra Weham, drowned in Stokes Bay at age of 20 while serving at HMS Dolphin. She especially would like to contact his friend who tried to save him, Edward King who was an LS at the time.

**Voluntary worker:** A young RN submariner lieutenant who in 1961 gave up a few weeks leave to do voluntary work in Austria for a UN organisation is sought by one of his fellow workers at that time, Albert James Downing, 137 Highfield Rd, Rockferry, Winal, Merseyside. The officer worked in very poor conditions to help build a new farmhouse for the Junk family near Braunau, who still live at the farm and keep in touch with Mr Downing.

**MGB commissioning:** Ex-Lt/SG G. H. Amson, 5 Frisby Rd, Barwell, Leics, LE9 8AB (01455 841365) wonders if any of his old shipmates remember an MGB of the latest design being commissioned at Middleborough in 1945. If so, do they remember her number?

**HMS Dodman Point:** Ex-CPO J. P. Doohan, who was serving in the ship in 1946-47, would like to trace a picture taken of her ship's company alongside her at Rosyth. Please contact him at 3 White St, Penmachno, Betws-y-Coed, Gwynedd LL24 0JH.

**HMS Good Hope:** Mr N. Myall, whose great grandfather was serving in the cruiser when she was lost with all hands in 1814, is researching the ship and seeks any details and pictures of her and of any personnel who served in her. Contact him at 41 Church View, Friesland, Witney, Oxford OX8 8HT (01990 881724).

**Sgt Joseph Mallinson** from Whitby: Old shipmates who knew him are sought by his son, Dave. Contact him at 53 Hawthorn Bank, Carnock, Fife KY12 8JG (01383 852422). Joseph served in HMS Queen Elizabeth 1943-46. Dave Mallinson would also like to contact ex-AB D. P. Wilson (Paisline post-war), ex-Ord Tal B. R. Cummings (Korea), ex-LOEM K. L. Florence

(N. Ireland), ex-Sgt J. J. Devin (CH B 6232). He would also like to contact anyone with interest in RN Division 1914-15, and anyone who knew AB J. Bradbury RNRV who served in Nelson Battalion.

**Operation Outward:** Dr S. C. Smith, 30a Cornwell Ave, Finchley, London N3 1LG (0181 343 4502) is seeking information, recollections, photos and film of this secret, RN, WWII operation which involved the launch of thousands of small balloons with long trailing wires or incendiary devices in an attempt to interfere with German power lines or set fire to crops and forests.

**Japanese War Memorial:** Hong Kong Albert Goddard, 8 St Ann's Close, Chapel-en-le-Frith, High Peak SK23 9SG (01298 813188) asks the person who is waiting to receive a photo from him to get in touch, as he has lost his address.

**Ivor Hals RM:** His daughter, Mrs D. E. Campbell, 18 Amey Lane, Farndon, Dorset BH22 8AY (01202 860136) is seeking any survivors from HMS Glorious who knew him.

**AB/DJ Mark Sell:** Mark's father, Terry, would like to hear from anyone who knew his son who died in Singapore in 1943. Mark served in mv. Sierra Seaspread in the Falklands, and later HMS Bireon, afterwards working with Fraser Diving International in the Gulf and Far East. Mr Sell is also keen to acquire any books on the Falklands. Contact 26 Cromwell Sq, Huntingdon, Cambs, PE18 6AS (01480 412224).

**HMS Puckeridge:** Raymond Kelly, 108/3 Stanhouse Drive, Edinburgh EH11 3NW (0131 477 1530) is seeking a photo of the ship in which his grandfather, Ordinary Seaman Ronald Sidney Goff, served in 1941-42. He would like a picture of her before and after her bomb damage of Dec. 1941.

**Porthole scuttie mystery:** The PRO of Swindon branch of the RMA, E. H. Brown (01793 532757), is trying to find out why the names of merchant ships and naval establishments were engraved on a porthole scuttie discovered in the town. Seven of the ships had been sunk in 1940-43.

**Evelyn Kitty Bruce:** Anyone who served in the Hood in WWII and knew Evelyn are

being sought by Mrs P. Cameron, Battle Abbey Farm, Powdermill Lane, Battle, E. Sussex TN33 0GP.

**Janes Fighting Ships swap:** John Sherman, 49 Beech Rd, Purley on Thames, Reading, Berks, RG2 6DR (0118 854421) evenings/weekends has a prize edition of the 1963-64 volume which he would like to swap for a like edition of 1961-62 (postage paid).

**Mrs John Scannell** is sought by ex-ERA Vic Suet, 7 Meadow Drive, Thorpe Bay, Essex, SS1 3DU (01702 463634). John was in 3 Cdo Bde, SEAC 1944, Harts Hospital, Woodford Green 1962, and moved from his Forest Gate home.

**Book search:** Surgeon Cdr J. J. Nicholas RN (ret'd), Hope Cottage, Beacon Hill Lane, Exon, Herts, SG32 3NU, is seeking volumes II and IV of The Sea by F. Whympy, published by Cassell, Peter and Galpin in 1877.

**RN Beach Commando:** Mrs Doris Nichol, Flat 1, 27 Hyon Hall Rd, Acock Green, Birmingham B27 7BN, is seeking information about her late brother, LS John S. Mills, and his unit. He was an RN Beach Commando involved in the Normandy campaign with US forces. She would especially like to contact a friend of his, Geoff Allan Smith who is believed to have gone to S. Africa.

**Missing plaque:** The HMS Cossack Association would like to trace the whereabouts of a brass plaque commemorating the destroyer's boarding of the German tanker Almark. The plaque is inscribed 'Presented to HMS Cossack by a number of British merchant seamen as a token of gratitude for their rescue from the German ship Almark on the night of 16/17 February 1940'. Anyone who can help is asked to contact the Association's secretary, Lt E. P. Harrison, 31 Wood Lane, Fleet GU13 9EA.

**Empire Salvage 1941:** Maurice Asprey, Gracious Pond, Chobham, nr Woking, Surrey GU24 8PL (01932 673376) is seeking anyone who served on board the ship when she was hit by a bomb which failed to explode.

**HMS Hampshire cake-cutter:** Anthony Bailey of 30 Hill Rise, Trowell, Nottingham NG9 3PE (0115 932 0152 or 0115 903 3943) is seeking a photograph of himself, as a child of eight years old, cutting a cake in - he believes - the junior rates mess during the ship's commissioning celebrations on Dec. 16, 1967. He had been invited to the event through his father being the master rigger in Portsmouth Dockyard who made bell ropes for warships.

Southampton SD1 65FT (01703 906402).

**Landing Barges Association** on March 23 at Southdowns Chalet Hotel, Brackenhelm Bay. For booking info call 'Dumwood' on 01384 456655.

**HMS Whitbread Bay Association** tenth reunion on April 7 at the Royal Saloons Home Club, Portsmouth. Contact Geoff Nightingale, 268 Galleys Hill, Gadsbridge, Hemel Hempstead, Herts. HP1 3LD (01442 263405).

## APRIL

**HMS Ruler & 685 NAS** weekend reunion starting April 17 in Bristol. Details from Ted Resall (0117 9327074).

**HMS Ladybird (Sasebo, Japan 1960-83)** Association on April 18 at The Angel Hotel, Royal Leamington Spa. Details: Terry Cooper, 28 Hoggrove Lane South, Malton Road, York YO21 5TG (01904 425 883).

**HMS Ramillies Association** on April 21-24 at the Royal Saloons Home Club, Portsmouth. Details: Eric S. Marks, 3 Kendall Ave, Thornton, Cleveleys, Cheshire FY5 2LY (01293 826300).

**HMS Grenville Association 1943-48** (with HM ships Ursula, Undaunted, Ulster, Utrania, Ulysses) reunion at Blackpool, Enquiries: R. Durber, 4 Sir Winston Churchill Place, Birley Woods, nr Coventry, CV3 2BT (01203 542978).

## MAY

**HMS Bullen** tenth and last reunion on May 1-3 at St Annies Hotel. Shipmates from EO 19 welcome. Contact Stephen Keeler, Flat A2, Maite Ave, London W2 1TF (0171 723 8039).

**Manchester and Salford Universities Officers Training Corps** centenary reunion on May 1-3, including cocktail party, formal ball and open day. Contact MSUOTC, University Barracks, Boundary Lane, Manchester M15 6DH (0161 228 2185).

**HMS Royalist** first reunion on May 1-2 in Birmingham. All ranks and families welcome. Contact George Craddock, 103 Broadmeadow Lane, Kings Norton, Birmingham B30 3PB (0121 458 5621).

**HMS Opportune Association** on May 4-7 at Blackpool. Info and booking forms from W. L. Phillips, 8 Redgate, The Pippins, Northwich, Cheshire CW9 4TQ (01606 79580).

**HMS Opossum F33 Association** on May 15-16 at Trecarne Hotel, Babbacombe. Details: Harry Catterton, 27 Ripington Walk, Thornaby, Stockton on Tees TS17 9QL (01642 861770) or Ray Cope (01543 262020).

**HMS Impregnable Association** 50th anniversary of closure reunion on May 15-17 at Grand Hotel and HMS Drake, Plymouth. Contact M. Haycock, 78a Beeches Rd, Rowley Regis B69 6AS (0121 5328141).

**Battle of the Atlantic (BA 38)** reunion on May 19-20 to mark 50th anniversary. Return visit to Canada (Halifax for RCN and HMCS Saakville, and Toronto for RCNR and HMCS Haida). Details: Oliver Wright, 15 High St, Hampton Hill, Middlesex TW12 1NB.

**Verban Bay Association** on May 23-24 at Lytham St Annes, Blackpool. Contact Vic Neale (0121 783 8920) or Gwyn Jones (0126 728 1486).

**HMS Dilio 1940-50** on May 29-31 at Hospitality Inn, Portsmouth. Details: E. T. Commander, 81a Hawkinge Gardens, Plymouth PL5 2RY (01752 360633).

**HMS Forester** on May 31 to June 4 at St Ives Hotel, St Annes on Sea, Lancs. Contact Trevor Lloyd, 6 Matford Hill, Chippingham, Wils. SN15 3NX (01249 654420).

**HMS Unicorn Association** reunion at Scarborough (members & friends) Book early, plus sea, to The Secretary, 3 Arundel Close, Hemel Hempstead, HP2 4QR.

**AUGUST-SEPTEMBER**  
Artificer Apprentices class of Sept. 1948. Anyone interested in a reunion in Aug or Sept, contact Derek Ashby, 288 Park Lane, Prestat, Poulton-le-Fylde, Lancs. FY6 6LU (01253 812100).

**SEPTEMBER**  
**HMS Antrim Association** on Sept 25-27 at the Royal Saloons Home Club, Portsmouth. Contact Terry Bullingham (0121 428 2428).

**UNDATED**  
Gibraltar 95-96 - Windy Hill receivers. Sgt. Sgt. Grand reunion at Flagheads. Contact 01705 648444.

## Calling Old Shipmates

**HMS Unicorn Association** seeks cooks Jock Woods (Barwick on Tweed), Jack Wallace (Paisley), Jan Bot (Newton Abbot), Tall Hughes (Kidderminster), Mick McFadden (Ballymoney), PO Patchel on behalf of **Taff Kearns**. Also seeking Ronnie (Scouse) Baxter, Willie (Jock) Fernie, Ronnie (Fagan) Davies for **Dave Smith**, Ron Hagger, Len Gunter, George Lee for Harold Ebor, PO Isaac, Knicker White, Paddy Rayney (or Rooney), I. Wilkinson, for **Tex Ault**, Greg Gregory, Fred Kirby, Luffy Burridge, Ginger Emsden, Nobby Gault, Curly Hague, Buck Taylor, Sam Baseman, Ken Chappel for **Stan White** (2nd commission) and Schofield (2nd commission) for **Lesler Gray**, Tel. 01442 258282.

**PO S. Pickford** is seeking any old shipmates who served with him in HMS Sanoff which laid the PLUTO line from the Isle of Wight to Boulogne. Call 01704 993408.

**HMS Ganges classes 213/214.** All those who joined on Jan. 4 are sought with a view to a 50th anniversary reunion. Contact Terry Cooper, 28 Hoggrove Lane South, Malton Road, York YO21 5TG (01904 425883).

**HMS Sheba** (Aber) and associated ships, and WWII escorts. Seeking Taff Cartwright, George Duce, Jim Cook, Contact Gordon Pinfield, 7 Fairways, Consett, Co. Durham DH8 5NT (01207 563617).

**HMS Tenby F65.** Phil Rowe, 7 Harcourt Close, Lymm, Manchester M41 9NB (0161 247 7325) seeks Tony Whitehead, Andy Spencers, Charlie Chide, Crabb Evans, Procher Martin and others from F65 or HMS Tenby J34.

**HMS Rhyd and HMS Brighton 1974-76.** Buck Taylor and Mick Hoochorn (GM Males) seek old shipmates. Contact Phil Taylor, 23 Church Lane, Stallingborough, Grimsby, Lincs. DN41 6AA (01472 286520).

**HMS Waterwitch** (formerly HMS Powderham) is preserved on the River Tyne. Ex-members of the ship's companies are sought by Chris Chappell, 21 Durham Rd, Esh Winning, Durham, DH7 9NP.

**HMS Solebay** Nobby Clarke (Scribble) seeks shipmates who served in her, especially her last commission (1960-62) with a view to a reunion. Contact Malcolm Clarke, 53 Montague Ct, Kingsdown, Bristol BS2 8HT.

**HMS Shippigan (1944-46).** Ex-Sto George (Nobby) Hall, 8a Tango Place, Henderson, Auckland, New Zealand, seeks old shipmates - also from Donbriette (fire-

## Malabar group formed

AN HMS Malabar Association has been formed as a result of a successful reunion in October. It was agreed at the meeting, including wives and partners, to welcome as members all those who had served in the Bermuda shore establishment which closed in recent years.

Contact the Association's secretary, CPO Joe Heppollette, Armed Forces Careers Office, 2nd Floor, Princes House, The Square, Shrewsbury SY1 1JZ (01743 232541).

fighting from March 43). Wetherby from Nov 43.

**Ex-CPOEM Tom Cunningham** seeks his old shipmates from HMS Ganges (1968), and Nead, Ajax, Ark Royal and Yarron. Contact him at 624 Ridge Trail Drive, Columbia, S. Carolina, 29229. USA (e-mail: Ramnaut@msn.com).

**8th Destroyer Association** is broadening its membership to include shipmates who served in CA-class destroyers after 1963. For membership forms and reunion details contact Cliff Longford (0151 226 3675). He is also keen to trace **HMS Cassandra** (1952-63) shipmates Keith Taff Fellow, John Awright, Eddie Goodge, Bob Howell, Borgo Herbert, Snake Cooksley.

**Ex-CPO William Powell**, who served in a minesweeper based at Blackwall Point in 1940-41 is sought by Harry Blackburn. Contact Mrs Kay Allen, 48 Glebe Rd, Wickford, Essex SS11 8EU (01268 733025).

**Royal Naval Patrol Service Association** now welcomes as members National Servicemen who served in BYMS, MMSs and trawlers formerly manned by the RN Patrol Service. Contact The Secretary, RN Patrol Service Museum, Sparrows Nest, Lowestoft, Suffolk NR32 1XG (01502 586256).

## Reunions

## NOVEMBER

**VAD (RN) Association** on Nov. 9 at The New Cavendish Club, Great Cumberland Place, London. Contact Eileen Carter (see Malbush), Barry Lodge, Bramble Lane, Camfield Harms, POB ORT (01705 571230).

**Escort Groups Association** on Nov. 21 at Jarvis International Hotel, The Square, Solihull, Birmingham. Contact Harry Rawson (01460 234563).

**Fast Minelayers Association, S. E. Branch** at 12 noon on Nov 26 at the RBL Club, Kennington. Enquiries: Ray Moore, 89 Watling Rd, Norwich NR7 6TG (01603 437652).

**Seaman Specialist Comrades Association** all-rates winter RAS(L) & RAS(S) on Nov. 29 at WO Senior Rates & SNCOs Mess Function Room, HMS Nelson, Portsmouth. Enquiries: WO(SEA) V. Vance (01705 726579) during office hours or Snowy Cingham, 1 Hoylake Close, Rowley, Gosport, Hants. PO13 0EX.

## DECEMBER

**881 (Amphibious) Combined Ops Bomberdram Bty RA(TA) 30th** reunion at 8.30pm on Dec. 2 at Stag and Hounds, 327 St Leonards Rd, Windsor. Details: N. R. Feeley (01753 868771).

**Verban Bay Association** mini-reunion at Nautical Club, Birmingham, Dec. 5. Contact Vic Neale (0121 783 8920) or Gwyn Jones (0126 728 1486).

## MARCH

**HMS Caprice Association** (1943-73) reunion and AGM at Babbacombe, Torquay. Contact Alan Knopson (01903 522270).

**U Class Ships Association** at Royal Saloons Home Club, Portsmouth. Contact Stan DeAth, 28 Main St, Sewstern, Grantham, Lincs., NG33 5RF (01476 660833).

**North Russia Club** on March 7 at S. Wales Constitutional Club. Enquiries to Mervyn Williams, 87 Olive Rd, Coxford.

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(Name Printed)

## AIRCRAFT OF THE ROYAL NAVY No 13



● Wessex HU.5 troop-carrying helicopters of 848 Squadron embarked in HMS Bulwark in 1975.

## Westland Wessex

FOR THE best part of 20 years, the Westland Wessex was one of the most important and versatile aircraft on the strength of the post-war Royal Navy.

Developed from the US Sikorsky S-58, the airframe was modified to take the Napier Gazelle engine - making it the first helicopter in the world to be produced in numbers powered by a gas turbine. That gave it the power to lift a greater payload than piston-engined helicopters, and for the first time freed carriers of having to store petrol as well as kerosene - which unlike petrol can be kept in ships' tanks.

The Wessex formed another milestone in Britain's Naval aviation story as, in its initial form - the HAS.1, it was the Fleet Air Arm's first purpose-built anti-submarine helicopter.

The prototype Wessex made its initial flight in 1957 and the type entered front-line service - with 815 Squadron - at RN air station Culdrose in 1961. Later that year, HMS Ark Royal became the first aircraft carrier to embark the helicopter in an operational role. It also equipped the County-class cruisers.

During the 1960s, a more powerful version of the anti-submarine Wessex was produced - the HAS.3, most of which were converted from the earlier model. The HAS.3, which entered operational service in 1968, was equipped with more advanced radar housed in a distinctive dome aft of the engine. Other improvements

included an automatic flight control system and an updated weapons fit.

Also during the Sixties, the HU.5 troop-carrying helicopter was developed, the first operational aircraft entering service with 845 Squadron in HMS Bulwark in 1967.

A secondary role for the type was as a search and rescue helicopter, probably its most renowned achievement in this task coming during the disastrous Fastnet Race of 1979, when four Wessex of 771 Squadron based at Culdrose, took part in the rescue of 73 crew members of yachts stricken by freak gales.

During the late Seventies and Eighties, the Wessex was gradually replaced in all its roles by the Sea King helicopter, and by 1988 the type had disappeared from Naval front-line units. But its record was a proud one, having formed the equipment of 11 front-line and five training squadrons.

Maximum speed of the Wessex models varied between 127 and 138 mph. The HAS.3 was powered by a Gazelle engine producing 1,600shp (1,450shp in the HAS.1), while the HU.5's power was provided by two Bristol Siddeley Gnome engines producing 1,600shp. The anti-submarine aircraft were armed with homing torpedoes, the troop-carriers having the capability of carrying machine-guns, rocket launchers and Nord SS.11 air-to-surface missiles.

# Royal Naval Association

## Sending the message via hospital radio

# WOKING ON AIR!

MEMBERS of Woking branch have turned to hospital radio to get across their message – with a special emphasis on their welfare work.

### In Brief

NO. 12 AREA (Ireland) has thanked Belfast branch whose members organised the RNA Conference weekend so well in the city.

CWMBRAN branch presented an engraved tankard to Shipmate Stan J. Gunter, their standard bearer, to mark the ex-Royal Marine commando's 80th birthday.

A MEMORIAL service in honour of the late Rev. Wilfred Graham Parker, lost in HMS Prince of Wales in 1941, will be held at 1100 on December 13 at St George's Centre, Gillingham.

OVER 450 shipmates had an autumn break at Hayling Island, raising £802 for the Cuckoo Children's Fund. The uckers championship was won by Battersea, with Uxbridge runners-up.

WYMONDHAM branch marks the first anniversary of its recommissioning with a buffet dance at 2000 on November 28 at the Ex-Servicemen's Club, Friarscroft Lane (tickets at £5 from Shipmate J. Burns, c/o 11 Constable Close, Attleborough, Norfolk NR17 2RR).

SHIPMATE Jimmy James paraded Wigston & District standard at Ketton Sea Sunday service.

STROUD branch's stand at the local annual show attracted many visitors – and two recruits.

In a bid to reach an audience of thousands at three hospitals, the branch submitted a programme synopsis to Radio Wey, the hospitals' radio station. The service broadcasts over 60 hours a week to St Peter's Hospital, Chertsey, and to the hospitals at Ashford and Weybridge.

Radio Wey responded to the approach by inviting members of the branch to their studios to take part in an hour-long programme during which they were interviewed on the role the Association plays in the lives of serving and ex-serving Naval personnel.

They made such a good showing that a follow-up programme was being planned for the three big hospitals.

Meanwhile, Woking members are also pleased by their part in col-

lecting over £3,000 for charity. The branch's flag day raised £508, and with the Normandy Veterans Association they raised £2,630 for the Royal Star and Garter Home in Richmond.

The £508 was divided almost equally between the Royal Navy & Royal Marines Children's Homes, Portsmouth; Princess Christian Homes, Woking, the RN Benevolent Trust's Pembroke House home at Chatham, Talking Books for the Blind, and the Alzheimer's Disease Society, Woking.



## Model model of the Cenotaph

WHEN Shipmate Reg Dodson caught sight of a cardboard model of the Cenotaph in a shop window last year, he stopped in his tracks.

Reg, chairman of Bridgend branch, was not impressed with the display for The Royal British Legion poppy appeal, so he decided he would improve on it. He told the Legion that for this year he would make them a "proper" scale

model of the national memorial. Six months later, they emerged from Reg's workshop this 30in plywood model, complete with hand-painted poppy wreaths and silk flags.

The picture, courtesy of the Glamorgan Gazette, shows Reg with Shipmates Tom Naish (branch president) and Jean MacPhail (secretary), giving the model the once-over before Reg presented it to the RBL's Bridgend branch.

## Branch News

### Isle of Sheppey

A well attended memorial service, planned to become an annual event, was held at Queensborough following the unveiling last year of a plaque in honour of those who served in the Sheerness establishment, Wildfire III, the wartime minesweeper base. Those present included members of the RN Patrol Service Association, the Royal Fleet Auxiliary and the Royal British Legion.

The Isle of Sheppey branch is seeking recruits to stem a drop in membership.

### Newark

To help raise funds for the Gurkha Trust, the branch organised a social evening attended by shipmates from Mansfield, Wigston and District, Waterlooville

and Ikerston, as well as members of the Burma Star Association, the Royal Marines Association and Ollerton branch of the Royal British Legion.

The evening of song and dance – and a supper provided by the ladies – was also attended by students from Belize and Jamaica who were studying at the Royal Military Academy at Sandhurst.

A raffle and auction raised £170 for the Trust.

### Harwich

The quarterly meeting of No.5 Area was hosted by the branch, who welcomed the Association's President, Vice Admiral Sir Roy Newman, accompanied by Lady Newman. The meeting was attended by representatives of 23 branches.

A Garden of Remembrance was

dedicated in Dovercourt by the Bishop of Colchester, the Rt Rev. Edward Holland. The garden, near the Minesweeper Memorial in Fronks Road, was suggested by branch member, Shipmate Bob Bloom.

As well as RNA members, those present included members of the Royal British Legion, the Burma Star Association, Dunkirk Veterans and Normandy Veterans.

### Rushden

A gala lamp-swinging session was held by 50 members of the branch at the home of Shipmate Tony Helsdown. The evening included a supper and a ceremonial splicing of the mainbrace.

Other recent activities have included visits to Royal Leamington Spa and Boreham Wood branches.

### Mitcham, Morden & Wimbledon

Over 40 members attended a service, conducted by branch chaplain the Rev. John Bull, to mark King George's Fund for Sailors' Year of the Seafarer.

With a busy season ahead, Shipmate Fred Ticehurst advises members who need to book the club for Saturdays to call him on 0181 241 0030, Wednesdays, Fridays and Saturdays after 1900. Members are pleased that their regular pianist, Dorothy, is back – with Ron on the drums – after recovering from a collar-bone fracture. Meanwhile club secretary and chairman, Shipmate Bill Anderson, and his wife Eunice, have left, having moved to Bognor Regis.

### Kettering

The branch played host to members from Wigston & District for an exceptionally good humoured golf match between four members of each branch. Kettering were winners of what was more of a social occasion than a highly competitive match.

Any other branches wishing to challenge Kettering at golf, at home or away, are welcome. Call Shipmate William Barry on 01536 725131.

### Runcorn

The 40th anniversary of the branch was held in style – with a parade and church service, and the rededication of the branch standard.

The service, well attended by shipmates of No.10 Area, was con-

## Rhondda returns

RHONDDA branch has been recommissioned after a 13-year absence from the scene.

The recommissioning ceremony was attended by shipmates from Hereford, Lydney and Merthyr Tydfil, and was performed by Shipmate R. Wood, National

Council member for No.7 Area.

The branch now has a good mix of age groups and experience, and meets at 1900 on the second Wednesday of each month at the Wyndham Club, Porth Rhondda. New members are welcome.

## Redruth & Camborne

Dartmouth was the destination for the branch's annual outing, following which the party reached Totnes by boat for a musical evening at Liskeard.

## Derby

The branch's Trafalgar Night dinner, in conjunction with local members of the Submarine Old Comrades, FAA and RMA Associations, was attended by 94 guests.

RNA branch chairman Shipmate Tom Smith proposed the Royal Toast, and branch padre, the Rev. Paul Bentley, said grace. Guest of honour was Cdr Simon Middlemas, Naval Liaison Officer to Rolls-Royce.

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## PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our September issue is Mr. W. D. Newman of Old Portsmouth.

He correctly named the mystery ship as HMS Mermala, formerly the Ton-class minesweeper HMS Sullington. He also correctly explained that her white livery was applied for her role as survey vessel for the last five years of her life up to 1970.

Mr Newman's reply was chosen at random, and he receives our cash prize of £25. Another prize is offered for the first correct answer to this month's puzzle: Name this curiously shaped craft – and her purpose.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HL.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is December 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 January edition. The competition is not open to Navy News employees or their families.



MYSTERY PICTURE 33

Name .....

Address .....

My answer .....



## THE MOST INFAMOUS PIRATE OF ALL

## BLACKBEARD'S GHOST STIRS AGAIN!

Blackbeard's ship the *Queen Anne's Revenge* may have been found near Beaufort, North Carolina, where it sank in 1718 after the Royal Navy finally caught up with the most infamous pirate of all. Now there is talk of a film starring Sean Connery – with Kevin Costner as an RN lieutenant.

Author David Cordingly, an expert on piracy and a former keeper at the National Maritime Museum, tells the story of the last fight of Edward Teach.

**W**hen the wreck of a pirate ship was located off the Beaufort Inlet on the coast of North Carolina, artefacts recovered from the seabed included a brass blunderbuss, several cannon balls, a sounding lead and a ship's bell inscribed with the date 1709.

The nature of these and the position of the wreck have led experts to believe that they have found the *Queen Anne's Revenge*, the most famous pirate ship of her day.

Her commander was Captain Edward Teach, better known as Blackbeard, who terrorised the east coast of America until he was hunted down by an expedition mounted by the Royal Navy.

The finding of the ship has coincided with an upsurge of interest in pirates in the United States. Hollywood is planning a major film on Blackbeard with Sean Connery playing the pirate captain and Kevin Costner as the Naval lieutenant who tracked him down.

A four-hour mini-series 'Pirate Tales' was recently broadcast by TBS and there are several other television documentaries in the pipeline.

An exhibition entitled *Under the Black Flag: life among the pirates* is currently on display at The Mariners Museum, Newport News, Virginia where it is drawing record crowds.

The exhibits include a skull coated with silver which is reputed to be that of Blackbeard, some of the evocative paintings of pirates and buccaneers by Howard Pyle, and a formidable collection of weapons.

Blackbeard was a larger-than-life character who deliberately cultivated a terrifying image. Originally from Bristol, he was described by a sea captain who encountered him as "a tall, spare man with a very black beard which he wore very long".

He went into battle with three pairs of pistols hanging in holsters across his chest and stuck lighted tapers under his hat which billowed smoke so that he appeared to his victims like a demon from hell.

After he had blockaded the town of Charleston and plundered all the ships in the harbour, the Governor of Virginia issued a reward of £100 for his capture, dead or alive. Lt Robert Maynard of HMS Pearl was commissioned to lead a force of naval volunteers to find him.

On 17 November 1718 Maynard set off with 60 men in two small vessels and spent several days searching the coast and offshore islands of Pamlico Sound. It took him four days to locate Blackbeard's ship, which was anchored among the shallows of Ocrocoke Inlet.

Maynard attacked at dawn, but lost the element of surprise when both his vessels ran aground. Blackbeard, who had been drinking heavily, emerged on deck and shouted: "Damn you for villains, who are you?"

When Maynard told him he intended to board him as soon as he could, Blackbeard swore "Damnation seize my soul if I give you quarter!"

The rising tide helped the Naval vessels to float free but as they approached the pirate ship Blackbeard let loose a murderous broadside of swan shot and iron nails which killed seven sailors and wounded ten more.

Maynard pressed on and succeeded in boarding the pirate ship. A ferocious fight took place, at the height of which Maynard engaged Blackbeard in a hand-to-hand duel.

The huge figure of the pirate captain seemed impervious to cuts and shots until a Highlander took a swing at him with his broadsword and cut off his head.

When Maynard examined the body he found it had been hit by five pistol shots and had 20 severe cutlass wounds. According to local legend, when the headless corpse was thrown overboard it swam around the ship three times before sinking ...

The remaining pirates put up a desperate fight before surrendering in the face of overwhelming numbers. When the second Naval vessel came alongside, the decks were running with blood and strewn with dead and dying men.

Maynard sailed back to the James River with the head of the most famous pirate on the American coast slung beneath the bowsprit. As he dropped anchor opposite HMS Pearl, he received a nine-gun salute from the great guns of the warship.

In the years around 1720 there were some 2,000 pirates operating in the Caribbean and along the American coast. The local merchants and governors of the colonies sent a stream of complaints to London demanding that warships be sent out to deal with the pirate menace which was seriously disrupting trade.

**A** number of vicious attacks by pirates such as Bartholomew Roberts and the sadistic Edward Low caused the authorities to act.

The Admiralty ordered warships to be despatched to Virginia, Jamaica and the Leeward Islands. Most of these were relatively small vessels of 20 or 30 guns but, with their disciplined crews, they were more than a match for most of the pirate sloops and were capable of blowing them out of the water.

Within a few years the pirates were on the run. The death of Blackbeard and the subsequent trial and hanging of the surviving members of his crew was the Royal Navy's first major success, but it was followed by a number of equally

spectacular actions.

Soon the bodies of pirates hanging on gibbets were a familiar sight at the entrance to seaports around the Atlantic coast.

By 1730 piracy had ceased to be a serious problem in the West – but it continued to flourish in the East.

**F**or centuries, shipping passing through the Indonesian islands was at the mercy of Malay and Dyak pirates.

Chinese pirate fleets led by the formidable Mrs Cheng virtually ruled the South China Seas in the years around 1800.

And even in the past decade there has been a steady stream of pirate attacks in the Malacca Straits, many accompanied by brutal violence and murder.

In the circumstances it is perhaps surprising that piracy has acquired such a romantic image and come to be associated with children's stories of buried treasure and one-legged pirates stumping around with parrots on their shoulders.



● Blackbeard's silvered skull – said to have been used as a drinking mug in the bars of the North Carolina coast – is currently on display at the Mariner's Museum, Newport News, Virginia.



● Above: 'Ah, Jim lad...' Robert Newton, the screen's definitive buccaneer after he starred as Long John Silver in Disney's *Treasure Island*, more or less reprised the role in the 1952 film *Blackbeard the Pirate*

● Left: Edward Teach, aka Blackbeard put burning fuses under his hat to strike fear into his victims.



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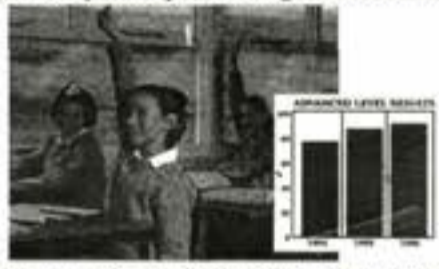
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## Veteran earns national vest

NAVY Veteran Bob Chapman (Heron) has been picked as first reserve to run for England at the international cross-country race to be held in Northern Ireland this month.

Bob has been an active Navy athlete for over 30 years and was the RN 5,000m champion several times in the 1970s and has represented Devon and the Combined Services on the track and over the country.

Bob also finished his track season at the end of September with a fine win in the British Veterans inter-area match at Solihull. Running for South West Counties in the 5,000m, Bob was a clear winner in 16m 52 on a warm, humid day.

Claire Norsworthy (CINCFLEET) broke her personal best by two minutes with a time of 37m 22 in the Kruf Cardiff 10km.

Taff John (Collingwood) ran a solid 2hrs 45 in the Berlin Marathon and, over totally different terrain, Mark Gooderidge (Excellent) was 8th in the Butser Hill Race in 32m 14s.

In the Midland Area 6 stage road race at Birmingham, top Navy runners Gary Gerrard (CTCRM) and George Roper (Heron) helped Bristol to 4th place while in the Great South Run (10m) Al Rich recorded 55m 11s (38th), Tim Watson 55m 43s (46th) and Jimmy Young 55m 54s (51st). Chris Cook (HQ&S RM) finished 5th in the Brixham 10km in 33m.



Wrens Navy Cup Soccer Champions 1997 HMS Sultan, pictured with their coach, LPT Jeremy Webb.

## Successful season for sporting Wrens

SPORTS women from HMS Sultan were victorious in three major competitions over the summer months.

In the first 11-a-side Navy Soccer Cup for women, the Sultan team began with a 13-nil annihilation of HMS Dryad, with some outstanding play from WAEA Becky Webb, POWren Allie Fahey, POWren Chrissy Proudley and LWWTR Claire Watts, simply unmatchable.

In the quarter-final they faced stiffer opposition

against Collingwood but even their county standard keeper could prevent a 7-1 defeat to put Sultan into the semis against HMS Nelson.

After several close calls, Claire Watts put Sultan ahead, and by half time the score was 6-0. When the tally reached 11 Nelson capitulated and Sultan were through to the final.

The final took place at HMS Drake against a hard-fighting HMS Seahawk. On a wind-swept pitch Sultan set about the opposition, battling for every loose ball. After a brave fight Seahawk lost 5-0 and Sultan's name becomes the first on the Trophy.

RESULTS: PLAYED 4 WON 4 LOST 0 GOALS FOR 36 GOALS AGAINST 1.

Sultan girls also travelled to HMS Raleigh to defend their title as the reigning Women's inter-unit soccer six-a-sides.

Seahawk, Neptune, Raleigh and Osprey were dismissed in some fine play before the break, with LWWTR Claire Watts scoring the first of four hat tricks and POWren Proudley scoring after just 3 seconds against Osprey.

HMS Brave and HMS Warrior were the next victims before Sultan faced Seahawk again after they fought their way back in by finishing runners-up in League B.

After a hard-fought but entertaining match, Sultan proved that the trophy still rightly belonged to them by winning 3-0.

RESULTS: PLAYED 7 WON 7 LOST 0 GOALS FOR 30 GOALS AGAINST 0.

And after a highly charged final of the Women's Navy Cup Volleyball, Sultan beat HMS Warrior by three sets to one to become the first team in the competition's history to achieve three successive victories.

# Knockout blow by Portsmouth

PORTSMOUTH is celebrating its first victory in the Intercommand Soccer Cup for 14 years.

Goals from POPT Paul Barton and CPO Steve Johnson saw them to a 2-0 victory over Naval Air Command.

The competition reverted to a knockout and plate format for the first time in many years and the plate competition was won by the Royal Marines.

The first intercommand for women was held, and a team from NAC, Fleet, Scotland and outstations won the title after playing on a league basis against teams from Plymouth and Portsmouth.

## COMMAND SOCCER

Their performances were very encouraging and bode well for the future of women's football.

The competition was transferred to RNAS Yeovilton at fairly short notice and the RNFA Committee put the smooth running of the competition down to the hard work of Lt Micky Norford and all his staff.

Capt Graham Robinson, in his last engagement as Chairman of the RNFA, presented the cup and mementoes to the Portsmouth

Command team while the new Chairman, Capt David Tall, presented mementoes to the women's teams.

RNFA Referee PO David Finch achieved another milestone in his sporting career when he was chosen as reserve official for the FA Carling Premiership match between Southampton and Spurs at the Dell on Oct 25.

David, of North Corner Group, Portsmouth, started refereeing in 1984 after a course run by the RN Referees Society's CC Stuart Clay on HMS Hermione, while on Gulf Patrol.

PO Finch has also officiated in FA Cup and FA Vase competitions.

# Sultan supplies seven champs

EIGHT out of 11 boxers from HMS Sultan reached the finals of the Portsmouth Area Boxing Championships and seven became area champions.

MEM Akram won the bantamweight title in a walkover, then stepped up a grade to take on Illustrious's champion, LSTD Ferris, in a special bout.

After three gruelling rounds fought at a furious pace, Ferris won a close majority decision.

Next, MEM Kavanagh's fast punching was too much for Collingwood's OM Finnan and

the referee stopped the fight after just 1 min 15s.

MEM Mordue's awkward southpaw style and speed had OM Foster covering up throughout their 3x2 min contest and a devastating right hand, left hook combination forced the ref to stop the fight to save further punishment.

Bout six saw MEM McCall take on experienced boxer OM Colbourne (Collingwood). McCall attacked from the bell to try to fluster the stylish Coulborne, but was caught by a straight right from which he was unable to recover.

MEM Coleman was the next

Sultan boxer into the ring and his fast combination punching and clever ringcraft earned him a unanimous decision, and 'best boxer' of the evening.

AEM Black's rugged power hitting tactics were too much for the brave LS Shepherd (Illustrious) and the referee stopped the contest after two rounds as the non-stop barrage took its toll.

At superheavyweight, LMEA Law, weighing in at 14st 2 took on WEM Robinson weighing in at 17st 6. The two giants both stood their ground, throwing heavy punches until a straight right hand from Robinson caught Law clean

on the chin, leaving the Sultan boxer unable to continue.

Additional bouts saw Collingwood's light heavyweight OM Malony beat Excellent's Cpl Tolley, and Birmingham's AB Junier defeat Scotland's LMEA Shaw.

As Sultan team captain McCall lifted the trophy, in celebration, Sultan/Portsmouth Command coach 'Q' Shillingford praised all the boxers in the competition.

He is now forming the command team to box at the RN Novice Championships on Thursday November 13 at HMS Nelson, starting at 1930.



Portsmouth Area light middleweight champion MEM Coleman was named best boxer after his victory over Excellent's AB Hursthouse.

## Formby proves another stern test

DESPITE some excellent performances from Navy golfers, the overall strength of the Army and RAF won through at the interservices championships at Formby Golf Club writes Cdr Gary Skinnis.

The Navy had recently lost by the narrowest margin to the Civil Service over the testing links at Formby and the excellent course proved to be another stern test for the Services' top golfers.

The RAF played some fine golf in winning both their matches and deservedly won the championship for the first time since 1992.

The first day saw the Navy, this year's host Service, play the RAF. The morning foursome saw a 3-1 victory for the airmen, but with two matches going to the final green, and our opponents sinking a put from off the final green, the score could quite easily have been reversed.

The Navy's top pairing of WEMM Alistair Westbury (St Vincent) and PMA Scott Gilbert (DMTC Aldershot) produced the Navy's win with a resounding 4/3 success.

In the absence of Navy champion Bill Stretton, Gilbert, in his interservices debut, duly stepped into the No.1 slot and continued his morning form by trouncing the RAF champion 7/6. The foursomes deficit was always going to be difficult to make up and so it proved, with only two further wins in the shape of another first-timer - Lt Peter

## Golf round-up

Smith (DRA Malvern) and Cpl Joe Sharpe (CTCRM). The RAF triumphed by the overall score of 8-4.

The championship was effectively decided on the second day when the RAF used their strength in the singles matches to overcome the Army by a score of 7½-4½.

### Rivalry rekindled

With only second place to play for, the final match between the Army and the Navy could easily have become an anti-climax, but the recent rivalry between the two teams ensured that the encounter would have been anything but that.

Westbury and Gilbert again got the team off to a good start and with a further foursomes win from team captain Cdr Ian Yuill (AFPAA HQ) partnered by Smith, and half a point from Sharp playing with LAEA Terry Taylor (Sultan) the Navy were one point to the good at lunch.

With four points needed to secure a rare win, the singles started well with Gilbert achieving a notable double victory over the Army champion. But the momentum could not

be maintained and, despite wins from Smith and Taylor, the team ended one match short of the requirement and the final score ended 6½-5½ to the Army.

Although the overall result was disappointing, the performance was an encouraging one. The Navy squad is getting younger and the level of talent increasing.

Gilbert's 4 from 4 at the top of the order is the best Navy performance since the days of Phil Guest, and Smith, probably the year's most improved golfer, deserves great credit for his 3 points from 3. There were also interservices debuts for WTR Ian Learmouth (Neptune) and Cpl Chris Graham (RMR Bristol). With few losses to the squad over the immediate future, it is only a matter of time before the interservices salver is again in dark blue hands.

After the rigours of Formby, a ten-man team took part in the annual Cornish Piskey at Newquay and repeated last year's performance to become runners up in the main event. There was another notable win over the Gloucester men but the only real note of disappointment was that our conquerors in the final were again the Army!

As Navy News went to press, a Combined Services tour of Australia was under way. The team is being managed by RNGA Vice Chairman Cdr Nigel Overington and the Navy is represented by Westbury, Lt Guy Norris (820 NAS) and CPO Eddie Comerford (HMS Caledonia.)

## In brief

### Four Nations call-up for RM

BAND Sergeant Major Neil Silvester represented England in the prestigious Four Nations Rover Cup Golf Tournament on the Portuguese Algarve.

The RM earned his place on the famous San Lorenzo course after coming in eight under off a handicap of 22 at Southwick Park and shooting a level par of 72 off 16 at The Warwickshire in the qualifying rounds.

At the end of the week-long, all expenses paid trip, which included five-star hotel accommodation, England (26) finished a close second to Scotland (29) with Wales (22) and All Ireland (19) bringing up the rear.

### RN skydiving is taking off

NAVY skydivers made their presence felt at the Army Championships at JSPC Netheravon last month.

Lt Andy Holmes (820 NAS) lifted the Navy Cup after a win in the open novice accuracy landing with PO Phil Elston (Northwood) 6th in the same event.

PO Steve Lambert (Sultan) PO Robbie Way (Dryad) Lt Al Veal (Beaver) and CPO Mick Tyler (Faslane) were fifth in the open intermediate formation skydiving - an excellent result, given that three of the team have been away on Ocean Wave.

### New date for Cricket AGM

THE DATE of the RN Cricket Club AGM has been changed to Thursday January 18, 1998 but the venue, the rugby club pavilion at Burnaby Rd, remains the same. The previous date was December 2.

### US successes

LT CDR Adrian Oliver, currently with DSWS in Florida, came third in the State's Open Epee Fencing Championships.

And ex-POMEM Tom Cunningham won the Carolina State cycling championship after completing a 25-mile time trial in 1 hour 20 seconds.

Tom was in the Navy team for 20 years before retiring and moving to the US in 1994. See Calling Old Shipmates on P36.

### Angling result

CONGRATULATIONS to the RN/RM Coarse Angling Team who have had their best ever result in the NFA championships.

They have been promoted to Division 1 after five years of trying, catching small fish on all 12 sections of the Rivers Cam and Ouse to finish 5th out of 78 teams. Team Captain, Mne Taff Howells (Stonehouse), co-ordinated the practice and drew up the successful team plan.

### Barrow battle

THE CREW of HMS Vengeance achieved a double victory over sailors drafted to HMS Ocean in the opening rounds of the mini-ships cup.

The submarine-in-build beat the ship-in-fit 3-1 at soccer and 34-7 at rugby.

# Sport



● RM Cpls Steve Lee (left) and John Bryant from RM Poole who are rowing their way across the Atlantic.

## MARINES SET OUT TO ROW THE ATLANTIC

TWO ROYAL Marines are battling their way across the Atlantic in the most gruelling rowing race ever devised.

As *Navy News* went to press, Corporals Steve Lee (33) and John Bryant (30) from RM Poole were 300 miles into their 3,000-mile journey after setting out from Los Gigantes, Tenerife, on October 29.

Their boat, Kielder Atlantic Warrior, is in ninth place out

of the 29 taking part in the 'Atlantic Challenge', which was inspired by Chay Blythe.

### Extremes

Facing awesome extremes of weather from the heat of the Canaries to ferocious Atlantic storms and 40ft waves, the team are hoping to be the first to reach Port Charles, Barbados, towards the end of December.

A third serving Royal Marine from Poole, Cpl Tim Welford, is also taking part in the race with civilian team mate Wayne Callaghan and making excellent progress, and four others are former RMs.

Many of the boats are sponsored - the RM boat is raising money for the Prince Andrew Charitable Trust - and the event as a whole has already raised over £500,000.

## Facing the Barbarians

SEVEN NAVY players have been picked for the Combined Services team which will face the world renowned Barbarians RFC at Portsmouth on November 11.

And five of them, Mnc Brown (RNSOM) LS Sibson (RAF St Margans) LS Bartlett (London) Mnc Cross (Stonehouse) and Cpl Armstrong (CTCRM) are in the starting line-up.

The CS side also includes England's most capped player, Roy Underwood, and Scotland's Rob Wainwright and Matt Stewart. Tickets (£5 or £10) are available by calling 01705 865575.

### Commonwealth Cup

THE RNRU welcomes the senior XV's of the RANRU and RNZNRU who will soon arrive on a major tour which includes the RACAL-sponsored Commonwealth Navy Cup.

The key matches are the RN v RAN, December 3 at The Rectory, Devonport, KO 1900, RN v RNZN December 9, at USSG Portsmouth, KO 1900, and RAN v RNZN on November 30 at USSG Portsmouth, KO 1430.

Although defeated in both their games, the RNRU U21 tour of Italy under Lt Cdr Phil Noble was acclaimed as a great success.

They faced a number of international U23s in their games against Rovigo RFC/Polesia Regional XV (lost 10-14) and Treviso RFC (lost 0-27).

## Tour to Gib

THE RN Badminton Team worked hard for a 22-12 victory over Gibraltar during their recent tour.

The first fixture resulted in a 13-4 victory but the second, against a much stronger national team saw many games going to three ends for a narrow 9-8 victory to Gibraltar.

A trophy presented to RN team captains LPT Steve Losh (Neptune) and PO Angie Murray (Collingwood) will be held by player of the tournament, Wren Amanda Harrison (Heron).

# Dinghy team wins in South Africa



● The Royal Navy Proton which won seven of its ten races to gain a stranglehold on the South African Navy's anniversary regatta.

THE ROYAL Navy scored an emphatic win in an international sailing regatta in South Africa.

The host nation invited ten navies to complete in a ten race series to mark the 75th anniversary of the South African Navy.

And in the Royal Navy's dinghy sailing team's first foray abroad for many years, the eight-man Proton and two-man Bosun crews led by Cdr Kevin Podger dominated the event.

The regatta began on a tragic note when it was learned that the German team were killed on route to SA when their transport aircraft collided with an American military aircraft off the coast of Angola and an emotional wreath laying cere-

● The national championship winning Bosun team of CPO Richard Smith (815NAS) and PO Glyn Deakin (MASU) in action in South Africa



mony was held before racing began.

After two days of light wind, the RN team led narrowly from Pakistan, with the Bosun helmed by CPO Richard Smith struggling with an inferior boat to record two thirds.

From then on, the Proton, gained a stranglehold on the event, clocking up seven wins, a second and a fourth.

The Bosun pair battled

through to within a point of second place to give the RN an overwhelming 15-point victory overall.

In doing so, the teams developed the unusual racing skill of avoiding the Right Whales calving in the 25-mile bay!

The overall points at the end of the regatta were: Great Britain 24, Pakistan 39, Brazil 55, New Zealand 59, South Africa 69, Russia 89.

## Castle hosts triathlon battle

SHERBORNE Castle was the venue for a pitched battle between the Services' top triathletes in early October.

The West Country location provided one of the most scenic yet painfully hard Olympic distance triathlons to be staged in Britain this year, taking in most of the hills in the Sherborne area.

Coming only ten days after the London Triathlon with a field of 2,500, there were only 100 entries at Sherborne for the 1,500m swim, 40km cycle and 10km run, but the level of athlete was arguably higher.

First to emerge from the swim was the Army's Des Hutton with a minute lead over the chasing pack, but the top three ladies began the cycle in a group.

Over the testing 40km course the chasing pack, including Mnc Colby Kneale and Lt Cdr Peter Walker, began to close the gap on

Hutton, while LWDSA Leslie Allen had an excellent cycle to go into the 10km run 2.5 minutes ahead of pre-race ladies favourite LW Vicki Norton. The fastest female cyclist, the RAF's Di Otley, was still a minute behind Vicki but is renowned for her running ability.

### Hilly

The hilly 10km run proved to be the undoing of Hutton and by the halfway mark the lead group was down to two before RAF's Tom Docherty quickened his pace to finish first with Colby Kneale easily hanging on to second.

In the ladies race Leslie Allen was quickly caught, first by Otley, then by Vicki Norton, and the Otley, Norton, Allen order remained the same at the finish line.

Triathlon is not about individuals, but teams, and strength in depth is vital. The RN elite was

certainly not at its best with several athletes away, injured or abroad, but the ladies veterans ran away with their respective team titles.

In the ladies event, Lyn Webb and Lyndsey Grady (both selected to represent GB at the World Championships in Australia) were the other counters. In the men's vets Paul Timmons, Mark Lovibond, Pete Axcell and Steph Delaney ensured victory. Lyndsey Grady also won the vets individual title with Carol Strong second.

The event, sponsored by Saucony UK, Snugg Wetsuits and Speedo, was a great success in all and will almost certainly be revisited in 2000.

□ The RN/RM Triathlon Association needs new members. You do not need to be superfit or already an accomplished swimmer, but keen and determined to attempt the challenge. For details, contact CC Mark Lovibond on HMS Collingwood ext. 2602.



● Captain Mark Freeman (HQRM) in the 40km cycle

## Alderney nets mini ships hockey cup

HMS ALDERNEY claimed the mini ships hockey cup by beating HMS Sutherland 10-1 in the final.

Alderney started at a fast pace with S/Lt Bernard opening the scoring. Bernard, a former ice hockey player with a unique but effective style, added to the tally soon after, and Alderney were 3-0 up at half time.

The agility of Sutherland's keeper frustrated Alderney until the latter part of the game when goals from ABs Lancaster and Kerton and two from Lt Al Goode revived them. In the last few minutes, Navy player Mark Aspen scored from a corner shot and both scored penalties to make it 10-1.

To their credit, Sutherland fought hard throughout the match and never gave up. Alderney's captain, Lt Mark McLintock, said the result was not indicative of the standard of play, and praised Sutherland for their perseverance and good spirit.



● CCMEA McGarrity puts Sutherland's defence under pressure in the mini ships hockey cup final.

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## Scott enters with a splash



THIS WOMAN member of HMS Scott's ship's company found that there is one important advantage that females have during commissioning services - they can keep their caps on.

Although the weather was unkind for the new survey ship's commissioning at Devonport, spirits were high - and (later) dry under a marquee erected to protect lunchers on the big ship's foredeck.

Guest of honour was the ship's sponsor, Mrs

Carolyn Portillo, wife of the former Defence Secretary, Michael Portillo.

Others there included the heads of the hydrography services of the USA, Canada and New Zealand, as well as the Hydrographer of the Navy, Rear Admiral John Clarke. The Scott family was represented by Lady Scott. HMS Scott is now in the USA to continue her survey system trials.

Picture: LA(PHOT) Andy White, HMS Drake

## Brocklesby finds mine at Thames entrance

HMS BROCKLESBY found and exploded a wartime mine at the entrance to the Thames during a routine clearance sweep ahead of HMV Britannia's visit to London.

The minehunter's sonar located the World War II magnetic mine in the main deep channel leading into the river, about ten miles south-east of Clacton-on-Sea in Essex.

LS(Diver) Paul Tudor was sent down to investigate, and in zero visibility identified the object as a magnetic ground mine, containing 1,000lb of explosive.

The Commanding Officer of Brocklesby, Lt Cdr Gary Doyle, said the mine was very corroded and the explosive was unstable. "There is no doubt the device posed a serious danger to shipping," he said.

The Coastguard and port authorities were alerted, and a one-mile shipping exclusion zone was declared while the Brocklesby dealt with the emergency.

LS Tudor dived again to attach charges to the mine, and they were supplemented by explosives deposited by the ship's remote control submersible.

"Conditions were pretty bad," said LS Tudor. "It was impossible to see anything at all, and I had to rely on touch. At the end of the day, though, it is what we're trained for."

The mine was safely detonated, and Brocklesby continued her week-long sweep before herself visiting London.

## UK orders seven more Tridents

A DECISION to buy seven new Trident missiles for Britain's Vanguard-class submarines has been widely seen as clear confirmation that the Government is committed to maintaining Britain's four nuclear deterrent boats.

The £100 million order, made ahead of the results of the Strategic Defence Review, was announced in a written answer in the House of Lords by Defence

Procurement Minister, Lord Gilbert.

He said the new missiles would bring the number bought or ordered by Britain to 58 and was consistent with the Government's policy to operate four Trident submarines.

HM submarines Vanguard and Victorious are already in service, and their two sister ships HMS Vigilant and HMS Vengeance are due to be on patrol by the end of the century.



# 40 Royals on Britannia's farewell tour

MORE THAN 40 members of the Royal Family will be involved at different stages in HMV Britannia's visits to ports the length and breadth of the country.

The programme began on October 20 when the Royal Yacht left Portsmouth for Devonport, Cardiff and Belfast.

She was due at Liverpool on October 28-30, Glasgow for four days from October 31, Aberdeen

November 5-7, Newcastle November 8-12, and will arrive in London - for the longest stay of the tour - on November 13.

When she leaves the capital in darkness at 5.30pm on November 21 she will be fully floodlit and will be streaming a long paying-off pennant for her final journey in commission, back to Portsmouth. There, she is due to pass the Round Tower at 11am on November 22, and berth alongside 20 minutes later.

Britannia is being accompanied on her tour by the Type 23 frigate HMS Richmond and the fleet tanker RFA Brambleleaf. At Newcastle she will be escorted by HMS Birmingham, and in London by HMS Manchester.

Britannia will not be open to the public, but her escorts will. However, hundreds of invited visitors will be welcomed on board the Royal Yacht, including parties of schoolchildren. Royal Marines Band concerts will be given ashore.

## THE LAST BOW

From front page competition from five other concerns keen to put Britannia on show in London or Scotland, if the Government decides to opt for preservation.

Bidders who wish to see the ship in London are Swift International who want to convert Britannia into a floating museum alongside the site of the Millennium Dome in Greenwich; Lord of the Isles which wants to turn her into a visitors' centre in the Docklands, and Bankside Consultants who see her as a conference centre, with some public access, in the Upper Pool of London.

### Clydeside centre

In Scotland, Clydeside Heritage Trust would make her the nucleus of a £27 million plan for a heritage centre, while Forth Ports have a plan to berth her at Leith where she would be used for corporate hospitality with some public access.

The decision not to rebuild or replace Britannia was announced by Defence Secretary George Robertson after consultation between departments and with Buckingham Palace.

"We in the Ministry of Defence have to justify every penny of the taxpayers' money that we spend, and in this case I could not do so," he said. "This was particularly the case as the Queen had made it clear that a yacht was not needed for royal travel."

He also discounted privately financed options as "these would only have been viable with a substantial annual subsidy from public funds".

Britannia was launched by the Queen in 1953 and commissioned the following year. Since then she has sailed over a million miles and conducted almost 700 overseas visits - and 265 visits in UK waters - with the Queen and other members of the Royal Family.

## Lancaster's capital trip

HMS LANCASTER under brooding skies - captured in the Solent from the ship's Lynx helicopter by LA(PHOT) Paul O'Shaughnessy, of the Surface Flotilla Photographic Unit, while the Type 23 frigate was en route to London.

The ship was on hand for this year's Maritime Defence Exhibition and Conference, opened at the National Maritime Museum at Greenwich by the First Sea Lord, Admiral Sir Jock Slater. The three-day event attracted exhibitors and representatives from navies around the world.

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