



Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER

JULY 1999 80p



Cliff-hanger exercise prepares Royals for action

centre pages



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HOME AT LAST! - p11

DRUG-BUST JACKPOT!



● HMS Marlborough during Operation Geranium in the Caribbean and (right) some of the 200 bales of cocaine found hidden in the merchant vessel China Breeze.

Marlborough flower power nets cocaine worth £1.9bn



IN TWO high seas operations deceptively codenamed after flowers, HMS Marlborough has made one of the biggest drugs busts ever – and set a record for the Royal Navy.

The West Indies Guardship seized a staggering total of £1.9 billion worth of cocaine from two merchant ships – the targets in Operations Geranium and Sweet William.

The huge size of the haul can be judged when set against the £127 million street value of all other drugs seized by the Royal Navy over the past three years.

Marlborough's first big success came in Operation Geranium when she intercepted mv China Breeze 200 nautical miles south of Puerto Rico. A combined boarding party of Royal Navy and American law enforcement personnel discovered 200 bales of cocaine (street value £800 million) hidden in the vessel's sewage tanks.

Within a week Operation Sweet William netted even more cocaine – over £1 billion worth – when she stopped and searched another ship, mv Castor, 20 miles north of the small Caribbean island of Isla Margarita.

Traces of the drug were found by Marlborough's on-board American law enforcement detachment. The freighter was detained for further examination, which revealed a lorry-load of cocaine.

News of the busts won congratulations from Defence Secretary George Robertson and – during the Queen's Birthday Parade in Tortola – from the Governor of the British Virgin Islands, Frank Savage.

He said Marlborough, under the command of Capt Jamie Miller, had perhaps saved the lives of several hundreds of people by stopping the lethal cargoes reaching their destinations.

Capt Miller told Navy News: "We are staggered by the amount. I am extremely proud of my ship's company for their professionalism and calm attitude while carrying out these difficult and dangerous tasks."

During her six-month deployment to the West Indies, Marlborough has also seized smaller quantities of contraband from smugglers in high-speed motorboats, helped the civil authorities to find 250 marijuana plantations and to arrest and deport over 30 people.

The Type 23 frigate was due to return to her Portsmouth base on July 1. She has been relieved on station by HMS Northumberland, which left Devonport on June 7.

London echoes to the big band sound



OVER 250 members of the Massed Bands of the Royal Marines make a rare and impressive sight in the streets of Central London as they march from Wellington Barracks to

Horse Guards Parade to begin the Beat Retreat 99 ceremony. The event, last performed by the Massed Bands there three years ago, was held to mark the 78th birthday of the Corps'

Captain General, the Duke of Edinburgh. Bands from Plymouth, Scotland, Lympstone and Dartmouth Beat Retreat on the evenings of June 8-10.

Air Days axed but Plymouth show goes on

ANNUAL AIR Days planned in July at RN air stations Culdrose and Yeovilton have been cancelled due to the increase in operational commitments caused by the Balkans campaign.

However, Plymouth Navy Days, planned for the August bank holiday weekend, has been given the green light by Navy chiefs. And this year's event at Devonport Naval Base will for the first time include a spectacular, three-night military tattoo.

The decision to cancel the Air Days at Yeovilton and Culdrose, which were planned for July 17 and 21 respectively, was taken, reluctantly, in the face of a manpower and aircraft shortage, as well as the risk of withdrawal by some NATO

Balkans crisis is blamed

and foreign participants.

Commanding Officer of Culdrose, Commodore Tony Hogg, said he very much regretted the decision but the military task had to come first.

"Air Day is the major occasion when we can open our gates to give our visitors an insight into the life of this very busy air station," he said.

"While we are immensely disappointed that it has had to be cancelled, we have a vital role to play in support of NATO operations in the Balkans, and we are particularly busy with the continuing commitment to support our assets - men, women and helicopters - which are deployed there."

By announcing the cancellations now it is hoped to inconvenience as little as possible the people who were intending to attend. The

shows normally attract tens of thousands of people each year.

Meanwhile, organisers of Plymouth Navy Days plan to build on the success of the last show at Devonport, in 1997.

The single-night tattoo held then was so successful that it is planned to stage three this time, on successive evenings from Friday, August 27 - the opening event of Navy Days which will continue on August 28-30.

The tattoo is intended to bring together all the performers at the Plymouth show, including the Sea Cadets, field gun crews, police dogs, Commando combat displays and a variety of marching bands such as the Royal Marines Band Plymouth and Plymouth City Pipe Band.

The show will be held in a purpose-built, 3,000-seat arena with wheelchair access.

Admission prices for each night's show is £5 (£2.50 for children under 16, senior citizens, students and the disabled). Tickets are available from Plymouth Tourist Information Discovery Centre, Marsh Mills, Plymouth PL3 6PN (tel. 01752 266031 and fax 01752 266033). A fee of 50p will be charged for bookings by credit card or charge cards.

More information and a ticket ordering facility can be found on website at www.navydays.com.

Beagle's hot-spot mission is over

AFTER a tropical deployment of almost six months, survey ship HMS Beagle returned home to Devonport on June 3 where the warmth of her welcome rivalled her memories of Indian Ocean islands.

On her first major foreign mission for over ten years, Beagle used her rapid survey techniques to collect data in the Seychelles to unlock secrets of a huge underwater plateau which has a major effect on climate and fishing.

Her work included help ashore for the Shoals of Capricorn project by the Royal Geographical Society in association with the Seychelles and Mauritius governments. Beagle's achievements, under her Commanding Officer, Lt Cdr Jamie McMichael-Phillips, were praised by the Society and the region's political leaders.

That part of her deployment complete, Beagle then headed for the Gulf to update navigational knowledge of areas off the coasts of Oman, Qatar, and the United Arab Emirates.

In the Gulf she visited Muscat, Doha, Dubai and Abu Dhabi, and on her way home called at Djibouti, Linnassol and Cadiz.

UK to use the biggest laser

BRITAIN will gain access to the world's most powerful laser in a deal with the United States which will allow the safety and reliability testing of nuclear weapons without an underground explosion.

Defence Secretary George Robertson said Britain's plan to invest in America's National Ignition Facility will guarantee the UK access to the laser being built at the Lawrence Livermore National Laboratory in California at a cost of 1.2 billion dollars.

The laser will be a key element in Britain's nuclear stewardship. Scientists at the Atomic Weapons Establishment will design, field and analyse independent UK experiments at the facility.

George Cross holder gets headstone after 35 years

GEORGE Cross holder and former Royal Marine Anthony Smith now has a marked grave - thanks to amateur military historian Doris Miller.

Mrs Miller, researching the final resting places of VC and GC holders, discovered that Smith, who died in 1964, was buried in a common grave, without a headstone, in a cemetery near Richmond.

Anthony Smith, a chimney sweep by trade, served in the RM Light Infantry during World War I. He was wounded at Gallipoli and on the Western Front in 1917, eventually being invalided out.

In World War II he joined the Air Raid Precaution Service and was awarded the George Cross in 1944 for his bravery in rescuing a man from a bombed and blazing house in Chelsea.

Master McSevich stars in Millennium game

Little Sam is a born winner in Pursuit of fame



● Sam McSevich who appears in a new edition of Trivial Pursuit and (below) the event that started him on his Pursuit of fame... when Navy News carried this picture of him in Hong Kong soon after his birth to Steve and Sarah.

Top picture: The News, Portsmouth

NAVAL toddler Sam McSevich now has a surprising - if somewhat trivial - claim to fame.

It all started when Sam, the son of LRO Steve McSevich and his wife Sarah, achieved publicity two and a half years ago when he became the last British Service baby to be born in Hong Kong.

That news story was spotted by researchers scouring the written word in their search for questions for the Millennium edition of the board game Trivial Pursuit.

So, on the same card that asks players for the English translation of Magna Carta, and the name of the first serving Pope to visit Britain, there appears:

Where did Sam McSevich become the last baby born into the British Forces?

Sarah, whose husband is now on course in HMS Collingwood, told Navy News that she first learned of Sam's newly created fame when a friend of theirs spotted the question while playing the game in HMS Invincible as the carrier returned home from the Balkans campaign.

"At first I didn't believe it," she said. "Then I got in touch with the people who promote the game and they confirmed it - and sent me a free copy." (The new edition retails at £29.99).



Pension help: 'Most happy'

FOUR out of five people who contacted the War Pensioners' Welfare Service (WPWS) are satisfied with the help given, a new report has shown.

Published by the Department of Social Security, the report found that satisfied clients related strongly to the helpfulness and efficiency of WPWS staff.

However, it also showed that two-thirds of war pensioners are unaware of the Service, created to help solve their pension problems.

The research consisted of interviews with staff and users as well as a postal survey. A free copy of the report is available from Kailash Mehta at the DSS Social Research Branch (0171 962 8558).

In a chance meeting with Major Alastair Donald, chairman of the RM Historical Society, Mrs Miller told him the story. That sparked a campaign to collect funds to provide a headstone - and the £1,200 needed was raised by, among others, the Royal Marines Corps itself, the RMHS, and the Royal Marines Association.

The headstone has now been dedicated at a ceremony attended by representatives of the organisations that had worked towards the event, including the Chief of Staff Royal Marines (Brigadier Simon Hill) the Deputy Mayor of the Royal Borough of Kensington and Chelsea, and members of Hamworth RMA.

Major Donald told Navy News that for the sake of the record, they would now like to trace Anthony Smith's medals, including the George Cross, which were sold after his death.

Turbulent top-class turnout



FLAG Officer Submarines Rear Admiral Rob Stevens leaves HMS Turbulent after welcoming her home at Devonport at the end of a four-month deployment.

A record turnout of families and friends was also there to meet her.

The nuclear-powered boat had been east of Suez since January 11 and during the last month joined RN forces in the Adriatic, surfacing with the Invincible group.

First commissioned in 1984, she returned to service after a four year refit last year and, like all her T-class sisters, is to be equipped to carry Tomahawk cruise missiles.

Turbulent is fitted with the Royal Navy's most advanced sonar suite and can gather huge amounts of information from the water around her, enabling her to detect and track surface vessels and submarines without giving away her presence – the essence of effective submarine warfare.

She is armed with wire-guided torpedoes and Sub Harpoon anti-ship missiles.

● Left: HMS Turbulent's diver for entry into Devonport was OM(SSM) Gary Vinue, here reunited with wife Kelly and son Kyle.

Pictures: PO(PHOT) Dave McCormick



Females go from strength to strength

THE STRENGTH of UK regular forces at April 1, 1999 is little changed compared with a year earlier. But the proportion of female personnel continues to rise and now stands at 7.7 per cent – a third higher than in 1990. Numbers have fallen slightly in the past year – in the Navy by 1.7 per cent. Yet the outflow from the Navy was the lowest of all three Services, at five per cent. RN recruiting rose by 4 per cent.

Breakdown figures for the Naval Service are given for 1999 with those for 1990 in brackets:

Total strength (including trainees) 43,701 (63,214); Officers (male) 7,239 (9,732); Officers (female) 467 (430); Other Ranks (male) 33,128 (49,821); Other Ranks (female) 2,867 (3,231).

Guildhall date for summer concert

THE ROYAL Marines School of Music Open Day Concert will be held in the Portsmouth Guildhall on Thursday, August 12 at 2p.m. Tel 01705 824355 for tickets at £7 and £5. For further details, call Concert Secretary Brenda Sutherland on 01705 726182.

Reserves new medal will be common to all

A NEW, single medal is to be struck to replace the different long and efficient service awards for the volunteer reserves of the three Armed Forces.

The Volunteer Reserves Service Medal will be issued to all ranks instead of the Royal Naval Reserve Decoration (RD) for officers and the RN

Beating the bug

IN TACKLING the Millennium Bug in its computer systems, the Navy's last ship is due to be cleared by next month.

It was announced that the Trident submarine-borne nuclear deterrent had been thoroughly checked and there was no risk of it being fired accidentally through any computer failure.

Reserves Long Service and Good Conduct Medal for ratings and other ranks. The old awards were discontinued on March 31.

The VRSM will also replace equivalent medals issued to Army and RAF volunteer reserves. However, the new medal will not be post-nominal – that is, officers cannot carry its initials after their name as they do in the case of the RD.

The VRSM will be oval and of silver and on the reverse will carry the inscription 'For Service in the Volunteer Reserves' with a sprig of oak leaves and acorns beneath. Its ribbon will be of dark green with dark blue, scarlet and light-blue stripes at the centre.

The medal will be awarded on completion of ten years' continuous and efficient service, with clasps being awarded for additional periods of five years. Officers who, by last April 1, had served at least half of the 15 years that would make them eligible for the RD will have the choice of receiving the RD at the end of that time or the VRSM at the end of ten years.

Meanwhile, a new award to recognise meritorious service – the Queen's Volunteer Reserves Medal – has been instituted. Silver and circular, it will be available in limited numbers to all ranks and will be presented at an investiture. Recipients will be entitled to post-nominal QVRM. The award will have similar status to the Queen's Police Medal.

JACK ET JACQUES

Le Healthy Breakfast Continentale

(0700: Le Junior Rates Salle à Manger, FS Foch)

'Qu'est-ce que c'est ici, then Jacques – cette petite pièce de pastry et jam? Ce n'est pas tea time!

'C'est un croissant, Jack. C'est le petit déjeuner Français.' 'Fair enough, Jacques. Chacun à son goût. Mais ce n'est pas à mon goût. J'ai besoin d'un grand fry-up pour commencer le jour. Où sont mes bacon et oeufs avec le pain frit, tous swimming dans une mer de grease?

'Mais ce n'est pas bon pour vous, Jack! Tout ça will harden vos artères!

'Mes artères, elles sont très hereuses comme elles sont, Jacques. Plein du roast beef from les vaches folles d'Old England.'

'Ah, votre fameux boeuf rôti, Jack! Et le pudding de Yorkshire! Et le poisson battu et pommes frites présenté dans un grotty back nombre de Navy News!

'Vous pouvez stuffer vos croissants, vos moules marinières, frogs legs et tout ça, Jacques! Je préfère mes mushy pois avec lashings de vinaigre de Sarsons... Qu'est-ce que c'est pour dîner?

'Je give up, Jack. OK – pour vous especially, le steak et kidney pud, pommes de terre frappées, les sprouts de Bruxelles, carottes et runner beans, tous bouillis pour vingt minutes. Et après, le apple pie avec custard.'

'Ça will do moi! Mais je vous en prie, Jacques! Pas "custard". C'est "La sauce Anglaise".'

'Bon appetit, then Jack. Et vous êtes welcome to it... Mais j'ai écouté que vos Royaumes Marines, ils peuvent happily tuck into les earthworms et les autres insects horribles quand il n'y a pas else sur le menu dans le jungle?

'Oui, c'est vrai, Jacques. Les Bootnecks, ils sont un funny lot that way.'

'Puis je suggest, Jack, que le flaveur est amélioré quand les worms sont sautés en beurre et garlic avec un dash de Cointreau?

'Je prendrai votre avis, Jacques! Et j'ai une terrifique idée! J'ai un ami dans notre département de catering qui est about to prepare un posh banquet pour nos Marines, distingué par le présence de leur Capitaine General. Je vais demander qu'il serve up votre superbe recipe pour "Worms à Cointreau et Garlic"!

'Où! C'est une bonne idée, ça... Er, qui est cet homme, le Capitaine General?

'Oh, c'est notre Prince Philip, Jacques! Le mari de notre Queen. Il est un homme qui enjoys un joke...'



Illustrations par Tugg





The Navy in the Front Line



Iron Duke stays as Grafton returns

AS HMS Iron Duke approaches her sixth month on deployment her ship's company are at last able to take a breather.

The Type 23 frigate left Portsmouth in mid-January, and with the rest of the Standing Naval Force Mediterranean (SNFM) was diverted straight to the Adriatic.

Using the Italian port of Bari as a logistics base, for flying spares and manpower out to the ship, Iron Duke was soon into defence watches so that weapons systems could be manned round the clock.

With defence watches the ship's company works for six hours, then eats or sleeps for six hours, so that they are putting in two days' work every 24 hours.

As the air campaign intensified, the ship spent many weeks patrolling just off the coast, within range of Styx missiles.

More recently the frigate has been off Albania and Montenegro, protecting ships carrying humanitarian aid to Kosovo refugees.

The ship has clocked up more than 27,000 miles since leaving home, and her regular resupply visits to Bari have allowed some of her sailors to become proficient at Italian.

Others have broken the tense tedium by getting fit, losing weight, or taking exams during the course of the deployment.

They have all been pleased by the receipt of letters, messages and pictures from schoolchildren in the UK, and members of the crew have been preparing to reply with pictures of the ship and information booklets.

Iron Duke is scheduled to return home within the next few weeks, following sister ship HMS Grafton, which arrived in Portsmouth after two months protecting the French aircraft carrier FS Foch.

Operation Tridente was one of the rare occasions this century where RN warships have come under the command of a French admiral - Grafton took over from another Type 23, HMS Somerset.

Their task was to protect the Foch as she added her air group to daily NATO bombing raids.

Grafton's Commanding Officer, Cdr Bob Sanguinetti, said: "We enjoyed an excellent working relationship with our French partners, with constant communication and liaison between our ships."



On the alert - PO Topsy Turner, LAEM Stevie Darroch and AEM Damo Nicolls of 845 Squadron undertaking weapons training in Split, supporting operations in Bosnia. Picture: LA/PHOT Tam McDonald.

Argus is holding the fort

WITH THE end of the Allied air campaign in Kosovo, the focus of attention has switched firmly to the ground.

And out off the coast of the Balkans there has been a gradual dissipation of NATO naval forces, reflected in the make-up of the RN presence.

Where there was recently a carrier task group, with several frigates fulfilling different roles, now the RFA helicopter ship Argus is holding the fort.

She is capable of 24-hour surface surveillance operations, and providing logistic support to NATO warships.

She has three Sea King helicopters of 814 Naval Air Squadron embarked, and has acted as area

tanker for supplying fuel while under way.

She can also act as NATO's primary casualty reception centre, as she has facilities for a 100-bed hospital on board.

The efforts of the various RN ships have not gone unnoticed in the highest circles.

First Sea Lord Admiral Sir Michael Boyce has passed on the following message from the Queen to all personnel involved in Kosovo operations.

"As events in Kosovo move into a new phase I would like to take this opportunity to express my admiration for the way in which all of you have carried out your duties during these weeks."

"You can take pride in the invaluable contribution you have made in the highest traditions of the Royal Navy."



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Break time - HMS Iron Duke breaks away at speed from a replenishment at sea with the Spanish tanker SPS Patino.
Red Lion - Iron Duke's Lynx returns from a surface search close to the Montenegrin coast.
Picture: LA/PHOT Flo Ford.

In Brief

HMS COVENTRY has taken over NATO duties from another Devonport ship, HMS Norfolk.

Type 22 frigate HMS Coventry is on a six-month deployment with the Standing Naval Force Atlantic (SNFL), which has been in the Mediterranean in support of NATO's Operation Allied Force.

RN ships have been busy as part of a multinational force locating and disposing of weapons jettisoned by NATO bombers.

HMS Sandown, part of the newly-named Mine Countermeasures Force North West Europe (MCMNORTH), has joined HM ships Bulldog and Atherstone, part of the newly-formed MCM Force Mediterranean (MCMFM) on a mission which should see her in the Adriatic through the summer.

Commanding Officer Lt Cdr Paul Jones said: "It is fitting that Sandown finds herself spending her tenth birthday as part of a NATO immediate reaction force supporting a live operation."

RN submarine HMS Splendid is still in the region, according to an MOD spokesman.

The S-boat is the first RN vessel to be equipped with Tomahawk cruise missiles, and

she was involved in early air strikes against inland targets.

The source could not comment on press speculation that Splendid fired up to 20 missiles.

Sea King Observer Lt Tony King has been playing a vital role in keeping information flowing during Operation Allied Force.

Tony is part of the DERA Malvern TIM/MIDAS facility in Italy which supports data links,

pinpointing and fixing problems - the first time that the system has been involved in a real operation.

Meanwhile 845 Naval Air Squadron, the longest-serving unit in the region, continues to provide an incident response team for evacuating casualties of accidents in Bosnia.

Two Sea Kings, at Sipovo and Split, now deal mainly with road and domestic accidents.

CREDIT CARD NEWS



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Exeter returns for busy summer

After more than 18 months out of circulation, HMS Exeter is making up for lost time with a busy summer programme.

The first of the Type 42 Batch 2 destroyers spent 15 months in an extensive refit in Scotland, undertaken by Babcock Rostyth Ltd.

During her time in dry dock every department was subject to major refurbishment.

Perhaps of most significance was work done on the ship's combat systems, particularly in the field of electronic warfare.

She is the first of the Batch 2s to be fitted with UAT(5), which receives, analyses and identifies RF emissions.

Exeter also now has the UCB(1) EW control processor, assisting the electronic warfare database, picture management and command and control.

Her ADAWS (combat computer) has been updated to MOD1 with new keyboards and colour displays.

Other new systems include STWS 3 torpedo tubes, Sonar 2070 torpedo decoy and DLF3 missile decoy.

The ship's primary weapon, the Sea Dart launcher, has been overhauled and enhanced with the new GWS Automatic Target Indication system.

In other departments there has been work to refurbish the engines and diesel generators, rudder and propeller blades were removed and renewed, there is a new integrated galley, the stores and accounting computer has been upgraded to OASIS 4, and NavyStar has been fitted – an integrated computer system providing e-mail service on board and externally via the Internet.

Exeter, designed to provide medium-range anti-air capability, spent the end of last year on extensive trials and was accepted back into the Fleet in January.

After basic operational sea training Exeter rededicated in Portsmouth at the end of May and was straight off to Chatham where she and HMS Dasher represented the Navy.



● Cutting edge – HMS Exeter, fresh from refit, pictured in the Channel.

Picture: LA(PHOT) Wollie Wilkinson (SFP).

Last month saw the destroyer on a major Joint Maritime Course off Scotland, and as Navy News went to press she was due to visit Glasgow before undertaking an anti-submarine exercise.

Further planned visits include Exeter for the freedom of the city, and Antwerp.

She is expected to sail for a Gulf deployment later this year.

The ship is mixed manned and multi-cultural – her complement of 240 men and women currently includes two exchange officers, a French Gunnery Officer and an Australian helicopter pilot.

Facts and figures

Class: Type 42 Batch 2

destroyer

Pennant number: D89

Builder: Swan Hunter

Launched: April 25, 1978

Commissioned: September 19, 1980

Displacement: 4,300 tonnes

Length: 119.5 metres

Beam: 14.3 metres

Draught: 5.8 metres

Speed: 30 knots maximum

Complement: 240 (including 18 officers)

Machinery: COGOG: Two Rolls-Royce Olympus gas turbines; two Rolls-Royce Tyne gas turbines (cruising)

Armament: Sea Dart surface-to-air missiles; Vickers Mk8 4.5in gun; 2 Gambo 20mm guns; twin launchers for torpedoes;

Aircraft: Lynx HAS Mk3 armed with anti-ship missiles or anti-submarine torpedoes

Affiliations: Exeter WRNS; Exeter Rotary Club; Exeter Racecourse; Macassa Veterans; River Plate Veterans; Exeter College, Oxford; 1st Battalion Devon and Dorset Regiment; 4th Battalion Devon and Dorset Regiment; Exeter RNA; Exeter RMA; TS Lion; Exmouth White Ensign; Majorettes; St Peters School CCF; Exeter CCF; Exeter Flotilla; Exeter White Ensign; Exeter Chamber of Commerce, City of Exeter

Sponsor: Lady Joan Mulley

Four warships and a fighting merchantman

Although only four ships have held the name before the Type 42 destroyer, their daring exploits ensured Exeter a place in Naval history.

The first was a 70-gun Third Rate, launched at Blackwall in 1680.

In 1690 she was part of an Anglo-Dutch fleet which fought an inconclusive battle with the French off Beachy Head.

She was damaged in an explosion in 1691, and classed a hulk six years later, when she was replaced by a Fourth Rate of 60 guns, built at Portsmouth.

In 1702 she was part of a squadron successfully protecting trade and harrying the enemy off Newfoundland – Exeter herself took eight of the 29 prizes in four months.

She fought the French in the Gulf of Genoa, burnt a French 64-gun ship at Quiberon Bay in 1744 and served at the siege of Pondicherry in 1748.

She was broken up in 1763 and again there was no delay before a new Exeter was in commission, a Third Rate being launched the same year.

She fought at the Battle of Ushant in 1778, and earned Battle Honours at Sadras, Providien, Negapatam and Trincomalee.

The ship was badly damaged at Sadras, and the additional punishment she took in the other three

engagements left her unseaworthy and she was burned off the Cape of Good Hope in 1784.

There was then a gap of almost 150 years, though an East Indiaman upheld the name Exeter by capturing a 36-gun French frigate while in convoy.

The fourth Exeter was a cruiser, built at Devonport and launched in 1929.

She won the name's fifth Battle Honour at the Battle of the River Plate, which doomed the German battleship Graf Spee.

Badly damaged, she limped back to the Falklands, where she was repaired on the orders of Winston Churchill, and on St Valentines Day 1940 returned to a huge welcome at Devonport.

She was then sent to the Far East, where she was sunk along with the other ships of the combined Dutch, US, Australian and British force attacking enemy transports – although technically she was scuttled, as Capt Gordon opened her seacocks and blew the explosives in the shaft passages to take her down.

BATTLE HONOURS

Sadras	1782
Providien	1782
Negapatam	1782
Trincomalee	1782
River Plate	1939
Falkland Islands	1982

KING EDWARD VII CONVALESCENT HOME

Osborne House, Queen Victoria's residence at East Cowes

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JACK

BY TUBS



'TT' happy in Hermes

I WAS a Leading Airman serving with 849 Sqn B Flight when the late Lord Lewin was Commanding Officer of HMS Hermes.

I found that one very seldom got through working on aircraft down in the hangar during the night watch without a visit from him.

There you were, working away at whatever had to be done when you seemed to sense that Capt Lewin was close at hand.

I well remember one such occasion when we were fitting drop tanks and things were not going all that well. Someone dropped a spanner, spoke a few well-chosen words - only to find the spanner passed back to him by the Captain.

The saying that the Captain is the loneliest man on board ship definitely did not apply to Captain Lewin, or 'TT' as we often referred to him. He always said that Hermes was a very happy ship, the happiest he had ever commanded.

Another favourite haunt for Capt Lewin was 'B' boiler room which he often visited during the middle watch as they made the best brew. I understand he even had his own mug there.

Whatever the future holds for the Royal Navy, there will never be another 'TT'. - R. E. Amory, Watchet, Somerset.

Tunes of Glory

IN YOUR November supplement the photograph at the bottom of page 6 of the Colony-class cruiser with HMS Glory was HMS Birmingham, in which I served in the early 1950s.

She was the only ship I came across with a piano on board. It was strapped to the bulkhead of the redundant hangar originally used to house returning aircraft plucked off the oggin and stowed away by crane.

The hangar was later converted into a cinema with 35mm projectors - the responsibility for which was mine, in between playing the piano. - G. Parry, Southampton.

Culture shock for an Aussie recalling the old Andrew

READING copies of *Navy News* received in recent months from an old friend in England almost brought culture shock to a man who left 'the Andrew' more than 45 years ago and migrated to Australia.

Despite the occasional encounters with RN ships in Australian ports, dipping into the Internet and visits to England from time to time, the high degree of change was not brought home until reading *Navy News*.

I found evolutionary shifts like the abolition of Ordinary Seamen, the appointment of female captains, tri-service policies, mergers of this, closures of that, political correctness, tortuous acronyms, anti-discrimination, career assessments and pay scales beyond yesterday's dreams all so wondrously different!

By the late 1940s 'my' Navy was a classic institution of ingrained attitudes, social divisions and other anachronisms, serving a nation touched by dawning recognition that England was near broke, that the Empire was all but gone, that the balance of power was held elsewhere and that the Fleet was in for a drastic but inevitable pruning.

Not that everyone cared in my lower deck world. Rear vision was

popular. Won the war, didn't we? Oo's for a run ashore?

Talk of Naval rationalisation in the immediate post-war period meant little to many three-badged dinosaurs near the end of their time but still ruling the mess decks, and even less to Hostilities Only ratings. However, a reformist Labour Government was in power and obsessed with costs and class, and tradition was a target for acid observers like the columnist Hannen Swaffer, author of 'What Would Nelson Say?' which recounted complaints about antediluvian aspects of the Navy.

I remember one complaint reported by Swaffer that 'the captain's heads on our ship were bigger than our messdeck'.

On the other hand, many of us loved the life, the tradition and the sentiment, and swaggered ashore plastered in Brylcreem under flat-back caps and wearing the tidiest of oversized bell-bottoms, tailored by a messdeck 'firm' and paid for by illicitly hoarded tots.

Most of us gained a lot from service in the Navy, a certain pride,

a sense of having been there, an ability to deal with harsh realities long before 'counsellors' were invented. We travelled a world not yet shrunk by tourism. We knew no need to apologise for being British. We believed in the ideals of duty and loyalty.

How sad now to see Naval numbers down to less than the staff count of Barclay's Bank and so many shore bases and naval air stations gone.

However, perhaps we could echo another postwar comment, said to have been made by Hardy 30 years after he watched Nelson die: "Dwell not upon the numbers but upon the quality".

Beached by defective eyesight, I returned to studies of language and history and a career in journalism, first in newspapers and then for close on 30 years with the Australian national broadcaster, the ABC.

I wish I could last long enough to see your reports on the Navy in another 45 years. - G. L. Johnson, Lower Kalgan River, W. Australia.

Will I be on most hours for least money?

A RUMOUR abounds that Writers will be on the lowest pay scale following the introduction of Pay 2000.

Having worked on all the Type 23 frigates in F6 during my present job - and Leanders and Type 42s in the past - I know that it is the Writers in the ship, standfast the Captain, who invariably put in the most hours during the working day, both while alongside and certainly at sea.

The sheer volume of work that is processed by the Ship's Office/UPO these days is tremendous and quite simply if this 'gratis' overtime is not put in by conscientious, dedicated Ship's Office staff, then the respective ship might as well throw the towel in if it hopes to win the 'admin nightmare battle'.

Other branches such as the hard-working Chefs/Caterers are also rumoured likely to be placed on the lowest pay band.

Has the Command considered the possibility that the S&S branch may want to 'work to rule' if they are placed in the lowest band? - LWTR B. Elton, FOSF(Sea), Devonport.

A MOD spokesperson replies:

Job Evaluation in support of Pay 2000 has not yet been completed, therefore it is too early to determine which trades at which ranks will fall into which pay range.

The Job Evaluation results will not be available until later this year. Only then will it be possible to review the situation and, if necessary, respond to any manning difficulties which may result.

Job Evaluation takes into account a wide range of elements that make up a job, including knowledge, skills, responsibility, working conditions and also the sea-shore ratio, but it does not take into account personal qualities, how well an individual is doing a job or hours worked.

Hours worked are taken into account separately via the annual Survey of Working Patterns and reported to the Armed Forces Pay Review Body.

This in turn is used by the AFPRB to assist in establishing broad comparability between the rates of pay of civilians and service personnel.

It is by this means that long hours of work are taken into account in the setting of pay rates.

No-one would argue that Writers at sea have to work hard and for long hours, or that they need to be bright, intelligent and dedicated.

The aim of the Job Evaluation process is to ensure that everyone

receives the recompense appropriate for the job they do.

Pharoah's Navy in Fife

REGARDING F. J. Smith's letter describing the Swordfish aircraft he saw at HMS Merlin in late 1946 (May issue), I am writing the story of HMS Merlin (RN air station Donibristle) as an important component in the history of our community in Dalgety Bay.

This is a new town, partly built on the site of the Donibristle airfield and aircraft repair yard which played an important role in Naval aviation from 1917 until closure in 1959.

During World War II at least 40 squadrons are recorded as training and re-equipping at Donibee, as it was popularly called.

No fewer than 7,000 aircraft passed through the repair yard.

Now a comic mural cartoon frieze dating from World War II has come to light in a local factory which incorporated the former Wardroom.

This fascinating relic which runs round the sides of a small store-room portrays Naval personnel in mock ancient Egyptian guise.

For instance, we see a Naval officer riding in a chariot drawn by a camel and men being paid with bottles of beer or tins of spam (see detail below).

The frieze is in surprisingly good condition and Historic Scotland has made a photographic record of it.

But who was the artist? What purpose did this room originally serve?

- E. Simpson, Dalgety Bay, Dunfermline.



No.540 46th year

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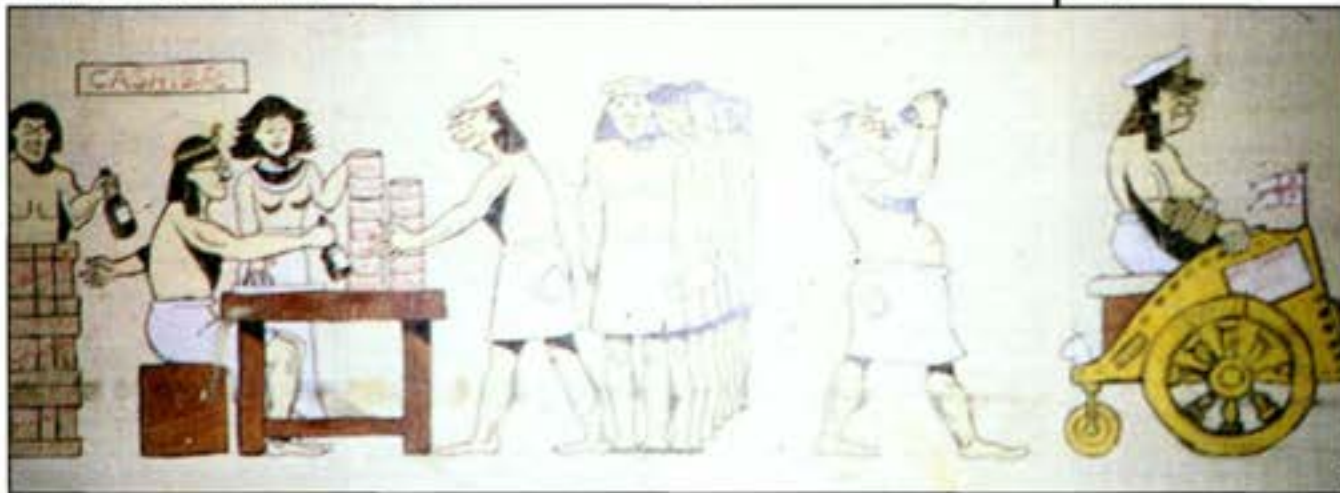
Advertising: 01705 725062

Distribution and accounts: 01705 724226

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● HMS Belfast in March 1944. In November 1939 she was the first warship victim of a magnetic mine and spent the next three years under repair.

I TOOK THE BLAME FOR BELFAST MINING

RE HMS BELFAST November 1939 when she was crippled by a magnetic mine. The Belfast was attached to the Sixth Cruiser Squadron under Vice Admiral Collins whose flagship was HMS Southampton.

I was a Boy Seaman in the Southampton and we led the column when we left the Firth of Forth for gunnery practice.

But we had to return to port because I had appendicitis.

When I arrived at the Naval hospital at Port Edgar there were two old seamen who kept the ward shipshape. I was operated on by King George VI's surgeon, Capt White from the Royal Yacht Victoria and Albert.

When I came round I found all the beds were filled with wounded men and one of the old seamen told me the Belfast had hit a mine.

The padre from the Belfast was doing a tour of the wounded and when he got to my bed he

asked where I was in the ship. I replied "In the sick bay" and he gave me some cigarettes and chocolate.

Later he came back and said again: "Where were you in the ship?" He said only the medics and himself were there when the mine hit and then I told him I was in the Southampton.

He gave me an odd look and said "You caused our ship to hit the mine" – and took his cigarettes and chocolate back. This is a true story. – F. W. Ilderton, Grays, Essex.

I WAS serving in HMS Stork when HMS Belfast was mined. We were watching her when she went up and my oppo LS Billy Baldwin shouted "She's been finished" – magnetic mines were non-existent so far as the average matelot was concerned.

The Stork later became famous as one of Capt Johnnie Walker's U-Boat killers. – J. Duffin, Lydiate, Merseyside.

Letters

Female golfer bemoans a handicap

I WAS always under the impression SPNRC represented Southwick Park Naval Recreation Centre. How disappointed I was to discover over the Easter leave period that I now believe it means Southwick Park Golf Club.

As a Service person who pays seven day membership, I understood that I could play golf at any time during the week, including week-ends, as nobody told me any different when I joined.

How remiss of me not to know that no 'female' can play before 0900 at week-ends. This came to light when my spouse booked a tee time of 0758 Sunday: the only question asked when booked was "Are you members?" to which the reply was "yes".

I enjoyed the opportunity to play early but could not understand (1) Why were all those men staring at me? It was obvious – other lady members are aware of this rule and they were obviously admiring my swing.

Unbeknown to me these gentlemen were scowling at me, yet not one approached me to inform me of the error of my ways. It was two days later when contact was made by the Lady Captain that I had been reported by male members of the club to the Men's Captain.

In my defence I stated that I am a Service person who pays seven day membership and as such should have the same precedence to tee times as my male counterparts. I was told it was only female 'Seagoers' who have exception to this rule.

Surely this is discrimination. In a Service where everybody is now equal it is obvious that some people are more equal than others. As a competent golfer, I feel totally discriminated against by SPNRC. Why can't ladies play before 0900 at week-ends and how long before this old-fashioned, outdated rule is made obsolete? – POWWTR M. Davis, HMS Excellent.

Cdr R. C. Ireland, Chairman of SPNRC Management Committee, replies:

No distinction is made between seagoers and non-seagoers in terms of their membership category. Indeed, the only time a distinction is made is during the week when certain tee times are reserved for the seagoing sailor

(male or female) who may be unable to book in advance.

Further, there is nothing in the rules or byelaws of the Centre that dictates when certain members may or may not book a tee. However, there is an informal agreement in place between the men's and ladies' sections of the Golf Club that the ladies will not normally play as a club before 0900 at the week-ends.

As a member of the Centre, PO Davis is also automatically a member of the Golf Club and the ladies' section; indeed, it is they who maintain her handicap. However, it is perfectly in order for her to play her golf outside the ladies' section if she so chooses. I regret that there may be a few who will continue to 'stare at her swing' but since she is the new RN Ladies golf champion, they may well learn something!

The Management and Golf Club Committees stand firm behind the published rules and byelaws of the Centre. I very strongly encourage members who feel they can contribute to the success of the Centre to represent their views to either Committee, through their representative or the Centre Manager. We will ensure that their views are addressed.

Asleep on watch

RE MIKE GRAY's article (May issue) on the old RN Detention Quarters (now the RM School of Music). I well remember the Recess Block next door as on the night of May 16, 1955 I was detailed sentry to look after defaulters on No 13 A Post.

It was a very warm night and with 15 minutes of the watch remaining I went upstairs to the bedding store and sat on a bed.

The next thing I remember was the Guard Officer shouting "Sentry! Sentry! What do you think you're doing? Asleep on watch!"

He promptly put me in one of the cells – it was the night of the big fight between Sugar Ray Robinson and Randolph Turpin which I could hear in the background.

The next morning I was on Commander's Report – having been handcuffed between two burly ABs and marched across the Parade Ground where 500 were amassed for Colours.

I received 14 days IDs of which only 13 were completed as I was drafted to HMS Albion on the last day, where I was told by the CPO "If you can find your way over this ship in a day, that's punishment enough." – T. Metcalf, Cheltenham.

Keenly, of Goole

I started buying Navy News because I have been keen on the idea of joining the Royal Navy for about three years now, so I asked my grandad George Clarkson, who used to be in the Navy, and he showed me the paper and your great club with the ace freebies and I went to the newsagents and ordered it.

For only 80p it's a bargain. My grandad is also showing me knots. I am so keen that in summer I jog a mile every morning at 0630 and do 30 situps and 20 pressups morning and night in the winter.

When I am 12 I'm joining the Sea Cadets and I'm joining an engineering club in Year Nine because I'd like to be an engineer in ships.

I'm also learning about flags and teaching myself Morse Code. I like science, maths, English, technology, IT and art but hate history.

Thanks for the toothbrush and the Easter card and the museum tokens. Please send me any info about how to get in the Navy. Yours keenly – B. Norton, Goole.

(Letter forwarded to the Director of Naval Recruiting!)

'Shoddiest headgear'

GENERALLY speaking I have approved of the changes to the Royal Navy's uniforms that have been recently announced.

The introduction of the tropical bush jacket for Senior Rates is particularly welcome.

However the officers and Senior Rates of the Royal Navy seem to have the shoddiest uniform headgear of the world's navies.

Would it not be smarter to reintroduce the pre-plastic style peaked cap and the cotton, washable cap cover?

The old hat, admittedly heavier, had a much smarter appearance. I believe the wearers would accept any weight increase as worth the benefit of not looking like a bunch of scruffy bus drivers.

More controversially, a case can be made for putting Petty Officers back into square rig. I was among the last POs to wear square rig in 1961. In retrospect I think it was a bad move because it lessened the impact of the Chiefs.

Having served in the US Navy on Exchange, I fully understand how significant are the three ranks of CPO in the USN. To begin with, they are not working hands as are young Tiffy CPOs in the RN.

I am not suggesting that POs should lose their separate messing arrangements, but it has to be admitted that the RN is the only Service of the Crown which does it that way operationally. – J. Stuart, Mannheim.

Britannia in decline claim denied

WHILST on a short holiday in Scotland I took the opportunity to take a look at the ex Royal Yacht Britannia now moored at Leith.

Whilst I had mentally prepared myself for a less well cared for vessel, I was most surprised at the level of the external deterioration in such a short time in her new role. Her wooden decks, particularly the rust stained forward areas, could not have been scrubbed clean for weeks.

Exposed brightwork was showing similar lack of attention as though she had just come in from a long rough sea passage and no-one had taken the trouble to grease up the brightwork for sea.

Even the boat props at the Davit heads in full public view were misty green with corrosion.

Although it was during a weekday afternoon, not a single person was to be seen working on the upper decks, even though the weather was dry and sunny.

Below decks, where her earlier care and maintenance can last longer, she did not seem too bad with lots of activity evident to prepare some kind of corporate evening dinner entertainment. Hopefully some money from this lucrative part of the market will eventually go towards maintaining her rapidly declining exposed upper deck areas. – An Old Salt Horse (name and address supplied).

Julia Stephenson, Britannia's sales and marketing manager, replies:

As you know, Britannia is now owned by a charitable trust whose sole objective is to preserve and maintain Britannia in keeping with her former role. This responsibility is not something that we take lightly and we are all fully committed to ensuring that all concerned can see Britannia looking at her best.

With each week that goes by Britannia is now looking better than she did when she first arrived in Edinburgh 12 months ago following her decommissioning and that will continue to be the case.

In this respect it is not however appropriate for us to become involved in a debate concerning our work through the letters page of newspapers or magazines.

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For only £10.50 (£12.50 surface mail outside the UK) you can buy a twelve month subscription to Navy News 'Ship of the Month'. This will deliver to your door a black and white postcard-sized photograph every month. The featured Ship for July is HMS Exeter, a Type 42 Destroyer.

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People in the News



In brief

Medal was a complete surprise

A CHANGE in the rules relating to Long Service and Good Conduct Medals allowed Lt Cdr Nick Barker to spring a big surprise on his father.

Nick, a former CO of HMS Beaver, was visiting the Royal Navy Boatwain's Association to present a charity cheque from the ship.

But he was also able to award a LS&GC medal to his father, retired Lt Cdr (SD) (Boatswain) Jim Barker, after a ruling that officers who were formerly ratings are eligible for the honour.

Lt Cdr Barker senior joined HMS Ganges as a Boy 2nd Class in 1948 and was commissioned in 1963.

Chefs sail through their exam

SIX CHEFS in HMS Boxer sailed through their professional catering exams during her last deployment.

After passing theory tests on passage from Penang to Vietnam they took their practical tests under the watchful eye of WOCA Nick Vadis, the Navy's travelling assessor who had flown out to the ship while she was in Abu Dhabi.

LCH Nick Sweetman and Chefs Jim Weaver, Matthew Schofield, Buster Brown, Mac McIver and Barney Barnes said that their success had a lot to do with CPOCA Karl Stephens and POCA Russ Coombs, who spent so much of their time preparing them for the exams.

Family affairs at HMS King Alfred

THE COMMANDING Officer of HMS King Alfred must have thought he was seeing double when he visited his new entries at the start of their training.

Among the RNR recruits Cdr Stephen Thorne was inspecting were identical twin brothers Robin and Christian Oldfield from Lymington in the New Forest.

The two 17-year-olds are the first twins to join the unit since it was formed in 1994 and they both hope to gain valuable experience

before joining the Royal Navy after sitting their A levels at Brockenhurst College.

For another three members of the Ship's Company at HMS King Alfred there were some familiar faces amongst the HMS Dryad's volunteer band, brought in to play at the annual inspection.

The musicians included Michael Kirrane, father of CPO Howard Kirrane, CPO David Shepherd, father of Dental Nurse Emma Shepherd and Alexandra Smyth, daughter of HMS King Alfred's PO Pat Smyth.



● DOUBLE TAKE: HMS King Alfred's Cdr Stephen Thorne (above) with twins Robin and Christian Oldfield. Picture: SFFU.

Archbishop drops in on the Navy

THE ARCHBISHOP of Liverpool has made an extensive visit to ships and establishments of the Royal Navy to find out more about the Service and the work of its chaplains.

The Most Reverend Patrick Kelly began his visit by calling at HMS Nelson where he was hosted by Father Joseph Kelly (no relation.)

His next stop was HMS Sultan where he celebrated mass for the establishment's Catholic community in St Benedict's Church.

In the evening he paid a visit to the family of Lt Gary Mills who is

originally from Liverpool and is now away with HMS Birmingham until November, and found out how his wife Bobi and children Natalie and Lucy coped with his absence.

The next day Archbishop Kelly met the Director General of the Naval Chaplaincy Service, the Reverend Doctor Charles Stewart, and thanked him for releasing Fr Kelly and Fr Alan Devaney who is training at Dartmouth.

After a tour of HMS Nelson and HMS Victory, Archbishop Kelly was invited on board HMS Cardiff to see how a modern warship operates and how Servicemen live and work while at sea.

The final part of the Archbishop's visit took him to the Armed Forces Chaplaincy Centre at Amport House, near Andover.

There, he met all the Catholic Chaplains in the Navy as they were gathering for their annual conference and was briefed by the Principal, The Reverend Barry Hammett.



● FACT FINDING: The intricacies of navigation are explained to Archbishop Kelly by Cardiff's Lt Dave Cheeseman. Picture: SFFU

High praise

A CONSISTENTLY excellent record of Service in the RNR earned high praise for HMS Northwood's Chief Petty Officer Ian Bartram.

His certificate of Meritorious Service was presented by the Lord Lieutenant of London, Field Marshall Sir John Chapple at a special ceremony at the Duke of York's Barracks.

CPO Bartram (right) has been the driving force behind HMS Northwood's new entry training senior rate for the last seven years.

After the ceremony he said: "I feel very proud to have received this award. I have always gained a great deal of



job satisfaction from my voluntary service with the RNR and to be rewarded for something I enjoy doing is a double bonus."

Hard work at hospital

HARD WORK at the Royal Naval Hospital at Gibraltar earned QARNNS Lt Ian Wren a commendation from the Commander of British Forces.

Commodore Sym Taylor made the award, before Lt Wren was transferred to Derriford Hospital in Plymouth, in recognition of Ian's work in improving patient care and for drawing up a business plan for the hospital which re-opened in May of last year.



● COMMENDED: Lt Ian Wren

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34 Broad Street, Bromsgrove. No orders will be accepted at this address, please reply to PO Box 6961. This is an unofficial medal which should not be worn with or alongside official medals.

Falklands pilot remembered

A MEMORIAL service for the first Fleet Air Arm pilot to be killed in the battle for the Falklands has been held on the airfield at Goose Green.

Lt Nick Taylor was shot down in 1982 by Argentine 35mm anti-aircraft gunfire during an attack on the airfield by three Sea Harriers from 800 Naval Air Squadron based in HMS Hermes.

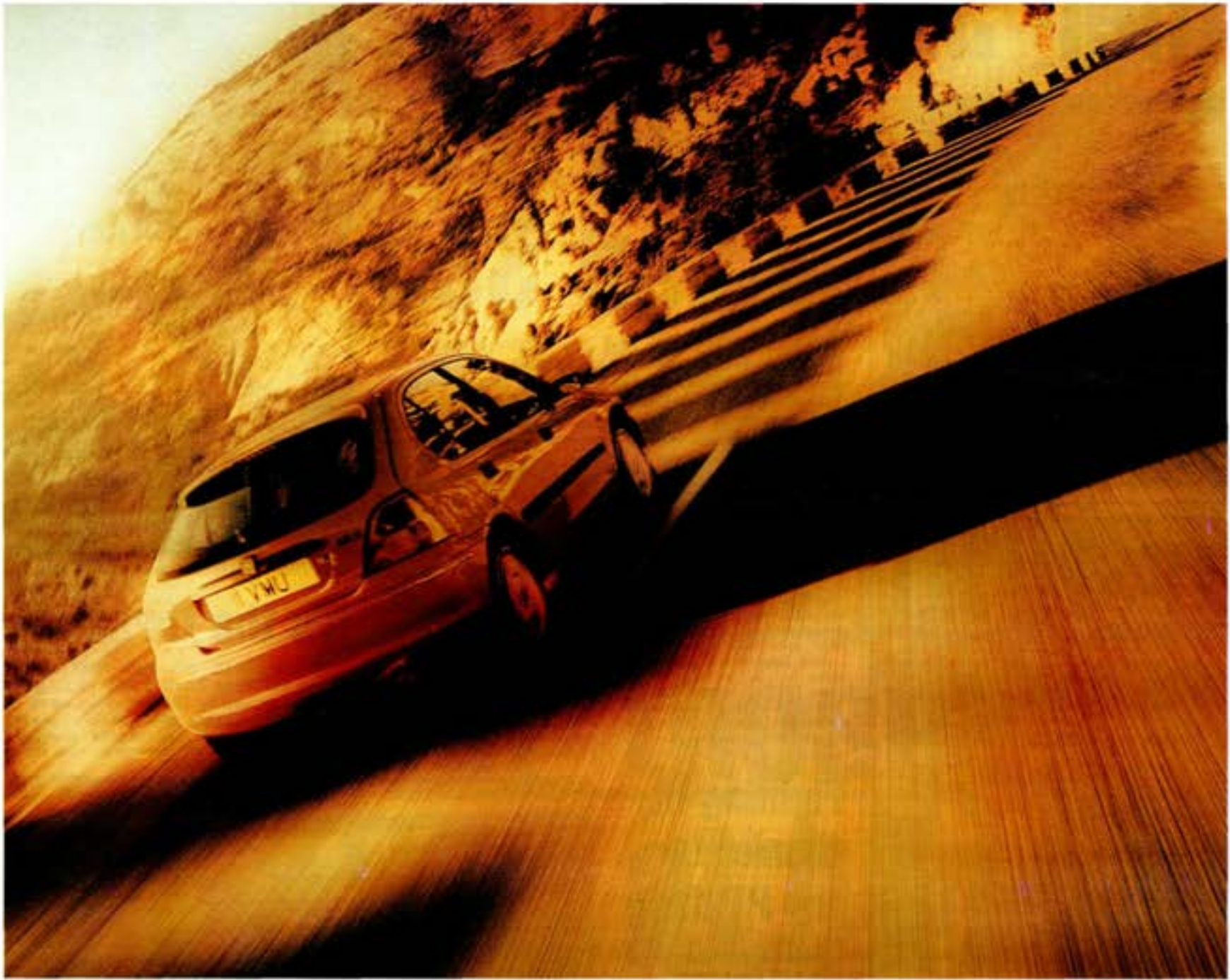


The moving ceremony was presided over by The Rev Alistair MacHaffie and Forces Padre Matthew Olanrewaju and wreaths were laid by Falkland Islanders, Commander of British Forces Brigadier David Nicholls and the Governor, Sir Richard Ralph.

Afterwards, the Last Post and Reveille were sounded and a minute's silence was observed in memory of the young pilot who died aged 32.



● RESPECTS: Commander British Forces Falklands, Brigadier David Nicholls, lays a wreath on the grave of Pilot Lt Nick Taylor.



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People on the Front Line



Father and son meet up in the Ionian Sea



● **GET TOGETHER:** Stephen and Mark Parmenter are reunited in the Ionian Sea on board RFA Bayleaf. Picture: Dave Hunt, SFFU

PLYMOUTH father and son Stephen and Mark Parmenter were unexpectedly reunited on board RFA Bayleaf in the Ionian Sea while both were taking part in Operation Allied Force.

Stephen (45) is a systems engineering officer on board the tanker RFA Bayleaf while his son is a deck cadet on stores supply ship RFA Fort Austin.

The pair had not seen each other for almost ten months, but when Bayleaf joined Fort Austin in the task group off Albania, officers arranged for Mark (20) to spend a week on his dad's ship.

"It was unexpected and it has been a nice surprise for both of us. Our leave does not coincide at all and it would have been another ten months before we saw each other again" said Mark.

Dad Stephen said: "The lad is doing well, but we both miss his mum, Gill, back in Plymouth."

It was his father's example that persuaded Mark to join the RFA after leaving school. "Dad had previously had a spell with the

Merchant Navy and was rejoining. He had the application forms and that got me interested. I got a form of my own, had an interview and that was it" said Mark.

Fort Austin kept HMS Invincible and HMS Newcastle supplied with everything from helicopter spares to food while Bayleaf acted as a mobile fuel station for the carrier task group which has now returned.

Bayleaf's CO, Captain David Pitt, said: "We were the only tanker in the area and, as such, had an extremely important role to play and it's a reflection on the professionalism of the crew that everything ran smoothly."



● **IN THE MONEY:** MEM John Cushing, MEM Matt Goble and PO Howard Lazenby. Picture: Dave Hunt, SFFU

It's the three tenners!

THIS CHEERFUL trio from HMS Newcastle were nicknamed the Three Tenners after picking up winning lottery tickets supplied by The Sun newspaper.

MEM Andy Cushing, MEM Matt Goble and PO Howard Lazenby all pocketed a tenner after the paper supplied 250 tickets to the Type 42 Destroyer when she was diverted to the coast of Albania.

KGFS

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Fighting fit, thanks to the PT dept

SAILORS in HMS Invincible are fighting fit thanks to the ship's PT department.

During her latest deployment they provided a superb sports and recreation programme and worked hard to ensure the smooth implementation of the RN fitness test.

The team also played a key role in arranging sports and social activities during port visits and have ensured that the ship's sports equipment and strips are the envy of the Fleet.

Their efforts have earned them the Coconut Cup, presented quarterly to those who have contributed most to the performance of the ship.



● **AWARD WINNERS:** Capt James Burnell-Nugent presents the Coconut Cup to CPOPT Glen Young and LPT Adrian Cherrington. Picture: LA(PHGT) Richard Motley

Flood of mail for Portsmouth ships



LETTERS flooded in for HMS Invincible and HMS Newcastle after a request for mail was published in a Portsmouth newspaper.

Invincible's Captain James Burnell-Nugent, told *The News, Portsmouth*, how much his ship's company enjoyed getting mail from their home port and the paper co-ordinated a letter writing campaign involving many of the City's schools.

Post was soon piling up by the sackful and was awarded the MBE after drilling the ceremonial guard for the handover of Hong Kong, said: "The letters really cheered us all up and some of them make you want to cry they are so sweet. I want to thank everyone very much."

John, who comes from Titchfield and was awarded the MBE after drilling the ceremonial guard for the handover of Hong Kong, said: "The letters really cheered us all up and some of them make you want to cry they are so sweet. I want to thank everyone very much."

Family Matters



● Claire Morris raises some Welsh 'hwyl' for LA Darren Morris returning in HMS Invincible. And (above) this welcome by HMS Newcastle wives wasn't any less ecstatic.
Picture: LA(PHOT) Dave Hunt



Ruby's Rocky days are over

RUBY the baby baboon 'stranded' at Gibraltar now has a new home at an ape foundation in Amsterdam - thanks to Kim Tyler, wife of CPO Dave Tyler.

Medical advice over the phone

ADVICE on medical and health matters is available from qualified nurses of the Medical Advisory Service charity.

Many MAS nurses are disabled through illness or work injury and are recruited through the Royal College of Nursing. They are trained to use their knowledge over the phone, bridging the gap between providers and beneficiaries of medical care.

The organisation's general medical helpline (0181 994 9874) is open 5pm to 10pm Monday to Friday.

Meanwhile the Cot Death Society offers help and support to Naval families worldwide. Children at risk from cot death are provided with infant/respiration monitors on request and free of charge. Call 01635 861771.

Over the past 12 months the demand for monitors has doubled, and anyone who can raise funds towards their cost is asked to contact Miss Lee Allen of the Society's fund-raising office on 01925 850086.

Dave serves on the Rock, and during a visit to her vet, Kim discovered Ruby living in a small cage. The baboon had been there for over four years after being found by Customs officers on a merchant ship at Gibraltar.

With the help of Nicky Ness, the local station manager of the British Forces Broadcasting Service, Kim asked listeners to contribute to an appeal fund she launched to give Ruby a better life at the ape foundation.

As a result £868 was pledged, including £2 of a child's pocket money and £221 raised through a non-uniform day at St Christopher's School.

An unexpected bonus came when GB Airways donated the cost of Ruby's flight to Amsterdam.

Clearer link for those left at home

THE LINK Families Organisation has changed its title to clear up misunderstandings which have caused some members of ships' companies to decide not to take part in the scheme.

It is now known as the Link Letter Scheme which is intended to clear up the false impression held by some that families are linked with each other and that the scheme is confined to married personnel.

The link is, in fact, between the unit and the person nominated by the serving individual, usually the next of kin - but not necessarily.

The scheme has also dropped its telephone cascade system, which proved unreliable, and is now limited to a mail shot from the unit, sent out through the Sailors and Families Advice Bureau (SAFAB) in the unit's base port.

The system is crucial in passing on information such as significant changes to a ship's programme, but it is also used for other news such as events being organised for families in a ship's absence.

The letter scheme complements the Families Information Link (phone) Line which carries updated, recorded messages.

Names and addresses on the letter scheme's database held by SAFAB are treated in the strictest confidence. However, following a successful trial at Plymouth, the Bureau will now use the data on an occasional basis to inform families of more localised events such as presentations by the Second Sea Lord's Personnel Liaison Team and summer play schemes.

Individuals and units can opt out of the secondary use while remaining in the main scheme.

Free training at Aggie's

FORTY Naval wives are receiving free training in Plymouth to help them return to work. The course in business administration is being run at Devonport's Royal Sailors' Rest - 'Aggie's' - in conjunction with Southampton City College. Hours are flexible over five days a week. At the end of the course the wives gain an National Vocational Qualification.

'Freedom ships' welcomed back

HUNDREDS of family members with loved ones on board HM ships Invincible and Newcastle crowded the jetties at Portsmouth as the ships returned from their deployment in support of Operation Allied Force - NATO's defence of Kosovo.

The reception was particularly emotional for families who in April had to endure the bitter disappointment of the ships being diverted to the Adriatic while on their way home from a four-month crisis deployment to the Gulf.

Once NATO's land-based air armada had been strengthened for the Kosovo operation, Invincible - with her Sea Harrier fighters, Sea King helicopters and her escorting destroyer - was stood down.

The ships were welcomed home by Armed Forces Minister Doug Henderson, who said they had demonstrated the commitment of Navy personnel to the work of the Armed Forces in the Gulf and Balkans. He was "very impressed with the way they set out to complete the task."

Invincible's Commanding Officer, Capt James Burnell-Nugent, addressing the ship's company from the hangar, spoke of their superb teamwork.

Meanwhile, HMS Newcastle's Commanding Officer, Capt Steve Kenny, was also full of praise for his ship's company of 250 men, who spent gruelling hours in defence watches for weeks at a time, acting as air defence ship for the task group.

Beware of quick loans

NAVAL people and their families are being warned by the Service against plunging into agreements with commercial companies offering quick loans or insolvency advice. Before signing they are being advised at least to consult the Naval welfare services.

While some companies offering loans or re-negotiation of debt are legitimate, others are not. An indication of a firm's validity is whether it has a consumer credit licence for the service it offers.

Families can seek confidential advice from the Naval Personal and Families Service or RM Welfare, though there are some circumstances concerning security when an individual will have to inform the Navy.

The guide *Dealing with Debt* is available from the NPFS and the Sailors and Families Advice Bureau.

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Luck held as battered Amethyst raced down treacherous river



● Cat tablet - Lt Geoffrey Weston (left), wounded at the same time as ship's cat Simon, unveils the Simon memorial plaque at the PDSA veterinary centre in Plymouth. Picture: PDSA.

Hero died in quarantine

OF ALL the heroes of the Yangtze Incident, Able Seacat Simon seems to take a lion's share of the spotlight.

The ship's cat joined Amethyst around January 1948 in Hong Kong, a native of Stonecutters Island.

Simon was injured when a shell exploded in the captain's cabin, and despite shrapnel wounds (and singed whiskers) he continued his rat-catching duties, protecting the ship's valuable food supplies from the voracious rats which thrived on board the frigate.

His exploits subsequently

earned him a flood of fan mail, often from children offering part of their pocket money for treats.

Often missing when required for photographic opportunities at various ports on the voyage home, Simon was required to spend a spell in quarantine when he arrived in the UK - but he never completed his 'sentence'.

He died in Surrey, in November, 1947, and never had the chance to wear his 'animals' VC, the Dickin Medal, awarded by the People's Dispensary for Sick Animals.

Simon was buried, with full honours, in Ilford, Essex.

'Guardian angel' protected ship

HMS AMETHYST'S dash down the Yangtze River must have been watched over by a guardian angel, according to one of the ship's company.

Negotiations with the Chinese Communist authorities continued to frustrate the ship's company of the frigate, attacked and trapped when the communists crossed the river during the civil war.

So Telegraphist Jack French had set up a Forces Family Favourites link to help raise morale.

"It had been going three weeks when we escaped, when my request was played - *Cruising Down the River*. What a coincidence!" he said.

The timing of the escape was critical, and ex-ERA Len Williams said Commanding Officer Lt Cdr John Kerans kept a daily record of stores and fuel remaining.

"He had already asked me to work out how much fuel we would need to get us to Woosung Fort and the open sea if he decided to run for it," said Len.

"This was 50 tons. On July 30 we only had 47.3 tons left and very little food."

The decision to make a bolt for freedom was left to Lt Cdr Kerans, backed by senior officers in the Far East, and the ship's Commanding Officer did not hesitate.

A boiler was patched up and preparations made for first movements at 2209 that night.

Most of the ship's company of 86 were not told, so that everything would look normal on board to those watching from the banks.

The frigate used a passing passenger ship to shield her at first, but soon came under fire - the ferry was sunk by the gunfire.

Only one shell hit the ship, and the hole was quickly plugged.

Jack French said that, although pleased to be under way after 100 days enforced inactivity, most didn't hold out much hope.

"Deep down the majority of us had visions that we would not make the first quarter of a mile."

Jack was cooped up in the wireless office for most of the ten hours and more which Amethyst spent racing down the treacherous river in the dark.

Contrary to popular belief there was no two-hour radio silence, as Jack signalled "ok" every 15 minutes with a position check so that the Admiralty would know how far she had got if she failed.

Two-thirds of the way down-river Jack signalled "100 up", but there were still dangers ahead.

"It is quite an eerie feeling, sitting there wondering what is going

to happen next, and your thoughts become a little scatty," he said.

"I well remember someone screaming down the voicepipe that Concord was in sight."

"I can only say we must have had a guardian angel looking after us, to make all that distance without the loss of a single life."

A further lucky break meant that the searchlights of Woosung Fort, which marked the finishing line for Amethyst's dash, failed to spot the warship and she made her rendezvous with HMS Concord.

Fuel calculations proved accurate - at Woosung Amethyst had just two tons left, and two of the tanks were starting to lose suction.

"We were all dead tired and weary - the heat was unbearable - but elated that the engines had held out," said Len Williams.

The waiting world heard of Amethyst's escape through one of those understated Naval signals which go down in history - in this instance: "Have rejoined the Fleet south of Woosung. No damage or casualties. God save the King."

Parades and receptions mark return

HAVING been refuelled by HMS Concord, HMS Amethyst made her own way to Hong Kong, where she received the first of a series of heroes' welcomes.

The time spent on short rations hit home on their first run ashore, at the China Fleet Club, said Jack French.

"We ordered the proverbial steak, eggs and chips, to find that we were blown out halfway through - only then did it register to us how low our food intake had been. Fortunately, we never ran out of rum."

The ship was repaired and sailed into Plymouth on November 1, where her crew paraded through the streets and had a civic reception.

On November 16 the assembled companies of the four ships involved - Amethyst, Consort, London and Black Swan, plus the crew of RAF Sunderland ML772 - had the rare honour of parading through London, and the men from Amethyst, with contingents from other ships, were received at Buckingham Palace by King George VI.

Apart from individual honours - Lt Cdr Kerans won the DSO - all involved in the incident were awarded a 'Yangtze 1949' clasp to the Naval General Service Medal.



● Welcome home - HMS Amethyst returns to a tumultuous welcome at the jetty in Plymouth.

Picture courtesy Stewart Hett Collection.

An exhibition covering the Yangtze Incident and HMS Amethyst's return to her home port is being staged at Plymouth City Museum and Art Gallery. The display runs until August 31, and is open Tuesday - Friday (10am to 5.30pm), Saturday and Bank Holidays 10am - 5pm. Admission is free.



Copies of *The Seven Glorious Amethysts*, by George Hickinbottom, at 30, Grosvenor Rd, Dudley DY3 2PR, are available at a special price of £15 for Navy News readers.

Victims recalled

THE GRAVES of Yangtze Incident victims, thought to have been lost in the Cultural Revolution, are now believed to have been preserved after all.

Cdr W. Evershed RN (ret'd) was visiting his daughter in Shanghai and was told by a local that the Hongqiao cemetery has a section for foreigners, some of whom were reburied from other cemeteries.

Although no details of names exist, Cdr Evershed

thinks this is the most likely resting place for the victims, and laid a poppy wreath at the memorial tomb (left).

Meanwhile survivors gathered at Plymouth for the 50th anniversary of the incident.

Yangtze veterans were greeted by Lt Cdr Stewart Hett, Four Ships Association chairman and Amethyst's First Lieutenant in 1949.

The city laid on a civic reception and there was a memorial service at HMS Drake, among other events.

DESIGN
2000



Remember the Navy News Millennium Calendar Competition?

A big "Thank You" to the many, many readers who sent in their designs. It has been a very difficult task choosing the winners as all of the entries were superb.

We were impressed by the skill, and attention to detail, shown by the older age group, and amazed and delighted at the imagination of the very young readers... Well done to you all!

The twelve winning designs of a Futuristic Navy will appear alongside the present day Fleet, in the prestigious Navy News Millennium Calendar.

Supplies anticipated from September 1999 Price £6.

We are expecting a huge demand and orders will be taken from August.

The Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH.



Navy News

Millennium Competition Winners



Winners of the Navy News Millennium Calendar Competition

Overall Winner, 12-18 age group... James Beedle of Hampshire. Overall Winner, 6-12 age group... Michael Roberts of Powys.
... Jenny Leggett of Surrey, Bryan Bowdell of Lancs, Chris Braid of Fife, Jade Fraser of Cleveland, Cheryl Marr of Peterhead, James Duncan of Peterhead, Tom Wilson of Hants, Nicholas Gyle of Suffolk, Matthew Vanns of Kent and Richard Bowdell of Lancs.

We regret we cannot show all the winning designs within this advertisement, but look out for them in future issues of the Navy News and in the Calendar. They are not to be missed!

CORNWALL CREAM

THE CORNISH town of Fowey was treated to this view of HMS Cornwall floodlit at her moorings in the River Fowey during a 24-hour visit – believed to be the first time a major warship has visited the town since HMS Avenger called in 1993.

Picture: POPSHOT/Bernie Peterson



Israeli sub wreck found – 31 years on Totem mystery solved – by Titanic hunters

MORE THAN 30 years after her mysterious disappearance, the wreck of the former HM submarine Totem has been found – by the same US organisation that found the Titanic.

Totem was refitted and sold to Israel in the 1960s. In January 1968, renamed the Dakar and with a 69-strong Israeli crew, she left Portsmouth for her new homeland. She never arrived.

She sent her last message – undramatic and routine – while off Crete. Then nothing. A year later her emergency buoy was washed up at Gaza, but continual attempts to locate her drew a blank.

Two years ago the Israeli Navy enlisted the help of the American Nauticus Corporation, who had found and filmed the Titanic wreck. Using advanced technology to sweep the seabed, the joint Israeli-US team found the Dakar 9,500ft deep between Crete and Cyprus – and on her original course.

Brig Gen Gideon Raz, former Deputy Commander of the Israeli Navy, who has observed the wreck via underwater cameras, said the front section of the boat was whole, the middle section damaged, and



● HMS Totem leaving Portsmouth in 1964.

parts spread over the seabed with the main section separated from the main body.

"I think we can say that it was not caused by a large explosion or explosives or ammunition," he said. "Given that the pieces did not spread over a large radius, it fell almost whole until the end of its fall."

That seems to discount theories that the Dakar was sunk by Israel's enemies, and makes it more probable that she was sent to the bottom in an accidental collision – perhaps with a large, unknowing merchant ship.

In Israel discovery of the wreck prompted a period of official mourning for the crew. It brought back memories in Portsmouth, too, where Cdr Jeff Tall RN (ret'd) got to know the Dakar crew well during his time in Totem's sister ship, HMS Thermopylae.

Now Director of the RN Submarine Museum, Cdr Tall told

Navy News: "We hold a copy of the Jewish television programme made on the Dakar affair when Israel was full of conspiracy theories. It is a bitter-sweet discovery in that the rekindled sadness of her loss is tinged with the relief of knowing that nothing sinister – as opposed to disastrous – was amiss."

■ Twenty-six relatives, including one widow, gathered at Holyhead, Anglesey to commemorate the 60th anniversary of the loss of 99 crew and shipyard personnel when HM submarine Thetis sank in Liverpool Bay while on sea trials on June 6, 1939.

A service was arranged by Holyhead branch of the Royal Naval Association at St Cybi's Church before wreaths were laid on the Thetis grave at Maeshyfryd cemetery. The previous day wreaths were laid from Moelfre lifeboat, and a plaque was unveiled in the Priory at Birkenhead, 200yds from the Cammell Laird shipyard where the Thetis was built.



● Limbering up for their last Royal Tournament field gun run are the Fleet Air Arm crew based at RN air station Culdrose. In just nine weeks of intensive training field gun crews from the FAA, Devonport and Portsmouth prepare for what the Guinness Book of Records describes as the world's toughest team sport. The Tournament at Earls Court runs from July 20 to August 2 and tickets can be booked on 0171 244 0244. Before that, the FAA crew will stage public runs at Culdrose on June 24, July 1, July 8, and – in the presence of the Princess Royal – on July 14.

Rescuer is found after 57 years

A SURVIVOR of the sinking of the World War II cruiser HMS Hermione has for the first time met the man who saved his life.

Everard Mallinson, a lieutenant in Hermione, torpedoed in the Mediterranean in 1942, was able to thank his rescuer, former Royal Marines musician Max Nicholls, at the annual reunion of the HMS Hermione Association.

Ironically, Mr Nicholls thought that the man he had helped to reach the guardrail of the listing and sinking ship had not ultimately survived. He wrote his story in The Blue Band Magazine, journal of the RM Band Service, last year.

Mr Mallinson had never known who had heaved him to the rail, but he saw the article and eventually traced Max to tell him that he was alive.

'Britannia' concert

A CONCERT on the 'Britannia' theme is planned by King George's Fund for Sailors on September 29 at the Royal Festival Hall. It will include the BBC Concert Orchestra and the Royal Choral Society. Box office inquiries: 0171 960 4242.

'Rare torpedo' tale a fishy story ...

REPORTS that a very rare 1860s torpedo trawled up by a fishing vessel was dumped overboard on the instructions of RN divers have been denied.

The fishing vessel Hornet found part of the torpedo in its nets off Southend, called for assistance, and a clearance diving team from the Portsmouth-based Southern Diving Unit 2 were deployed.

They found that the boat had recovered part of a Whitehead 14in practice torpedo dating from 1893. The 7ft-long section contained no explosive and consisted only of the cork-filled practice warhead and the air vessel. The remains were in very

poor condition.

The diving team identified it through makers' marks stamped on the casing, and after taking advice by phone from the Defence Explosives School – the prime authority on UK ordnance past and present – were satisfied that it was of no historical value and allowed the fishing vessel to dump it in an area which is not fished.

Leader of the team on scene, PO(D) Andy Pearce, told Navy News that Mk 9s are not rare. They equipped ships of the time and many thousands were fired in practice – almost 4,000 under the auspices of HMS Vernon alone.

Hygiene test on way for caterers

TO MEET legal obligations Navy caterers and stewards will have to qualify for an Intermediate Food Hygiene Certificate, or equivalent, by the date of their promotion to petty officers.

Possession of the certificate will be mandatory for promotion to POCA and POSTD from next June 1 (details in RN Defence Council Instruction 77/99).

For leading stewards, the greater responsibility they have under food safety and health and safety rules has meant the replacement of the Fleet Examination by a Leading Steward Qualifying Course at the RN Supply School, HMS Raleigh.

The new courses were introduced on May 1, details being published in RN DCI 78/99.

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The association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS and QARNNS and their reserves.

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WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

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For further information, including the availability of accommodation, please contact the General Secretary.

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HOW TO ADVERTISE: Simply write your message (MAX. 15 WORDS) on a postcard (PO) for £10 (or more depending on the number of words) and send to: Penfriends, Navy News, HMS Nelson, Portsmouth PO1 3H4. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4)

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

Would you like a Naval Penfriend?

A ten word advertisement in this column costs from as little as £10. Due to great demand we can now accept advertisements of up to 15 words in the penfriend section. Each additional word costs £1.

Name: _____

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Tel. No.: _____

TWO LONELY NAVY Engineers serving in Adriatic, 30+34 V.G.S.O.H. Seeking fun/friendship. Box July 1

SINGLE WOMAN, 36, big smile, bubbly personality, 5'4" G.S.O.H. Seeks male 30-40. A.L.A. Box July 2

DAWNIE, 30, BLONDE. Needs mail from lonely Sailors at home/sea. Box July 3

FUN-LOVING FEMALE, 38, G.S.O.H. Seeks Sailor/Marine 33-38 for friendship/relationship. Box July 4

ATTRACTIVE, SLIM, BLONDE, christian beliefs, warm hearted, choral singing, outdoor pursuits, ages 45-55. Box July 5

ATTRACTIVE AND VIBRANT female, East Anglia based. Seeks serviceman penfriend 39+ for friendship/romance. Box July 6

FEMALE, 25, LOOKING for letters/friendship - go on, be a devil! Box July 7

SINGLE LADY, 40, Attractive. Seeks male Sailor/Marine, penfriend/relationship 30+. Box July 8

LONELY LADY, LIVELY, attractive, mid-50's. Seeks correspondence/interest/friendship. Box July 9

HI I'M KIM, 29, brown hair, blue eyes, 5', G.S.O.H. likes pubs, clubbing, cinema, travelling. Box July 10

SINGLE FEMALE, 28, caring, G.S.O.H. Seeks (male) penfriends. A.L.A. Box July 11

CALLING ALL FUN loving personnel. I'm Tony, 28 and energetic. Box July 12

MARIE, 26, EVER feel lonely? I do! Write soon. Box July 13

HENRY 51, EX R.N. G.S.O.H. Enjoys sport, travel. All letters answered. Photograph on reply. Box July 14

SINGLE MOM, WHITE, 31, slim, 5'4", dark hair, two daughters. Box July 15

CATHERINE, 37, ATTRACTIVE brunette, honest, loves travel. Looking for friendship/romance. Photo appreciated. Box July 16

TINA, 23, BUBBLY, 5'4", brown hair, blue eyes. Sailor/Marine/Officer with joined up writing. Box July 17

JULIE, 32 FROM Plymouth. Seeks Sailor/Marine 32+. Friendship/romance. Photo appreciated. Box July 18

PENFRIENDS WANTED BY single mum, 35 years old. Write soon. Box July 19

KATHY, WICKED SENSE of humour, needs someone to share thoughts. Box July 20

JENNIE IS INTERESTED in pen pals at home or abroad. Box July 21

FEMALE, 32, CHEEKY, fun loving. Seeks penpal who's also crazy! Box July 22

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NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subject to copy approval. Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

HMS Belfast towed from London to South Coast



● Slow astern - HMS Belfast is towed under Tower Bridge from her berth in the Pool of London.

Picture: DSDA Photo Unit, Bath.

Cruiser back at sea

VETERAN warship HMS Belfast has returned to Portsmouth for the first time in almost 30 years - where she was greeted by groups of her former ship's company.

The 14,500-ton light cruiser, launched in 1938, was towed from her permanent berth in the Thames to the South Coast for a month-long programme of work, including blasting her hull and repainting her.

Bad weather had delayed her departure from Tilbury by a day, so she failed to reach Portsmouth on the emotional anniversary of June 6 - Belfast was one of the first ships to open fire on the beaches of Normandy during D-Day.

As the ship passed the War Memorial on Southsea Common she 'fired' her six 6in guns in A and B turrets - in reality pyrotechnic charges.

The salute was returned by another veteran, HMS Warrior, as the Second World War ship passed the Victorian ironclad.

Her last sea-going Commanding Officer, Rear Admiral Sir Morgan Morgan-Giles, was there to see her arrive, having brought her back to home waters from Singapore in 1961-62 on a 73,000-mile cruise.

He recalled the day he first saw her, as a young lieutenant, after she became the first ship in the war



● Reunited - former Commanding Officer of HMS Belfast, Rear Admiral Morgan-Giles (left), and Master-at-Arms Ken Etheridge await the ship's arrival in Portsmouth.

Picture: LA(PHOT) Dave Hunt (SFPUL).

to have struck a magnetic mine.

"She had almost broken her back in the Firth of Forth, and she was in dry dock looking like a half-opened pen-knife," said Admiral Morgan-Giles.

She was repaired, and went on to play a prominent role in the sinking of the German battlecruiser Scharnhorst as flagship of the Tenth Cruiser Squadron at the Battle of North Cape, helping deliver the coup de grace with tor-

pedoes.

"I'm very nostalgic and understandably delighted to see her at sea again," said the Admiral.

"But this isn't an exercise in nostalgia - it is educational. Children like to go on board and see how 777 men lived. Belfast was a tremendously happy ship."

"She looks very good, and I think the Imperial War Museum do a very good job."

Admiral Morgan-Giles was

instrumental, during his time as MP for Winchester, in efforts to preserve the ship.

Other veterans glad that the Admiral succeeded were Norman Tilsley and former Master-at-Arms Ken Etheridge.

"I am so delighted that they kept her, that's the most important thing for me," said Ken.

Norman added: "I was choked, particularly when she was firing those guns."

HMS Belfast Director John Wenzel said the ship was due back in London, her home since 1971, in early July.

"It looks rather odd there now without the ship - I should think there are a lot of commuters crossing London Bridge and thinking there's something missing..."

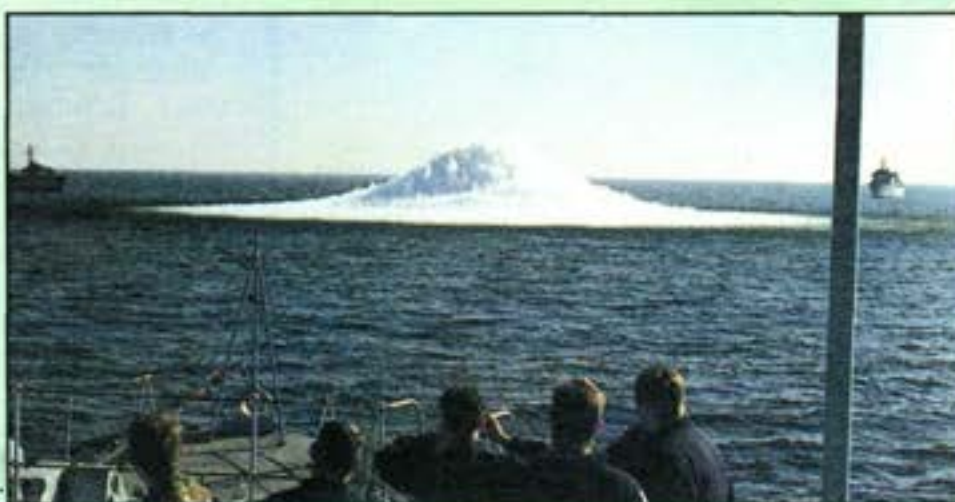
The ship's arrival has been captured on video by Cdr Leonard Borley RN (ret'd), who was the ship's Signal Officer four times, including the Scharnhorst episode and the Normandy landings.

Cdr Borley and colleagues from the RN Amateur Radio Society open Belfast's wireless office during Easter week every year, when naval personnel past and present from any navy can contact the ship and swap details.

Once footage of the work on the ship and her departure from Portsmouth this month has been captured, Cdr Borley hopes to produce a video with profits going to charity.

■ Letters - see page 7

Blue Game is a stunning success



● Battered fish - a Danish mine, detonated by HMS Sandown, not only gave a realistic edge to Exercise Blue Game, but also provided over 60kg of fresh, stunned cod for the participants.

ROYAL Navy ships have taken part in a ground-breaking exercise involving mine counter-measures (MCM) forces and fast patrol boats.

HM ships Sandown, Walney and Atherstone were among 30 MCM units in Exercise Blue Game, working in Danish coastal waters while protected by 19 patrol vessels.

Nine NATO nations were represented, and the exercise gave new members of NATO's Standing Naval Force Channel a chance to work up.

Before the exercise, Sandown was asked to help find a Danish trawler missing in gales 25 miles off the coast.

The trawler had sunk with its crew, but the wreck was quickly located by Sandown in 250ft of water, allowing an investigation to proceed.

In brief

A COMPUTER has been handed over to the RN Submarine Museum which allows visitors to take a 'virtual walk' through a nuclear-powered vessel's propulsion system.

The exciting new machine was presented to the Museum at Gosport by Rolls Royce Managing Director Bob Sunerton who said: "For 40 years Rolls Royce has designed, supplied and supported the Royal Navy's submarine force. By providing this new visitor attraction we are underlining our links with the on-going development of the UK's naval capabilities."

Britannia Royal Naval College scored a big hit with the public when it opened its grounds during the Dartmouth Music Festival.

Around 1,100 music lovers passed through the gates in blazing sunshine to enjoy a performance, culminating in the College's Royal Marines Band Beating Retreat on the parade ground.

MILITARY nurses and reservists who treat trauma cases will be interested to hear about a new forum for training and the exchange of ideas.

The first annual symposium of MINT (Military Nurses with Interest in Trauma) has already been held and a burns study day is scheduled for Fort Blockhouse on July 24.

For further information contact Cpl Alan Moore, 22 Moorelands Avenue, Mill Hill, London NW7 2DF. Tel 0966 494388 or e mail amoores@cwcom.net.

Former CINCFLC Director of Operations Commodore Toby Elliot has been appointed Director of the ex-Services Mental Welfare Society Combat Stress.

VETERANS of 46 Commando RM gathered for the unveiling of a memorial to the unit in the grounds of the Royal Marines Museum at Eastney.

The ceremony was carried out by Maj Gen John Hardy, son of Lt Gen Campbell Hardy who commanded 46 in France in 1944.

The Group was formed for the Normandy landings and took part in the heavy and bloody fighting which followed in northern France. Of 450 men who landed in Normandy in June 1944, only 150 remained by the following September, the rest having been killed, wounded or captured.

Crowds flock to Chatham Navy Days

THE FIRST Chatham Navy Days for 18 years was a huge success, attracting over 130,000 people.

And the stars of the show were HMS Exeter and HMS Dasher who hosted more than 12,000 visitors during the three-day event.

Chatham Navy Days Director Bill Fowler said: "The turnout was stupendous and everyone seems to have had a wonderful time."

"I wish to thank the Royal Navy and the navies from overseas, without whose support it would have been impossible to re-launch this wonderful event."

Now that the wartime destroyer HMS Chatham is safely back in her home port, enthusiasts are looking forward to re-launch this wonderful event. If you can help, contact Barry Knell on 01227 275154.



£32m revamp for Devonport

A £32-MILLION upgrade of Naval single living accommodation at Devonport has been proposed after a study commissioned by the Naval Base Commander.

The major redevelopment is being proposed following an in-depth feasibility study of the base's support services, carried out as part of the Government's Better Quality Services programme.

The revamp of the Fleet Accommodation Centre at Devonport is necessary because the survey revealed that 94 per cent of the living quarters were now sub-standard.

The proposals would replace dormitory-style accommodation with single rooms with en-suite

facilities for all ranks in line with principles set out in the Strategic Defence Review.

It is hoped to meet the requirement through a private finance initiative project, where a private company would build and operate the centre on the MOD's behalf.

And the ideas include a new Senior Rates block on the parade ground, refurbishment of the listed Officers' Mess and Junior Rates switching to a refurbished Senior Rates Mess.

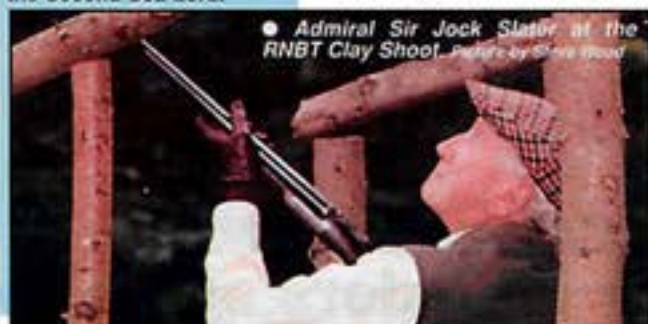
Shoot bags a record profit

THE ANNUAL clay shoot in support of the Royal Navy Benevolent Trust raised a record £26,500.

The event attracted 27 teams including a dozen from the RN.

Worthy of special mention are HMS Exeter, whose entry fee of £925 was raised entirely by the ship and HMS Nelson and HMS York who ensured the event ran smoothly under the watchful eye of organisers Capt John Wills and WO Kevin Mills.

After a four-course lunch paid for by Sir Donald Gosling, competitors raised another £8,000 through a charity auction. The winning Navy team was from FONA and prizes were presented by Lady Brigstocke, wife of the Second Sea Lord.



Cardiff in Latvia

HMS CARDIFF followed in the footsteps of an illustrious forebear during a visit to the Latvian port of Riga.

It was the first time that a ship of the name has visited Riga since the light cruiser HMS Cardiff visited the Baltic port in 1918 to help liberate the country from the German Army, and then Bolshevik troops.

To commemorate the close links between the RN and the Latvian people, a flower laying ceremony was held at the Bolderaja freedom memorial with an honour guard from the ship and Latvian Armed Forces.

Members of the Ship's Company also visited two orphanages in Riga to present gifts from the 266 officers and men, who all enjoyed a lively run ashore. In return, 4,000 people were given a guided tour of the ship.



MEMORIAL: Flowers were laid by British and Latvian navies to remember Riga's liberation

Bigger is better

DESIGNERS of the Britain's new Astute-class nuclear submarines have found that the bigger vessels will be easier to build and cost less to maintain.

The new class will have a dived displacement of around 7,000 tonnes which is about 1,800 tonnes larger than their Trafalgar-class precursors.

According to a review by the MOD and prime contractors Marconi Astute Class Ltd, the bigger submarines will be easier to build in modules and will allow better access for maintenance work, saving both time and money.

Construction work on the £2 billion project is already under way, with the gearbox and part of the nuclear system taking shape, according to the Procurement Agency paper Preview.

Other changes include a new and more powerful reactor plant with a core designed to last the lifetime of the vessel, a greater weapons load and upgraded systems and accommodation. The first boat, HMS Astute, is due in service in the middle of the next decade.

Farewell HMS London

THE NAVY said a fond farewell to HMS London with a decommissioning ceremony at Devonport.

The Batch 2 Type 22 frigate entered service 12 years ago and was one of five ships nominated for disposal as part of the Government's Strategic Defence Review.

London was the fourth warship to bear the name this century. She was the flagship of the British task group during the Gulf War, helped to enforce the arms embargo against the former Yugoslavia and won the Sword of Peace for the humanitarian aid she supplied during a visit to Durres in Albania. After a farewell visit to the port of London the ship made a highly-successful five-week recruiting tour of the UK.

Her last CO, Cdr Tim McBarnet, said: "London is a famous name and many thousands who served in the ship over the years will be sorry to see her go."

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Helping Hands



Flat start to cycle marathon

SIX Royal Marines experienced the downside of charity events at the start of their cycle trip from John o' Groats to Land's End.

The six, from Y Troop, HQ & Sig Sqn RM, with four support staff, had a 14-hour drive in a minibus loaned by Bellamour Rental.

A couple of hearty meals restored spirits, and the intrepid six set off – only to be halted by a puncture before they left the car park. But they soon found more dramatic surroundings – C-Sgt Lawrence said: "There were a number of rather scary descents which contained a few challenging hairpin bends, followed by some rather cheeky climbs."

The ride, organised by Sgt Daz Cox, averaged 100 miles daily, covering 935 miles in nine days at an average speed of 17mph.

C-Sgt Lawrence said the total amount raised for the NSPCC and CLIC was around £2,500 to £3,000.

"All in all we achieved our aim, and everybody had some relatively interesting rashes in some extremely tender places, an outstanding pusser's tan, aching bones and joints, and a massive sense of achievement," he said.

Chief answers plea by Bosnian firemen

A NAVAL rating has helped the Hampshire Fire Service answer an emergency call – from Bosnia.

CPO Dave Redington, on special detachment in the Balkans with the Queen's Royal Lancers in Sipo, heard that the local fire service was rebuilding its resources.

Dave contacted the Hampshire Fire and Rescue Service, which gave a 1982 Bedford Water Tender Ladder – still operational, although superseded by new equipment. Hampshire's Chief Fire Officer Malcolm Eastwood presented the engine to Dave at Eastleigh, and it was driven to Marchwood military port and transported to Croatia.

Dave then drove overland from Split to Sipo, escorted by the Royal Highland Fusiliers, REME and the Defence Fire Service.

On arrival the engine was checked and cleaned, then driven through the town with blue lights flashing and sirens wailing.

The Mayor of Sipo accepted the machine, which will be used to cover a wide area, and thanked the Hampshire service and CPO Redington on behalf of the town.

It was also the moment at which the local fire service really believed

that the engine was theirs.

"When I visited the station and told the local boys about the news they did not believe that they will have an appliance that actually moves and pumps water," said Dave.

Dave and Lt Reggie Turner RM, as part of Naval Party 1061, are working in 'Civil Affairs' – troops give them feedback from patrols, and the Navy men offer humanitarian aid to worthy cases.

They also liaise with aid agencies and set up small business projects to help rebuild the economy.



● To the rescue – the vice chairman of Hampshire Fire and Rescue Authority, Cllr Richard Bates, hands the keys of the engine to CPO Dave Redington at Eastleigh. (Inset) CPO Redington and Lt Reggie Turner RM with 91-year-old Anda Knezic, who was given warm clothing and whose home was renovated by British troops as part of a humanitarian project.



In Brief

Rides will pay for new school

TWO retired senior Naval officers have cycled the length of the UK to raise funds for a Nepalese community.

Rear Admiral Euan McLean and Commodore Tom Fisher rode from John o'Groats to Land's End to contribute around £2,000 to the 5th Royal Gurkha Rifles Posthumous Victoria Cross projects.

Admiral McLean's brother, Capt Alistair McLean, a former Gurkha officer, recently travelled to Nepal to identify a project to help commemorate heroic members of the regiment.

Villagers proposed a scheme to provide electric generators and to renovate the school at Rahu-Gaon.

Less than £10,000 is needed to complete the whole project.

Scottish team to fly south

A TEAM of fliers from HMS Gannet will be putting in some groundwork when they take the Cape to Cape Challenge.

The group from the Ayrshire airbase are undertaking the event, a drive in unmodified cars from north Norway to southern Spain, in aid of the Malcolm Sargent House at Prestwick.

Any donations should be made through Andy Dunstan on 01292 674300, 07801 062967, or fax 01292 674373.

Bikes across the Beacons

SEVEN members of HMS London's Mountain Bike Club cycled 240 miles from Swansea to Liverpool during the frigate's UK recruitment tour.

The five-day trip across the Brecon Beacons is expected to have raised more than £800 for St Bartholomew's Hospital in London and St Luke's Hospice in Plymouth.

Clinic facilities are improved

THREE ratings are travelling to Nepal this month to improve medical facilities in a remote area.

POMA Kevin Shore was in a tri-service team which in 1997 completed the building of a medical centre for 22,000 people at Meghauli.

In the past nine months it has treated over 5,000 people, including victims of rhino and tiger attacks.

Now POMA Shore is returning, with CK Anthony King and WSA Justine McCullagh, with a computer to allow studies of diseases.

Staff and treatment at the centre are funded by charity – last year's running costs were just over £6,000 – and any donations should be directed to POMA Shore, HMS Endurance, BFPO 279.

Europe comes to Haslar

TWO tri-service teams have raced to the top of Mont Blanc for charity – but never got any further than Gosport.

The sponsored race, which raised money for the Cancer Research Campaign, took place in the gym at Royal Hospital Haslar.

But it was broken down into stages to match the real thing, over four legs:

- A 1.5km run to the coast (the equivalent of the distance from Haslar to the seashore) which was achieved on running machines.
- A 160km row (across the Channel), carried out on indoor rowing machines.
- A 400-mile run and cycle (to cross France),

achieved on cycle and running machines

■ A 4,810 metre climb (to the summit of Mont Blanc) which was carried out using an indoor step climber.

Team members came from all three Services and civilian organisations from Haslar, and included two 'ringers' from HMS Fearless.

The objective was to complete the race in under 24 hours, and both teams of eight achieved this, finishing in a convenient dead-heat in 15.5 hours.

POMA Pickering, who organised the event and has since moved on to RMB Chivenor, said the total raised was £2,000.

Lucky 13 for islanders as sailors help out

A TEAM from HMS Anglesey has been kept busy while their ship was in refit.

The 13 sailors, led by S/Lt Craig Moran, was dispatched by the fishery patrol vessel's Commanding Officer, Lt Cdr Keith Blount, to help strengthen the ship's affiliation with the Welsh island.

Two projects attracted the bulk

of their efforts:

Tyddyn Mon is a small farm providing work for people with learning disabilities, where members of the ship's company did gardening work on four acres of farmland and built two much-needed fences.

The team also provided handyman skills for an Age Concern project, repairing outbuildings, gardening, roofing and other tasks.

During their five-day stay there was also time for sports matches against local teams, and two sailors had flights in Hawk trainers through the ship's affiliation with 218 Squadron at RAF Valley.

HMS Anglesey is expected to complete refit and start sea trials this month.



● Hammers at the ready – (from left) LWEM Andy Boal, OM(AW) George Mustard and LMEM Den Dennis of HMS Anglesey tackle some roof repairs for the Age Concern project.

Sailors are in great demand at Age Concern tea dance

SAILORS from HM ships Manchester and Edinburgh found themselves in great demand at an Age Concern tea dance.

Lt Cdr Rupert Nichol RNR, who helped arrange the Naval presence, said organisers of the event, on South Parade Pier in Southsea, had asked if the Navy could lend a hand by providing flags – and some people.

"The brief was: You represent these people's memories," said Lt Cdr Nichol, from the Portsmouth Naval Base Commander's Public Relations office.

The sailors – male and female, including young officers – helped serve food and champagne, and

almost stole the show when a number of them rolled up their trouser legs and launched into their own version of Riverdance.

Around 800 attended the day out for the housebound and celebration of Age Concern volunteers.

Organiser Maureen Mason described the Navy's presence as "the icing on the cake" – but the enjoyment was on both sides.

"Some of the lads said can we come every Wednesday," said Lt Cdr Nichol.

The sailors' attendance was a great success, evidenced by the regular cries of "I've got one, Mary" as another partner nipped in to take a sailor for a turn around the dance floor.

Ton up for squash team

THE RN squash team clocked up 100 miles in under ten hours to raise more than £1,200 for the King George's Fund for Sailors.

At Victory Stadium in Portsmouth, the teams ran in relays, with each runner being required to complete a lap of 400 metres in under 90 seconds before handing on to the next man.

Some had to disappear back to work for periods, but all were expected to complete their own 40 laps.

The target was passed after 9hrs 35mins 11secs.

The run was sub-sponsored by the RN Sports Lottery.

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H.M.S. Cavalier



To mark the return of H.M.S. Cavalier to Chatham, the painting entitled "Steady Steaming", by the renowned marine artist Kenneth King.

A limited number of hand finished prints of the painting, which is featured in the supplement of this special issue of Navy News are available from Marine Galleries.

The prints are available in the following formats, larger sizes and framing are available to special order:

Print size in inches	Print only	Mounted Print	Post & Post UK	Post & Post Overseas
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Ten percent of the profits generated from sales of the prints will be donated to the Cavalier Association. Cheques should be made payable to "Marine Galleries" in Sterling please, and sent together with the order to:

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'CRABS' MEET ON PARADE

THIS LIGHT-HEARTED shot shows the moment when two 'crabs' met on the parade ground at Britannia Royal Naval College, Dartmouth.

It shows RAF 'crab' Air Vice Marshall T.W. Rimmer, the Commandant of RAFC Cranwell, with S/Lt RJ Crabbe, during ceremonial divisions.



Further your career with learning credits

A MAJOR initiative has been launched to encourage servicemen to put education at the heart of their career planning.

The Learning Credit Scheme, launched by Defence Secretary George Robertson, will aim to encourage all personnel to engage in education or training from April 2000.

Participants in the scheme are invited to save money in approved savings accounts in which the MOD will invest up to £6,000 per person and the money can be used to fund any personal development course, academic, vocational, long or short term.

Buildings may be 'at risk'

OVER 200 defence and maritime buildings are among Grade 1 and 2 Listed Buildings at risk in England, according to a new report by English Heritage.

Analysis of the Register of Buildings at Risk has calculated that £400 million is needed to save them from decay or from vanishing. Defence and maritime buildings make up 12.8 per cent of the total.

Degree plan is on course

STRONGER links have been forged between the RN and the University of Southampton in the education of engineer officers.

A new agreement has been signed formalising an arrangement made five years ago where the university provides high level education and training for RN engineer officers, the first of whom graduated under the Engineering Sponsorship Scheme in 1997.

Sultan show raises £18K

BAD WEATHER failed to mar the success of HMS Sultan's Summer Show which this year attracted almost 10,000 people and raised £18,000 for Service and local charities.

The day before the show, on June 4, a charity reception was held for 600 guests – and 300 handicapped children were treated to a free funfair.



CHEERS as HMS Montrose passes under Pegasus Bridge.

Montrose salutes Normandy veterans

VETERANS of one of the most famous actions of World War II were saluted by HMS Montrose on the 55th anniversary of the D-Day landings.

The ship was passing Pegasus Bridge in Normandy which was famously taken by airborne troops in 1944 and held against vastly superior odds.

Montrose manned and cheered ship as she steamed past the bridge to the delight of watching veterans and families who had made their annual pilgrimage.

Exchanges available with Merchant Navy

PROTECTING British merchant ships in times of conflict remains an important task of the Royal Navy and commercial vessels may equally be called on to support national military operations.

Although the RN's battle squadrons are no longer the arbiters of world peace and vessels carrying the 'Red Duster' no longer carry the bulk of the world's trade, the two services continue to maintain important links.

One example of this is the Royal Navy's Merchant Navy Liaison Scheme which allows RN officers to take passage in selected merchant ships and for their civilian counterparts to sail in HM warships.

Naval officers can embark for up to three weeks in passenger liners, cargo carriers, RoRos or con-

tainer vessels and tasks can include everything from watch-keeping, cargo handling and even passenger care.

The scheme, which has run for four years and seen 850 visits and exchanges, is run by Lt Cdr John Taylor. For further information, contact him on 01705 284869 or see DCI 7/99.

Close link in Gib

THE CLOSE co-operation between ships of the Gibraltar Squadron was demonstrated when HMS Ranger towed HMS Trumpeter to the South Mole for the latter's annual slipping.

Normally an emergency procedure, the constraints imposed on the squadron make this the best method of achieving the move.

With the tug Capable standing by, HMS Ranger's CO Lt Cdr Alex Hall manoeuvred both ships from one berth to another. Lt Chris Murdoch, CO of HMS Trumpeter, will return the favour when Ranger enters slipping later in the year.



HMS GUERNSEY has become the first RN ship to visit Waterford in Ireland for 34 years.

The ship was taking part in a Maritime Gala which coincided with a Guinness Festival which the Ship's Company also enthusiastically participated in.

PRAYERS for the world's seafarers will be said at Missions and Churches throughout the UK on Sea Sunday, July 11.

THE PAY As You Dine team are delighted with the response to its customer attitude survey and reminds those yet to reply that the deadline is June 30.

SUITABLY qualified ratings can now apply to become officers in the Engineer (Training Management) or Engineer (Information Systems) specialisations via the Upper Yardmen and Senior Upper Yardmen schemes.

They must have an acceptable degree or be in the process of obtaining one.

Details are given in RN Defence Council Instruction 90/99.

AFTER 18 months of hard work RN Air Station Culdrose has achieved Investors In People Accreditation.

THE HMS St Vincent Association presented a cheque for £1,000 to King George's Fund for Sailors Chairman, Admiral Sir Brian Brown.

THE QUEEN and Duke of Edinburgh were due to visit Plymouth Naval Base on June 23 to mark to 100th anniversary of the relief of Ladysmith, South Africa.

The action was the origin of the Earls Court Field Gun competition and the Royal party will witness a demonstration run by the Devonport gun crew at close quarters.

THREE of the Royal Navy's new Merlin Anti-submarine helicopters have completed a two-month trial at the Atlantic Underwater Test and Evaluation Centre in the Bahamas.

Next Spring, trials will continue with another three helicopters from Culdrose.

COMMODORE Roger Lockwood, Commanding Officer of HMS Raleigh, returned to his old school – Kimbolton – near Huntingdon – to attend the annual inspection of the Combined Cadet Force there.

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50 years of that veldt-like touch in Dorset

IT'S RARE for an hotel to throw a party to mark its 50th birthday. But there are few such places today with the character of the Province of Natal Hotel, which despite its name occupies a quiet corner of Weymouth.

Opened in 1949 by Admiral Sir Cecil Harcourt, the hotel was funded by donations from the people of South Africa in gratitude for the Royal Navy keeping open the sea lanes during World War II.

Helped by opera diva Perla Siedle Gibson - "The Lady in White" who during the war serenaded British ships entering Durban - £90,000 was raised for King George's Fund for Sailors to buy the Grosvenor Hotel and rename it the Royal Naval Hotel.

Later, to avoid it being made an IRA target, and to reflect its South African roots, the hotel was given its present title. Administered by the KGFS, it provides excellent accommodation for serving and former members of the Naval Service and their families.

The 60 guests at the anniversary buffet supper included representatives of the Second Sea Lord, the South African Naval Attaché (Rear Admiral Jan Vorster), the Mayor and Mayoress of Weymouth and Portland, and 35 members of the RNA, including those from Purley, Beomley and Plymouth branches.

In Brief

HANWORTH club's memorial garden, tended by Shipmate Dick Howard, now has a wooden bench donated by the ladies section.

MEMBERS of Bishop's Stortford branch raised £300 for the RN Benevolent Trust by manning a stall in the town centre.

OVER 142 shipmates, including those from Grantham and Sleaford, and Leicester branch of the Submarine Old Comrades Association, attended a buffet dance held by Wigston & District branch, the supper being provided by the ladies section.

SKELMERDALE branch has asked us to point out that Shipmate Bill Fenney is life president of the branch, not life vice president as we stated in our May edition.

● Princess Eva von Hohenberg, honorary member of the RNA, and in the background her grandfather whose life was saved by a sailor ... 'I love the Navy and always have,' she told Navy News.



Her Serene Highness Shipmate Eva

WHEN HER Serene Highness Princess Eva von Hohenberg suggested we meet at Pizza Express off Kensington High Street in London - "It's easy to find and near where I live" - I thought it an odd choice for an encounter with a royal shipmate, writes JOAN KELLY.

I assumed that the Hapsburg princess, an honorary member of the Royal Naval Association, was a lady in her prime - or past it. Instead, I found before me a carefree, 24-year-old student, full of life who said mischievously in greeting: "I can see you imagined I'd look different."

She grew up on the family estate near Graz in Austria - and forestry was her first choice of career before coming to London to study interior design.

Her title she inherits from her father, the grandson of Archduke Franz Ferdinand whose assassination with his wife at Sarajevo on June 28, 1914, was the spark that

set the world ablaze in war.

Princess Eva's love for the Navy was not inspired by her ancestry, but by her maternal grandparents. Both served in the Second World War, her grandmother as a Naval nursing sister and her grandfather, Arthur Caesar, as a lieutenant in the Princess Patricia Light Infantry.

They met and fell in love in 1940 while on passage in a troopship from Canada to the UK. He was on his way to join a tank regiment that had been ordered to France, while she was to take up duties as a member of Queen Alexandra's Royal Naval Nursing Service.

But it wasn't all to be smooth sailing for Lt Caesar. Off Dieppe his ship was attacked and suffered heavy casualties. He was badly wounded and left for dead, but was carried to safety by an unknown Naval seaman.

Soldier and nurse were reunited while he was in hospital. He recovered, rose to the rank of colonel and they married at the end of the war. Their daughter, Princess Patricia, is Eva's mother.

"I wouldn't be here today but for the sailor who saved my grandfather," she said. "I owe him my life."

Don launches new branch

SHIPMATE Don Simpson, the man behind the formation of branches in Edinburgh, Glasgow and Perth, now has 'lift off' for yet another - in his home town of Inverness.

Don, secretary of Rosyth & West Fife branch, is supported by Cdr Mike Bull, his wife and two CPOs from the Navy's Inverness recruiting office. To join, contact Cdr Bull on 01463 782742. The branch already has 21 members and a stand-by committee.

"I love the Navy and always have."

Perhaps it was this that prompted her to contact RNA headquarters when she arrived as a stranger in London. "I felt at home the moment I walked in there. I shall never forget the help and kindness I received," she said.

Her studies over, Her Serene Highness Shipmate Eva leaves London soon, with many regrets - one of which, I suspect, is her failure to get any lead, either of the name or whereabouts, of the sailor who saved her grandfather.

So, if there's anybody out there who remembers...

You may be in line for a Vietnam War medal

MEMBERS of the Royal Navy who served with the Australian Defence Force in South-East Asia between 1955-73 may be entitled to Australian and/or Imperial campaign medals.

The awards relate to the Vietnam War, the Indonesian Confrontation and the Malayan Emergency.

The matter has been raised with the Australian Department of Defence by Vice Admiral Sir Richard Peek. In reply the Directorate General of Career Management Policy said:

"Non-Australian exchange personnel may be considered for an award for their service with the Australian Defence Force in particular circumstances."

Admiral Peek has been able to obtain confirmation that RN personnel who were appointed to a "complemented position" in any HMA ships are eligible for an award under the same rules as members of the Royal Australian Navy, whether on loan or exchange.

The Vietnam nominal roll shows that at least six RN officers served in HMA logistic support ships deployed to South Vietnam in 1964-73. The two campaign medals for that service are the Vietnam Logistics Support Medal (VLSM) and the Australian Active Service Medal (AASM 45-75) with Vietnam clasp.

Qualifying time is at least one day in the operational area.

During the Indonesian Confrontation in 1962-66 the Imperial General Service Medal with clasps for Borneo and Malay Peninsula was issued for 30 aggregated days' service. The AASM (45-75) with clasp Malaysia has been struck to cover both operations.

For service in the Far East Strategic Reserve during 1955-63, including the Malayan Emergency, the ASM (45-75) with clasp FESR has been issued for 30 days' service afloat in RAN ships.

■ Former members of the RN should send their details to Staff

Welcome at Aggie's on Clyde

HOLIDAY and reunion accommodation is on offer to members of the RNA at the Royal Sailors' Rest - Aggie Weston's - at the resort of Helensburgh near the Clyde Naval Base.

Aggie's Braeholm facility is now well into its second year, and the RSR's Executive Director, Jonathan Martin, says that while priority must go to serving sailors, it is likely that the 22-bedroom building will have surplus accommodation from time to time.

"Who better to offer this to than those who have served in the Navy," he said. "We have always had strong links with the RNA and I feel their 'Once Navy Always Navy' slogan will have a bit of Aggie's in there somewhere."

Braeholm is now the only RSR centre with accommodation facilities. The charity's other centres scattered around the Naval bases now concentrate on recreational sports facilities and classes, with up to 1,500 Naval people and families using them at peak times.

Two centres also run highly successful NVQ business studies tutorials.

Officer (Medals), Director Naval Personal Services, D-3-32A, Russell Offices, Canberra ACT 2600, Australia.

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Cavalier's followers

THESE SHIPMATES of Isle of Sheppey branch shared the excitement of HMS Cavalier's entrance into Chatham Historic Dockyard from the vantage point of the tug Lady Madeleine which acted as Cavalier's 'rudder' for her passage up the River Medway. They are Shipmates Pat and Ernest Spree, Jack Pleasance, Bob Williams and Mick Withington. Other members of the branch, as well as those of Chatham and Gravesend, were on board the escorting paddle steamer Kingswear Castle.

Association

Strength could be down to 24,000 in six years, Conference told

Subs warning over falling membership

A WARNING that the membership of the Royal Naval Association could slip to as low as 24,000 over the next six years has been given in a report to the RNA's Annual Conference at Southport.

The Association's National Council report pointed out that

subscription income was falling annually because of a 2,000-a-year loss of membership. The reduction was caused by the numbers of clubs closing and the fact that deaths outnumbered recruitment to the RNA.

In 1997 membership stood at 40,370, but by last year it had dropped to 38,267, while by February this year the number of registered clubs had dropped by five to 51.

The report, delivered at the conference on June 19, says: "It is not inconceivable to predict that in 2005 the RNA will have about 24,000 members who would have to pay a subscription of about £10 to support a level of activity about the same as at present."

The Council proposed to hold the present annual subscription rate at £6 for as long as possible, but said it was likely that the National Conference would be

asked to approve an increase as early as next year.

"The decline in membership gives cause for concern and makes it all the more important that we attract and retain as many as possible new, younger members," said the report.

Three new branches had commissioned last year - Weoley & District, Londonderry and Grantown on Spey, while six had decommissioned. The National Council "noted with pleasure" a continuing increase in the number of branches being commissioned - Driffield being the 500th this year - and congratulated Areas on their efforts.

Finances are at present healthy, with the Association achieving a net income of £28,433. Meanwhile, the market value of investments had risen by £81,369, the National Council pointing out that investments had risen from just under £500,000 in 1994 to £768,000.

An increase in subscriptions in 1997 and a reduction in sub-committees and expenditure had contributed to healthier finances.

Turning to devolution to the Areas, the National Council reported that the process had brought about a realisation that the power of the Areas needed to be enhanced in proportion to their increasing responsibilities. Amendments to Area by-laws had been agreed by the Areas and ratified by the National Council.

■ As the Conference took place while *Navy News* was going to press, a full report will appear in our August edition.



● A new start in Royal style for Bangor branch when the Duke of York officially opened its new premises named after the Prince's great uncle, Earl Mountbatten of Burma. The Duke called in to unveil the plaque during his visit to Northern Ireland.

Around the Branches

Double Seven

The 30th reunion organised by the Double Seven Committee was attended by 500 shipmates and guests at Mill Hythe Holiday Village, Hayling Island.

The weekend events included a concert by Romford Royal British Legion Youth Band, and charity raffles - including one for a stained-glass window insert made in Malta and donated by Shipmate Ted King of Battersea branch.

The next reunion will be held on October 1-4.

Darlington

A 30-strong male voice choir from Newton Aycliffe, featuring a member of the branch, raised the roof at a celebration to mark Darlington's 45th anniversary.

The event was especially memorable for Shipmate John (J. J.) Sanderson, now branch president, who has been a member for 45 years.



● A proud moment for Shipmate Syd Martin, president and former chairman of Peterborough branch, as he receives the Jim Rate Trophy as branch Shipmate of the Year from the Lord Lieutenant of Cambridgeshire, James Crowden. The presentation was made at a dinner marking the branch's 20th anniversary. Shipmate Martin is succeeded as chairman by Shipmate Jim Grounell.

He was succeeded as chairman by Shipmate Peter Longstaff who is also PRO and standard bearer. The celebration was organised by Shipmate Sonny Jones assisted by Shipmate Stan Johnson.

Runcorn

Members visited the Type 23 frigate HMS Monmouth when she berthed at Liverpool. They were treated to a tour of the ship followed by wardroom drinks.

Runcorn members also attended a social at the Skelmersdale club, took part in two Area conferences and competed in a darts competition hosted by Kirkby.

With a strong committee at the helm and increasing membership, the branch has a bright future.

Deal & Walmer

Shipmates Pete Medhurst and Jeff Frost have been awarded life membership, their certificates being presented by Lt Gen Sir Martin Garrod RM, a patron of

the branch, who was accompanied by his wife.

Welshpool

RNA life member Shipmate Bernard Pritchard, former president of the town's Naval Club, has accepted the branch's invitation for him to take over as its president. The branch has gone from strength to strength since recommissioning in 1997.

Woking

To mark St George's Day the branch attended a service conducted by the Rev Barry Grimster in the 14th-century church of St Peter's. Forty standards were on parade as shipmates marched through the town, the salute being taken by the Mayor, Cllr Rosemary Johnson.

Eighty shipmates and guests attended a buffet dance the following day.

Cheshunt

Members attended a St George's Day service conducted by the Rev Martin Banister at Christ Church, Waltham Cross.

Thurrock

The new HQ at Stifford Clays Club was the venue for a 15th anniversary celebration attended by 175 shipmates and their wives, as well as the widows of 12 members. Included were free transport and a fish-and-chip supper.

Hereford

A church parade at Little Dewchurch followed by a buffet lunch was arranged by the branch.

At a recent meeting the chairman, Shipmate Nigel Trigg, welcomed new members Shipmate Colin Cook and his wife, Dorothy.

Those interested in attending the last Royal Tournament will get details of cost and transport by calling 01432 356875.

PICTURE PUZZLE



WINNER of our May mystery picture competition is Mr Nicolas Wright of Norwich who correctly named the ship as the cruiser HMS Penelope.

He also correctly gave the title of the novel dedicated to her as *The Ship by C. S. Forester*, a fictional account that mirrors events on board during the Second Battle of Sirte.

Mr Wright wins £30. A further £30 is offered for this month's

puzzle: This battleship's guns were second-hand. What ship was she and who were the original owners?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3NH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is August 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 September edition.

The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 53

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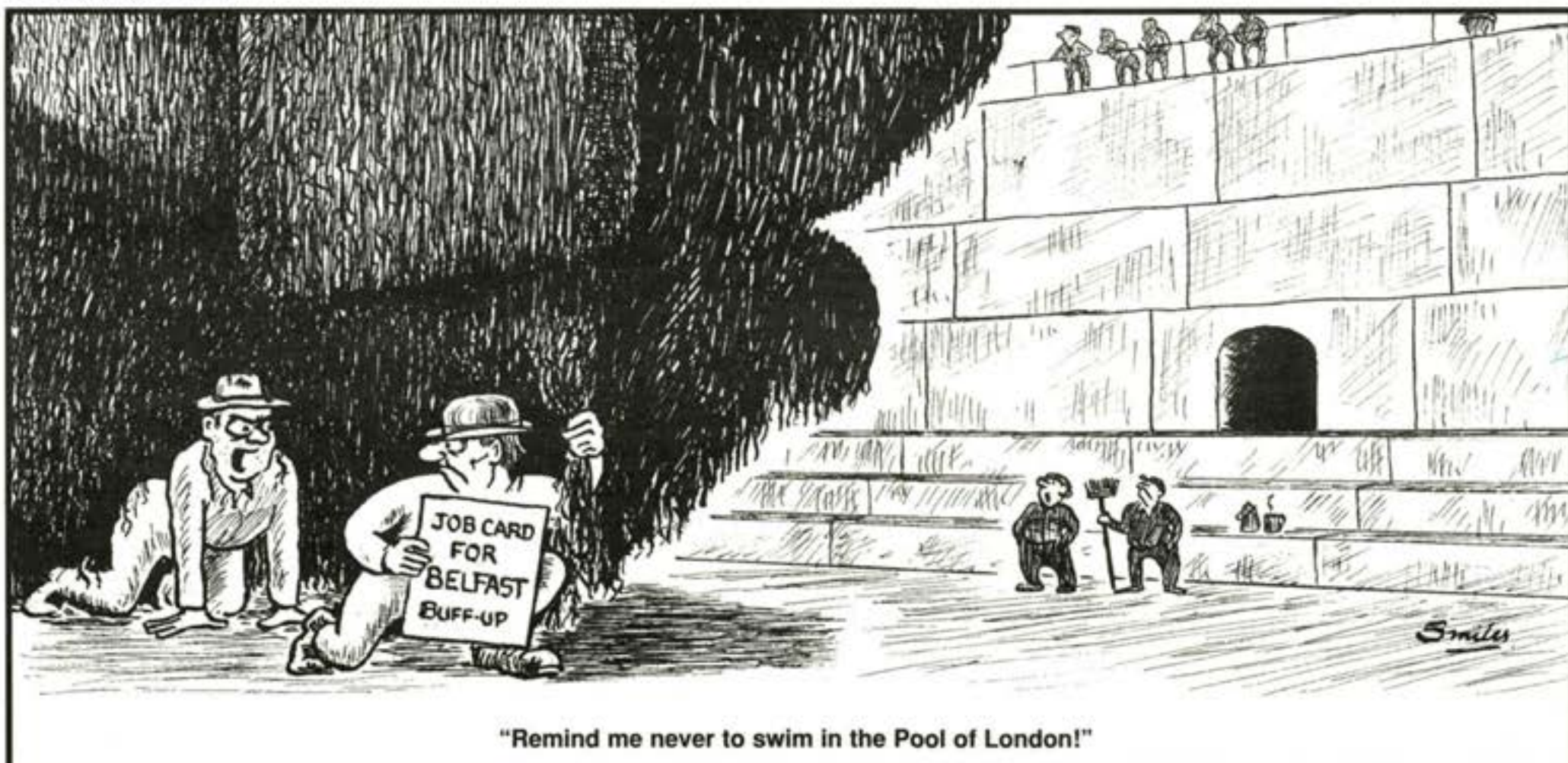
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NEWSVIEW

Disturbed over unquiet graves

Discovery of the wreck of the Israeli submarine *Dakar* – formerly HMS *Toten* – lost in the Mediterranean in 1968, once again raises the question of proper respect for war graves.

The British have viewed wrecks lost in military service in home waters as such, and officially request that they be left undisturbed. In this instance, the Israelis may prefer to have any remains of the 69 sailors who lost their lives recovered for burial elsewhere.

That is a matter for the concern of individual cultures. What is worrying, however, as increasingly sophisticated sonar technology allows more and more hitherto obscure wrecks to be pinpointed – as with the scan of HMS *Russell* we published last month, produced by HMS *Herald* – is that they become the target of unauthorised divers in search of precious metals and other valuables they may contain.

The recently established Friends of War Memorials, founded to combat the rising tide of vandalism they now suffer, has a Maritime Division for which this is a particular concern.

Writing in the magazine *Deep Breath*, former military chaplain the Rev Andrew Phillips – himself a diver – says he is equally appalled by divers accustomed to ripping bits off wrecks containing Servicemen's remains. Navy News shares his concerns:

"These cause just as much distress to friends, families and descendants of those who died. If all divers respected the spirit of the law contained in the Protection of Military Remains Act, there would be no problem. This Act was passed to protect the ships and military aircraft of any nations lost on military service in UK waters during the two world wars. Divers can visit war graves, but must not enter them or remove or disturb anything. Sadly, many do."

"It was the intention of the Act that war graves would be named by the Secretary of State, but it proved too great a task. Many wartime ships are known to have gone down without loss, but with others things are less certain. About many wrecks there can be no doubt."

Mr Phillips goes on to cite the *Anglia*, a hospital ship sunk off Dover in 1915 with the loss of 127, continually being stripped of her unusual vented portholes; HMS *Formidable* (1915, 547 lost) from whom divers have been trying to blow her propellers; HMS *Warwick* (1944, 67 lost), now almost completely pillaged; and HMS *Hampshire* in which Lord Kitchener and 650 others perished and which is now being "systematically plundered by a new generation of technical divers who can now reach what their predecessors using air cannot."

"With such 'virgin' war graves becoming diveable and under threat, the need for a change in attitude becomes more urgent every day. We are compiling a list of commonly dived wrecks, enemy and Allied, to which we would particularly like to draw divers' attention. We ask that they be treated with total respect as war graves, and we need the help of divers in identifying candidates and reporting new damage. This list will eventually be posted on our website: www.war-memorials.com."

"The BSAC and other diving institutions could help greatly by stating publicly and forcefully that respect for the war graves listed is a condition of membership."

"As a nation, we buy poppies and stand in silence to remember our war dead in thanksgiving ... Those who perished in these ships and aircraft met an often horrible death fighting for our freedom. They could not choose their final resting places, but these surely deserve the same dignity and respect as any grave on land."

Racial Equality welcomes a 'sea-change' in the Services

Windrush Awards get Navy backing

THE ROYAL Navy has become a co-sponsor of the first Windrush Achievement Awards – named after the ship that brought 500 Afro-Caribbean immigrants to Britain in 1948 and marking public recognition of visible minority groups to the cultural, social and economic life of the UK.

The 1999 Royal Navy Achievement Award for the uniformed services has three categories – Pioneer, High Flyer and Young Person Going Places. They are designed to recognise potential role models, people with clear leadership skills and ambition and drive; those with significant professional achievement; and those with imaginative and radical ideas.

Second Sea Lord Admiral Sir John Brigstocke told *Navy News*: "As a strong supporter of the Commission for Racial Equality's Leadership Challenge, I am firmly committed to improving diversity in the Navy."

"I believe it is imperative that the Naval Service reflects UK society and my team is working hard to ensure proper representation from all minority groups at all levels. Windrush 99 is a wonderful opportunity for the Royal Navy to recognise the talented people in our midst and to throw down our own challenge."

"That challenge is to make the modern Royal Navy even more diverse and successful in the new millennium than it has been in this. Ability is the only selection and promotion criterion that counts."

"It is entirely appropriate that a Royal Navy award should be part of an event to commemorate the landing of the *my Empire Windrush*. The role of the maritime Service is at the heart of the Government's defence strategy of building a "force for good in the world" and provides a clear link with the arrival by sea of some 500 Afro-Caribbeans exactly 51 years ago."

Ethnic recruits attracted by zero tolerance

ONE YEAR on from signing a Partnership Agreement with the Commission for Racial Equality, numbers of ethnic minority personnel entering the Armed Forces have increased by 40 per cent.

And advertising campaigns targeting them have seen career applications from black and Asian people double over the past two years, Armed Forces Minister Doug Henderson told the House of Commons.

"All three Services have continued to give the highest priority to attracting more ethnic minority personnel, and retaining them," he said.

Significant emphasis had also been attached to equal opportunities and cultural awareness training. Mr Henderson singled out Europe's first Armed Forces equal opportunities training school for praise. The Tri-Service Equal Opportunities Training Centre at Shrivenham was launched in

September 1998 and has already trained over 1,000 Service advisers to provide training for their units.

Similar training is now compulsory for senior military officers.

Mr Henderson added: "The Services continue to develop a culture that welcomes racial diversity with zero tolerance for any form of racist behaviour. All staff are regularly reminded of their own personal responsibility to combat racism and ensure a harassment-free working environment."

"Allegations of racism or harassment are taken very seriously and promptly and thoroughly investigated. If found guilty, racists face the severest penalties – including dismissal."

Sir Herman Ouseley, Chairman of the Commission for Racial Equality, has welcomed the

Services' progress.

Visiting the Shrivenham centre, he commented: "It is immensely important to see the Services moving forward in this way and it is clear the modern Forces are moving in modern ways and that such education and awareness are vital to develop a corporate culture where diversity is the norm and not an exception."

"Progress over the past year has clearly demonstrated that commitment from the very top, backed by planned, measurable action, can effect a sea-change in the culture of an organisation."

The Armed Forces' work in this area was setting standards that other sections of society should follow, Sir Herman said.



● Chairman of the Commission for Racial Equality Sir Herman Ouseley meets officers of the Tri-Service Equal Opportunities Training Centre, Shrivenham. Left to right: Flt Lt Dave Tribe, Maj Rick Licence, Maj Cath Convery, Lt Cdr Stuart Barrand and Capt Gareth Green, RM.

Update on the third-oldest profession as –

PIRACY SOARS TO A SUMMIT OF SAVAGERY

Towards the end of 1998, the IMB's Piracy Reporting Centre in Kuala Lumpur recorded an increase in the violence of armed attacks. At least three vessels were hijacked in Asia and their crews are believed to have been murdered.

A total of 202 attacks was recorded by the PRC last year. These ranged from attacks against vessels in port or at anchor, theft of stores and equipment, to the hijacking of ships and theft of shiploads of cargo. Some 67 seamen were killed, 15 ships hijacked and 238 crew/passengers taken hostage.

In 102 incidents guns or other weapons were used. In the first three months of 1999 a total of 66 attacks was recorded, of which 39 involved violence and weapons. We would suggest that this is unacceptably high.

The evidence collected by the PRC indicates that since 1991 the number of incidents has risen.

The level of violence involved and the numbers of crew injured and killed have increased significantly.

At one end of the spectrum are "maritime muggings". A group of pirates board a vessel with the intention of stealing whatever they can. Favourite targets are drums of paint, mooring ropes or other deck equipment within easy reach. If they are able to enter the accommodation, crew's valuables or bridge

Piracy is on the increase. Forget about Long John Silver waving his cutlass in the *Hispaniola* – today's pirate is likely to be toting a Kalashnikov and driving a speedboat. Pottengal Mukundan, Director of the International Maritime Bureau, sets out the detail of the current scourge in an exclusive article for *Navy News*.

dation of the crew are invariably a feature.

In between these two extremes lie the vast majority of attacks involving varying degrees of violence and audacity. Here are some examples:

● Thailand

MV *Marine Master*, Panama flag, loaded a cargo of soda ash on March 1, 1999 at Nantong, China. She called at Singapore for bunkers and fresh water. On March 14 she sailed for Calcutta. On March 17 she was in position Lat 09 10 N 97 10 E when two fishing boats and a speedboat approached her. Twenty pirates boarded the vessel. Some of them were in army uniforms. All had machine-guns or pistols and wore face masks. One of them fired a shot into the hand of the Chief Officer who had rushed to close the accommodation door.

The pirates blindfolded and tied the arms of the crew. On the same day the crew were pushed into two fishing boats accompanied by five pirates in each. On March 21 all 16 crew members were forced into small inflatable rafts meant for use in a swim-

ing pool rather than at sea. On March 27 they were rescued by fishing vessels passing by. Their vessel and her cargo are still missing.

● Guinea

On August 24, 1998, at 0430 SMT, Netherlands Antilles flagged mv *Sky Bird* was boarded by seven pirates armed with pistols, knives and steel bars. The vessel was anchored at Conakry Roads.

The pirates caught the AB on deck watch and dragged him to the bridge. They threatened to shoot him if the Third Officer did not open the door for them to enter. One shot was fired inside the bridge, the bullet passing very close to the AB. The pirates then dragged the officer and AB to the Captain's cabin, threatening to kill them if he did not open his door. Once the door

was opened, they beat the Captain with a steel bar and searched his cabin and tied him with rope.

They stole cash and whatever they thought was valuable and escaped by boat – the usual type used on the coast, painted white on the upper boards. Anti-piracy watch had been maintained, but due to heavy rain, the pirates had managed to approach unnoticed.

● Brazil

On February 22, 1999 Panamanian Bulk Carrier mv *Cape Iris* was boarded by pirates whilst berthed at Guaiaba Island. Four pirates armed with shot-guns and hand guns took the Chief Engineer, First Engineer, Engine Cadet and Oiler hostage. They then went to the ship's office and took the Master, Chief Officer and Second Officer hostage.

All the officers and engineers except the Second Engineer and Third Engineer were forced into the Radio Officer's cabin at gun point. They took the Captain to his cabin and forced him to open the ship's safe, followed by the rest, one by one.

The pirates were rough with the crew and threatened to shoot everyone if no money was given to them.

They escaped with cash and the crew's belongings including cameras, watches and jewelry.

Detailed advice to Ship Masters has been given on measures to be taken by vessels to prevent attacks and the response to pirates once they are on board.

There are no preventive measures when it comes to the hijacking of ships.

The pirates are heavily armed, experienced sailors. They know exactly where to take the vessel in order to illegally discharge the cargo.

The objective in these cases is to locate the vessel as soon as possible and to rescue the crew and if possible the vessel itself.

Towards this end the IMB has been working together with a well-known satellite service provider to produce a vessel tracking system called SHIPLOC. This has been specifically designed to locate vessels at sea or in port. It has already been tested and is now available



● **POLICE WORK:** 'Navy in Action', a new Hollywood-style film shot on board HMS Marlborough during her stint as West Indies Guardship, is a fictional piece about modern methods of dealing with pirate attacks. It will feature in Portsmouth Historic Dockyard's £13-million interactive development opening next year. Meanwhile, in real life HMS Marlborough has lately seized a record haul of cocaine during patrols in the Caribbean.

for installation.

The tiny transmitter is relatively inexpensive and can be concealed on board ships. For their own safety, the crew need not be informed of its existence. The only equipment needed by the ship owners is a PC with Internet access.

The IMB encourages ship owners to install this device. In addition to its anti-hijacking role, SHIPLOC facilitates independent and precise location of vessels at regular intervals.

It is the IMB's view that it is

only Governments who can take effective action against the pirates.

What the industry needs to do is to provide them with the information to enable them to take effective action.

The ITF Seafarers Trust has provided the IMB PRC with funds to carry out up to 40 investigations a year.

Piracy as defined by Article 101 of the United Nations Convention on the Law of the Sea, deals with attacks on the high seas, whereas most attacks

on vessels take place within territorial waters.

In our view, whether this constitutes piracy or robbery is irrelevant.

Particularly so for the Master woken up in the middle of the night to find himself looking down the barrel of a gun.

The powers that be should not be allowed the excuse of pedantic definitions to avoid taking proper measures to protect seamen and ships in their waters.

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'Today's pirates are heavily armed, experienced sailors. They know exactly where to take the vessel to illegally discharge its cargo'

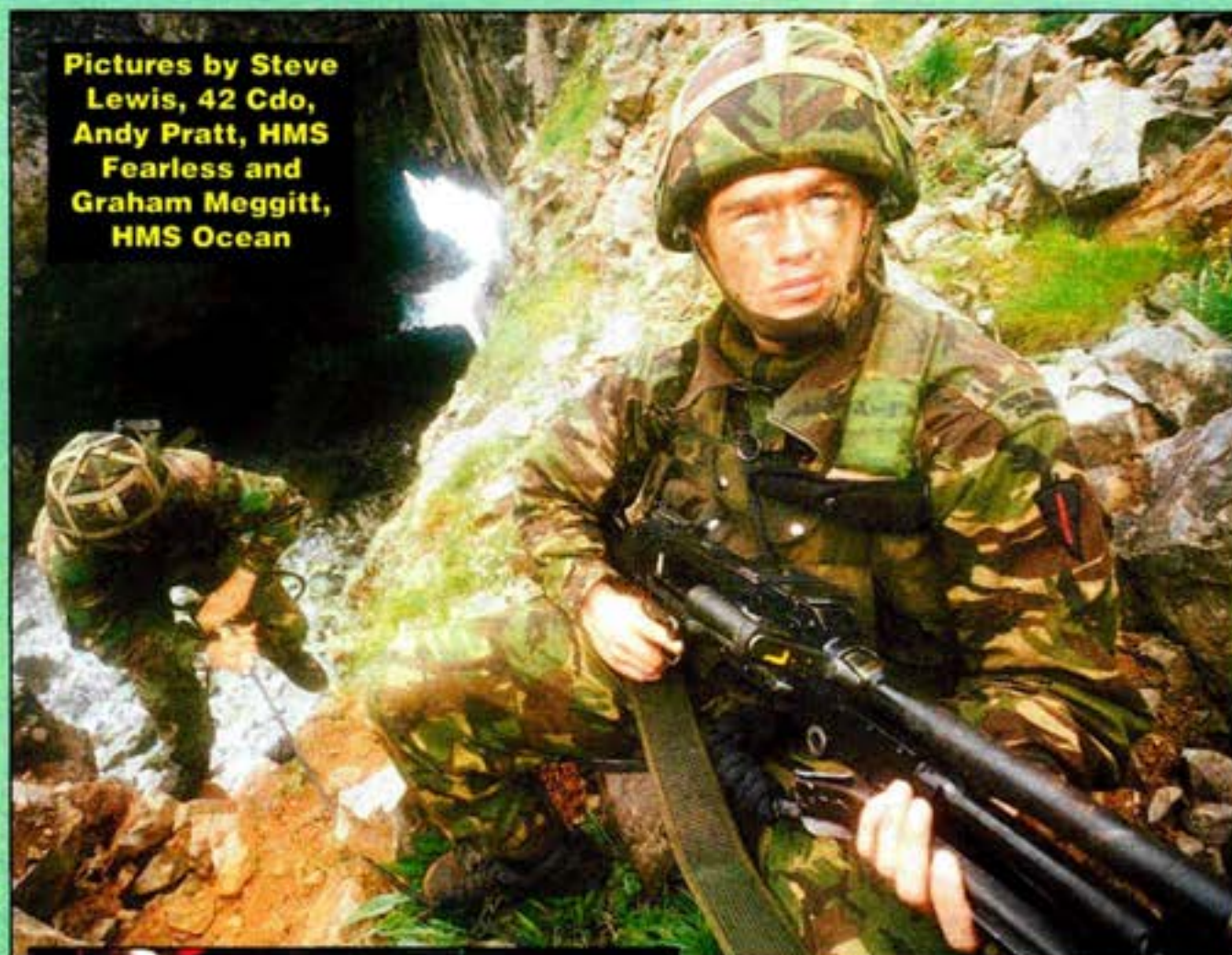
equipment not locked away might be stolen.

Petty theft of this kind is not new. It used to be the case that such pirates were easily frightened off by the crew. What differentiates the attacks of today is that the pirates are better armed, expect better returns and are more determined. Many head for the safe in the Captain's cabin and are quite prepared to injure or kill if they cannot get what they want.

At the other end of the spectrum is the hijacking and theft of the vessel and her cargo. These crimes are planned well in advance with ships deliberately targeted. Attacks involve highly trained gangs armed with sub machine-guns, boarding the vessel with false ships' papers, cargo papers and passports. These pirates are capable of operating the vessel without the crew's assistance. Violence and intimi-

NOW WE'RE NUMBER

Pictures by Steve Lewis, 42 Cdo, Andy Pratt, HMS Fearless and Graham Meggitt, HMS Ocean



● **CLIFF ASSAULT:** Royal Marines from 42 Commando (above) scale the rugged coastline after hitting the beach in landing craft from the Amphibious Task Group during Exercise Aurora. As they advanced on an 'enemy' played by the Commando Logistics Regiment, the defenders were attacked from several other directions by troops deployed overland and by helicopter.

● **FINAL CHECK:** To increase the element of surprise, much of the raiding during Exercise Aurora took place at night. This group (left) is pictured giving their equipment a final check in the darkened hangar of HMS Ocean.

● **FULLY OPERATIONAL:** HMS Ocean (below) in company with HMS Edinburgh and RFA Sir Bedivere.



Exercise marks for amphibious

THE ROYAL Navy is now the proud possessor of the most powerful amphibious force in Europe. This was proved beyond doubt in a major landing exercise which saw the Service's new helicopter carrier HMS Ocean become fully operational for the first time.

HMS Ocean, HMS Fearless, landing ships Sir Bedivere and Sir Galahad and the destroyer HMS Edinburgh were taking part in Exercise Aurora off the Devon and Pembrokeshire coasts.

It was the largest exercise of its kind for many years and over 2,000 personnel took part, with Royal Marines of 42 Commando making day and night attacks from 18 helicopters and beach and cliff assaults from a fleet of landing craft.

The Commander of the UK's Amphibious Task Group, Commodore Niall Kilgour, told Navy News: "The addition of HMS Ocean has added a huge dimension to our amphibious forces."

"There's no doubt about it, we are the most immensely capable in Europe on the amphibious side, and it is of course, the right place and time to have it the way that the modern world is going."

Last month Defence Secretary George Robertson announced that 3 Commando Brigade was one of a number of units earmarked for a possible deployment to the Balkans.

And the Brigade's CO, Brigadier David Wilson, was dispatched to the region on a reconnaissance mission to see what part his troops might play.

But as soldiers from 5 Airborne Brigade and the 4th Armoured Division led NATO forces into Kosovo, no decision had been announced regarding the Royal Marines, Britain's winter and mountain warfare specialists.

After Aurora the task group headed home to replenish, with the exception of HMS Fearless

Report by David Blake

which made a short visit to Hamburg before returning to Portsmouth for planned maintenance.

And there was no respite for 42 Commando as they continued their preparations for major operations at the training ground at Sennybridge.

Commodore Kilgour said: "There is a definite requirement for the ready group and we are absolutely certain that the right notice to go is being given."

"We always deploy ready for the worst scenario, with troops ready to do what the Government requires."

"They are extremely trained in all environments, mountain and winter."



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"They have artillery, mortars, anti-tank weapons, air defence, reconnaissance, engineers for clearing mine fields and for structural work and their own service support for logistics, ammunition and food.

"And when you add to that the Commando Helicopter Force they have their own lift capability and light utility aircraft, and with landing craft which can carry a tank or troops you have a very capable package."

The next major evolution planned for the amphibious task group is Exercise Argonaut in the Mediterranean.

Argonaut was originally programmed for September but as Navy News went to press it was looking increasingly likely that it would be brought forward by as much as three weeks, with the ships sailing before the end of next month.



● **LANDING CRAFT:** A Royal Marine (above) opens up with a general purpose machine gun as landing craft operated by 4 Assault Squadron from HMS Fearless make for the South West coast during exercise Aurora.

● **HITTING THE BEACH:** Combat tractors (left) help to ensure that 42 Commando's amphibious vehicles make their way swiftly ashore.

● **READY FOR ACTION:** Royal Marines from 42 Commando (below) muster in sticks on one of the huge lifts inside HMS Ocean's aircraft hangar before taken to helicopters waiting on the flight deck.



● **GUN DECK:** A Sea King Mk 4 from the Commando Helicopter Force prepares to lift a 105mm gun from the flight deck of HMS Ocean before flying it ashore to reinforce 29 Independent Artillery during Exercise Aurora, which took place off the coasts of Devon and Pembrokeshire.



Volunteer castaways sought

PEOPLE with a Service background are among those being sought as candidates for a castaway experiment being planned by BBC Scotland.

Sadly for the participants the venue is not a palm-lined shore stocked with the Bible, the complete works of Shakespeare and eight records – but a remote island off the Scottish coast in the depths of winter.

The TV experiment – Castaway 2000 – begins on January 1 when 30 men, women and children from a cross-section of British society will meet the challenge of existing for a year with limited resources in a less than hospitable environment.

A total of nine BBC 1 programmes will follow their fortunes as they attempt to build the social and physical infrastructures to meet their needs.

Applications to take part should be made to Lion TV Scotland, 6 Woodside Crescent, Glasgow G3 7UL.

Cavalier story out now

NEWLY published is Peter Erwood's biography of HMS Cavalier. *Of One Company*. The book is available for £7.25 post-free from Mr Erwood, c/o Arcturus Press, The Manse, Fleet Hargate, Lines, PE12 8LL (01406 423971) or from book-sellers – ISBN reference 0 907322 69 7.

GRAVEYARD OPENS UP

LAST resting place of some of Nelson's most famous contemporaries, the Greenwich Hospital Mausoleum, is to be "more accessible to the public".

Now part of the Maritime Greenwich University campus, the 1749 neo-classical building and its surrounding graves are undergoing a £90,000 restoration, part funded by the Greenwich Development Agency.

Lying in the subterranean vault are Sir Thomas Hardy, Nelson's flag captain in HMS Victory at Trafalgar, and Admiral Lord Hood, one of the key figures in the American War of Independence.

Both were Governors of the Royal Hospital for Seamen, the original occupant of the buildings.

Also there are the remains of Capt Nathaniel Portlock, who sailed with Bligh

after the Bounty mutiny, and Sir Thomas Boulden Thompson, who fought at the Nile and Copenhagen before becoming Comptroller of the Hospital.

The Hospital's last Governor, Admiral Sir James Gordon, and Nelson's servant Tom Allen lie in graves nearby – the latter admitted to the Hospital by Hardy, though he was not a seaman.

It is not likely that the public will be admitted to the vault itself, but visitors will be able to tour the grounds. Dr Pieter van der Merwe, Greenwich specialist at the National Maritime Museum, told *Navy News*: "The Mausoleum enclosure is the final berth of some significant figures in the history of the old Navy. We greatly welcome its restoration and moves to make it more accessible, whilst preserving its quiet dignity."



● **LYING AT GREENWICH:** Hardy as a captain in 1801. Nelson's great friend and protegee died in 1839.



● **LAND IRONCLAD:** HMS Terrible's armoured train, partly manned by ratings from HMS Tartar and HMS Forte in November 1899. One of a set of photographs included in a limited edition cover issued by the Royal Naval Philatelic Society to mark the centenary of the Relief of Ladysmith.

Others feature HMS Powerful, Terrible and Doris and the Royal Naval Brigade in action at the Battle of Colenso under the command of Lt England.

The covers will bear stamps from the Millennium Collection: *Inventors' Tale*, depicting steam power and the brutal forces of the Industrial Revolution. Special editions will have an extra 20p stamp illustrating timekeeping and John Harrison's chronometers.

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Welcome to the teenager from hell ...

THE GHOULS, zombies and miscellaneous fiends that Stephen King has conjured up over the years are easily surpassed by his latest malignancy: this is a teenager named Todd, and there's nothing supernatural about him at all.

The picture is called *Apt Pupil* and it begins with Todd pursuing a hunch he has regarding one of his neighbours, Mr Denker, and discovering that the old man is in fact a former concentration camp commandant.

With Denker thus in his power, the morbid Todd insists on being told everything about the extermination factories, before progressing to the purchase of a Nazi uniform, the torture of animals and, inevitably, it's not long before there's corpse disposal going on down in the cellar.

The term 'Nazi' has by now

become merely a catch-all insult, here, thanks to a hypnotic performance by Sir Ian McKellen, the expression regains its full measure of horror.

This is not a comfortable picture to watch, though it is satisfying to come across a movie in which you're actually encouraged to regard an American teenage character as a loathsome creep, rather than reaching that conclusion independently. And animal lovers needn't look away when Todd tries to bake a cat: Puss escapes with just a few singed whiskers.

All this is hardly calculated to raise the spirits, but by way of light relief *Notting Hill* will do nicely. The publicity for it began so early and went on for so long that by the time the film finally opened it almost felt like a reissue.

We are told that the project

had its origins in a little fantasy on the part of scriptwriter Richard Curtis: wouldn't it be terrific if you turned up at a friend's party with the most glamorous film star in the world?

This is indeed the film's big scene – its best scene, come to that – but it must be admitted that Curtis hasn't done a bad job of devising a scenario which plausibly leads up to it – nor, indeed, of imagining what interesting and amusing events might flow from it.

As romances go, this one between a humorously self-deprecating bookseller (Hugh Grant) and a slightly unstable Hollywood superstar (Julia Roberts) is ... well, offbeat, to say the least.

But they're a sympathetic pair, and you'd have to be a major sourpuss not to end up rooting for them.

ScreenScene – by Bob Baker

At Your Leisure

Sympathy for Fighting Mac

NOW virtually forgotten, Dr Thomas Macnamara was a schoolmaster turned politician – and his expertise in education accounted for most of his early success.

His last job was as Minister of Labour, but before that he spent 12 years as Financial Secretary to the Admiralty, "transformed into a novice, an outsider within a closed and secretive brotherhood" as his biographer Robin Betts observes.

Yet he was to occupy this position through one of the most crucial periods in the Navy's history, 1908-20 – years that saw the naval arms race between Britain and Germany and the World War that grew out of it.

And, by this account, he made a pretty fair job of it, albeit one that ended on a sour note. Early in 1920 Basil Thomson, Director of Intelligence sent an alarming telegram to J. T. Davies, Prime Minister Lloyd George's principal private secretary:

"A combination between the lower deck of the Grand Fleet, the various Depots and Royal Dockyards to force the Admiralty and Treasury to concede to all ratings a revised increased scale of pay, as recommended by sub-committees representing the whole of the Lower Deck Societies, is actively at work."

"The Officers are said to be in sympathy with the movement, because they too will benefit financially. The whole of the lower

deck are in deadly earnest. They contend that, as the British Navy has been the primary cause of the defeat of Germany, they should be paid a wage which would place them on a footing with skilled and unskilled labourers."

"They also demand the dismissal of Dr Macnamara from the Cabinet (sic) and state positively that unless he is dismissed and their demands acceded to, they will declare a general strike in which, on a given date, the whole of the men will leave their depots, ships etc, taking with them those officers who are not in sympathy with their cause."

This turned out to be an inaccurate assessment – and in the subsequent Naval Estimates debates Macnamara received support from members of the naval constituencies. Sir Bertram Falle, member for Portsmouth since 1910, observing that he had always found him sympathetic towards all the demands of the lower deck.

A few months later Macnamara was rewarded with the least desirable post in the Cabinet, in which he proved himself to be "determined, equable, resourceful and successful in dealing with the first stages of what was to become a 15 years' unemployment crisis", earning himself the nickname "Fighting Mac".

Dr Macnamara is published by Liverpool University Press at £17.95.



How they flushed away Congreve rockets

LATEST volume, Vol IV, in *The Naval Chronicle* (Chatham £18), the contemporary record of the Navy published in the early years of the 19th century, covers the period 1807-10.

It reflects the power and domination the Navy had by then achieved across the world, with action in the Dardanelles and Alexandria, combined forces operations at Copenhagen and Heligoland and conflict with the United States. Less successful was the evacuation from Walcheren.

The source for many of C. S. Forester's tales of Hornblower – and his several imitators – this fascinating look at the Navy in the Golden Age of sail carries a long appendix on developments in gunnery and pyrotechnics.

Included is a less than favourable evaluation of Congreve's rockets: "Mr Editor, Having been lately at Middleburg, I was rather curious to learn every particular I could of the memorable siege of Flushing, where I used to go every day. Amongst other matters I inquired whether or not Congreve's rockets were capable of being extinguished in water."

"To my great surprise I was informed of many instances where those instruments of destruction had been extinguished. I was referred to an old woman named Leeche, of whom I had been told that she took a burning rocket in her hand, and plunging it into a pail of water, at once extinguished it. 'Curse your rockets,' said she, 'I thought it would have set fire to my house ...'"

Witheld – regrets for Yamato

WHEN Requiem for Battleship Yamato, a personal memoir by survivor Yoshida Mitsuru, appeared before the American censor in 1946 he wrote: "The extremely impressive contents ... cannot fail to arouse in the mind of the readers something like deep regret for the lost great battleship."

And so he withheld permission to publish.

It was not, in fact, until 1985 that the account, since acclaimed as one of the classics of the war at sea, appeared in English. It has now been published by Constable at £14.99.

The Yamato, with her sister Musashi, was the biggest battleship ever built. She had armour 2ft thick and more than 1,000 watertight compartments that were supposed to make her unsinkable. Her 18in guns were also the world's largest, capable of firing shells heavier than a motor car 30 miles.

She was the mainstay of the task force despatched in Japan's last desperate attempt to counterattack and repel the Americans at Okinawa – a suicide mission conducted in the full knowledge of its

futility, all her 3,500 men knowing there was no hope of return. There was only enough fuel for a one-way voyage.

When the attack comes, the author monitors every hit as the bombs and torpedoes strike – and details the remarkable stoicism of those who tie themselves down to avoid the dishonour of failure to go down with her.

"The final sailor presses his last four biscuits into the captain's hands, as if to show his innermost feelings. The captain takes them with a grin. As he has the second one in his mouth, he is engulfed along with the ship ..."

When the Yamato sank, 200 miles northwest of Tokunoshima, the explosion was gigantic, a sheet of flame rising 7,000ft in the air and bringing down several circling



● The Yamato explodes in a 7,000ft sheet of flame. All the 3,332 men who died in her knew they were doomed from the start of their mission.

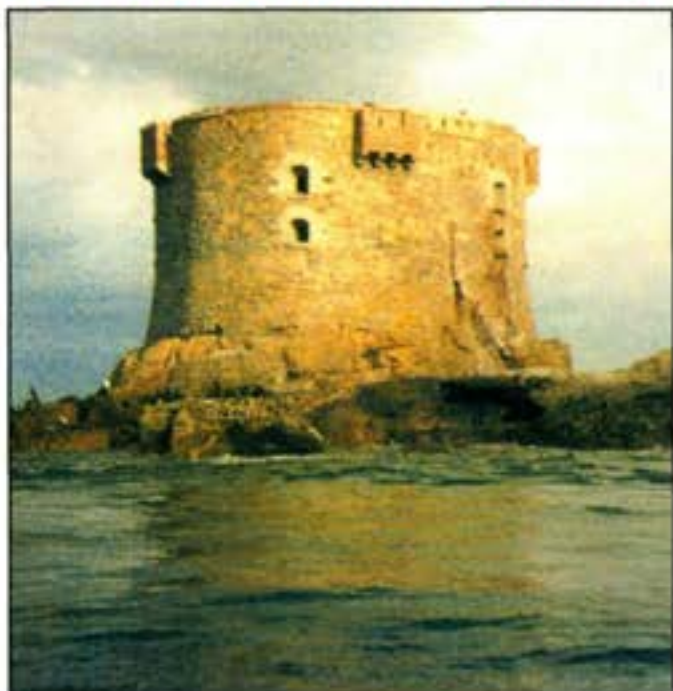
aircraft that had ventured too close. Newspapers reported afterward that the flash could be clearly seen from Kagoshima.

Yoshida came to the surface "crashing into a thick yet undulating wall overhead" – the corpses of those who rose too early and had been killed by the shower of debris. "Did they shield us with their bodies from the arrows of fire?" he wonders.

The censor branded the book "an instance of the Japanese militaristic spirit ... who can be sure that the warlike portion of the Japanese do not yearn after another war in which they may give another Yamato a better chance?"

And in 1946, it was too early to allow a Japanese sailor to demonstrate any sort of kinship with other men of the sea.

Towers of strength, worldwide



The Brehon Tower pictured here, completed in 1856 to guard the shipping channel between Guernsey and Herm, is one of over 40 Martello towers that remain today around the British Isles. Never tested in action, they nevertheless acted as an effective deterrent against invasion.

Less well known is the fact that they were also built to defend our interests in other parts of the world, in Canada, Mauritius, Australia and the Mediterranean.

Bill Clements has written the first detailed study of their construction, history and current condition in *Towers of Strength* (Leo Cooper £19.95) – in the hope that those that have not been converted into private residences may be saved from a slow decline into dereliction.

The name 'Martello', incidentally, is probably derived from the reputation of the tower at Mortella Point, Corsica, being simply a corruption of the same.

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The GANG PLANK Club

CHAT PAD

What a whopping post bag we received this month! It's really great to see so many of your pictures and photos. All the gang loved Thomas Martin's bedroom room. He and his dad have redecorated his bedroom room with a view from a Type 22 frigate - it's amazing! Poor old Rebecca Harrison, her little brother Tom is now old enough to get up the stairs and mess up her bedroom! Emily Wynn-Werninck is in with a chance in the sunflower competition. Her mum helped her to plant the seeds and they are in the greenhouse. Megan Cox wrote us a lovely letter by herself on very pretty paper.

Thanks, Michela Bedson, for your letter and a big hello to your brother who is on board HMS Marlborough, and to Richard Griffith's brother who is on HMS Invincible.

Shiver me timbers! We've been on a fair old voyage these past three weeks. First port of call was them there Chatham Navy Days where we met up with some old sea salts and some of the Gang Plank Club. We've been at sea for so long that me crew were still rocking backwards and forwards, even on the shore!

Our next sea voyage will take us to ye old port of Plymouth. We are setting sail for another Navy Days which me crew tells me happens from August 26 to 30. If ye be in the area, come and see me. I hear tell that you landlubbers will be out of them there schools this month and have lots of time to get out and about. I hope the weather will be good but just ye take care and don't let the sun make you so brown you look like a dirty pirate!



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Betty Spaghetti, the dare-to-be-different doll. Betty's secret is that she's the first ever doll that lets you mix, match and assemble your own range of dolls.



You could win one of these fabulous prizes by answering the following two questions.

- 1 HOW MANY FEET CAN THE STOMP ROCKET SOAR TO?
- 2 WHAT IS BETTY'S SECRET?

Send your completed answers on a postcard with your name, age, address and members No. to:
The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

The Judges decision is final. Employees and relatives of Navy News are ineligible.
Closing date for entries - 3rd August 1999

Jolly Jokes

Did you hear about the cargo ship that sank 17 times?

It was carrying Ye-Yos!

Now does a ghost go on holiday?

By scareoplane!

What spy was found in the river?

James Pond!

What's the difference between a monster and a mouse?

A monster makes bigger holes in the skirting board!

Did you hear about the monster who ate a sofa and two chairs?

He had a suite tooth!

What room can't you go inside?

A mushroom!

Why are adults boring?

Because they're groan ups.

What is very big and has a red face!

A monster with sun burn!

Many thanks to Paul Kitchen, Thomas Martin and Richard Wardle for this great collection. Keep 'em coming Gang!

Websites for all you groovy cats

TECHNOCAT is becoming a very groovy cat these days. Susie lent him her walkman and now he's listening to all the top tunes.

He really likes B*Witched. This is because his father was a pure black cat and everyone said that he should have been a witch's cat.

Technocat decided that it was time to check out some of his favourite groups, so he logged on to the Internet.

He has found some really wacky sites. Some of the groups even had a quiz and lots of info on the fan club and the stars. Why not take a look for yourself?

B*Witched can be found at <http://www.b.witched.com>

Boyzone are at <http://www.boyzone.co.uk>

Britney Spears <http://www.peepe.com/britney>

Robbie Williams <http://www.robblewilliams.com>

The Spice Girls <http://c3.vmg.co.uk/spicegirls/nowspice>

Some other great music sites are Top of the Pops on <http://www.totp.beeb.com> and MTV at <http://www.mtv.co.uk>



ARE YOU A POET?

THE QUEEN has just appointed a new Poet Laureate called Andrew Motion. He will be the country's leading poet.

Are you good at poems? If you have written a poem, or would like to have a go, why not send it in for our poet's corner.

If your poem appears on the Gang Plank page you will receive a special prize!

Free snaps

Captain Plank has 20 disposable cameras to give away to the first people to write to say why they should have one. Don't forget to send us your holiday snaps. There will be prizes for the best!

Happy July Birthdays!



Simon Close, Caroline Beverley, Claire Spivey, Joshua Davis, William Gwynne-Thomas, Peter Close, Luke Morton, Damien Karnstein, Darren Pickford, Sam Brooks, Joanna Conray, Rebecca Youngs, Joe Hollis, Joanne Henderson, Veronica Mollitt, Aaron Carr, Thomas Wedlake, Mesut Sexton, Alex Barker, James Wafer, Serge Dowling, David Wilson, Annabel Leigh, Kate Maxhara, David Johnson, Ben Collins, Rebecca Harrison, Krystyna Kozniowska, Sophie Russell, Emma Roberts, Eleanor Tondeur, Neil Hamp, Henry Townend, Tommy Plaister, Simone Perren, Matthew Keir, Lee Jowle, Ceri Jones, Kim Hartland, Stuart Brown, Sam Heath, Richard Griffiths, Christopher Hatton, Emma Pay, Rachael Case, Sophie Evans, Ami Plastow, James Duncan, Shane Chapman, Andrew Gemmell, Richard Wagstaff, Maurice Looker, Christopher Yorke, Sophie Kominarczuk, Scott Dowle, Stephen Rae, Zara Roberts, Megan Hughes, Katie Brunt, Liam Wolfendale, Luke Fryatt, Mark Burgess, Patrick Cunningham, Matthew White, Steven Rowe, Jack Henson, Charlene Mortimer, Scott Thorogood, Gemma Norman, Matthew Evans, James Rampton, Julie Davies, Karl Belts, William Viggers, Collette McKenzie, Andrew Cosby, Alice Huckfield, David Haselden, Naomi Smith, Amanda Hardwick, Darren Drewery, Stephen Davis, Ann Lawrence, Edward Bundy, Shaun Randall, Karina Knight, Josie Selfe, Thomas Grover, Harvey Chard-Tuckey, Alex Harrison, Timothy Linsell, Harry Roe, Emma Legg, Jonathan Gale, Heather Parkinson, Kane Kershaw, Jack Shaw, Alexander Napper, Charlotte Cooper, Sophie Luke, Andrew Freeth, James Howat, Daniel Desborough, Demenico Smith, Christopher Hawnt, David Blackwell and Sean Evans.



Judy – the dog who really *was* a prisoner of war

ANOTHER famous animal that served with the Royal Navy on the Yangtse River was the English pointer Judy – who like Simon of the Amethyst was also awarded the Dickin Medal.

On February 13, 1942, when Singapore was about to fall to the Japanese, Judy was welcoming refugees on board the gunboat HMS Grasshopper.

Later the Grasshopper was bombed off the island of Posik. Only 60 survivors made it to the shore. Judy was left trapped under a locker but was later rescued from the wreck.

The island was uninhabited and soon everyone was desperately thirsty – until Judy dug down in the sand and found a fresh water spring.

They were picked up by a passing merchant ship, but were later captured by the Japanese. Food was always scarce in Japanese prison camps and the desperately hungry prisoners stole a bag of rice from the officers' quarters.

When the guards came to search for it, the prisoners knew they would be shot if it was discovered. Sensing their fear, Judy rushed in with a skull between her jaws!

Did she know the Japanese had a horror of skeletons? Filled with alarm at the sight of the dog and its ghastly burden, the guards left the building in a hurry. They never found the rice.

Leading Aircraftman Frank Williams became Judy's master when she was in the camp at Medan. One day she had puppies and he gave one of them to the camp commandant, Col Banno – who in return for the gift for his girlfriend (who was fond of Judy) agreed that she

should have her own Prisoner of War Number to protect her from the guards' persecution.

And so she became the only official dog POW of the Japanese.

Later, when a new commandant took over, the prisoners were to be shipped to Singapore – and Frank was told Judy would have to stay behind. So he smuggled her on board in his kit bag!

The ship was torpedoed and sank and Frank was one of only 200 survivors when he was hauled on board a Japanese oil tanker. He lost sight of Judy – but she was busy helping other men struggling in the water, letting them hang on to her back as she swam them to safety in a passing boat.

Later she was reunited with her master in a camp at Singapore.

She went with him to Sumatra where he worked building a railway, helping keep his spirits up while many of his companions died of disease, starvation and despair.

When the prisoners were found to be infested with lice the Japanese ordered that Judy should be shot – but Frank sent her off to hide. Two days later the war ended and the guards went away. Frank and Judy had survived – but then they wouldn't let her join the troop ship home. So Judy had to be smuggled on board again!

Judy had to spend six months in quarantine before Frank was allowed to collect her – but then she became a national heroine.

She was awarded the Dickin Medal by the People's Dispensary for Sick Animals (who awarded Frank the White Cross of St Giles) and then went with her master to live in Tanganyika (now Tanzania), where she died in 1950 just before her 14th birthday.



● NAVY'S BRAVEST DOG: Judy and her master Frank Williams at a PDSA dog show after the war. She saved many men's lives while she was a prisoner of the Japanese.

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Winner's Corner

Sealife Competition

Winners were:

Jack Wright (11), Adam Brown (10), Kimberley Burrell (12), Connor Reid (3) and Jenna Lucey (11)

Sunsail Competition

Winner: Gary Bloom (12)

Congratulations to them all

PART SEVEN: JULY 31, 1949. UNDER COVER OF DARKNESS, HMS AMETHYST HAS BEGUN A 140 MILE DASH FOR FREEDOM ALONG THE YANGTSE, RUNNING THE GAUNTLET OF GUNS ON BOTH SIDES OF THE RIVER...

The Yangtse Incident

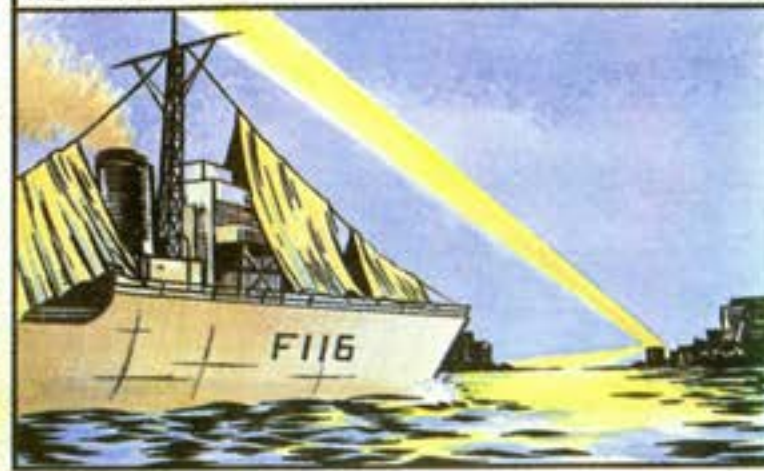
SUNDAY, JULY 31. 0055 HRS. AMETHYST COMES UNDER HEAVY FIRE OFF KEANG YIN - BUT HER BLACK SMOKE CONFUSES THE GUNNERS ON THE SHORE.



0242 HRS. (KERANS) "HUNDRED UP" AMETHYST HAS COVERED 100 MILES. THE COMMANDER-IN-CHIEF SIGNALS: "A MAGNIFICENT CENTURY".



0500 HRS. APPROACHING THE FORTS OF WOOSUNG AND PAR SHAN. THEIR SEARCHLIGHTS ARE SEEN SWEEPING THE RIVER! KERANS CALLS THE ENGINE ROOM: "EVERYTHING YOU'VE GOT! THE TEMPERATURE DOWN BELOW REACHES 65 DEGREES."



THE SHIP BREAKS THROUGH...



...INCREDIBLY, THE SEARCHLIGHTS FAIL TO TRAP HER.

SHE BURSTS THROUGH THE MOUTH OF THE RIVER - AND MAKES CONTACT WITH HMS CONSORT: "HAVE REJOINED THE FLEET SOUTH OF WOOSUNG ... GOD SAVE THE KING".

"FANCY MEETING YOU!"



KERANS IS AWARDED THE DSO - AND SIMON GETS THE DICKIN MEDAL FROM THE PDSA.

THE END

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voys, Creta), Western Desert) (Bar to DSC); Advanced Air HQ Tobruk; Furious as Asst Ops Officer (Pedestal convoy); staff of Allied Naval Commander Expeditionary Force (N. Africa, Sicily); staff of Supreme Allied Commander SE Asia; Triumph, Asne (CO); Asst Director Naval Intelligence (1953-56); Diamond (CO, Suez); UK Military

POAEM(M) - Int (18.3.99, 7; LAEM(M) -
26 (25.11.93), 17 POAEM(R) - Int
28 (3.9.91), 1; LAEM(R) - 536 (28.5.93),
POAEM(L) - Dry, Nil; LAEM(L) - 408
(13.10.94), 9; POW(R) - Dry, Nil; POW(RS)
- 686 (13.10.92), Nil; LW(R) - Dry, Nil;
OWPT - Dry, Nil; RPOW - Dry, Nil;
OWCA - Dry, Nil; LWCH - Dry, Nil; POW-
TD - Dry, Nil; LWST - 251 (19.10.95), Nil;
OWSA - Dry, Nil; LWSA - Dry, Nil;
OWTR - Dry, Nil; LWTR - 467
(4.3.94), Nil; POWTR(R) - Int (11.7.97),
Nil; POWMETOC - Dry, Nil; LWMETOC -
Dry, Nil; POWPHOT - Dry, Nil; POWAEM(M)
- Dry, Nil; LWAEM(M) - Dry, Nil;
OWAEM(R) - Dry, Nil;
LWAEM(R) - Dry, Nil; POWAEM(L) - Dry,

1000

NI; POWETS - 1067
 S - 631 (22.9.92); NI;
 NI; POWWA - 642
 A - 560 (7.9.94); NI;
 1.37; NI; POWDWA -
 DSA - 121 (9.7.91); NI;
 LENGW - Dry; NI;
 POMA(G) - Dry; NI;
 (17.8.98); NI; LOMAKW)
 (AWT) - int (16.11.98);
 13.10.98); 6; (PO/UW)
 (UW) - int (17.8.98);
 NI; LOM(EW) - Int
 W) - int (8.9.96); NI;
 980; NI; POIC) - Int
 (17.8.98); NI; LOM(C) - Int (3.7.96); 7;
 (PO/SSM) - int (18.2.98); NI; LOM(SSM) -
 (29.7.97); NI; PO(TSM) - 77 (14.11.96); NI;
 LOM(TSM) - Int (30.1.97); 1; PO(CSM) - Int
 115.2.97); NI; LOM(WSM) - Int (7.7.99); NI;
 POWSSM - 85 (5.11.96); 3; LOM(WSM) -
 606 (11.6.92); 2.

The basic dates quoted for ratings in the
 following categories, which have no examina-
 tion for the next higher rate, are applied in
 accordance with BR10656 Chapter 22:

POWTEL - 913 (28.4.93); NI;
 The number of 813s issued in the female
 categories are those advanced from the
 female shore roster.

POWTEL - 913 (28.4.93), NR;
The number of B13s issued in the female categories are those advanced from the female shore roster.

Wolfie's colleagues remember him as a humorous, compassionate and helpful man. His wife, Rosie, is a steward with the Second Sea Lord's retinue.

Lt Cdr (S) A. J. Corby. Service: Wolfe,
 Woolwich, Battleaxe, Ariel, Dolphin,
 Collingwood, Roake.
 Cdr (E) D. P. Douglas-Morris. Service:

To CPOAEM(R) - A.P. Trust (815 Fr 226).

CPOAEA(R) S. J. Burns, NSM Team 1, MASU, DARA Fleetlands, Gosport (9080 44555), drafted CNAIC Master, Cumber, Aug.

A. W. (Bill) Colesell, Kingston upon Thames, Ex-Sto.1, served 1943-47 and in RNZN 1948-51. Ships: Cabot, Pembroke.

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2498

Team is careering ahead

The Continuity Drafting aspects of this trial are applicable to OM1/OM2 ratings of the 6th Frigate Squadron, but in practice all Devonport Warfare Branch junior ratings have direct access to Drafting Staff for "career" advice. If successful, there will be potential to expand across all branches and into other Base Port areas.



□ The Royal Marines currently have a Careers Helpline where individuals can receive information on courses and drafting. This ini-

Prior to the selection boards a full audit ensures that the promotion dossiers of all eligible ratings are presented to the Selection Boards, complete with an up to date C2641 (or in the future S3300C). DCI RN 119/98 provides full details.

A signal was released at the end of May providing a full list of all those who are included in this group. Whilst it still remains the individual's responsibility to ensure that he or she is qualified in all respects for advancement, a few identified in the signal are currently ineligible because, for example, they have yet to complete Leading Rates Leadership Course or Leading Rates Qualifying Course.

The RCMO is pro-active in looking at all aspects of Career Management of Ratings, but if you have some feedback or useful suggestions, don't be shy, let us know. We look forward to hearing from you.

LWSTD A shore-billet for HMS Raleigh, Quarters Assistant Revenge Sqn, required ASAP for 12 months.

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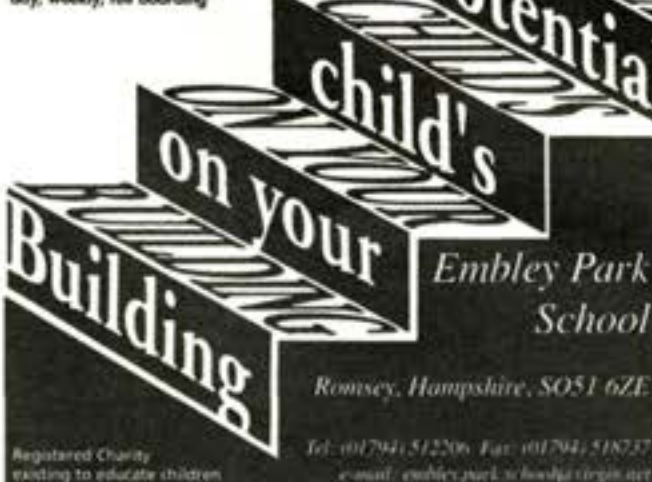
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At Your Service

Calling Old Shipmates

HMS Hornet: K. Barfoot seeks Alfie or Alfred Stinger (88) who did national service with him at Hornet in 1950. Last known of in Croydon area. Contact K. Barfoot on 01489 690012.

HMS Afridi: Sunk by dive bombers off Namsos (Norway) May 3, 1940 while evacuating troops. It has been reported that Ray Bowyer (then a Ldg Sig) died on Feb 27 1999. Are there any more survivors from the Afridi? Harold Kirk (now 78) was then a signaller and one of the youngest on board, and wishes to renew acquaintances. Contact Harold on 01472 350301.

HMS London 1960-69: Derek McQuarrie wishes to contact former shipmates of his father, Stoker Alexander Mac McQuarrie, and perhaps arrange a surprise reunion. Mac served in Aden, Hong Kong and Far East. London rescued a Gulf fishing boat at the time. Contact D. McQuarrie, 72, Towford, Dringthorpe, Irvine, Ayrshire KA11 6E2, tel: 01294 215405, e-mail: mcquarrie@compuserve.com

TS Amethyst (Whitewyn/Hatfield Sea Cadets), will hold a special evening to commemorate the Yangtze Incident on 2nd July. Anybody who would like to come is invited to phone Phil Haynes on 01707 264184.

Portsmouth Field Gun Association: With the Royal Tournament ceasing at the end of 1999, Portsmouth Field Gun will not be the same after August 1999. Those of you associated with, or who have run 'Out Back and Home' and are not members of the PFGA will be forgotten. Keep in touch. Contact No.1, Pat Fattis, PFG Office, HMS Excellent, White Island, Portsmouth for an application form and join the Association.

4th Destroyer Squadron Association is looking for former ship's companies of HMS Agincourt, Alame, Barossa and Corunna 1949 to 59, for the newly formed association. Contact Terry Parker, 54c, Charlton Rd, Folkestone CT20 1DD, tel: 01303 249242.

HMS Labuan, 2nd EG 1944-46: Ex-engine room branch, including WO/Eng Ennis, Sto/PO Buster Brown, L/Sgt Farran, Bagshot, John Lovey (RNZN) - ring Arthur Jarrod 01277 821061 or Joe Hornby 01243 376009.

HMS Penelope Association: Calling shipmates of the wartime cruiser or the Leander-class frigate to join the association. Reunion planned for Feb 2000. Contact Mike Bee, 1 Oddells Way, St. Michaels, W14 9AB, e-mail: mikubee@btinternet.com

S44-S45 Artillery Apprentices: John Bennett and Malcolm Priest with a view to corresponding and possible reunion in 2000. Contact M. Priest, 60, Church St, YASS, NSW, Australia 2582 for those in the southern hemisphere and J. Bennett, 9 Queensmead, Datchet, Berks SL3 9BW for the rest.

HMS Roxborough 1940-1944: Ex-crew wishing to contact shipmates write to Bert Whelan, 28, Crosby Rd, London E7 9HJ.

HMS Excalibur: If you are interested in joining the next reunion, contact George Rose on 0151 625 1432 or write to 37, Backhouse Hill, Wyrall CH48 6BB, or e-mail: georgerose@btblackhorse068.co.uk

Forward Support Units 01.02.03: If you

served on the FSU's between 1990-92, please get in touch with Terry Gooding, 22 Glencon Ave, Dalgety Bay, Fife KY11 9XL, tel: 01363 823528, fax: 01363 820156 or e-mail: terryg@btinternet.com

HMS Loch Lomond, 1955-56 East Indies: Seeking A/B Howard, Bamel and Ernie Hollis, Ldg/Sea Geo Snowden, Lt Reid the Navigator and Lt Parry. Other Loch Class crews interested in the Loch Class Frigates Association can also get in contact - next reunion in April 2000. Contact Edward Freathy, Elmbank, Marlow Rd, Bourne End, Bucks SL8 5NL, tel: 01628 523711.

HMS Loch Lomond: Calling all ex-Lomonders! It has been suggested that an association be started. Contact Ron Blanchard, 177, Kinghorn Rd, Burnside, Fife KY9 9JP, tel: 01592 872309, or Norman (Taff) Watkins, 24, Leslie Terrace, Perth, Mid Glamorgan CF29 8TD, tel: 01463 687370.

Electrical Apprentice 1950 Series 10: Reunion next year in Portsmouth. Seeking: Dodd, Constable, Ewbank, Cook, Chantler, Mansland, Stanley, Morgan, Potts et al. Ring Brian Waterson on 01752 777042.

Reg Bird and Len Jameson: Ron (Monty) Hale and David Ditcher want to contact Reg and Len, ex Tibbury Bay, last commission, plus others interested in reunion. Also old Anson 24 Mess, 96 Recruitment 1956, personnel. Contact 01622 675600.

Royal Naval Communications Association (RNCA): Any Communications, serving or retired, who would like to join or need more info about the Association should write to Dave Brown, 25 Charlton Rd, Ganges 1950 221/222 classes, Gypsy Mess, Greenville Division: Get in touch for a get-together next year. Contact Vic Denham, 92 Swallow Rd, Larkfield, Aylesford ME20 6PZ.

HMS Brilliant WINS Reunion - The Originals: A reunion is planned for the original Wrens who joined Brilliant on Oct 8, 1950, and those who joined prior to the Jan 91 Gulf deployment. Contact POWWTR Jan Webster, SEC(PA) FONA HQ, Yeovilton BA22 8HL, tel: 01303 455389 (daytime).

HMS Jaguar 1967-70: Stoker Alan (Gupta) Saxton will be getting together with other stokers in the near future. Contact Alan on 0115 922 2585 or 0115 950 7741 ext. 265 (work).

July

Portsmouth Field Gun (69 crew) reunion at the Home Club, Portsmouth on July 2. Details from Peter Scott, 56, Kingsley Rd, Milton, Portsmouth PO4 8HJ.

Fast Minelayers S-E Branch meet at noon in the RMA, C. Sagarita St, Kennington on July 5. Ring 01603 437652 or write to Ray Moore, 89 Watling Rd, Norwich NR7 9TG.

HMS Manchester Association: Lunch/AGM on SS Sheehall, Ocean Village, Southampton, July 24; service at St Ann's Church, Portsmouth Naval Base July 25. Details: M. Broad, 2, Park Farm Rd, Purbrook, Hants PO7 5HN, tel: 01705 268696.

August

HMS Pheasant 1943/46 reunion at Sinah Warren Village, Hayling Island, Hampshire on August 13. Contact B. Dowding, 1, Dymchurch Close, Clay Hall, Ilford, Essex, IG5 0LB, tel: 0181 924 5158.

SERIOUS COLLECTOR (ex Royal Marine)

Wishes to buy envelopes, with or without contents, to or from Royal Marines world-wide. In particular, 41 Independent Cdo, Korea 1950's, RM forces in France 1944-46 etc. Any period, the older the better, but also, Bosnia and KFOR etc. Must show either country of origin or similar proof of identity. Good prices paid, all letters answered.

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Crownhill, Plymouth PL6 5EG, enclosing SAE, tel/fax 01752 219472, or email: RMCASE@btinternet.com

Submarine Medical Branch: It is hoped to organise a reunion for all members, serving and retired, this year. Contact Bill Nimmo-Scott on 01672 810751 or CCMT Keith Hall on 01436 674321 ext 3395.

HMS Jaguar 1967-70: Stoker Alan (Gupta) Saxton will be getting together with stokers from that commission in the future. If you wish to join them contact Alan on 0115 922 2585 or 0115 950 7741 ext. 265 (work).

HMS Deersound - Pacific Fleet 1944-46 FAA: Ship's company, in particular AAs Eddie (Basil) Edwards, Wiggie Bennett, Lofly Thomas - Syd Ormond wants to hear from anyone who remembers him. Contact Syd at 11, Towards Court, Poanmill Rd, Prestwick, Ayrshire KA9 2AY, tel: 01292 671935.

Ex AB T Egan-Fowler, on holiday from South Africa, would like to contact old shipmates, especially from HMS ship Nigeria, Rapid, Royal Albert and Euryalus 1946-55. Keen to contact Bernie Rowley (Brum), Euryalus, and Bruce Risby ex NP1749 Hamburg - he was best man to both. Contact care of sister at 47, Turner Rise, Gadsby, Leeds LE2 5SH or 01162 718528.

HMS Ocean 1956-58: Ken (Bugsy) Baker, Admiral's Barge driver, seeks John (Lani) Crile. Last seen when HMS Crane left Singapore for home. Used to live outside Glastonbury in Hayat. Tel: 01903 690290.

HMS Loch Class Frigates is the new name for HMS Loch Quich and Sister Ships Association. The Association is open to every

September

HMS St George, Benbow 207, 1940/1, in particular, 203-6, welcome at the Royal Salors Home Club in September. Contact Alec Bernersson on 01705 662487.

HMS Orion Association are looking for shipmates 1934-49; reunion at the Royal Fleet Club, Plymouth, Sept 9-10. Contact Grant West, 28, Stratford Rd, Great Glen, Leicester LE5 9QH, tel: 0116 259 2171.

HMS Caprice (World Cruise 1968) Asst: Seeking crew members of 1967-68 commission for reunion, Tamworth, Sept 11. Contact Phil Evans on 0161 681 9044 or write 68, Leicester Rd, Fallowfield, Manchester M20 9QY.

HMS Falcon (Haltar) reunion at Tamworth RMA on Sept 18. Contact Alan on 01827 282304.

Castle Class Corvette (Frigate) Association reunion at Babacombe Sept 24-26. Details: Mike Biffen, 81, Beakes Rd, Snettisham IP87 5PS, tel: 01121 429 3895.

HMS Triumph, 5th Reunion: September 25-27 at the County Hotel, Llandudno. Contact Eric Buckner on 01228 514570.

Russian Convoy Club (Yorkshire, West Riding Branch) reunion Sept 29 at branch HQ, Eastborough Working Men's Club, Batby St, Dewsbury at midday. Details from Cyril Gaurt, 5 Moorland Close, Gildersome, Leeds LS27 7DH, tel: 0113 253 0596.

HMS King George V reunion at the Post House, Leicester, from Sept 30 to Oct 3. Details from Jack Kirby (01327 703479) or Bert Kent (01277 214810).

October

HMS Crane Reunion, Oct 99: For those who can't attend on the 1st in Nottingham, a 'lampswinging' weekend will be held in Pompey on the 8th. Details from Ringo on 01344 640983 or SAE to 39 Red Rose, Binfield, RG42 5LD.

RN Writers Association reunion dinner on Oct 8 at the Home Club, Portsmouth. Info from M. C. Hayward, 44, Jarvis Drive, Gosport PO12 4QZ, tel: 01705 420269 or HMS Dryad ext 4334.

HMS Ganges 1945/46 Intake, Comms Classes 201/202 reunion is on October 23 at the Bear Hotel, Havant. Any ex-boy Tels/Sigs not in touch, contact Chris Walklett on 01705 594431 or Geoff Bray on 01329 312068.

November

HMS Constance 1945/51 Association reunion in London on Nov 13. Details from Ernie Balderson, 43, Old Place, Sleaford, Lincs NG34 7HR, tel: 01529 413410.

RN Photographic & Branch Reunion variety of events culminating in Buffet/Dance in HMS Nelson on Nov 19-21: tickets £10. Send SAE for info pack to Ian Wrighton, 7, Minster Close, Farnham PO15 5PB, tel: 01329 845412 - also for enquiries about the Naval Photographers Association.

March 2000

Ceylon Revisited - 4th to 20th March 2000: Ex-service personnel/families: reunion in Sri Lanka. Visits to forces establishments and places of interest. Details: Ron Harrison, 'Gramercy', Woodland Ave, Hartley, Longfield, Kent DA3 7BZ, tel/fax: 01474 704819.

April 2000

HMS Ganges Association reunion at Pontins, Lowestoft from April 7-9. Info from Dickie Doyle, 16 Park Hall Cres, Birmingham

■ Material submitted for this page should be brief, clearly written or typed, and addressed to The Editor.

■ Entries are free of charge, but repeat items can only be inserted on payment of our run-on advertising rate - contact 01705 725062.

■ Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.

■ There may be a delay before items appear, due to the volume of requests.

Over to You

Alfred Franklin: November 12, 1943 - Nile (Mosquito ML358), off Leroc Island, Aegean Sea - Alfred Franklin (Gunner) presumed lost. Alf's married sister Shirley seeks info and contact with Alf's shipmates. Tel: 0116 2387553 or e-mail: gorgogill@aol.com

HMS Resolution: A/B William Barton's grandson has just placed photos from his late grandfather's RN service on the Internet, and needs to identify ships. Please look at <http://www.speedy180.freeserve.co.uk> to see if you can identify them. You can post replies via the e-mail address attached.

HMS Rance: Did you travel across the USA, through the Rockies to Vancouver Island to commission HMS Rance? Where are Cliff Fryer and Spike Dorey? Contact S. Tiffin, 2, Falconry Court, 7, Fairfield South, Kingston KT1 2UB, tel: 0181 549 0326.

A-Leading Stoker Joseph Edward Smith: Was on HMS Hyperion and transferred to Free French ship Brian le Bas, in which he died, Dec 14, 1940. As far as is known there were only three French survivors. His sisters wish to contact anyone who knew him. Contact Mrs N. Matthews, 9, Cotton Drive, Hertford SG13 7SU.

Britannia Royal Naval College wants to fill omissions in the collection of passing-out photos. The periods are from Easter 1972 to Sept 1974 and 1977 to 1981 inclusive. BRNC would be grateful for the loan of photos to allow copies to be made. All photos would be returned safely. Contact Jane Harold, BRNC, Dartmouth TQ6 0HU, tel: 01803 677247.

HMS Jackal, March 1941: If you served in her, contact Keith Denny on 01753 842222 or fax 01753 842244.

Don Oliver: Mrs Pauline Cooke would like to hear from old shipmates of her father PO Oliver, who served on LCI(L)s, and on the staff of 25th Flotilla LCI(L). HMS Phoenix. Contact her at 5, Manor Close, Little Snoring, Fakenham NG13 6JP.

Stokers' Corner: In order to improve a Naval photographic and memorabilia display Les Kennedy wants to include a Stokers' Corner, but needs a safety lamp used to test for gas. If you have one you would sell at a reasonable price please contact Les on 01206 303161.

Henry Joseph Prendergast served in HMS Ivanhoe as Chief Stoker from 1937 to 1940 and was twice mentioned in dispatches, one at Dunkirk, the other when Ivanhoe went down. His daughter would like to know more about her father. Is there an HMS Ivanhoe Association? Please contact L. Robinson, 2, Argent Terrace, Silverhead Rd, Chalfont MK5 0UE.

Damaged submarine: In mid-1940, an RN submarine was damaged off Southern Norway. HMS Fame, in which W. Cook was serving, was sent but was attacked by Stukas and was ordered to Rosyth. Can anyone recall the submarine and what became of

her? Contact W. Cook, 4, Liberton Brae, Edinburgh EH16 6AE, tel: 0131 664 9760, e-mail: Rdand@btinternet.com

HMS Southdown: Would anyone who served in this Hunt-class destroyer during 1944-45 please phone 01263 860021.

HMS Zulu: Robert Godwin seeks info on the ship, sunk in the Med in 1941, and his uncle, Stoker Robert Anderson, born near Glasgow in 1914. Are there survivors who knew him? Photos of ship or crew appreciated. Contact Robert at 01705 723622 or fax 01705 726900.

HMSMs Traveller and Oberon: Pats Whitehouse seeks photos (or copies) of these boats to complete a portfolio of vessels served on by a deceased brother. Contact Pats at Huddersfield RMA, 4, Bradley Grange Gardens, Huddersfield HD2 1QX.

HMS Laver: To bring a little nostalgic joy to an ailing old shipmate Len Lloyd is trying to find a photo of this wartime Flower-class corvette. Contact Len at 91, Redhall Rd, Lower Gornal, Dudley DY3 2HN, tel: 01384 214786.

Owen Earl Dingle: R. Goodchild seeks info on Owen Earl Dingle, discharged RN 1955. Was Boy Seaman, HM Training Ship Lydney, Glos, approx 1940. Contact R. Goodchild, 36, Crouch Court, Tewkesbury, Glos GL20 5TH, tel: 01684 298488.

HMS Defiance II originally HMS Inconstant, iron frigate of 1866: If you have a good photo of this ship please contact R. Rumsey, Eyecottwood Cottage, Rendcomb, Cirencester GL7 7EP, tel: 01285 831388.

HMS Birmingham 1943/44: Duncan Gail seeks info on his dad, W. Gail, who joined Collingwood and Victory in 1941, HMS Lanka, Ceylon, before joining Birmingham. Born Dundee, 1906, died Portsmouth 1959. If any shipmates remember him contact Duncan Gail, 13, Winton Rd, Copnor, Portsmouth PO3 0JU, tel/fax: 01705 643363, e-mail: Duncan@btinternet.com

National Service 1945-52: Posted/trained/lived in Wiltshire? Willing to complete a short survey? SAE provided for reply. Please phone John Friend at MOD Abbey Wood on 0117 91 32666.

Operation Iceberg: Would anyone involved with this operation - the invasion of Okinawa - contact Graham Fooks, PO Box 571, Cocktown, 4871, Queensland, Australia. During this operation Graham was in HMSA Quickmatch, escort destroyer to HMS Victorious.

HMS Jaguar 1941: Ernie Smith seeks survivors of this destroyer in which his late brother John/Jack Smith served. He has a photo possibly taken on ship. Write to Ernie at 1, Ebor Court Mews, Northallerton, North Yorks DL7 8RY.

Battle of Jutland: A lady is trying to find out about her late grandfather, John R. Wilson, who served at Jutland. She has no further ID. If anyone can help, please contact Sid Wallace, 284, Point McKay Terrace NW, Calgary, Alberta, Canada T3B 4V5, or e-mail: swallace@home.com

HMS Newfoundland Association 1942/59 now has a website at www.pchalford.freeserve.co.uk/hmsnewfoundland.htm with Tom Roxby@btinternet.com and peter@chalford.freeserve.co.uk as e-mail correspondents. Details of association, history of ship, selected articles from association newsletter and forthcoming events. Tom Roxby - tel: 01260 279819.

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In the latest in his special series of articles to mark *The Nelson Decade*, Deputy Director of the Royal Naval Museum Colin White looks at one of the most controversial incidents in Nelson's career – the civil war in Naples in the summer of 1799.

On June 30, 1799, Commodore Prince Francesco Carraciolo of the Neapolitan navy was tried for treason and hanged. Neapolitan officers conducted his trial and he was executed on board the Neapolitan frigate *Minerva*. But the trial was held in a British battleship, *HMS Foudroyant*, and a British admiral – Horatio Nelson – confirmed the sentence of death.

Nelson had arrived in Naples on September 22, 1798 to a rapturous welcome. His stunning victory at the Nile on August 1 appeared to have changed the course of the war. The invincible French had received their first major check and the Mediterranean had been transformed into an English lake by the elimination of the French fleet.

On November 15, Britain's ascendancy was reinforced by the capture of Minorca by Commodore Sir John Duckworth, giving the Navy a secure Mediterranean base once more. A fortnight later, King Ferdinand of Naples and Sicily entered Rome in triumph at the head of his army, having driven out the French occupying forces. Feeling that his task in the Mediterranean was complete, Nelson began to talk of returning home to England.

But his sense of completion was premature. The French quickly struck back. Within a week, Ferdinand had been forced to leave Rome and by the middle of December, the French army was threatening Naples itself.

Ferdinand fled, with all his court and treasure, in Nelson's flagship *HMS Vanguard*, to his second capital of Palermo in Sicily, leaving his Neapolitan subjects to their fate.

On January 27, 1799 the French armies entered Naples and the Parthenopean Republic was proclaimed. Although supported by the educated middle classes and liberal aristocracy, the new republic was bitterly disliked by the ordinary Neapolitans, most of whom remained fiercely loyal to their monarch. And so the seeds of a bloody civil war were sown.

Nelson's hopes of a triumphant return home to England were shattered by these events. The original advance on Rome had been undertaken largely on his advice and so he felt responsible for the disaster that had followed. Ferdinand and his anglophile queen, Maria Carolina, saw Nelson as their only hope of salvation and made emotional appeals to him not to desert them. And then

there was Emma Hamilton... Nelson had arrived in Naples a physical wreck. The strain of the long campaign preceding the Battle of the Nile had taken its toll and he had suffered a severe head wound resulting in prolonged concussion. Emma nursed him and, at the same time, loaded him with praise and flattery. Still only 34, she was a powerfully attractive woman with a beautiful, girlish face, long flowing auburn hair and generous curves. Like so many men before him Nelson gradually fell under her spell and by February 1799 they had become lovers.

Emma and her husband Sir William Hamilton, the British ambassador to Naples, were passionate in their commitment to the King and Queen and added their persuasive voices to the royal requests that Nelson should remain and help Ferdinand to regain his throne. This was his first encounter with the complexities of international diplomacy and court intrigue and he was, quite simply, out of his depth. He allowed himself to become too closely involved with one particular aspect of the campaign – a more experienced commander would have remained aloof,

Troubridge with a small squadron to blockade Naples from the sea. By the end of April it looked as if the war in Italy was once again going the allies' way.

But at this crucial moment the French made a bold strategic move which threatened the whole delicate balance. Twenty-five battleships under Admiral Bruix escaped from Brest and entered the Mediterranean, accompanied by 17 Spanish ships from Cadiz. This powerful fleet represented a major threat to all British operations in the area and so the commander-in-chief, Lord Keith, ordered all his scattered forces to concentrate off Minorca.

Nelson was torn in two by this order. All his sense of duty and a lifetime's training required him to obey his senior officer's order and sail to Minorca; emotion, and his infatuation with Emma, tied him to Palermo.

At first he compromised by sending ten of his ships to Minorca, while remaining at Palermo himself. But then came the news that the Combined Fleet was sailing eastwards and might be heading for

'He was out of his depth ... a more experienced commander would have remained aloof, giving himself greater flexibility'

giving himself greater flexibility.

In Naples itself, a counter-revolution had already begun, led by Cardinal Fabrizio Ruffo who, though a churchman, was also a statesman and soldier. He landed in Calabria in early February and was soon marching on Naples, backed by enthusiastic peasants. One by one the revolutionary-held towns fell to his army and everywhere there were scenes of terror and slaughter as the victorious monarchists took their revenge on the people they saw as rebels.

Nelson supported Ruffo's campaign by sending Capt Thomas

Naples itself to assist the rebels in their fight. This finally galvanised Nelson into action and he concentrated his fleet off the island of Marettimo, on the west coast of Sicily.

In the meantime, Cardinal Ruffo's forces had reached the gates of Naples. Nelson had left a frigate, *HMS Seahorse*, commanded by Capt Edward Foote, to maintain the blockade and so it was Foote who now established contact with Ruffo as the reconquest of Naples entered its last stages. The rebels withdrew to the great forts defending the port, from which only a major assault would dislodge them. Knowing that the French fleet was at large and fearing that it might arrive and relieve the forts, Ruffo decided, with Foote's reluctant agreement, to make terms, agreeing to allow the revolutionaries free passage to Toulon and that the campaign in Naples was reaching a climax, he had brought his whole fleet with him to finish the business.

No sooner had the terms of the truce been agreed than sails were sighted on the horizon. The first thought was that the French had, after all, managed to come to the rescue of their beleaguered colleagues. But in fact it was Nelson. Learning that the Combined Fleet had retired eastwards to Toulon and that the campaign in Naples was reaching a climax, he had brought his whole fleet with him to finish the business.

When Nelson was told of the truce he angrily repudiated it. Ruffo's orders from Ferdinand had been specific. There were to be no negotiations with the rebels: unconditional surrender was required. Nelson, supported by Sir William Hamilton, claimed to be acting on behalf of the King and indeed, a few days later he received formal confirmation of his position from the King.

But the effect of this decision on the captured rebels was catastrophic. Instead of sailing to safety in France, they were handed over to the victorious monarchists and a bloodbath of reprisals began. First to be executed was Prince Carraciolo, who had commanded the Neapolitan naval forces during

● Leonardo Guzzardi's strange portrait of Nelson, made at Naples in 1798-99, shows him at his most frail, still suffering from the severe head wound he suffered at the Nile, his hat pushed back above the scar.

Not what England expects?

the short-lived republic. He argued, in his defence, that the King had deserted his people, leaving loyal subjects like himself in an impossible position: but he knew he was doomed.

Even his pleas to be shot as befitted an officer and gentleman and for a stay of execution to allow time to prepare himself for death were turned down by an implacable Nelson, now acting on the King's behalf.

For the rest of the rebels, the end was even less dignified: a hangman's noose in the large central square in front of a jeering crowd.

Of course, Nelson himself played no part in this bloodbath – it was the inevitable end of the sharp internal divisions in Naples, revealed by the civil war. But his presence, along with his fleet, in support of King Ferdinand's savage revenge, left an unpleasant memory in Naples that has yet to be erased.

Nelson's close personal involve-

ment in what was essentially a civil war was controversial at the time and historians still argue over whether his behaviour represents a blot on his reputation or another example of his ability to act decisively in a complex situation.

Certainly, the successful re-conquest of Naples marked an important turning point in the war. With the help of Russian and Austrian armies, the French were driven out of much of northern Italy. Tuscany was evacuated in July and in August a small British Naval force actually rowed up the River Tiber and planted the Union flag above the Capitol in Rome.

But it had been a thoroughly vicious and bloody conflict, as civil wars so often are, with much bitterness and cruelty on both sides and, as one of the key players, Nelson must bear some of the responsibility. It was, and still is, an unhappy and uncomfortable interlude in his career.



● Emma Hamilton, a close friend of Queen Maria Carolina, began her affair with Nelson during the Neapolitan revolt. This portrait by Johann Schmidt was done the following year and was the one Nelson kept in his cabin at sea

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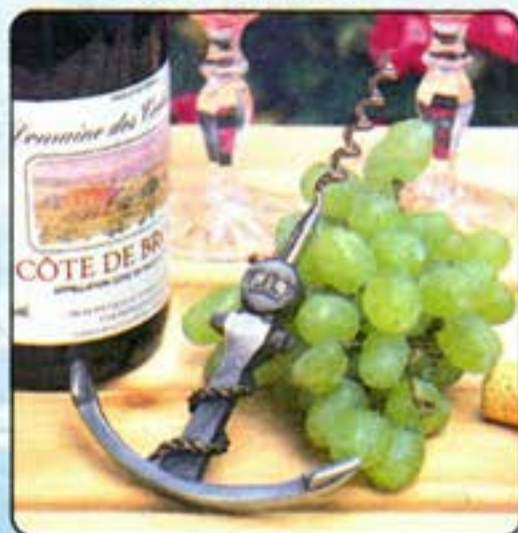
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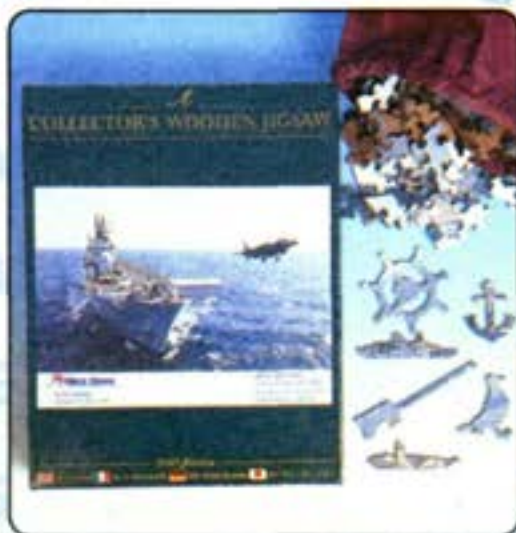


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Money Matters

Tax free investing

THE INDIVIDUAL savings account (ISA) is a new way to save and invest tax free. It has been introduced by the Government to encourage more people to put aside money for the future.

Their principle benefit is that there is no personal income or capital gains tax to pay on investments in an ISA, even if you are a higher rate taxpayer. Additionally, for those familiar with PEP investment, the greater choices available in ISA will be very welcome.

ISAs act as a tax-free shelter, offering three different types of components: stocks and shares, cash and insurance.

Maxi and Mini ISAs

When you invest in an ISA you have a choice of investing in a mini or a maxi ISA. A maxi ISA allows you to invest in one ISA with one ISA manager in a tax year. The maxi ISA can include all three components, stocks and shares, cash and insurance, or just two of them. A maxi ISA must, however, always offer a stocks and shares component.

A mini ISA allows you to divide your investment between up to three different ISA managers. So you could choose to invest in a stocks and shares mini ISA with one manager and a cash mini ISA with another.

So, how do ISAs work?

Each tax year you may invest up to the Government's limit in ISAs. How you wish to split that money will largely determine you ISA choice.

And finally a word about CAT standards. The Government has published set of standards against which ISAs can be compared. ISA managers with products that meet these standards can advertise their ISAs as having CAT standard, so called because the standard concerned, Cost, Access and Terms.

An ISA that meets the CAT standard is not necessarily a good buy and similarly one which does not have a CAT standard may not be a bad buy.

As with all investments, it is important to take into account many factors that you may choose to consider.

Stephen Abbott (MLIA dip) is a financial planning consultant and he represents only the Allied Dunbar and Threadneedle Marketing Group, which is regulated by the Personal Investment Authority in relation to life assurance and pension products of Allied Dunbar and the investment products of Threadneedle.

The Threadneedle Individual Savings Account (ISA) is a single-premium, medium to long term investment vehicle which is designed to provide a tax-free lump sum through a range of funds which cater for the needs of all investors.

The value of your investment and any income from it may go up as well as down. Exchange rate fluctuations may cause the value of overseas investments to fall as well as rise.

Tax concessions are not guaranteed, their value will depend on individual circumstances. From April 6, 1999, ISAs will be free from income and capital gains tax and a tax credit of 10 per cent will be reclaimed on UK equity dividends within them until April 5, 2004.

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Take control of your finances

FINANCIAL planning is not everyone's idea of a fun time, but a little more control of your budget can pay dividends.

After all, if you don't care about your financial state, why should anyone else worry?

The Office of Fair Trading suggests there are three steps to financial planning:

- Take stock of your financial position
- Try to envisage your future needs and goals
- Decide what actions you are going to take to meet them

Nothing more than a clear head, a pen and paper are needed – as well as details of household finances.

Of course, some goals may be more than a little ambitious – you

must be realistic, and if necessary, prioritise your targets.

Of course there are major hiccups which send the plans awry – a pregnancy, or a job loss, for example – but it is easier to amend an existing strategy than just muddle through and hope for the best.

Mortgages are a major expense over a long period – typically 20-25 years, and a lot of thought should go into the best type of mortgage for your circumstances.

The two main considerations are:

- Choosing the type of mortgage
- Choosing which lender to deal with

The basic choice is between a repayment mortgage (gradually repaying the sum lent) or an investment-linked method, paying just the interest and building up a sum

of money to pay off the capital at the end of the mortgage.

There are many variations on the theme, but above all remember that a house or flat is a home, not an investment – if you fail to keep

up the payments, you may lose it.

And whatever the value of the property, you won't realise it until you sell and find somewhere else to live.

Another important point is that

although repayments may come easily now, if interest rates rise significantly in the next two decades, you may find yourself overstretched.

Another consideration is insur-

ance – protecting yourself against misfortune.

The risk of fire, for example, may be small – but insurance protects you from this small risk, which would prove expensive if it ever happened.

Apart from the familiar home and contents insurance, and motor insurance, there are many other risks you can protect yourself from, including illness (private medical insurance), loss of income through illness or disability (permanent health insurance) and serious illness (critical illness insurance).

Details of these, and many other financial issues, can be found on the Office of Fair Trading website: <http://www.oft.gov.uk>

Creditable behaviour

CREDIT can be a useful way of paying for major items, by spreading the payments – but beware of possible snags.

For example, the Office of Fair Trading warns you not to take out a loan for longer than you need – the figures may

look smaller, but usually end up more expensive.

Also be wary of taking out more than one major credit purchase at one time – it's easy to overstretch yourself.

It is also easy to allow a number of smaller purchases, on a credit card or from a mail-order catalogue, to build up. It is

important to keep an eye on the overall totals.

Booklets on credit and debt are available from the OFT website (see right) or from OFT, PO Box 366, Hayes UB3 1XB, tel 0870 6060 321.

Don't hide your debts

THE BILLS can't be paid. You're behind on the mortgage. The credit card total is colossal....

You could carry on regardless and hope for the best – but the bills won't pay themselves.

The answer, according to the Office of Fair Trading, is to face up to your problems, and you start by contacting your creditors.

The earlier they are warned of impending problems, the more sympathetic they are likely to be – but then you must get your act together.

An action plan could include the following steps:

- Find out how much you owe
- Work out your income
- Estimate how much you

spend

- Can you make any savings, or sell something to meet the bills?
- Talk to your creditors – prioritise your bills and make a fair offer of payment.

Beware of borrowing further loans to get out of debt – and don't allow creditors to harass you, which may amount to illegal activities.

You can get free advice from a Money Advice Centre or Citizens Advice Bureau.

You can also get advice on the National Debtline (0121 359 8501) or the Consumer Credit Counselling Service (0345 697301).

Source: Debt, an Office of Fair Trading leaflet.

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Money Matters



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RAC Terms of Membership apply. Navy News prices quoted are for continuous payment methods only - other methods of payment available on request. Discounts only apply to certain service levels and all details are correct at time of publication.

Health care cover – a guide to what suits you best

IF SOMEONE asked you how many insurers offer private medical insurance, what would your answer be?

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Prices vary widely and what is cheapest now may not be when you are five or ten years older. And the cheapest does not always give best value for money.

The ever-increasing choice makes it even more difficult to be sure of buying the policy that is right for you, especially as some insurers spend little on publicity and so are difficult to find.

Health Care Matters, an independent intermediary, has produced a consumer's guide to help you decide on the cover that is best for you. Call them on 01300 320222 for a copy and genuinely unbiased advice.

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For further information please contact Captain Carl Bagwell on 01797 225225. For a job description and application form please call John Grantham on 01732 223228. Completed forms should be returned to him at Environment Agency, Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent ME19 5SH. Closing date for receipt of applications is 15 July 1999. Previous applicants need not re-apply as they will be considered in conjunction with replies to this advertisement.



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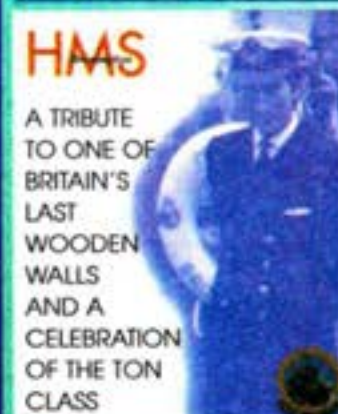
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For more information on any of the above positions or the Royal School of Military Engineering in general, telephone Mr John Parry on 01634 822820

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BMW roadster rolls out early

BMW has brought forward the launch of the revised Z3 roadster so that it is on sale now, a month early, with strong customer demand and following excellent sales of its predecessor in the first five months of the year.

Revisions to the Z3 range, distinguished by bodywork changes at the rear with muscular wheel arches giving a broader, more purposeful look, include a new engine line-up with a choice of models instead of three in the superseded range.

A 2-litre 150bhp straight-six cylinder engine replaces the 1.9 four cylinder and a new sub-£20,000 entry-level 1.8-litre model is added, sharing its engine with the best-selling BMW 318i.

At £19,995 it is £1,510 less than the previous entry model. The new 2-litre priced at £22,995 is expected to be the best seller, while the 2.8 model's price is up just £230 to £28,350.

The 193bhp six cylinder engine in the revised 2.8 model features variable valve timing, allowing peak torque to be developed at lower revs. The 2-litre and 2.8-litre models also feature new alloy wheels.

New Rover protection is no racket – you reap the benefits

THE NEW Rover 75 which has just gone on sale is not just an all-new flagship but breaks new ground for the company, with a three-year warranty and exceptionally low insurance ratings.

There is no limitation on mileage or items covered during the first year of ownership, while the second and third years see protection under a dealer-backed warranty providing cover up to a total of 60,000 miles.

The luxurious Rover 75, which has already won the coveted *What Car?* magazine Car of the Year award, is the result of a four-year £700 million investment programme, and it is built to the exacting standards of parent company BMW.

The warranty cover and 15,000-mile service intervals mean that running costs can be expected to be class-leading.

This is helped by the insurance ratings, resulting from a combination of high levels of security and

crash worthiness in terms of both impact absorption and repairability, so that in most cases the models have a two point advantage over most rivals of similar engine size and specification.

Insurance groups range from Group 8 for the entry model Classic 1.8 rising to Group 14 for the 2.5-litre V6 versions.

Prices range from £19,530 on the road for the 1.8 Club to £25,630 for the 2.5-litre V6 Connoisseur.

There is a choice of four engines, with 1.8-litre, 2-litre V6 and 2.5-litre V6 petrol power plants, and the super refined BMW 2-litre turbo diesel, and a choice of five-speed manual or new five-speed electronic automatic transmission.

● The new Rover 75 – to be sold with three-year warranty.



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Second-hand Shogun voted best buy

THE FAMOUS NN6Shogun off-roader has collected its 28th British award, this time for its standing in the used car market.

In its first used vehicle awards, the magazine *Off Road and 4 Wheel Drive* presented the Mitsubishi with the title Used 4X4 of the Year. It was middleweight and overall winner in the contest.



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Thunderbolt Viggen is Saab's supercar

SAAB has just launched its most powerful road car ever, the 9-3 Viggen, and it goes like lightning, writes Glynn Williams.

Actually the name is Swedish for thunderbolt, and was the name given to Saab's jet fighter.

A top speed of 155mph puts it in the "supercar" bracket, but it is not this ultimate potential, illegal anywhere but the odd stretch of autobahn, but the way it gets there which is so impressive for a full five-seater saloon, coupe or convertible.

Yes, it can sprint from standing to 60mph in just 6.5 secs, thanks to the 2.3-litre engine with upgraded turbocharger helping to produce 225bhp. But what makes it really useful and driveable is the torque, the muscle power, which at 252lb/ft is 30 per cent greater than for the 2-litre 9-3 Turbo, matches that of the new Porsche 911 Carrera, and is on tap all the way from 2,500 to 4,000rpm.

The bottom line is that in fifth gear it accelerates from 50 to 70mph in just 7.8 secs, making it ideal for effortlessly assertive overtaking.

In fact this car is so powerful that you have to adjust to a different kind of driving. Much as the 16-valve engine with balancer shafts will happily rev, you can spend most of the day in top gear - you don't need to change down for action.

In fact if you do you are liable to bring out the Viggen's only vice, which is a tendency for torque steer, where the high power being transmitted through the front wheels tends to exaggerate the amount of steering lock applied, requiring correction - but it's not a problem.

The whole car has been upgraded to match the power, with the suspension lowered and tuned for a firm stance yet still giving a comfortable ride for mile after mile, the brakes - famously good on Saabs - bigger and better still, and the aerodynamic package giving a more aggressive style to cut lift yet with less drag than standard 9-3 models.

Priced from £31,000 on the road for the Coupe, with the five-door at £31,500 and the Convertible at £36,500, the Viggen is comprehensively equipped including leather upholstery and most of the electric gizmos you can think of.

For example, the front seats are heated, with electric adjustment for the driver's position, and talking of accommodation the rear seats in the coupe and saloon are split/folding with centre armrest and ski flap.

Naturally there is a strong emphasis on safety, with twin airbags in the front plus seat-mounted head-and-chest-protecting side airbags, the audio controls are steering wheel-mounted, and there is prewiring for a phone including hands-free microphone.

It's a great car to drive, and for those who enjoy their motoring, those 17-in alloy wheels are a simple five-spoke design that is easy to clean.



● Saab's most powerful road car - the 9-3 Viggen convertible



MINI 40th ANNIVERSARY

The search is under way to find one example of each of the 133 factory-approved variants of the Mini as part of the legend's 40th birthday celebrations next month (August).

Owners of well-kept Minis in original condition are being invited to submit their cars for inclusion in an official 'Mini Set' display at the anniversary party being staged at Silverstone on August 21-22.

Rare models include those built before 1962, plus the Riley Elf, Wolseley Hornet and 1976 Mini 1000 Special.

Anders Clausager, archive historian at the Heritage Motor Centre (pictured above) is asking for written submissions of a maximum of one A4 page detailing chassis number, history and vehicle condition, together with a photograph, to be sent to him at Search for the Set, The Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 9BJ.

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Sporting chance at Sultan open day

MORE than 50 different sports and activities have signed up for the HMS Sultan Sports and Open Day this month.

The event, on July 28, gives teams and clubs a chance to sign up new members, and allows personnel to see the range of sports on offer.

Clubs and societies will be encouraged to hold practical demonstrations where possible, and more than 3,000 staff and trainees, with friends and families, are expected to attend.

Among the activities due to be represented are everything from football, cricket, rugby and hockey to bobsleigh, wargames, dancing and amateur dramatics.

Refreshments and entertainments will also be available on the day.

Further details are available from Lt Tristan Lovering on HMS Sultan ext 2487.

Netball team links up for cash

THE RN netball team has linked up with a volleyball squad to help raise funds.

The netballers are currently gathering cash for their autumn tour to Australia.

Their fund-raising partners are the South-East Hampshire Special Olympics volleyball squad, comprising 16 to 30-year-olds who are all mentally disabled to differing degrees, some being self-sufficient, others requiring full-time care.

Three members of the squad have been selected to play for England in the Special Olympics.

As part of the initiative, the RN(W) netball team is holding a grand raffle, to be drawn at a fund-raising barbecue and disco at Centurion Building on July 3.

Further details from LWWTR Wendy Boulton on 93844 2124.

Regulating branch holds golf contest

THE REGULATING/Executive golf competition will be played over 18 holes at Southwick Park on August 2.

The event is open to all members of the branch, serving and retired, and to serving Executive Officers.

Entry forms are available from WOMAA George Bone, RSO, HMS Dryad, Southwick, Hants PO17 6EJ, tel 93835 4345 (mil), 01705 284345 (BT).

Closing date is July 19.

NN to appear on the TT

NAVY News is getting an airing on the Isle of Man TT circuit this year – thanks to Navy road racer Cdr Tom Quaye.

Tom's competitive career started at Castle Combe in June 1988 with North Gloucester Motor Cycle Club, and three years later became their Unlimited Capacity Classic Road Racing champion.

He has achieved ninth place in the Senior Newcomers Manx Grand Prix.

Cdr Quaye has mainly raced Italian machines, but now con-

centrates on classic Hondas in the Isle of Man and other road circuits, notching up several wins and top ten placings at club and national level.

He has also competed in six Manx Grand Prix races on the TT circuit, in 1995 achieving his fastest circuit lap of 102mph.

Tom is supported by Saunders Racing of Gloucester, Retromech of Fareham, and the RN Motor Sports Association – and now features the colours of sponsors Navy News on his racing bike.



● Cdr Tom Quaye. Picture: Island Photographics, Douglas, Isle of Man.

One big innings may have saved the day



● Wings clipped – it was the taking part that counted for the oarsmen of HMS Seahawk when they took on more than 60 rivals in the World Gig championships in the Isles of Scilly. This popular international event originated in the race between crews to put a pilot on board ships entering the treacherous waters off Cornwall – the only crew to receive payment was the one which got there first. In this, the tenth year, the starting line stretched for almost half a mile, and although Seahawk failed to take honours or win any prizes, they competed strongly against stiff opposition.

Plea for umpires

ANYONE interested in qualifying as a tennis umpire is invited to attend a briefing on Tuesday July 13 on the final days of the RN tennis championships, where they will also participate as a line judge.

For details contact Cdr Tony Grattan-Cooper, DVA(RN), Jervis Block, HMS Nelson, Portsmouth PO1 3HH, tel Portsmouth Naval Base ext 26204.

Results bode well for big clash

PERFORMANCES at the Navy athletics championships suggest the Dark Blues may look forward to the inter-Services with anticipation, writes Lt Graeme Riley.

Musician Tim Watson (RM Band) warmed up for a crack at the Navy steeplechase record at the British Milers Club meeting with wins in the 1,500m and the 'chase'.

Another multi-event winner was Cpl Dave Bonsall (HMS Temeraire), who easily won the pole vault with a 3.6m clearance. His other wins came in the discus and shot, in addition to second place in the high jump and 110m hurdles.

With former champions Lt Mick Breed and LCK John Potts absent, the 800m was wide open.

MEA Jason Gresswell (HMS Sultan) filled the void with a determined run, hitting the front decisively with 300m to go, and opening up a winning lead.

CPOWEA Rupert Williams (HMS Neptune) tried hard to continue his domination of Navy

sprinting, but despite winning the 200m he was unable to hold on to his 100m title as LPT Topsy Turner edged ahead in the short sprint.

They teamed up later, however, to help the Scotland team pip the Royal Marines in the sprint relay.

That capped a fine afternoon for Topsy who, in addition to the 100m and 4x100m relays, also won the 400m with an example of controlled one-lap running, overtaking MEA Johnson (HMS Sultan) in the final stages of the race.

In the field, Musician John Roberts (RM Band) retained his high jump title with a first-time clearance at two metres.

Lt Jamie Summers (Plymouth) was another man to retain his title, his superior technique carrying the hammer to 43.36m.

The team event was dominated by the Royals, whose massive total of 174pts put them way ahead of Portsmouth with 91pts.

In the ladies' competition LPT Belinda Fear looked a class apart in the 1,500m, with a pb of 4m 54s. WOM Dargan (Portsmouth)



● Winning leap – John Roberts takes the high jump title.

proved her versatility with wins in the shot and triple jump, while S/Lt Smith (Plymouth) took the 400m and 400m hurdles titles, along with a winning leg for Plymouth in the 4x400m relay.

Particularly impressive were the performances of WOM Tracey

Sole judo entrant takes the honours

THE HONOUR of the Navy rested on their sole competitor in the Southern Area Open Judo championships – and he didn't let the side down.

Cpl Colin Morris (HQ&Sigs Regt RM) took gold in the Under-73kg class of the Kyu grade competition at Crystal Palace.

The Stonehouse Royal had four fights, and won the first convincingly, and although he was beaten in the second he had still done enough to get through to the knock-out phase.

Colin went on to give two convincing performances in the semi-finals and the final, winning both with devastating foot-sweeps for throws worth ten points – a move known as Ippon.

Having competed on an equal footing with some very good exponents of judo, Colin has now set his sights on a prized black belt.

Services win in last over

A COMBINED Services cricket team containing four RN players beat the Earl of Arundel's XI with three balls to spare at Arundel.

The home side scored 180 for 4 in 33 overs in a weather-curtailed match, and a sporting declaration after a spell of rain left the Combined Services requiring 181 in 25 overs.

Openers St George (1 Bn Coldstream Guards) and Bray (RAF St Athan), with 92 and 80 respectively, knocked off the runs in 24.3 overs.

RNR club's new yacht is commissioned

THE NEW yacht owned by the Royal Naval Reserve Yacht Club has been commissioned.

Named Volunteer, the Sun Odyssey 36 is the fourth yacht to bear the name.

She has room for six, and is already proving popular – all weekends are booked up until the end of October, and weekdays over the summer are also being snapped up quickly.

The RNRYC was formed in 1947, and is currently more than 460-strong.

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In brief

UK beats US in golf event

THE UK has taken the alternative Ryder Cup – the Tidewater military version.

The competition in Norfolk, Virginia is played between UK and US teams, and the US has held the trophy for four years.

But the 1999 team, of RN, RAF, Army and retired military players, won the pairs 10-6 and broke even in the single to clinch the win and make the overall standing 4-2.

Vice Admiral James Perowne, Deputy SACLAN, walked the Honey Bee course at Virginia Beach to cheer on the Brits, and was pleased to hand the trophy to UK captain and tournament organiser PO Glyn Evans – the admiral's chief.

5-5 in 7s

THE FIRST inter-command women's rugby sevens match between Portsmouth and Devonport was held at HMS Collingwood, resulting in a 5-5 draw.

Ladies of all standards interested in playing rugby should contact Lt Sian Howells on HMS Collingwood ext 2921.

Tall ship berths

APPLICATIONS are invited from Service and MOD personnel for berths on board a 1933 wooden schooner in the Tall Ships race this month and next.

For details, dates and costs, contact Lt Brian Horwell (PM3) on Portsmouth Naval Base ext 23561.

Tug defeat

A NAVY tug-o-war team suffered a rare defeat when the ship's company of HMS Nottingham made an official visit to the destroyer's namesake city.

The sailors lost 3-2 to the Castle Rock Brewery team.

Gong for angler

RN SQUAD coarse angler CPO Bob Mapes has been presented with his Long Service and Good Conduct medal.

Heading for the top

Marti stands tall in championship

A COMBINATION of social and fiercely competitive climbing was on display at the RN and RM indoor climbing championships at the Warehouse climbing and leisure centre in Gloucester.

Organised by the RN & RMMC, the event attracted some of the Navy's and Royals' top rock climbers who, in the free climbing category, demonstrated their skills on the steep, overhanging, 13-metre walls of the main climbing arena.

The aims of the championships were to provide a friendly, social atmosphere for sports climbing and to encourage climbers of all levels and capabilities to compete.

The climbs were graded into three categories, with a final climb to determine the overall winner starting (relatively) easy and building up to a severe challenge.

The easier class ("up to and including Very Severe") attracted many new climbers to the sport with outstanding climbs being demonstrated – and four of the competitors "topped-out" and were upgraded to the next class.

The middle class (Hard Very Severe to E1) produced some of the most exciting climbing of the competition, and proved a major challenge to all, with many competitors sustaining spectacular falls from the overhanging section.

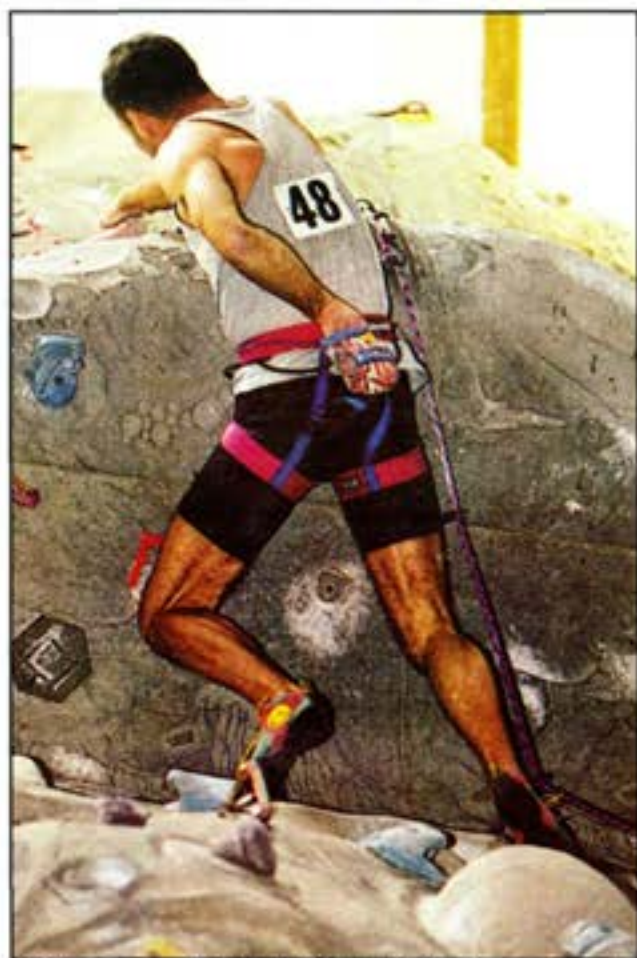
The E2 and above class attracted more competitors than normal, and to the delight of onlookers Sgt Si Conroy (45 Cdo RM) and Mne Marti Hallett (RM Poole) managed to reach the top.

In the final challenge, Marti again topped-out to become overall winner of the Free Climbing category, while Si Conroy led his team to win the Cotswold team trophy.

Running concurrently was a bouldering competition. The on-form Marti Hallett won this class, too.

Organisers thanked Cotswold Essential Outdoor, Edelweiss ropes and harnesses, High Places, HB Climbing Equipment and Power Bar for sponsoring the event and providing the prizes.

Winners: Free climb up to and including VS: Mne Butch Fowkes (45 Cdo RM); HVS to E1: C/Sgt Snowy Snowdon (40 Cdo RM); E2 and above: Mne Marti Hallett (RM Poole); Best Lady: LWAEM Ruth Heath (OLTC Talybont); Best Veteran: C/Sgt Dave Pearce (Cdo Logs Regt RM); Overall winner: Mne Marti Hallett; Team prize: 45 Cdo RM; Bouldering: Mne Marti Hallett.



● Clinging on – Lt Cdr Rob Welford at the Crux move on the overhanging HVS to E1 climb.

Balanced start for cricketers

THE NAVY'S young cricketers have opened their season with promising results, writes S/Lt Andrew Ainsley.

The Under-25s' curtain-raiser was a tour to Devon to play the Royal Marines and US Plymouth, the BRNC game being called off.

Having been put in, the strong Royals reached 195 with the help of 51 by Greg Owen, while P. J. Roberts (HORM), with 5-25, and Adam Troughton (HMS Heron) with 3-24 took the bowling honours.

But the RN reply was undone by Tim Webster (4-14) and Greg Owen (5-31) as the RN were dismissed for 132, despite 41 from Jimmy Green (HMS Sultan).

A changed RN side again put the opposition in, and excellent fielding saw US Plymouth reduced to 117 all out, Troughton again starting with 4-27.

This time the batting came good, and Andrew Ainsley (HMS Bangor) with an unbeaten 67 and John Parker (Southampton URNU) with 32 not out led the visitors to 118-2.

Next up was London University, and for a third time the RN won the toss and chose to field.

The students recovered from a disastrous 52-6 to reach 178-7 in 50 overs, and the Navy side fell well short of the target.

In a 40-over match against the London Fire Service the Navy hammered out 214-7.

Tight bowling – Troughton only conceded 18 runs in his ten overs – kept the firemen well behind the required run rate, and the Navy eventually won by 48 runs.

Squad needs players

FRESH from a tour to the United States, the Royal Navy FA youth squad needs new young footballers for next season.

Among the tournaments pencilled in are the Portsmouth Royal Mail Cup (Aug 2-6), the Home Counties youth competition (Sept 9 – March 2000), the inter-Services championship and the tour to Dallas (Apr 2000).

A trials weekend will be held at Burnaby Road, HMS Temeraire, on July 31 and August 1, starting at 0900.

All RN and RM personnel of a good standard born August 1 1980 or after are eligible for selection.

Contact sports staff or Lt West (HMS Collingwood ext 2205) or CPOMEA Jed Stone (Portsmouth 22869) for details.

Courting success

THE ANNUAL RN lawn tennis championships will be played at Burnaby Road East grass courts in Portsmouth starting on Saturday July 10, with finals being played on Tuesday July 13.

Trio take second place

A TEAM of Royal Navy riders took second place in the Services Team showjumping competition at the Royal Windsor Horse Show.

In a high-profile event involving 28 teams of three riders, including all three Services, the Mounted Police, HM Customs and Excise and Eton School CCF, the top 12 teams from the jumping phase qualified for the afternoon's competition in front of royal spectators.

The RN first team of Lt Kate Hawkins (FOSF), PO Norman Campbell (RNR Scotia) and LWWTR Sharon Brown (HMS Neptune) was placed second in the Queen's Plate after a nail-biting set of jump-offs, also taking fifth place overall.

PO Campbell was nominated as the team's jump-off rider.

The second RN team of Lt Cdr Paul de Jonghe (DESO), Lt Rachel Firth (FOSF) and Lt Julia Bolt (HMS Sultan) narrowly missed qualifying for the second phase.

The RN squad trains at the Naval Riding Centre at HMS Dryad every Tuesday evening under the instruction of Aart Nordijk.

■ The RN and RM Equitation Championships will be held at the riding centre at HMS Dryad on July 10 and 11 – spectators are welcome.

Further details are available from Lt Cdr Paul de Jonghe on 0171 261 8872.

● Lt Kate Hawkins being presented with her rosette by the Queen at the Royal Windsor Horse Show.



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Warship visit on line for Ukraine

CLOSE defence co-operation between Britain and the Ukraine will this year include a major Royal Navy ship visit to Sevastapol.

The intention to send a ship in November was announced by the Ministry of Defence during a visit to the Ukraine in mid-June by Defence Secretary George Robertson.

Mr Robertson, in Kiev for talks with his counterparts as *Navy News* went to press, thanked the Ukrainian government for its support for the international community's actions to liberate Kosovo.

The discussions dealt with plans for long-term peace in the Balkans, wider European security, and the strengthening of already vigorous UK-Ukraine co-operation.

Mulberries memorial dedicated

A GRANITE stone on the beach at Pagham, West Sussex, has been dedicated to the memory of the men and women who took part in the operation to establish Mulberry Harbours off the D-Day beaches.

Sections of the harbour were towed to Normandy 55 years ago and sunk to form an artificial harbour allowing the resupply of the beachheads.

The dedication was conducted by the Vicar of Pagham, the Rev. John Maynard, and attended by many veterans, including members of Bognor and Chichester branches of the Royal Naval Association and former members of the Royal Navy's coastal forces and minesweepers that took part in the Mulberry operation.

One section of the harbour that sank at Pagham is still visible there at low tide.

Boxer sailor lost in Gulf

THE BODY of a sailor from HMS Boxer was recovered in an air-sea search in the Gulf after he was lost overboard.

MEMI Michael Canning was found to be missing at the start of Boxer's working day on May 18. The frigate mounted an air search with her Lynx helicopter and retraced her course until she located MEMI Canning's body.

It is believed the sailor was lost during darkness while Boxer was on patrol. An inquiry into the incident was held in the ship which is due to return to Devonport on July 2.

HMS Nelson merger plan

HMS NELSON, which includes the Portsmouth Naval barracks, is to become part of Portsmouth Naval Base by April next year.

Following a joint study which recommended that all the Navy's second-line support services be transferred to the Defence Logistics Organisation, the Navy Board has accepted that Nelson and all its functions should be integrated with the Naval Base to provide a 'one-stop' facility and enhance business efficiency.

Reflections of you . . .

Kate Jones spots husband AEM Ben Jones arriving home in HMS Invincible. Report and more pictures – page 11.



LA(PHOT) Dave Hunt, Surface Fleet Photographic Unit

Intrepid to go to 'Disposal and Reserve'

VETERAN assault ship HMS Intrepid will be transferred to the Disposal and Reserve Ships Organisation (DARSO) on August 31.

First commissioned 32 years ago, Intrepid, with her sister-ship HMS Fearless, formed the mainstay of the Royal Navy's amphibious force from the late 1960s.

Both ships were intended to be deleted under defence cuts outlined in 1981, but the following year their service in the Falklands War made it obvious that Britain needed to retain its amphibious force, and both ships were reprieved.

Intrepid was refitted in the mid-1980s but since 1991 has been maintained in reserve at Portsmouth. When she transfers to DARSO her state of readiness will lengthen from 30 days to nine months, and her 65-strong ship's company will be disbanded. The ship will be de-humidified and will receive a DARSO caretaker crew of 15.

Both assault vessels are required to be available until 2002 when they are due to be replaced by HM ships Albion and Bulwark.

'Fire brigade' returns

HMS NORFOLK returned to Devonport on June 17 after five months away including an emergency deployment to Sierra Leone during an upsurge in fighting there, and diversion to the Adriatic in support of Operation Allied Force.

Norfolk, fulfilling the role of a fireman, was sent to Sierra Leone on January 7 – the same day as she sailed to join NATO's Standing Naval Force Atlantic (SNFL). In Freetown she found a desperate situation and, as well as providing a strong and visible presence, helped in reconnaissance ashore and provided humanitarian aid.

The frigate's helicopter

and seaboard transferred badly needed stores, and she helped clergy who had been held hostage by rebels for weeks.

Meanwhile, British High Commissioner Patrick Penfold established a temporary consulate on board before the ship was relieved by HMS Westminster.

Her emergency task completed, Norfolk then continued a programme of international exercises with SNFL before the whole force was sent to join the Allied campaign to liberate Kosovo. She has now been relieved by HMS Coventry.

■ Kosovo campaign report and pictures – page 4.

Falklands rendezvous

Fleet submarine HMS Trafalgar approaches floating garage RFA Diligence for a maintenance period at Mare Harbour, East Falkland. Trafalgar, on South Atlantic deployment, had been at sea continuously for a month.

Picture: LW(PHOT) Chris Woods

