



Navy News

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Marines win their icy battle to reach the North Pole

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THE INVINCIBLE YEARS

We chart two decades of the Harrier carriers in an 8-page extra



COMMANDOS JOIN AFRICA STAND-OFF

● Royal Marines of 42 Commando practice with heavy machine guns as they prepare themselves on board HMS Ocean off Sierra Leone.
Picture: LA(PHOT) Steve Lewis



THOUSANDS of Naval personnel are off the coast of West Africa as British Armed Forces attempt to bring stability to the confused and dangerous situation in Sierra Leone, writes *Dominic Blake*.

As *Navy News* went to press, the Spearhead Battalion of Britain's rapid reaction forces continued to help secure Freetown and the main airport at Lungi, their coastal flank being protected by the Type 23 frigate HMS *Argyll*.

Out to sea, the Navy's amphibious ready group is standing by with almost 800 Royal Marines embarked in the helicopter carrier HMS *Ocean* and landing ships *Sir Tristram* and *Sir Bedivere*, supported by the frigate HMS *Chatham*.

Forces ashore also have a formidable degree of defensive air power available to them after the arrival of the aircraft carrier HMS *Illustrious*, with seven Sea Harrier FA2 fighters and six RAF Harrier GR7 ground attack aircraft embarked.

Defence Secretary Geoff Hoon has stressed that the Government believes an effective UN force offers the best hope for lasting stability in Sierra Leone and British efforts have been centred on stabilising the situation while the UN bolsters its peacekeeping operation.

He said that UK forces were offering technical assistance and logistic support to strengthen the UN mission but would not be committed as combat troops, although they would respond robustly if attacked.

Soon afterwards British forces came under fire for the first time when the RUF – the rebel force – attacked soldiers of the 1st Battalion the Parachute Regiment who were defending the approach to Lungi airport where fresh UN troops have been arriving.

The ten-minute gun battle between 1 Para and up to 40 members of the RUF left four rebels dead. The engagement was followed by reports from Sierra Leone of the first Sea Harrier sorties over the country and increased helicopter activity from aircraft based on HMS *Ocean*.

■ Latest pictures from Sierra Leone – Royal Marine escapes from the rebels – Support from the RFA – page four.

Safety worries ground 44 Lynx helicopters

SAFETY concerns have forced the Royal Navy to ground 44 of its 59 Lynx helicopters after a report highlighted a problem with a vital part of the aircraft.

An investigation which wrote off a Dutch Lynx, injuring one of its crew, found it was caused by failure of the main rotor hub.

Although the aircraft was well maintained it appeared that high speeds and radical flying could have produced unexpectedly high levels of fatigue in the titanium monoblock component which keeps the rotor blades together.

After consulting the manufacturers,

GKN Westland, the Navy decided to halve to 2,500 the minimum flying hours for each hub, effectively grounding 44 Lynx. By switching the remaining 15 aircraft to the places in which they are needed most, the Service should be able to minimise the effect on operations.

Westland believes that it can soon reduce the number of grounded aircraft by fitting spare and partly used rotor hubs. The remaining aircraft will return to service as new hubs are made.

A spokesman for the Ministry of Defence said training would be disrupted, but more use would be made of simulators.

Ships with priority tasking would still be able to operate their Lynx.

Seventy-six new rotor heads which will not be affected by the problem were already on order from Canada before the monoblock hub failure came to light, and GKN Westland is looking at ways in which their delivery could be speeded up over the next 18 months.

MOD has stressed that the difficult decision to ground the helicopters was taken to preserve the safety of the aircraft and the crews who fly them, and that there was no evidence to suggest that any incident involving Royal Navy Lynx helicopters had been due to the rotor hub problem.

● The Westland Lynx – standard equipment for the Navy's frigates and destroyers.



Trimaran warship concept floated



RESEARCH Vessel Triton makes history as her three hulls float in the River Itchen after her launch from Vosper Thornycroft's Woolston shipyard.

The prototype for the world's first trimaran warship is a possible pointer to the future of warship design – and the Royal Navy and US Navy will both be watching the ship's trials with great interest.

The two-thirds size vessel will be exhaustively tested until early 2002 by owners DERA (the Defence Evaluation and Research Agency), at which point it should be clear whether the design can fulfil the role of the Future Surface Combatant – the replacement for the Type 22 and Type 23 frigates.

The £13 million civilian-manned research vessel has a 90-metre main hull, with two smaller outriggers, and the design is believed to have four main benefits over conventional designs:

■ The slender hull and outriggers will reduce drag by 20 per cent at high speeds.

■ This lower resistance will allow for a smaller machinery fit.

■ The trimaran has greater stability than a monohull, allowing sensors to be fitted higher above the waterline to improve early detection.

■ There is 40 per cent more deck area, which could be used for aircraft, hangar space or weapons systems.

Triton will be officially handed over to DERA in September, with sea trials starting in October.

She carries 300 sensors which will record the stresses placed on the three hulls and the connecting elements at speeds of up to 20 knots.

The construction techniques

employed, such as the use of 200-tonne 'mega-blocks' elements of the hulls and superstructure – have given valuable insights which could be beneficial to other projects, such as the Royal Navy's Type 45 destroyer, of which new artist's impressions have been released.

Once Triton has completed trials, including three months off the coast of the United States, she will be available commercially for general-purpose testing, which could include propulsion and power systems.



● A new artist's impression of the Type 42 destroyer replacement, the Type 45.

NAVY DIVER NURSES BOMB TO SAFETY

A BOMB described as being in a delicate state was moved 300 metres away from Easter holiday crowds by a Royal Navy explosives expert.

PO Diver Dave Moore lifted the US practice bomb – containing 25lb of explosive – on to his team's Land-Rover and drove it a safe distance away from holidaymakers on a pier and promenade at Mablethorpe on the Lincolnshire coast.

Although only a practice bomb, it is a type of device which can be particularly tricky to deal with. PO Moore, of the Portsmouth-based Southern Diving Unit 2, told *Navy News* that the type of bomb was regarded as "quite dangerous" as its firing pin was held in only by two small ball bearings.

HQ revamp 'to boost efficiency'

UPGRADING the Ministry of Defence's Main Building in Whitehall will mean more efficient direction of Britain's defence operations across the world, say MOD.

The building is being redeveloped under a Private Finance Initiative deal with the consortium Modus Services plc. The company will manage and maintain the building, and the old War Office, for 30 years.

Defence Secretary Geoff Hoon said the work was long overdue. Dating from the 1950s, the building's infrastructure was inefficient, the offices fell well short of modern standards and were close to becoming a health hazard.

Detonation was meant to happen when the pin was forced forward on impact.

"We would normally detonate one of those where it lay," said PO Moore. "But it had to be moved as it was too close to the promenade and pier."

"On balance of risk I decided to lift it into the Land-Rover. I placed it at the tail end, careful to keep it in the same attitude, and drove it 300m down the beach." Following standard procedure, he moved it alone to minimise any casualties should the bomb detonate.

At a chosen point he dug a hole for the bomb, lifted it out of the Land-Rover, and detonated it after it was surrounded by sandbags.

The incident, on Easter Day, was one of a spate of emergencies dealt with by SDU2 over the holiday.

In another difficult operation, Lt Graham Wilson led a team to Great Yarmouth on April 23 to deal with a 500lb German bomb from World War II which was discovered caught in the suction foot of a Dutch dredger.

The fuse on the side of the bomb

was just inches from making contact with the metal of the dredger foot – something which the explosives team knew could have caused a detonation.

After evacuating the dredger crew – apart from the Master, the First Mate and the Chief Engineer – the Navy team went to work with winches and pulleys to lower the bomb to the sea bed where it was safely detonated.

With that task complete, the team were almost immediately called to another – to deal with a 400lb torpedo, probably German, which had been trawled up by a fishing vessel near Felixstowe ferry terminal.

Before his Mablethorpe experience, PO Moore led a team out to Selsey Bill on April 26 to deal with two 3in naval practice shells found by sea defence workers, and the following day they took care of a 2in mortar smoke bomb found at Southend-on-Sea.

On April 27 they safely detonated a mine charge case – probably British – containing 200lb of explosives and netted by a fishing vessel off Bradwell-on-Sea, Essex.

Manchester finds drugs worth \$1m

DRUG dealers' plans to grow a million dollars' worth of cannabis went up in smoke after HMS Manchester helped to find the illegal crop on the island of Montserrat.

The Type 42 destroyer's Lynx helicopter crew spotted two major sites, enabling police to destroy hundreds of plants – and they pinpointed ten more areas of commercial production which were

being investigated.

HMS Manchester is on a six-month deployment in the Caribbean where one of her main tasks is to deter and detect drug trafficking.

The two-man crew of the ship's Lynx have been playing a central role in the counter-drugs operations.

Lt Ian Oakes flew the aircraft over the tiny volcanic island, while his flight observer, Lt Steve Gray, kept a look-out for the carefully cultivated rows of plants tucked away in forests below.

Montserrat's Commissioner of Police, Alexander Elder, said the operation had been very successful.

"I am extremely happy with the support the ship has offered, and I know that my officers were very pleased with the success against the illegal drugs sites," he said.

The warship recently helped police in the Caribbean island of Tortola to uncover several fields of cannabis plants which were later destroyed.

Manchester is continuing to work in the region with the US Coast Guard and other agencies, and is on constant standby to provide relief in areas which may be hit by natural disasters.

Norwegian 'Dunkirk' memorial unveiled

SIXTY YEARS after Norway's 'Dunkirk', a British memorial commemorating the event has been unveiled in the fiord-side town of Namsoy.

It was from there in May 1940 that 5,400 Allied troops were evacuated after losing their month-long struggle to oust the Germans from Norway.

The ceremony on May 17 was held in the presence of the British Ambassador and the Defence and Naval Attaché, Cdr David Stancby RN. A party of Navy and Army veterans of the Norwegian campaign also attended, including two survivors of one of the British ships sunk in the fighting – the destroyer HMS Afridi.

One of the veterans, former signalman Harold Kirk, who was severely burned, was the first man conscripted into the Navy in peacetime in 1939, and was given the official number of RN Special Reserve No.1.

The campaign claimed the lives of 1,800 Britons, 1,300 Norwegians and 530 French and Poles.

The British losses are already commemorated at the Commonwealth War Graves Commission memorial at Trondheim further south, and at Commission memorials in the UK. But the people of Namsoy, which was razed by German bombers, have long wanted a British memorial in their town.

Last year, the Friends of War Memorials sponsored a Namsoy Memorial Fund, principal donors being the Foreign and Commonwealth Office, the York and Lancaster Regiment, and Enterprise Oil.

The memorial takes the form of a boulder lifted from an Ice Age moraine a few miles from Namsoy. It is inscribed with the names of the eight ships lost in the area and the regiments which suffered casualties in the blitz and evacuation.

Concert dates

TICKETS are still available for two major concerts to be held at Portsmouth Guildhall by the Royal Marines School of Music. On June 14 the Marines will be with Bournemouth Symphony Orchestra for a concert beginning at 7.30pm, and on August 3 there will be an Open Day spectacular with prize-giving and Beat Retreat. Tel 02392 824355.

Statue planned for D-Day mastermind

AN APPEAL trust has been set up to commission a statue of Admiral Sir Bertram Ramsay in the former Admiralty Lookout at Dover Castle.

Ramsay masterminded the evacuation of 338,000 British and Allied forces from Dunkirk in 1940. Four years later, as Allied Naval Commander-in-Chief, he oversaw Operation Neptune, the naval element of the invasion of Normandy, an operation that has been described as an unsurpassed masterpiece of planning and staff work.

Born in 1883, Ramsay never commanded any of the major fleets or even one of the significant formations of capital ships. Nor did he ever serve in the Admiralty, but for a few months as a junior officer.

He asked to be relieved from his first flag appointment after only a few months and spent the next four years virtually without employment before being retired at the beginning of 1939. From these unpromising beginnings, however,

as war clouds loomed he was appointed Flag Officer Dover and moved on to plan and execute virtually all the significant amphibious operations in the Mediterranean and Western European theatres, culminating in the hard-fought battle for Walcheren.

On January 2, 1945, his aircraft crashed, killing all on board – and the fact that he did not survive to receive the plaudits that were undoubtedly his due as one of the first rank of British Naval leaders of the war must account for his later, relative obscurity in the public mind.

The statue will also serve to commemorate those who died in the Dunkirk and D-Day operations. It has already brought widespread support, including that of former members of his staff.

Donations should be sent to the Admiral Ramsay Appeal (Registered Charity 1079500), Somerset House, Sir John Moore Barracks, Shorncliffe, Folkestone, Kent CT20 3HJ.

□ See Newsview, page 18.



● Admiral Ramsay (right) on the bridge of HMS Apollo with General Eisenhower, shortly after the first landings in Normandy in June, 1944.

Forces undermined by rights legislation – Jane's

Navy adjusts to 'cultural blitzkrieg'

THE UK Armed Services have been subjected to a "cultural and structural blitzkrieg" based on European rights legislation which threatens to undermine the foundations of a disciplined force able to survive the stresses of war, writes Capt Richard Sharpe in the foreword to the latest edition of Jane's Fighting Ships.

He adds: "To paraphrase Nelson's famous signal at Trafalgar, 'Europe expects that every man and woman will claim their human rights'."

Even so, the Navy was adjusting, as always, to new circumstances and at unit level remained highly competent within the limitations of its equipment and logistic deficiencies.

"A traditional sense of duty takes a long time to undermine, although it can be argued that the European Court's interpretation of military discipline is doing its best."

The good news was that LPDs and Fleet tankers ordered over three years ago were now approaching first of class launch dates, and building work had started on the new Astute-class attack submarine. Also the UK had finally withdrawn from the "always ill-conceived" air-defence destroyer project with France and Italy and a new national design had a prime contractor.

The versatility of the aircraft carrier had again been demonstrated last year when one carrier – HMS Invincible – flew operational sorties against both Iraq and Serbia during the same deployment from the UK.

And all British attack submarines were being fitted with Tomahawk cruise missiles, as a result of successful firings in support of NATO operations against Serbia.

"With new aircraft carriers projected, and interesting design developments for a next-generation frigate in the pipeline, the future looks bright, but only if the Navy places public support as its highest priority, and the nation decides that dependence on the United States has gone far enough."

"The time has also come for America to demand a greater contribution from its closest allies."



New look in Manchester

THE SMALL matter of negotiating a passage under 11 fixed bridges, through six swing bridges and five locks with over 12 hours at Specials occupied HMS Chiddingfold before she could begin her visit to Manchester.

Following a week of route survey operations in Liverpool Bay, the Hunt-class minesweeper entered the River Mersey and transited through

the Manchester Ship Canal with the Mayor of Manchester, Cllr Tony Burns embarked.

She spent four days berthed within the newly re-developed Salford Keys area, open to the public and receiving visits from Salford and Manchester University students and members of the Ton-class Association.

Shown in the background here is the futuristic walkway which will connect the new Lowry Centre and the Imperial War Museum (North).

Nelson confides . . .

'This is the Home Page of Vice Admiral Horatio Lord Nelson, KB'

- My Life
- My Battles
- My Ships



LORD NELSON now has his own personal website – claimed to be the first prepared for a dead person as if he were still alive. It has been done by the 1805 Club, whose Chairman Colin White is in no doubt that the hero of Trafalgar himself would have approved.

"Nelson was a great self-publicist – and I am certain that if the Internet had been operating in his day he would have been on it like a shot," he told Navy News.

The site at <www.admiralnelson.org> was launched on Lady Hamilton's birthday – April 26 – and within a fortnight had registered 1,700 hits.

It features pictures of the great man and his main exploits, together with copies of his own dispatches describing his most famous battles.

Most remarkable of all, it includes a vivid personal account of his life and career, written by the admiral himself.

Strange, this. Nelson did indeed write his autobiography for the Naval Chronicle – but it finishes in 1799. The one on the website continues the story.

"I hope no one can see the join – no one has said so yet, anyway," says Colin.

As Nelson himself observes, with characteristic modesty: "I beg leave to present to the world this short account of my life. It cannot do harm to youth and may do some good, as it will show that perseverance and good conduct will raise a person to the very highest honours and rewards."

JACK ET JACQUES

La Mémoire-Banque Immortelle

(A bord de FS Aconit, avec le RN Task Group, dans la Mer Arabienne)

"Votre Amiral Nelson, Jack, il a maintenant son own web-site personnel!"

"Nelson est mort, Jacques. Un très lucky shot par un homme qui s'est caché dans le rigger' du Redoubtable. Et après, il était pickled en cognac. Une shockin' waste d'alcool, à mon avis – mais Nelson, il était vraiment mort comme un clou de porte."

"Mmm . . . Non, mais c'est vrai, Jack! Voilà – je suis logged on! Regardez ceci: "Ma vie, mes batailles, mes bateaux" C'est tout "moi, moi, moi" avec Nelson, n'est-ce pas?"

"C'est un peu spooky, Jacques, sans aucune doute. Nelson, il est peut-être le premier fantôme sur l'Internet, eh? Et peut-être nous y trouverons la vérité about ses fameux derniers mots."

"Ses derniers mots? Lesquels?"

"Kiss moi Hardy!"

"Non! Nelson, il était un peu AC/DC?"

"Je ne crois pas, Jacques. Emma Hamilton, elle était assez pour any homme . . . 'Allo, peut-être pas! Regardez ceci, then: "In 1773 nothing could prevent my using every interest to go with Captain Skeffington Lutwidge in the Carcass. I begged I might be his coxswain, which finding my ardent desire for going with him, Captain L complied with." Ça a l'air un peu fishy, n'est-ce pas?"

"J'ai écouté que Nelson a dit "Kismet, Hardy" – le résultat inévitable."

"Non, Jacques – c'est maintenant more likely: "Kiss mon ****, Hardy – je reviendrais L'Amirauté hates moi! Le roi aussi! Je les ai rendu Emma comme un legacy pour la nation – et étaient-ils grateful? Étaient-ils hell as like! Mais j'aurai la vengeance! Sur l'Internet, mais oui! Avec un grand virus – le 'Je l'Aime Bug'. Et serve les batards right . . ."



Illustrations par





● Coming in: An RAF Chinook helicopter lands on the flight deck of HMS Illustrious.

Major tells of jungle escape

THREE British officers survived a harrowing journey through the jungle in Sierra Leone after escaping from rebel forces who surrounded them.

Royal Marines Major Phil Ashby, Lt Cdr Paul Rowland and Army Major Andrew Samsonoff were all working as unarmed observers with a detachment of UN soldiers in the country's interior when they were encircled by troops of the Revolutionary United Front (RUF).

Major Ashby said: "We were with a group of about 70 very brave Kenyan soldiers who tried to protect us, but the hostility of the RUF seemed to be directed at us because of our role in the United Nations disarmament programme.

"As we were unarmed there was very little that we could do to help. At best we were a drain on their resources, so we took the decision



● Major Phil Ashby.

to escape through the RUF lines."

The three men and an officer from New Zealand stocked up with the rations they would need for the journey and waited 24 hours for poorer weather to cover their escape.

When darkness fell they scaled the wall of their compound,

jumped over unseen and walked through a bustling market place before escaping into the jungle.

Although they were able to alert UK forces to their situation using a satellite phone, its batteries drained within a few hours, and for the next three days they travelled only at night and slept by day to avoid detection.

Major Ashby said: "Our biggest problem was finding water. The maps we had showed broad, fast-flowing jungle rivers, but it is still the dry season and we found only stagnant pools, so we have been drinking some interesting coloured water for the past few days."

After meeting up with friendly troops from Sierra Leone's neighbouring country Guinea, the group were able to contact Freetown and were extracted by helicopter.

At the end of their ordeal Major Ashby said: "Our feet are sore and we have a variety of exotic insect bites and are suffering from prickly heat and sunburn, but apart from that we are all fine."

RFAs play their part

HALF the British Naval force standing by off the coast of Sierra Leone are Royal Fleet Auxiliary vessels, manned by civilian officers and crews.

The largest is the 31,500-tonne oiler/replenishment ship RFA Fort George, which rejoined the illustrious task group after sailing to support the relief effort in flood-hit Mozambique, in East Africa.

Both Fort George and RFA Fort Austin, which is part of the amphibious ready group, are useful aviation platforms, able to operate nine Sea King helicopters between them.

RFAs Sir Bedivere and Sir Tristram are landing ships which can put ashore vehicles and troops by land or sea.

Naval forces moved quickly

NAVAL forces were able to reach the coast of Sierra Leone within days of the crisis which threatened to return the country to civil war.

As the Parachute Regiment flew in to secure the evacuation of British citizens from Freetown, HMS Illustrious was diverted from the major NATO exercise Linked Seas, which was taking place off the coast of Portugal.

At the same time, HMS Ocean, HMS Chatham and RFAs Sir Tristram, Sir Bedivere and Fort Austin were able to set sail from the Mediterranean after taking on supplies at Gibraltar.

Together, the carrier and amphibious ready group provide a

uniquely flexible fighting force.

HMS Ocean carries four troop-carrying Mk 4 Sea King helicopters from 846 Naval Air Squadron as well as two Lynx and two Gazelle helicopters from 847 NAS which can be used for attack or reconnaissance.

The commandos in HMS Ocean are supported by their own combat engineers, gun batteries, logistics staff and assault squadron, and with their air group they form a self-sustaining unit which can deploy from beyond the horizon and over 100 miles inshore.

The group also carries a vast quantity of field rations, ammunition and over 30 air-transportable vehicles to give their embarked forces maximum mobility ashore.

The presence of HMS Illustrious, and the combination of the Sea Harrier fighters and GR7 ground-attack aircraft which she carries, will be a tremendous reassurance to troops on the ground.

And they provided an immediate display of air power after British troops were attacked during the fire-fight with the RUF at Lungi Lo road junction.

A spokesman for the MOD said: "Harriers from HMS Illustrious have begun flying regular patrol and reconnaissance missions over Sierra Leone and out to sea, and they are available to support British forces wherever necessary."

Tireless check

SUBMARINE HMS Tireless has shut down her nuclear power plant after detecting a leak inside her nuclear reactor.

A MOD spokesman said: "The leak is entirely contained within the reactor and there is no danger to the submarine, her crew or the environment.

"She's under diesel-electric power and is heading for Gibraltar where the fault will be investigated."

The boat, part of the round-the-world Naval Task Group 2000, is accompanied by RFA Diligence and the tug Capable.

■ Task group sails - page 30



● Going down: Royal Marines of 42 Commando fast rope on to the flight deck of HMS Ocean from a Sea King while en route to Sierra Leone.

Picture: LA(PHOT) Steve Lewis (42Cdo).



● Moonlighting: Sea Harriers on board HMS Illustrious, off Sierra Leone.

Picture: PO(PHOT) Colin Burden (HMS Illustrious).



● On sight: Royal Marines snipers of 42 Commando adjust their positions with their .338 calibre rifles on the flight deck of HMS Ocean.

Picture: LA(PHOT) Steve Lewis (42Cdo).

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Facts and figures

Class: Swiftsure-class nuclear-powered attack submarine
Pennant number: S109
Builder: VSEL, Barrow-in-Furness
Launched: November 30, 1974
Commissioned: November 13, 1976
Displacement: 4,900 tonnes, dived
Length: 82.9 metres
Beam: 9.8 metres
Draught: 8.5 metres
Speed: Over 30 knots, dived
Complement: 116
Main machinery: Rolls-Royce pressurised water nuclear reactor; two GEC turbines; one shaft; pump-jet propulsor; two WH Allen turbo-generators; emergency motor and retractable auxiliary propeller
Weapons: Tigerfish torpedoes; Sub-Harpoon missiles
Sonars: include hull-mounted passive low-frequency; passive search towed array; passive intercept and ranging; active high-frequency short-range classification



French prize was first of the line

THE TWELVE Superbs which have featured in the Fleet through almost 300 years represent a wide range of vessels – and origins.

The first was the *Superbe*, a French 3rd rate ship of 64 guns, captured in July 1710 by HMS Kent off Cornwall and broken up in 1732, having won the first of the name's ten Battle Honours.

There is a little confusion over the second, with some records showing a 4th rate of 60 guns, built at Woolwich in 1736 and broken up at Sheerness after 21 years at sea, while others indicate that the second *Superb* was actually a rebuild of the first.

A 3rd rate mounting 74 guns came next, built at Deptford in 1760. She was wrecked at the end of 1783 off India, and it was the French who again provided the fourth of the name, with the corvette *Superbe* being captured by HMS Vanguard in the West Indies in 1795, although her subsequent career was short – she became a prison ship and was sold in 1798.

The fifth *Superb* was another 3rd rate of 74 guns, built at Northfleet in 1798 and broken up in 1826, and a 2nd rate followed in 1842, ending her life in 1869 after brief service as a cholera hospital ship.

Superb number seven was a 9,490-ton battleship, soon renamed HMS Alexandra, and number eight – also a battleship – was originally built for Turkey as the *Hamidiyah*, a Thames Iron Works ship of 9,310 tons bought in February 1878 and sold in 1906.

Battleship *Superb* of 1907 was a big step up in size at 18,600 tons; she was built by Armstrong and was sold in 1922, having served at Jutland. She rather overshadowed the tenth of the name – a drifter, requisitioned in the latter stages of the First World War.

The 8,800-ton cruiser HMS *Superb*, the current nuclear submarine's immediate predecessor, was launched by Swan Hunter at the end of the summer of 1943, and survived until the early 1960s.

AIRCRAFT OF THE ROYAL NAVY No 44

Chance Vought Corsair

ONE OF the most famous and effective carrier-borne aircraft of all time, the Corsair remained in US service long after the end of World War II, in which it had made a significant impact.

Built around the 1,850hp Pratt & Whitney XR-2800-4 engine, the aircraft was the most powerful naval fighter at the time of its first flight in 1940.

The characteristic inverted-gull wings were adopted to facilitate folding for carrier stowage, and the set-back cockpit allowed for a larger fuel tank – although it presented pilots with restricted visibility for landing.

The Corsair Mk I – the equivalent of the US F4U-4 – entered service with the Fleet Air Arm in 1943, but the first Corsairs to see action with the Navy were Mk IIs, which had a greater range and provision for a 2,000lb bomb load.

On April 3, 1944, the Corsair IIs of 1834 Naval Air Squadron, embarked on HMS Victorious, joined FAA Hellcats, Wildcats and Seafires in escorting Fairey Barracudas in a successful strike against the German battleship Tirpitz in a Norwegian fiord. More

Corsairs from HMS Formidable took part in further strikes off Norway in July and August.

In all, almost 2,000 Corsairs were built for the RN and Royal New Zealand Air Force, including Mk III and IVs with improved performance provided by a 2,250hp engine.

Corsairs really came into their own – as the US aircraft had – against the Japanese. Flying from carriers in the East Indies and British Pacific Fleets, Corsairs were prominent in attacks on installations at Sabang, Sourabaya and the Andaman Islands in 1944. In early 1945 16 Corsairs of 1830 and 1833 Squadrons destroyed 13 Japanese fighters at Palembang.

The last VC of the war was gained posthumously by Corsair pilot Lt Robert Hampton Gray RCNVR, shot down after sinking a destroyer at Shioyama on August 9, 1945.

The Corsair remained in US service until 1952, but disappeared from RN service in 1946.

The Chance Vought Corsair IV had a top speed of 415mph at 19,500ft, a service ceiling of 34,000ft, a climb rate of 10 minutes to 20,000ft and an unloaded range of 1,562 miles. Apart from bombs, the Corsair was armed with four 0.5in machine guns in the wings.

● The Chance Vought Corsair – made a significant impact in the Second World War.



High profile for S-boat

HMS SUPERB has been highly visible over the past couple of years – rather against the basic nature of a submarine.

The Swiftsure-class nuclear boat has featured in a couple of documentaries – one of which covered her return to active service from refit in 1998 – and has spent the past few weeks allowing people to detect her on range at the Atlantic Undersea Test and Evaluation Centre (AUTEC) in the Bahamas (see pages 20-21).

Her high profile is far removed from her design criteria; the Swiftsure-class were created as quiet-running, fast attack submarines, whose success depended on them hearing the enemy before they themselves could be detected.

Superb – the second-oldest of the five S-boats once HMS Swiftsure paid off in 1992 – was conceived and designed in Cold War times, primarily as an anti-submarine platform, but also for use against surface shipping.

A third role is in worldwide, covert surveillance, as a Fleet submarine is capable of roaming the oceans for weeks on end without the need to surface.

This capability is an effective deterrent in its own right, as hostile powers cannot ignore the fact that a powerful Royal Navy vessel may be watching their activities.

Although some of her sisters are

in the Tomahawk cruise missile programme, there are no plans to equip *Superb* with the system.

S-boats are powered by small nuclear reactors which heat water to drive turbines – in essence, they are hi-tech steamships.

Seawater is distilled to provide the crew with fresh water, and some of that water is electrolysed to produce oxygen, which is fed back into the boat's atmosphere.

The only thing which limits the submarine's patrols is the human element – storage space on board is restricted, and time at sea is dictated to a certain extent by the need to restock food supplies.

Superb returned to her home port of Faslane last month, and will undergo maintenance through the summer.

Autumn will see her in sea training, and another period of leave and maintenance towards the end of the year will be followed by exercises and a deployment early in 2001 – and her expertise at AUTEC could put her in line for another spell in the Bahamas.

BATTLE HONOURS

Cape Passero	1718	Gut of Gibraltar	1801
Sadras	1782	San Domingo	1806
Providien	1782	Algiers	1816
Negapatam	1782	Alexandria	1882
Trincomalee	1782	Jutland	1916

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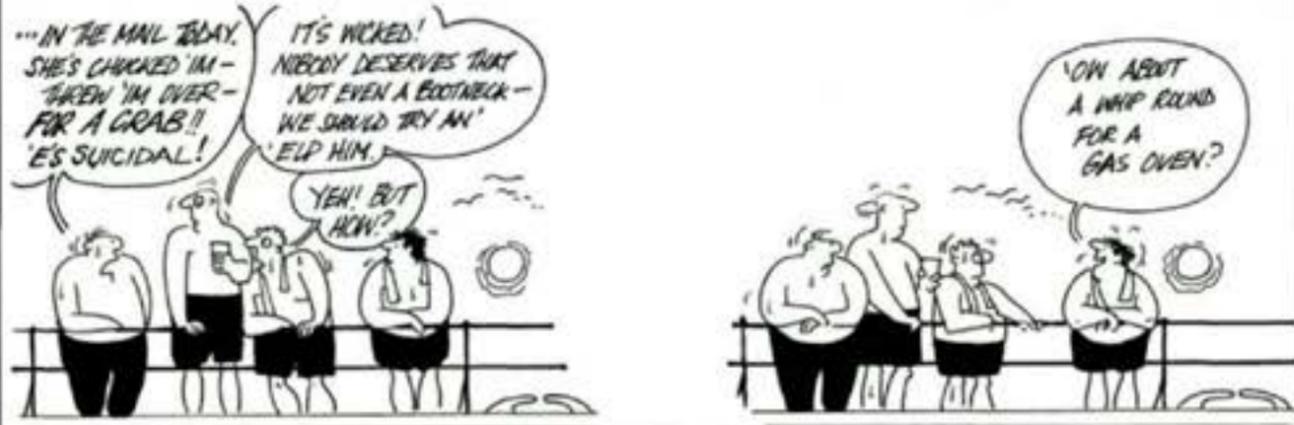


Letters



JACK

BY TUBS



Farewell to Sidon

FORTY five years ago, on June 16 1955, following an explosion, HM submarine Sidon sank in Portland Harbour. Thirteen men lost their lives, including a RN surgeon who had attended the stricken boat from the depot ship, HMS Maidstone.

The previous evening, after a day's exercising with other members of the flotilla together with anti-submarine frigates, experimental torpedoes had been transferred to Sidon from the submarine Springer on which I was serving as a seaman at that time.

The reason for handing the torpedoes over was because our boat was due to leave for a visit to Germany the following day.

The next morning, other submarines had already left from alongside Maidstone and were off to their diving areas.

We were about to slip from Sidon and head out of the harbour - that was when one of those experimental torpedoes exploded. And we could do nothing. Nothing - except lay off and make way for the rescue teams.

I'll never forget the feeling of utter frustration and powerlessness which I am sure was shared by all of us in the Springer, as we left harbour and said our last farewell to Sidon. - A. Giles, Northfleet, Kent.

Racist advert

I WAS appalled to see an advert in your May issue that read "One England team that's truly world class".

Perhaps it's the salt water in my veins but the RN is a national and equal opportunities employer, and the Navy News is a national press publication. I'm sure the sponsors of Chatham Navy Days 2000 will not be happy that their names appear on what amounts to a racist advert.

At the end of the day we all hold a British passport and all of us, in the Forces, fight under the Union Jack. - LCT M. Breakeridge, HMS Sheffield.

Wrong-footed padre's steps to heaven!

REGARDING the gathering of Commando padres at CTCRM (March issue), in the early 1960s I was an Instructor in 'X' Troop (Commando School Training Staff) when we took 787 Squad RM through the six-week Commando Course.

This predates the current All-Arms Commando Course and non-RM Ranks bound for Brigade were slotted into Royal Marines Recruit Squad undergoing Commando Training.

We had five Gunners from 29Cdo LT Regt RA and the Rev Taylor. He was a lovely man and was regarded with great affection by all who met him.

I remember one Saturday morning at the conclusion of the week's training they were being dismissed and reminded that they had all the rest of the Saturday and Sunday off. The Rev Taylor's voice came floating from the rear of the Squad: "Not for me, Corporal, not for me."

On another occasion he was undergoing training on the Tarzan course, had missed the turn point onto the obstacle and was fast disappearing into the treetops.

Cpl Colin Healey spotted this green clad figure in S8 Pattern Equipment and shouted: "Oi! Where do you think you're going - heaven?"

"I sincerely hope so, Corporal, I sincerely hope so," was the response.

We all collapsed. - D. Prichard, Cardiff.

David and Goliath

I WAS interested in R. F. Eggleton's letter about how Pygmy saw off such superior forces.

It may interest readers that the Russian cruiser involved, the Rurik, was built at my company's Barrow yard and commissioned in 1907. What a heavy armament faced that tiny gunboat Pygmy - four 10in and eight 8in guns plus 20 4.7in and 14 smaller guns. - D. P. C. Price, Spilsby, Lincs.

Guide dog supreme

I AM pleased that Just Nuisance's resting place escaped any damage (May issue) as I have great memories of that dear dog.

He once shepherded me away from an area of Cape Town that was a forbidden zone and stayed with me until I got back to Cape Town Railway Station. - G. Turner, Hasildon, Essex.

Totem, not pole lost

RECENTLY given several copies of Navy News I was particularly interested in letters regarding HM submarine Totem.

I served in Totem during the mid-Fifties as a Leading Telegraphist (5). She was one of eight boats, later known as "stretched or converted T's" after extensive alterations in Chatham dockyard. A 13ft section was added aft of the engine room to house two additional electric motors which, together with updated diesel engines gave her a diesel-electric drive enabling silent running at about six knots for longer periods.

Alterations were also made to the snort periscopes and fin together with streamlining of the outer casing etc. The conversion was based on the German U-boat Type XXI. Before sailing, the ship's mascot, a totem pole given to the submarine by a Canadian Indian, was taken aboard. In 1967 Totem was sold to the Israeli Navy and renamed Dakar. She sailed without the mascot to Israel in 1968 and was lost in transit. I never heard what happened to the totem pole. - Tony Beasley, Sebej, West Sussex.

The totem pole is on display at the RN Submarine Museum, Gosport. - Ed.

'Fowl Pest' had a personal problem

REGARDING the letter from B. Fisher about the coal burner HMS Foulness (May issue), in November 1956 HMS Pelican was all spruced up and on a courtesy visit to Luanda when the Foulness entered harbour, belching soot and smoke, and was granted permission to berth alongside us.

During the manoeuvre she collided with the starboard quarter and bent some of the guardrail stanchions before the operation was completed.

Later in the day she left harbour and made very slow progress before finally disappearing over the horizon in a cloud of smoke. It was not long before a request for a tow came from the stricken vessel, as she was losing stowage way.

Progress was thus made down the African coast until, as I remember, the tow slipped in the vicinity of Walvis Bay.

The "Fowl Pest" continued under her own steam, or smoke! As this was the year of the Suez crisis, I wonder how long she took to reach her destination of Singapore? - J. Madeley, Church Streeton, Shropshire.

THE LAST RN ship to coal ship up until 1958 was HMS Fleetwood, built in 1935. We used to surprise ports we visited by requesting a coal dock. However, the secret was that it was for the ship's galley! It still qualified as a "coaling ship" and the stokers always did it after the deck had been holystoned. - Buster Brown, Wem, Shropshire.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

Beatty and the Boxers

I WAS very interested to read the supplement regarding the centenary of the Boxer Rebellion and the Relief of Peking.

One of my most treasured possessions is the Relief of Peking medal awarded to my grandfather, Stoker Robert Rhimes of HMS Endymion. It was a great sensation to see the picture of his ship.

He was one of those who assisted Cdr Beatty after he had been wounded and it has always been a source of great pride in the history of our family that grandfather was involved in such an historic event. - R. Rhimes, Fleetwood, Lancs.

They were Fireflies

THE PHOTOGRAPH on page 6 of the Korean War supplement is of two Fireflies, not Seafires, and the further one, numbered 231, appears to be the same aircraft in the mishap photograph at the bottom of the page, with the number moved forward to make room for the "invasion stripes". The mishap photograph taken in a different era? - W. E. Jones, Pontypool, Torfaen.

Caring Castle

NICE pic of HMS Dumbarton Castle on the front page of the April issue. As an ex-Pongo I have fond memories of travelling in her from Ascension to Port Stanley (first class, of course).

Considering there was a soldier under every bunk, we were treated like kings. Well done the Navy and especially everyone on board the long-suffering Dumbarton Castle. - S. Martin, Salisbury, Wilts.

Queen's heading

I HAVE just received my copy of the May edition and note the ongoing discussion concerning ships' badges. I have a series of Naval letterheads dating from the early part of the last century that were at the last minute rescued from the rubbish bin - including this one of the 1913 battleship HMS Queen Elizabeth - W. T. J. Chapman, Yeovil, Somerset.



No. 551 47th year

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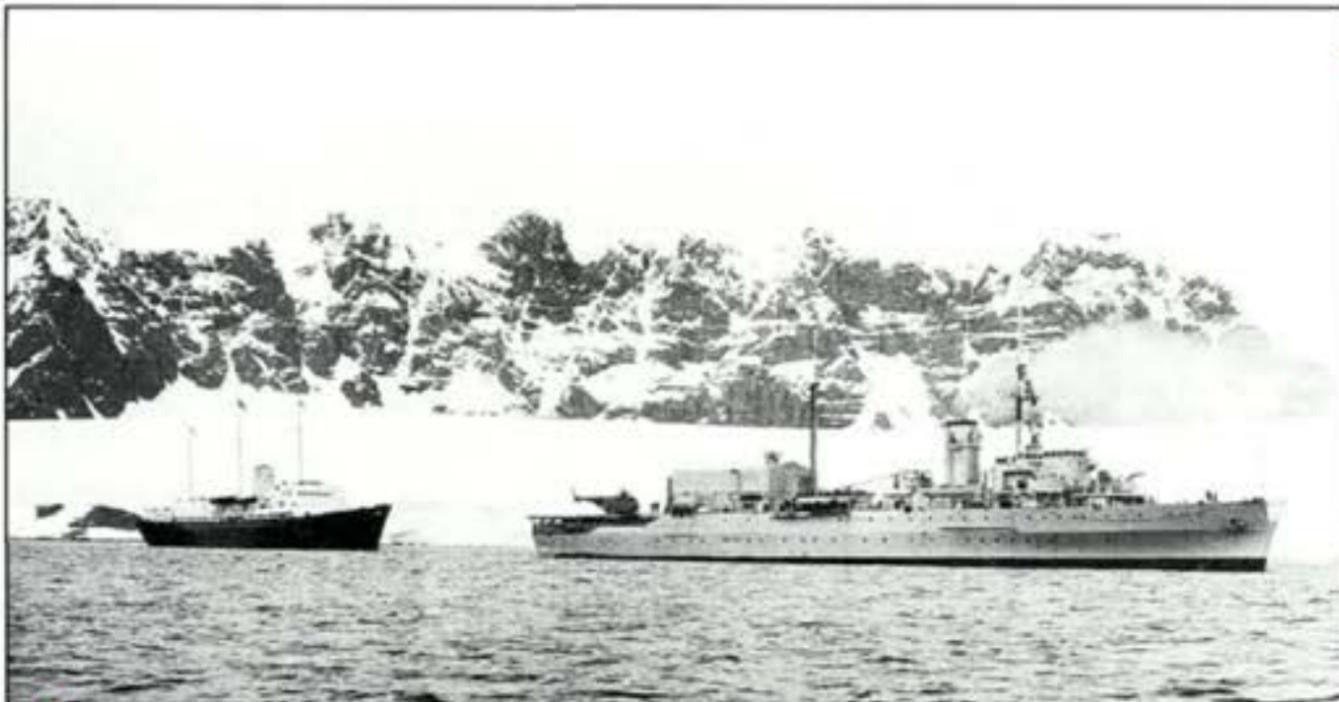
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Fast work by Harry of the Protector

I FEEL I must write and tell you about a most extraordinary man I had the pleasure to meet at the inaugural reunion of the HMS Protector Association.

Harry Bates was a leading telegraphist on board HMS Protector from 1939-41. Off Crete Protector was struck by an aerial torpedo and the ship lost way and all power and was unable to send out an SOS.

Harry was in the washroom at the time of impact and with just a towel round him he climbed the mast and rigged up an aerial, connected up the transmitter to some batteries and managed to send out a successful SOS. If anyone saved our ship, it was certainly him, and Protector survived the war and served in the Antarctic from 1955-68.

Harry could send and receive Morse signals at an incredible speed – in German and Russian as well as English – and he went on to Bletchley Park to work on the German Enigma encoding machine. – Bill Bartlett, Christchurch, Dorset.

● HMS Protector in company with HMV Britannia during the Duke of Edinburgh's Antarctica Tour in January, 1957 (From The Navy in the News)

Chaplain's shame

CONCERNING your article on Tristan da Cunha (April issue), during World War II I, like thousands of others, was conscripted into the RN and sent to HMS Royal Arthur.

Our chaplain was the Rev. H. Wilde who prior to his arrival in Skegness was "major-domo" in the loneliest place in the world.

He let it be known that if any philatelists among us would like a Tristan stamp, they would receive one if they presented themselves at his office with a blank envelope, which I did.

Mr Wilde produced from his desk drawer a rubber stamp which he pressed on a mauish coloured ink pad, then franked my envelope. This I was assured was the only form of postage stamp on the island at that time.

As well as PMG, Mr Wilde seemed to have all the duties ascribed to the Naval Surgeon lieutenant commander who came after him.

Possibly the reason why, after

the war, Tristan had no official postage system was that the reverend gentleman had taken it with him into the Navy.

Incidentally, I progressed from Royal Arthur to the Royal Naval Patrol Service. I have tried to find this service on IT, but keying in RNPS only produces the Royal Naval Philatelic Society. – H. Crago, Hemel Hempstead, Herts.

The RNPS may be located on www.harry-tates.org.uk – Ed

Type VI



1936 – 1946

● A postal cachet of the type used at Tristan da Cunha before the war – possibly the one pinched by the Rev Wilde!

FIELD GUN equipment used by the Royal Navy in the popular competition that ended with the demise of the Royal Tournament last year has been handed over on loan to the Royal Armouries Fort Nelson Museum at Portsmouth.

The spectacular display, which was inspired by the transport of Naval guns overland to the Relief of Ladysmith in the Boer War, saw guns and limbers manhandled by 18 men over 5ft walls and 28ft chasms.

● Cdre Adrian Munns, Commodore HMS Excellent, formally hands over one of the Navy's field guns to (left to right) Keeper of Royal Armouries Nicholas Hall, Vice Chairman of the Portsmouth Field Gun Association Norman Slingsby and Chairman of the Association Peter Scott.



US pigeon fanciers

TUGG's insight into Jack's experience with the uninformed public is displayed in his wonderful April cartoon in which Jack claims with sarcasm to be a bus conductor and is accepted as such.

In 1943 I passed out in the 45th Pilot's Course at Kingston, Ontario and was granted permission to wear the pilot's badge and duly sewed the treasured wings on to the sleeve of my Leading Airman's square rig.

Their Lordships, always with an eye to saving a few coppers, delayed the award of a commission until after the return Atlantic crossing so that we could travel steerage (instead of First Class along with the RAF pilots on the troopship) but granted us seven days' leave in North America as a reward.

Letters



In New York the uniform attracted the attention of the young ladies at the Stage Door Canteen and the United Services Organisation, but led to our rejection as lying line-shooters when we claimed to be Fleet Air Arm pilots, since everyone knew that US Navy Cadet pilots were commissioned even before they won their wings and wore them on their chests, not their arms.

To make the best of a bad job, we changed our tack and claimed to be "Carrier pigeon operators first class", whereupon we met with universal approval and were granted appropriate favours. – S. T. Brand, Crowthorne, Berks.

Parting shot recalled

ON THE eve of D-Day I was on board HMS Bleasdale, the flotilla leader of the 1st Destroyer Flotilla. We were anchored in the Solent before escorting large ships and landing craft across to France.

While this was happening cruisers at our stern were bombarding Caen. Later in the afternoon we returned to Portsmouth to escort HMS Warspite across to bombard Caen into submission.

At night we patrolled against E-boats and human torpedoes. An alarm was sounded when an object was spotted dead ahead coming towards us. The torpedo passed down on our starboard side. The German sailor slid or jumped off after firing. He was yanked on board by our motor boat's crew, given a shower, change of clothing and a warm breakfast. On leaving he gave a hearty smile and the thumbs up – obviously glad to be out of it. – A. C. Nelson, Partick, Glasgow.

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Faslane welcomes nostalgic Wrens

COMPARISONS between wartime experiences and life for women in today's Royal Navy were inevitable as a party from the Association of Wrens visited Clyde Naval Base.

Members of the Edinburgh and Glasgow branches – plus an individual from York – were presented with a busy programme by organiser PO(QA) Sharon Anne Connell-Malcolm.

Between them the ladies, who ranged in age up to 81, served in Naval establishments from the Shetland Islands to Cornwall, with several in Scotland.

The sole representative from south of the border, Marilyn Harrison, had served in HMS Neptune in its earliest days in the 1960s, when it was still Clyde Submarine Base.

And Mrs Harrison's daughter, RAF Cpl Debbie Hillier, is serving in the dental clinic at the Clyde base.

Among the highlights of the weekend visit were a reception, a visit to the minehunter HMS Dulverton, and a church parade.

New system is on target

A NEW aerial target system is being introduced for the Fleet – the Mirach 1005. The subsonic drone, designed and made by the Italian company Meteor CAE, is a three-year interim replacement for the Chukar II system operated by the Fleet Target Group.

The Mirach is a re-usable, sub-scale target which simulates missile and aircraft threats. It has a maximum speed of Mach 0.8 and operates at an altitude as low as 17ft and as high as 25,000ft.

It can be operated from Type 42 destroyers or RFA vessels or from land, and recovered after parachute descent into the water. Full Fleet Weapon Acceptance is scheduled for January.

More details are published in RN Defence Council Instruction 47/00.

Kuwaiti class ends course

A CLASS of Kuwaiti trainees has passed out from their course at the Communications Faculty at HMS Collingwood.

The ten-week course provided students with knowledge in a variety of subjects such as Fleet work, visual signalling, voice procedure, radio organisation, data message processing and physical security.

They also learned practical skills such as flashing light procedure and keyboard skills, at 15 words per minute.

The faculty began training Kuwaiti sailors in January last year under the Flagship programme, and more training has been requested by the Gulf state.

Changes to supply training

PART 4 training for Supply Branch ratings is to be ended, and Part 3 courses at the Royal Naval Supply School will be extended.

The new arrangements are seen as a more effective method of transition from training performance standard to operational performance standard.

Extensions to the Part 3 course will be five weeks for writers, six for chefs, two for stores accountants and three for stewards.

Details are published in RN Defence Council Instruction 45/00.

Montrose team reaches its peak in Sicily

A NINE-strong team from HMS Montrose took advantage of their ship's visit to Palermo to climb the highest peak in Sicily.

The team trekked to the 1,619-metre summit of Rocca

Bubumbra, spending a night under canvas on the way.

They rose early to catch the dramatic views from the top, then practised abseiling and climbing on a 40ft cliff.

Lt Al Veal said: "The terrain was not bad, but would have

been much easier without several barbed-wire fences along the way."

This was the fifth adventurous training expedition held by the Type 23 frigate since the start of her deployment with NATO's Standing Naval

Force Mediterranean (SNFM) – and the intention is to stage similar expeditions from every port she visits during the next four months.

Montrose is undertaking a number of training exercises with SNFM ships.

Newcastle on Tyne and Kent on the Fal

A FIRST run ashore and a return visit to one of the best runs ashore allowed two warships to develop their links with two very different ports.

Before setting off on her global voyage, HMS Newcastle spent five days in her adopted city of Newcastle-upon-Tyne.

The destroyer was in the north-east following an intensive pre-deployment training package with Flag Officer Sea Training in Plymouth.

Berthed at Town Quay, and on her third visit in 18 months, the ship hosted numerous visitors, including 101 Northumbrian RA Regiment and local schools.

She was the venue for a recruitment fair, and Century Radio presented their morning show from the bridge.

Cdr Simon Ancona, the ship's Commanding Officer, took the salute at Divisions for local Sea Cadet units on the jetty, and more than 4,000 people visited when the warship was opened to the public on the Sunday afternoon.

When HMS Newcastle sailed for Portsmouth, she took with her Cdr John Cunningham, the Lord Mayor of Newcastle, as well as Sea Cadets and fathers and sons of the ship's company.

At the other end of the country, the Navy's latest warship, HMS Kent, visited Falmouth.

The Type 23 frigate was only accepted into the Senior Service in February, and the visit to the Cornish port came after two weeks of preliminary safety training.

A Commanding Officer of a previous HMS Kent, Capt John Robathan, presented the ship with a painting of his command, and was interested to see how the Navy had changed.

Commanding Officer of the Type 23 frigate, Cdr John Clink, said that Capt Robathan had noticed that the feel of the ship, and the reaction and attitudes of the sailors he had met were just the same as in his day.

And from a past CO to potential future recruits as a group of Falmouth Sea Cadets enjoyed a short visit, under the watchful eye of CY Shiner Wright.

Members of Falmouth RNA toured the ship



● Past and future: A potential recruit tests some equipment for OM(C) Martin Thomlinson (above), while the Commanding Officer of a former HMS Kent, Capt John Robathan, meets up with his present-day counterpart, Cdr John Clink.

and had coffee and cakes in the chiefs' mess. The ship's golf society enjoyed perfect weather on their first outing, at Falmouth Golf Club, and the rugby team lost narrowly to Penryn.

Once Kent has undergone a programme of weapons trials and operational sea training, she will be ready to undertake operational duties.



Fair prize for Hilary

YELLOW submarines, Red Arrows, hot dogs, police dogs, balloons and bouncy castles – just some of the elements of the Faslane Fair captured by young artists in the fair's poster competition.

A record 792 entries were received from 12 local schools, with pupils as young as five submitting entries.

The winning poster was designed by Hilary Theaker, aged ten, of the John Logie Baird School, Helensburgh, who wins a CD-ROM version of the Encyclopaedia Britannica for her school, and a day at sea with the Third

Mine Countermeasures Squadron for herself and her family.

The runners-up, in no particular order, were Gemma Curwen (five) of Rosneath Primary, Sarah Fleming (ten) of Cardross Primary, Tom Lipscomb (11) of Hermitage Primary, Rachel Jane Thomson (11) of Colgrain Primary and Fiona MacLeod (11) of Kilcraggan Primary.

The Faslane Fair takes place on Saturday, June 17, and all the final 12 short-listed entries will be on display on the day.

Keeping up standards

MILITARY training is to be developed and kept up using a performance-based quality standard based on the Systems Approach to Training (SAT). It is designed to ensure effective, efficient and economic training by relating it to the needs of the job.

Primary purpose of the quality standard is to provide training organisations in tri-Service and bi-Service areas with a

basic blueprint. Training establishments may then choose to embrace a single-Service SAT or elements from different SATs – or good practice from the public or private sector – and benchmark themselves against the quality standard.

All versions of SAT comprise analysis, design, conduct of training and evaluation. Details appear in Joint Service Defence Council Instruction 47/00.

Raleigh in the limelight

SAILORS from the Navy's new-entry training establishment HMS Raleigh have exercised their right to march through Torpoint.

The men and women of Raleigh marched with bayonets fixed and flags flying before the parade was reviewed by the Mayor of Torpoint, Bob Cross, and the Commanding Officer of Raleigh, Commodore Roger Lockwood.

Commodore Lockwood was also on hand for the official opening of the new Submarine School at Raleigh, along with Flag Officer Training and Recruitment, Rear Admiral John Chadwick.

The school was formerly at HMS Dolphin in Gosport.



● Tankbuster: Royal Marines from 45 Commando launch a Milan anti-tank missile during live firing on the Otterburn range in Northumberland. Picture by LA (PHOT) Ian Richards

Heroes of Gallipoli are remembered

THE SACRIFICES made by British, Allied and Turkish troops at Gallipoli in 1915 were remembered at a series of ceremonies on the Turkish beaches.

Armed Forces Minister John Spellar represented the British at the annual event, which began with a dawn service on the ANZAC beach.

Onlookers spoke of the hills being crowded with young backpackers – a poignant contrast to their predecessors from Down Under who had to fight their way up the hills under intense fire.

Other services were held to commemorate other nations later in the day, including a ceremony at Cape Hellas for the British.

Mr Spellar said: "The deaths of so many young men on these beaches is a tragic reminder of the horrors of war."

"But the courage and endurance they displayed is an inspiration to all those serving in today's Armed Forces."

Fears proving unfounded

FEARS that the introduction of Warfare Branch would affect the supply of high-calibre artificer candidates from operator mechanics seem to have been unfounded.

Not only have sufficient numbers been identified, but ex-Warfare Branch ratings already on course are doing well.

Any Warfare Branch rating keen to become an artificer should see their Divisional Officer, and spend as much time as possible in the Weapon Engineering section to improve their technical skills.

Brazilian review

DESTROYER HMS Southampton and Royal Fleet Auxiliary tanker Grey Rover have played a key role in a 12-nation naval review and sail-past off Rio de Janeiro as part of Brazil's 500th Anniversary celebrations.

For a full report and pictures, see next month's edition of Navy News.

Hood service

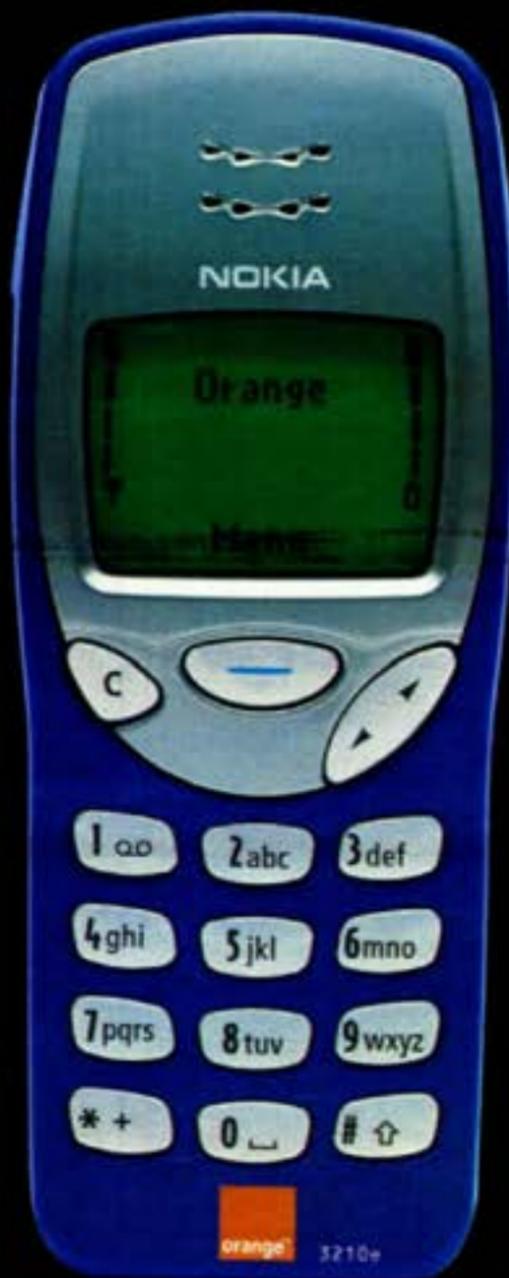
THE ANNUAL service in memory of the sinking of HMS Hood is due to take place on Sunday, May 28, at the Church of St John the Baptist, Boldre, in the New Forest.

The last surviving member of the doomed battlecruiser's crew, Lt Ted Briggs, will read the Act of Dedication.

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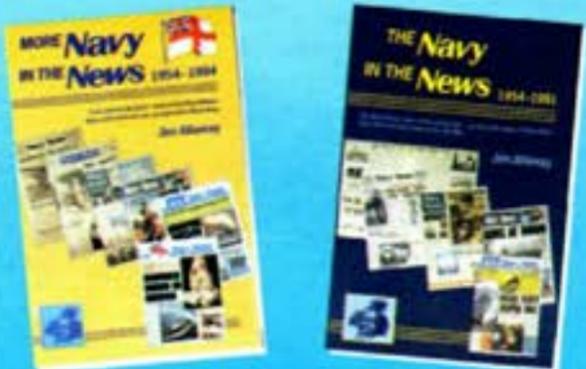
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LONELY friendly easy going female seeks male penpal for fun/friendship. **Box June 2**
SUE tall slim blonde 27 seeks friendship/fun. Photo appreciated. **Box June 3**
CUDDLY female 30, redhead, g.a.o.b., wtm cuddly sailor 32-45 for friendship/relationship. Photo. **Box June 4**
CLAIRE 34 divorced, g.a.o.b. N.S. seeks genuine 30+ male for friendship/relationship. **Box June 5**
LADY 50 tall blonde, slim with brain. Humour, love of life essential. Please write. **Box June 6**
SINGLE sailor 27 seeks fun females any age. Photo appreciated. **Box June 7**
MIA 24 brown hair/eyes, 5'2" Own house, car, fun loving / outgoing, wtm similar male. **Box June 8**
STUNNING female 30 wtm sailor who enjoys life. Photo appreciated. **Box June 9**
PENFRIENDS wanted by grandma. Young 50, divorced, friendly, happy, cuddlyish. **Box June 10**

FRIENDLY attractive Swedish-American military nurse wishes correspondence with marines. **Box June 11**
JULIE 39 attractive, gsoh, seeks male penpals 35+ serving or ex. Photo appreciated. **Box June 12**
MELISSA 25 petite enjoys dancing, seeks penpals 27-35. Photo appreciated. **Box June 13**
ANYBODY want to make my mummy laugh? Her name is Jennie. She is 30. Thank you. **Box June 14**
STEPHANIE 19 wtm forces personnel for friendship/fun. Photo appreciated. **Box June 15**
LADY 29 wthf, male penfriends, photos please, ala. **Box June 16**
TALL scottish laird sought by slim blonde celtic princess 31. Your palace or mine? **Box June 17**
MIDLANDS girl 30 loves travelling, formula one, pubs, gsoh. **Box June 18**
JULIE 27, Portsmouth, slim, attractive, gsoh, seeks sailors 30+ for friendship/relationship. Photo please. **Box June 19**
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HAMPSHIRE based nurse 40, very active, enjoys sport. Looking for friendship/fun. **Box June 21**

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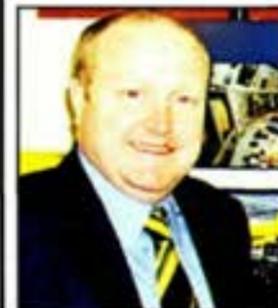
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People in the News



FORMER Navy pilot Phil Nettleton has joined two new forces since he left the RN in 1997. He has signed up as a lieutenant in the RNR Public Affairs Branch and he is now also a member of Thames Valley Police after landing a job as a helicopter pilot for their new Eurocopter EC 135.



JARROW MP Stephen Hepburn met two of his constituents while visiting HMS Inverness and HMS Bridport in the Gulf. He is a member of the Commons Defence Select Committee and he met LS Stephen Goss and CPO Phil Boyne during a fact-finding visit to the vessels in Saudi Arabia.



NAVY photographer Bernie Pettersen has won a Herbert Lott award for outstanding efficiency. The Cudrose-based Petty Officer was praised for his enthusiasm and the consistently high quality of his work. The award was presented the air station's CO, Commodore Tony Hogg.

Spencer goes back to school



RUGBY ACE Spencer Brown is putting his weight behind a recruiting drive in the Bristol area.

The Royal Marine Bandsman, who plays for the Navy, Bristol RFC and the England 'A' squad, is now working for the city's Armed Forces Careers Office.

And a big part of his job is visiting local schools where he has found both his rugby and musical skills are in great demand.

As well as coaching on the sports field he also helps youngsters who are learning to play brass instruments, providing an excellent opportunity for careers staff to forge closer links with the schools involved.

● **GOOD SPORT:** Spencer Brown on a visit to Downside School, Stratton on the Fosse.

Monty's guardian revisits Marines

A ROYAL MARINE who helped guard General Montgomery during WWII was a guest of honour during the opening of a £2m buildings complex at the RN Armaments Depot at Coulport.

The new Operational Support Building has been constructed for the Royal Marines of Comacchio Group who are responsible for the security of the site.

When 46 Commando veteran Jimmy Chalmers heard about the project he donated a substantial amount of bedroom, bathroom and kitchen furniture and gave the Group £1,000 towards gymnasium equipment.

Jimmy is now the managing director of a successful joinery business but during the war he was selected to lead a secret guard to shadow Montgomery (without the General's knowledge) while he was at his HQ in Blay, Normandy.

Jimmy said: "Monty was a stickler for closing the door of his caravan at precisely 2100 hours and from 2130 to 0530 a commando took up position below the caravan with an automatic weapon and was relieved every 90 minutes."

The veteran's support for the new building project was rewarded when he was invited to officially open the gymnasium which his generosity had helped to equip.



● **VETERAN:** Former Commando Jimmy Chalmers opens the Comacchio Group's new gymnasium at Coulport.

He said: "It was a privilege to supply the furniture and to be invited to open the gymnasium was the icing on the cake."

The manager of the new Operational Support Building is C/Sgt Darren Morgan.

He said: "The facilities are second to none and life for the Marines who are based here is excellent."

"With two gymnasiums, a sports hall and excellent food, who can complain?"

Car club in recruitment drive

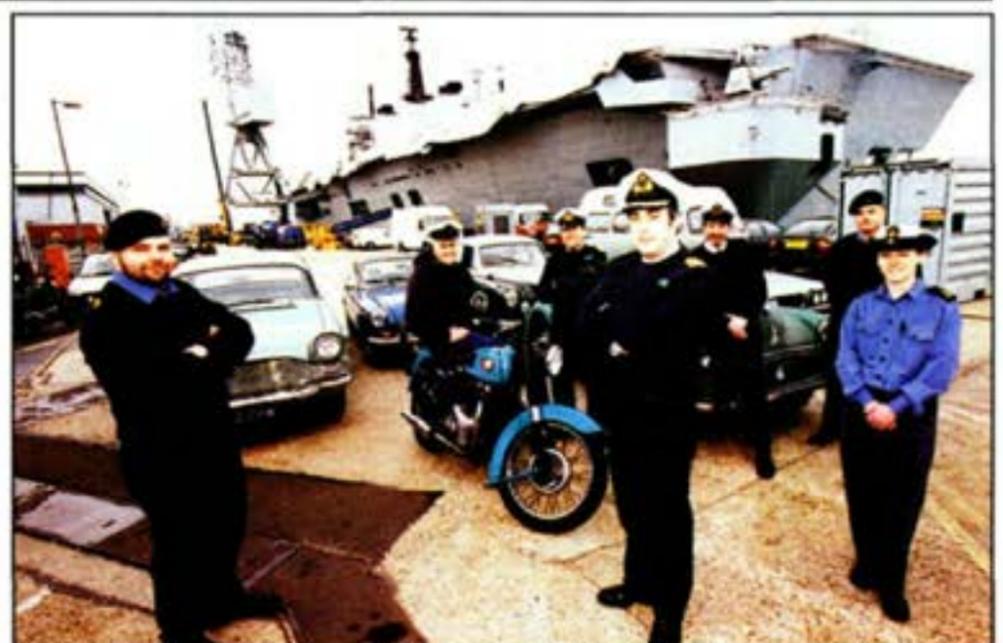
CLASSIC car owners in HMS Invincible have got together to form their own club.

It has been launched by seven sailors with classic cars or motorbikes dating from 1956 to 1973.

They have all shunned the electronic gadgetry and comfort of modern vehicles in favour of the classic styling, performance and interiors of a bygone era.

Their vehicles include a 1956 Vauxhall Cresta (L MEM Hubbard) a 1956 Morris Minor (WO Hussey) a 1979 VW Sirocco (LRO Morgan) a 1972 VW camper van (PO Snowden) a 1973 MGB GT (Cdr Seatherton) a 1957 MG Midget (LI Cdr Dunlop) and a BSA motorcycle owned by CC Cushing.

The club is on the lookout for new members who serve in HMS Invincible and the only requirement is that their vehicle pre-dates 1980 when the ship was built.



● **JOIN THE CLUB:** The classic car enthusiasts from HMS Invincible with a few of their vehicles.

People in the News



Sisters sign up together

NO-ONE enjoys filling out forms in triplicate but there were no complaints from recruiting officers in Birmingham when they signed-up three sisters for the RNR.

Helen (18) Lynda (24) and Pauline Cummings (27) from Castle Bromwich, have all volunteered to join HMS Forward, the new £4m reserve training centre.

Lynda said: "Pauline saw the advert and I went along to see what it was all about. I liked what I saw so I joined up there and then."

"Helen found out and decided to join us as well. The family are very proud of us and I am sure, despite being sisters that we won't annoy each other too much."

The Royal Naval Reserve unit at HMS Forward was opened by the Princess Royal, and is commanded by Lt Cdr Clive Langmead.

He said: It is unusual to get three sisters joining but we are delighted. They are a very welcome addition to the team."

● **RECRUITS:** Helen (left) Lynda and Pauline Cummings. Picture by Alan Williams, Birmingham Evening Mail.



● **FAMILY AFFAIR:** Mick and Martin Lawless at RNAS Culdrose.

Like father, like son

WHEN CPO Mick Lawless joined the Navy in 1972 little did he imagine that 28 years later he would have not one but two sons following in his footsteps.

One of them, Aircraft Engineering Mechanic Martin Lawless, is not so much following his footsteps as treading in them - the father and son are both serving with 814 Squadron at RN air station Culdrose!

And son number two Matthew is also following his father's trade and has recently finished his artificer's training.

Mick is a Chief Air Engineering Artificer specialising in Sea King helicopter electrical systems and Martin joined the Navy in 1995 and specialises in mechanical engineering on the Sea King.

814 Naval Air Squadron Operates Sea King Mark 6 helicopters and forms the anti-submarine warfare element of HMS Invincible's Carrier Air Group, and Mick and Martin will both be embarking with the squadron on her three-month round-Britain tour.

NATO expansion

THE BRITISH community at Allied Command Atlantic in the USA is on the increase - two babies have been born to Royal Navy families serving there within eight days of each other.

LWTR Steve Mulvihill and his wife Kim became the proud parents of a baby Ryan Stephen Mulvihill and just over a week later Lt Mark Cox and his wife Cheryl were celebrating the arrival of Sam Clayton Cox.

The Mulvihills, from Weston Super Mare, have been at the base in Norfolk, Virginia, since May 1999 when Steve took up the post of Admin Assistant to Commodore Alan Massey.

And the Cox family, from Plymouth, moved to America when Mark was appointed Flag Lieutenant to Deputy Supreme Allied Commander Atlantic, Vice Admiral James Perowne in June 1999.

● **BABIES:** The Cox family (left) and the Mulvihills



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A



B



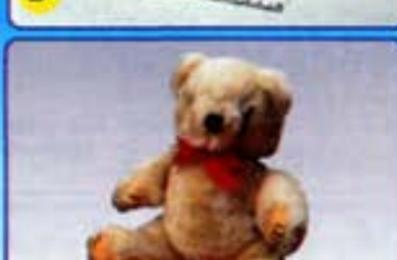
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Climbers make the summit of Mount Kangchenjunga

A ROYAL Marine from HMS Neptune is one of two British Servicemen who have reached the summit of the 28,169-ft Himalayan giant Kangchenjunga.

RM Sgt Andy Cole and Army Mountaineering Instructor John Doyle are the first ever British Servicemen to conquer the mountain.

And it is only the second time that a British team has succeeded via the South West Ridge since the mountain was first climbed by George Band and Joe Brown in 1955.

To reach the summit the pair had to wade through waist-deep snow almost all of the way from their highest camp and they had to replace 100 metres of fixed ropes which had been swept away by avalanches.

They set off from Camp 4 with Sherpas Nima Dhorje and Pemba Norbu at 2am and by 6.37am the four were spotted making slow but relentless progress towards the summit of Kangchenjunga by excited Base Camp staff and climbers from other expeditions.

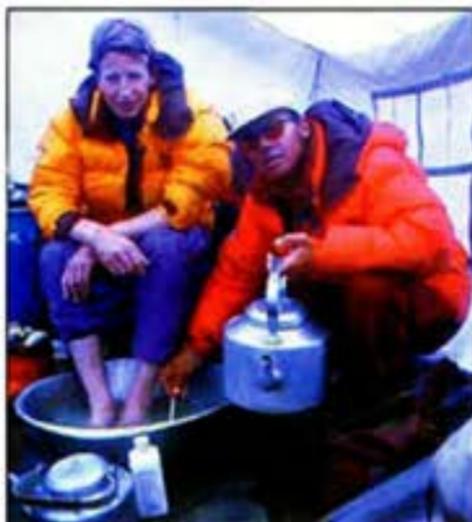
By 10am they reached 8,250m and were so drained by the heavy snow that they considered descending, but a few minutes later they decided on a final push.

At noon they reached the summit slopes and at 2.03pm Base Camp received the call which they had been waiting for: "Base Camp, this is Kangchenjunga summit!"

The exhausted climbers returned to Camp 4 after a gruelling 20-hour day and are now back at Base Camp after descending with Surg Cdr Andy Hughes (PJHQ) who is treating Sgt Cole for mild, superficial frostbite.

The Tri-Service expedition is led by HMS Temeraire's Lt Cdr Stevan Jackson and as Navy News went to press, RMs C/Sgt Dave Pearce (CDO LOGS) Capt James Raitt (CTC) and Sgt Larry Foden (Brigade Patrol Group) were also hoping to make a bid for the top, but their progress was being hindered by heavy snow which had made the approach to the summit slopes impassable.

□ For a full report, don't miss July's Navy News.



● DOWN SAFELY: Sgt Andy Cole is treated for mild frostbite by Surg Cdr Andy Hughes.

MARINES REACH THE NORTH POLE

ROYAL Marine Commandos Alan Chambers and Charlie Paton have become the first UK team to walk unsupported to the North Pole after an incredible 70-day journey over the ice cap.

The final stages of their trek were filled with drama as food and fuel stocks began to run out and a huge split in the ice opened up, putting a vast tract of open water between them and their goal with just 60 miles to go.

Then a blizzard closed in forcing the men to make a 15-mile detour around the water in a complete white-out.

To preserve precious fuel they hung bags of ice around their necks, close to their bodies, to use body heat to melt it into water for cooking instead using their stoves. And their determination finally paid off when they reached the Pole at 12.29am on May 17.

The news was greeted with delight at the expedition's base camp at Resolute Island in Canada and by team mates Corporals Jason Garland and Paul Jones, who were withdrawn from the ice on April 14 suffering from exhaustion and frostbite.

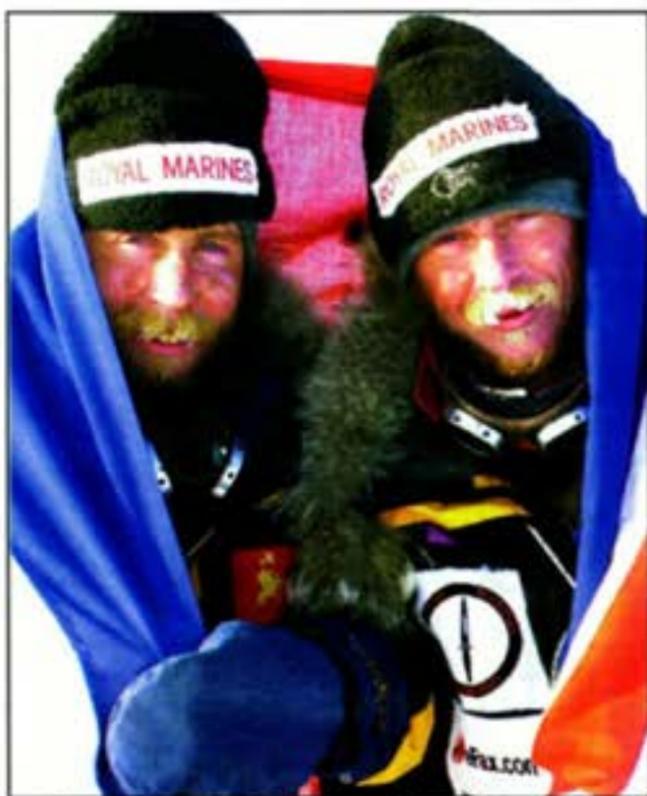
Back in the UK, Commandant General Royal Marines, Major General Robert Fulton, said: "This is a truly remarkable achievement and a testament to the

strength of character and team work of all those involved. They have overcome considerable adversity and faced many challenges head-on, showing true commando spirit."

At the end of their 600-mile trek they were picked up by a plane from the air base at Eureka and taken to Resolute where base camp staff Corporal Ian Warwick and Marine David Fox were waiting.

On the way back, Cpl Chambers said: "We are exhausted but also very happy. We managed to make 29 day's rations last for 40 - we were living on a diet of half a cup of porridge a day towards the end and have lost about three stone."

As Navy News went to press the men were on a flight back to the UK for a joyful reunion with family and friends.



● AT THE POLE: Cpls Charlie Paton (left) and Alan Chambers

Hurworth helps as trawler nets bomb

HMS HURWORTH has been in great demand during her first fishery protection patrol.

While the Hunt-class mine-sweeper was putting a boarding party on to a French fishing vessel she was spotted by the British trawler Talisker which had just hauled up a WWII bomb.

Talisker requested assistance and when Hurworth arrived they found a 250lb air-dropped bomb resting on the ship's deck.

The ordnance was carefully assessed and found to be free from explosives and it was safely disposed of before Hurworth returned to its boarding party.

The commanding officer of the HMS Hurworth, Lt Cdr Tim Johnston, said: "We couldn't have had a better first patrol. We saw the diversity of fishery protection duty and have demonstrated to Talisker at least, the great benefit of having an MCMV involved in this important task."



● ALL CHANGE: Exchanging cap tallies at HMS Wildfire.

MOD backs British beef

DEFENCE Minister Lewis Moonie confirmed the MOD's backing for British beef at a meeting with Ben Gill, President of the National Farmers Union.

Dr Moonie said the MOD required its food contractor to buy competitively-priced British goods wherever possible and said that all beef and pork eaten by home-based personnel is now provided by suppliers in the UK.

Reservists wild for new name

FORTY-THREE years after the reserve unit HMS Northwood was first formed, its ship's company has had the honour of participating in its commission as HMS Wildfire.

Their parent unit, HMS Warrior, became JSU Northwood 14 months ago, so HMS Northwood has welcomed the opportunity to reassert its identity as HMS Wildfire.

HMS Northwood decommissioned quietly on Friday May 19, but senior RN, RNR officers, civic leaders and hundreds of family and friends were there to see its re-birth as HMS Wildfire on Saturday May 20.

HMS Wildfire will continue to provide manpower for COMSUBEASTLANT and major NATO exercises as well as being a significant training establishment in its own right.

The name Wildfire has a historical pedigree going back 200 years - it was originally a highly flammable compound which was blasted into enemy wooden walls to set them alight, a fact which accounts for the expression 'spreads like wildfire.'

Seven ships and establishments have taken the name since then, including another former reserve unit which was based in Chatham, Kent.

Defence training review is in full swing

ARMED FORCES Minister John Spellar has given the go-ahead for the main phase of the Defence Training Review (DTR) to begin.

It promises to be a wide-ranging and fundamental review of individual training for both the Armed Forces and Civil Service components of the MOD.

The review is unfinished business from the Government's Strategic Defence Review and is part of the continuing process of modernising defence.

It is seen as an opportunity to achieve more effective preparation for joint and multi-national operations to ensure that training and education are integrated across the Services and better focussed on operational, corporate and people's needs.

The initial finding of the review is that the current provision for training and education is of a high standard, but to meet the challenges of the new century it needs to be:

- Aligned to operational and corporate needs
- Integrated between Services, with the Civil Service, with external academic and vocational bodies and with the wider community
- Responsive to change
- Cost effective

The review is an opportunity to provide both the Armed Forces and the MOD Civil Service with exactly the right training and education to meet the

nation's defence needs and it will also take account of the MOD's ability to recruit and retain the best people and provide the civilian community with well-trained, well-educated individuals when they leave the Services.

Vice Admiral Jonathan Band is leading the review team which contains a mix of military and civilian staff and Capt Mark Anderson, Lt Col Richard Watts, Lt Anna Taylor, WO (CT) Ron Smith and POWWTR Carla Drewry are the Naval members of the team.

The team aims to complete its work in the autumn and submit its final recommendations by March 1, 2001. The team can be contacted by e-mail using DTRTEAM@icwebkit.co.uk or CHOTS to DTR-AA.

IN BRIEF

Medical agreement

GOVERNMENT Defence and Health ministers have signed up to an agreement which will set up a new Centre for Defence Medicine in Birmingham.

Defence Minister John Spellar and Health Minister Gisela Stuart were visiting the city's University Hospital for the signing of an interim service level agreement with Dr Jonathan Michael.

The new centre, which will open in April 2001, will provide dedicated training for military medical personnel and general and specialist hospital care for members of the Armed Forces.

Mr Spellar said: "The centre will provide an important professional focus for military medicine and a prestigious place of work."

Expertise passed on

THE MOD has announced the receipt of £15m to bring military skills in the field of health, meteorology and mine clearance to the UK public and to humanitarian projects world-wide.

The money, claimed from the Treasury's Capital Modernisation Fund, will help pay for a low-cost mine detector for use in developing countries, and better severe weather forecasting and a virtual hospital with portable medical technology in the UK.

Defence Secretary Geoff Hoon said: "By working with others in Government and beyond we will use our expertise to benefit millions of people both in the UK and in the rest of the world."

Eaglet stars in TV show

MERSEYSIDE Mariners are to become TV stars when an eye-opening documentary about HMS Eaglet is screened this summer.

HMS Eaglet, which is based inside Royal Naval Headquarters at Merseyside, is one of latest additions to the Royal Navy.

And four personnel from the state-of-the-art training establishment have been selected to take part in a series of programmes on the RNR by the TV Station Channel One.

HMS Eaglet's Lt Cdr Alan Wright said: "The Channel One series will give people a great insight into our work and the training our recruits undergo and it should make very good viewing."

Navigation info on CD

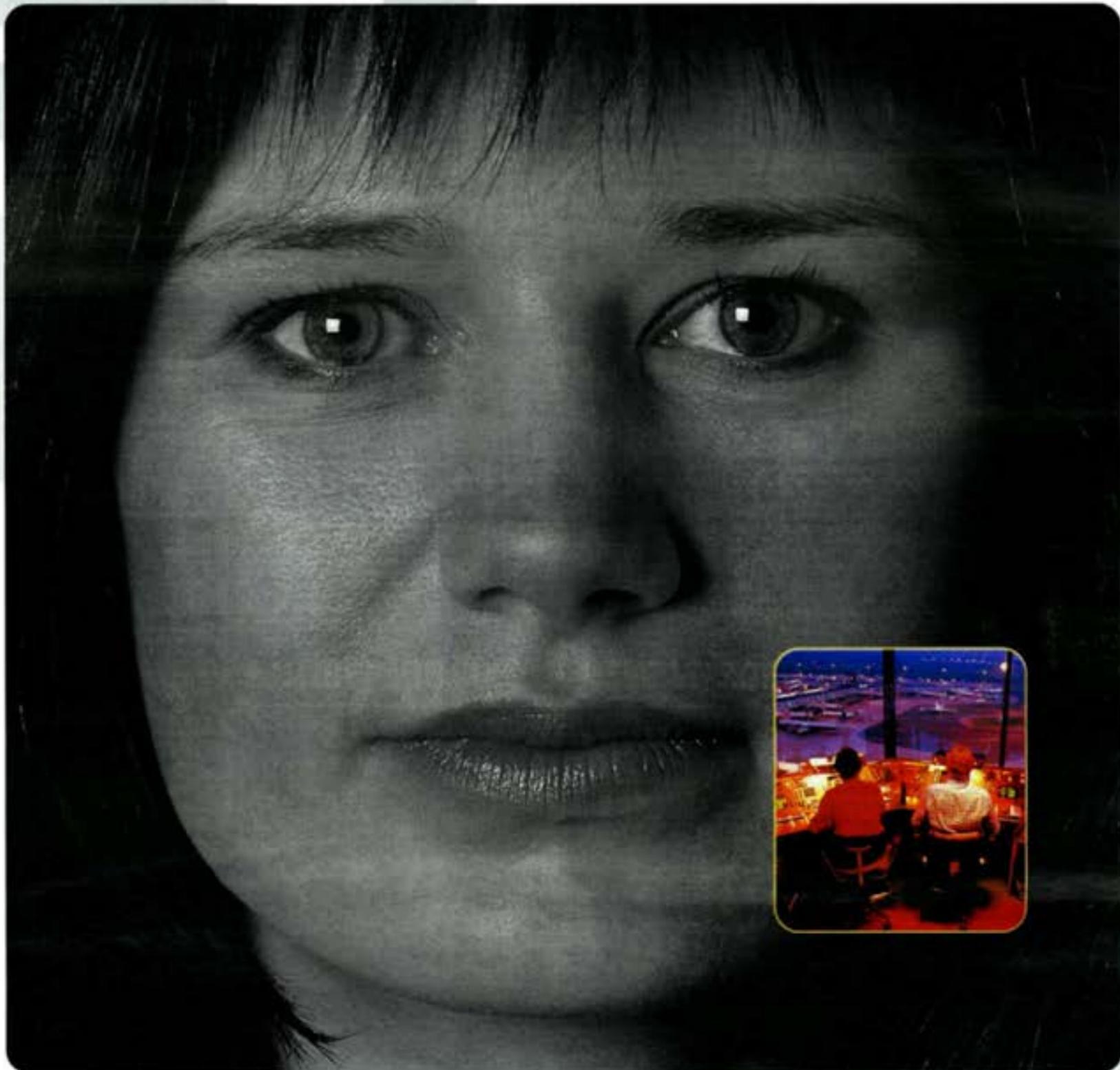
ESSENTIAL up-to-date information for navigators and astronomers is now available in two new publications from The Stationery Office (TSO).

Nautical Almanac 2001 and NavPic and Compact Data 2001-2005 together provide the most complete and comprehensive navigational information available to seafarers.

Between them they provide simple methods of determining the position of the sun, moon, navigational planets and the stars to a consistent precision, together with concise sight-reduction tables necessary to determine one's position at sea.

For more details, contact TSO on 0870 600 5522 or on the website www.thestationery-office.co.uk

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Memorial to victims of wartime storm

FIFTY-SEVEN years after a tragic and little-known wartime accident claimed the lives of 73 men off the coast of Pembrokeshire, the Bishop of Liverpool, the Rt Rev James Roxburgh, was among those who took part in the dedication of a memorial to them – including his younger brother.

Lt Allen Roxburgh RM was among 31 who drowned when on April 25, 1943, the landing craft LCG 15 sank in a raging storm while en route to Scotland to join a convoy for the Mediterranean.

Also lost were six sailors from the sloop HMS Rosemary. They died in an open boat while attempting a rescue.

The following day, the craft's sister-vessel, LCG 16, foundered with the loss of a further 36 men.

Very few of the landing craft occupants survived to reach shore.

Apparently, the landing craft – on their maiden voyage – were of an experimental design which seemed to have affected their seaworthiness.

The memorial service on the shore at Freshwater West was attended by a Royal Marines bugler from Plymouth, Royal Navy and Coastguard representatives, and the representatives of the South Wales RNA branches of Llanelli, Cowbridge and Pembroke Dock – from whose clubhouse the parade to the memorial started. Also present was the RNA's Area 7 chairman, Shipmate Mervyn Hodge.

Several Army associations were represented, as was the Royal British Legion, Normandy Veterans Association, the Royal

Marines Association and the Landing Craft (Gun) Association who worked closely with the RNA in the arrangements for the memorial.

The dedication was the culmination of a campaign by local woman Glenys Jones, an honorary member of the LCG Association, who was aged 11 when the disaster occurred.

Area PRO Sue Cairns told *Navy News*: "The people who gathered on the shore came mostly from succeeding generations. To them, the victims of the storm were uncles

they had never known, childhood memories of an older brother, or simply remembered from stories told to them by their parents.

"Representatives from the Services and the Associations carried away with them a sense of final peace and honour. . . .

"The exigencies of war had driven our young men to sea on a maiden voyage in unseaworthy ships. This destructive storm prompted modifications in the design of landing craft that were to save many lives during the war."

Around the Branches

Liss & District

The branch is claiming to be the first RNA unit to parade at Pangbourne College Divisions. Fifteen members of the branch, led by Shipmate Eric Hartley and with Shipmate Simon Silence bearing the standard, joined 300 pupils of the college at the parade.

The salute was taken by General Sir Anthony Farrar-Hockley.

Two of the branch's members have connections with Pangbourne – Capt Mike Barrow RN (ret'd), Commanding Officer of HMS Glamorgan in the Falklands War and now vice-chairman of the Trustees of the Falklands Memorial

Chapel, and Shipmate Keith Evans (80) who was a pupil at the college in 1933-37 and who joined in the parade.

The branch members also took part in a service at the chapel conducted by the college chaplain, the Rev Brian Cunningham.

No. 3 Area

Over 150 shipmates attended the Southern Flotilla's third reunion weekend at Babbacombe, Devon. It included a dinner dance, sightseeing trips and a formal banquet.

On the Sunday, members of the HMS Glory Association joined in



● The former Bishop of Liverpool, the Rt Rev James Roxburgh, contemplates the new memorial dedicated in Pembrokeshire to commemorate the 73 men – including his brother – who drowned in a raging storm in 1943.

Blinded Chief is Dursley patron

A CHIEF petty officer blinded in an air attack on HMS Antrim in the Falklands war, has accepted Dursley & District branch's invitation to become their patron.

Former CPO Terry Bullingham is now a full-time officer for St Dunstan's organisation for the blind.

Penny bounces back to win bearer contest

FORMER Naval air mechanic Penny Albone-Batty has won the Association of Wrens national standard competition.

Penny, who has overcome ill-health in the past year, is bearer for the Association's Bromley branch. She served at RN air stations Yeovilton and Lee-on-Solent in 1971-75.

The Association is on the lookout for new members, particularly post-war Wrens. Contact Marion Leaver on 020 8850 5560 or the Association secretary on 020 7932 0111.

PICTURE PUZZLE

WINNER in our Mystery Picture competition in the April issue is Mr R. Leggott of Mitcham, Surrey.

His correct identification of the frigate HMS Lowestoft was drawn at random.

Another £30 prize is offered for the identity of this famous ship – and the name by which she was originally to be known.

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

Closing date for entries is July 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 August edition. The competition is not open to Navy News employees or their families.



MYSTERY PICTURE 64

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Brentwood
Members planted an oak sapling and seedlings in Hutton Country Park as a Millennium project in conjunction with the local Countryside Management Department.

A FULL LIST of the RNA's Area PROs with addresses and telephone numbers appears in our NoticeBoard page – p28.

Association



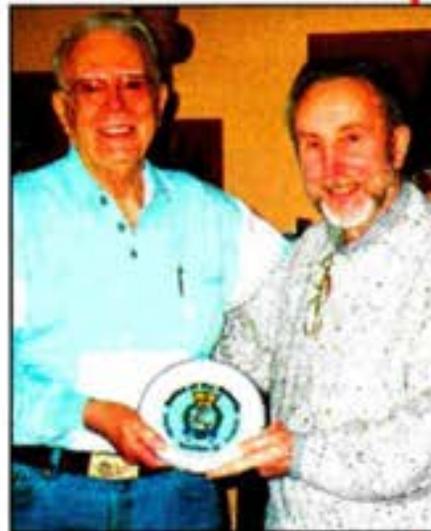
Hands across the seas



THIS PICTURE of the the Queen arriving at Perth, Western Australia was sent by Shipmate Geoff Paice, secretary of the RNA's Perth branch before Her Majesty passed by a guard of honour of shipmates and other veterans (above). The guard included Shipmates Don Harwood, Ted Stannard, branch patron Rear Admiral P. G. N. Kennedy RAN (retd), Bill Snook (standard bearer), Geoff Paice, Fred Skelton, Gil Maury, Geoff Taylor and Ivan Hunter (chairman).



RIGHT: The RNA's long arm of friendship reaches out to Washington State, USA, where the visiting treasurer of Londonderry branch, Shipmate W. E. Lavery, presents USN veteran A. Younger with a commemorative plate. Shipmate Younger, who lives in Yakima, is a veteran of the Battle of the Atlantic and served in Londonderry in 1943.



York set for ship freedom

YORK branch shipmates are looking forward to entertaining members of the ship's company of HMS York when the Type 42 destroyer exercises her Freedom of the City in June.

The York sailors are expected to march through the streets accompanied by a Royal Marines band, and it is likely that branch members will be able to visit the ship at her berth.

The branch has held a ceremonial service and mass to commemorate the life of one of its members, the late Shipmate Molly Robinson, a WRNS officer in World War II and who was also a member of the Association of Wrens.

GROWTH IN RNA ROUND THE WORLD

THE ROYAL Naval Association is a growing influence around the world. Latest of the 41 overseas branches of the RNA has been formed in Aquitaine, France under the leadership of Shipmates Ken Napier and David Rollston-Smith.

Association organisers believe that little is known in the Royal Navy – and among RNA branches themselves – about the worldwide nature of the movement, which is now represented in 18 overseas countries.

The strongest representation outside Britain is in Australia where there are 13 branches. There are four in South Africa, three in Oman, and two each in Canada, Saudi Arabia, Zimbabwe and Spain.

Apart from France, there is a branch in Sri Lanka, Bermuda, Malta, USA, New Zealand, Qatar, Luxembourg, Belgium, Japan and Denmark.

Also counting as overseas branches are one each in the Falkland Islands and Jersey.

A spokesman for the RNA told *Navy News*: "This is an extraordinary spread of Royal Naval influence around the world. Commanding Officers of RN ships on deployment should take note and liaise early with these branches should they be so lucky as to be programmed to visit such exotic places as the Sultanate of Oman."

Names and addresses of the secretaries of the branches can be obtained from RNA Headquarters, 82 Chelsea Manor Street, London SW3 5QJ or by e-mail on: rnaj@btinternet.com.



Baked to a high standard

LORD Mayor of Exeter, Cllr Roy Hill, cuts the cake baked to mark the dedication of Exeter branch's new standard.

With him are the branch chairman and president, Shipmates Tony Milner and Gordon Reid.

The new standard, borne by Shipmate Carol Walters, was unveiled during a dedication service at St Michael's Church conducted by the branch padre, the Rev Bates.

Other organisations represented included the Royal British Legion, the White Ensign Association, and Associations of the RM, RAF, Normandy Veterans and Burma Star – whose standard bearer celebrated his 79th birthday that day.

Woking's big spenders

WOKING branch has been in the money in a big way – for charity. At their annual general meeting the secretary, Shipmate Rod Fraser, reported that the branch had raised a whopping £14,000 last year for the Royal British Legion Poppy Appeal.

Not only that, but in the two years and nine months to February this year, the chairman, Shipmate G. Kiteat, and his team collected almost £17,800 for the Royal Star and Garter Homes.

Standard bearer Shipmate A. Harding reported that the standard had been paraded 24 times over the year – a record.

The branch held its 17th St George's Day parade at which 40 standards were on display, including those from many other ex-Service associations.

The parade was led by the Band of the Army Cadet Force to St Peter's Church, Old Woking, for a service attended by 200 and conducted by the vicar, the Rev Barry Grimster.

The salute was taken by the

Mayor of Woking, Cllr Ian Fidler, in the presence of the Mayor of Runnymede, Cllr Peter Poole, and other civic dignitaries.

During the reception which followed, the branch chairman and secretary presented an RNA Millennium plaque to Messrs T. Martin and R. Lewis of James Walker for the support the company had given to the branch.

Plaques were also presented to representatives of the Boys and Girls Brigade for their parade support over the past seven years.

£639 gift

THE small branch of Bishop Stortford has been congratulated by the Royal Naval Benevolent Trust for raising no less than £639 for Pembroke House, the RNBT's retirement home in Kent.

Naval Quirks



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Frigate sets Governor on his way

AS WELL as renewing old friendships in her home territory, HMS Northumberland has also been involved in high-profile visits to Gibraltar and France.

The frigate was carrying out Principal Warfare Officer training in the Gibraltar area, and was able to undertake a traditional Naval practice of bringing back the Governor of the Rock.

Although Sir Richard Luce was the first civilian governor, he received the traditional military send-off - with a twist.

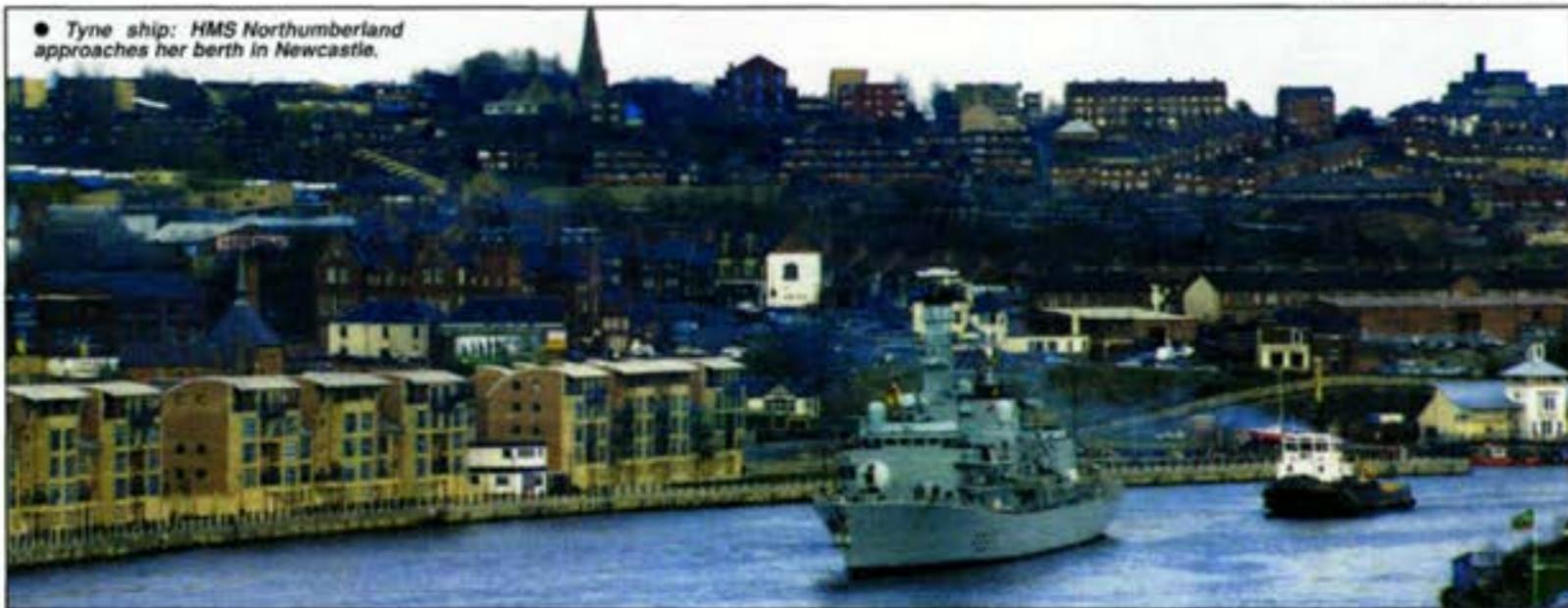
The parade, at the Naval dockyard landmark of the Tower, was commanded by someone more used to arrivals rather than departures - Navy midwife Lt Cdr Jules Thain.

Northumberland was escorted out of the harbour by ships of the Gibraltar Squadron and local police launches, and Sir Richard was later flown ashore at Faro, in Portugal.

More recently Northumberland joined the task group led by HMS Illustrious to take part in the major NATO exercise Linked Seas, a two-week multinational wargame conducted around the shores of Portugal.

As Navy News went to press, the ship was due to be paying an informal visit to Bordeaux, where Chief of Defence Staff Gen Sir Charles Guthrie is expected to join French VIPs on board for a formal lunch.

The frigate is then programmed to call at Liverpool before participating in a Joint Maritime Course off Scotland.



● Tyne ship: HMS Northumberland approaches her berth in Newcastle.

Northumberland goes home



INTEREST in warships in the North-East shows no sign of waning as HMS Northumberland became the third ship in recent weeks to pay a call.

The Type 23 frigate, built on the Tyne at Swan Hunter, endured a stormy voyage en route from her home port of Devonport.

But the warmth of the welcome in Newcastle made up for the discomfort, and the ship's company embarked on a busy week-long programme.

Despite indifferent weather, more than 2,000 people crowded on board when the ship was open to visitors on one Saturday.

A charity sports day, organised by local man

● Hello, Newcastle: CPO Leggy Armstrong waves to the jetty as the ship comes alongside. With him are (from left) CPO Ginge Harvey, CPO Dinger Bell, S/Lt Paul Hayman (face obscured), MEM Burton, while bringing the ship in, far right, are Commanding Officer Cdr Stuart McQuaker and Executive Officer Lt Cdr Graham Chesterman.

CPO George Sexton with help from his brother Paul, raised more than £1,500 for the Calvert Trust, an Outward Bound centre for the disabled, the RNHCPT, which takes disabled children to Lourdes, and the Yellow Brick Road, supporting the families of disabled children.

The ship won the mixed netball, but the cricket, football and rugby teams suffered reverses.

The cricket defeat was particularly hard to take as Lt Cdr Trevor Davies was lent to the opposition in return for one of their more skilful players - and promptly embarked on "a shameless crusade of inexpensive bowling," taking the wicket of Northumberland's captain in the process.

A children's party was organised by CPO George Emmerton, with volunteers from the ship dressed in pirate rig, and it culminated in a cheque for £2,000, raised during the frigate's Atlantic deployment, being presented to the Calvert Trust.

The ship also hosted a careers forum, and Commanding Officer Cdr Stuart McQuaker and ship's officers attended an official dinner at County Hall in Morpeth.

Education

St John's turns cries to smiles

ST JOHN'S College, Southsea, supports the Lasallian Developing World Projects, a charitable arm of the De La Salle network which sponsors development projects in areas of poverty throughout the world.

Recently, 400 pupils from St John's College have completed a sponsored walk through the Queen Elizabeth Country Park in order to raise funds (see picture).

William Blades, one of three St

John's Sixth Formers selected to spend six weeks working on one of the projects in July, said: "Just seeing pictures of the projects, with children smiling where before they were crying, is inspirational to all the sponsored walkers."

William, who lives in Stubbington, near Fareham, will be helping to build two classrooms at a small school in Neiri, Africa, while John Hildrew, from Southsea, will be involved in building a community centre for young adults in the Philippines.

"This is the first time Lasallian Developing World Projects has been to these islands," he said, "and

I really want to make a difference.

"I have seen 'before' and 'after' photographs of other projects and the positive changes they create, and I can't wait to be part of it all."

The third St John's Sixth Former selected to travel to one of the projects is Edward Peters, from Gosport, who will visit Sri Lanka, where he will be teaching children who live on the streets.

"There are no proper schools there," he said, "and I want to give these children anything I can."

St John's College hopes to raise a substantial amount for the Lasallian Developing World Projects and local charities.



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WHEN IN 1858 Ensign Ellsworth Fursdon left Portsmouth on board the troopship HMS Himalaya, it was to be the 17-year-old's last sight of England. Courtesy of the Royal Navy, he was embarking on a seven-year odyssey that would eventually take him half way round the world and to an early grave in Hong Kong. But his letters home survived, and now one of his descendants, Maj Gen Edward Fursdon (retd), has drawn on them to give an insight into the uncertain life of Servicemen and their families, shuttled by sea around the globe to police the Empire.

Sailing on the vast highway of Empire

ON THE last day of October 1858, the troopship HMS Himalaya steamed out of Portsmouth. On board was Ensign Ellsworth Fursdon and 900 other members of the newly raised 2nd Battalion 9th Foot Regiment, with orders to take up garrison duty in the Ionian Islands, then a British protectorate.

It was a rough passage. In the Bay of Biscay the Himalaya rolled heavily, making nearly all the soldiers sick, the stench forward being almost intolerable. In the cabin he shared with three others, Ellsworth found that water poured in through the scuttles, making everything thoroughly wet and wretched. It was a turbulent introduction to life at sea.

Sailing via Gibraltar and Malta, the Himalaya was unlucky enough to hit bad weather again on her way to Corfu - "mountainous seas of a gale," wrote Ellsworth, "which sent her almost on her beam ends."

Fulfilling the Army's many commitments in the mid-19th century involved a continuous pattern of worldwide unit rotations and reinforcement. The Navy's troopships such as the Himalaya, and chartered merchant vessels, were kept

'There is a sailor on board who is a perfect clown and keeps half the ship in a fit all the evening'

busy, as recorded by Ellsworth during his long tour.

When, two years later, the Ionian Islands were ceded to Greece, the 29th Foot embarked in the troopship HMS Tamar to join the Gibraltar garrison. Shortly before its arrival there, the battalion was warned for duty in the Cape, but by that October it was decided to send them to China.

Again, the battalion was greeted by heavy seas in the Atlantic, but soon there was good weather, and with the Tamar passing Teneriffe and heading south the troops were beginning to enjoy the voyage.

After a short stop at St Vincent to coal, she continued her voyage and crossed the Equator on November 12.

How were the long trooping days spent? Ellsworth tells us that he rose at 7am, breakfasted, and paraded at 10.00 for duties which could last up to two hours. Lunch at noon consisted of a glass of beer and a biscuit, after which sport of some kind was played until dinner was served at 3pm.

After that, the regimental band played and there were more games until dark - then tea at 7.00 followed by indoor games such as draughts and backgammon. The evening was taken up with home-grown entertainment - often singing.

And Ellsworth wrote: "There is a sailor on board who is a perfect clown; plays a penny whistle in the most wonderful style and keeps half the ship in a fit all the evening."

With Tamar under sail, the wildlife of the South Atlantic could readily be observed - whales, sharks, boatwain birds, enormous sunfish, albatrosses, cape hens and

shoals of bonitas and corphynac - which could be baited with strips of white bunting.

"The days pass wonderfully quickly, considering the monotony of the voyage," wrote Ellsworth. "We are in the same sort of state that schoolboys are in, counting how many days to the holidays - only we reckon our arrival at the Cape."

As the Tamar approached her destination at a speed of about 10 knots, efforts were made to refresh her appearance after her long voyage - and work parties painted, scraped, varnished and holystoned.

The ship reached Simon's Town on December 7 and during her ten-day stopover, her ship's company and the troops took advantage of a good run ashore amongst the very hospitable inhabitants.

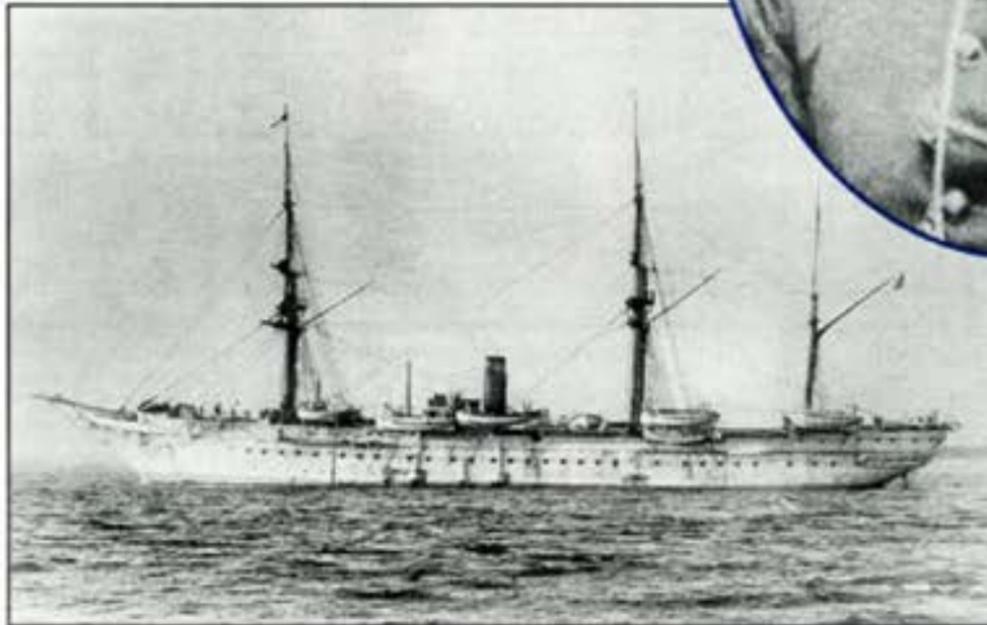
On the day the Tamar sailed, there was a sad interlude: the body of a child was spotted astern, being pecked by albatrosses. A boat was lowered and pulled hard towards it, but the body sank as it approached. It was found that the child was that of the Sergeant-Major. No one had seen it fall overboard, so no one had raised the alarm in time.

Next coaling destination was changed from Labuan in Java to Singapore, where the very poor quality of the coal reduced the ship's speed towards her revised destination of Hong Kong which she finally reached on February 8 - 98 days after leaving Gibraltar.

Ellsworth was immediately thrust into the centre of things. As the battalion settled into Murray Barracks, he was appointed Fort Adjutant. His first comments were:

"I do not much like the manner of the merchants here - there is something very bumptious about them, and they spend enormous sums in getting horses out from England and elsewhere for the races."

"Money is lavished in every direction owing to the monstrous wealth of the place; and everything



is enormously expensive. The ladies here are horrible, so there is little incentive to society."

Piracy was rife - "they commit the most frightful atrocities on the

'The ladies here are horrible, so there is little incentive to society'

trading junks". He reported that in one attack on a junk the 50 Chinese crew and passengers were killed, only one man and a boy surviving to tell the tale.

Vice Admiral Augustus Leopold Kuper, whose flagship as C-in-C East Indies and China Station was the wooden screw frigate HMS Euryalus, maintained a good relationship with 29th Foot. Ellsworth and some of his brother officers used to be invited to dine on board - thus learning much at first hand of the Navy's punitive action at Kagoshima, Japan in 1862.

There, a small party of English people had been attacked by retainers of the Daimio of Satsuma. They had killed one man and seriously wounded another and two women.

In the face of the prince's defiance, Admiral Kuper was ordered to take his squadron into Yokohama Bay to enforce compensation of £100,000. The ships set much of Kagoshima on fire, burned five large junks, and destroyed an arsenal, a weapons foundry and ammunition stores. After that, the British demands were met.

Ellsworth's unit obviously got on well with the Royal Navy, as he mentions dining on board several warships. In the frigate HMS Princess Charlotte he was delighted to meet a Naval officer who remembered serving with his uncle during the siege of Acre in 1840.

But the worst aspect of serving in Hong Kong in those days was the sickness and disease which took a heavy toll of the garrison

'The work here during the summer simply kills the men'

and families. "The work here during the summer simply kills the men - there is no use speaking of it in a milder way," complained Ellsworth.

Between February 1865 and March the following year, deaths from sickness in Ellsworth's battalion totalled 53 soldiers, two officers, six women and 32 children. Those invalided home numbered 153 soldiers, one officer, 26 women and 30 children. In this way the battalion lost nearly a quarter of its original strength.

As Fort Adjutant, Ellsworth was a frequent visitor to the sick troops and their families in the garrison hospital. That must have increased his exposure to the fever, and he died of it on October 25, 1865. He was aged 24 and had seen seven years continuous service for Queen, Country and Empire.

Ellsworth Fursdon is buried in the cemetery at Happy Valley, Hong Kong. His regiment erected a memorial to him in Exeter Cathedral.



Picture by permission of the Fursdon family

● Ensign Fursdon and (left) HMS Tamar, the troopship that spent just over three months taking him and his battalion from Gibraltar to Hong Kong. She was a 4,650-ton, barque-rigged iron steam vessel built in 1863 and armed with three 6pdr guns. She became the Hong Kong base ship in 1897 and was scuttled there on December 12, 1941 to keep her out of the hands of the Japanese. Her name lived on in the RN shore base at Hong Kong until it finally closed in 1997. Picture: National Maritime Museum

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● HMS Euryalus, flagship in the early 1860s of the C-in-C East Indies and China Station. Picture: National Maritime Museum



'Buy some Tritons, give every hull a separate pennant number – and we treble the size of the Fleet overnight!'

NEWSVIEW

Ramsay's genius for detail duly recognised

THE PLAN to commission a statue of Admiral Sir Bertram Ramsay at Dover Castle is long overdue – and surely deserving of a more central location. Ramsay masterminded the evacuation from Dunkirk 60 years ago, and four years later was the architect of the crucial naval element of D-Day – Operation Neptune.

The Duke of Wellington is said to have defined genius as the infinite capacity for taking pains, and by that definition alone Ramsay certainly qualifies.

His plan for Neptune ran to 1,100 pages. At his disposal he had 1,212 warships, 4,125 landing craft and amphibious craft, 735 ancillary vessels and 864 merchant ships. Over three-quarters of the entire armada was British – and each commanding officer of each vessel, from battleship to motor launch, knew exactly what he had to do and when.

Detailed instructions were essential if the hugely complex timetable was not to fall apart. Not only had Ramsay to assemble and move this mass of ships across the Channel, but regardless of any spoiling attack by the enemy, they had to be in position dead on time so that the assault was properly co-ordinated and took maximum advantage of tide levels and covering darkness just before dawn.

It was Ramsay's task to advise Eisenhower on the place and timing of the attack; to assemble the thousands of vessels from ports and harbours throughout Britain; and to provide a safe and preferably undetected passage through the Channel minefields for the British, US and Canadian troops who would fight for a foothold on the shores of Hitler's 'Fortress Europe'.

It was also his task to land them on the beaches and provide the massive naval gunfire support to ensure they did not all die there. And to keep the convoy routes from the UK open against inevitable German naval attacks. Also to keep the Allied beachheads supplied and reinforced faster than the enemy could build up its strength to oppose the invasion.

Ramsay planned for the worst and hoped for the best. He expected heavy casualties among those vessels and men earmarked for the initial assault. Many of the landing craft officers were told to expect up to 50 per cent casualties and many of the minesweepers that, of necessity, would form the vanguard were not expected to return.

Some measure of Ramsay's worst-case scenario was graphically portrayed in Steven Spielberg's film *Saving Private Ryan*. That the whole business was achieved with much less bloodshed than expected was largely due to Ramsay's meticulous planning.

It is not an obviously heroic quality. From his earliest days in the Navy, Ramsay had always been noted as a man who insisted that things should be done properly. When he took command of HMS *Broke* he found over two pages' worth of faults with her – most of which he summed up as "discipline – bad".

In anyone else, this might have made for a personality whose concern for detail left no room for the broader picture. It was Ramsay's genius that he was able to combine the two.

'Big, bold, full of colour and interest'

NAVY NEWS has won six Awards of Excellence in the annual Communicators in Business competition – the biggest of its kind in Europe.

For the first time this year we were judged in the External Publications section, reflecting our estimated worldwide readership of half a million.

The July 1999 edition received an award in this category. Other awards were for Design and Picture Editing and for the *Navy News* website launched last year.

And there were two separate Awards for Colour Pictures, underlining the continuing high standard of the work of the RN Photographic Branch. These were taken by LA(PHOT)'s Dave Hunt and Rob Harding.

Since we first entered the CiB (formerly Editing for Industry) contest in 1972, we have won a total of 89 awards without missing a single year – a unique achievement, we are told.

From the Second Sea Lord and C-in-C Naval Home Command Vice Admiral Peter Spencer: "This confirms what we already know – that *Navy News* is a consummately professional and outstanding paper with an excellent track record for objective reporting and eye-catching presentation. Very many congratulations to you and all your impressive team."

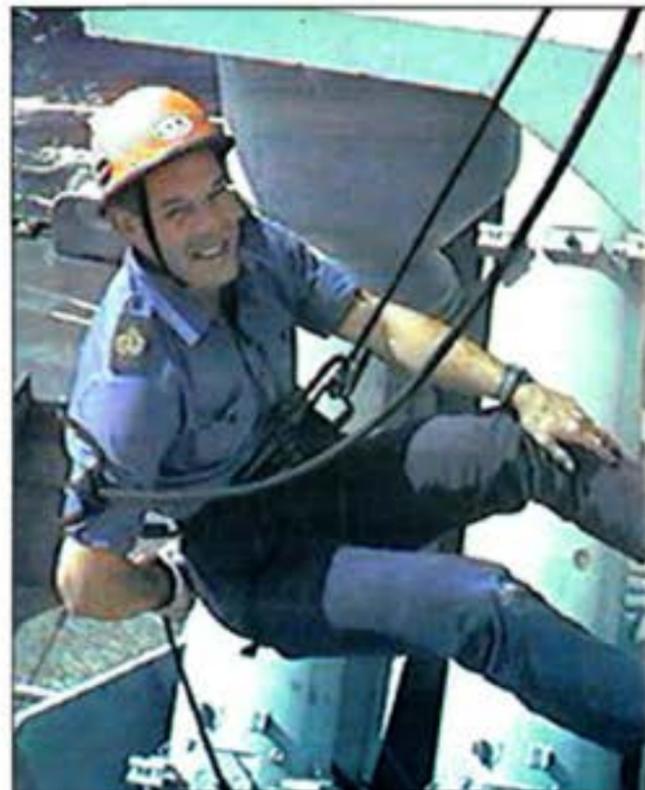
High 'wow' factor nets *Navy News* six awards

What the judges said . . .

"An extremely well-written and well-presented publication. The writing is of a high standard and the writers are aware of the publication's wide variety of reader. There is no doubt that the content is effectively tailored to the stated target audience... I thought the look of the publication was first class. The front cover had instant impact and I certainly enjoyed turning over every page... The whole layout gave the publication a high 'wow' factor... Even for non-Navy personnel, this is an interesting publication... Big, bold, full of colour and interest and an example of just what can be achieved provided sufficient resources are made available."



● The *Navy News* website team collects an Award of Excellence from Nicholas Parsons at the Communicators in Business awards ceremony in Manchester. Left to right with the veteran TV and radio presenter are: Trevor Muston, Stuart Christmas, Glen Gould and Andy Brady. Said the judges: "Coming from the *Navy News* stable it comes as no surprise that this website is a model of what good communications are all about. From the beginning there is clarity, cleanliness and content all within a well-proven grid. A minimum of animations maintains browser focus and good, clear navigation takes in to the site with ease."



Black Duke captures oil smugglers

ARMILLA patrol ship HMS Monmouth seized almost 2,000 tonnes of oil after a daring night-time raid on a suspected sanctions-buster in the Gulf of Arabia.

The Devonport-based Type 23 Frigate is tasked with enforcing United Nations sanctions imposed on Iraq which ban exports of oil from the country, and the discovery of the illegal cargo was the latest in a series of seizures made by HMS Monmouth.

● **BLACK DUKE:** HMS Monmouth. The Armilla Patrol ship (above) has been heavily engaged in maritime interdiction operations (MIOs) in the Gulf, boarding and searching vessels suspected of violating United Nations sanctions against Iraq by smuggling oil out of the country and bringing in other goods prohibited by the trade embargo.

● **RAPPELLING:** Boarding Team Senior Rate CPOWEA Paul Flower demonstrates the technique used for searching stacks of cargo containers.

● **HAPPY FATHER:** Despite being in the middle of a six-month deployment 3,000 miles away, AEM Steve Day (right) was able to 'be there' when his wife Rachel gave birth earlier than expected. His 20-minute call was free under the 'Project Welcome' telephone scheme and he was able to get a minute-by-minute description of baby Ella's arrival. Steve, known to his mates as 'Happy', was flown back to the UK four days later.



● **RAPID ROPING:** Monmouth's Lynx helicopter prepares to deposit the ship's boarding team.

HMS Monmouth's CO, Cdr Tim Stockings, had high praise for the team who carried out the raid, led by S/Lt Stu Emms and CPO Paul Flower.

He said: "The ship's boarding teams, who carried out this successful raid, do an incredible job for the Royal Navy and the country as a whole, operating under what can be extremely testing conditions.

"They are complete professionals, coming up with the goods every time."

Boarding teams are made up of a cross-section of the ship's company drawn from all specialisations, including engineers, stokers, cooks and sailors who are all trained in boarding procedures.

Monmouth was able to demonstrate their skill, which has led to the impounding of three vessels since her deployment began, during a visit by Chief of Joint Operations, Vice Admiral Sir Ian Garnett.

During his visit Admiral Garnett was called on to present a Commander's Commendation to Leading Seaman Jan Stoddard.

Jan was the Coxswain of HMS Norfolk's seaboat during her deployment to Sierra Leone on Operation Basilica in February 1999.

When the boat came under fire he acted with calm assurance and bravery despite the obvious danger and brought the seaboat and all personnel safely back to the ship.



● **BOARDING TEAM:** Members of HMS Monmouth's boarding party on the suspected sanctions-buster which they impounded along with its cargo of 1,800 tonnes of oil.

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In the second part of his report from AUTEK in the Bahamas, Mike

HMS Superb lives up to her name

THE SUBMARINE Service's main contribution to the spring trials at AUTEK has certainly lived up to her name, it is generally agreed.

HMS Superb had one of the most tedious tasks during Operation Creates Havoc – but impressed trials directors and support staff with her performance, unfailingly arriving in the right place at the right time and playing her part to perfection.

Her Commanding Officer, Cdr David Pollock, had nothing but praise for his men: "I think I have got one of the best crews here," he said.

"There's been quite a transition recently, but the atmosphere on board and the ethos of Superb has carried on. It's a strong ship's company.

"It helps me as Commanding Officer, in that whatever is thrown at them, they are fairly resilient and take it on the chin and get on with it.

"We've had some programme changes, but they have taken it in good heart. They are not happy with it – but not particularly unhappy, either.

"There is grumbling, and it's not without founda-

tion. There's been upheaval and uncertainty."

A common gripe among submariners, echoed in the messes of HMS Superb, is that communication with families is difficult.

While surface ships can transmit and receive relatively freely, and many now benefit from e-mail, operational submarines generally maintain silence, and when they come alongside there is a rush for the nearest telephone.

But the stoic mood was summed up by CPO Paul Whitaker, who recalled how, when serving in HMS Courageous, he married on a Saturday and sailed out into the Atlantic on the Monday.

"Lesley understood at the time we married that that was the way it was, and she doesn't moan about it. She just gets on with it," he said.

"Our two children were growing up; I would see them for a couple of months, and the next time I saw them they had changed. They understand and accept that now."

Cdr Pollock agreed a deployment to the Bahamas sounded an enticing prospect, but was quick to dispel any misconceptions: "Although we have come somewhere hot and sunny, there's no sunshine at 100 metres. We will not go home with

much of a tan.

"It's a thankless task, but without Superb there wouldn't be any operation.

"About 90 per cent of Operation Creates Havoc involves the submarine – we're the common factor, and we know we are providing a valuable service.

"And there is benefit to us. Being at sea at all gives training opportunities for those joining or continuing with qualifications.

"Those new to the team have come on leaps and bounds in the weeks since leaving Faslane."

One example, said Executive Officer Lt Cdr Scott Bower, was the routine diving and running, giving plenty of chances for people to qualify, on the hydroplanes, for example.

"And we're up on the roof twice a day – normally we'd go down and come back up weeks later," he said.

A typical trial required the submarine to act as the enemy for Merlin, HMS Norfolk or her Lynx to launch a Stingray torpedo at her.

Using decoys and other tactics – sometimes these are prescribed, at other times the decision is

left to Cdr Pollock – Superb tried to escape, twisting and turning at steep angles and rapid speed.

Even though it was a trial, and the torpedo was programmed to turn away when it approached its prey, there was tension in the control room as the weapon launch time – the firing window – neared.

A call from the sound room, that the splash of the Stingray has been detected, triggered a burst of orders.

The submarine's bows pitched sharply and she picked up speed, leaving a couple of decoys in her wake as she plunged hundreds of feet into the Tongue of the Ocean.

Some old hands dismissed that particular run as tame, adding that some of the other tactics at AUTEK had made it feel more like a roller-coaster than a submarine of nearly 5,000 tonnes.

With another exercise over, the crew could breathe a little easier again.

"You probably noticed there was a frisson of tension, and rightly so – you want them to be focused," said Cdr Pollock.

"A submarine is a huge piece of the country's real estate – it's the equivalent of a hospital or a school in terms of money – so we have got to look after it. But we have got to make sure it works as well."

Superb had become accustomed to her role as Aunt

Sally, but she had her torpedo saying 'hello' to Tigerfish.

Two in a routine was Britton, of

"They are a perspective"

said Lt Cdr

"One has runs ashore now they are more confident"

"Our air by the end touch – he also have a



Picture: Lockheed Martin

Time flies by for AUTEK Merlins

THE PERFORMANCE of the Navy's new helicopter has delighted trials staff at AUTEK.

The Wizard serial, testing Merlin's anti-submarine systems, stretched through much of the programme at the US Navy's Naval Undersea Warfare Centre in the Bahamas.

During the period, the three Merlins clocked up about 200 hours of flying time, and conducted their first Stingray launches, against HMS Superb.

During some of these attacks, one Merlin hovered at around 30 metres, using active dipping sonar to keep tabs on the target, relaying the information instantly to its partner aircraft, which launched the weapon to best advantage.

Such was the aircraft's capability and serviceability at AUTEK that the necessary trial data was gathered 30 per cent faster than was anticipated.

Technical director Joe Harland, of prime contractor Lockheed Martin, said: "The performance of the systems was better than specification. We are delighted.

"Submarines should be very concerned."

Conversations with military personnel on the island confirmed that view, according to Mr Harland, who said HMS Superb reportedly found it quite difficult to escape the clutches of Merlin.

The helicopter now goes on to a new set of anti-surface warfare trials at the Defence Evaluation and Research Agency range at Benbecula, in the Hebrides.

Merlin is due to enter full operational front-line service with the Royal Navy next year in HMS Ark Royal, although the training Merlin squadron, 824 NAS, was due to be commissioned at the beginning of this month.

Production deliveries of the Merlin reached the half-way point as the machine was going through its paces at AUTEK – the 22nd of 44 aircraft was handed over on March 27.

Merlin's progress, along with that of the other participants, was plotted in minute details by banks of sensors and gauges, and recorded by the staff at the Raytheon-run facility on Andros Island.

Each trial was monitored from a control room which resembled the type of nerve centre beloved of sci-fi film makers.

Huge screens high on one wall showed the state of play, and even the layman could follow the hi-tech cat-and-mouse manoeuvres out on the range as the icons – submarine silhouette for Superb, ship profile for Norfolk and so on – went about their business in real-time.

The Merlins are now on their long journey home by sea, HMS Norfolk is back in her home port of Devonport, and HMS Superb was due back in Faslane as Navy News went to press.

But the British have not finished on Andros Island for the moment, and the DERA logistics machine will be cranked into action once more as this month sees six days of trials with heavyweight torpedoes.



FOR MORE than a ship's company Norfolk have been at the cutting edge of theory and practice.

At the beginning of 1999 the frigate was providing aid and comfort in troubled Sierra Leone.

Having handed over to sister ship HMS Westminister, Norfolk picked up her NATO's Standing Maritime Force in the Atlantic – only to find herself in the company of her NATO allies, to another campaign.

In a matter of months, the ship was in West Africa, the Caribbean, the Indian Ocean, Africa and the Mediterranean, wherever help was required.

● *Dangers of the deep:* (left) Lt Geraint Evans, HMS Norfolk Weapons Engineer Officer, studies the frigate's towed array, which was patched up after being bitten by a shark during one of the AUTEK trials.

Picture: Carol Halford (Right)



● *Watching and waiting:* Frigate party members wait for HMS Norfolk's Lynx to approach the target after a torpedo attack on HMS Superb.

Picture: Carol Halford

Gray watches Royal Navy ships and aircraft playing cat-and-mouse

name

Submariners wryly noted that "long before we came near us, Norfolk would have been known to its big brother" - the fearsome... making the most of the submarine's... Lt Dale Ter Haar and Trooper Steve... the Royal Dragoon Guards... are tankies, and they are getting a broad... of life within the Submarine Service,"... Bower... has been over to Norfolk, they have had... at Port Canaveral and Andros, and... have been shot at with torpedoes. What... if you want?... is to get Trooper Briton on the planes... of this deployment. We think it's a nice... has driven a tank, and hopefully he will... driven a submarine. He's very keen."



● Here it comes! HMS Norfolk launches a Stingray torpedo at HMS Superb during trials in the Bahamas.

● Know your enemy: HMS Superb and a Royal Navy Merlin on a photo exercise before resuming trials in the Tongue of the Ocean off AUTEK.

SEE AND SEEK

year, the... of HMS... at the cut-... practice... the Type 23... and a visible... Leone... er-ship HMS... Naval Force... diverted, with... trouble spot... in Kosovo... ship had been in... USA, North... rding practical

After a spell alongside in the UK, she was back out again, this time on a series of exercises which tested her systems and people in theoretical scenarios - and which culminated over the past few weeks in her work at the AUTEK (Atlantic Undersea Test and Evaluation Centre) range in the Bahamas. Her first test was anti-submarine warfare work off Scotland - ideal preparation for the rigours of AUTEK - but on reaching the east coast of America she first had some business which could have consequences across the defence spectrum. An ASCIET exercise - All Services Combat Identification Evaluation Trial - with American forces in Georgia looked at the problems and possible solutions to recognising allies in the heat of battle - or, as the exercise motto put it: "when friendly fire isn't." Norfolk was the first RN unit to be involved in the programme, and spent two weeks defending the port of Savannah against the "bad guys," the Floridians. "With a large number of air assets taking part, it was a very complex air environment," said Norfolk's Commanding Officer, Cdr Bruce Williams.

"We were closely involved with the USS Mitscher, and we had extremely good relations with some of their people. It was a very effective working team." A visit to Wilmington, where the ship received a typically exuberant American welcome, was followed by a call at Port Canaveral in Florida to set up the ship for AUTEK, and to allow sailors a chance to be tourists for a brief spell. "It was very much a mixture of work and play," said Cdr Williams. "We had a short weekend there before sailing to AUTEK, where it is effectively day and night activity for three weeks. "We've been getting between 15 and 20 hours of trials or exercises per day so far - it's an intensive period. "We are now drawing off some of the expertise that we have developed over the past 18 months. "People feel they are achieving something, as opposed to just being a clockwork mouse. We are contributing fully to the trials. "And it isn't sunny all the time. It does rain. The sea state has been producing problems for the trials. "The perception that because it's the Bahamas we must be loafing is wrong. It's just another operating environment one must apply oneself to. "It's important people concentrate. Sailors are working long hours to get good results, and you do not get that by doing nothing." One trial, Boldface, required Norfolk to launch a Stingray torpedo at the other RN vessel on range, submarine HMS Superb. Those not directly involved in the hunt and attack gathered on the ship's starboard side to watch the weapon pop out and into the sea. A voice was heard to mutter "Nah, you missed," the chief suspects being the two submariner officers who had transferred to the ship for a couple of days on the surface. Among those watching were some of the Norfolk's five Short Engagement (Seamen), who are being given a chance to sample life in all departments during their two-year stint. A vivid illustration was in the flight deck team which had earlier recovered the ship's Lynx - two stokers, two SE(S)s and a leading steward as team leader, said Flight Deck Officer MAA Chay Robertson, adding there was not a Fleet Air Arm member in sight. "We've been trying to educate the SE(S)s in different branches of the Navy and give them experience of all aspects. We want them to stay on, and I believe all five - four male and one female - do want to stay," he said. "It's nice to see - and it reflects well on the ship."



No respite from routine

ONE of HMS Norfolk's firefighters prepares to enter a smoke-filled compartment during an exercise at AUTEK, the heavy protective 'woolly-bear' suit adding to the discomfort of high temperatures. Whether it's the Bahamas or the Hebrides just over the horizon, the ship maintains her normal routine, with sailors training, studying and exercising between duties - particularly important in cases such as fires. "It is a whole ship thing. There is no fire brigade to call on, and fire is the most dangerous thing that can happen at sea," said Executive Officer Lt Cdr Gary Lydale, who umpired the exercise.



● Deep blue sea (left): The Tongue of the Ocean (TOTO) is clearly visible in this satellite image of the Bahamas. Andros Island, home of AUTEK, is on the left, with the L-shaped trough of the TOTO hugging its coast. The pale blue is shallow water.

Cdr Williams' visit was by a...

Flight deck... HMS... on HMS...

Picture: DEFA

At Your Leisure



Postcards of luxury liners with an edge

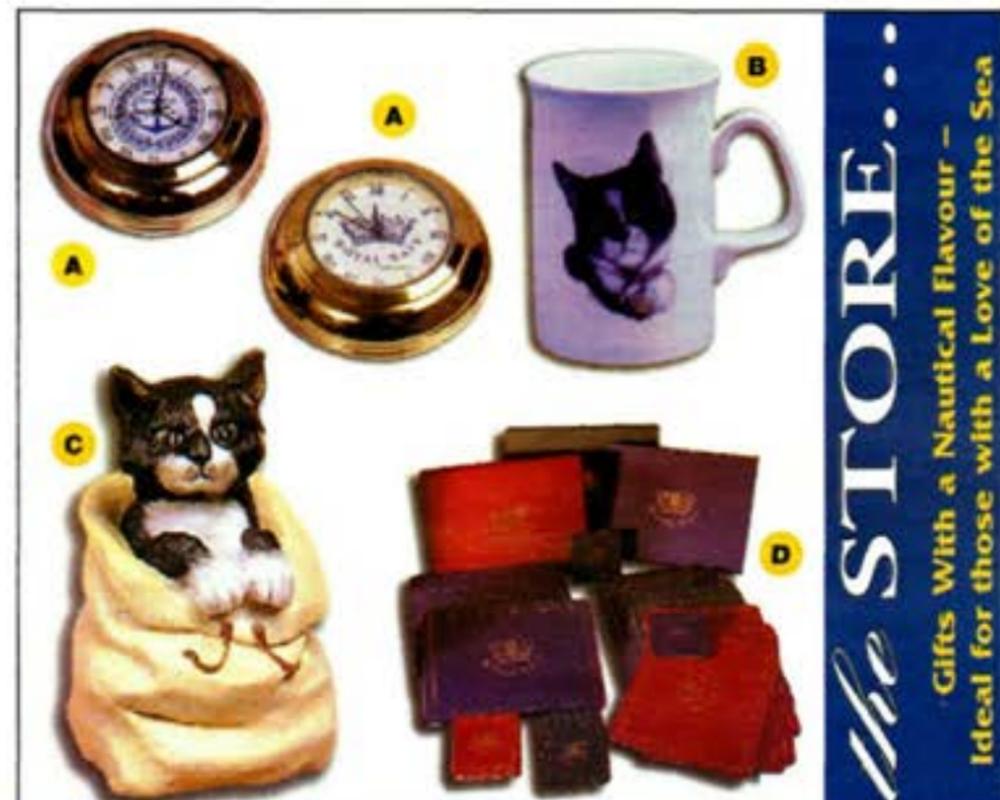
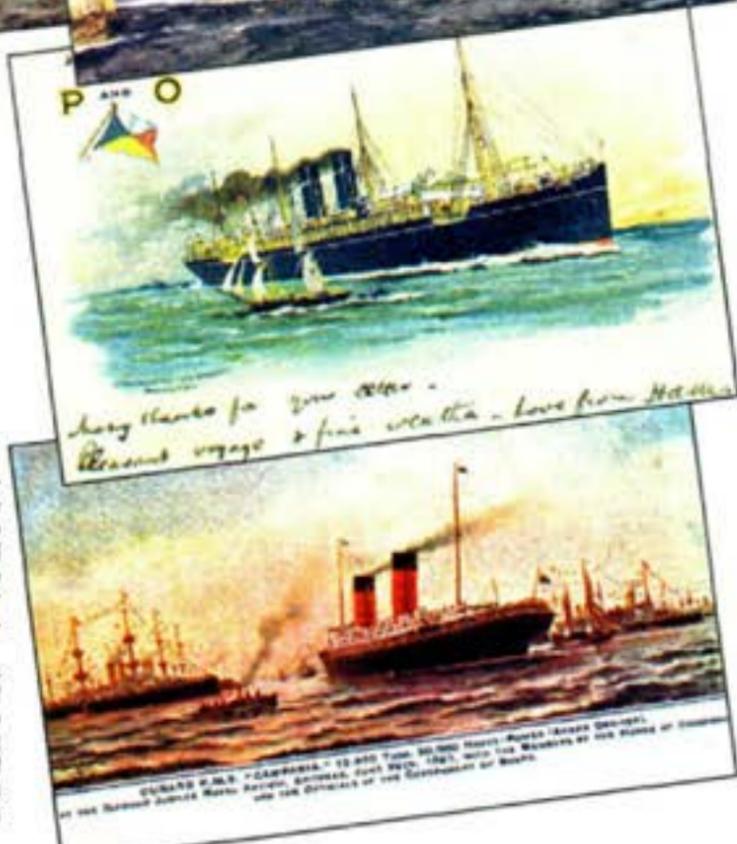
MANY famous passenger ships of the last century also had distinguished war careers, whether serving as troop carriers or themselves bearing arms.

And many of them are featured in Ocean Liner Postcards in Marine Art 1900-1945 (Antique Collectors Club, £14.95) by Robert Wall.

In the selection here are (from top left) the Anchor Line's *Castalia*, celebrated for beating off a U-boat attack in the Mediterranean in 1916; *Ormonde* (Orient Line), completed in 1917 and serving until 1952, with a brilliant record of troopings in World War II; *Otranto* (Orient Line) which was at the Battle of Coronel in November 1914 as an auxiliary cruiser - Admiral Cradock's last order before his bridge was shot from under him was for *Otranto* to escape which she just succeeded in doing;

Himalaya (P&O), a popular ship on the Australian services that introduced the modern-style bathroom to the high seas, 20 years old when she was requisitioned to become an armed merchant cruiser in 1914 and fitted out at Hong Kong with eight 4.7in guns to patrol the China Sea; and *Campania* (Cunard), whose long career ended with her conversion as an early RN aircraft carrier.

Artists of the calibre of William Wyllie and Charles Dixon, whose paintings today fetch many thousands of pounds, sold their work to shipping companies for use as postcards and posters. Demand became so great from the turn of the 19th century that communities of artists were established in the major ports such as Liverpool - where Walter Thomas, Sam Brown, James Mann and Odin Rosenvinge flourished.



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VC for airman who stopped to pick up a pal

OF the two Royal Naval Air Service VCs, by far the best known is Rex Warneford.

Not only was his the first Naval VC of World War I, but he earned it in spectacular and public style, by destroying with bombs the Zeppelin LZ37 over Ghent on June 7, 1915. His celebrity was further assured when he was killed in an test flight a few days later.

In contrast - and despite the fact that he survived and went on to achieve high rank in the Service to which he devoted his life - Richard Bell-Davies' story is seldom told.

He had already been awarded the DSO for his action in a bombing raid on the U-boat haven at Zeebrugge early in the same year, which he carried through despite being severely wounded in the leg by shrapnel, when he found himself reunited with No 3 Wing providing cover for the Gallipoli landings.

He had a narrow escape in October when the engine of his Nieuport 12 failed after a bombing raid on Turkish transports and he was forced to ditch five miles off Imbros. Here he was lucky to be picked up by a trawler - the aircraft sank ten minutes later.

On November 19 he took off to bomb the railway junction at Ferejik, Bulgaria - one of a series of raids on a key point on the supply line from Germany to Turkey - together with the legendary Naval aviator Cdr Charles Samson and Gilbert Smylie, a newcomer to the Wing he had lately befriended.

Having made the first assault, he was climbing away when he saw Smylie's Farman on the ground - his engine had failed and he had glided down to land about a mile from the target. Clambering out, Smylie saw a party of Bulgarians approaching. He decided he must set fire to his machine and make for Turkish territory on foot, reckoning the prison

camps there to be the lesser of two evils.

The fugitive had only gone a little way when he was astonished to see Bell-Davies' Nieuport circling above him, obviously searching for a suitable landing spot.

Smylie fired his revolver at the remaining bomb in the rack of his burning plane, fearing that it would detonate at the moment Bell-Davies should attempt to land alongside it, and it exploded with "an almighty shock".

Bell-Davies landed carefully on the rough ground, baked to a concrete-like surface, and Smylie ran up and heaved the wing round to help retrace the landing run before clambering into the cockpit.

This had fortunately originally been designed as a two seater, so there was just enough room for him - as Bell-Davies later described it, "He had to climb over me, slide under the cowl and crouch on all fours between the rudder bar and engine bearers with his head bumping on the oil tank."

Meanwhile the Bulgarians were pouring a torrent of fire at the machine as it gathered speed and finally rose into the air.

Back at Imbros faces were by this time long with worry for the overdue Bell-Davies and Samson feared the worst. Forty-five minutes later the sound of an aeromotor was heard - and all were doubly astonished to see two men emerge from the aircraft. The whole operation from take-off to touch-down had taken two hours and 15 minutes.

Bell-Davies eventually retired as a Vice Admiral - as did his son Lancelot. His autobiography, *Sailor in the Air*, was published after his death in 1966 - and typically, said those who knew him, it made no mention of the action which earned him his VC.

His story, along with those of the other 18 airmen so decorated in World War I, is told by Peter G. Cooksley in *The Air VCs* (Sutton £10.99)



At Your Leisure



Salty tales of submarines

NEXT year will see the centenary of the RN Submarine Service that arrived with the launch of Holland I on October 3, 1901 – an event carried out “with every privacy”, reflecting the then Admiralty’s attitude to an invention their Lordships famously condemned as “damned un-English”.

It is supremely ironic that the boat’s designer, John Philip Holland – the man generally regarded as the father of the modern submarine – was an Irish Nationalist whose work had been funded in the USA by the Fenian Brotherhood, predecessors of the IRA and NorAid.

He had demonstrated a 30in model submarine to them at New York’s Coney Island as long ago as 1876. This had convinced them that a full-size “wrecking boat” should be built (the term described a recovery vessel and was used to conceal the submarine’s true purpose, i.e. to attack RN ships).

In *The Submarine Pioneers* (Sutton £19.99) Richard Compton-Hall notes that this early plan was also kept under wraps, though “considering the degree of thoroughgoing Irish enthusiasm and alcoholic encouragement which attended the project, the secret was remarkably well kept.”

The full-sized boat – still only 14ft 6in long – was launched on the Passaic River in 1878. Someone looking down from Spruce Street Bridge remarked: “I see the Professor has built a coffin for himself” – and indeed it might have been, because the (fortunately unmanned) boat promptly sank to the bottom.

Holland had built the craft so that its manned weight (2,480lb + 380lb water ballast) was equal to the weight of salt water displaced when fully submerged. But the upper reaches of the river were fresh: the water was significantly less dense and hence less buoyant. (Levels of salinity remain a serious consideration for modern nuclear-powered submarines).

He had the prototype recovered and a week later she was floating with the correct surface draught after adjustments and repairs had been made.

This time the very early Brayton two-cylinder engine, patented by George Brayton in 1874 and intended to run on petrol, would not start. Holland, facing the possibility of bankruptcy, adapted the engine to alternative power: steam was passed through a rubber hose from a hired steam launch alongside.

It worked. Chugging along at 3 knots, the submarine and her attendant launch, together with a quorum of prominent Fenians, soon reached a stretch of open water. The steam supply was disconnected and Holland squeezed himself into the tiny cockpit. When he was ready to go, the steampipe’s female joint was brutally forced back on to the submarine’s male connection.

Holland flooded the two principal ballast tanks and pushed forward the lever which controlled a single pair of diving rudders pivoted at the centre of buoyancy just forward of the turret. Slight positive buoyancy, a feature of all Holland’s early designs, was retained by leaving small tanks forward and aft empty: if power failed, the craft should automatically rise to the surface.

The little boat obediently tilted her blunt nose downwards at the first attempt and slid beneath the water to an estimated depth of 12ft, reappearing safely a few yards farther on. A further trial, during which Holland stayed on the bottom for an hour (he reckoned he had enough compressed and stored air for five) was equally reassuring.

The Trustees of the Fenian Skirmishing Fund agreed that financial support was merited for a bigger and better boat. But, as Compton-Hall points out, from hereon it was neither politics nor self-interest that motivated the intrepid young engineer: “Fascination was enough to sustain John Holland’s single-minded devotion to ‘submarine navigation’ for a further score of years before his work was generally acclaimed.”

Richard Compton-Hall has combined meticulous research with his own experience as a submariner to provide an illuminating insight into the inventions and motivations of the early submarine pioneers – and along the way explodes a number of popular myths, such as the claim that David Bushnell’s barrel-shaped Turtle chased the British Fleet out of New York Harbour in 1776.



FIRST “gate guardian” to appear at RN air station Cudroze was a Seafire F.17 set in position in 1953. Unfortunately, because it was displayed in a diving attitude, it tended to alarm passers-by and was eventually removed! – From *RNAS Cudroze* (Sutton £10.99) by Peter London

WHAT did the Ancient Romans say when they wanted to say “Yes”? Hic, was it, or possibly hoc?

Most of us may not be sure of such basics, but among the data of which we are certain are that Roman emperors were a decadent lot, that they usually died violently and that, judging by the goings-on at the Colosseum, the average Roman was an unbridled sadist who knew no shame.

We haven’t had a movie about the Romans for some time, but now along comes *Gladiator* to confirm all the above preconceptions. It begins spectacularly with a battle in some wintry outpost of the Empire, in which the popular General Maximus bloodily suppresses a rebellious tribe of barbarians.

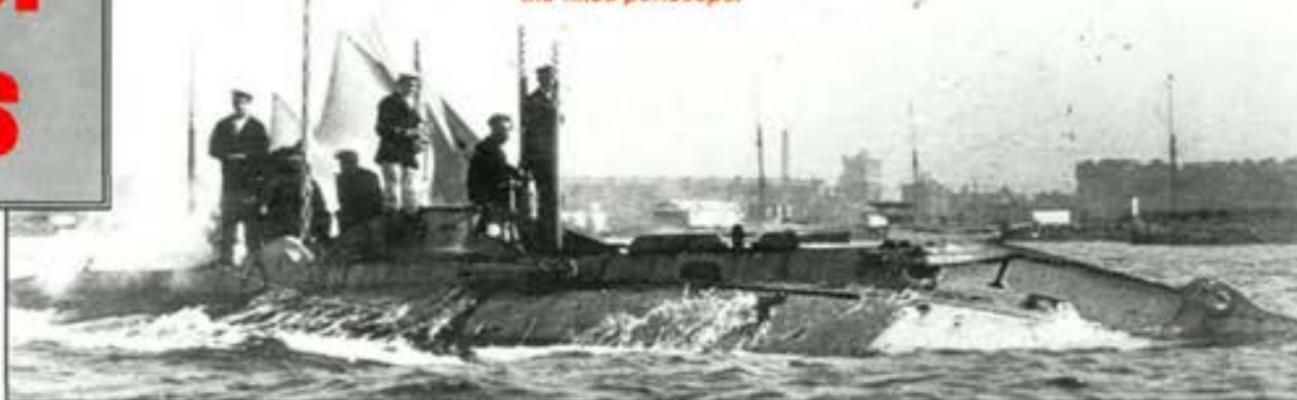
There is a real sense of the past in this opening, of some ancient fresco brought to life. Afterward, things become rather more conventional, though no less spectacular, as Maximus falls foul of the new Emperor, narrowly escapes assassination, lies low in North Africa where he becomes a successful gladiator, and finally returns to Rome seeking vengeance.

There are a few miscalculations. The Senators’ togas are so crisply spotless as to cause speculation about whether there was a branch of Sketchless along the Appian Way. Russell Crowe as Maximus hews his way (“Go, Russ!”) through rather more opponents than is compatible with believability. And as the despicable Emperor, Joaquin Phoenix has the perfect profile, straight off an old Roman coin, but a voice which suggests not so much the Pantheon as a leisure centre in Milton Keynes.

Still, it all makes for a diverting couple of hours, part run-of-the-mill revenge yarn, part serious attempt to evoke the strangeness and cruelty of that remote time.

British gangster films usually seem to exist in the shadow of their Hollywood counterparts. A year or so back, for instance, *Lock, Stock and Two Smoking Barrels* could only

● *HM submarine No 1 leaving Portsmouth Harbour for exercises in the Solent, April 1903. The two officers are Lt H. J. G. Good in command forward and S/Lt H. G. Thursfield (second captain) centre. PO W. R. Waller, coxswain, is seated at the wheel and AB Banham is aft. Note the fixed periscope.*



ScreenScene

– by Bob Baker

Maximum bloodshed with spotless togas

be seen as the UK response to Quentin Tarantino’s *Polp Fiction*.

And now we have *Love, Honour and Obey*, made by a team who, it’s reasonable to infer, are fans not only of *Polp Fiction* but also of *The Godfather* – those injunctions in the title are directed at gang members.

An entirely native influence, though – possibly Benny Hill –

seems to be responsible for the film’s broad streak of smutty humour, sitting uneasily alongside all the East End hard-man action.

The picture has an impressive line-up of acting talent – Jude Law, Kathy Burke, Johnny Lee Miller, Ray Winstone etc. And one scene at least would be unthinkable in a Hollywood movie. This involves a shoot-out between two rival gangs

in which the participants are suddenly struck by the childishness of what they’re doing. The gunplay fizzles out in burlesque – “Fix bayonets!” chortles the Boss – and everyone emerges unscathed.

It may not be plausible, but it’s certainly admirable: a gangster film that refuses to be impressed by firearms.

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Members of Naval Party 1002 take on significant responsibilities when they take up their posting on the Indian Ocean paradise island of Diego Garcia – they virtually run the place, and demonstrate they are ...

Jacks of all trades

ROYAL Navy people tend to be capable – good at their jobs, with some extra skills thrown in for good measure.

And there are few better places to test such versatility than the island of Diego Garcia, in the Indian Ocean.

The coral atoll, a pretty close approximation to the tropical island of our dreams, is home to Naval Party 1002, which turns its hand to just about anything that is required to keep the place running.

Diego Garcia has a population of just over 3,000 – 1,200 US Servicemen, 1,200 civilian contracted workers (mainly Filipino

and Mauritian), 550 merchant mariners, and Naval Party 1002.

The 40-strong party – 19 Royal Navy, 20 Royal Marines and one Army military policeman – is in Diego Garcia with the prime aim of maintaining British sovereignty in the British Indian Ocean Territories (BIOT), an area covering more than 54,000 sq km of Indian Ocean hundreds of miles south of Mauritius.

In addition, the party maintains a Quick Reaction Force for response to a threat against BIOT, and the maintenance and security of an operational 'Z berth' – equipped for nuclear vessels.

But responsibility goes far beyond that, and includes "the provision of the civil government and administration of the BIOT (to include, but not limited to, police, customs, territorial planning, judiciary system and environmental projects)."

The Royal Marines detachment is tasked with responding to any threat to Diego Garcia or the outer islands.

As such, they conduct regular boat patrols of Diego Garcia's lagoon, and deploy on a random basis to other islands.

The team, led by a RM officer or the detachment Sergeant Major, includes a medic, a policeman and a customs officer.

Patrols are normally carried out using the fisheries protection vessel Pacific Marlin, under contract from the Foreign and Common-

wealth Office.

The boat, manned by civilians, observes and checks fishing vessels within the 200-mile extended fisheries zone around BIOT.

You will probably find the customs officers doing other tasks around the place – LMAs looking after the health of RN personnel, for example, and one of the LMEMs maintains the outboard engines for the Royal's boats.

Eleven of the UK team are sworn in as police officers for the duration of their one-year tour, two of which are leading hands who are locally-trained in the fashion of UK special constables.

One of the Leading Regulators is a drugs dog handler, who looks after the two detection dogs – Lucky the springer spaniel and Jake the labrador.

They check all luggage, air cargo, passenger buses and handling equipment, as well as blanket checks on freight containers at the port.

The police force aims to maintain law and order in the busy multinational community, and deal with the whole spectrum of police work, from traffic patrols and community work, through burglary and theft, up to murder and rape – two of the team are trained as scenes of crime officers.

Facilities on the island include a 24-hour gym, basketball and squash courts, and there are regular softball, football and bowling leagues.

The marina is equipped with dinghies, windsurfing gear and a water-ski boat, and for the less energetic there are golden, sandy beaches.

Vice Admiral Fabian Malbon, Deputy Commander Fleet, paid a visit to the island to see the defence facilities and meet members of the Royal Navy.

He was met on arrival by the Commanding Officer of NP1002, Cdr Stuart Watt, and during a busy two-day programme managed to see members of the party fulfil a number of roles.

He even managed a comprehensive tour of the remainder of the BIOT islands, on a two-hour flight courtesy of the deployed US Navy P3 squadron, VP46.

Other visitors to the island from the UK included 30 Signal Regiment, based at Gamecock Barracks, Warwickshire.

The regiment deployed to Diego Garcia to exercise, under realistic conditions, operational planning and deployment procedures.

Their mission was to conduct long-range, strategic HF communications training, and during the period a communications exercise was successfully conducted with aircraft carrier HMS Invincible.



Life in the ocean wave: the beaches and coastline of Diego Garcia (top) are home to a wealth of species, including giant coconut crabs (above), hundreds of types of fish (right), sharks, turtles – and an extensive, unspoilt coral reef system.



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	Total	£17,560.82	£14,418.27	£13,158.20	
£7,500	Monthly	£129.85	£246.72	£664.29	11.8%
	Total	£10,890.80	£8,881.61	£7,571.43	
£5,000	Monthly	£88.82	£166.82	£444.95	12.9%
	Total	£7,441.30	£5,995.28	£5,339.79	

With Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.					
LOAN		1 year	2 years	3 years	FIXED APR
£12,500	Monthly	£257.33	£494.45	£1,193.95	9.9%
	Total	£22,485.18	£18,719.90	£14,327.21	
£7,500	Monthly	£166.81	£296.08	£723.31	11.8%
	Total	£14,247.28	£10,298.75	£8,679.71	
£5,000	Monthly	£116.20	£193.21	£484.52	12.9%
	Total	£9,792.79	£6,995.28	£5,814.25	

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This advertisement replaces any previous advertisements to readers of Navy News for Direct Personal Loans from The Co-operative Bank p.l.c.

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Wealth of fauna, both beautiful and deadly

DIEGO Garcia is the largest of the 62 islands which make up the Chagos Archipelago, and is the only inhabited island of the British Indian Ocean Territory (BIOT), which covers 54,000km.

Defence installations were constructed in the 1970s – originally a RN-USN communications facility, although the US has since developed a naval support facility.

Alongside the military personnel and civilian contractors lives a wealth of wildlife, some of which is very rare.

The island is a coral atoll, with an average elevation of only 6ft above sea level, and with more than 100 inches of rain a year and the island's proximity to the equator, there is abundant plant life.

There are no indigenous mammals on the island, and

just a couple of species of gecko and one type of toad.

Some 35 species of birds have been identified, with many more migrating through.

One species which dominates is the giant coconut or robber crab, which can grow up to three feet across and rip coconuts open for food.

Two large turtles come ashore to breed, and beyond the shallow water of the reef are 14 types of shark – including white and hammerhead – gamefish such as wahoo, marlin and swordfish, and hundreds of other species of fish.

About 200 species of coral, some very rare, have been identified around Diego Garcia, which houses tropical fish (including poisonous stonefish and scorpion fish), octopuses and lobsters.



Scene of the crime: RPO Becket dusts a postbox for fingerprints following the discovery that the box had been broken into.

Warm welcome for ice breaker

ICE PATROL ship HMS Endurance is back in Portsmouth after a 20,000-mile voyage to Antarctica.

Before leaving, Endurance had a major refit and when the work took longer than planned the ship's company had the unexpected bonus of Christmas and the Millennium at home.

Her Captain, Andrew Dickson, said: "Telling the crew that we would not be sailing as early as planned was not the most difficult piece of news to break."

"But it did mean that we had less time in Antarctica, and we had a lot to pack in."

Endurance sailed on January 5 and encountered the worst weather of the deployment in the South West Approaches before crossing the Atlantic and making her first landfall at the Argentinian resort of Mar Del Plata 23 days later.

After a short break she sailed on to the Falkland Islands where



● ST HELENA: HMS Endurance anchored off the island port of Georgetown. The ship spent two days there on her way home.

she dropped a survey party who spent the next six weeks camped on Bleaker Island.

Endurance pushed on into Antarctica and surveyed around South Georgia, Coronation Island, the South Sandwich Islands, the Weddell Sea, Elephant Island and

the South Shetlands.

And the ship almost equalled its own latitude record by reaching 77 Degrees South when she visited the British Antarctic Survey base at Halley and met up with the Research Ship Ernest Shackleton.

While they were at Halley the



● One of HMS Endurance's Lynx helicopters finds a unique landing spot during a flying display for the Governor of St Helena.



● Capt Andrew Dickson, CO of HMS Endurance.

Feat of endurance boosts island's emergency fund

A FEAT of endurance raised more than £700 for an emergency fund on the island of St Helena.

Five men from the ice patrol ship climbed the equivalent height of Mount Everest on Jacob's Ladder, a 600ft flight of steps ascending a cliff face on the island.

LPT Steve Clarke, LD Eamon (Ginge) Fullen, LCH Dickie Bird, MEM Chris Fenwick and L/Cpl Kieran Clarke climbed the steps ten times each.

LPT Clarke said: "The island has started a fund to put money aside for people who become ill and need to go to Cape Town for proper medical treatment."

"The weather was scorching and the locals thought we were absolutely crazy, but we collected £717 which is pretty good seeing as there's only about 100 people on board."

After the event, Capt Dickson presented the cash to the St Helena Medical Trust.



Report: Dominic Blake
Pictures: Chris Brick

ship's company, her Royal Marines and her Lynx helicopters helped to establish a 700-barrel fuel dump on the ice which will enable the BAS's Twin Otter aircraft to penetrate deep into the frozen continent.

After stopping off to collect their survey party in the Falklands the ship began the long voyage home, with stops at Tristan da Cunha, St Helena and Cape Town where the sailors enjoyed a marvellous nine days alongside.

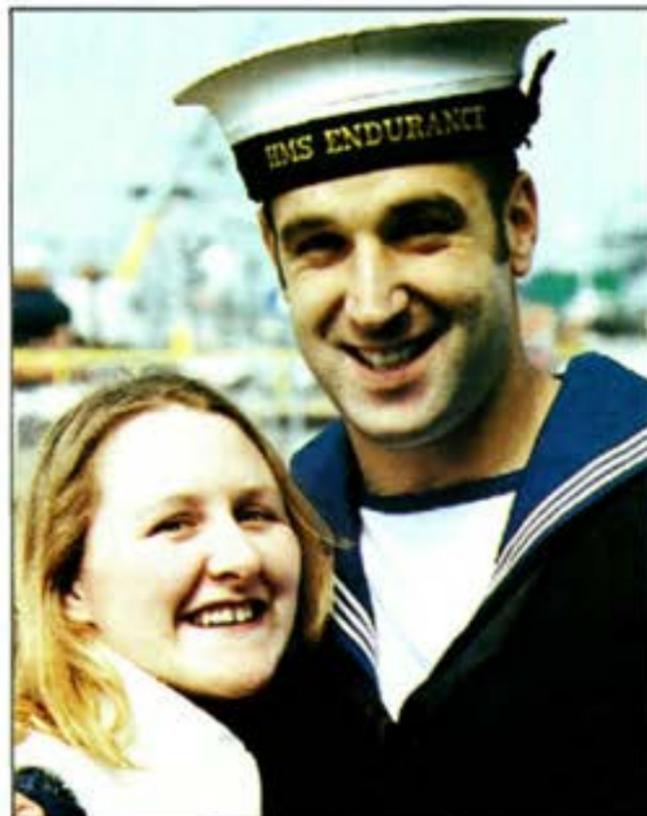
And after a brief visit to Ascension she covered the final 3,660 nautical miles back to Portsmouth where she was warmly welcomed by loved ones gathered on the city's Round Tower and at the quayside.

As she reached her home port, Capt Dickson said of the deployment: "It has been very busy but great fun."

"Antarctica is the most spectacular place - it's very difficult to describe to someone who hasn't been there. When I was writing down my impressions I came up with words like 'fascinating' and 'awe-inspiring' and it is also, as my steward pointed out, very white!"

"People pay thousands of pounds to go on cruises to the areas which we have been working in and to get the opportunity to go there is just wonderful."

Endurance will be in the hands of FSL Ltd until the end of June and will return to Antarctica in October.



● ENGAGED: Mark Cawdron and his fiancée Kellie Putman. The couple are making plans for a wedding next summer.

Romantic Mark is Kellie's hero

FOUR months in Antarctica did nothing to cool Mark Cawdron's passion for his girlfriend Kellie Putman.

After leaving the ice, HMS Endurance stopped at South Africa where he bought her a dazzling diamond engagement ring.

And as the ship sailed into Portsmouth he hung a huge banner over the side saying simply: "Kellie, will you marry me?"

Kellie, from Letchworth, was thrilled with the proposal and accepted through tears of joy as Mark went down on one knee.

The occasion also brought a tear to Mark's eye - when Customs Officers handed him a huge bill for import duty on the ring!

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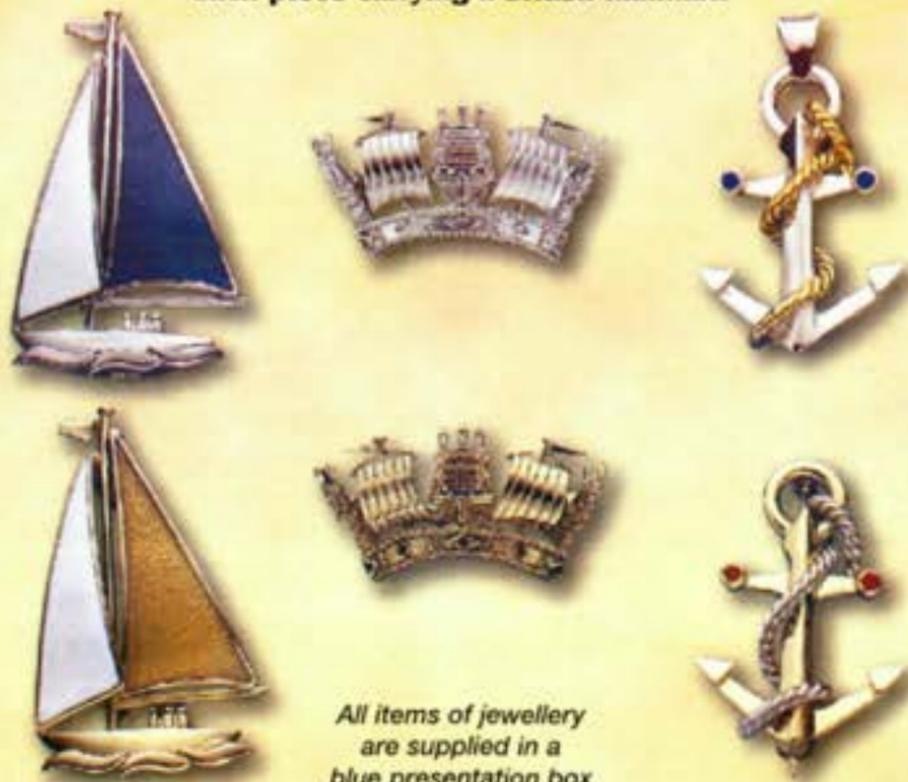
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Sterling silver	brooch	£74.99
9ct Gold	brooch enhanced with enamelled jewel effect	£199.99
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Drafty

Engineer your OWN SUCCESS

EFFECTIVE communication is fundamental to the drafting task.

Maintenance and timely rendering of an up-to-date Drafting Preference Form when being relieved in a ship, Local Foreign Service, or when serving in a sea billet which is end-dated, remains essential.

WEAs: All Weapons Engineering Artificers (WEAs) should maintain close and on-going telephone contact with the drafting desk.

Although the Drafting Liaison Offices in Devonport, Portsmouth and Faslane will be able to provide general advice when they open for business this summer, the WEA drafting desk should still be contacted to discuss details of billets available and specific drafts, due to the complexities of this particular specialisation.

MTA: One of the most frequently asked drafting questions is 'How much minimum time ashore (MTA) have I got?' Details of MTA are in BR 14 Article 0104 and Annex 1A. On completion of sea service the MTA earned is calculated from the graphs in Annex 1A and added to the AVDATE to arrive at the SAVDATE (Sea Availability Date).

The SAVDATE serves two purposes. It is the earliest date a rating can restart sea service unless he or she is an early out of turn volunteer, and it determines the position on the sea roster which is in SAVDATE order and the LFS roster which is in reverse SAVDATE order. When a rate change occurs while on sea service, for example from POWEA to CPOWEA the MTA is calculated on a pro rata basis.

MEAs: The requirement for Mechanical Engineering Artificers (MEAs) to fill high tech, high spec billets in the Bath and Bristol area continues to grow, particularly for those with Type 23 experience, while billets in the traditional main preference areas are in decline.

Volunteer MEAs are sought for these new, interesting and challenging posts which will also allow



"Chap here with a naked ambition for a desk job - yours!"

the development of new skills and broaden both personal and professional development.

If you are ready for a challenge there are other opportunities, predominantly in Portsmouth and Faslane, with the Survey Squadron in Devonport and the URNU craft dispersed around the country.

Minor War Vessels provide very rewarding and responsible jobs at all levels. You could be your own MEO or his/her deputy and broaden your horizons and experience at the same time.

CC/CPOMEA, both ML and EL, and MEM volunteers are always sought, so if you are looking for a challenge and possess the special qualities required (see BR14 Art 0608 for full details) then submit a C240 to notify us of your intentions and we will do our best to draft you accordingly. All Scottish preferencees should note that the only Faslane sea billets are in MWVs, or FOST(MPV).

DPF: Is your Drafting Preference Form current and accurate? Drafting desks must have accurate and up-to-date information if they are to stand a chance of matching individuals' aspirations with Service requirements.

In particular, recommendations for small ships and instructional duties must be honest and not just a reflection of individuals' preferences, while inaccurate NO rec-

ommendations may not only unnecessarily deprive training establishments of suitable personnel but may also reduce the chance of preference area employment.

ARTIFICER COURSES: On a positive note, the opportunity to attend an Artificer Candidate course and the waiting time for it have never been better. At the time of writing this article there are vacancies on the course which starts in December.

So those with aspirations for this training, which leads to a HNC qualification, should make themselves known to their DO who will ensure that the appropriate action is put into place for prospective candidates.

PROMOTIONS: Promotion prospects for Mechanics are also very good at the moment, but the need for Mechanics at all levels to obtain operating qualifications in good time cannot be over emphasised.

A considerable number of Leading Hands passed for PO are having their promotion held back due to not being fully qualified (MEOOWC2 & SOC) to attend a POMEMOC. MEBD is continuing apace and it is essential that these qualifications are gained in good time if you are not to be denied promotion.

A reminder is also given to POMEMs rated after September 1, 1995 that they will need a MEOOWC before being considered for promotion to CMEM.

Drafting visits have recently been conducted by the ME drafting team at Faslane, Rosyth and Devonport and at each venue the opportunity was provided for a personal interview with Drafty.

This proved to be a successful venture and was well received by all concerned, and it is planned to repeat this format on our next round of visits later in the year. The newly created Drafting Liaison Offices, established in the three port areas, will be used during these visits to allow greater use of the equipment and IT available in these facilities.

The General Service Engineering Drafting Team:

Drafting Commander, D2: Cdr S Foster 2574
Drafting Officer, D2WEA: Lt Cdr B L J Maddock (RN rd) 2524
WEA Drafting Desk, ADWEA2: Mrs S Chardman 2525
WEA Drafting Desk, ADWEA1: POWEMIO: R Taylor 2527
Drafting Officer, D2MEM: Lt Cdr J Fisher (RN rd) 2514
CPO-POMEM Drafting Desk, AD2MEM1: CPOMEM(M) D J Langdon 2577
LMEM Drafting Desk, AD2MEM2: POWWTR A P Darge 2514
MEM-MEAPP Drafting Desk, AD2MEM3: CPOMEM(M) S J Hannant 2578
MEM-MEAPP Drafting Desk, AD2MEM3A: LWVTR E Barlow 2315
Drafting Officer, D2MEA: Lt Cdr R I Faulkner 2572
POMEA-LMEA-MEA Drafting, AD2MEA1: CMMEA(L) R M Gunton 2515
CPOMEA Drafting Desk, AD2MEA2: POWTR D A Mullen 2576

VOLUNTEERS are wanted for the following jobs:

POAEM(M)(L) for Cdre Naval Aviation, a shore billet at Devonport, Air Engineering Representative, required Oct for 18 months.

CAEM(L) for HMS Ark Royal. A sea billet at Rosyth (refit) then at Portsmouth, Weapons Supply, Jan for 27 months.

LAEM(Any) and **LAEM(M)**, two shore billets for 24 months in HMS Sultan. **LAEM(Any)** for 760 Sqn, AEO Writer, from July, and the **LAEM(M)** for Initial Group Training (Examiner) from Oct. **LAEM(M)** for HMS Ark Royal. A sea billet at Rosyth

SITUATIONS VACANT

(refit) then Portsmouth, Air Engineering Dept, from August for 27 months.

LAEM(L) for HMS Ocean. A Devonport sea billet, Air Engineering Dept, required ASAP for 27 months.

POEAM(L) for HMS Ark Royal, a sea billet at Rosyth (refit) then Portsmouth, Weapons Supply, from May 2001 for 27 months.

Three **ABs(Any)** for HMS Cambridge, HMS Drake and BRNC Dartmouth. Shore billets, security duties, from August for 6 to 12 months.

POA(AH) for DNR Wroughton, a shore billet near Swindon, Presentation Team, from Nov for 6 to 12 months.

MEM1 for HMS Brocklesby. An MCMV sea billet at Faslane, MEMOC required, from Jan for 30 months.

MEM1 for HMS Duverton. A Northern Ireland sea billet based at Faslane, MEMOC required, from Jan for 18 months.

MEM1 for HMS Anglesey, Portsmouth based OPV, MEMOC required, from Jan for 21 months.

LMEM(M) for NP1067 Kosovo. Peace-keeping force, Land Rover driver/maintainer, from Feb for 6 months.



Families



Allen's be-all is 'Endal'

'DOG of the Millennium' Endal, who helps wheelchair-bound Gulf War veteran Allen Parton live his daily life, received a £7,000 cheque from the HMS Nelson Leisure and Amenities Fund on behalf of the RN and RM Children's Fund.

Together with a party from HMS Nelson, he and his master, who suffered a serious head injury while serving in the Navy in the Gulf War, were paying a visit to the Hampshire branch of KIDS, a charity which supports families who have children

with disabilities and special needs.

Endal, who was also lately winner of the first Golden Bonio Award, has become something of a TV celebrity, having appeared on *Blue Peter* and *South Today*.

The RN and RM Children's Fund provides help to children of serving and ex-serving personnel of the Royal Navy, Royal Marines, the Queen Alexandra Royal Naval Nursing Service and the reserves of those forces where children are in need.



One in four MOD homes empty – but not for long

AN AVERAGE of one in four MOD homes is standing vacant, the National Audit Office revealed last month in a report Defence Minister Dr Lewis Moonie welcomed as "constructive".

How Cotswold Centre helps me to cope

A PLEA for the Services Cotswold Centre at Corsham, Wilts, currently under threat of closure, has been received from an ex-WRNS officer resident there.

The Centre is mostly used as emergency housing for those who suddenly find themselves homeless in the UK, whether from a marriage breakdown or through having to return quickly from an overseas posting, she writes.

There is also accommodation for those leaving the Service and in need of somewhere to live while their future employment and housing are settled.

"Six months ago, while stationed overseas, my husband suddenly told me he wanted a divorce. I was shattered, and went into shock. Once I contacted the Naval Personal & Families Service, I felt 'The System' look after me.

"Ten days later, having packed by belongings, I was on a plane home. NPFS had organised emergency repatriation and emergency housing here. My goods could be delivered here and stored safely on site.

"Having been delivered to the airport, I was handed over to the British Airways staff like a small child. Upon arrival here, the care continued. Legal assistance was provided, and medical checks (this is a military camp, after all).

"But above all, I was housed and an eye was kept on me as they started my new life. I have major financial problems still, which is why I am still here.

"This care is typical. For those less able to cope it is extremely necessary. So saying, I was in a state of shock and was not able to cope with anything myself for weeks. I still have my NPFS caseworker helping to support me when needed for Naval administration.

"The practical help which is bestowed on residents is invaluable – shipping baggage, registering cars, registering with Housing Benefits, doctors and dentists etc. There is a school on site which has a special needs bias; many children here are traumatised by family breakdown.

"The transit/recreation facility should not be ignored either. For those RN personnel stationed in Scotland who want a holiday base in the south, this is ideal. It is very close to main road and rail routes. There is no longer a pool of surplus married quarters for short term let.

"As a former WRNS officer, and having been married to a Naval officer for over 24 years, I feel that my small contribution of thanks to the Service is to help this centre to continue its valuable work. Too many support benefits have been eroded over the years and this should stay."

He pledged to continue the improvements in management of Service family quarters and to reduce the number of empty properties.

Of the 14,400 vacant properties referred to in the report, only 4,450 had no early planned defence use. Of the others:

- Some 3,000 were already in the course of disposal.
- Nearly 5,000 were under offer to incoming Service families.
- Some 600 were held for future unit deployments.
- Some 1,300 were awaiting modernisation.

"While we accept, and will implement, many of the report's recommendations, it is essential that the management of Service family property takes account of the mobility of life in the Armed Forces," he said.

"Retention of some spare housing is necessary in the short term if the MOD is to minimise disruption in the lives of busy and dedicated servicemen and women and their families.

"The MOD plans to release some 6,500 properties by 2002, thereby cutting surplus housing to an absolute minimum. However, the MOD has to strike a balance and the welfare of military personnel and their families is foremost in my mind."

The MOD manages nearly 62,000 Service quarters of which 53,000 are leased from Annington Homes Ltd following the sale in 1996.

Last year there were 22,000 family moves in the UK alone. The MOD is also undertaking a £470m upgrade programme to modernise family quarters.

● Figures used in the NAO report dated to last September. Since then the housing stock has reduced from 63,000, as quoted, to 61,567.

ADVICE UNIT GOES ON-LINE

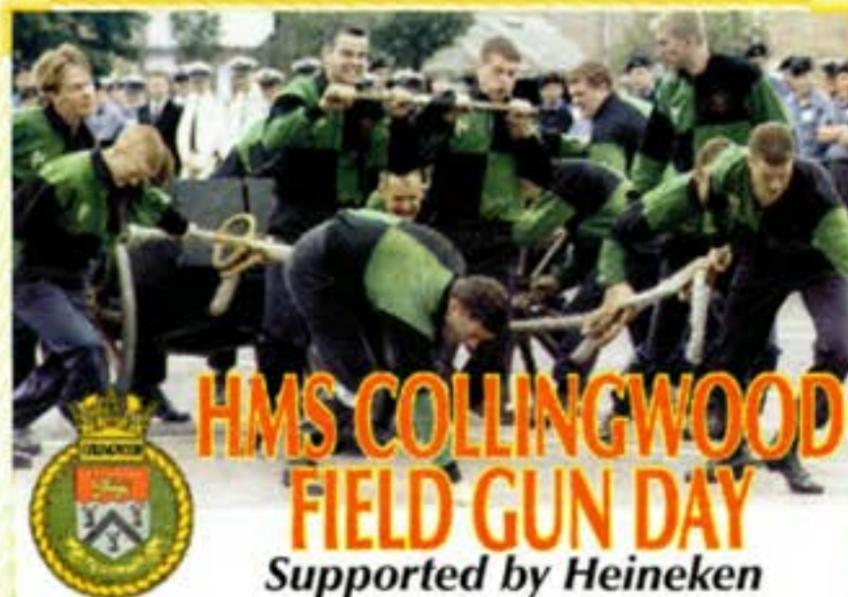
A NEW on-line service for former members of the Armed Forces and their families was announced last month by Armed Forces Minister John Spellar.

The Ministry of Defence Advice Unit is linked to the internet and may be contacted on-line by e-mail at: veteransadvice@veterans.mod.uk.

"The Veterans Advice Unit has been operating successfully as a telephone help-line for 18 months and we are now keen to extend the service further and open it up to a wider audience," said Mr Spellar.

"In addition to the millions of ex-Servicemen and women resident in the UK, our veterans living abroad, often in different time zones, will be able to contact the Unit at their convenience and at minimal cost using e-mail."

Since the VAU was opened in October 1998, the telephone hot-line (0845 020302) has taken over 10,500 enquiries.



On Saturday 17 June, at HMS Collingwood, Fareham, their Field Gun Day, supported by Heineken, takes place, with the gates opening at 1200. The main attraction is the 2000 Field Gun Competition for the Brickwoods Trophy. Crews from establishments throughout Great Britain compete against each other for this coveted award. The competition takes a slightly different form from the inter command contest which will no longer be taking place at Earls Court, the celebration of the historical event, the involvement of naval guns at the relief of Ladysmith during the Boer Wars.

Other exciting attractions include the Parachute Display team, The Tigers Motorcycle Display Team, Royal Marines Band and Mini Marvels Car Act. Side shows include Children's Play Area with Inflatable World, Karts for Kids and roundabouts, and village fete, with much, much more. There will be a Grand Draw in the afternoon, with exciting prizes.

Entrance is £8 for a family ticket, £3 for Adults, £2 for senior citizens and children. Car parking is free, with disabled facilities provided.

Proceeds from the day will go to Naval and local charities.

NoticeBoard



Appointments

Capt C. J. Gass to be CO HMS Edinburgh, Aug. 8.
Cdr I. A. McGhie to be CO HMS Splendid, Sept. 12.
Cdr S. J. McMichael-Phillips, CO HMS Scott, Aug. 26.
Cdr M. J. D. Walliker to be CO HMS Tireless, Oct. 4.
Lt Cdr T. Russell to be CO HMS Pembroke, Oct. 1.
Lt Cdr M. J. Evans to be CO HMS Atherstone, Aug. 23.
Lt Cdr J. A. Scott to be CO HMS Bicester, April 14.

Points

THE FOLLOWING shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates in May after issue of 613s. Intermediate (Int) indicates that personnel are advanced in basic date order. Dates shown against Int rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in May.

CCMEAM - Int (25.3.00), 1; **CCMEAL** - Int (27.3.00), Nil; **CCMEALSM** - Dry Nil; **CCMEALSM** - Dry Nil; **CCWEAADO** - Int (30.7.99), 2; **CCWEAADCMSM** - Int (17.3.00), Nil; **CCWEAADCMSM** - Dry Nil; **CCWEASWS-NAYSM** - Dry Nil; **CCWEASWSTECM** - Dry Nil; **CCCAEM** - Int (11.9.99), Nil; **CCCAEAR** - Dry Nil; **CCCAEARL** - 297 (11.9.99), Nil.
LSEW - Dry Nil; **L50M** - Int (17.3.98), 2; **L50R** - Int (7.9.99), Nil; **L51SM** - Dry Nil; **L51SD** - Int (15.8.93), Nil; **L51SMW** - Dry Nil; **L51SMW** - Int (9.8.98), Nil; **LRO** - Dry, 2; **LREML(JGS)** - Int (17.8.99), 2; **LREML(JGS)** - Int (18.5.98), 6; **LWEM(O)** - Int (25.9.99), 1; **LWEM(RJGS)** - Dry, Nil.

Deaths

NA(AH) Harry David Donaldson McDowall, HMS Invincible, April 14.
Cdr Graham Mann, international yachtsman who led Britain's first post-war attempt to win the America's Cup in 1958. Served 1938-58. Ships: Trinidad (Arctic convoys), Bermuda, Suffolk, Kent, Westminster (N. Africa landings, actions against E boats off E. Coast and anti-convoys operations off Norway 1944), Children, Cotswold, Eagle, Mercury, Dardanelles, Staff Signal Officer, 8th Destroyer Flotilla (Korea), Crossbow (C). Appointed Queen's Birthday Master and was skipper of HMV Britannia. Member of RN Cruise Run boat club team which won inter-service trophy 1976. Member of Royal Yacht Squadron and as Rear Commodore (Yachting) made major contribution to computerising the sailing of courses for Cowes Week. Member of Association of RN Officers. April 1, aged 75.
Lt Cdr Robert Julian (Rumble) Chatterback DSO, succeeded Lt Cdr Anthony Miles VC as CO HM submarine Torbay. Served 1933-58. Appointments: Swordfish, Tribune, Oway, Otus (CO), sank almost 20,000 tons of shipping and floating stock as CO of Torbay in Med, and Adriatic 1943. Trancheon (CO), Thermopylae (CO), Selsey, Cayton, Dolphin, Kingfisher (CO), RAN 1956-58. Member of Volunteer Bush Fire Brigade 1979-96. In Australia, aged 94.
Lt Cdr Sir Godfrey Style CBE, DSC, served 1933-45 (invalided out due to war wounds). Appointments: HMV Victoria and Albert, Flag Lt to C-in-C Home Fleet 1939-41, HMS Lance (Atlantic convoys, Mediterranean - DSC). Lost hand and suffered wounds to body in Malta bomb attack. Military adviser to RAF Bomber Command. Governor, Queen Elizabeth's Foundation since 1975. Director Star Centre for Youth, Cheltenham since 1967; member and former chairman of National Advisory Council for Employment of Disabled People. Knighted for unpaid work for disabled employment, 1973. President of HMS Lance Association, April 20, aged 85.
Hugh Manning, served in RNVR in WW2 (including rocket vessels, Watchtowers). Post-war regional newspaper reporter, and diplomatic and defence correspondent Glasgow Herald. Defence correspondent ITN 1961-63, for Observer 1963-67 and defence consultant Guardian 1967-69. Contributor to Daily Telegraph and Times. Proposed idea of using military forces for humanitarian aid while on foreign desk of Statist economic weekly, international Secretary to Church of England's Board of Social Responsibility 1972-80, founder member of Intermediate Technology Development Group. BAC director until 1993. Vice president of Atlantic Council. Involved in founding Fortnall Group to aid rapid deployment of relief and rescue workers. Deputy director Royal United States Institution 1967-70. Author of The Peaceful Uses of Military Forces (1968), NATO - Our Guarantee of Peace (1981), Five Wars, One Cause (1986), Aged 75.
Sidney Hutchison CVC, former Lt Cdr (S) RNVR served 1941-46. Ships included Furious (Mediterranean, N. Sea, Pacific - led one of first shore parties into Hong Kong after Japanese surrender). Secretary and historian - Royal Academy 1968-82. April 22, aged 86.
Derek Ellison Priestley, served in RNVR in WW2. Took part in Sicily, Italy and D-Day landings. British Pacific Fleet 1945. Editorial adviser for Butterworths, Heinemann and Peter Davies. April 22, aged 87.
Don Gardner, ex-AA gunner HMS Greyhound (sunk off Crete. One of few survivors, injured by shrapnel causing health problems throughout life). March 21, aged 82.
D. R. Cox, founder member and treasurer Bolton branch of RN Patrol Service Association and member of E. Lancs branch of Light Coastal Forces Association. Ships included Vanguard, Zeebrugge (Montebello A Bomb) March 25.
Fredrick (Bluffs) Brooks, ex-L5, served 1953-61. Ships: Implacable, Orion, Tamar, Pelaw, Abdon, March 27, aged 63.
Tony Morrison, ex-AB. Ships included Duke of York. Member of HMS Wizard and Cadet Association, March 30.
William Fishburn, served in WW2 minesweepers. Member Scarborough branch of RNPSA, Aged 81.
Jack Radd, served 1940-45. Member Scarborough branch of RNPSA, Aged 77.
Tom (Denk) Matprize, trawler skipper, served in minesweepers 1940-45. Member Scarborough branch of RNPSA.

NAVY NEWS looks back through its pages to recall some of the June headlines of past decades . . .

THE TIME OF YOUR LIVES

40 years ago

"PALATIAL" new quarters for senior ratings were to be opened at the RN Barracks Portsmouth. Trafalgar Block was to be opened by C-in-C Portsmouth.
 Admiral Sir Caspar John became First Sea Lord, succeeding Admiral Sir Charles E. Lambie who had to retire prematurely through ill-health.

30 years ago

HMS ROTHESAY, en route from Cape Town to UK, had been diverted 800 miles to a possible splash-down point for Apollo 13, the US moonshot that had got into difficulties in space. However, the astronauts came down as planned in the Pacific, and Rothersey made up the two-day delay.



● HMS Rothersey - on alert for Apollo 13.

20 years ago

A SEA HARRIER landed on HMS Invincible for the first time during the ship's acceptance trials. The Prince of Wales revisited his old command, HMS Bronington, when she rededicated at Chatham under her new Commanding Officer, Lt Roy Clare, who had been Prince Charles's First Lieutenant on board.

LCHGS - 82 (10.11.97), 5; **LSTD(G)** - 431 (16.2.95), 4; **LSA(G)** - Int (14.2.99), Nil; **LWTR(G)** - 201 (5.12.96), 6; **LMA** - Int (10.11.98), 4; **LSR(SM)** - Dry Nil; **LST(SM)** - Int (26.2.98), Nil; **LRO(SM)** - Dry Nil; **LMEM(LSM)** - Dry, 2; **LMEM(SM)** - Int (11.12.99), Nil; **LWEM(RJGS)** - 856 (3.3.92), Nil; **LSA(SM)** - Int (15.7.98), 1; **LWTR(SM)** - 184 (5.12.96), Nil; **LCH(SM)** - 778 (5.12.92), Nil; **LSTD(SM)** - 304 (16.8.94), 1; **LA(AH)** - 297 (10.7.96), 1; **LA(METOC)** - Int (2.2.99), 1; **LA(S)** - Int (4.6.98), Nil; **LAEMM** - 463 (9.2.95), Nil; **LAEMR** - 562 (17.2.94), Nil.

LAEM(L) - 353 (5.10.95), Nil; **LWETS** - Dry Nil; **LWOSA** - Int (11.2.98), 1; **LOM(AWW)** - Int (16.11.99), 10; **LOM(AWT)** - Int (8.6.99), 4; **LOM(UW)** - Int (30.3.00), Nil; **LOM(EW)** - Int (8.8.99), Nil; **LOM(WW)** - Int (7.9.99), Nil; **LOM(C)** - Int (7.6.99), 8; **LOM(SSM)** - Int (25.3.98), 3; **LOM(TSM)** - 126 (24.7.97), 2; **LOM(CSM)** - Int (2.12.99), Nil; **LOM(WSM)** - 573 (26.5.94), Nil.
 The number of 613s issued in the female categories are those advanced from the female shore roster.

Swop drafts

RATINGS seeking to swop drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience.
 A rating on sea service will not be permitted to swop with another on shore service. All applications for swop drafts are to be made on Form C246 to NOD, Centurion Building.

Promotions to Chief

AUTHORITY was issued by Commodore Naval Staffing in May for the following ratings to be advanced:
To CCCT - S. Joyce & K.J. Cornish (JSSU Oakley), S.L. Finch (N. DEIRA CGA Perth).
To CCMEA - N.P. Winstone (Triumph).
To CCMT - A.M. Reading (Invincible).
To CCWEA - C.D. Benford (Gloicester), R.W. John (Exeter).
OPERATIONS (SEAMAN)
To CPO(EW)(O) - G.S. Philips (Dymouth BRNC).
To CPO(M) - D.S. Stephenson (Gloicester), D.A. Martin & R.P. Olin (Dryad), K.D. Bass (Cambridge), A.L. Wright (North).
To CPO(R) - R.J. Dunn (Ocean), R. Longhurst (Funchin), K.P. Wootton (Dryad), R.B. Noney (Shelford).
To CPO(S) - A.R. Ayres (NBC Perth), P.S. Frazer (Westminster).
To CPO(SEA) - K.P. Stewart (Ark Royal), H.L. Carr (Trumpeter).
OPERATIONS (COMMS)
To CPO(S) - A.E. Coleman (FOSM N.Wood Ops), C.N. Beckett (RNAS Culdrose).
OPERATIONS (PHYSICAL TRAINING) REGULATING
To MAA - A.R. Matthews (Liverpool), A.G. Knight (CHFG).
MARINE ENGINEERING
To CPOEM(L) - R.V. Harris (Raleigh), J. Leigh (Fearless).

To CPOEM(M) - P. Morewood (EXC Bristol), P.A. McMullen (Nottingham).
WEAPON ENGINEERING
To CPOEM(O) - C.D. Day (Cumberland).
SUPPLY AND SECRETARIAT
To CPOCA - L.R. Goldhill (Splendid), P. Preston (Dryad), M.J. Perkins (Exeter).
To CPOSTD - P.G. O'Shea (JSSU Northwood).
FLEET AIR ARM (NON ENGINEERING)
To CPOA(METOC) - P.D. Bone (CincFleet).
SUBMARINE SERVICE
To CPOEM(M) - J.D. Clarke (Trafalgar), J.C. Turner (Supert).
To CPO(TSSM) - A.W. Price (Supert).
CHIEF ARTIFICER/TECHNICIAN
To CPOAEM - J.J. Myhill (846 Sign), J.J. Myhill (846 Sign).
To CPOAEM(R) - I.P.P. Griffiths (800 Sign).
To CPOAEM - J.N. Clark (Richmond), K.D. Joss (Scotlyn).
To ACPOEA - R.I.A. Hall (Dreth BRNC).
To CPOWEA - D. Hilton (Cardiff), N.D. Kew (Tireless), B. Moss (Northumberland), M.A. Power (CFM PFM), J.D. Saunders (Vanguard Port), D.P. Wharton (Campbelltown).
To ACPOWEA - D.M. Rigg (Campbelltown).

OM(AW)1 J. Townsend, HMS Kent, BFFO 318, will swop for any Portsmouth Type 23, deploying or not, SSCS (special qual).
LSTD Lamb, 4 Mess, HMS Grafton, BFFO 291, will consider any Portsmouth ship deploying or not.
LCH Yuen, 5 Delta 500 Mess, HMS Illustrious, BFFO 305, will swop for any Portsmouth ship deploying.
MEM1 Carr, HMS Angsey, BFFO 207, will swop for any Type 42/23.
LSA Bartram, Stores Office, HMS Iron Duke, BFFO 309, will swop for any Portsmouth sea-going ship or Plymouth Type 23.
OM(MW)1 Tecker, HMS Colchester,

BFFO 257 (Fastlane ext 3891 or Mobile 0802 655843), will swop for any Portsmouth ship. Taker must be currently in Ireland trained.
OM(UW)1 Howett (Ar 203, E112 MTL), HMS Kent, BFFO 318 (HMNB Portsmouth ext 2246023172), not deploying until Sept. next year. Will swop for HMS Westminster, but will consider other Portsmouth Type 23.
POMEM1 R. Dayson-Smith (ADCRFT), POMEM OC Office, Faraday Building, HMS Sultan, Gosport, Hants., draft-ed HMS Ark Royal, Nov. Will swop for any Portsmouth sea-going ship or Plymouth Type 23.

Getting the feel of new sniper rifle

● Getting a bead on his target, Mne Lee Jensen of 45 Commando Royal Marines, demonstrates the new L96 sniper rifle during an acquaint at 45's base at RM Condor, Arbroath. The unit is now undertaking jungle warfare training in Belize until June 1.
 Picture: LA/PHOT/Tall Richards

RNA Area Public Relations Officers

- THE FOLLOWING lists the voluntary Area public relations officers appointed by the Royal Naval Association:
- AREA 1**
John Rivett, 6 Adelaide Rd, Ipswich, Suffolk, IP4 5PR. Tel & fax: 01473 423025
 - AREA 2**
Alan Robinson (acting until PRO appointed), 31 Charville Lane, Hayes, Middlesex, UB4 8PQ. Tel: 0208 845 1957
 - AREA 3**
Alan Easterbrook, 99 Harps Ave, Minster in Sheppey, Kent, ME12 3PL. Tel & fax: 01795 873394. Mobile: 0797 9013482
 - AREA 4**
Eric Hartley, 23 Inwood Rd, Liss, Hants., GU33 7LZ. Tel: 01730 895470. Fax: 01730 894571
 - AREA 5**
Paul Watson, Windermere EPD, 17 Windermere, Eastleigh, Westbury on Trym, Bristol. Tel & fax: 0117 950 4688. Mobile: 0788 794 4659. e-mail: swapy_watson@hotmail.com
 - AREA 6**
Bob McGuinness, 47 Brummell Rd, Newbury, Berks., RG14 1SG. Tel & fax: 01635 580208. Mobile: 07833 673088
 - AREA 7**
Susan Cairns, Four Winds, Llan Rd, Marrocs, Llantwit Major, S. Glam., CF61 1ZG. Tel: 01656 890689. Fax: 01656 890751
 - AREA 8**
Barry Hood, 3 Howard Close, Wallbridge Park, Leek, Staffs., ST13 8JW. Tel & fax: 01538 385997
 - AREA 9**
Mike Altoft, 87 Fairview Ave, Cleethorpes, N. E. Lincs., DN35 8QG. Tel & fax: 01472 200641
 - AREA 10**
Charles Hutton (Committee decided not to appoint PRO), Area Secretary, 44 Railway Rd, Urmoston, Manchester, M41 0XW. Tel: 0161 748 6681
 - AREA 11**
Brian Jowett, 18 Woodlands Ct, Obley Rd, Leeds, LS16 6EZ. Tel & fax: 0113 278 5312
 - AREA 12**
Neil Hamilton, 9 Shankbridge Rd, Baillymea, Co Antrim. Tel & fax: 028 256 40480
 - SCOTLAND**
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Naafi re-launches kit and contents insurance cover

FROM the moment you join the Navy you accept a job with responsibilities – you are responsible for your kit, you are responsible for Service equipment on personal charge to you, and you are responsible for any damage you cause to military accommodation. This can amount to thousands of pounds.

Add to this the personal effects that we all acquire so rapidly these days – watches, cameras, sports equipment, computers, etc, and the need to arrange suitable insurance is clear.

While it is obvious to most that the insurance requirements of Service personnel are completely different to those of

civilians, it is also a fact that individual personnel may need different types of insurance to protect their personal possessions and Service equipment.

A single Service person living in barrack accommodation will not need to cover the contents of an entire home, furnished over many years, which is the more likely requirement of Service families – either living in married quarters or in their own home.

Those living in their own home have to face the extra dimension of ensuring their possessions are protected if their accommodation is unoccupied for any length of time, or let to tenants.

Warrior Group Ltd, working with Naafi Financial Services, thinks it has the answer with the re-launch of ServiceGuard kit and contents cover. This policy, underwritten by Norwich Union, has been developed especially with

these problems in mind.

It provides worldwide cover for kit, Service equipment, personal possessions, home contents, property in transit, and in storage, personal money, credit cards and your liability under Queen's Regulations. It can also be extended to include pedal cycles, mountain bikes and mobile phones.

It is flexible to ensure that you get the right level of cover that you need – no more, no less.

Claims are settled on a new-for-old basis, which means that no deduction is made for depreciation and they are handled by a dedicated Forces unit committed to settling with the minimum of fuss.

They are dealt with by part of Norwich Union's Incident Management Service, which frequently has been recognised by the insurance industry for providing outstanding quality and service.

Warrior believes that its ServiceGuard kit and contents cover offers excellent value for money, but as an added incentive allows ten per cent discount to all policy holders who

also arrange their motor insurance with the Group.

Further information on the offer can be obtained from Naafi Financial Services on Freephone 00800 7676777.

Preserved pensions

FOLLOWING our article on preserved pensions in last month's Moneywise pages, the Royal Navy Pensions Office has asked us to point out that preserved pensions were introduced into the Armed Forces Pension Scheme on April 1, 1975, and that entitlement was not made retrospective.

Unfortunately, this means that people who left the Royal Navy or Royal Marines before that date are not eligible for preserved benefits.

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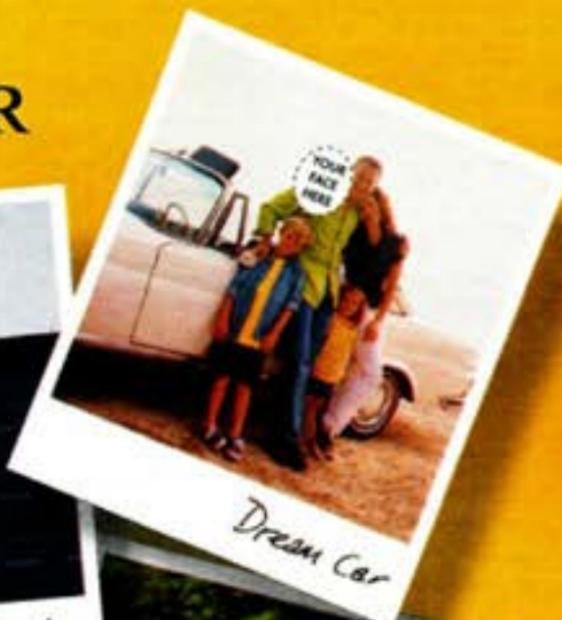
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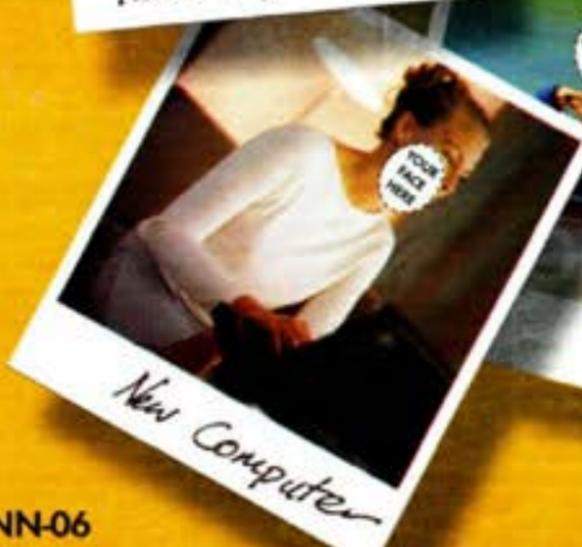
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Frigate greeted with open arms – but some sailors choose to run away



● Naval Hull: Type 22 frigate HMS Sheffield berthed at King George Docks in Hull, with the Freedom of the City Parade Guard formed up on the jetty.

● Great escape: HMS Sheffield jailbreakers with the ship's Commanding Officer, Cdr Tim Lowe, the Lord Mayor and Lady Mayoress of Sheffield, and the Chief Constable of South Yorkshire, outside Sheffield Children's Hospital.

Pictures: LA(PHOT) Adrian Hughes (FOSF).

People of Sheffield welcome their ship

FROM FORMAL pageantry to Santa Claus on the run, HMS Sheffield's visit to her namesake city had the lot.

The Type 22 frigate berthed in Hull to allow the ship's company to exercise the Freedom of the City of Sheffield, bestowed on her a year ago.

The ceremony saw sailors from the ship march through the city streets to the sound of drums, with bayonets fixed and colours flying.

Commanding Officer Cdr Tim Lowe said: "The ship's visit to Sheffield continued the strong links with the city and further enhanced our excellent relationship with its people."

A short service was held outside the cathedral in the presence of local dignitaries before the parade moved on past the Town Hall.

Despite cold, wet weather, crowds gathered to cheer the sailors, who later enjoyed a reception hosted by the Lord Mayor, Cdr Trevor Bagshaw.

Affiliated groups from the city visited the ship in Hull, including Destination Sheffield, Sheffield Children's Hospital and Sheffield United Football Club.

Charity events took a up a good deal of the sailors' time, many revolving around the ship's adopted charity, Sheffield Children's Hospital Appeal.

The 'Tough Guys' who raised £700 at the most gruelling assault course in the world, in Staffordshire, handed over their cheque and were given a tour to see where the funds are put to use.

The ship's football team played two charity matches.

The first, against the Shiny Shef pub, was played at the Hallam Football Ground, billed as the oldest ground in the country.

The other saw the frigate take on Sheffield United reserves – a rare chance for the Navy men to play against professionals from the First Division club.

Despite valiant efforts – the first 20 minutes of the match were goalless – the Blades ran out 9-0 winners.



Escapees head back to Devon

DESPITE the warm welcome in Sheffield, one group of sailors was keen to get away.

Sixteen 'convicts', handcuffed in pairs by the Chief Constable of South Yorkshire, set off from the main entrance of the city's Children's Hospital in a charity jailbreak.

Their aim was to return to their frigate's home base, Devonport, to meet the ship on her return – using only ingenuity to get them there. The direct route was not

popular, with teams visiting UK landmarks such as HMS Belfast, No 10 Downing Street, the London Eye and Blackpool Pleasure Beach.

Each team – including a pair of clowns and two Santa Clauses – took a disposable camera with them to record their journey, and copies of these photographs will be presented to the hospital.

Organisers estimate that the jailbreak has raised more than £2,000 for the hospital appeal.

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Task group on its way

THE ROYAL Navy's global task group has formed up and set off on a seven-month deployment which will see it visit more than 30 countries and exercise with navies across the world.

Flagship HMS Cornwall sailed from Devonport on the same day as Flag Officer Surface Flotilla, Rear Admiral Ian Forbes, saw HMS Newcastle depart from Portsmouth.

Units of the eight-strong group met in the Channel for work-up before heading for the Mediterranean and the first planned exercises. French frigate Aconit sailed from Toulon to join the task group as it made its way south.

HMS Newcastle's Commanding Officer, Cdr Simon Ancona, admitted that the separation from families and friends would be difficult – but there was a strong element of anticipation.

"Seven months is a long time for separation, for the ship's company.

"There are mixed feelings: they are going on a super adventure, and I'm delighted to be able to offer the youngsters on board this wonderful opportunity."

Cdr Ancona, who hands over command to

Cdr Steve Pearson in Bombay, said the deployment proved the Navy's ability to sustain long-range operations, as well as to promote defence diplomacy and defence sales.

It was also important to work with navies from other regions – exercises planned off Hawaii, for example, bring the RN into contact with American ships they would not often see.

Admiral Forbes said units of the task group would be available to help in a crisis, as did HMS Glasgow in East Timor last year.

He added that an important part of the programme was a series of commemorations, including the Battle of Crete and the Inchon landings in Korea – one of Newcastle's predecessors was involved in the Korean War.

The group's progress can be monitored through the RN website (www.royal-navy.mod.uk), and registered schools from Hampshire and the North-East will be "watching the deployment through the eyes of the ship," according to Cdr Ancona, using the ship's Internet link as an educational resource.

The other ships in the task group are HMS Sutherland, HMS Tireless, RFA Diligence, RFA Bayleaf and RFA Fort Victoria.

Motoring with Glynn Williams

Hot Clio is the real thing

IT'S FUNNY – there are now so many steamy-looking hatchbacks about that it's hard to spot the real thing.

They can have wings, wide wheels, and a belly-on-the-road pose, as well as giving you a run for your money away from the lights.

But most are just sprinters, where ride comfort is a compromise, and if the go is there, the odds are the gas has gone quickly down the tailpipe.

However, there are still really hot hatches being developed, and the latest and most powerful is the sophisticated Renaultsport Clio 172.

It's scorching, with 15 per cent more power than the icon Williams Clio from a super-smooth and compact 2-litre engine that delivers up to 172bhp.

That's basically double your average shopping car's punch – packed into what still looks like the average-sized three-door shopping car.

It's neat, especially on the Oz alloy wheels, with subtle spoilers and side skirts, an aluminium bonnet and brilliant tuned and lowered suspension.

Perhaps that's what makes it so much more subtle, although a bold broad nose with deep spoiler makes it imposing in the mirror, a profile doubtless raised by speed of approach.

Yes, it can be a wild thing, romping past those stacks of drones happy to do 50-something for mile after mile behind one truck.

Light the blue touchpaper and you'll need to juggle with the torque steer, even in fourth gear, as it cracks the 0-60mph sprint in under seven seconds and keeps on romping away towards a potential maximum of 138mph.

That's why it's been chosen for the latest one-make racing series. Yet with quite a few rapid miles under its belt, the new test car's trip computer showed it still aver-



aged more than 32mpg at an average speed of more than 45mph!

Far from being a spiky sportster, it was also happy to trundle along at 30mph in fifth – and leap into action when asked – showing amazing 108mph versatility on the one cog.

For a sporty interior there are drilled alloy pedals, supportive leather-sided suede-like Alcantara-faced bucket seats front and offset-split fold-down at the rear, suede-rimmed steering wheel, and white dials.

But this is no stripped-out racer,

more of a gran turismo, with low noise levels, good carpeting, air conditioning, electric windows and mirrors, and excellent six-disc CD hi-fi, with fingertip selection at the wheel.

At a fiver under £16,000 it's not cheap, but when it comes to power for the pound – with race-bred refinement – it's a corker, some £2,700 less expensive than the 5bhp less powerful Peugeot 306 Gti-6.

The "Sport" badge on the back really means it.

No stripped-out racer: Renaultsport's Clio 172 2.0 16V has the comfort of a gran turismo, but the "Sport" badge on the back says it all – it's a real corker!

CAR FACTS

MODEL: Renaultsport Clio 172 2.0 16V.
PRICE ON ROAD: £15,995.
ENGINE: 2-litre 16-valve developing 172bhp.
TRANSMISSION: Five-speed manual.
PERFORMANCE: 0-62mph in 7.2 secs; top speed 138mph.
ECONOMY: combined cycle around 35mpg.

Caravan bargains to be had

NOW could be the best time to buy a new caravan, even though retail price cuts are anticipated in the months ahead.

This is the advice from motor trade "bible" Glass's Guide, which anticipates that dealers are about to launch aggressive sales campaigns to clear Year 2000 models from their forecourts.

Glass's caravan editor Randal Thomas says: "Caravan dealers are concerned that a major manufacturer will reduce retail prices on Year 2001 models, partly achieved by a reduction in dealer margin."

"At the same time dealers of alternative franchises are concerned that their manufacturers will feel obliged to follow suit, to avoid a growing gap in the retail prices of new towcars."

"If both retail prices and margins are reduced for next year, then any carry-over of new 2000 model year stock will saddle the dealer with a clear liability – stock with a higher original cost price but subsequently a much-reduced retail value."

"There is already evidence of some fairly savage price-cutting to maintain the momentum of new sales and compete with the many high-spec, best-priced specials."

"We now expect widespread aggressive campaigns to develop in order to clear out 2000 year models, as dealers seek to avoid an excess stock situation."

Audi TT models in big demand

AUDI'S stunning TT Coupe and Roadster models are enjoying such success that even with production running at full strength the waiting lists which once stretched to a year still stand at three to six months, depending on model.

The company's first foray into the compact sports coupe sector has been a resounding success, with the first concept car to enter production virtually unchanged.



● The new 225bhp Audi TT Roadster quattro, featuring the new-style number plates coming in March.

No one can say that these cars look like all the rest!

Available with either 180bhp or 225bhp turbocharged, five valve per cylinder engines, and with the advanced quattro four-wheel-drive system on every UK model, the distinctive Coupe – judged Autocar's

coupe of the year – was joined earlier this year by the equally-striking Roadster.

The new model year versions are fitted with uprated suspen-

sion, new rear spoiler and Audi's electronic stability programme at no extra cost.

Prices range from £26,650 to £32,150.

Shake-up 'will hit bikes'

THE COMPETITION Commission's conclusion that a complex monopoly exists in the supply of new cars to the detriment of the private buyer promises a significant shake-up in the four-wheel market – but will also affect motorcycles.

Glass's Guide says it is inevitable that some of the commission's findings will be applied to two-wheelers.

Although the car market controversy centres on the different terms available to fleet customers, contract-hire companies and franchised dealers, competing supply routes

which barely exist in the bike market, it is the principle of discrimination that will have the impact.

Glass's predicts that small to medium-size franchised dealers may find themselves squeezed, with buyers having to travel further to find the model they seek.

Motorcycle sales are still booming, with 22,388 machines registered in March, up 14.5 per cent on March 1999.

The biggest sector is in motorcycles and scooters up to 125cc, including scooters and learner bikes, up 70 per cent on the year.

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Royal Naval Brigade, 1945: Freda Woolan's late uncle, Herbert Webster, was the engineer in charge of a Naval Brigade Convoy, racing up the coast of Germany to capture the naval dockyard at Lubbeck, before the Russians captured the port. He subsequently took the surrender from the German admiral. Can anyone provide more info? Contact Freda at 10, Trafalgar Road, Milford Haven, Pembrokehire, South Wales SA73 2AS.

Global '86: Goes anyone know what became of the film put together by an independent company, featuring the ships and crews of this deployment. Despite seeing a rough edit, no more has been heard by Scott Hayward. Contact Scott on 07775 518166 or e-mail: shayward@tdcpon.co.uk

Trawler, HMS Northern Rover: Sunk off Kirkwall on October 30, 1939. What type of ship was she (converted fishing boat)? Any info to Alan Dods, 28, Mass Uchaf, Connahs Quay, Deeside, Flintshire CH5 4HY. e-mail: dodda120@btconnect.co.uk

TS Connaught (Barry Sea Cadets), named after HMS Connaught, has suffered during the last few years, not least when a fire when everything was lost. They seek artefacts, tales and memories of the Connaught. Contact S/Lt (SCC) T.J. Harris RNR, Commanding Officer, Barry Sea Cadets, c/o HMS Cambria, Hayes Point, Sully, Glamorgan CF64 5XJ, tel: 01446 701390.

Thomas Ashton Orange: Mick Pipkin seeks info on Thomas, who served in the Navy 1896-1923. Last known ship was HMS Defender, 1915. Trying to trace RN service and family connection for relations in Canada. Anyone with info, contact Mick at 29, Victoria St, Gillingham, Kent ME7 1XW.

HMS Cleopatra: Looking for anyone who served in her when she left Devonport for the Far East in November, 1966, especially CPO George Verstele, an electrical engineer. Info to Sally Mitchell, 135, High St, London Colney, St Albans AL2 1RU, tel: 01727 826750. e-mail: sallymitchell@hotmail.com

HMS Resolute: Seeking ex-R class crew members who served in WW2 to get in touch with stories and possible pictures. See <http://www.identify180.freeserve.co.uk> to see if you can identify them. You can post replies via the e-mail address attached to the page, or write to 130, Temple Avenue, Beccles Heath, Essex RM8 1LX.

HMV Victoria & Albert F.E. Lowe's grandfather, F.W. Lowe, served as PO Number from 1900-1923, also serving in Vivid, Victoria, Centurion, Bowswain and Duke of Wellington. Has anyone got group photos and bios of HMV which he could copy? Contact F.E. Lowe, 4, Lennox Close, Chislehurst, Eastleigh, Hants SO53 1FR, tel: 023 8028 7006.

German Submarine U843: Seeking people who came in contact with this U-boat, especially from Dutch ships Stad Maassluis, Amstelkerk or Frans Hals, on convoys HK 262, SL139MK30, O559/MK533 and MK531/SL140. Also crew from HMS Bazel, Blackwood, Drury and Netraska, Contact Haas Trimmer, Waarderlaan 26, 9481, CP Gielen, Netherlands.

HMS Mohawk: If survivors of the torpe-

ding of Mohawk have photos, documents or narratives of the event, contact Patrice Invernizzi. His uncle, Capo Cannoneiro in the Italian destroyer Lampo, died on April 18, 1941, the day of the action. Contact Patrice at Haermslootdijk 229, 2286 Jc, Rijswijk, Holland. e-mail: pinvernizzi@ppc.org

Rowland Jones, KX118964 Kelvin Jones seeks info on his uncle, A native of Penryn, North Wales, he joined the RN in 1939 serving as Mechanic and Stoker until he was involved out with TB in 1947. He died in 1948. He served in submarines for most of the war, last ship was HMS Severn. Contact Kelvin Jones, 80, Awest, 38, Church Street, Tremadoc, Porthmadog, Gwynedd LL49 9PS, or e-mail: k.jones@treuk.com

HMS Inogen: Robert Ross was serving as a stoker in this ship on July 16, 1940, when she was rammed and sunk by HMS Glasgow. Can anyone say how this happened and who was to blame? Contact Robert Ross, 224, North Avenue, Southend on Sea, Essex SS2 6EU.

HMS Aboukir: If anyone has information on Stoker 1st Class H. Cohen, who died when Aboukir was torpedoed by U9 on September 22, 1944, or any other info relating to the ship and her crew, contact Philip Johnson on 020 7567 4196, or e-mail: pjohnson@hotmail.com

HMS Golden News - Minesweeping Drifter - Lowestoft 1941-42, World War II photo required. Contact 0161 439 4209.

HMS Ross: Seeking former crew members with stories and photos about this minesweeper. Contact Lt (SCC) S. Lampert RNR, CO TS Ross, 33, Redwood Close, Ross-on-Wye, Herefordshire HR9 5JD.

HMS Queenborough: Any old shipmates from HMS Queenborough who would like to swap stories? Contact Dave Tartin, 81, Lapping Close, Minder, Sheppoy, Kent ME11 5UJ, tel: 01795 676177.

China Fleet Club, Hong Kong: If anyone has interior and exterior photos of the old club that they would allow S.F. Tiffin to have copied, contact him at 2, Fawcett Court, 7 Fairfield South, Kingston-on-Thames, Surrey KT1 2UR, tel: 020 8549 0326.

George Edward Major Norfolk: Served in HM ships Wrestler and Revenge and was a recipient of the George Medal. If anyone served with him, contact grandson Lee Payne at 8, Danthorpe Close, Chertsey, Surrey KT16 9UE, tel: 01832 567378.

Peter Ryder joined the Royal Navy about eleven years ago. He trained as a Radar Operator, and may or may not still be in the Service. Contact Peter and Toby Salt on 01243 783166 - they know him through the Children's Country Holidays Fund.

HMS Port Napier: Has anyone got a photo of this craft, taken over by the military in June, 1940, attached to 1st Mining Squadron. Contact R.F. Blackwood, Tyne Vale, Westland Rd, Eggborough, Gooles DN14 9PW.

Telescopes: Can anyone give K.N. Green info and advice on scopes produced by R & J Beck Ltd, London. He has one with the following markings - 1917 RN, 4912 Tel Sig (Mk IV) also GS. Contact K.N. Green, PO Box 21590, Urmertwest, Natal, RSA 4235.

HMS Martin: Can anyone tell Sharon Radford the home port of HMS Martin, so she may find some photos of the ship's company. Would any survivors of the ship contact Sharon at 4, Carve Lay, Welwyn Garden City, Herts AL7 3HJ, tel: 0797 903 0277.

ITV Series All our yesterday's: At least one episode included clips of HMS Naiaid at sea in the early 1940s. Can anyone identify that episode, and/or provide a copy for the survivors and their families? All reasonable costs reimbursed. Contact John Taylor, 54, Ash Rd, Sutton SM3 9LJ, tel: 020 8644 7867, or e-mail: john.taylor@btinternet.com

Submarine Command: Michael Fairhead has a commemorative plate (Wedgewood)

for the presentation of the Queen's Colours to the Submarine Command in 1989. His has been damaged - does anyone know where he can buy another, or has someone got one to sell? Contact Michael at 90, Hawick Drive, Dundee DD4 0TA, tel: 01382 861744, e-mail: Mair@mairfield.freeserve.co.uk

HMS Speedwell (Cutter) 1798: Julie Cordner came across an ancestor, John Liddell from Benwick-upon-Tweed, serving in this vessel. She has found a reference to it being involved in an attack on Boulogne with Nelson in 1801. Any ideas? Contact Julie at 3 Dauntless Close, Seaton Carew, Hartlepool TS25 1EX, or e-mail: julie@cordner.freeserve.co.uk

Operation Pedestal 1942: Michael Sanchez requires a list of the RN destroyers that took part in the escort to the convoy to Malta in August, 1942. He also needs to know to which covering force they operated. i.e. Force K or Z. Any information to Michael Sanchez, PO Box 455, GPO, Gibraltar.

HM Submarine Sentinel: Can anyone provide Willy Waugh with a copy of a photo of the crew of Sentinel receiving the 'Pet Cog' of the month award from the Daily Sketch newspaper, around 1960. They were in dry dock at Portsmouth at the time. Contact MO (Willy) Waugh, RR41 Elmstead, Nova Scotia, Canada B0N 1M5.

St Christopher (MTB 662), Hornet (MTB 5005), Forte (ML 228) and Brangarai: Steve Nelson is looking for info on these vessels, taken from his grandfather's naval records. Contact him on 01744 724151, or e-mail: stevennelson@btstream.co.uk

Card Game Sergeant Major: Can any provide L.J. Gray with details of the rules and how the game is played. He used to play it a lot in the 1970s what he was in the Navy, but he has since forgotten it. Contact L.J. Gray, 39 Collingwood Court, Marlborough Park, Washington, Tyne & Wear NE37 2EB.

HMS Jarvis Bay November 5, 1940 and Sam Patience: BBC documentary First Year December 14, 1999. The family of Surgeon Lt Cdr T.G. Evans, RNRV, valued "missing presumed killed", would like contact with Sam Patience or any other survivor, also any books relating to Jarvis Bay. Contact Evans/Rodger, Flat 1, 140, Portland Road, London W11 4LX, tel: 020 7229 3058.

Photographs required of these WW1 vessels: Scout (H51), Sturdy (H28) and Thonet (29). If you can help, contact Charles W. Godwin, 3121 South Ocean Drive, Apt 213, Hallandale, Florida, 33009-7266, USA.

HMS Norfolk 1973-74: Looking for Mr (Joshua?) Mason from Maidstone and Buck Taylor (wife Christine) from Middleborough, Julia Wymer and her sisters were bridesmaids at their wedding. They both served with the girls' father (gunner Jeff Hunt - Big Jeff or Gordie) who is 60 this year, and wants them to be at his birthday. Contact Mrs Julia Wymer, c/o 2, Bramley House, Crabbe Court, Southsea, Portsmouth.

Horace George Farrow: Born August 17, 1920, at Howden, East Yorkshire. Served as Boy Entrant at HMS Ganges and served in Courageous, Cumberland, and Barham. Believed to have married a Maltese lady. His brother and sister have not seen him in 30

years. Please contact Mr W.S. Farrow, 40, Derwent Crescent, Howden, Gooles, East Yorkshire DN14 7AH, with any information.

Anybody with recollections of family experiences with Japanese destroyer flotillas in the Med 1917-18 on convoy escort duties with RN, ranging from commander to ordinary seaman (including Japanese Medal recipients) and family correspondence etc, contact George Kasper, Flat 5, 9, Weymouth St, London W1N 2FF, tel: 020 7580 2707.

Dyslexia in the Royal Navy: Susan Lockwood is writing a thesis on the subject and wishes to contact readers who might have had problems associated with dyslexia and how they coped. Any reference in my thesis would remain anonymous. Contact Mrs Lockwood, Trevel House, Trevel Rd, Torpoint, Cornwall PL11 2NL.

HMS Bermuda: In about 1963, the Captain was presented with a full-scale model of the ship, made by one of the artificers on board. This happened in the presence of the full ship's company at a special function. Does anyone know what happened to the model? Contact J. Creese, 11, Rowan Gardens, Brockworth, Gloucester GL3 4DS.

HMT Colsay and HMS(T) Hayburn Wyke: Research is being done into the losses of these vessels. Would survivors or their families who may have crew photos etc, or know where one can obtain first-hand accounts of the losses, contact Jonathan Grobler, 2, Lake View, Holderness Rd, Hull, HU8 9AT, tel: 01482 797949.

Jim's Fix it: In 1979, Russell Edwards and his twin brother had a 'fix' for them to take part in a Naval exercise. They boarded RFA Gold Rover, went to sea and refuelled HMS Euryalus and a Dutch destroyer. Photos taken at the time have since been lost. Can anyone help with replacements? Contact him at 9, Lon-Y-Gall, Denbigh, Denbighshire LL16 3DU, tel: 01745 816741.

Walcheren Islands, November 1944: Does anybody remember serving with Frank Reginald Gooling, from Stoke-on-Trent, serving on a landing craft? He received a shot wound to the leg and was sent home. Any information appreciated by his granddaughter. Contact Julie Hart, 39, Cliff Street, Smalldown, Stoke-on-Trent, Staffordshire ST6 1SQ, tel: 01782 810234.

William Craven died on December 26, 1943, in a collision at sea. His son Ian would like to hear from anyone who knew his father in the merchant ship Sri Lanka. Contact Chris Lewman on 01268 810197.

Billy Brazier was a prisoner of war after his ship, HMS Glowworm, was sunk off Norway in 1940. He befriended a Polish prisoner, who gave him a hand-carved religious trophy. Billy's niece, Julia Sales, would like the trophy to go to the Jasna Gora monastery in Poland, where such items are stored - but needs more details of the event, the camp her uncle was at, or any other info from other Glowworm survivors. Contact her at 65, Richmond Drive, Leigh, Lancs WN7 2XW, tel: 01942 267573 (evenings), e-mail: salesianaly@btccays.net

Calling Old Shipmates

HMS Golden Eagle/Harborough/Findhorn: (at 33) Ron Newbury was being seriously ill, but is now looking to contact anyone from the Pompey reunion. Telephone 01202 463796.

Survey Ships Association: Past or present members of ship's companies of any RN survey ship are eligible to join as full members. Details of reunion and membership from the Secretary, SSA, The Elms Guest House, 48, Victoria Road South, Southsea, Hants PO5 2BT (please include an SAE). Tel: 023 9282 3024 or e-mail: SurShipsAss@aol.com

William (George) Kingwell wishes to contact anyone who served with him in Carleila, Caledonia, Diomedea, LSTs, Vanguard, Bermuda, Drake 1934-56. Contact 20, Dalhousie Drive, Bonnyrigg, Midlothian EH19 2NS, tel: 0131 454 9616.

Feet Air Arm Field Gun Association seeks ex-gunners who took part in the runs to contact George Delaney, tel: 01485 579900, e-mail: 101455.1126@compuserve.com

HMS Ganges: Harold (Harry) Shergold seeks PO Boy B. Ledson, Collingwood Class 100, 42 Mess, was a LI in the 60s, also anyone from that class. Write to 151, Gloucester Ave, Chesham, Bucks, UK. Tel: 01294 347452, or e-mail: MShergold@aol.com

Mike Smith seeks Charles, Joseph, Lewisham "Lunzy" Williams from HMS Cyron 1958-6, then HMS Dolphin, also Eric Chapman, HMS Broadwood 1962. Tel: 01844 216905, tel: 01544 218534, e-mail: mikesmith@plastictools.demon.co.uk

HMS Hardy 1969-71: Still searching for old shipmates from this commission. Please ring J. Sheldon on 023 9234 3612.

HMS Blenheim depot ship in Alexandria: Stoker Leslie Ketteridge served from 1943-46, when she sailed to Barry Dock, Wales, then HMS Theetset, late 1946. Would be pleased to hear from Tony and any shipmates who served with him. Contact 136, Kryston Rd, Fairwater, Cardiff CF5 3JU

HMS Tulp (K29) 1944-45: Looking for old shipmates from the Tulp, also Jim Head, HMS Norfolk, who lived in the Plymouth area. Drop a line or your phone number to R. Page, Walnut Tree Park, Rockwood Rd, West Wittering, West Sussex PO20 8ND.

Friends of HMS Crane are planning a reunion for October. Membership is free and is totally informal. They meet to 'swing the lamp', have a meal and a few drinks together. To find out more contact Terry (Nobby) Hall on 01797 364633 or Ron MacGregor on 01925 723266.

Looking for Ron Purdy: a native of Portsmouth, an Electrical Artificer at HMS Jubair, Bahrain, 1963. Contact Peter Horwood, 5, Hazel Grove, Stafford, Hants, Hants SO5 4JZ.

HMS Cambria (87-89), Cavalier & Caprice refits (89-71) Barry (Sam) McKel is seeking Garry Louch and Sam Campbell and other POs who remember him. Contact Barry at Brookhill, Kilchonan, Rannoch, Perthshire PH17 2QW, tel: 01882 633245, or e-mail: bruce@bt.com

HMS Defender 1954-56 (Home and Med Fleets): Seeking any old Buntings and Sparkers from that commission. Please contact Ron Blanchard, 177, Kinghorn Rd,

Burntisland, Fife KY3 5JP, tel: 01592 872309.

HMS Brighton: Dave Howes seeks old shipmates from the period 1971-73 - the last Far East excursion. Contact Dave Howes, 32, Binnard Rd, Rochester ME1 2XP, tel: 01634 327772, mobile: 07960 119437.

Chris Corry ex FAA, WW1 - Aircraft Fitter (Engines) and his wife Margaret wish to contact Ron Scott, from Quaxt, York, and Paula Bowers (maiden name) from Bradford, who served at Crail, Scotland - HMS Jackdaw - from 1943 to 1944. Chris left Crail to go to Oz. Contact them on 0118 2810149, or e-mail: chris-margory@bt.net

HMS Greenville 1954-55: "Walkabout" Yalen, "Spewy" Sid Saunders, "Robbo" Robinson and John "Windy" North seek shikere from the first commission, with Capt "Hardcore" Hopkins, as an A/S Frigate after her conversion. Tel: Canada (403) 226 0502 or e-mail: jnorth@telusplanet.net or John Robinson on UK 01270 77401.

HMS Dasher (1942) Association was formed in March to maintain contact between the ship's company, relatives, rescuers and anyone involved with the ship. Contact R.F. Munton, 163, Church Rd, Earley, Reading, Berks RG6 1HN, tel: 0118 968 6656.

HMS Antrim 1972-81: Any ex-crew interested in joining the association should contact Dave Osborne on 01329 667571.

HMS Superb, cruiser 1956-58 commission: Any officers who served on that commission are invited to join the association's next reunion in Gillingham in October - the association is open to all ranks. Contact Steve Stevenson, 12, Dobson Terrace, Leeds LS11 5PB, tel: 0113 270 2475.

At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to: The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HM or e-mail: editor@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
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A Television Documentary about War Letters

Do you have any memorable letters you would like to talk about on TV?

Contact: Mark Tanner, 36 Primrose Street, Lancaster LA1 3BN, Tel: 01524 389053

BBC DOCUMENTARY

Dear Reader, I am undertaking some research for a BBC series called Blood Ties that explores family history and what to find out what happened to a grandson who served in the Navy called OLIVER HOPE. He was born around 1912, grew up near Salisbury in Wiltshire, joined the Royal Navy and served at our port in Alexandria. Also he married a woman called Mary Prichard.

Any information from friends and people who served with him would help me in my research. If you know of Oliver Hope please call me in strict confidence; Barry Jiffert 0171 311 8419

The 2000 Submarine Seaman Officers' Dinner

Will be held in HMS NEPTUNE on Thursday 7 Sep 00. This popular, now annual event also provides an opportunity to dine out Submarine Seaman Officers who are leaving the service or who have left since the last dinner in September 1999. Rig will be Dress 2B, Mess Dress Released (suff white shirt, blue waistcoat or cummerbund, miniature medals, no tailcoats), or black tie for retired officers.

All Submarine Seaman Officers and Retired Officers are warmly encouraged to attend. Numbers are, however limited to a maximum of 175. The cost for all guests will be £25, cheque payable to "FOSM Fund". The cheque is to be received no later than 9 Aug 00 and replies should be sent to:

Lt Cdr P T Barker RN, SWO (AWW), Staff of Flag Officer Submarines, Eastbury Park, Northwood, Middlesex, HA6 3HP (Tel 01923 837708, Chots: FOSM-N7-SO2(AWW)).

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Reunions

HMS Ark Royal Communicators 1975-77: 2001 sees the 25th anniversary of the BBC TV series Sailor. All Communicators who served during this period are sought with a view to holding a reunion. Contact G.P.W. Mitchell on 079 4102 6024 or e-mail: theeparker@theeeparker.com

June

HMS Lookout G32: Reunion for this Fleet Destroyer will take place at Burnley on June 10. All ex-crew members and interested parties can get full details from Buck Taylor, 24, Grove Road, Uppermill, Ottham, Lancs DL3 6JR, tel: 01457 870446.

HMS Constance reunion on June 10 at RMA Club, Leamington Spa. All ex-crew are welcome. Details from K. Update on 01790 665248.

HMS Newcastle (1947-49): The final reunion takes place on June 17-18 at the Royal Fleet Club, Devonport. Details from Les Smith on 01777 220888.

HMS Glory Association (1943-56) reunion, June 23-25 at HMS Gannet, RNAS Freshwater, Monkton, Ayrshire. Details from Peter Warrle, 91, Dargoderry, Olney, Bucks, MK46 5EU, tel: 01234 711611.

HMS Impregnable Association reunion is in Portsmouth on June 23-25. Contact Mary or Fred Haycock, 0121 532 6141, e-mail: mhaycock@supanet.com for details.

West Country reunion of The Flagard Association of the United Services Officers' Club, Devonport, on June 24. Ex-Artificer Apprentices who joined the RN at HMS Flagard are eligible to attend. Details from Ivor Nemoorby, tel: 01752 663300.

TS Barham: A reunion of the Elham Valley Sea Cadet Corps, TS Barham, will be held on June 24 at 3pm at TS Inwicks, 2, Castle Road, Sandgate, Folkestone, tel: 01304 840591 or 01303 272545.

Jungle cocktail party: The Commando Squads and Commando Helicopter Force hold their annual Jungle Cocktail Party at Sherborne Castle on June 30 - bring your own picnic. Invitations limited to officers who served with the force and spouses/partners. Contact Capt Hutchinson RM, 847 NAs, RNAS Yeovilton, Somerset, tel: 01925 455551.

July

Tamworth FAA Association will be dedicating the Standard on July 2 at 3pm at St Edith's Church, Tamworth, and afterwards at the RMA Club, Victoria Road, by a buffet. Further details from Bernard Atkins on 01827 287283.

August

HMS Duke of York reunion and AGM in Portsmouth from August 31 to September 2: 50th anniversary of the Japanese surrender in Tokyo Bay. More information from R. Draper, Rose Cottage, 103, Orchard Park, Elton, Chester CH2 4NQ, tel: 01928 725175.

September

HMS Orion Association are looking for shipmates 1934-49. Reunion at Plymouth on September 7-8. Contact Grant West, 26, Strivton Road, Great Glen, Leicester LE8 9GN, tel: 0115 259 2171.

HMS Vesper Association reunion at Skipton, North Yorkshire from September 8-10. Details from Mrs Shirley Haigh, 1, Ranges Drive, Bradley, Keighley, West Yorkshire BD20 8BW, tel: 01535 636343.

Invisible Wrecks and POs 82 Association reunion, September 15-16 at the Heronstone Hotel, Bridport, Dorset. Details from Tom Gidley, Carwick, 7, Hazling Lane, Shepherdswell, Dover, Kent CT15 7LB, tel: 01304 830481 or 0455 793726, or e-mail: tom.gidley@carwick.freeserve.co.uk

RN Regulating Branch (93) Association: Calling all serving and ex-serving Regulators: AGM and social weekend, September 16 in the WO & Senior Rates Mess, HMS Nelson, Portsmouth. Further details from Tony Hadley on 023 92738902 or e-mail: TONHADLEY@aol.com.

HMS Ocean Association reunion at the Treacan Hotel, Babbacombe, from September 22-24. New members always welcome. Details from Don Lord, 74, Montague Close, Walton-on-Thames, Surrey KT12 2NG, tel: 01932 241116.

River Class Association: 12 noon on September 22 sees the next reunion at the RMA Club, 'Riverside', Adelaide Road, Royal Leamington Spa. Details from Peter Horne, 27, Venn Court, Ditton, Plymouth PL6 2AX, tel: 01752 861160.

Russian Convoy Club (Bridlington) hold their Side Opera and get-together at Royal British Legion, "The Willows", Hilderthorpe Road, Bridlington on September 27 at 12 noon prompt. All shipmates, wives and friends are welcome. Details from Albert Higgins, 48, St Johns Walk, Bridlington, East Yorkshire YO16 4PL.

HMS Wild Goose Association reunion at Ganton Hall, Suffolk September 29 to October 2. Details from John Doolley, 5, Ternem Road, Gosport Green, Crawley, Sussex BN11 8RZ.

October

HMS Gambia Association AGM takes place in Gillingham (Chatham) in October. All former crew members welcome. Details from Les Newman, 3, Coppice Road, Whitnash, Leamington Spa CV31 2JE, tel: 01926 831599.

Marine Light Infantry Cadet Band: The salute will be taken by the President/Vice President of the Association, accompanied by the Principal of St Vincent College and the Mayor of Gosport. Details of membership and/or reunion can be viewed on the association website www.consultation.demon.co.uk or from Mike O'Leary, tel: 0171 628 1473 or e-mail: MikeOleary1@compuserve.com

HMS Queen Elizabeth reunion is at Southsea on October 7. Details from the Secretary on 023 9247 2246.

1st Destroyer Flotilla 1942-45 Association will be holding its reunion (possibly the last as we are getting towards our 'sell-by date') at the Royal Sailors Home Club on October 7-8. Anyone interested should contact Bill Hawksworth, 3, Ridings Court, Morris Park, Hartford, Cheshire CV9 1NE.

The Fighting 40, the 2nd reunion of HMS Sirius 66-83, will be in Plymouth on October 7. Details from CPO(5) Pam Ayres on 01752 774020 or 023 9272 2445 weekdays.

The next SD Commission Dinner takes place in the Officers' Mess, Fort Blockhouse, Gosport, on October 7. Details from Col Tony Dyer on 023 9250 3060.

London & Midway RN PTI's annual luncheon in the King Charles Hotel, Gillingham, Kent on October 8. Details from Orlando Jermitt on 01227 263691.

HMS Arethusa Association hold their reunion at the White Swan Hotel, Ayrwick, Northumberland, from October 13-16. Details from Tom Sawyer, 1, Manor Drive, Flockton, Wakefield, West Yorkshire WF4 4AW, tel: 01924 948191.

HMS Indomitable Association reunion at the Norfolk Hotel, Blackpool, from October 13-16. Always looking for new members. For details call 0161 748



Helping Hands



In Brief

LT MALCOLM Grant has signed up for a six-day Himalayan hike to help Whizz-Kids. He needs to raise at least £2,500 - contact him at 10, Western Avenue, Mansfield, Notts NG18 5ED, tel 01623 647174 or 07803 417144.

A RAFT race at HMS Excellent, organised by WOPT Brian Richardson, raised more than £100 for the Mozambique flood appeal. The winning raft was from HMS King Alfred.

WEAPON Engineering Artificer apprentices from HMS Collingwood did some DIY at Brockhurst Infant School, Gosport, including putting desks together, while Operator Mechanics (Communications) from the same base tidied gardens at Collingwood House, Fareham.

SIX FLEET Support Ltd apprentices from HMS Sultan have presented two outdoor benches to Northern Junior Community School, Portchester - the result of a joinery course.

A 240-MILE run by eight sailors from Portsmouth to Liverpool, where their Type 42 destroyer was visiting her namesake city, raised £1,500 for KIND and the treatment for two autistic children.

SOUTHWARK Sea Cadet Unit TS Cossack has received a cheque for £500 from the Fleet Air Arm Officers Association.

"SCARY - but worth it" said the Faslane Dental Department ladies after abseiling from the multi-storey car park roof.

They raised £2,100 for the Meningitis Association Scotland to buy a portable life-stabilising machine for Yorkhill Children's Hospital.

A GROUP of trainee Operator Mechanics from the School of Maritime Operations at HMS Dryad responded to a request from St Mary's Hospital, Portsmouth, and did a spot of decorating in the day room of the Kingsclere Centre, used by elderly patients recovering from operations.

HMS SUTHERLAND has handed over a cheque for £450 to its adopted charity, St Luke's Hospice, Plymouth.

STUDENT PTIs and training staff from HMS Temeraire, are to help Joy Perry raise money for the Dystonia Society by carrying her wheelchair to the top of Mt Snowdon in late June. Details from Chris Dinsdale on 020 7490 5671.



Offer he couldn't refuse

WHEN a plea for help was made by the Ladies Committee of Helensburgh RNLi to Commodore Richard Lord, he found it hard to ignore.

The request to the Director of Clyde Naval Base came via his wife, committee member Denise. As collecting-box lifeboats were soon swamp-

ed, a bucket was also employed, and a total of £253.60 was raised.

Pictured are (from left) Mrs Denise Lord, with LWWR Carol Helm, Lt Cdr Katrine Wreford, and Mrs Audrey Stimpson, personal secretary to Captain First Submarine Squadron, who helped with the collection.



Colin helps save lives

FOUR-day-old Sophie Hallett represented the younger generation when Lt Cdr Colin Martin presented a £10,000 baby incubator to Yeovil Women's Hospital.

Colin, of HQ Flag Officer Naval Aviation, Yeovilton, paid for the machine with gallons of sweat - and a little blood.

During the past year Colin (42) ran the London Marathon, learned to swim front crawl for the London Triathlon, and did a 24-hour cycle marathon.

Sponsorship paid for the incubator through BLISS - Baby Life Support Systems - which said "hundreds of tiny lives will be helped or saved" by Colin's efforts.

The blood part of the deal was unexpected - Colin, now promoted to Commander and in charge of the Naval Party in the Falklands, was knocked off his bike by a hit-and-run driver.

Picture: LW(PHOT) Nicky Harper.

Desert ordeal fights disease

NAVY man Nigel Carter completed the equivalent of almost six marathons - in six days.

And just to make it a little harder, the 150 miles were run in one of the most hostile regions on Earth, the Sahara, with each person self-sufficient for food and clothing.

S/Lt Carter, the Survival Training Officer at RN air station Culdrose, is a fitness fanatic.

But he had to undertake a grueling training regime to prepare for the Marathon des Sables, running round Cornish lanes wearing several layers of warm clothing to simulate desert conditions.

Nigel, who teamed up with Cpl Steve Bowron REME after the two

met by chance at the airport, finished 322nd out of more than 700 starters, completing the 150 miles in around 43 hours despite temperatures which soared above 40C.

"It actually rained on the first night we were there," said Nigel, "and when we began the endurance leg, visibility was below 500 metres because of a sandstorm."

The first two days covered just over 17 and 21 miles respectively, and Day 3 featured 11 of 23 miles over typical Saharan dunes.

Day 4 spread across two days and a night - Nigel ran the 47.5 miles in 17.5 hours - Day 5 was a traditional marathon, and the final leg was a gentle 11.7 miles.

Nigel hopes to raise over £2,000 for Facing Africa - and his next aim is to run "a normal marathon".

If anyone would like to donate to the Facing Africa charity, which provides aid to children suffering a gangrenous disease of the face, they can contact Nigel on Culdrose (93781) ext 7359.

History book boosts school

A BOOK detailing the history of HMS Cambridge has helped a school for physically-disabled youngsters in Devon.

Andy Endacott's book, *From Wooden Walls to Stone Frigate*, yielded almost £160 for the Dame

Frigates in the swim

THREE Devonport ships of the Second Frigate Squadron combined to raise £2,810 for Shelter in a BT Swimathon at HMS Drake.

HM ships Cornwall, Chatham and Coventry took part, and the Commanding Officer of Cornwall, Capt Timothy McClement - also Captain of the squadron - led the way with a 1,250-metre swim.

Cornwall's divers swam 5,000 metres underwater, and the frigate notched up 600 lengths - 15,000 metres - in two hours.

Major sponsors of Cornwall included the Sir Donald Gosling Charitable Foundation, the Livery Company of Leathersellers, and Infinite Pictures of Plymouth.

Gunnery team gives benches

THE RN & RM Gunnery and Missile Instructors Association has presented two 'Millennium garden benches' - one to the Rowans Hospice in Hampshire, and the other to HMS Excellent.

The ceremonies were attended by serving and ex-serving members of the association.

Soccer skills honed by PTIs

YOUNGSTERS from the Bangladeshi community in Birmingham honed their soccer skills with the help of the Royal Navy's elite physical training instructors.

The footballers from the Bangladesh Community Development Centre, aged between 14 and 26, worked on football skills and all-round fitness.

POPT Bruno Daniel organised the course with help from POPT Reid Glennie and LPT Steve Sinclair.

Teetotal trip is a fun-raiser

WHEN a senior rating abstained from alcohol during a deployment, friends and colleagues sponsored her to the tune of £1,270.

PO Sophie Norbury - now a CPO at GCHQ Cheltenham - presented the cheque raised by her efforts in HMS Brave to Thornbridge Home for abused children in Plymouth, which paid for a trip to Alton Towers.

Hannah Rogers School, Ivybridge.

The pictorial book, written with the help of former Commanding Officer of HMS Cambridge, Cdr Andrew Welch, costs £8.99, and is available from Devonport Naval Base Museum, tel 01752 554582.



● Welcome back: Richard Jewitt - known as George - finishes a sponsored run from the Tyne to the Clyde a day early. George, a specialist diver in HMS Sandown, ran the 162 miles from his home city of Newcastle to Faslane, base port of the minehunter, in four days, backed up by support-car driver Stephen Cooke. He raised £800 for the NSPCC. He was welcomed back to his ship by the Commanding Officer of HMS Sandown, Cdr Ben Key (left), and the ship's Navigating Officer, Lt Malcolm Instone.

Challenge nets £700

A NAVY physical trainer organised a tri-Service team challenge for charity in the Falklands - and almost helped win the event.

POPT Q Shillingford was in the three-strong Navy entry, coming second in the running, covering 21 miles in three hours on a machine.

WOM Helen Walker won her leg with a spectacular 111 lengths of the Mount Pleasant swimming pool in one hour, and LPT Mark Brocklesby reached 102 miles during his four-hour static bike ride.

The RAF finished under a kilometre ahead, but the real winner was the NSPCC, netting £700.

Hard run for Ian

LONDON marathon runner CPO Ian Waterhouse needs to 'close' his charity fund by May 31 and asks sponsors to pay up promptly!

Ian finished in 5hrs 27mins, despite injuring his knee at 16 miles - and hopes to net £1,000 for King George's Fund for Sailors.

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For further information:
Either visit the ARNO web site www.eurosurf.com/arno or complete and return the following: (fax: 020 7402 5533, e-mail: arno@eurosurf.com).

To: Lt Cdr I M P Coombes RN, ARNO, 70 PORCHETTER TCE, LONDON W2 3TP
Please send me details and a membership application form.



Sport



Duke and Bill reel in winners

THE ANNUAL Royal Navy and Royal Marines fly fishing championship took place on Rutland Water.

Despite many members being unable to attend due to service commitments, six boats competed, but only one pair managed to find fish in significant numbers.

The winners, by a very clear margin, were Mne Duke Elsworth (RMB Stonehouse) and Cdr Bill Jones (FOSNNI), taking 17 fish for 37lb 3oz.

Duke Elsworth also took the biggest fish – a rainbow of 4lb 4oz – and Bill Jones caught the best brown at 2lb 15oz.

Anyone interested in Service fly fishing can obtain further details from Capt Stuart Ellins (Portsmouth Naval Base 27516) or WO2 Chris Pyke (RM Arbroath 4008).

RN squad is honoured

MINISTER for Sport Kate Hoey has presented Royal Navy players and management with the Combined Services team of the year award.

The Dark Blues ended an impressive decade of football with their fifth inter-Service championships of the 1990s, remaining unbeaten against the RAF and Army for the last five years.

Under the management of WOPT Tommy Johnson, the team has also won the prestigious 12-strong South West Counties competition three times.

The team's conduct has been exemplary, with team captain POPT Steve Riley leading by example. Off the pitch, at home and abroad, the team have been excellent ambassadors for Services football.

Tennis date

THE RN lawn tennis championships take place at Burnaby Road East grass courts, Portsmouth, from Saturday July 22 to Tuesday July 25. Details from LPT Moore on PNB ext 24151.

Royals prove hot stuff in the snow

RN AND RM biathletes rose above the challenge of adverse weather to record a sweeping success in the National Nordic ski championships.

A stormy ferry crossing to Norway was followed by days waiting for snow – but when it failed to arrive, the team left for the Austrian Alps.

A warm-up at the RAC, RA and AAC championships saw Cpl Craig Haslam

win Best Overall title, Capt Kian Murphy RM take Best Novice award, and the team were Best Team and Best Guest Team.

Further success in the UK Land Divisional championships set them up for the main event at Ruhpolding in Germany.

A battle ensued with 35 Engr Regt, who fielded the present British A team, and two event wins by each team left the title hanging on the 30km Military Patrol race.

The RN/RM four-man team – Murphy,

Haslam, Mnes Cole and Blackley – pushed themselves in the race, which involved carrying weight, completing military tasks and shooting.

And they proved more than equal to the task, winning by more than five minutes, and taking four prizes – Inter-Service, Best Team, Overall Winner and the 'Holy Grail' of ski trophies, the SAS Cup.

Next stop is the International Mountain Troops championships in Italy.

Sun fails to shine on Navy

THE NAVY inter-Service rugby team waded through a West Country monsoon – only to get bogged down in the sunshine of Twickenham.

In a match plagued by wet weather at Devonport, the Navy and RAF put on a display of running, passing rugby which was a credit to both sides.

An early unconverted try by the Navy was matched by the airmen, and by half-time only a penalty kick separated the teams, in favour of the Navy.

Another penalty early in the second half edged the Dark Blues further ahead, then the forwards took over in an awesome display of co-ordinated power, pushing their team to a 23-5 victory.

With the Army having beaten the RAF 13-11, the Twickenham showdown, sponsored by Willis, between the Navy and Army was set to decide the championship.

On a sunny day, in front of a record crowd of more than 33,000, Navy hopes were dashed despite a good performance.

The game was played at a good

pace, with tough but fair commitment from both sides.

The teams exchanged penalties, with the Navy taking a 9-6 lead, until a break by an Army winger gave them the half-time advantage.

The Navy took up the challenge after the break, and England A winger Mnes Spencer Brown, playing at full-back, touched down to regain the lead.

The forwards were again on song, and TV replays showed that Navy man of the match Mne Del Cross scored a valid try which the unsighted referee disallowed.

And it was the lively Army backs who made the decisive contribution with break-away tries, making the final score a flattering 32-14 to the Army.



● Glorious mud: action from the RN v RAF match at Devonport, which the Navy won 23-5. Pictures: (LWRNPHOT) Sue Rose.



Trophy lauds fair play

A NEW trophy, donated by the Royal Navy, was presented to the most sporting team in a schools rugby tournament in Wales.

Staff from the RN Officers Careers Liaison Centre for the South West turned up to see that fair play was the order of the day at the Christ College Under 18s rugby sevens at Brecon.

With 20 top schools from

England and Wales involved there was always going to be a competitive edge, and St Joseph's, Ipswich won a close final against Millfield School.

Officials from the Welsh Society of Referees – who were kitted out by the Navy – chose semi-finalists Blundell's School as the first winner of the RN Fair Play Trophy.

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Jools Holland
& his Rhythm & Blues Orchestra

Friday 23rd June sees Jools Holland and his Rhythm and Blues Orchestra taking to the specially constructed arena at RNAS Yeovilton, Somerset. The evening promises to be an informal mixture of modern aircraft and jazz music.

With flying displays by The Royal Navy Historic Flight and other aircraft.

Sir George Martin CBE and Ron Goodwin return on Saturday 24th, with a musical spectacular. Once again they will perform their works including Beethoven classics and wartime masterpieces. The historic aircraft of the day, including our own Spitfire, will dance in the skies to the music.

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RNAS Yeovilton, PO13 9YF, Dorset. Tel: 01985 542811.
www.navynews.co.uk

Mark bags capital record

ROYAL Marines runner Mark Croasdale has capped an excellent winter with personal best performance and a Navy record at last year's London Marathon, writes Lt Graeme Riley.

Mark (RMB Chivenor) finished in 22nd place in what was described as the classiest marathon field ever, and his time of 2hrs 16mins 3secs eclipsed Barry Heath's long-standing record of 2hrs 18mins.

Mark was also the 5th British runner home, but with two of the leading Brits not wearing club vests and therefore ineligible, his run was good enough for a bronze medal in the AAA competition.

A measure of Mark's performance can be seen from his split times during the race, reaching

10km in 31mins 54secs and the half-way mark in 67mins 13secs.

Both are times that, as any road runner will attest, are superb for the 10k and half-marathon distances, let alone as part of a marathon.

Mark had set himself a tough target of the Olympic qualifying time of 2hrs 14mins but, despite being on schedule throughout the early part of the race, he lost his rhythm slightly on the cobbles before finding it tough going on the gradual incline of the latter part of the race.

He, nevertheless, declared himself pleased with his run and now looks forward to the possibility of defending his Washington Marathon title in the autumn.

There were other first-class performances from Navy athletes, WO Steve Payne (RMB

Too much water? Send for sailors!

ROYAL Navy rugby league took centre stage at a national final – without even touching a ball.

The Navy team were called on to help bale out the waterlogged Murrayfield ground in Edinburgh, prior to the Silk Cut Challenge Cup final between Leeds Rhinos and Bradford Bulls, after flash floods threatened the event.

The team's involvement, at the behest of PO Perry Mason, who is involved in both Service and Scottish rugby league, won space in both regional and national media.

Meanwhile, Navy sides got down to the real thing during the annual Warrior Financial Services 9s competition at HMS Collingwood, the home of RN rugby league.

Teams from HM ships Richmond, Heron, Fearless, Collingwood and Exeter, as well as CTCRM, played out a series of games to decide who should meet in the trophy and plate finals.

HMS Heron overcame the men of Richmond to win the plate, and the main final was a thrilling affair between CTCRM and HMS Fearless.

With both teams fielding Navy representatives there was plenty of good rugby on display, and the Royals swept into an early lead with two unconverted tries in quick succession.

Fearless applied pressure at the start of the second half and levelled the scores, just missing the conversion to take the lead.

But dismay was short-lived for Fearless supporters as their team regained possession from the restart and notched the winning try in the dying seconds of the game.

Fearless also took the prize for highest-placed ship's team, and Fearless player AB Isey Gay was judged player of the tournament.

For more information on rugby league, contact your PT office or POPT Wayne Okell in HMS Fearless.

Van firm backs Services team

VAN specialist LDV has announced that it is to become the official sponsor of the Combined Services football team.

The deal, which includes new tracksuits for the team as well as travel funding, was celebrated at the team's match against the Dutch combined services for the Kentish Cup.

LDV is a keen football supporter, with sponsorships including Aston Villa and the Dunfermline Athletic youth side.

Golfers beat US Navy on their own patch

A HIGHLY-successful overseas tour by members of the RN Golf Team culminated in an excellent victory in a two-day Ryder Cup-style match against the US Navy, writes Navy golf secretary Cdr Gary Skinnis.

The US Navy team was drawn from the Mayport/Jacksonville area of Florida, where the RN team was based for the 12-day tour.

Accommodated in naval station bachelor quarters, and with transport provided by the base, the location proved popular – there was an abundance of excellent golf courses in the area, with nearby beaches and plenty of restaurants and other activities.

The match against the USN was played on two different courses.

The first day was at Hidden Hills, used in the past as a regional qualifier for the US Open.

Five matches of fourball and five in foursomes format were due to be played over the magnificent, if somewhat unFloridian, course.

Towards the end of the morning, things looked grim for the Royal Navy, up in only one match and down in four with only a few holes to play.

The back-markers, in the forms of CPO Steve King (HMS Gloucester) and C/Sgt Smiler Whitehouse (42 Cdo) duly got the Navy's first point on the 16th green.

There was a fine fight-back by lead-off pair Lt Cdr Darryl Whitehead (HMS Invincible) and WTR Ian Learmonth (HMS Drake), who managed to halve their match.

The stirring news spread back down the course, and the pairing of Lt Cdr Kevin Seymour (MCAS Cherry Point) and OM2 Paul Lambert (HMS Raleigh), who only joined the Service in January, followed suit with a second very creditable half-point.

After what looked like dire straits for much of the morning, lunch was taken with the RN down by only three points to two.

The British players were always favourites in the afternoon foursomes, as American golfers rarely play this most traditional of formats.

The pundits proved correct, and the visitors achieved a comfortable margin of 3.5 to 1.5.

Whitehead and Learmonth continued their good form with an



● **Flu struck:** Lt Cdr Darryl Whitehead, whose good form on tour was affected by a bout of flu.

excellent win over strong opponents, and the pairing of Cpl Chris Graham (RM Poole) and Lt Alex Johnson (HMS Heron) played well in a close match to win on the penultimate green.

Whitehouse and King repeated their morning success, while Seymour and Lambert again shared the spoils.

The final RN pair of OM1 Neil Dickinson (CFM Portsmouth) and CRS Alan Yuill (HMS York) came up against what proved to be the

most resilient USN pair, and although they battled well, they submitted on the 16th green.

The first day ended with the RN holding a one point lead.

The second day saw the two teams at the equally-impressive Queens Harbour club.

The venue's claim to fame is that almost the entire Jacksonville Jaguars NFL football team live in the complex, which explained the luxury housing around the course and the 60ft cabin cruisers moored

outside most of the properties.

With ten singles to come, the strategy of putting strength at the top and bottom of the order at first appeared to backfire.

The US top two won their matches against a flu-ridden Whitehead and Graham, giving the Americans a one-point lead, but Seymour restored parity with a good 4 and 2 win.

The key to the match was at the bottom of the order, where some of the tour's more in-form players had been placed.

There were emphatic wins for Learmonth and King, and when both Johnson and Whitehouse closed out their games in the country, victory was secured.

Lambert went on to win his game, and Yuill struck back to win the final three holes to claim half a point.

An overall score of 12-8 to the RN represented the first win in four attempts during US tours.

King and Whitehouse were top of the tree in individual honours, each achieving 100 per cent records in the match, while Learmonth only dropped half a point and both Seymour and Lambert were unbeaten with two halves and a win to their credit.

Mention must also be made of the form of Whitehead, who played excellent golf in the lead up to the main event and undoubtedly would have achieved more points had he not been smitten by a flu bug in the latter stages of the tour.

Whitehead will be one of the main contenders to win the Navy championships later this month.

The players enjoyed a great build-up to the match, with practice rounds at both courses, recreational golf, and three matches against civilian clubs.

Two of these, played in the early stages, were lost and the third halved – and in all cases the courses were exceptional, with fine hot weather adding to the experience.

Away from the courses, the team enjoyed a visit to the recently-opened Golf Hall of Fame at St Augustine, and in the free weekend some headed to Orlando while most of the remainder remained in the beach area for the festival.

As Navy News went to press, the closing date for entries to the Navy championships at Woodbury Park on June 28-30 was fast approaching.

Command secretaries and individuals are reminded that entries must be with the Secretary RINGA by June 9.

Female rowers set challenge

THE WOMEN of HMS Illustrious have set a benchmark by completing the first all-female Row the Suez challenge.

This competition has been carried out by UK warships for many years, the aim being to row the distance of the Suez Canal (162km) on Concept II rowing machines while the ship transits the canal.

Until now the challenge has been male-dominated because of the small numbers of women at sea.

But the 63 who took part on the

carrier have now changed that.

Enthusiasm soared, especially when it was decided to raise money for research into ovarian and breast cancer.

Each rower completed 2,000m – several had to row twice to make the distance – and the challenge was completed in 12hrs 25mins 29sec, raising £1,360 which was sent to the Royal Marsden Hospital in London.

The fastest rower was WOM Tina Capewell, who managed 8min 9.6sec.

Thunderer enlightening

OWING to an error in the transmission of results from the Royal Navy Rugby Union seven-a-side tournament at HMS Collingwood, the Plate competition winners were given as HMS Dryad in the May edition of Navy News.

In fact, Dryad were the runners-up to Thunderer Squadron, of Southampton University, who won a close game by 19-17, according to Thunderer man Tom Cotterill.

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Brawn in demand

THE ROYAL Navy Tug of War team is looking for brawn for forthcoming events, including the Inter-Services at Aldershot on July 5.

Training for the event takes place every Tuesday and Thursday between 1700 and 1800 outside the SARC, HMS Collingwood.

Apart from the Inter-Services, the Navy team is pencilled in for a tour to Cyprus, the Highland Games, and an event at Brean Sands.

There will also be a Navy team at the Tug of War world championships in Blackpool in September.

Anyone interested in joining the team should contact LPT Marshall at HMS Collingwood SARC, tel 93825 2233.



Eton beaten at polo

THE NAVY started its polo season with a win against an Eton College side featuring Prince William (far left of picture).

Although the teams were evenly matched, the penalties of RN captain OM Grant Fraser (HMS Triumph) helped his side to a comfortable lead.

Eton scored two goals in the second and third chukkas of the four-chukka game, but stout defence by Lt Cdr Ian Annett (MOD DNO) helped the Dark Blues run out 6-2 ahead.

The other Navy players were Lt Nick Cooke-Priest and Lt Cdr Adrian Aplin.

The game was watched by the Prince of Wales (centre), who presented the Navy with crystal tumblers.

Prince Charles will hopefully be in the Navy side for the Rundle Cup fixture against the Army at Tidworth on July 15.

Anyone interested in trying the sport or watching the Rundle Cup should contact Lt Cdr Annett on 0207 218 2625.

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WHERE THE MILLENNIUM TOUR SHIPS WILL BE

THE Ministry of Defence has announced details of which ships will visit the 27 UK ports on the Royal Navy's Millennium 'Meet the Navy' tour. The tour will last eight weeks from May 27 and will involve 20 warships.

The full list is:

MAY 27-29: HM ships Cumberland, Shetland and Blazer at Chatham; HMS Raider at Wisbech.

JUNE 3-4: HMS Ledbury at Hull;

HMS Cumberland at Leith; HM ships York and Pembroke at Newcastle.

JUNE 10-11: HMS Tracker at Salcombe; HMS Raider at Ipswich.

JUNE 17-18: HM ships Cumberland and Middleton at Barrow; HMS Hurworth at Glasgow; HMS Invincible at Greenock; HM ships Norfolk and Archer at Faslane; HM ships Somerset and Example at Rosyth; HM ships Pembroke and Explorer at Ayr.

JUNE 19-20: HMS Quorn at Oban.

JUNE 20-22: HM ships Archer, Example and Explorer at Manchester.

JUNE 24-25: HM ships Invincible and Liverpool at Liverpool; HM ships Norfolk and Chiddingfold at Birkenhead; HM ships Somerset, Quorn and Bangor in Northern Ireland.

JUNE 30 to JULY 1: HMS Invincible at Royal Portbury.

JULY 1-2: HM ships Raider and Tracker at Gloucester; HMS Smiter at

Bristol; HMS Norfolk at Newport, S. Wales; HM ships Somerset and Quorn at Avonmouth; HM ships Exeter and Penzance at Swansea; HMS Chiddingfold at Cardiff; HM submarine Sovereign at Southampton.

JULY 8-9: HM ships Raider, Smiter and Tracker at Hamble, Hants.

More information can be obtained on an information line - 0845 6036060 - or on the RN and RM website at: www.royal-navy.mod.uk.

Veterans set for last trip to Dunkirk

THE LAST return to Dunkirk by the 'Little Ships' and the veterans of the evacuation 60 years ago will be led by three Royal Navy vessels.

The Type 23 frigate HMS Somerset and the patrol vessels HM ships Puncher and Dasher will be guardships for the return to the French beaches at the beginning of June.

The weekend of commemorations, beginning on June 2, will be the final meeting of the dwindling members of the Dunkirk Veterans Association before it disbands. Most of the surviving veterans are in their eighties and nineties, and the Association says there are now too few to continue meetings.

The Navy ships and more than 200 surviving Little Ships that helped to evacuate over a third of a million men from defeated France in 1940, will arrive at Dover during May 30-31.

The Duke of Edinburgh will visit the vessels on May 31, and the programme of events ashore will include a Royal Marines Band concert, church services and exhibitions.

The following morning the flotilla will leave for Dunkirk, berthing at Bassin Du Commerce, where events will include wreath-laying ceremonies and services involving the veterans.

The Prince of Wales will visit the Little Ships on June 4, and on that day a service of commemoration will be held on the beaches.

A memorial to those who served in the 110 Algerine-class minesweepers in World War II has been dedicated on Governor's Green in Portsmouth. Sponsored by the Algerines Association, a memorial stone and avenue of trees was dedicated on May 14 at a service conducted by the Rev Ronald Paterson and Canon Peter Oudes.

Landing ships bid by UK builders

FIVE BRITISH shipbuilders have been invited to tender for the contract to build the Navy's new Alternative Landing Ships Logistic (ALSLs).

The two ships will replace LSLs RFA's Sir Percivale and Sir Geraint, and the Navy has options on up to three more.

The Ministry of Defence wants designs from Swan Hunter on Tyneside, BAe Systems at Govan, Harland and Wolff in Belfast, Cammell Laird at Birkenhead and Appledore Shipbuilders, Devon. An order is expected to be placed before the end of the year.

The new ships will, at more than 10,000 tons, be much larger, more capable and more flexible than the existing LSLs.

Air crash first-aid feat by Lynx crew

THE FOUR-MAN crew of a Royal Navy Lynx helicopter was on hand to provide life-saving first-aid to two men injured when their light aircraft crashed in a remote spot on the North Yorkshire moors.

The Lynx, returning to RN air station Yeovilton on May 15 after an exercise in Norway, was alerted to a mayday call from a light aircraft which had spotted the wreckage of a crashed Cessna 152 on the moors.

The Navy aircraft, piloted by Lt Roger Wyness, was by chance only a few miles away and was on the scene in a few minutes.

Flight commander and observer, Lt Cdr Max Wright described what they found to Navy News: "The aircraft was a mess. The wings were flat back against the fuselage, which was twisted and on its side. The two occupants - an instructor and student - were conscious but very seriously injured. Their bodies were entwined, with the student lying on top of the instructor."

Because of the softness of the ground - which had served to cushion the crash - Lt Wyness had to keep the helicopter semi-hovering to prevent the Lynx's wheels sinking into the soil.

Meanwhile, Lt Cdr Wright and two air maintainers who were travelling in the Lynx - CPO Graham Puckett and AEM Ross Clegg - did their best for the injured men.

"We had some fast decisions to make," said Lt Cdr Wright. "Fuel was spilling from a fractured pipe which the instructor, David Bower,



had the presence of mind to try to plug with his fingers. He was calm, but in deep shock from what seemed to be serious spinal injuries, and his condition was worsening fast.

"The other man, Bernard Merlino, was in a great deal of pain, but if David was to survive we realised we had to lift his pupil off him."

They gave both men shots of morphine from the helicopter's first-aid kit and managed to ease

Mr Merlino off his companion.

Meanwhile, the maintainers stemmed the flow of fuel with the help of tools stowed on board the helicopter.

After about 20 minutes an Army Lynx arrived with a medic on board, followed in another 20 minutes by a rescue Sea King from RAF Linton-on-Ouse.

"We shifted all our gear out of our Lynx to make room for the student pilot, whom we then flew to hospital at North Alerton," said Lt

The crash scene after the arrival of the emergency services and (left) the Lynx crew - Lt Roger Wyness, CPO Graham Puckett, Lt Cdr Max Wright and AEM Ross Clegg (Picture: Western Gazette).

Cdr Wright. Due to the nature of Mr Bower's injuries, they decided not to move him until expert medical care could be provided, and he was later flown to hospital in the RAF aircraft.

Lt Cdr Wright said: "Had we not got there when we did, I don't think David would have survived, as the student being on top of him was restricting his movement and breathing, and he was sinking fast."

A spokesman for Mr Bower's employers, Multiflight, told Navy News as we went to press that the instructor had been "very seriously injured" but he was expected to pull through.

A hospital spokesman at North Alerton described Mr Merlino's condition as "stable and comfortable".

Launch of final Type 23

THE FINAL Type 23 frigate on order, HMS St Albans, was launched on May 6 at BAe Systems shipyard at Scotstoun.

She is the fifth HM ship to bear the name and was sent down the slipway by Lady Susie Essenhigh, wife of C-in-C Fleet, Admiral Sir Nigel Essenhigh.

Miner HMS Middleton, which was one of two Hunt-class vessels built at the shipyard, returned to the Clyde to witness the event.

During her three-day visit she was opened to visitors and in just two hours received almost a thousand people on board.

Scott on 2-year mission

HMS Scott left Plymouth on May 16 for a record-breaking survey deployment due to last almost two years.

During her 23 months away, the 13,500-tonne vessel - the largest in the Royal Navy's Surveying Squadron - will operate her unique three-watch manning system with just 42 personnel embarked on a rotational basis.

She will be working in the central Atlantic and then in the Indian Ocean.

Meanwhile, the Type 23 frigate HMS Argyll has begun another long deployment - six months on South Atlantic duties. First, though, she is fulfilling a role as part of the British force off Sierra Leone, as reported in page one.

RN team wins Mayor's prize

PORTSMOUTH Naval Base PT staff went back to basics to scoop the overall prize for best float in the city's Lord Mayor's Show.

Dressed as cavemen, women and children, they gave a club-swinging display which won them a crystalware prize, and collected over £100 for Naval under-5s. The team included WOPT (Capt Caveman) Penfold, CPO Rubble Mullan, POPT Fred E. Riley, POPT Baldy Barton, LPT Kennel Smith and CPO Wilma Penfold.

Jutland veteran is 100

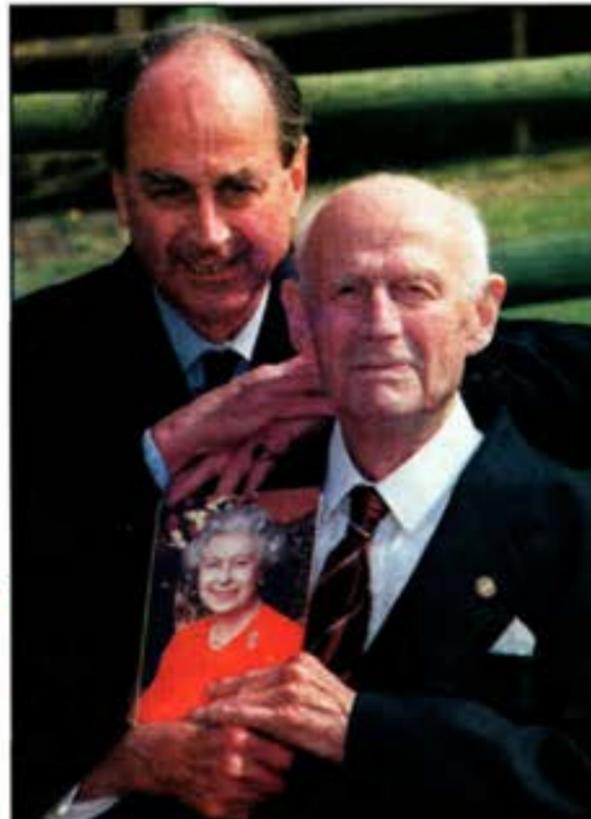
ONE of the last surviving veterans of the Battle of Jutland, Capt Brian de Courcy-Ireland, receives a telegram from the Queen to mark his 100th birthday. With him is his son, Capt Garth de Courcy-Ireland.

Capt de Courcy-Ireland Snr joined the Navy at the age of 12 and was serving in the battleship HMS Bellerophon when the Grand Fleet fought it out with the German High Seas Fleet at the end of May 1916.

After the Armistice he witnessed the surrender, and later the scuttling, of the German Fleet. During World War II he was Commanding Officer of HMS Newcastle and served on the staff of Combined Operations, planning the D-Day landings.

After the war he commanded the cruiser HMS Ajax.

Capt de Courcy-Ireland and his wife, Ruth (93,) have three children, eight grandchildren and 11 great-grandchildren. Picture: Gloucester Citizen



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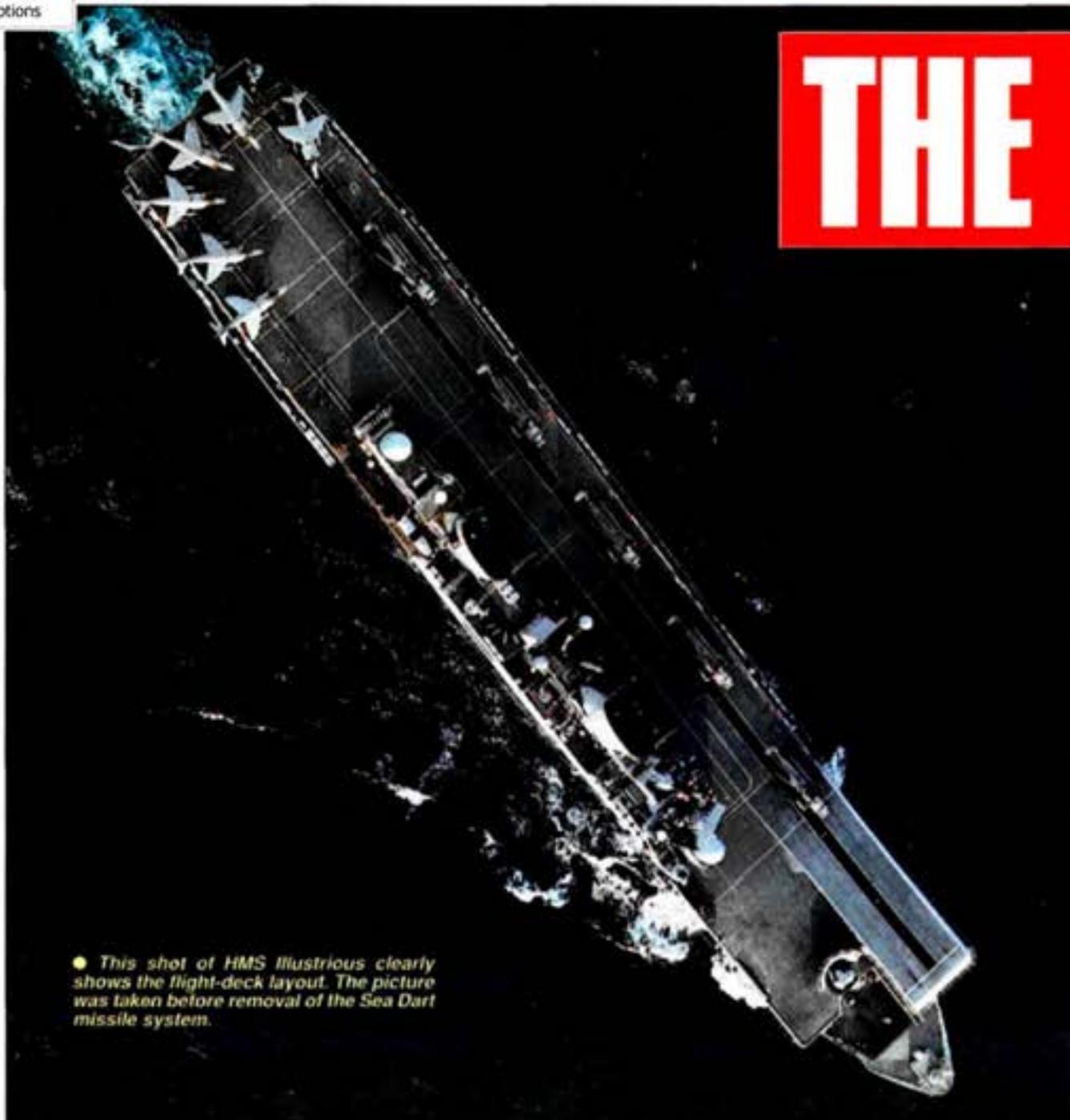
THE INVINCIBLES



20 years of the Harrier carriers



THE CRUISER



● This shot of HMS Invincible clearly shows the flight-deck layout. The picture was taken before removal of the Sea Dart missile system.

IN 1955, the Admiralty Board noted the success achieved by trials with the Westland Whirlwind anti-submarine helicopter and agreed with a recommendation by the Director of Air Warfare that helicopters should gradually supplant Fairey Gannet fixed-wing ASW aircraft in the carrier air groups.

The transition was to be complete by the early 1960s, when more capable helicopters were expected to be in service. Plans were, however, complicated by the Flag Officer Aircraft Carriers (Rear Admiral A. R. Pedder) who believed, strongly, that helicopters could not be operated from the decks of fleet carriers without severely disrupting the operation of the large jets then coming into service.

While not agreeing with his views, the Admiralty Board ordered more trials with mixed air groups which were, in the event, very successful. The last ASW Gannet squadron converted to helicopters in 1960.

However, the concept of operating helicopter ships in addition to the fleet carriers was attractive to two key figures – the Controller of the Navy, Admiral Sir Peter Reid, and the Deputy Chief of the Naval Staff, Vice Admiral L. G. Durlacher.

They initiated a series of papers in 1960 that examined the possibility of



building ships capable of operating the new Westland Wessex helicopters.

These may have been said to have begun the process that ended with the Invincible class, and sketches ranged from enlarged destroyers to ships that looked like small carriers to be known as escort cruisers.

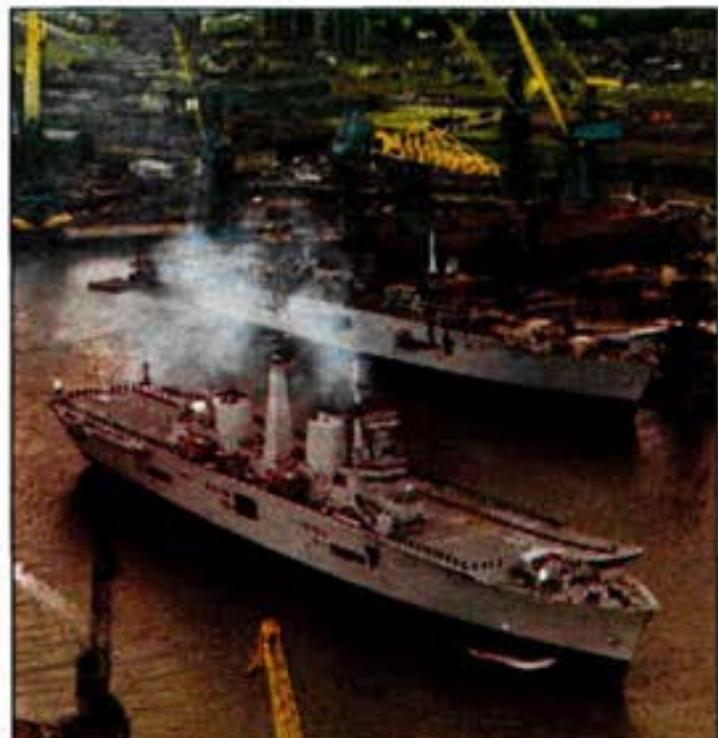
Procurement of such ships would have required the cancellation of other projects such as the later County-class destroyers – of the size of light cruisers. Lord Carrington, then First Lord of the Admiralty, may well have been right when he said that arguments in favour of a class of flagship/helicopter cruisers may have fatally weakened the Royal Navy's case for a new carrier – the CVA 01, to have been named HMS Queen Elizabeth.

The escort cruiser design was funded in the 1963 Long Term Costings, but none was built because

Development timetable

OVER TEN YEARS spanned the development of the invincible class, from preliminary studies to acceptance of the first ship. Another five years would go by before the third vessel of the class was launched. The Invincibles were the largest warships to be designed and built in Britain since the end of World War II, and they were the largest to be powered by gas turbines.

1966-67 Preliminary studies, Sketch Staff Requirement and Govt approval for continued planning.	1973 First ship ordered.
1968 Detailed design to Naval Staff Target.	1977 HMS Invincible launched.
1970 NSR 7097 issued.	1978 HMS Invincible accepted.
1971 Lead shipbuilder selected.	1982 HMS Illustrious accepted.
	1985 HMS Ark Royal accepted.



● June 1982 – HMS Illustrious, rushed into service due to the Falklands War, leaves the Tyne, passing the unfinished third ship of the class, HMS Ark Royal.

The first COs ...



... of HMS Invincible – Capt Michael Livesay, later to become Second Sea Lord ...



... of HMS Illustrious – Capt Jock Slater, who became First Sea Lord ...



... and of HMS Ark Royal – Capt James Weatherall, who ended his Naval career as a Vice Admiral.

Transition to the vertical



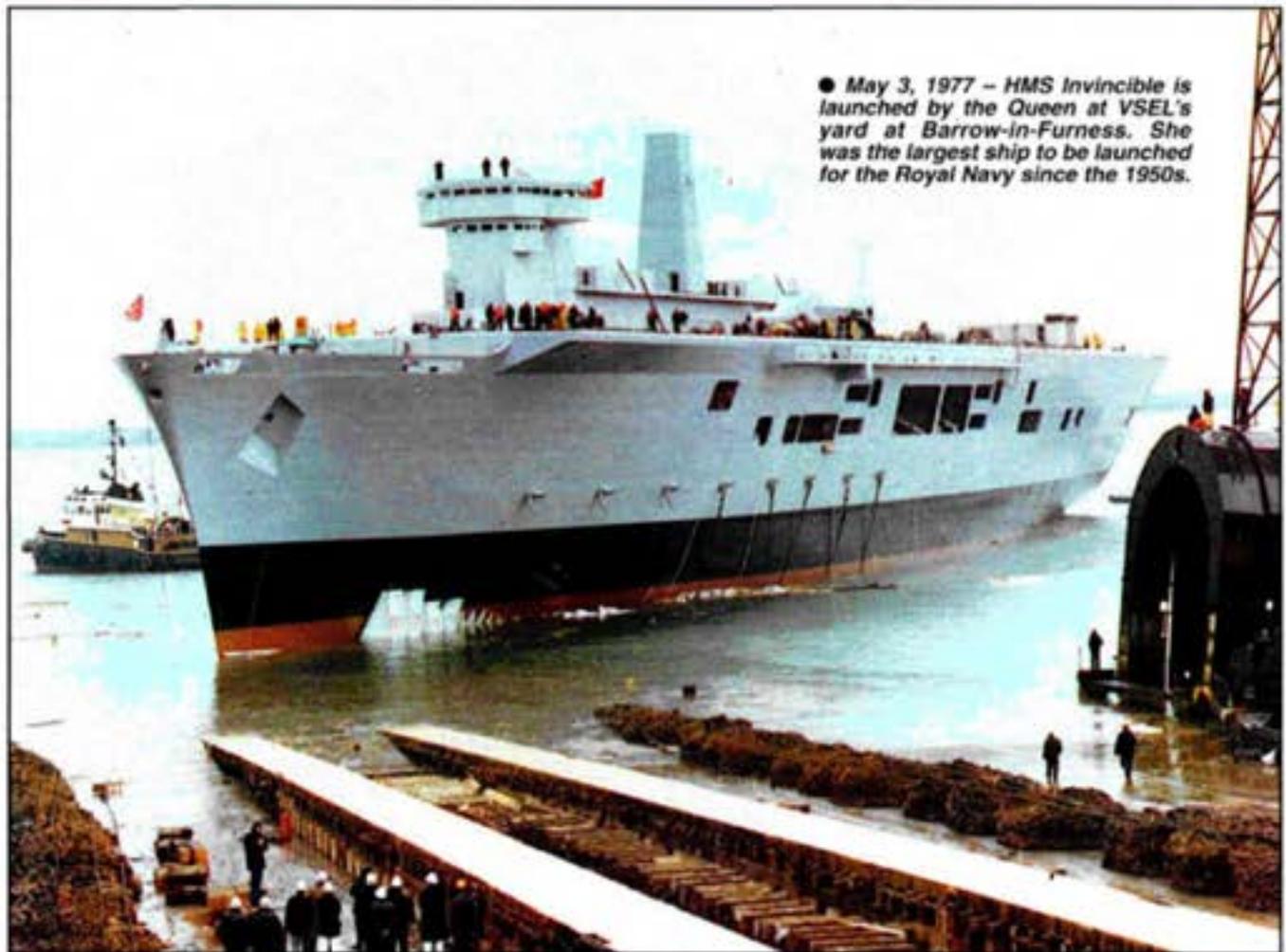
● By 1960 the Gannet anti-submarine aircraft (above) had disappeared from the carrier air groups to be replaced by helicopters, following successful trials with the Westland Whirlwind (below). The transition from catapult-launched to vertical take-off ASW aircraft was a first step towards the building of a carrier around that concept.



FRONT COVER: HMS Ark Royal with HMS Invincible on her port quarter, a picture taken before the latest flight-deck modifications.

THAT BECAME A CARRIER

AUTHOR of the series of articles in this supplement is Cdr **DAVID HOBBS MBE, RN (retd)**, who was responsible for the first-of-class flying trials in HMS *Invincible* in 1980, and later served as Lieutenant Commander (Flying) in HMS *Ark Royal*. As a Fleet Air Arm pilot he flew Gannets, Hunters, Canberras and Wessex helicopters. He served at sea in two Ark Royals, and in HM ships *Victorious*, *Hermes*, *Albion* and *Bulwark*. He is now Curator of the Fleet Air Arm Museum and is the author of several books on naval aviation, including *'Aircraft Carriers of the Royal and Commonwealth Navies'*.



● May 3, 1977 – HMS *Invincible* is launched by the Queen at VSEL's yard at Barrow-in-Furness. She was the largest ship to be launched for the Royal Navy since the 1950s.

of the effort that had to be put into designing and building the *Polaris* submarine force, the first vessel of which had to be put on patrol in 1968.

The possibility of deploying a fleet without carriers had been examined in 1962 to balance against the arguments for CVA 01.

Such a fleet had been seen as expensive to create and very limited in capability. But with the cancellation of the *Queen Elizabeth*, the newly-created Future Fleet Working Party had little choice, in 1966, but to re-examine the escort cruiser designs.

Over 50 sketches were evaluated, ranging from ships that were little better than the helicopter training vessel RFA *Engadine* to larger 'cruisers' with missile and gun armament in addition to flight decks.

By now the VSTOL – vertical/short take-off and landing – Harrier was about to enter service with the RAF, and designs included the capability to operate a handful of these as well as the planned Sea King ASW helicopter.

Some sketches showed ships that were designed to be as unlike aircraft carriers as possible but, thankfully, wiser counsel prevailed and the largest design, with an island on the starboard side and VSTOL runway, was chosen for procurement.

Known initially as 'through-deck cruisers', the projected *Invincible* class were built to Naval Staff Requirement 7096, which stated that they were:

- To command a task force and control the operation of land-based aircraft.
- To act as ASW commander of a NATO Task Group.
- To operate helicopters for area ASW defence.
- To deploy the Sea Dart surface-to-air missile system.
- To deploy a surface reconnaissance capability.
- To deploy Sea Harrier fighters for limited air defence, strike and probe missions.

Those are far from the requirements for an aircraft carrier, and it is to the credit of the designers that the class included sufficient 'stretch' for the missions that actually have been carried out by the ships in service.



● When this artist's impression of what *Invincible* would look like was issued in 1973, she was still termed a 'through-deck cruiser', though it was obvious even to the untrained eye that the ship was an aircraft carrier. Note the inclusion on the starboard side, forward, of *Exocet* surface-to-surface missile launchers. By the time she was built, the *Exocet* idea had been dropped.



● March 1979 – with a contractors' cabin on her flight deck, *Invincible* leaves Barrow for sea trials. She was handed over to the Royal Navy at Portsmouth 12 months later and commissioned in July 1980.



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● The Sea Harrier FA2, equipped with Blue Vixen look-down radar and other improvements, replaced the FRS1.

Over the years, the Invincible carried a wide variety of aircraft, but no type was more closely associated with the class than the Sea King.

THE BIRTH OF THE INVINCIBLE

THE DEPLOYMENT of anti-submarine helicopters had always been an important part of the design of the 'through-deck cruiser', and successful testing of the Harrier prototypes – the P1127 series – led logically to their inclusion in many design sketches.

But it is a myth that the adoption of fixed-wing aircraft that do not require steam catapults or arrestor wires allows for a smaller carrier.

The determinant of size is the number of aircraft to be embarked since VSTOL aircraft require much support in terms of maintenance, weapon supply, radio-controlled approaches, briefing and other disciplines.

There is an argument that the Harrier carries fewer than the aircraft it replaced should be embarked – and that a larger carrier needed. That is certainly the way the US Navy views the Sea Harrier type.

Surprisingly, while airborne early warning was seen as being of crucial importance in 1966, the concept of deploying a helicopter-borne



● ABOVE: A Sea King ASW aircraft launches from HMS Illustrious. The flight deck is occupied by Sea Harrier FA2s and RAF Harrier GR7s embarked for joint operations in the Gulf. Such Joint Force experiences reinforced the policy of movement towards greater integration.

● LEFT: Sea King airborne early warning aircraft. The Royal Navy went to war over the Falklands without AEW. It was a critical deficiency which was addressed by the hurried, but effective, conversion of Sea Kings to carry AEW radar in a retractable 'dustbin' container.

Nearly-new Invincible was almost sold to Australia

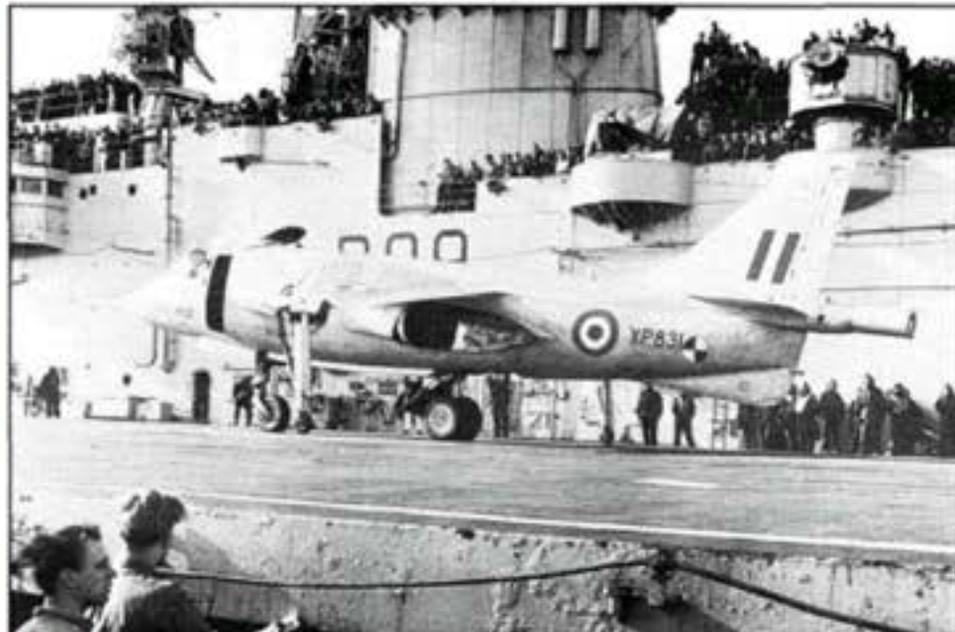
THE 1981 Defence Review planned a significant reduction in size of the British surface fleet, including a reduction in the number of carriers.

Although Invincible was only a year old, it was planned to sell her to the Royal Australian Navy for a reported £175 million. Once modified for the RAN, she would have

been renamed HMAS Australia. In the event, after Invincible's successful service in the Falklands in 1982, the Australian government agreed not to proceed with the purchase, and she was retained in the Royal Navy as part of a fleet of three carriers, only two of which would be in commission at any one time, with the third in reserve for refit.



TIMES OF TRIAL



1963 Harrier prototype P.1127 drew a crowd when it was tried out in HMS Ark Royal (the fourth).



1976



● The first navalised version of the Harrier, the Sea Harrier FRS1 which equipped HMS Invincible during the Falklands War, and – in 800 and 801 Squadrons – formed the class's strike force for many years after.

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tem from these ships lacked urgency until the Falklands conflict underlined the pressing need for it.

It is interesting to note, now, that the designers expected both the Sea King and Sea Harrier to be replaced very much earlier than has been the case, and the Naval Staff Requirement anticipated that the third ship – HMS Ark Royal – would enter service with the Sea King replacement.

The most significant change to the plans during build was the adoption of the 'ski-jump' designed by Lt Cdr D. R. Taylor to improve the ability to launch Sea Harriers.

A rather timid, seven-degree ski-jump was fitted in the first two ships but, after experience with HMS Hermes, a 12-degree structure was built in Ark Royal and later fitted to Invincible and Illustrious, too.

RAF aircraft, both fixed-wing and rotary, have operated from the Invincibles since 1982 and, with the recent modifications to take Harrier GR7s, they look set to continue to do so.

On completion, Invincible was given the pennant number R05, formerly carried by HMS Eagle, and it became obvious that, whatever their design origins, these ships were to be used as carriers.



MERLIN DEBUT

● ABOVE: An EH101 – a prototype Merlin helicopter – during trials with HMS Ark Royal. A replacement for the Sea King anti-submarine helicopter, the Merlin is due to enter service in the Ark next year, as the newest aircraft to equip the class. Navy chiefs in the 1970s expected Ark Royal to receive her Sea King replacement when she entered service – in 1985!



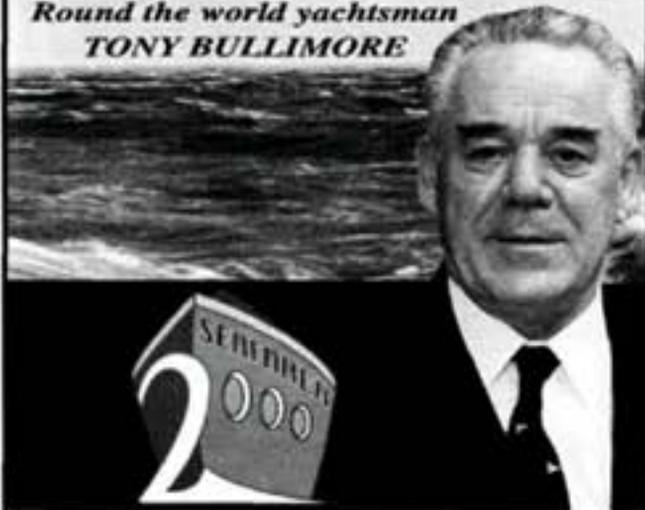
● An RAF Harrier in HMS Eagle, for the first of a series of carrier trials throughout the 1970s.

1978 One of the first Sea Harriers demonstrates the ski-jump idea at Farnborough Air Show.

A CLASS ACT IN WARS HOT OR COLD

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Tony, who survived five days in the southern ocean in an up-turned hull during January 1997 said "I love the ocean but it can be horrendously dangerous. It takes lives - often. Every day of our lives our seafarers assure our survival by risking their lives to provide our defence, our daily food and goods and our leisure."

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HMS INVINCIBLE played a successful part in the Falklands War, and it is worth noting that an escort cruiser of the type originally envisaged in 1960 would have been of little use.

Invincible was able to embark more than the designed aircraft complement and, on May 21, 1982, had ten Sea Harriers, nine Sea Kings and one Lynx embarked (HMS Hermes - similar in volume - had 21 Sea Harriers and Harriers, five Sea Kings and two Lynx embarked on the same day).

Illustrious, the second of the class, was hastened to completion in 1982 and replaced her sister-ship in the South Atlantic, but was too late to see action. She was the first to deploy a flight of airborne early warning Sea Kings, rushed into operational use after only 11 weeks of development, much to the credit of those involved in the project.

After the Falklands War, the class settled into a Cold War routine. All three ships led deployments to the Far East and acted successfully as flagships during NATO exercises in the Atlantic.

The Gulf War of 1990-91 showed how much perceptions about the Invincibles had changed when the Government argued about their deployment as "adding carriers to those already deployed to the region by the USN."

The carefully phrased arguments in NSR 7097 - that these ships were command cruisers, deployed to command and control national forces rather than project air power - had been forgotten.

Removal of the Sea Dart missile system, to provide more deck and magazine space, is the latest step in improving aircraft operating capability beyond that originally imagined by the staff planners.



Since the end of the Cold War, all three Invincibles have seen extensive service in the Adriatic in support of UN and NATO operations in the former Yugoslavia, and in the Gulf where they have flown operational missions over Iraq. Meanwhile, they have been modified to allow them to act as national joint force command centres.

The ability of aircraft carriers to deploy a practical package of air power unconstrained by the need to operate from foreign bases, to move nearer to a planned target, or to get out of bad weather, has been widely recognised.

The Invincible class has succeeded because they were just big enough to cope. The blinkered vision that went into their design background was, thankfully, broadened at the last moment by Admiral Sir Michael Le Fanu, the First Sea Lord at the time, and by Admiral Sir Frank Hopkins, Deputy Chief of the Naval Staff, both of whom fought hard to get a ship that could be used as a carrier. We should all be grateful to them.

Perhaps the most notable achievement of the class is that they have re-taught the Royal Navy the

value of embarked aircraft after the trauma of 1966.

They provide a basis upon which to build for the future, and the scars of their politically sensitive background are, in themselves, instructive points from which we can learn.

● HMS Invincible, packed with aircraft, leaves for the Falklands War in 1982. The capacity of the class (HMS Illustrious's hangar space is shown below) was crucial to success in the campaign to recover the islands.



● A very new HMS Illustrious with the ice patrol ship HMS Endurance after the carrier relieved HMS Invincible in the South Atlantic just after the Falklands War.



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valuable lesson about a continuing need for embarked aircraft



In time of hostilities

SINCE THE END of the Cold War, all three Invincible-class carriers have completed lengthy operational deployments such as those in the Gulf and Adriatic. They have included Ark Royal (above) and Invincible (left). Sea Harriers have flown sorties over Bosnia, Kosovo and Iraq on combat patrols and reconnaissance missions.

Sea Dart discarded



THE DECISION to remove the Invincibles' Sea Dart surface-to-air missile system (being fired above) was taken to provide a larger flight deck and an enhanced air group.

Sea Dart was first removed from HMS Illustrious during her maintenance period in 1998-99 (left), and the subsequent picture of her below clearly shows her new layout. The missile system has now also been removed from Invincible, and will be taken out of Ark Royal during her refit.



In time of peace

THE CARRIERS have been useful in showing the flag worldwide. Here Invincible enters Sydney harbour (above) and Ark Royal (left) passes under the Tagus Bridge, Lisbon.

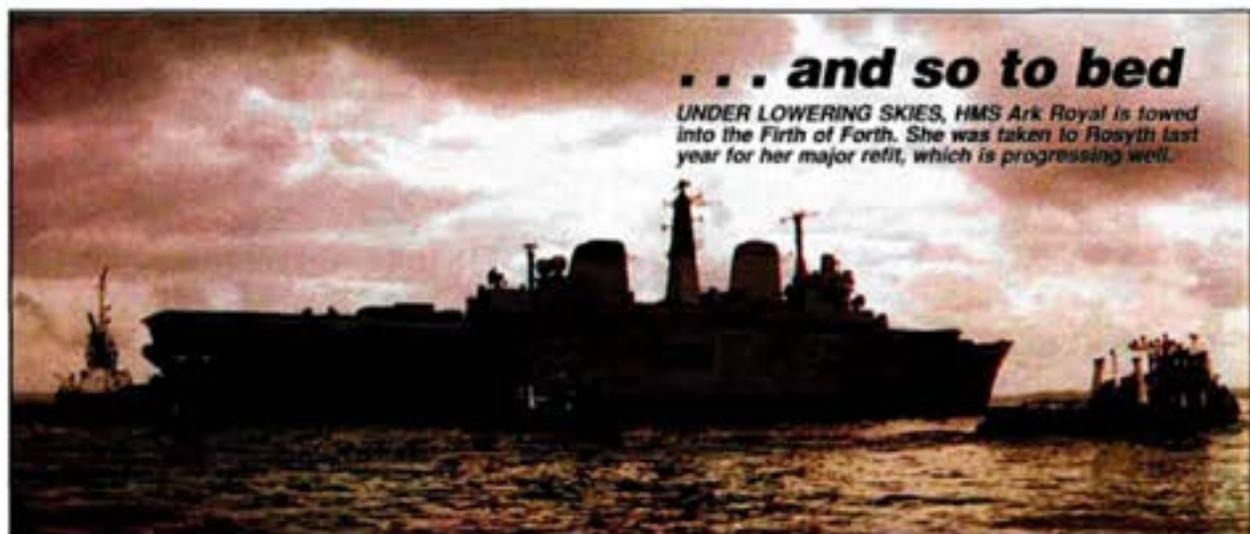


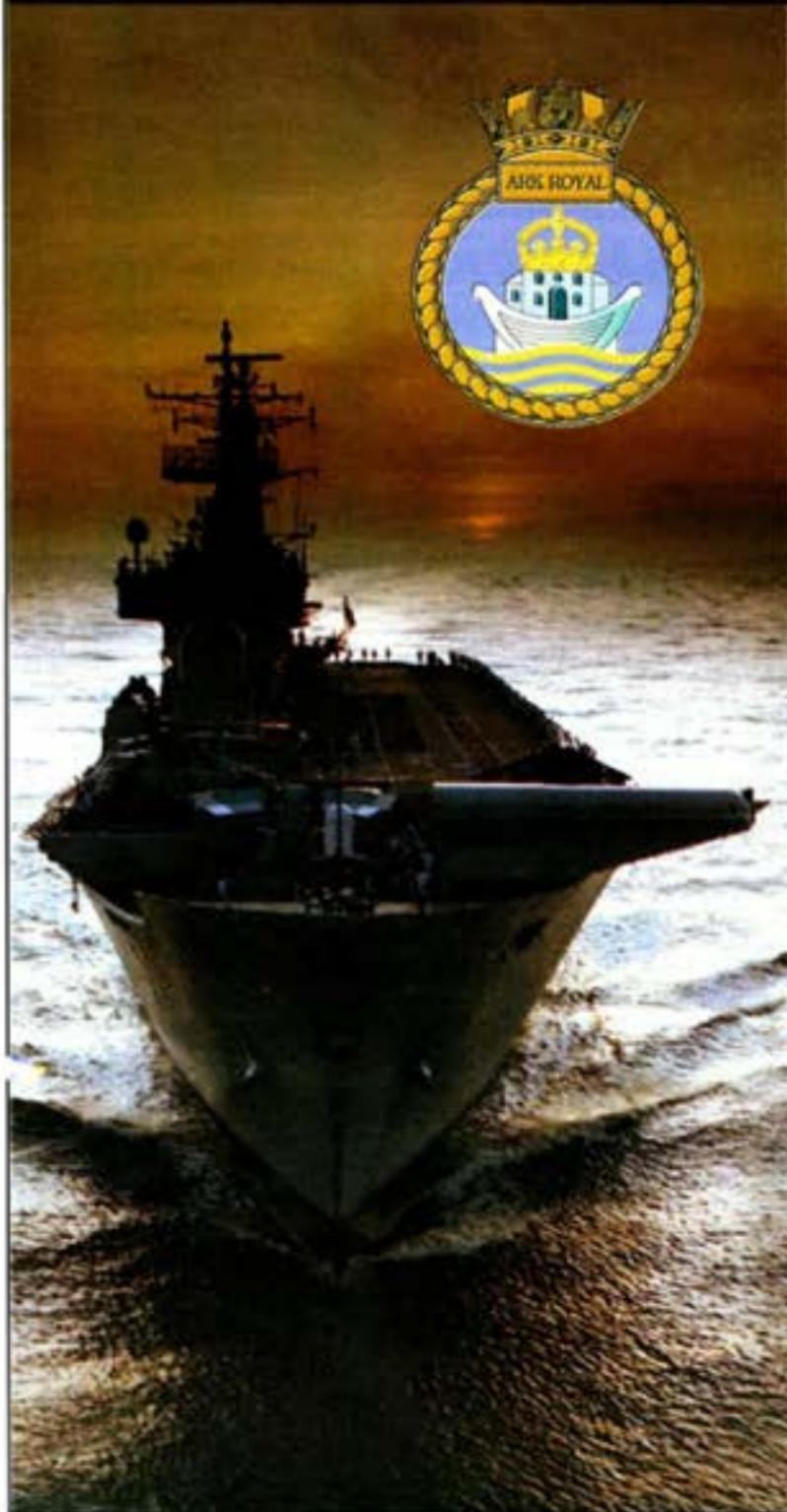
A rare old sight

THIS PICTURE of all three Invincibles together in 1988, records an event which will rarely, if ever, happen again due to the policy of running only two carriers at any one time, while the third is either in refit or laid up.

... and so to bed

UNDER LOWERING SKIES, HMS Ark Royal is towed into the Firth of Forth. She was taken to Rosyth last year for her major refit, which is progressing well.







The GANG PLANK Club

SUMMER FUN JUNE SPECIAL

CHAT PAD

THE CREW all wish you lots of luck if it's exam time for you. Thanks for all your letters. Don't forget, as soon as your heads are out of your school books we want to hear your plans for the summer!

Thanks to Thomas Martin for his letter, very smart on the computer! Nice boat Chloe!

Rhiannon sent us a lovely picture of a boat and wanted to know whether Captain Plank had been on the Titanic.

Actually Rhiannon, Captain Plank feels very sorry for the Captain of that ship. Captain Plank has seen lots of icebergs on his travels and they are very scary!

Hello to Daniel Desborough, glad to hear you want to be in the Navy like your Dad, keep reading our Through the Porthole feature - it will give you some ideas about jobs in the Navy.

Thanks for all your jokes - look out for them inside!

AHOY THERE me hearties, welcome aboard our Super Fun Special!

This be a new special edition but don't ye worry I'll still be getting me crew to prepare you landlubbers a Summer Special.

Me crew tell me that this be the time of year when ye have to look hard in ye school books and then answer some of them there questions in those beastly exams.

Well I'll be telling ye that I've had some no good deck hands on me ship in me time, and them be the ones that didn't be looking hard in their books! So, just ye make sure ye do your very best and hearty Luck to ye!



Your big chance to meet the Navy!

Warships set off on a voyage round Britain

THIS YEAR the Royal Navy is doing something very special. As the service's contribution to the year 2000 at least 20 Ships will be setting off on a Grand tour of Great Britain.

The ships will be moving around the coast and there will be special "Sea Days" when they will be open to the public.

BUT the Navy is very keen to make sure that it's not just people who live by the sea who get to meet them.

So the sailors who are on the ships will be getting off them and travelling inland to meet up with lots of people and get involved with local projects. Captain Plank has found out that they might be visiting schools so watch out for news of a project near you!

When we asked the First Sea Lord if he thought "Meet the Navy" was a good idea he said: "I think Meet Your Navy is a good idea because it means that lots of people all around the country can meet the sailors and visit the ships of today's Navy"

By the time you read this page the ships will already be on their way on this exciting and important journey so make sure you keep an eye open for news of where they are now!

June birthdays



GANG PLANK members with birthdays this month are:

Robert Jones, Lauren Smith, Hannah Blewitt, Victoria Watson, James Lawrence, Ben West, Hal Finney, Joanna Ingram, Ashley Baker, Victoria Hocking, Layla Cowley, Phillip Martin, Donna Chippendale, Lara Cooper, Matthew Trowbridge, Gareth Field, Amiee Shaw, Mark Prosser, Shaun Bennett, Craig Drewett, Jack Reid, Lewis Scrafton, Harry Caswell, Eli Weinberg, Charlotte Perren, Ben Porritt, Jake Wells, James Tockey, Lewis Sharpe, Phillip Howe, Ryan Jones, Matthew Stevens, Simon Negus, Lorna Sanders, William Duncan, Donna Fraser, Jonathon Morris, Alfie Moore, Rebecca Jillings, Hayley Dyson, Amie Andrews, Shaun Waterman, Andrew Green, Daniel Green, Joseph Rumer, Lewis Whitman, David Gibbs, Cassie Moore, Helen Vincent, Jack Carter, Jack Williams, Steven Batten, Daniel Grant, Ryan Muir, Catherine Beasley-Langley, Craig Mathieson, Jordan Morris, Benjamin Pater, Connor Thourgood, Lewis Bingley, Sarah Bayes, Daniel Hesby, Sofia Linares, Lee Thorne, Daniel Stockton, Matthew Taylor, Chris Baiden, Grace Southern, Thomas Dale, Thomas Robinson, Victoria McQueen, Jasmine Godden, Luke Burdett, Charlotte Crooks, Kelly Burns, Richard Jeffers, Shane Brockbank, Carlo Aspinall, Aaron Jones, Cameron Abbott, Robert Dickins, John Barnes, Benjamin Davis, Jonathan Wright, Matthew Woolley, Stuart Boyde, Charlotte Hadden, Benjamin Frost, Natalie Lees, Franklin Heather, Eleri Bambara-Abban, Alfred Diets-Spiff, Alex Simpson, William Tyrrell, April-Rose Cowlishaw, Courtney Guinelly, Connor Willett, James Clarke, Jennifer Negus, Sandy Loveday, Sian Gilham, Karyl Reid, Roey Daniels, Megan Henwood, Bonita White, Steven Willoughby, Bobbie Whale, Danielle Slade and Shane Spans.

Butlins
Family Entertainment Resorts
Bognor Regis

It's the **best** day out - no matter what the weather

Take the family for a great value for money day out at Butlins Family Entertainment Resort in Bognor Regis. With prices held over from last year - **it's even better value now than ever before!** There's even more spine tingling entertainment that will make you want to come back time and time again.

No matter what the weather the massive weatherproof Skyline Pavilion, at the heart of your day out, will take your breath away. Dazzling theme shows, Noddy's Toy Town shows and rides, well known character appearances, a fantasy world of puppet shows, musicians and dancers provide that year round carnival atmosphere.

Go wild with excitement in Fox Kids 'Rumble in the Jungle' outdoor play area (weather permitting) or Splash, the sub-tropical waterworld with its scary Space Bowl and gravity-defying Master Blister rides.

For prices and further information call **01243 822445**
Open 9.30am - 11pm (last entry 5pm)

Under 12's must be accompanied by an adult.
Car parking charges apply.
Height/age restrictions apply to some attractions & facilities.

Win 6 Family Day Tickets to Butlins

Family Entertainment Resort at Bognor Regis

For your chance to win, simply find and circle 5 words in the 'Word Search' which appear in this advert.

Simply send your completed entry along with your name, address and telephone details to:
The Navy News, H.M.S. Nelson, Queens Street, Portsmouth PO1 3HH
Closing date for entries: 30th June 2000

Name: _____
Address: _____
Post code: _____

R	E	S	O	R	T	S
N	X	K	F	S	K	P
O	S	Y	Z	P	S	L
D	V	L	U	A	E	A
D	Z	I	V	C	O	S
Y	B	N	W	E	Q	H
V	Y	E	T	P	X	Z

Normal competition rules apply. No cash alternative. The judges decide & final.



Captain Plank's Summer

JOLLY JOKES

From Ben Broadmore

What travels along rivers at 100 miles per hour?

A motor pike!

What vegetables are found in boats?

Leeks

Father: How are your Exam marks?

Son: They are under water

Father: What do you mean?

Son: Below 'C' level!

From Bradley Taw

Why did the boy take a pencil to bed?

To draw the curtains!

How much do penguins pay for their dinner?

Six squid!

Why did the one handed man cross the road?

To get to the second hand shop!



Hunt for treasure with your own map



Sports quiz

JACK just loves sport and thinks he is pretty clued up on most sports. He has set you a special quiz - see if you are as sports wise as Jack!

1. What is Chelsea's home ground called?
2. Rearrange these letters to give a top British Tennis player MIT NAM-NEH?
3. What sport is played with a shuttlecock?
4. What famous running race goes around London's famous sights?
5. Who is the fast male runner who presented

6. How many players are there in a netball team?
7. If you were sitting at Lords what sport would you be watching?
8. What sport takes place in "Baths"?
9. Who is the footballer with a famous wife and a new haircut?
10. In what sport would you do a forward roll?

DO YOU remember when Captain Plank put his Treasure Map in the paper and you had to look for the Treasure?

Well, Captain Plank has decided to share a secret with you and show you how to make your very own Treasure Map.

You can use it to play games with your friends. Get some Treasure - perhaps some sweets in a plastic tub - and hide it. Then make a Treasure Map showing where to find it!

Here's what to do. First you need a sheet of paper that's been made to look very old! How? Take a sheet of paper and tear a thin strip off round the edge. Then flick at the rough edges to make tiny tears.

Then take a bowl and crumble a stock cube into it. Add enough water to make a thick mixture and paste it on to the paper with your fingers. Let it dry.

As soon as the paper is dry you can draw your map on it. You have to show the important objects surrounding the place where the Treasure is hidden. If you are out in the garden include trees, bushes and pathways.

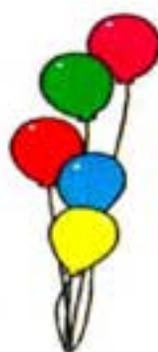
Even if you are hiding the Treasure in the house don't forget that most Treasure was buried on islands so to make the map look as real

as possible draw all the features of the island and show water around it!

After you have drawn in all the features of the island make a map where the treasure is with an 'X' just like Captain Plank does.

If you are really clever you can use a compass. When you have drawn your map you can use it to find the treasure or even paint it. Finally roll up your map!

Thanks to Dorling Kindersley's 'Treasure Maps' for giving us this good idea. The book is available for £9.99.



Memory test

TEST YOUR memory time for those exams

Most of us have got old exams coming up. all of them require remember things.

If your memory is rusty here's a fun game to sharpen you up!

Look at the things in the picture below. Study carefully for two minutes. Then cover up the picture and see if you can remember the things in the picture. There are 12 objects.

How did you do? Scored:

Less than 6 - do it again you must be sharper!

Less than 9 - you should practise!

From 10 to 12 - you should be cool on Exam Day!

WIN!

Celebrating his 50th Anniversary Woody's back with a new look, on video for the first time offering rughen, readiness and lots of fun for all the family. Kids will laugh, and Mums will remember him as cunning and naughty as ever before.

On general re

Summer activity deck



of the house but put them on an
features you can either mark on the
K or you can give clues with the map
draw a reference grid on the map.
in pencil then you can colour it in
ur map and tie it with a red ribbon!
y's great book "Art Attack - Secret
s. There are many other cool ideas
from all good bookshops. Price

POETRY CORNER

TWINS: By Edward McDonald aged 6.
Member No. 1763

*My twins hate to cry
But they like to laugh
And most of all they like
their bath!
Because they love
To play in the tub
They will soon join
The Gang Plank Club!*

NATASHA'S PETS:
By Natasha Evans.
Member No. 1832

*In Natasha's bedroom she kept
TEN terrified turtles whose
eyes were brown
NINE naughty newts
swimming in a tank
EIGHT elegant elephants
all in a row
SEVEN silly snakes
slithering on the floor
SIX sly foxes hiding under
the bed
FIVE ferocious bears
growling really loud
FOUR humpy camels
spitting everywhere
THREE tall giraffes
munching leaves
TWO cute cubs cuddling
their mother
And ONE... GUESS WHAT?*

T	G	U	B	O	A	R	D	L
E	V	P	B	N	M	L	E	G
N	H	E	C	R	P	O	S	A
P	E	N	W	B	O	O	K	B
L	K	C	E	E	Q	A	Z	L
R	R	I	O	L	K	H	F	O
E	P	L	I	L	A	S	D	O
L	E	S	S	O	N	P	R	H
U	L	U	U	Q	C	B	U	C
R	U	B	B	E	R	X	Z	S

Cool school wordsearch

SCHOOL'S COOL! Well Jack and Susie think so but that's only because Bert the Deckhand has set them a really fun word scramble using things you find at school.

Can you find the words? There are ten of them altogether!

And the winners are...

CAPTAIN Plank sends his congratulations to the winners of our ship of the future competition. They are: Paul Kitching, Lewis Asquith, Simon Negus, Jodie Savory, Jamie Asquith, Cody Page, Sam Butt, Mark Crook, Michael Holyoak and Rhiannon Bell. And the winners of our Sealife competition are: Natalie Lees, Rebekah Coleman, Lewis Asquith, Rhiannon Bell and Emma Davis. Captain Plank says well done to everyone who took part, especially to Lewis and Rhiannon who managed to win a prize in both competitions!

Gloria says you can garden anywhere

CAPTAIN PLANK has a very good friend called Gloria Greenfingers. He's known her since they were at pirate school together.

Captain Plank went off to sea but Gloria didn't like all that swash buckle stuff and she decided to set up Plant Island - a sort of pirate's garden centre.

Now, Susie was getting a little fed up on the ship one day so Captain Plank told her to write to Gloria to get some tips on gardening on board ship.

Gloria immediately wrote back to Susie - here's her letter. Why don't you try out her ideas.

Dear Susie,
I think you must be very bored on the ship. Why don't you start your own indoor garden. It's easy! Follow my simple steps.

1. Get a container - it can be as small as an ice cream tub or you could use an old washing up bowl or buy a container from a garden centre.
 2. Make a few holes in the bottom and then cover the bottom with some small stones. This helps drainage. Don't forget to put the container on something before you water!
 3. Decide what you are going to plant. I like herbs and they're easy to grow, but you can plant anything as long as it's suitable to grow indoors.
 4. Go to your local garden centre or hardware shop and look at all the seed and bulb packets. There are usually good directions on where you can grow them. Watch out though, if you are using a small box look out for plants that don't need much room to grow. PS. I always look for seeds or bulbs that grow quickly!
 5. Put some soil in your container, buy the best you can afford. It's nice to buy soil without peat these days, stops the peat bogs from being destroyed.
 6. Plant your seeds or bulbs, water them well and wait for them to grow!
 7. Don't forget to water them regularly.
 8. The best thing about your own little indoor garden is that you only plant a small number of plants and if you don't like them you can start all over again.
- Have fun Susie,
Love from Gloria Green fingers.

WIN! WIN! WIN!

A FAMILY TICKET TO:-

CHESSINGTON WORLD OF ADVENTURES

NOW OPEN, A WORLD-FIRST,

BEANOLAND

Beanoland will see the pages of Britain's favourite comic come to life. Join Dennis the Menace, Gnasher and all the favourite Beano characters for a splashastic adventure. Check out the state-of-the-art stunt showlets starring Dennis and Gnasher in hilarious comic capers. Enjoy a spin on the UK's first ever 'water' wave Swinger - Billy Whizzer Wave Swinger and crash, bang, wallop as you out-dodge Roger on Roger The Dodgers Dodgems. Then splash, splat and menace 'till you drop in the many interactive water features.

Now answer the following questions correctly and you could win a Family Ticket to Chessington World of Adventures

Question: Name TWO Favourite Beano Characters

1)

2)

Send your answers on a postcard to:
'The GangPlank Club', Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH
Closing Date For Entries - 10th July 2000
The Editors decide in final. Relatives and employees of Navy News are ineligible.

Chessington World of Adventures
Open from 5th April - 29th October 2000
Opening times 10am - 5/6pm daily
Advanced booking/information line 0870 444 7777

WIN!

UNIVERSAL

Send us your name, address and membership number on a postcard, and you could win one of these cool videos.

Send to: Video Offer, The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH
Closing Date: 31st May 2000

ALVIN AND THE CHIPMUNKS MEET FRANKENSTEIN

Alvin and the Chipmunks Meet Frankenstein is an excitingly scary, tear-jumping action movie in which these famous three brothers get up to more trouble-making exploits than you could imagine.

Release 22nd May 2000 From all good retailers
Universal Picture Videos

