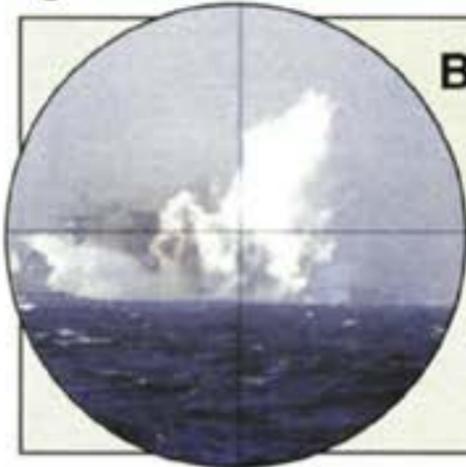




Navy News

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Bullseye for Tireless

– centre pages



Jubilee supplement inside



Creature from the Black Lagoon, maybe?

– page 25

FUTURE ASSURED FOR RN BASES



THE GOVERNMENT has announced its plans for all three British naval bases – and their futures have been assured.

A nine-month review has been completed into the base porting of the Navy's current and future fleets.

Armed Forces Minister Adam Ingram said: "The review has shown conclusively that the three existing Naval Bases will be needed for the foreseeable future to support the ships and submarines that are in-service, on order or planned."

The Fleet is set to receive a batch of new ships bigger and better than those they replace, described by the Minister as

"the largest and most exciting programme of warship building for at least a generation".

Some of the new ships are already in build, with the Astute-class submarines and the new amphibious assault ships Albion and Bulwark well under way. But the influx of larger units between now and 2015 had called into question where they would be based.

● Turn to page 3

AFTER THE BATTLE

BODMIN artist Mike Haywood's magnificent, closely researched painting of HMS Victory in the Storm after the Battle of Trafalgar is to be produced as a limited edition print to mark the forthcoming centenary of Nelson's greatest triumph, the mount holding a piece of original Victory oak and copper sheathing from the hull. Watch for details in a later edition.

Dolphins at submarine funeral of Gould and Napier

THE ASHES of two highly decorated submariners were committed to the deep in a ceremony witnessed by a passing school of dolphins.

The service, carried out on HM Submarine Trafalgar, commemorated the lives of two heroes of World War II and was attended by family members.

Petty Officer Tommy Gould VC of the submarine HMS Thrasher was awarded the Victoria Cross after his distinguished action in February 1942.

Having suffered depth charges and bombing by aircraft, HMS Thrasher was found to have two unexploded bombs in her gun-casing. Petty Officer Gould, along with Lieutenant Peter Seawen Watkinson Roberts, volunteered to remove the bombs, whilst fully aware of the danger of the bombs exploding.

Added to this was the risk of an enemy sighting of the surfaced submarine, necessitating a crash-dive in which, inevitably, they must have drowned.

The ashes of Petty Officer Gould were laid to rest along with those of Captain Lennox Napier DSO DSC, of HMS Rorqual.

HMS Rorqual played a pivotal role in supplying Malta with fuel for fighter aircraft as well as laying hundreds of mines amid the perils of one of the most dangerous arenas of the conflict (one in every two submarines was lost in attacks on Rommel's re-supply lines).

HMS Rorqual was responsible for sinking (amongst others), the Tiger-Lark transporting Ankara, along with the heavily escorted Wilhelmshurg in July 1943.

The ceremony was conducted by the Rev John Morris and the burial party consisted of Submarine Coxswains of past and present.

New rules for entry on historic ship list

THE NATIONAL Historic Ships Committee has reviewed the criteria for entry into the National Register of Historic Ships.

In agreements supported by the National Maritime Museum, a number of changes have been decided.

The affected lists of ships are the Core Collection and Designated Vessels Lists. The scale of research at the project's outset prompted strict entry criteria in 1995, limiting inclusion only for the larger, British built and berthed pre-1945 vessels that are substantially intact.

This provided a sub-set of the total existing number of historic vessels, in which to contain the Register's huge research task.

The same principle has governed the new review, and due to limited research capabilities, the further measures are still not as broad as many had hoped.

Now only vessels lying in the UK will be considered. They must also be British built, substantially intact, built pre-1955, and over 40ft.

Entry to the Core Collection may also be gained on the merits of a vessel's "extraordinary maritime importance". The Committee hopes to gain additional research funding, allowing the resourcing of new applicants and possibly also a re-evaluation of the lists.



Faslane fast and furious

A staged Search and Rescue operation with the type 23 frigate HMS Montrose in the background, impresses spectators at the popular Faslane Fair at Clyde Naval Base, along with a demonstration of unarmed combat (inset)

New Fleet tanker out on sea trials

THE ROYAL Fleet Auxiliary tanker Wave Knight is now undergoing sea trials off the Western coast of Scotland, following her fitting out at the BAe Systems yard at Greenock.

Once she joins the Fleet, the 31,500-tonne ship will be a major new asset able to provide fuel underway for both British and allied warships wherever they are deployed.

She is the first of a new generation of ships ordered for the Royal Fleet Auxiliary, ships which include a further tankers of this class and four large landing ships.

RFA Wave Knight has a fuel capacity of 16,000 cubic metres, and additionally 380 cubic metres of fresh water and 500 cubic metres of dry cargo with eight 20ft refrigerated containers. With three replenishment rigs she will be able to take a warship on each side, simultaneously providing fuel and stores underway at sea.

Her 14 megawatt electric main propulsion motor, powered from four diesel generators, gives the ship a service

speed of 18 knots and a range of 10,000 nautical miles. She will have an RFA crew of 80 seafarers, along with an additional 22 Royal Navy personnel when operational. With a large flight deck and hangar she can operate Merlin helicopters, and she will have self defence capabilities in the form of two Phalanx Close-in Weapons Systems and two 30mm cannons.

With a length of almost 200 metres, this large new vessel is double-hulled to be environmentally friendly, preventing pollution should the outer hull sustain damage.

On completion of her sea trials and acceptance into RFA service, RFA Wave Knight will undergo Operational Sea Training and trials before joining the Fleet.

The ship was built at Barrow and launched September 29 2000. Her sister ship RFA Wave Ruler, built at the BAe Systems yard in Govan, Glasgow, and launched on February 9 last year, is currently fitting out at Greenock.

● RFA Wave Knight on trials of the west coast of Scotland



Curtain call-up for Brooky's Claire

NEW 'Forces Sweetheart' Claire Sweeney – in this picture bearing a remarkable resemblance to the young Vera Lynn – is set to perform a series of concerts for HM Forces around the world for Combined Services Entertainment.

The star of *Brookside*, *Celebrity Big Brother* and the hit musical *Chicago* has been singing in public since the age of 14 and released her debut album *Claire* on July 15.

Providing the supporting act here for a photocall in Horseguards Parade is LPT Karl Hille of HMS Nelson.



FUTURE ASSURED FOR RN BASES

● From page one

Portsmouth had been the home of amphibious assault ships HMS Fearless and Intrepid, but their replacements in build, Albion and Bulwark, will be based at Devonport.

Also home to Commando helicopter carrier HMS Ocean, Devonport becomes "a centre of amphibious shipping excellence".

The Trafalgar-class submarines, Type 22 frigates and half of the Type 23 frigates will keep Plymouth as their home, along with the survey ships.

Clyde Naval Base at Faslane has won hatches 1 and 2 of the Astute-class nuclear submarine, along with the Trident submarines and the smaller mine-warfare and patrol ships already based in Scotland.

Portsmouth will continue to base half of the Type 23 frigates and the current mine countermeasures vessels. It will also be home to the next generation of destroyers, the Type 45s which are expected to enter service from 2007.

Consideration had turned to all three bases plus commercial options for the largest ships on the order books – but Portsmouth will definitely accommodate the two new future carriers, which are twice the size of the Invincible class.

The study decided that Portsmouth offered the best combination of accessibility and cost-effectiveness for them.

Considerable investment has already gone into building work on the jetties at Portsmouth.

The commercial port at Southampton is being looked at as a possible alternative berth when both carriers are needed on the South Coast, but it is not foreseen that the active carrier will spend much time alongside in her role.

The new carriers will be able to embark up to 48 attack aircraft, with typically 24-30 of the Joint Strike Fighters, four maritime airborne surveillance aircraft and six Merlin anti-submarine helicopters.

French company Thales and BAE Systems are both in the running to win the prime contractor selection with a decision expected early next year.

The outcome of the conventional carrier (CV) or Short Take Off Vertical Landing (STOVL) debate is still awaited, with an announcement due this autumn.

Go-ahead for Enigma heroes' memorial

A STUNNING sculpture to commemorate the bravery of three war heroes is to be erected in Tamworth.

The tribute, in the form of three anchors held in place by a steel chain, will mark the sacrifice made by AB Colin

Grazier, who hailed from Tamworth, and Tommy Fasson, who died while retrieving vital Enigma codebooks from the sinking U-599 in October 1942.

The third anchor represents teenaged canteen assistant Tommy Brown, who survived the Enigma incident but died two years later trying to save members of his family from a house fire.

All three were serving in the destroyer HMS Petard, and it is believed that their selfless actions could have shortened the war by up to a year; the codebooks gave the Allies a crucial advantage in cracking the German military signalling system.

The 15ft sculpture, by renowned artist Walenty Pytel, will include genuine anchor chain supplied by a Portsmouth shipyard, and it will stand on a 7ft high base surrounded by cobblestones, representing a disturbance on the surface of water.

It is hoped the sculpture, to be fabricated in Portsmouth, will be in place by the end of the year in the town's St Editha's Square.

The sculpture, given planning permission by Tamworth planners last month, is the result of a campaign by local paper the *Tamworth Herald*, which has championed the cause of Grazier and his colleagues for years.

The paper campaigned tirelessly for official recognition for the trio, whose actions were unknown for decades under the Official Secrets Act.

Herald Deputy Editor Phil Shanahan, chairman of the Colin Grazier Memorial Committee since it formed in 1998, said: "It's a wonderful design, extremely elegant, and has an illusory quality about it in the sense that the steel anchors appear to be almost magically suspended in the air."

Et Vive l'Entente

ANGLO-FRENCH naval relations got another boost with the signing of a 'Global Standard Operating Procedure' (SOP).

The agreement is designed to ease further development of the UK/French Letter of Intent signed at St Malo in 1996 and provide a cohesive approach to bilateral operations in any maritime area – especially the Atlantic.

It covers a wide range of maritime issues, including rules of engagement, humanitarian operations and task force organisation and reflects, on a global scale, the successful tri-lateral UK/French/US Atlantic SOP which has already been in existence off West Africa for several months.

● Rear Admiral Niall Kilgour (right) and Vice-Admiral Yves Lagane conclude another stage in their navies' 'entente cordiale'



● MAGICAL QUALITY: Walenty Pytel's sculpture in memory of Enigma heroes Grazier, Fasson and Brown

Chatham takes lead in Baltic

FICTITIOUS embargo breakers, pirates and enemy minefields were among the problems faced by Type 22 frigate HMS Chatham during a NATO exercise in the Baltic.

The ten-day Baltops 2002 featured ships and submarines from ten nations, and Chatham was in charge of a task group featuring an American cruiser and Danish frigate for the first phase of the exercise involving live firings, manoeuvring exercises and anti-air and anti-submarine drills.

The second part of the operation focussed on interoperability between ships of different nations, in which Chatham was part of a multinational group protecting a humanitarian relief convoy.

Opposing aircraft, submarines and ships attempted to disrupt the convoy's passage, requiring offensive action from the convoy.

The exercise ended in Kiel for debriefing and a chance to take part in the activities of the Kieler Woche sailing festival, which saw members of the ship's company enter a rugby 7s tournament and a sailing competition.

During the six-week deployment, the frigate covered 4,500 miles and also visited to Estonia, Russia and Poland.

Chatham also carried out exercises with two Russian patrol vessels before Baltops began.

Chatham, now back in Devonport, will deploy again later this summer after a period of leave.

Frigate set to return

TYPE 23 frigate HMS Marlborough is set to return to the front line following a six-month upkeep period.

The Portsmouth-based ship has undergone a modernisation package which included fitting:

- a new 4.5in Mod 1 gun
- new flight deck systems
- new electronic warfare equipment
- the Command Support System
- the Navy Star network.

Fresh water capacity was increased by 50 per cent and the main gearboxes were also overhauled.

There were also major upgrades to accommodation on board.

FSL Ltd, which carried out the work, presented the Commanding Officer of the ship, Capt Potts, with two smart new funnel badges representing the ship's crest, the mythical wyvern.

The badges supersede the Captain F4 badges, made redundant by recent changes.



● The bomb found at Faslane is exploded in open water in the Clyde Estuary

Bomb found at Faslane

AN UNEXPLODED wartime bomb found at Faslane has been safely detonated in the Clyde estuary.

The 1,000lb British bomb was discovered by French divers on the sea bed in the base during a training exercise.

As Faslane was used as a wartime munitions handling depot it is possible that the bomb was lost over the side of a ship at the port.

As it was less than 30 metres from the nearest jetty, ships and

submarines were moved as a precaution while the bomb was raised to the surface.

It was then towed 30 miles out into more open water at Killybrannan Sound where munitions experts from the Northern Diving Group detonated the device using plastic explosives, while a 1.5 mile safety cordon was maintained.

The coastal road and railway line were closed for an hour as the bomb was towed away.

Argyll gets straight down to business

ARMILLA patrol ship HMS Argyll lost no time in getting down to business.

The Type 23 frigate had no sooner taken over from her sister, HMS Portland, when she was pouncing on sanctions-busting merchant ships defying the United Nations embargoes on Saddam Hussein.

Within two hours of arriving in theatre the ship's boarding parties

had turned a tanker back into Iraqi waters.

And less than 24 hours later she helped Coalition ships intercept four motor dhows, which failed to stop when requested.

Argyll's teams stopped and searched one of the dhows, and found more than 300 tonnes of illegal oil. Although one of the four escaped, the total value of contraband on the three searched dhows was £210,000.

before she began her first patrol, Argyll had spent four days in Bahrain, where the warship hosted an evening reception and dinner attended by Under Secretary of State for Defence Dr Lewis Moonie.

While alongside the ship's sports teams stretched their legs against local opposition, the cricket and rugby teams narrowly losing, while the football team won against a side undefeated in two years.

On sailing from Bahrain the ship conducted a one-day exercise with the Royal Bahraini Navy patrol ship Ahmad al Fateh.

Meanwhile HMS Portland handed over on a high note, having maintained the success rate of her predecessor, HMS Kent.

Portland, on her first operational deployment, kept the pressure up until the end, tracking and boarding the mv Devo - found to be carrying 3,100 tons of illegal oil, - in her final month on station.

During her deployment Portland carried out a total of 56 boardings, detaining five ships for possession of illegal cargoes - two of them night boardings.

Much of the work was carried out in temperatures in excess of 45 degrees, two fires were extinguished on ships being boarded, relief was provided to several ships that had run out of food, and medical assistance was provided for a wide range of ailments.

Portland visited Malta, Bahrain, Kuwait, Dubai, Oman, Qatar and Saudi Arabia and Palma, and hosted schoolchildren, ambassadors, business people, princes and politicians.

She also exercised with the navies of the United States, France, Australia, Qatar, Kuwait and Saudi Arabia.

The ship's charity funds were not overlooked, as throughout the deployment members of the ship's company took part in a 'Guzz to Gulf Charity Challenge', which required a team of runners covering the entire distance between Devonport and Bahrain in upper deck circuits - the brainchild of CPO Phil Copley, and led by CPO Happy Day.

Right place, right time

TIMING is everything, and HMS Newcastle seems to have the knack.

The Type 42 destroyer, on Atlantic patrol duties, was in Rio de Janeiro when the World Cup final was played, and consequently was on hand when a party of gigantic proportions broke out upon Brazil beating Germany 2-0.

The ship carried out an exercise with Brazilian ship Dodsworth - the former RN Type 22 frigate HMS Brilliant.

The Commanding Officer of Newcastle, Cdr Jeremy Blunden, reported that Brilliant was "in extremely good condition and was still going strong."

RFA tanker Grey Rover also joined the exercise. Many of the ship's company had a chance to take in the sights of Rio, and Sally the Bear tagged along as usual, being photographed in all the tourist spots.

Newcastle is the first British destroyer or frigate for 20 years to host an Argentine naval officer at sea.

Lt Jorge Suaya, who sailed from Rio to Barbados, said: "I have been overwhelmed by the friendly atmosphere on HMS Newcastle and by the kind greeting I received on joining the ship."

Lt Suaya was indoctrinated into the ways of the Navy when he was invited to take a tot to mark the Golden Jubilee.



● Sally the Bear steps out in Rio

Scott proves popular on voyage home

HMS SCOTT proved a popular ship as she returned from her most recent tasking in the Indian Ocean.

Visitors began embarking from the time she passed through the Suez Canal until she reached Portsmouth, where she is undergoing a spell of upkeep in the hands of FSL Ltd.

The new COMDEVFLOT organisation was the first in line with the visit of Captain Hydrography and Meteorology and his Chaplain, followed swiftly by the Worshipful Company of Water Conservators - Peter English (Master) and Nick Paul (Past Master) joined in Toulon and were able to tour the ship and learn about her capabilities en route to Gibraltar.

Four Newcastle-under-Lyme School CCF Cadets, escorted by Lt Cdr (CCF) Nick Carter RNR, were also on board during this leg.

While in Gibraltar two Southampton University - Royal Navy Unit students and two senior representatives from the UK Hydrographic Office were welcomed on board.

MID Jennifer Kedge and OC Sarah Lawford took part in a number of shipborne activities.

Messrs Salmon and Mr Fielding were embarked to expand UK Hydrographic Office/SCOTT understanding, not only on the surveying side but also to achieve greater understanding of each other's daily routines.



● LWTR Billy Elder with Cadet Fleur Glancey of TS Scott in Maidstone

Last of 20 visitors in 20 days were four cadets from TS Scott, based in Maidstone, who were chaperoned by their CO, Lt (SCC) Peter Lewis RNR, and Executive Officer, Lt (SCC) Deirdre Lorimer RNR.

They met the ship in Plymouth, and all the way to Portsmouth the cadets were kept busy helping each of the departments, including the gangway and galley staff, the stewards, bridge team and stores staff.

Scott's refit will include an upgrade in sonar fit and a full overhaul during the summer months in order to be back to sea and fully operational by the autumn.

Once back at sea and clear of operational sea training the ship will be deploying back to the Indian Ocean.

Spartan crew is enlightened

CREW members from HMS Spartan have visited the headquarters of the Northern Lighthouse Board, whose chief executive James Taylor is a former Commanding Officer of the submarine.

After lunch at the Edinburgh bus, the submariners were given a presentation on the activities of the Board, which is responsible for all navigational aids in Scotland.

They then toured the workshops and command centre. The avowed aim of the NLB is to monitor all their navigational aids and detect any failure before the users do.

The visitors also presented Mr Taylor with the submarine's crest.

A week later Spartan returned the favour by hosting members of the NLB on the boat in Rosyth, where the visitors took in a fire exercise and got to fire watershots.

Spartan has been in LOPR long overhaul period (refuelling), or a mid-life refit - since 1999, and is due out of Rosyth next month.

If her trials go well she should rejoin the Fleet early next year.

Vanguard team visits Islay and Jura

SUBMARINERS from Trident-missile boat HMS Vanguard escaped their normal refit duties in Plymouth for a few days to visit the affiliated islands of Islay and Jura.

Much of the visit was spent with the submarine's adopted charity, the Islay Disabled Endeavours and Actions, a self-supporting group which relies on donations and funds they raise themselves.

The Vanguard team erected a small jetty for them at Loch Ballygrant, allowing wheelchair access to the group's fishing boat.

They also handed over a cheque for £230 raised by running in the Plymouth Half Marathon.

In the quieter moments the Navy men took the opportunity to meet members of both Island councils, sample some of the local malt whiskies and walk the beautiful Jura Pappas.

The team was Lt Cdr Paul Dailey, WO Andy Jeffrey, CMEA Bob Hazlewood, CCWEA Scott Bastable and OM Lee Parden.

Talent waits for her refit

Nuclear submarine HMS Talent had been withdrawn from service early as other refits take priority.

The Trafalgar-class boat enters a long overhaul period in Devonport next spring but Armed Forces Minister Adam Ingram, in a written answer in the Commons, revealed that Talent has been laid up until the refit starts.

Talent, said Mr Ingram, reached her maximum permissible commission length in mid-June. The delay in starting the overhaul results from the need to arrange Devonport's work load efficiently.

The refit of Trident missile submarine HMS Vanguard was another factor in the decision, as was the need "to balance available funds with more high-priority competing demands".

The move is unlikely to result in any savings, as maintenance charges will cancel out reduced operating costs, although manpower released can be used elsewhere.

Flying visit

Defence secretary Geoff Hoon paid a brief visit to Afghanistan on the first leg of a visit which took in Pakistan and India.

Mr Hoon met British troops with the International Security Assistance Force (ISAF) and members of 45 Commando on his one day in Kabul.

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Ships of the Royal Navy No 561



Cadets shape up Bristol-fashion

YOU only live twice! Despite what many people might think, Type 82 destroyer HMS Bristol is still in commission.

She has changed a bit from her first flush of youth, and can now be found as the Royal Navy, Royal Naval Reserve, National Cadet Forces and Youth Organisations Harbour Training and Accommodation Ship moored permanently off HMS Excellent, Whale Island.

For 50 weeks of the year, HMS Bristol sees a steady flow of children and adults, all experiencing the Naval way of life in this unique environment through Flag Officer Training and Recruitment.

Youngsters get a chance to spend days at sea in the numerous boats and yachts that flock around Bristol's skirts, and visitors can come from across the globe.

The ship also provides a training venue for RN courses. Military training teaches students to fend off intruders, and slingers move heavy machinery in the confines of the engine rooms. Medics, divers, chaplains also gain from training in, around and under Bristol.

Bristol, as a Type 82 destroyer, was first conceived to provide escort cover for the new 53,000-tonne carriers proposed in the

1960s. When these carriers were cancelled in 1969, the escort destroyer programme followed. But the first of class was well-advanced, and approval was given to complete this one ship.

In her time Bristol was considered a versatile ship with three modern weapons systems backed by a sophisticated Action Data Automation system involving four types of radar and two sonar.

She also had the capacity to act as a Flagship and Command and Control platform for a Task Group commander with an extensive communications suite. It was in this role as Flagship that she relieved HMS Hermes in the later stages of the Falklands Conflict in 1982.

In 1987 Bristol became flagship to the Dartmouth Training Squadron where she offered sea training for officer cadets.

The current HMS Bristol is the seventh ship to bear the name, a title that was also briefly carried by a shore establishment in Bristol from 1942-43.

The first Bristol - with the extra 'T' - was part of Oliver Cromwell's Commonwealth Fleet in the war against Holland. Launched in 1653, this 48-gunship foundered in April 1709 after successful battle with a French raider. On her loss, the second Bristol was promptly ordered, and the 4th rate served her country for 57 years, 1711-68.



● The Royal Navy's Harbour Training ship, HMS Bristol - the first and only of her class

The Bristol of 1773 to 1810 had one particularly notable member of the ship's company. In less than six months, Lt Horatio Nelson rose from Third Lieutenant to become First Lieutenant in 1778.

The next Bristol only held the name for two years from 1812-14,

changed from Agincourt when she became a prison ship. The fifth Bristol was a wood screw frigate powered by sail and steam that served from 1861 to 1883.

The penultimate Bristol was a protected cruiser of the Town class, the only one with two screws rather

than the standard quadruple propulsion. She was launched in 1910, and survived World War I to be broken up in 1921.

■ **Apology:** HMS Express was mistakenly called Exploit in the first part of July's Ship of the Month.

Facts and figures

Class: Type 82 destroyer
Pennant number: D23
Builder: Swan Hunter, Wallsend-on-Tyne
Launched: 30 June 1969
Commissioned: 31 March 1973
Decommissioned: July 1991
Recommissioned: 7 May 1993 as National Cadet Forces and Royal Navy Harbour Training Ship
Displacement: 6,300 tons
Length: 154 metres
Beam: 16.5 metres
Draught: 5 metres
INITIAL COMMISSION
Speed: 30 knots
Range: 5,000 miles at 18 knots
Complement: 407 (29 officers and 378 ratings)
Weapons: Ikara homing torpedo system (removed 1985); Sea Dart; mortar system; 4.5in Mk8 GP single-mounted rapid-fire gun; 20mm Oerlikons; 20mm GAMBO BMARC and 30mm twin BMARC close range
Main machinery: Two AEI steam turbines in tandem with two Rolls Royce gas turbines; 60,000shp; twin screw
CURRENT COMMISSION
Complement: 43 officers, ratings and contract civilians
Numbers trained (2001): 5,122 RN; 12,307 youths; 17,429 total
Numbers trained (to end of April 2002): 1,378 RN; 4,857 youths; 6,235 total
Boats: Bosun dinghies, Lasers, Cheverton champs, Toppers and Admiralty Sailing Craft

BATTLE HONOURS

Santa Cruz.....	1657
Lowestoft.....	1665
Four Days' Battle.....	1666
Orfordness.....	1666
Solebay.....	1672
Texel.....	1673
Finisterre.....	1747
Falkland Islands.....	1914
South Atlantic.....	1982

AIRCRAFT OF THE ROYAL NAVY No 70



● Westland Whirlwind HAR 1 flying from ice patrol ship, HMS Protector Picture: Fleet Air Arm Museum

Westland Whirlwind

THE three-man Westland Whirlwind helicopter was a British-built version of the US Sikorsky S-55.

In its early incarnations (HAR 1, 3 and 5) the aircraft served in non-combat roles, including search and rescue and communications functions.

It was to become the first British helicopter designed for anti-submarine work in the front-line when the HAS 7 came on the scene in 1956. It was equipped with radar and dipping Asdic for submarine detection and strike weapons.

The first operational squadron for these more advanced anti-submarine Whirlwinds was No.845 in August 1957, although the initial HAS 7s were delivered to No.700 earlier that year.

Two years later the HAS 7s were withdrawn from service for modifications for some months before returning back to operation in No.815. From that point, the Whirlwind began to replace the Gannet in anti-submarine squadrons.

The first appearance on the British stage for the Whirlwind was in 1952 when the

American-built HAR 21 and HAS 22 Sikorsky S-55s led the way, but then the first prototype British Whirlwind HAR 1 flew in August 1953.

The initial ten HAR 1 in the Fleet Air Arm went into service with 705 Squadron. These were then followed by the HAR 3 which had a larger 700hp Wright Cyclone R-1300-3 engine than the 600hp Pratt & Whitney Wasp R-1340-40. It was not until 1955 that the HAR 5 flew for the first time with a British power plant, the Alvis Leonides Major.

In its last HAS 7 version this engine was a 750hp Alvis Leonides Major 755/1. This helicopter had a hovering ceiling at 9,400ft and a range of 334 miles at 86mph. Its top speed of 109.5mph could be achieved at sea level. In length the helicopter was 41ft 8.5in, height 15ft 4.5in and with a rotor diameter of 53ft.

The Whirlwind operated from 814, 815, 820, 824, 845, 847 and 848 Squadrons and was part of 705 and 771 Training Squadrons.

The aircraft was to be found in its search and rescue role at Brawdy, Culdrose, Lossiemouth and Yeovilton.

From its start with the Navy, the Whirlwind came to be used by all three Services.

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The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Welfare Controller at RNBT Headquarters.

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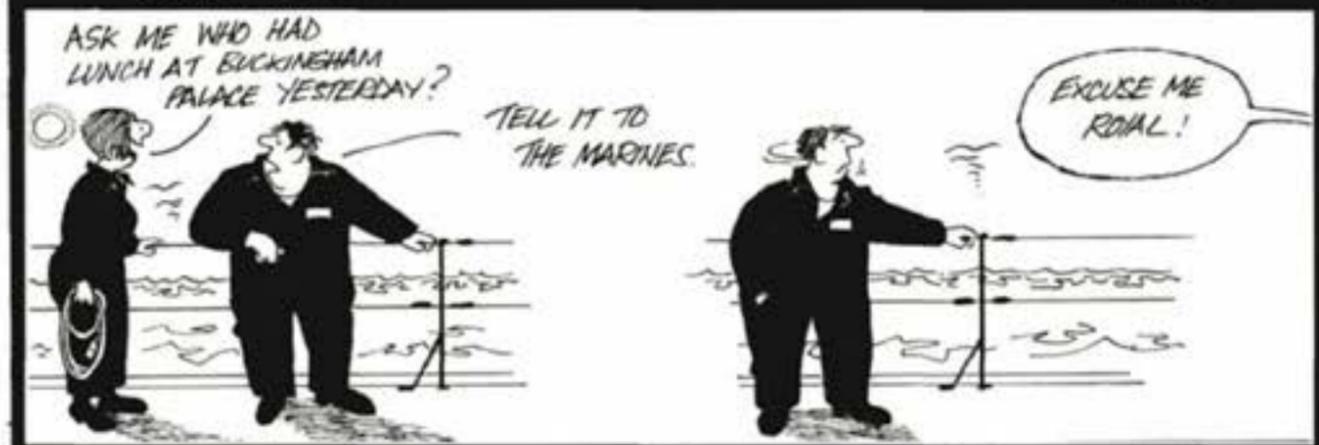


THE ROYAL NAVAL BENEVOLENT TRUST
 SUPPORTING THE 'RNBT FAMILY'



JACK

BY TUES



Glorious glass

FURTHER to Anthony Myers' painting of HMS Glorious (July issue), readers may be interested to see the stained glass window in St Peter's in Martindale Church, south of Ullswater.

Dedicated to HMS Glorious, it shows the ship's badge superimposed on a plan view of the ship and carries the dedication "In Memory of Lt Cdr William Hugh Parkin Fleet Air Arm RN and the Officers and Men killed in action. HMS Glorious sunk in Norwegian waters 8th June 1940". - K. Burton, Frimley Green, Surrey.



Asbestos rule treats us as 'second class' sufferers

THE MICK Knighton Mesothelioma Research Fund has been launched in conjunction with the British Lung Foundation in memory of my husband who died of the disease in March, 2001, aged 60.

Mesothelioma is an asbestos-related illness for which there is no cure. At least 5,000 people will die each year from asbestos-related illness in the UK as a direct result of being exposed to asbestos at some time in their lives.

This figure will rise to 10,000 by the year 2020, making asbestos the largest cause of male mortality for men under the age of 65.

However, asbestos does not discriminate and we are all susceptible to its effects. There is no minimum exposure - one fibre is enough to kill.

There is generally a long delay between exposure and symptoms of the disease and it can lie dormant for 40 years or more. This time bomb is about to explode and more and more cases of Mesothelioma will be seen over the next 20 years.

My husband Mick contracted this killer disease while serving in the Royal Navy when asbestos products were used throughout ships. His character, sense of

humour and courage made such an impression on all who knew him that his family and friends have set up this Research Fund to help others. I do hope your readers will help us reach our target of £100,000 by adopting us as their ship's charity or by making a donation. - C. Knighton, Wallsend, Tyne and Wear.

RECENT judgments by five Law Lords have found in favour of all civilian people who make lawful claims supported by appropriate medical evidence against any

employer who exposed the claimant to asbestos dust.

This verdict was a great relief to all sufferers, their families and carers. However, ex-RN personnel who served prior to 1987 are excluded from this process.

I served in the 1960s and 70s in HMS Ulster, Albion, Falmouth and Fawn and last year at the age of 53 I was diagnosed with an asbestos-related lung disease. But I am made to feel second class against dockyard and civilian workers. - J. P. Connelly, Callington, Cornwall.

Polish pair recalled with pride

IN YOUR excellent article on 'The Night Poland Saved Cowes' you stated that ORP Blyskawica sank the first U-boat of the war. I respectfully suggest this is not quite correct.

I venture to suggest that U39 was the first to be sunk on September 14, 1939 off Rockall by HMS Faulknor, HMS Foxhound and HMS Firedrake, all of the 8th Destroyer Flotilla.

Six days later these three ships sank U27 in the same area.

At the time I was serving as a stoker 1st Class in the Faulknor, the flotilla leader under the command of Capt Charles Daniels.

I have no wish to deny any of the very brave efforts displayed by the Polish Navy. We were the nearest ship to Blyskawica's sister ship ORP Grom when she was bombed and sunk at Narvik and we rescued her survivors. - V. Coles, Newbury.

The last time I saw the Blyskawica she was hard aground in Bejaia harbour, Algeria, having been bombed and beached.

I was a member of a combined ops group RNB558, available if any resistance was met on the mainland. Unfortunately my ship, the Karanja, was bombed and sunk and the survivors were ordered back to Algiers to rejoin our unit.

I have seen the odd glimpse of the Karanja and the Blyskawica on one of the war films shown on television, but finding that Blyskawica is preserved in Poland was a very pleasant surprise.

I would very much like to know how and when she was salvaged and whether she took any further part in the war. - A. Leverton, Nottingham.

BLYSKAWICA and Grom also saved our lives in 1942.

I was serving in HMS Cheshire, an armed merchant cruiser, and our ship was in charge of a convoy coming from South Africa when we were attacked by a U-boat pack and torpedoed. Because of the damage, we had to make our way to Belfast over the next ten days

and we were escorted by the two Polish ships whose crews fought off attacks by the Luftwaffe.

None of our crew was lost and I shall always give thanks to the efforts of the crews of those two ships. - B. C. Osborne, Enfield.

Falmouth pullies

I CAN offer another slant on the woolly pully story told by Cdr Barlow.

As we completed HMS Falmouth's refit in Portsmouth early in 1971, it was clear that the woolly pully was going to come, but her wardrobe felt that their MODships were rather dragging their feet over its introduction.

It so happened that we had a midshipman who had a brother in the Royal Signals, who were already wearing a navy-blue pully. With the agreement of the Captain, Cdr Jeremy Dreyer, we arranged to buy enough Royal Signals sweaters to kit out the ship's officers, plus one as a possible peace-offering for Flag officer Sea Training.

So in about May 1971 we went off to workup at Portland, wearing our unofficial woolly pullies. If challenged, the party line was "We're wearing them for trial". In fact, we went unchallenged and a large number of the Sea Training staff remarked on what a good idea they were.

I wore mine for quite a number of years after that, although sometimes people looked slightly puzzled by it, because it only had woven cloth shoulder straps, not the reinforcement at shoulders and elbows of the official issue.

So I think Falmouth was at least neck-and-neck with Fearless, if not ahead of her in the introduction of the woolly pully. - Capt R. F. Channon, Colchester.

CONVENTIONAL DEPARTURE

I AM a former conventional chief electrician submariner of 20 years' service, having left the mob in 1987.

My last sea service was aboard HMS Otus as spare crew in the mid eighties just before she went to refit.

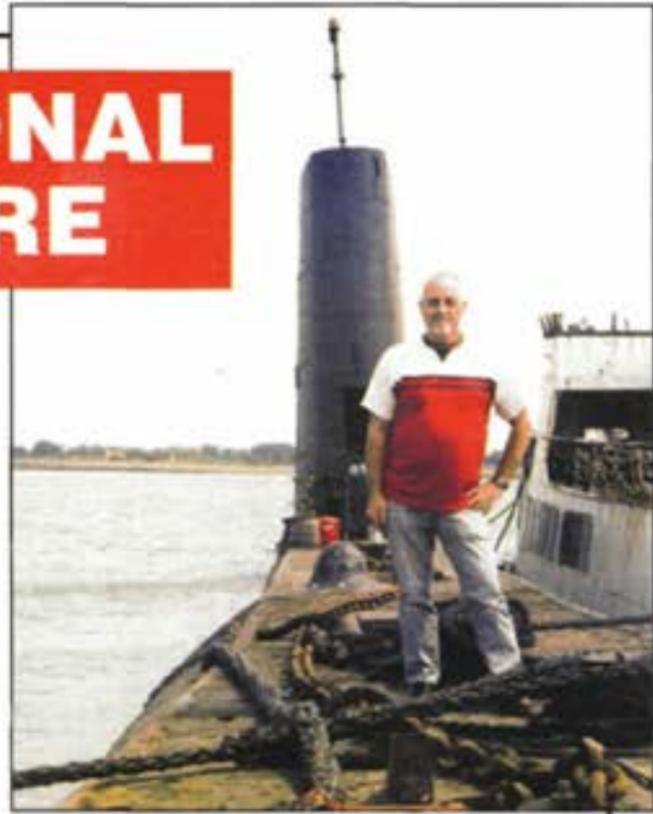
Find enclosed a picture of Otus and of myself onboard her as possibly the last conventional submariner to go out on an 'O' boat. I took up the invitation of the pilot Jerry Clarke of Portsmouth Commercial Docks to run her out with the German tug crew and her new owner on her way to a refit in Germany prior to going on exhibition.

One old relic onboard another, so to speak. - J. Parker, Gosport, Hants

MY MOTHER and I were both pleased and surprised to read of your plans to bring the Olympus back to the UK.

My father, Gordon Hooper, was the Coxswain in the Olympus and we lived in Barrow while she was being built. We then moved to Scotland while she was in Gareloch and both my sister and I were christened on board.

Apart from when she left Dolphin for Canada, the last time I saw her was in Plymouth when she was there for Navy Days. Sadly my father passed away in March 2000 and seeing your article in the Navy News really made my mother's day. - S. Sutton, Portsmouth



No. 577 48th year

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Rough ride on the Walrus

MICHAEL Lees would like to thank the many readers of *Navy News* who helped the research for his painting of a Supermarine Walrus recovery by a RN cruiser on a Russian Convoy.

There was much conflicting advice because procedures developed and changed during the war, so the experiences and photographs of Rear Admiral David Kirke and Capt James MacWhirter (both Walrus pilots on Russian convoys) have been used when advice has clashed.

During a Russian convoy the Walrus was kept in the air in order to force following U-boats below the surface. In all but gale conditions, the Walrus was catapulted on a three to four hour mission. The captain decided which side to recover the aircraft, dependent on the tactical situation.

He dropped back from the convoy to give manoeuvring room, and steamed at 90 degrees off the wind. As the aircraft approached, the ship turned hard to port or starboard and headed into the wind. This created a "slick" or smoothing of the breaking waves at the stern.

At the same time the captain ordered an immediate landing by raising Flag "F" to the hoist on the side chosen for recovery.

The Walrus would plummet out of the sky - people said that the pilot threw a brick out of the window and followed it down to get the correct glide angle! - stall into the slick, then race to catch up with the ship which, in order to avoid torpedo attack, was still steaming at up to 14 knots.

The Walrus observer opened the front hatch to pick up a floating grass line towed from the ship's boom, whilst the Telegraphist Air Gunner climbed onto the top wing ready to hook on. This took

courage as, if he fell or was knocked backwards, he fell into the propeller, and if he fell forwards he fell into the sea.

The Walrus was towed by the grass rope next to the ship at up to 14 knots with about 6ft clearance from the wing tip. The gunner on the top wing hooked onto a Thomas Grab hung from the ship's crane. A skilled crane man, linemen and men ready to fend off hoisted aboard the ship in a co-ordinated action and then the next Walrus was catapulted.

The whole procedure had to be completed before the slick died away. Recoveries taking a minute and a half have been recorded and also on record is a recovery at 15 knots in a 25 knot wind after HMS Kenya sank a German supply ship spotted by her Walrus with a U-boat alongside.

Although the painting is of one aircraft and of one ship, it is drawn from the experience of many men in many ships. There are some 20 men in this large painting (some 4ft across) and it is their courage and teamwork in terrible conditions that inspire it. As painting one gun barrel took a full day, there had to be a detailed understanding of procedures and equipment.

The painting has been exhibited, is in demand for other exhibitions and will be sold. There will be a brochure describing the action in the men's own words, photographs and diagrams.

If there is interest, a limited number of prints may be produced. Anyone who would like to register an interest in the original, the brochure or the prints should contact The Art of Michael Lees, Station Farm Barn, Station Road, Ellingham, Suffolk NR35 2EW. - R. Lees, Ellingham.

I WAS a member of the crew of the Walrus embarked in HMS Shropshire in 1941 and the method of recovery of the aircraft as described in your June issue was certainly not ours.

The aircraft was catapulted



off the starboard side and recovered there. The method of attaching the crane hook was that the Telegraphist Air Gunner, from his position aft, went through the aircraft forward of the aircrew and climbed onto the upper main plane, the crane hook then being attached by him.

This was to say the least a rather hazardous operation for the TAG. If the sea had got up behind, he had very little to hang on to as may be seen from the enclosed photograph (right).

The aircrew was still turning as the pilot was manoeuvring under the crane, the ship still being under way.

The Shropshire was able to catapult off from either port or starboard as there were recovery cranes on either side. The ship went for refit in 1942 when both the catapult and torpedo tubes were removed before she was handed over to the Royal Australian Navy. - W. W. Kenny, Weymouth.

IN 1948, while waiting to join the Navy, I worked at Airtech Ltd, Haddenham, Bucks, as an office-junior-mad-about-aircraft.

Walrus 2301, which had ended her operational life as a ferry in Ireland, was parked in the corner of the Halton hangar, where Halifax bombers



were converted to Halton freighters for the Berlin Airlift.

Her mainplanes were folded, floats detached and hung on the hangar wall, tyres flat, and covered in dust - very neglected.

When I enquired as to her future, I was offered her - seriously - for £5, exactly twice my weekly wage!

Later on, in the early 1960s, *Flight International* appealed for information about any surviving Walruses, and the remains of L2301 were pictured on the dump at Haddenham.

All the bits that could be found were shipped to Arbroath, and the resulting rebuild is a delight to see at Yeovilton. - J. A. Berrecloth, Dundee



● Walrus L2301, restored at HMS Condor, Arbroath in the 1960s, shortly before being handed over to the Fleet Air Arm Museum

Nuns etc were welcome at Twickenham match

IN AM writing, as the Chairman of the organising committee, in response to Cdr Doolan's letter about this year's Army v Navy rugby match (July issue).

He raises a number of points and I will cover each of them, but I would start by saying that it is a shame that he brings them to my attention through *Navy News* rather than by writing through the RN Rugby Union.

I was already aware of the problem that arose this year over the number of toilets. We provided more this year, bringing us up to about the same number as for an international with almost twice the crowd, but there was still a problem, which we will address, along with the need for more rubbish bins, for next year.

Turning to security and policing. The presence of large numbers of Service personnel including some very senior officers (and, in past years, royalty) and the extremely high profile of the match as a Service event mean, I am afraid, that there is no getting away from a highly visible and, unfortunately, inevitably intrusive security presence - it goes with being in the Services today.

Cdr Doolan says that the policing was excessive. I think he was lucky not to see anyone misbehaving because of drink. I certainly did, but the reason why it did not spoil his or anyone else's enjoyment was the effec-

tiveness of the policing. The event is billed as "more than a rugby match" and the committee promotes the sporting and social mix and encourages the attendance of families. He should be aware that the number of streakers and drunks behaving very anti-socially got so bad a few years ago that we almost lost Twickenham as a venue.

I am well aware of the traditions and there is no reason why anyone should be turned away for wearing anything that is not actually illegal (ie indecent). I know that several of the crowd were admitted in ladies' clothing (I hope including underwear), as were the many Supermen, nuns, clowns and others. To my knowledge, the only people refused entry were on the grounds of drunkenness - a legal restriction common to all sporting venues.

I was very pleased to read that Cdr Doolan and his friends enjoyed their day out, and gratified that he recognises the growth of the crowd - it is the result of a great deal of hard work. Our use of Twickenham is only possible because of the level of effort from the military police, Redcaps and shore patrol.

I hope that his experiences this year will not put him and his friends off from attending the Army v Navy Day next year, which should be bigger and better. May 3, 2003 - be there and support your team! - **Brig Mike Roycroft**, Chairman Army v Navy Match Committee



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HISTORY

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AIM

The Royal Navy & Royal Marines Children's Fund

Formed from The RN & RM Children's Trust and The RN & RM Children's

Home is the premier charity for providing charitable help to children of serving and ex-serving personnel of the Royal Navy, Royal Marines, The Queen Alexandra Royal Naval Nursing Service, the former Women's Royal Naval Service and the reserves of these forces.

HOW HELP IS ORGANISED

Consideration of every circumstance is given swift and sympathetic attention by people who understand the difficulties of service and seafaring life. Applications can be made at any time. Those seeking assistance can contact the office direct for an application form.

The Royal Navy & Royal Marines Children's Fund
311 Twyford Avenue, Stanshaw, Portsmouth PO2 8PE

Applications and referrals should be made to:
Mrs. M. A. Bateman or Mrs. L. Smith at the address above or by phone Tel: 023 9263 9534

People in the News

Rockin' all over the Ark

VETERAN musicians Status Quo had them rockin' all over the Ark when the band dropped in on aircraft carrier HMS Ark Royal to film a video as she returned from Exercise Dynamic Mix in the Mediterranean.

Andy's bright idea for boats

TRENCHANT submariner CPO Andy Vine has gained financially from his suggestion to develop IT software to analyse results from routine tests and maintenance of submarine weapon launch equipment.

The software has the potential to reduce repair times, and is about to go through testing at sea. If successful, the software could be developed by the British defence industry, with further financial benefit for CPO Vine through the MOD's GEMS award scheme.

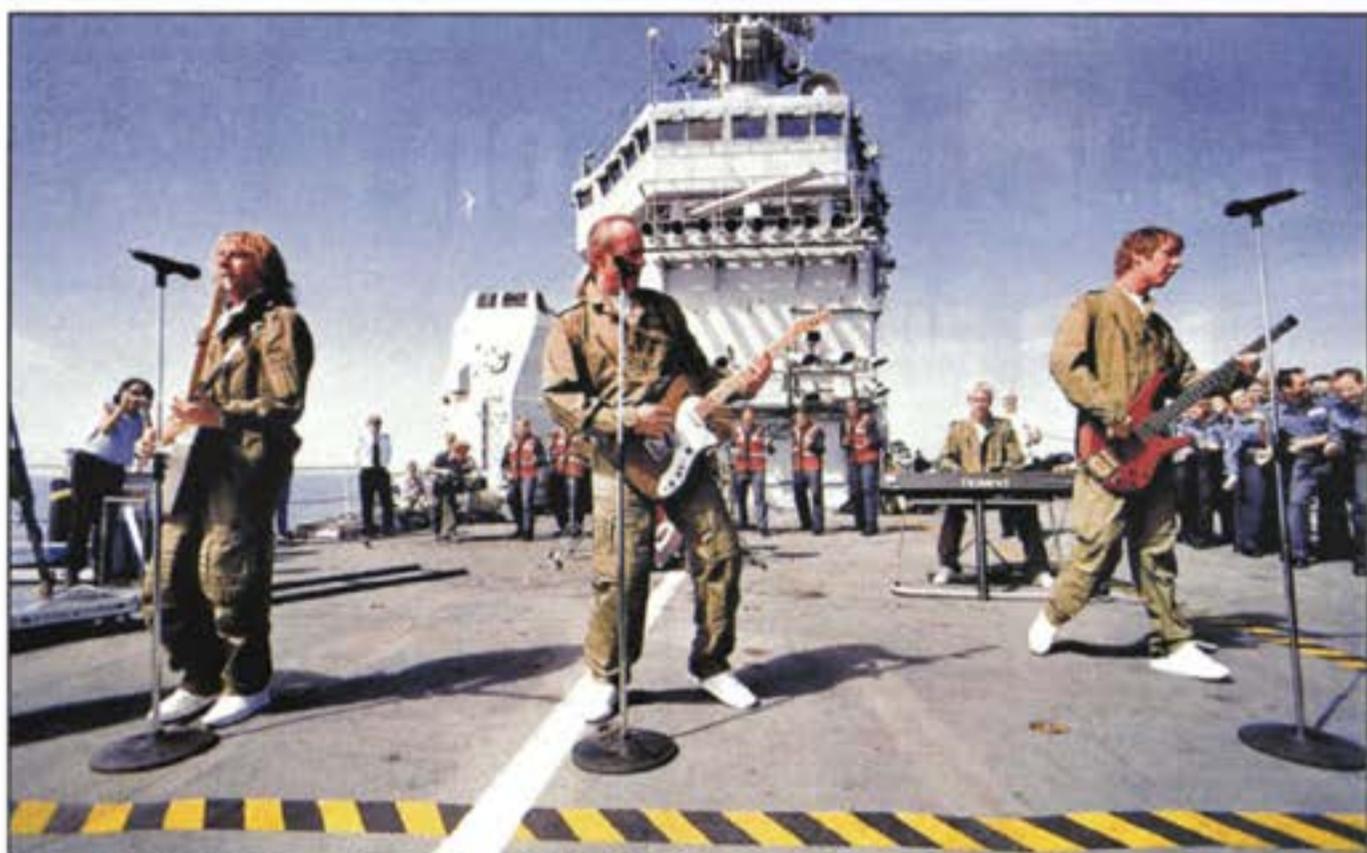
He said: "As a maintainer any system that aids in fault diagnostics and calibration is a bonus."

Members of the ship's company and 800 Naval Air Squadron, embarked for the exercise, took the opportunity to meet the band – and persuaded them to supply a set of autographs, which now adorn Sea Harrier no 128.

The NATO exercise featured 18 warships from various nations, and was based around the Straits of Gibraltar.

The clarity of the water led to the Sea Harriers assuming a new and unusual role as submarine detection platform, as both Flt Lt Parker and Lt Tremelling spotted and alerted the task group as to the presence of submerged 'enemy' submarines.

The trip culminated in a family day, when 800 Squadron did a four-ship flypast, led by senior pilot Lt Cdr Tim Taylor.



● Status Quo film their video on the flight deck of HMS Ark Royal



● WO Peter Hooson with CPO Vernon Morris and his son Antony

Prize for the skies for Liverpool man

LT ROB McCURRACH of HMS Liverpool has been awarded the Herbert Lott Prize as top Fighter Controller in 2001.

The Fighter Controller course lasts for six months, and includes three months of live and simulated aircraft control at the School of Fighter Control in RNAS Yeovilton. Since qualification, Lt McCurrach has also served in HMS Gloucester.



● Lt Rob McCurrach

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For further details write or call:

Assistant General Secretary

The Officers' Association,

48, Pall Mall, London SW1Y 5JY

Tel: 020 7389 5204 Fax: 020 7930 9053

Family links at Raleigh

HMS RALEIGH'S WO Peter Hooson must have thought he'd slipped back in time.

At the Passing Out Parade of one of his division, OM Antony Morris, he came across Antony's father CPO Vernon Morris.

An eerily familiar face, for WO Hooson had also been the father's Divisional Officer back at Devonport Naval Base in the 1990s.

Vernon is a submariner and currently back at Devonport as a CPO WEM at Superintendent Fleet Maintenance. Antony is now at Collingwood completing his specialist training.

Raleigh had another double



● GPOSA Kevin Kennedy with his son MEM Ben Kennedy

score when one of its own, CPOSA Kevin Kennedy, saw his son, MEM Ben pass through the basic course.

Kevin was thrilled that his son signed up and said: "No one ever said that life in the Royal Navy was going to be easy, but hard work and a determination to do well will make you succeed."

Marines hit top notes

IN the second year of the new degree scheme that the Royal Marines School of Music is running with Portsmouth University, four men graduated in July.

The programme has been a big success, with almost one third of the Band Service currently studying in higher education.

The degree can be achieved through different routes, and is tailor-made for individual requirements. Its successful mix of vocational and academic aspects is causing other parts of the Service to cast an eye over its methods.

This year, Band C/Sgt Tom Finnigan (RM School of Music), B/Sgt Paul Meacham (Portsmouth) and B/Cpl Peter Twyman (Plymouth) all received a Bachelor of Music with Honours, while Maj Philip Watson, Director of Music Portsmouth, has achieved a Master of Music.

NOSTALGIC RENDEZVOUS

FOR Dorothy Bradshaw it was a double flashback to World War II on a visit to RAF Lossiemouth.

Her brother, Sgt John Gordon Andrew, an observer on 57 Squadron, was lost 60 years ago in a force of 12 Blenheim bombers that flew from Lossiemouth to attack targets in Norway, and she had visited the base in his memory.

Dorothy herself had served in the WRNS during and after WWII in the Flying Control section at HMS Daedalus.

In Air Traffic Control she relived old times with Lt Stuart Jackson-Smith, who is on an exchange visit to the RAF air base at Moray.



● Dorothy Bradshaw with Lt Stuart Jackson-Smith

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

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STAFF NURSE (female), 44. Seeks genuine naval penpal. **Box Aug 3**

MARINES ARE MY heroes. Inga wishes to correspond with you. I am Swedish-American female. **Box Aug 4**

FUN LOVING attractive Nurse. Seeks single Officer, Sailors, Marine penfriend. **Box Aug 5**

DEBBIE, 34, redhead. Seeks honest fun-loving Matelet 30+ with G.S.O.H. For correspondence/friendship/relationship. **Box Aug 6**

SINGLE FEMALE professional based in South West. Seeks RM for friendship/relationship. I am 34, small with dark hair. Enjoys swimming/running, red wine and Guinness. **Box Aug 7**

SUBMARINER, NO TIES, 49, G.S.O.H., tall. Seeks genuine lady 40-48 for friendship, relationship. Hampshire/Dorset. **Box Aug 8**

ATTRACTIVE SINGLE MUM. Seeks Officer/gentlemen type to correspond with. Must have G.S.O.H. aged 27/32. **Box Aug 9**

MIDLANDS, SINGLE MOM, 30, professional, lively, outgoing. V.G.S.O.H. Seeks penpal for regular contact. **Box Aug 10**

BUBBLY DIVORCEE, 53, varied interests. Seeks tall male penpal, G.S.O.H. **Box Aug 11**

MALE, 33, 5'5" tall, likes most things in life. Seeks similar female for Friendship/relationship. **Box Aug 12**

DI, SINGLE, 36, legal PA, sporty, fun loving, G.S.O.H. Seeks male penpal. All letters answered. **Box Aug 13**

FEMALE, 53, W.L.T.M. N/S male to put sparkle back into life, photo appreciated. **Box Aug 14**

Warm welcome extended to servicemen aged 35-50 by spirited butom wench. **Box Aug 15**

PERSONAL
SLIM BRUNETTE, 5'4" height, brown eyes (large), chestnut brown hair, shoulder length. **Box Aug 16**

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Please note: We can take no responsibility for the nature or source of the replies received.
You must be over 18 to advertise in this column.



Picture: HMS Collingwood photographic section

Refit carrier's handymen to rose's rescue

ALTHOUGH HMS Invincible is in refit, the carrier's team are keen to keep their affiliation with the city of Durham alive.

A group of six recently visited Saint Cathbert's Hospice in the city.

It's been a longstanding arrangement with the carrier that a team of willing helpers will be sent to take on any 'handyman' jobs the hospice offers.

The hospice offers palliative care to people with life-threatening illnesses and their families.

The charity relies heavily on donations from the public, and is therefore always grateful for any offers of help, both financial and practical.

The team of six, officers and rates, were tasked with the restoration of a 30ft rose trellis in the gardens and other horticultural work.

The group spent a tiring afternoon inserting new posts, repairing existing woodwork and fixing the plants.

The team welcomed the constant supply of cups of tea through the rain-filled afternoon, and the St Cathbert's staff were delighted with the results of their hard labours.

One of the six, Lt Chris Smith said: "It always gives a personal satisfaction to be involved with volunteer work, especially when you see the gratitude of those you work for."

"However, it was particularly nice when we returned to work and had a call from the staff to say how pleased their volunteer gardener had been when he saw the trellis restored!"

Future affiliation visits are already planned to the hospice.

Commodore takes to helm

THE JUBILEE Sailing Trust (JST), that brings together disabled and able-bodied people through tall ship sailing, is now under the charge of Cdre Michael Lane.

After a long career in the Royal Navy, the new Director of JST says: "I have spent the past 30 years doing a job I really love and I welcome the chance to move into my second career which I know



The Handicapped Children's Pilgrimage Trust Plymouth Group

Holiday of a lifetime

THOUSANDS of children from the UK enjoy the holiday of a lifetime with the Handicapped Children's Pilgrimage Trust.

Each Easter, HCPT sends groups to Lourdes in France, and the Royal Navy plays its part. In the months before Easter, RN groups in Plymouth, Portsmouth and Faslane raise money, organise travel, meet parents and invite Service children with disabilities to take part.

Plymouth group held a big reunion in Cornwall for the children and parents of past HCPT holidays and those considering going in 2003.

Next year, a team from Plymouth will be taking some ten special needs children to Lourdes at Easter.

The group is looking for helpers and children for next year's pilgrimage.

Contact: 01752 555931

PEDAL POWER AT HMS SULTAN

A team of 47 riders from HMS Sultan took part in the British Heart Foundation London to Brighton bike ride in mid-June.

Some 27,000 riders tackled the 58-mile route, that included the notorious Ditchling Beacon eight miles from the finish.

As a result of Sultan's efforts, it is hoped that at least £4,000 will have been gained for the British Heart Foundation.

Triumph cyclists cover the miles

FIVE sailors from Devonport submarine HMS Triumph have taken on a 250-mile sponsored bike ride from Plymouth to Leicester.

The team are aiming to gain funds of at least £500 towards the purchase of a ventilator for the Leicester Royal Infirmary Children's Unit.

Chief Petty Officers Rob Gay, Dino Kellet, Sean Boulton and MEM Lee Ostrowski are the four men putting in the pedal power, while a fifth, PO Mark Williams will be driving the support vehicle.

Trafalgar-class Triumph is affiliated with the city of Leicester, and the visit is planned to strengthen ties with the local community.

BOOST FOR DISABLED ATHLETES



Simon Strong, a keen swimmer who works in Second Sea Lord's Victory Building, nominated the Fareham and District Sports Association for the Disabled as this year's charity.

Civilian and Service personnel have joined forces to stage a series of sponsored events, including a coastal run from the Royal Marine training base at Lymington, Exeter, a Christmas carol concert, a barbecue, quizzes and raffles.

They have managed to gather together a total of £1,400 to buy new specially-adapted sporting equipment for disabled athletes in the club.

Simon is a member of the club and said: "I was amazed at the total. We're very grateful. It means a lot to us for buying adapted sporting equipment vital to increased participation."

• Pictured above: Rear Admiral Ian Jenkins with members of Fareham and District Sports Association for the Disabled. Simon Strong is seated in the foreground.

Helping Hands



● Cdr Keith Blount, CO of HMS Somerset, shares a laugh with children from Baytree School

Folk flock to see Somerset

GUESTS from all over Somerset gathered to spend the day with their affiliated frigate, HMS Somerset.

All visitors were able to tour the ship and meet members of the ship's company. The Type 23's Lynx helicopter showed its abilities overhead with an exciting flying display.

The Commanding Officer, Cdr Keith Blount, met with children from the ship's affiliated charity, Baytree School, on the bridge, and gave the school a cheque for £670.

The money was raised by Somerset's chief petty officers who conducted a sponsored swim during the ship's last deployment.

Children from Baytree School were also joined by pupils from Queen's College, Bridgwater College and Downside School.

Youngsters from TS Weston and the Bristol University Royal Naval Unit were also part of the crowds exploring the Type 23.

Other guests included the Duke and Duchess of Somerset, Admiral and Lady Layard, the Bishop of Taunton, Lady Gass the Lord Lieutenant and mayors and councillors from Bath, Wells, Taunton and Sedgemoor.



A GROUP of children from Cliffdale Primary School visited Whale and Horsea Islands as part of their school project on 'islands'.

WO Ian Thompson of JSU Northwood took on the task of planning the day out for the local Portsmouth schoolchildren with his wife, Ruth, who works at the school.

The two jovial organisers and hosts from HMS Excellent were WO Barry Homer and PO Dawn Brown.

Their juvenile visitors heard about how Whale Island was built using the soil excavated from Portsmouth Naval Base, with a full tour of the island, a visit to HMS Bristol, and a chance to glimpse the State Gun Carriage which was used for the funerals of Lord Mountbatten and Sir Winston Churchill.

The children also got to see a Field Gun run in HMS Nelson, before crossing over to Horsea Island for a close-up look at sea survival training.

The final highlight was a slap-up meal of fish, chips and doughnuts at the Horsea Restaurant.

Lofty hits lotto jackpot



● HMS Dryad's OM Lofthouse receives his £1,500 prize

LUCKY OM 'Lofty' Lofthouse from HMS Dryad scooped £1,500 just one month after joining the Royal Navy and Royal Marines Sports Lottery.

Another big winner was CCMEA M. Hubbard who has now won on the Sports lottery three times! Once for £25, once for £150 and now the big prize of £1,000.

£4,000 was also the jackpot for HMS Westminster's Charge Chief Morrison. He's been playing since the start of the lottery - and it's finally paid off! He wasn't Westminster's only winner, 18-year-old MEA Maurecmootoo was called before the Type 23's CO to be told he'd won £1,500.

HMS Collingwood also claimed a double. OM(C) Wayne Proctor gained £2,000, and OM(C) Lee Green had a bonus of £1,500.

Appledore church echoes with goodwill

SAILORS from HMS Echo, a new ship being built in Appledore, have been putting their efforts into finding funds for a local church appeal as a mark of gratitude for the generous welcome by the local community.

HMS Echo is one of a new generation of survey ships, which gather data about oceans and navigational routes around the world.

During the build programme, some of the ship's company have been working and living in Appledore.

The vessel's future Supply Officer, Lt Neal Prest, decided to do something to thank the locals.

Looking around for ways to give something back to the village, he came up with the idea that they would give the Seagate Hotel, where a number of the ship's crew are staying, a fresh coat of paint - if the proprietors Mike and Carol Gent would donate over £1,000 towards the repair of St Mary's Church in the village.

St Mary's has to raise £9,400 to complete vital repairs and restoration work to the 1840s building, and this money from the hotel painting will cover the majority of the cost of the clock repair.

Lt Prest said: "We have been made to feel so welcome by the local community we thought it would be great if we could foster closer ties and do something to say thank you for their warmth and hospitality."

Hotel owner Mike Gent said: "The crew members of HMS Echo have been great ambassadors for the Royal Navy."

"It's been a pleasure to have them stay with us."

The wheels on the bikes go round and round

SPONSORED pedal-pushing over 650 miles is planned by the sailors of HMS Montrose from Plymouth to their namesake town in Tayside.

The team of six aim to arrive in Montrose to coincide with the ship's visit for the Freedom of Angus ceremony.

Each rider will spend six hours each day in the saddle. They will be crossing some very scenic - and distinctly hilly - parts of the British countryside, including the Peak District and North York Moors.

Team leader Lt Andrew Snell said: "For each rider to be able to say that they rode the whole 650 miles will be quite an achievement."

"Not mentioning any names, but one of the team has not ridden a bike in 12 years, so fingers crossed that he can still remember how to do it!"

This money-making scheme will benefit Derriford Hospital Neonatal Intensive Care Unit, Riding for the Disabled, and the Dystrophic Epidermolysis Bullosa Research Association.

News in brief

■ THE Reverend Mike Brotherton of RNAS Culdrose has received an outstanding achievement award and a letter of congratulation from the Sharron Davies Swim for Life campaign for covering a distance of 474 miles and raising over £3,000 for the muscular dystrophy charity.

■ A NAVAL Leading Writer has established a golf trophy in memory of her husband, LWTR Alan 'Pads' Padbury. The keen sportsman lost his four-year battle with cancer last year, and his widow Sarah has presented the first recipient, Richard Hamilton, with the Alan Padbury Memorial Golf Trophy which will be won by an annual competition at Portsmouth Royal Navy Golf Club.

■ THE Royal Star and Garter Home's summer ball this year marked the 20th anniversary of the Falklands with a speech from Simon Weston, a vice president of the Home. The evening included an auction and dancing, and generated over £20,000 to support the disabled ex-Service residents.

■ THE Royal British Legion's Poppy Appeal will gain when three Lancaster University students - one a future Royal Marine - walk the West Highland Way then climb 4,300ft up Ben Nevis. The three hope to raise more than £500.

■ THE Jubilee Appeal for Commonwealth Veterans has now raised over £1.5 million. It aims to provide help and support to Commonwealth veterans around the world. This is the only one of the six Golden Jubilee charities nominated by the Duke of Edinburgh.

■ KEEN runners are required by the British Lung Foundation for the Bristol half-marathon in September. Call 0117 925 5810.

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A full order book means busy times ahead for the Ships' Names and Badges Committee

Long odds on HMS Death Star

What's in a name?

Among the many considerations in the selection of a shortlist of names for Royal Navy or RFA ships are:

- Has it a strong RN tradition, and does it have many Battle Honours?
- Does it have a particular association with a type of ship? A survey ship would not be named Royal Oak, or a destroyer HMS Prince of Wales, for example.
- Are there enough usable names for the class of ship? An X-ray Class of 50 would prove difficult.
- Does a name have a strong civic affiliation?
- Is there sufficient gap between the paying-off of the previous ship and the name being considered again?

■ Does the name have an unhappy history - Thetis or Affray, for example.

■ Is the name liable to mispronunciation or corruption into an 'unfortunate' nickname?

■ Does the name have a different or unfortunate meaning in other countries?

■ Does the name have strong links with other navies? Perth, Vampire and Vendetta have connections with the Australians.

■ Has the popular meaning of the name changed over time?

■ Is the name in current use elsewhere in the Navy? HMS Drake and HMS Nelson would thus be ruled out.

HMS EAGLE? Maybe ... HMS Formidable? Possibly ... HMS Death Star? Almost certainly not.

We can't tell you what the names of the Navy's future aircraft carriers will be.

No one can - the Royal Navy think tank which comes up with suggestions will not address the issue until the ships have been ordered, and as yet they are just plans and graphics.

But the Ships' Names and Badges Committee (SNBC) has ruled out a couple of suggestions - so whoever proposed HMS Millennium Falcon and HMS Death Star will be disappointed.

The naming of warships is a potential minefield, as Capt Chris Page, the Head of the Naval



● A computer-generated picture of the Type 45 destroyer - one of the D- (not Daring) class of ship, the names of which have recently exercised the minds of the Ships' Names and Badges Committee.

Historical Branch, is all too aware.

The committee, which meets on an ad hoc basis usually three or four times a year, represents a range of experience within the Navy, and members are co-opted in when their input is pertinent; for submarine names a representative of Rear Admiral Submarines would play a part, for example.

The permanent members are Capt Page (representing the Controller of the Navy), the senior Regional Naval Officer, and the Norroy and Ulster King of Arms, who acts as the Naval adviser on heraldry. The Admiralty Librarian is the secretary.

"Ship's names are very carefully considered - they are not just the whims of passers-by," said Capt Page.

"We will consider all names that are provided to us, within certain constraints."

The list of considerations is comprehensive (see panel top left).

The procedure followed is well-established. The Controller, in discussion with the First Sea Lord and the Admiralty Board, provides the SNBC with a theme, which may be a simple one such as a letter (such as the Type 45 D-class - not, incidentally, the Daring-class), or a more specific one, such as the Duke-class.

"The Controller or the First Sea Lord may lay down criteria, like including place names, or no place names, or admirals," he said.

"I will get a steer from the First Sea Lord via the Controller, saying the theme for the class is this, and he might prefer certain sorts of names are not proposed."

"The SNBC meets and will, by the time we meet, have a huge list of names - probably 150 names in the D-class, for example."

These are whittled down to perhaps one name and one reserve for each ship, which are passed on to the Controller, then to the First Sea Lord (who may consult with colleagues, such as Second Sea Lord and Commander-in-Chief Fleet) before being submitted via defence ministers to the Queen for

final approval.

Only when the Queen has agreed the names can they be announced, so the SNBC is merely the first step in that process.

Such is the interest in names that there is always a degree of lobbying, some quite insistent.

"The SNBC is under pressure from several cities and counties to provide names of that place," said Capt Page.

"There is a city or town affiliation for every ship, and if it is a good one for both ship and town then that would tend to receive more favourable consideration than another with a town which is less careful of its affiliations."

Petitions regularly wing their way to First Sea Lord, pointing out the benefits of having a ship of this or that name - in Capt Page's time, there have been major lobbies for Coventry, Formidable, Rodney, Euryalus and Dorsetshire, among others.

"If a ship has got an association you can be pretty sure it will tend, if it can, to lobby. And we are more than amenable," said Capt Page.

"I welcome any suggestions, because although we are very thorough, it may be a name that we have not got in the frame."

"We have had very outlandish names suggested, but not many."

"HMS Millennium Falcon and HMS Death Star were two examples. We get occasional spotters who write to us, but mostly we get serious and well-argued lobbying from cities and counties."

"Most of the people who write in with silly suggestions write in with tongue firmly in cheek."

"If people get as far as writing to us they usually have an axe to grind, and often they are from an organisation which thought they did well in the war and think they haven't been sufficiently recognised."

■ If you wish to suggest a name for a future Royal Navy ship, write to the Chairman of the Ships' Names and Badges Committee (Head of the Naval Historic Branch), 3-5 Great Scotland Yard, Whitehall, London SW1A 2HW.

There has been no commercial lobbying, and Capt Page believes that will remain the case.

But the passage of time can lead to hard decisions being made, as certain names fall out of favour.

Colonial connotations mean HMS Bombay or HMS Uganda are unlikely to find favour today, as are names which do not chime with the image of the Navy as a force for good - which weighs against HMS Terrible or HMS Devastation.

"Some names are not Jack-proof - there are dozens of these," said Capt Page.

"Even great names like Diomedes; no one knows how to pronounce it, and it gets lumbered with 'Dimweed', although that in itself is not necessarily a strong enough reason to reject a name."

Archaic names like Queen Regent or Faerie are not supported, and if the name exists in another navy it could cause confusion.

Such is the treasure house of Admiralty names that it would be rare for a new name to be created.

"There are so many good traditional names that we would recommend a completely new name only if it had a particular resonance," said Capt Page.

"Sadly, I cannot see us having an HMS Pansy again. Chrysanthemum, too, and Gloriosa - ships of a class that had a very hard and successful war, but that are not likely to be used again in the near future."

But by following the guidelines, impatient ship-spotters can get a fair idea of the names in the frame for the new carriers.

They are likely to include previous monarchs, members of the Royal Family, Formidable, Inflexible, Indefatigable, Ark Royal, Hermes, Indomitable, Eagle, and other typical aircraft carrier and capital ship names.

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Other names you probably won't see

CERTAIN names will never get as far as a final shortlist, for various reasons. Such as:

HMS Karl Marx (politically sensitive, and foreign-sounding); HMS BAE Systems (commercial lobbying is unheard of); HMS Duff (ex-Captain-class frigate with a name which has modern connotations of uselessness, beside being the name of Homer Simpson's favourite beer); HMS Pansy (too nice); HMS Cockchafer (large grey-brown beetles are unlikely to

inspire much favour in the Naval fraternity); HMS Fubbs (strangely-named royal yacht of 1682); HMS Infernal (too doom-laden); HMS Morris Dance (not sufficiently doom-laden); HMS John & Sarah (followed by HMS Kev and Shazza?); HMS Tiny (a member of the Cheerful-class); HMS Negro (World War I M-class destroyer); HMS Psyche (rather too close to Psycho); and HMS Pert (just think of the cap tallies ...)

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19th century bomb thrower restored

FORMER World War II ordnance engineer Bill Adnitt has been heading a team of volunteers restoring two rare naval guns from the late 19th century.

The Armstrong Mitchell 6in BL Gun and the 11in Bomb Thrower were finally assembled on July 19 at Explosion!, the Museum of Naval Firepower at Gosport.

Said Bill: "It's a cracking job to be involved in restoring artefacts for future generations. There's good comradeship down here and twice a week I get to be with old friends working on rare objects".

Curator Chris Henry said both guns were rare examples of early technology.

BL Gun was used in the HMS Colossus Class battleships. It had a mounting designed by Josiah Vivassey, famous for inventing the hydraulic recoil press.

This type of gun would have been used in the bombardment of

Alexandria in 1882.

The 11in Bomb Thrower was an early anti-submarine weapon that would have been mounted on ships such as the 1901 armoured cruiser HMS Leviathan.

Both guns will be on show to the public for the Heritage Days event of September 14-15 or by special appointment.

For bookings and information tel 023 92 505600.

Sutton 60th

SEA Cadets at TS Sutton Coldfield will be holding their diamond jubilee Open Day on September 1.

Former cadets and members of staff should contact Derrick May on 0121 354 5946

SHIPMATE George Swanston (78), Secretary of the E.Scotland Normandy Veterans Association, reminisces with the Prince of Wales about his old Divisional Officer - Lord Louis Mountbatten, who "guided" him while he was serving at Portsmouth Barracks during World War II. The Prince - adopting his title as Duke of Rothesay for the day - was attending the Dedication of the Scottish War memorial at Edinburgh Castle.

Picture: LA(PHOT) Gordon Bruce

Young guns support their community

VOLUNTEER Cadet Corps HMS Collingwood gave demonstration runs in Fareham to help the town celebrate the Queen's Golden Jubilee.

They had earlier the same day taken part in the HMS Hood Association 60th anniversary parade in Portsmouth.

Commodore HMS Collingwood Cdre Philip

Wilcock took the salute as they marched past with members of the Association - all of them ex-Servicemen old enough to be their great-grandfathers.

They were also involved in the HMS Collingwood Field Gun Day, in which the volunteer cadets competition was won by HMS Sultan VCC.



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Busy day for visitor to Raleigh

PRINCESS Anne has visited HMS Raleigh to see three new facilities at the rapidly-expanding naval establishment.

First was the official opening of Cambridge Building, the new home for Naval Military Training, where the Princess watched students under weapon-handling instruction and presented hard-won marksmanship badges, as well as viewing fast-roping techniques.

The royal visitor also opened the Heritage Area in the RN Submarine School, a feature built by School staff that records the proud heritage of the Silent Service.

The final stop was the Nuffield Trust Jubilee suite, an extension to the existing PT and Recreation centre which looks to the future of life and leisure for an integrated Service.

The Nuffield Trust provided a grant of over half a million pounds to build and equip a new cardiovascular suite with a large sports bar and veranda on the floor above.

One basic idea behind these new facilities was to make them open for all, to encourage mixing of personnel across the ranks in a relaxed friendly atmosphere.

As the PT Officer, Lt Kevin Carter, said at the opening: "All have a common thread and that is they can be called upon to fight shoulder to shoulder whether it be on the battlefield, at sea or on the sports field."

The day ended with the Princess as guest of honour at the Passing Out Parade of new recruits.

The Commanding Officer of HMS Raleigh, Cdre Laurie Brokenshire said: "There have been massive changes to the establishment since the Princess Royal's last visit in 1989."

"Everyone is thrilled that she has returned to view our new projects and updated facilities."

Royals on way home

ROYAL Marines of 45 Commando have started to arrive back in the UK on completion of their duties in Afghanistan.

The Royals were based at Bagram Airfield for a series of operations in the mountains of south-east Afghanistan, sweeping through difficult countryside, often at high altitude, to flush out Al Qaeda and Taliban forces.

Although the British troops never actually drew the opposition into battle, they came across arms dumps believed to have been left by terrorists, and denied Al Qaeda space in which to operate during the critical early weeks of the new interim government in Kabul.

The first contingent arrived at Prestwick Airport in Scotland, where they were met by Armed Forces Minister Adam Ingram and Commander-in-Chief Fleet, Admiral Sir Alan West.

Mayor dies

THE MAYOR of Gosport, retired Naval officer Cdr Geoff Bartlett, has died just hours after completing a high-profile event in the borough.

Geoff, a former commander, had only been mayor for a few weeks, and had just participated in events to mark the 20th anniversary of the Falklands Conflict, for which he welcomed former Governor of the Islands, Sir Rex Hunt, and Baroness Thatcher to the town.

Nurses at sea

NAVAL nurses are taking to the High Seas on a yachting expedition to mark the centenary of the Queen Alexandra's Royal Naval Nursing Service (OARNNS).

As Navy News went to press the nurses, ranging from novices to seasoned sailors, were due to board a former racing yacht for a two-week voyage to the Iberian peninsula and Morocco, with three crews of 32 taking part.

Giant US hospital ship pays a call



A US hospital ship paid a call to the UK - doubling the number of medical beds in its host city.

The US Naval Ship (USNS) Comfort is the Americans' main military hospital ship and, with 1,000 beds available, has the capacity of a large British hospital.

Displacing 70,000 tons, Comfort - a converted supertanker - also boasts 12 operating theatres, pharmacies, dental surgeries, an intensive care capability of 80 beds, optometry facilities, 50 emergency

● Hospital ship Comfort, a converted oil tanker, during her visit to Southampton

stations, a CT scanner, radiological services and laboratories with 5,000 units of blood, four X-ray units and a burns unit.

Comfort visited Southampton to take on 20 nurses - 12 of them from the Royal Navy - for a month-long series of multinational exercises in the Baltic.

The British nurses, all from the Royal Hospital, Haslar, will take part in a training and exchange exercise, while US medical staff attended a conference at Haslar.

Comfort and sister ship Mercy are kept on stand-by reduced readiness status in Baltimore and San Diego, but can be fully activated in four days.

St Albans prepares to join the front line



THE COMMISSIONING of St Albans in June drew a crowd of over 500 people to celebrate the Navy's newest Type 23 frigate.

With the rain just holding off, guests enjoyed a parade, service and ceremony in traditional fine style.

Lady Susie Essenhigh, wife of First Sea Lord Admiral Sir Nigel Essenhigh, was principal guest as ship's sponsor.

She presented Long Service and Good Conduct medals to three members of the ship's company, and a Personality of the Year trophy, to be given annually to the

● Ships sponsor Lady Essenhigh talks to LMEM Dave Fountain during the commissioning of HMS St Albans whose CO, Cdr David Barker, looks on

winning character of the ship's life.

She also handed over the inaugural 'Martyr of the Year' award to CPO(S) Smith. The award was donated by the Worshipful Company of Haberdashers to HMS St Albans to carry on the tradition from HMS Brave.

Lynx flight is rededicated

ST ALBANS' ship's flight has been rededicated at RNAS Yeovilton, and will join the frigate for operational sea training in the autumn.

215 Lynx Flight, part of 815 Naval Air Squadron, is the last of the suspended flights to be recommissioned and rededicated after problems with the rotor head grounded a number of Navy Lynx.

The flight is commanded by Lt Catherine Maley - the first female Flight Commander in the Royal Navy.

The service was taken by the Rev Charles Howard, and attended by Commodore Bill Covington, the Commanding Officer of Yeovilton, Lt Cdr Tony Cramp, CO of 815 Squadron, Cdr David Barker, CO of St Albans, and Cdr Neville Gaunt, CO of the Lynx Helicopter Force.

Busy summer

A BUSY programme of events is planned for the summer at the Mary Rose Museum in Portsmouth Historic Dockyard.

Events on offer include Lethal Weapons (Tudor-style arrow making) on August 3-4, puppet theatre on August 10-11, bow rigging is made on August 15-18, Tudor Ready, Steady, Cook on August 24-26, and dressing up in armour and finery for children of all ages August 31-September 1.

September 14 and 15 brings the Heritage Open Days, where you can explore behind the scenes and visit the store rooms of the Mary Rose.

Details of ticket prices are available on 023 9286 1512 (24 hours) or on www.historicdockyard.co.uk

Record numbers flock to Sultan spectacular

RECORD numbers flocked to the HMS Sultan Summer Show, enticed out by the good weather.

With receipts totalling around £29,000 - £10,000 up on 2001 - local, national and Naval charities can expect sizeable contributions from the Gosport training establishment.

Lt Cdr Mike Buckley, who helped organise the show, said: "We had a lot more people this year, which created a great atmosphere."

The weekend's events began with a free funfair for special needs children, opened by Commodore Neil Latham.

Personnel from HMS Sultan dressed up as pirates to escort the children on the rides.

As events at the fair got under way, the officers of HMS Sultan, the Royal Navy's Air and Marine Engineering Training establishment, entertained local dignitaries to a charity cocktail party.

One of the highlights of the weekend was the programme of events in the arena, including the Kangaroo Kid, a motorbike and quad bike stuntman who has just finished filming the latest James Bond film *Die Another Day*.



● SES Sam Jarvis applies camouflage make-up to one of the hundreds of children who visited the Survival Equipment demonstration at the Sultan Summer Show

Picture: LAFPHOT/Adrian Hughes

Also performing in the main arena were the Tigers children's motorcycle display team and the Royal Navy Raiders parachute display team.

Arena events finished each day with Beat Retreat, performed by the Royal Marines band.

Rear Admiral Peter Davies, Flag Officer Training and Recruitment,

took the salute on Saturday and Mrs Iris Binfield, Deputy Mayor of Gosport, officiated on Sunday.

Last year charities benefited to the tune of £15,000, including donations to the Gosport War Memorial Hospital, the Gosport and Fareham Inshore Rescue Service and St Mary's Junior Sailing Club.

Run, swim, rum

RUN, swim, rum - 539 Assault Squadron Royal Marines celebrate the Spice the Mainbrace order with a variation on the familiar "run-swim-run" theme beloved of RN physical training instructors.

Lt Col Nick Anthony RM led the squadron from Turnchapel for normal Friday morning PT with a difference - a four-mile run, followed by a bracing dip in Plymouth Sound, then a toast to the Queen (pictured left).

It looked cold - and those who participated assured Navy News that it was.



Newest warship joins Fleet

THE ROYAL navy's newest warship was due to officially join the Fleet as Navy News went to press.

Sandown-class minehunter HMS Shoreham's commissioning ceremony has been planned for the harbour at the ship's namesake town in Sussex.

Some 250 guests have been invited, including families and friends of the ship's company of 35.

Guest of honour is Lady Perowne, the ship's sponsor and wife of retired Admiral Sir James Perowne, whose last post was Deputy Supreme Allied Command Atlantic.

Music for the ceremony will be provided by the Royal Marines Band, Portsmouth.

The ship's Commanding Officer, Lt Cdr Tom Guy, said he was looking forward to the big day.

"Being the captain of a ship that is being commissioned into the Royal navy is always a proud moment."

"But when the ceremony is in the ship's namesake town, it is even more special."

The ship was built by Vosper Thornycroft at Woolston in Southampton, and was launched in April last year.

She has since undergone trials and training, and is due to leave on her first deployment in January.

Standard is dedicated

A NEW standard for the Southern branch of the Russian Convoy Club was dedicated in Portsmouth Naval Base.

An open-air service was held beside HMS Victory - believed to be a unique location for such a ceremony.

Veterans of the horrendous Arctic Convoys of World War II paraded on the day, along with a band and detachment of the Sea Cadets from TS Explorer, commanded by First Officer Elaine Dunaway - it was a specific request by the veterans that young and old should parade together.

■ A SERVICE of Thanksgiving will be held at Westminster Abbey to commemorate the 60th anniversary of the Battle of El Alamein.

Admission to the service, at noon on October 23, is by ticket, and applications should reach the El Alamein Ticket Office, Room 3-24, Block 7, Wellington Barracks, Birdcage Walk, London SW1E 6HQ by Friday September 6. Send an SAE, and state whether you are an El Alamein or Eighth Army veteran, a relative, a past or present member of the Army, or a member of the general public.

School concert

The Royal Marines School of Music hold their prize-giving Open Day concert in Portsmouth on August 1.

Various bands will show their skills followed by Beating Retreat at 5.30pm in Guildhall Square.

Tickets are available through the Guildhall on 023 9282-4355, or for more details call 023 9272 6182.

Special show promised

YEOVILTON'S Air Day promises to be a special occasion, as it celebrates 90 years of Naval aviation.

The formation of a Naval wing of the Royal Flying Corps in May 1912 is the starting point of the air base's celebration, and during the show at HMS Heron they hope to display representative Naval aircraft from each of the nine decades.

Yeovilton is currently the home of the Royal Navy's Sea Harrier carrier-based fighters, Sea King Mk IV commando, Lynx and Gazelle helicopters, but organisers promise a much

wider range of aircraft for the show, which is on Saturday September 21.

Tickets are available in advance from the Yeovilton ticket office (0906 215 0125) and from tourist information centres, with advance purchase prices at £14 for adults and up to two children under 16 free per adult. Additional children will pay £7 each.

If you pay on the day, adults will be charged £20, again with up to two children free, and extra children will pay £10.

The Air Day website is at www.yeoviltonairday.co.uk

FIRST TASTE OF FREEDOM FOR MONTROSE

HMS MONTROSE's friendly relationship with her namesake town - which has existed since the Type 23 frigate commissioned in 1993 - was recognised with the granting of the Freedom of Angus on July 6.

The Freedom ceremony was held outside Montrose Academy. Provost Mrs Frances Duncan had joined the ship early on the morning of July 3, when a 21 gun salute was fired just before she entered the narrow harbour channel.

Disembarking on arrival at 16 Berth was a group of Sea Cadets from TS Duncan (Dundee) who had sailed up in the ship from Devonport.

After the ceremony, the ship's company, led by the Royal Marines Band Scotland, marched from Panmure Place through the town centre and back to Academy Square.

A large crowd lined the streets of the main shopping centre where Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony and Commanding Officer Capt Matthew Parr took the salute outside the Town House (right).

A civic reception was held at the Town Hall. Arriving to the timed minute at 12.45pm was a team of four cyclists from the ship who looked supremely fit after having covered the 650 miles from Plymouth in nine days to raise money for the ship's affiliated charities, DEBRA and Angus Riding for the Disabled.

● Below: Provost of Angus Mrs Frances Duncan inspects the Guard from HMS Montrose



MOD courses offer eastern promise

THOUSANDS of Russian military officers have now returned to civvy street thanks to a Ministry of Defence resettlement scheme that has paid out £9m over the past seven years.

In the latest round of graduations, over 1,200 officers have passed out of retraining centres across Russia.

Since the MOD-funded scheme began in 1995, over 15,000 officers have been awarded diplomas following courses in market economy and computer-based disciplines.

The training has been delivered in higher education establishments in five Russian regions. A further two English language courses are run for the officers at language schools run by the British Council.

Said Defence Secretary Hoon: "Our aim under this defence diplomacy project is to pass on British experience in helping the Russian military make the transition to civilian life.

"We are pleased to have the opportunity to work productively with the Russian Armed Forces and to make a tangible contribution to shaping the future of those who are leaving the Armed Forces."

Main aim of the course is to help

officers find employment. To maximise employment opportunities, courses are designed in each location to take account of local skills shortages.

Surveys across the country show that over 70 per cent of those retrained are in work within seven months of completing their course.

The project has now been extended to 2003.

Meanwhile the UK and Netherlands Defence Ministers are to establish the first ever multi-lateral Junior Staff Officers Course in Central and Eastern Europe.

Said Mr Hoon: "The United Kingdom's Armed Forces are recognised throughout the world for their professionalism and expertise and were a natural first choice for involvement in the project."

"I am confident that the course will play an important part in improving the military capabilities and inter-operability of our part-

ners in Central and Eastern Europe." Mr Hoon and his Dutch counterpart, Mr Frank de Grave, have proposed to Slovakian Defence Minister Jozef Stank that the training centre might be established at the Liptovsky Mikulas Military Academy.

The first course is due to begin in April 2003 with three-quarters of the tri-Service instructors coming from the UK and the remainder from the Netherlands joining them in Slovakia between September and December this year.

The course will teach conventional ground force operations together with a package on peace support and humanitarian operations, an English language orientation phase and some IT instruction.

It is intended to run three courses a year for officers from both NATO and Partnership for Peace nations, costs being split between the UK and Netherlands with a substantial contribution from Slovakia.

Pitcairn dive planned

PLYMOUTH Navy Days on August 23-25 will feature a display mixing the sport of diving with a tropical island rich in history.

Early next year a team of 20 intrepid souls will set out to make the long voyage to one of the remotest places in the world - Pitcairn Island, final resting place of the Bounty mutineers.

Exercise Bounty Bay, the Joint Service scientific and archaeological diving expedition to Pitcairn and its three nearby atolls, Henderson, Ducie and Oeno, will be led by CPO Rod Newman.

It hopes to find the remains of Polynesian temples that the mutineers callously removed from the cliffs.

There will also be diving on the wreck of the Bounty - which has frequently been explored in the past, so Rod isn't too hopeful of new discoveries.

"But you never know what the sea is going to unearth."

Commercial sponsorship is being sought for the expedition, which needs to raise £100,000. Each member is making a personal contribution of £2,000 and grants have been received from the Joint Services Expeditions Trust, the RN & RM Sports Lottery and all three Services adventurous training funds.

Cyprus stop reforges old Army links for frigate

HMS CUMBERLAND and the King's Own Royal Border Regiment, who enjoy an historic affiliation thanks to their shared links with Cumbria, reinforced their special bond thousands of miles away in Cyprus.

Their paths crossed as the Type 22 frigate stopped off at the Mediterranean island where the Regiment's 1st Battalion is currently on a two-year tour.

On her way to support Operation Oracle in the Gulf, the ship spent a week docked at Limassol - just half an hour's drive from 1KORBR's base at Episkopi.

A casual observer of their first meeting night have believed them to be sworn enemies, not old friends, though.

This was because 1KORBR along with personnel from 62 Sqn Royal Engineers launched a dawn attack in rigid raiders on the frigate at the mole off RAF Akrotiri!

The idea was to test HMS

Cumberland's command and control procedures in dealing with terrorist threats.

Another joint exercise involved a morning at Akrotiri range for a small arms and respirator training session.

Main social event was a cocktail party attended by guests from the British High Commission and Headquarters British Forces Cyprus.

US Navy officer Lt Ryan Burke seized upon Independence Day as a chance for a get together and organised a celebratory barbecue at JJ's beach at RAF Akrotiri.

● **CLOSE LINKS:** Lt Colin Armstrong points the way for Cpl Nick Gower of 1KORBR on board HMS Cumberland



Welcome break from fish

ISLAND-class patrol vessel HMS Anglesey took a well-earned break from fishery protection duties when she undertook training and a port visit to Ireland.

Anglesey, with sister ship HMS Lindisfarne, had a week of in-company weapons training, although poor weather led to a number of serials being cancelled.

In those cases, other activities not usually on the agenda were undertaken, including towing, Officer of the Watch manoeuvres and Replenishment at Sea approaches.

The week concluded with a brief visit to Brest before some pilotage and navigation training in the West Country.

The ship then sailed for Waterford, where it was straight into a busy schedule of visits and functions.

The ship's arrival coincided with the start of the Waterford maritime Festival, so there was plenty of scope for furthering international relations with the ship's companies of Spanish and Irish fishery protection vessels.

Then it was back to the fish ...



See the Quo on TV – if ...

YOU COULD be in line for tickets to see Status Quo perform their new single, Jam Side Down, on Top of the Pops – if the record gets into the charts.

The band release the single in two formats on Monday August 5 – and if it goes into the top ten in the chart announced on August 11, the winner and a guest will be guests of the Quo at the recording in the BBC TV Centre in London on August 15.

If it gets into the top 20 in that chart, the winner could still see the show – but only if the band are invited to perform. If the chart entry is not high enough, then the winner will

receive the Status Quo back catalogue, plus a copy of the new album.

Accommodation and transport will be provided by UMTV, who will also donate £1,000 to RN charities if the record is in the top 20, and £2,000 if it is top ten.

To win the prize, tell us how Status Quo leave HMS Ark Royal at the end of the video, which is available only on CD1.

Write to Status Quo, Navy News, HMS Nelson, Portsmouth PO1 3HH, by Friday August 9, 2002, and the winner will be drawn from all correct answers received.

■ Rockin' all over the Ark – page 8

Lancastria tragedy is recalled

ROYAL Navy fishery protection ship HMS Shetland was on hand to pay respects to those who died – and those who survived – the loss of the troopship Lancastria more than 60 years ago.

The 16,243-ton ship, a former Cunard liner, had more than 7,000 men on board, most of them troops of the British Expeditionary Force plucked from the shores of North-Western France on June 17, 1940 as the Germans advanced rapidly.

Lancastria was waiting at anchor near St Nazaire while a convoy formed up when she was attacked by bombers, sinking in only 20 minutes with the loss of more than 4,000 lives.

To mark the 62nd anniversary, the Lancastria Association organised a pilgrimage for 21 of the 2,500 survivors, allowing them to visit the site of the wreck, to remember dead comrades, and to visit Commonwealth War Grave cemeteries near St Nazaire, where many of the victims were interred.

Alongside Shetland, on her way to a courtesy visit to a Spanish port and brought in as a result of the hard work of Army PRO Lt Col Barry Hawgood, was an Army RCLV – Ramp Craft Logistic Vessel – from Marchwood.

The 86-strong party, which included relatives of victims, laid wreaths at the Lancastria Memorial at St Nazaire's beach, and did the same at the nearby Campbelltown Monument, commemorating the commando raid on a massive wartime dry dock.

The veterans, many in their 80s with one in his 90s, joined the others on the ships to visit the wreck site in the afternoon.

Wreaths were cast over the sides of the vessels, and the British Naval Attaché to France, Capt Allan Adair, took the salute in Shetland as the Last Post and Reveille were played.

Brigadier dies

BRIGADIER Robert Bowkett RM, the Chairman of the Board of Navy News, has died after a long illness.

Brig Bowkett (47) had been diagnosed as having stomach cancer when he was appointed to his last post, as Director of Personnel and Corporate Programming in 2001.

Told he may only have a few months to live, Brig Bowkett continued to work effectively until his death last month.

The former Commanding Officer of 42 Commando RM is survived by his wife, Gilly, and two children.

Star is in place

FORMER nuclear submarine HMS Courageous – the star attraction at this year's Plymouth Navy Days – has opened to the public.

Ten years on from when the concept of opening up a redundant nuclear boat was first floated, the Lord Mayor of Plymouth, Cllr Ian Gordon, cut a cake to mark the official opening in South Yard.

Former submariners who served in the vessel – including her first Commanding Officer, Cdr Sam Fry – were among those who attended the ceremony.

Naval Base Commander Commodore Ric Cheadle said: "The Courageous exhibit is unique, and we hope to develop it further if there is enough public interest."

The submarine will be open during Navy Days on August 24-26 and is expected to generate a lot of interest, so tickets will be issued for tours of the boat during the event.

These will be allocated on a first-come, first-served basis as visitors arrive.

Further details about Navy Days and advanced bookings are available through Plymouth Tourist Information Centre on 01752 260031, or the Navy Days office on 01752 555340.

The Naval Base will be open from 9.30am until 6pm each day, and tickets cost £12.50 for adults (£9.50 in advance), £6.50 for concessions (£5) and £25 for a family (£19). Under-fives are admitted free.

Signs will direct visitors to the Camel's Head gate.

Further information and on-line booking of tickets is available at www.navydays.com

Walney back for birthday

SANDOWN-class minehunter HMS Walney returned to her home town for her tenth birthday.

The visit to Barrow allowed members of the ship's company to present a cheque for almost £900 to the Furness General Hospital, and the ship was opened to visitors.

Walney has also made her first official visit to the Isle of Man, coinciding with the Opening of the Manx Parliament.

She also featured in the Isle of Man careers forum, and welcomed 1,050 people on board when the ship was opened to visitors.



● Royals and Falklands veterans disembark from landing craft FJ at Eastney Beach for a memorial service in the RM Museum

Assault squadron honour brave victim

THE SINKING of Landing Craft F4 in the Falklands 20 years ago has been commemorated by the men of 4th Assault Squadron Royal Marines.

The craft, commanded by C/Sgt Brian Johnson, was sunk in Chiscol Sound by Argentine aircraft on June 8, 1982, with the loss of all the crew bar two.

C/Sgt Johnson was posthumously awarded the Queen's Gallantry Medal for bravery prior to the sinking.

The event has been commemorated annually ever since, and the fourth landing craft of HMS Fearless was subsequently named FJ in honour of C/Sgt Johnson.

This year two ceremonies took place. The first, in the dock of Fearless, saw the ship's company and more than 100 veterans of the Conflict at a service, when a wreath was laid on the ramp of FJ

by Rear Admiral Jeremy Larkin.

The Commander of the UK Amphibious Task Group, Commodore Jamie Miller, also presented awards to Mne Ian Nightingale, for bravery, and to C/Sgt Murdo Mackenzie, for his hard work at Exercise Saif Sareea and Operation Veritas.

The squadron, with a number of guests, then travelled by sea to Eastney Beach in FJ, and a second ceremony was held at the Royal Marines Museum, attended by C/Sgt Johnson's widow Evelyn and the two survivors of the sinking.

As Fearless decommissions this year, the ceremonies were particularly poignant as it is the last time the ship will feature in them.

However, the tradition of the annual memorial service will be continued when the squadron move to their new base, HMS Bulwark.

Argentine sailing ship in London

ARGENTINE sail training ship ARA Libertad is visiting London from August 4 to 10 as part of a training cruise.

The ship, which has a crew of almost 300, also invites members of other navies on board for sections of her cruises, and the Royal Navy's S/Lt Andrew Mowat is currently with her.

The fully-rigged ship was built in the late 1950s and has completed 35 voyages since commissioning in 1963, visiting 486 ports in more than 60 countries, sailing almost three quarters of a million miles.

She will be open to the public on August 7, 8 and 9 between 2pm and 6pm at her berth at Thames Quay, in the West Indies Dock on the Isle of Dogs.

She was a major attraction in the first International Festival of the Sea to be held in Portsmouth,

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HM SHIPS ENCHANTRESS, WOLVERINE, WALKER, HESPERUS

American author researching book on Battle of the Atlantic for British and American publishers seeks survivors of HM ships Enchantress, Wolverine, Walker and Hesperus (or their families) willing to share recollections of service on these ships and specific convoy battles being researched. Any and all information welcomed.

Please contact:
(until August 9) David F. White,
61 Cadogan Square, Flat 8, London SW1X 0HZ,
telephone (collect calls welcomed) 020-7259-5436,
E-mail davidwhite22@btopenworld.com
(after August 9) David F. White
222 East 71 Street, New York, N.Y. 10021, USA,
telephone (collect calls welcomed) 212-570-5938,
E-mail dwhite22@aol.com

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ATP, PO Box 10 Plymstock, Plymouth, PL9 9YB
Tel/Fax: +44(0)1752401178



Yacht to sail through Russia

SERVICE men and women are sailing a yacht from the northern coast of Russia through rivers, lakes and canals to the city of St Petersburg.

The Joint Service Adventurous Sailing Expedition – known as Exercise White Bear – is based around the 67ft yacht HMSTC Challenger (left), which left her Gosport base in mid-May.

Crewed by members of all three Armed Forces, Challenger sailed through the Arctic Circle, calling at Bodo, Murmansk, Archangel and Belomorsk, taking part in a regatta on the way.

An essential element of the crew are the two cadets from the Russian Naval Academy in St Petersburg, who work alongside BRNC students as well as other military personnel on board.

Once on the Russian coast the yacht



started to make her way inland on the maze of waterways which cross the country.

Challenger will sail on a number of large freshwater lakes, the largest being Lake Onega, where she will visit Petrozavodsk and take part in Onega 2002 – the largest regatta in Russia and reportedly the Eastern equivalent of Cowes Week.

More than 100 British and Russian personnel will take part in the exercise on a yacht recently bought from Sir Chay Blyth.

When the yacht finally returns to Gosport in mid-September it will have visited areas never previously covered by the Armed Forces.

The venture has been sponsored by the RN/RM Sports Lottery, and Navy News has also contributed to the expedition.

At Your Service



Reunions

August

Fast Minelayers SVE Branch will meet at noon in the FELC, Bogazas St, Kewington on August 12. New members welcome. Contact Ray Moore on 01603 437152.

Flagard Association Members and guests summer reunion luncheon on August 16 at the Home Club, Portsmouth. 1000 start, lunch 1300. Old boys of HMS Flagard, The Flagard Squadron (HMS Raleigh) wishing to attend should contact Des Goodwin, 36 Southbrook Rd, Langstone, Havant PO9 1RN, tel: 023 9247 2384.

Dunfries Sea Cadets (TS Douglas) will be holding a 60th anniversary reunion on August 24 for former cadets and staff. Details from Ivan Kennedy on 01287 810557 or email: ivan.kennedy@btopenworld.com

710 Squad Royal Marines 1959-60 hold their first reunion on the weekend of August 30 in the Midlands. Contact Mike Owens, 57 Ridgeway Road, Tisbury, Wiltshire BA15 7AL, tel: 01161 980 2205.

September

HMS Flagard, 546: Reunion this September, two coming from Canada, one from Australia. Contact Tony Adams, Oak View, 118 Westfield Lane, St Leonards-on-Sea, East Sussex TN37 7HQ, tel: 01424 754030, fax: 01424 751915, email: apoc@tutoring.com

HMS Alderley: A decommissioning ball is to be held on September 13 at the Home Club, Portsmouth, to mark the end of HMS Alderley's service in the RN. All past and present members of the ship's company are welcome. The evening begins at 1800, is a smart casual. Cost, including cold buffet, is £15, and tickets are available from the Correspondence Officer, HMS Alderley, BFPO 203, Requests by September 10.

HMS Coventry 1942: Operation Agreement, Tobruk: Were you there? Join in the 60th anniversary, Coventry Cathedral, 5.30pm on September 14. All Forces and relatives welcome. Contact Jim Gough on 0151 733 9514.

HMS Ceruus: Portsmouth reunion

September 20-21, Friday, 1930 at RNOG Club, Lake Rd; Saturday 1930 at Victory Club, HMS Nelson. Latest date for tickets September 14. Old and new members and guests welcome. Contact Geoff Harper on 01302 708135.

Flagard Association reunion, 'Green and White' dinner dance at the Home Club, Portsmouth on September 27. Ex-Artificer Apprentices who joined via HMS Flagard or The Flagard Sqdn (HMS Raleigh) are invited. Contact Des Goodwin on 023 9247 2384.

360 Squadron reunion, Officer's Mess, RAF Wyton, September 28. Contact Leslie Stephens, Bramble Cottage, Modburyham, Suffolk PL12 6NN, tel: 01752 842976

October

HMS Anetha Association reunion October 4-6 in Llandudno. Details from Tom Sawyer, 1 Manor Drive, Flockton, Wakefield WF4 4AN, tel: 01924 548191, email: hmsanetha@btopenworld.com

Friends of HMS Crane 1943-62, shipmates will meet informally to 'sing the lamp' at the Home Club, Portsmouth on October 5 at 1800. Details from John Gendle, Corner Cottage, Commercial Street, Gurneslade, PL18 5JW or tel: 01822 834398.

HMS Bruce Association Annual Reunion at Scarborough from 6 to 9 October. All members and their partners are invited. Details from the Secretary on 0121 532 4058.

The Ten Class Association AGM and reunion takes place October 11-14 at the Trocadero Hotel, Bournemouth. Details from Dave Goulden on 01925 725409.

HMS Sikus 66-93: 'The Fighting 40' reunion in Plymouth on October 19. Details from CPO(S) Andy Ayres, FOST UWW, Raleigh Block, HMS Drake, Plymouth PL2 2BG. Maximum numbers 180 - book early.

848 Squadron 50th anniversary reunion on October 24, at RNAS Yeovilton. Enquiries to Lt Cox, 848 NAS, RNAS Yeovilton, Rochester BA22 8HT, tel: 01935 456715.

November

HMS Gambia Association AGM and reunion at Hackalls York House Hotel, Black-

pool, November 15-18. Details: Les Newman, 3 Coppice Rd, Whitwash, Leamington Spa CV31 2JE, tel: 01936 831509.

2003

'Z' Class Destroyers Association, HMS Myrta, Zephyr, Zest, Zodiac, Zambesi, Zealous, Zenith and Zebra. For info for joining and of 2003 reunion and dinner, contact Steve Baker, 19 Quatlock Way, Bridgewater TA6 7AZ, tel: 01278 451418, email: stevebaker@btopenworld.com, or see www.zclassdestroyers.org.uk

March 2003

Royal Naval Artificer Apprentices Centenary Celebration, March 14-16. Nostalgic visits to Portsmouth establishments ending with banquet in Guildhall on March 15. Enquiries to Chairman, Flagard Association on 023 9259 3867 or see www.flagardassociation.org.uk. Admission to banquet by ticket only. David Eaton on 023 9259 3867 or email: david@thromolan.net for details.

April 2003

HM Captain Class Frigates held a successful reunion in April, when 350+ attended. April 2003 reunion at Waneck now being planned. Details from Harry Fine on 020 8455 9400.

'Hood Division' Aircraft Artificer Apprentices 1943-46 60th anniversary reunion, Holiday Inn, Taunton. 508 seeking members. Contact Dave Lane, 01935 475642.

RN Aircrewman's Association reunion at initial style Conference, Wychwood Park, Cheshire on April 4-5. Details from the Secretary on 0115 956 9962 or by email: aircrew@btopenworld.com

RNR Centenary Dinner, Calder Division, HMS Sherwood are hosting an all ranks and rates dinner at the Royal Armouries, Leeds on April 12 as part of the centenary celebrations. Contact Helen Peaseley, 57, Dumree Rd, Holmfirth HD9 2PS, tel: 01484 694110 or email: nr700.armouries@btopenworld.com

Calling Old Shipmates

HMS Glamorgan 1968-71: Jack dusties, Chris Alford and Geoff Twigton are looking for the Hutton Twins, 'Buck' Taylor, Jimmy Green, Mick Granton, 'Geordie' Parkers and any other shipmates from that time. Contact Chris Alford, 39 Ash Grove, Seaton, Devon, EX12 2TT.

Naval Party 2512 (later HMS Resolution), Christmas Island 1957-8. Seeking Hobby Clark, Hook or any other members of the party who knew Peter (Taff) Evans. Contact him on 029 2025 8895.

HMS Dunkirk 1961-63 Commission (Home, Med, South America): Seeking old crew members with a view to forming an association, reunions etc. Contact Bert Sterring on 01995 606103 or Dave Mill on 01527 501201.

HMS Concord: Did you serve in HMS Concord between 1947 and 1962? The association currently has 274 members. Contact Peter Lee-Hale, 53 Shelburne Rd, Calne, Wiltshire SN11 8ET, tel: 01249 811405, or fax: 01249 813870.

HMS Cockade (1956-58): Melbourne Olympic. Would any commissioner or crew member of that commission contact Roger Houghton, 18 Brock St, Barnston, Devon EX16 9LY, tel: 01398 321854.

HMS Trafalgar Association: Due to re-organisation all past, present and any ex 'Taff' crew who wish to join contact Mike Pugh (Taff), 13, Flooded Pedrog, Park View Estate, Wresham LL12 7PL, tel: 01797 262956, mobile: 07971 812620 or email: mepugh@btopenworld.com

HMS Flagard, May 5, 1952 entry: Brian Wilson (Willy) would like to hear from anyone else who entered the gates on that day. Contact Brian on 01793 627633.

HMS Antrim 191 Mass 1975-72: Calling Joe Conn, PC, Daisy May, Collette, Chris Bryant, Mark Martin-Halls, Jeff Stocker, Robbie, Mick Fries and the rest. Are you interested in a 'run ashore'? Contact Barry Williams on 01392 213585.

HMS Torquay 1952-64: Looking for old shipmates, with a view to a reunion. Contact Mark T. Hayward, 10 Kerwin Close, Broadfield, Crawley RH11 9FY.

John (Jack) Morrison, Steward/ LSTO-Warship Catering Officer, served 1954-66, HM ships Cerus, Drake, Ark Royal (56-58), Concor, Adversant, Victory, Heron (FDFT), Victorious (FOAC), RN College Greenwell, Centaur, Maidstone, Zulwari. Also Sullan of Oman's Navy and MOD. Seek former shipmates. Contact John at 1 Colyville, Colyton, Devon EX24 6PY.

HMS Morecombe Bay 1945-56: Did you serve aboard or do you know someone who served during these dates? Join your old pals in a thriving association. Contact

Geoffrey Harrison, 18 Tarnella Rd, Botley SO30 2NY, tel: 01489 787111.

Paul McHugh served 1956-63 in HMS Girdleness, HMS Exmouth and HMS Devonshire. He would like to hear from anyone serving during this period. Any info on the ships would be welcome too. Contact Paul on 01745 305480 or mobile: 079 3190 3585.

E Driacoll, who was in the Norwegian Merchant Marine, was blown off his ship (Frode) after it struck a mine and was visited in the Royal Naval Hospital by Tommy Shaw RN, Tommy lived in Llanneias St, Grangefield, Cardiff but possibly settled in Scotland after the war and took to driving taxis. Mr Driacoll would like to hear from you. Contact him at 19 Greenwood, Cyncoed, Cardiff CF23 9LE.

Julian (Jerry) Harries 1978-96 seeks shipmates who served in Dulverton M35 (Gulf War) and Brocklesby M33, especially George Coyle, Ritchie Sutton, Sorely Sutcliffe, Eric Thomson, Jim McGeever and Clive Ashdown. Write to 22 Hey St, Cothelstone DN35 8TG, tel: 01472 591530.

HMS Montclare 1944-46: Seeking info about Jimmy McGill a telegraphist on the Montclare with Peter Platt. Contact Peter at 4 Lassington Close, Lassington Way, Lincoln LN2 2DZ, tel: 01522 575117.

Dave Whitfield seeks info on old shipmate Alan Woodward, who joined HMS Raleigh in 1954, drafted to HMS Bulwark at Belfast in Sept 1954, then lived in Shipley. He attended Dave's marriage to Joyce in 1957. Contact Dave at 86 The Grobs, Sleaford, Leicestershire CA7 4JA, tel: 01607 331908.

Ex-HMS Churchill shipmates, contact Andy Broadbent, abedean@btopenworld.com or HNSCHURCHILL.

Doc Hilliday (ABOAZ) 1964-72: Ex Kent, Whole Island, Fort, Ashford seeks run-ashore mates. Contact Ian, 01429 270047, email: ian@doc725.freemove.co.uk

648 NAS 1952-56: Further members of the Malaya troop-raising formation sought for Golden Jubilee reunion. Many attending including overseas members. Contact Les Smith, 'Duckdale', Church Lane, Ashford Canterbury, Luton LU18 4BX tel: 01584 831397.

HMS Montrose 1947-50 Ted (Steno) Matthews would like to hear from old shipmates who remember him. Contact Ted at 6 Hiveland, Hookfife, Beds LU7 9FN, tel: 01525 219902.

HMS Montclare, HMS Canton: Frank Vincent is seeking old shipmates from these ships that served in the Pacific and Far East. Contact Frank on 01965 454867.

Ex-HMS Wesssex NNR meet first

Wednesday in month at 8pm at 8155, Orchard Place, Southampton. See www.farnts.org.uk/weaver

Fighting 10th Submarine Flotilla, Malta, Alexandria, Beirut, 1941-44, 'U' Class British and Polish (ORP Dzik), Edward Millard is seeking old shipmates that served with him. Contact Ted at 41 Coupe Drive, Weston Coyney, Stoke-on-Trent, Staffs ST3 5HR, tel: 01782 501319.

Survey Ships Association Any past or present members of ships' companies of any RN survey ship are eligible to join as full members as well as associate and honorary membership. Details of reunion and membership from the Secretary, SSA, 48 Victoria Rd, Southsea PO5 2BT, (including SAE) Tel/Fax: 023 92 823924, or e-mail: SurShips@aol.com

HMS Cossack L03 1930-41 and D07 1944-59: Contact George Toomey on 01754 872116 for details on both ships. Relations also welcome to the association.

HMS Narvik: Still searching for Henry Cannell, Arthur Evans, David Orent, Mr Irwin, Lt Olaf Mithelp, Brian Peters, Charles Small, K/R, Foster, George Harbison, Lin Oakley, Surg.Lt. D Read, Willy Spring and Alky Harlock from St Mary's Cray, Kent. Contact Roy Jenkins, 33 Paxton Ridge, Paxton, Peterborough PE4 7UR, tel: 01733 751019.

HMS Bushwood, Persian Gulf 1942-43: Clifford John Seeds, from Stockport, seeks old shipmates Ronald Albert Funnell (British) and John Henry Marsh (Flymouth). Contact him at Toward, Queens Rd, St Peter Port, Guernsey GY1 1PT.

HMS Woodbridge Haven, 100th Minesweeping Squadron, Malta 1956-7: Seeking S/Lt (Sec) Tony Walker-Powell. He attended Steve Conry's wedding in 1957. He lived in the Kent area and his father was a dentist. Contact Steve on 01903 751035 or email: woodbridgehaven@btopenworld.com

HMS Royal Arthur: Kenneth A. Tipper joined the Navy in 1941 and was sent to HMS Royal Arthur for training. He is looking for any of those who trained with him. Contact Ken at 597 NE 45th Terrace, Ocala, FL 34470, USA.

Seeking Walter (Stripper) Godwin (originally from Sutton Coldfield, 'Shoulders' Brown and James Harvett Boes Day (Cricketer Day) (both from Newcastle) and Jack Wilson (Barnsley, Nottingham). Cyril Pennells ('Shiv') served with them in 1955 when they were based at Portsmouth. Some of the ships they were on together are: HMS Kenya, Collingwood, Cleopatra, Sirius, Theius, Cavalier and Victory. If anyone knows Cyril or the whereabouts of the above men please contact Cyril's daughter at tracey@ghkr.demon.co.uk or 30 St Paul's Square, Birmingham, B3 1QE.

HMS Newcastle 1984-85: Seeking MEM(M) Peter Moorewood or anyone knowing his contact address, please contact Ginge Woodhams at 25, Northfield Rd, Church Crookham, Fleet, Hants GU52 6EA, tel: 01252 681123 or email: a.g.woodhams@btopenworld.com

John Edward Caley (Lofty), RM 18627, 40 C/O B Company, served 1957-66. Based in Malaya from 62-64. If anyone served with John please contact him at 37 Canterbury Gardens, Hadleigh, Ipswich IP7 5BS, tel: 01473 822438 or email: jcaly@musichess.co.uk

Looking for shipmates of HMS Chewit: All commissions, newsletters and reunion every year, also does anyone know where the ship's bell is? Contact Vic Derrham, 92 Swallow Rd, Larkfield, Aylesford ME20 6PZ.

Bob Tasker served in HMS Coquette 1951-53(7). Seeking Bob on behalf of his 'run ashore oppo' Jim Gearing, Bob or anyone knowing his whereabouts please contact Ken Waddle (also ex-Coquette) on 01472 500768 or email: ken.waddle@btopenworld.com

Over to You

Seeking anyone who remembers **Bill Tompkins**, married to Margaret Bowles. Bill joined the Navy at 14 and 'retired' in 1946. Best man at wedding was 'Shiner' Wright. Family based nearby in Portsmouth. Served in HMS Eslington, last posting HMS Dardalus. Wife's brother-in-law was Bob Carly, married to Rosie Bowles, also Portsmouth based. Bill died in 1972. Margaret (Madge) on September 12, 2001. Bill's son (Phil) and daughter (Ann) would love to hear from you. Contact: Philip Tompkins, 39 Woodson Drive, Hamel Hospital, HP2 6LA, tel: 01442 264706 or email: phil.tompkins@btopenworld.com

Seeking 'Dinky O'Boor', ex **Mercury, Minerva**. Please contact Peter and Gerni Fox, Foxcare@btopenworld.com or 265 Walker Rd East, FROZ, Kaitiaki, New Zealand.

Simon Wilson joined up in 1972; first ship was the Sheffield and he remained in the service till 1980-1. He rose to the rank of petty officer. He died in 1984, and his son has no decent photos of him. If anyone knows him and may have one, ship's company or the like, or news of his career, contact Stella on 07923 114292 or email: sthblew@btopenworld.com

HMS Bristol: Willy Wilson is interested to know if there is a HMS Bristol reunion/association/address list etc. He served 1978-81 as a JRO/PO1 before going on to 148 Battery (RGS). Contact Willy Wilson at Willwilson@virgin.net

HMS Malcolm: Did you serve in this destroyer in West Africa? As you recall picking up survivors from AS trawler HMS Birtly, sunk by U-boat off Liberia June 13, 1944? Contact Nick Clark, Flat 2, No. 5 Wardsworth Rd, West Bridgford, Nottingham NG2 7AN, telephone 0115 9816067, email n.clark7@btopenworld.com

HMS Saffron: Gordon Nelson seeks information on HMS Saffron, 1944-45. His father James W.C. Nelson, known as Bill, served in her 1944-46. What was the ship's role during WW2? Where did it serve? Are there crew lists available? Did you serve or have relatives who also served in her? Contact Dr Gordon Nelson, 7 Storeyford Rd, Sale, Cheshire M33 2PJ, tel: 0161 962 4722, or email: G.Nelson@btopenworld.com

Graham Seddon, ex CWEM(R), served 1965-69 on six ships including Broadwood, Brue and London. Died January 8, 2002. His widow would appreciate 'one-off' letters from those who served with him and returnable photos. Contact Maureen Seddon, 9, Broomway, Salford, Cornwall PL12 4AZ.

HMS Curacao: Roy Appleby seeks anyone who served in the Curacao and knew his younger brother OD Denis Appleby, who was lost when she sank in October 1942. Contact Roy at Mason Cottage, Parsons Lane, Weston Subedge, Chipping Campden GL55 6QP, tel: 01286 841236.

Stoker CPO Alf Nicholson (Nick): Terry Nicholson is researching his late father's naval career from 1941-47. He served in HMS Bridgewater in 1941 and HMS Bencoolen in 1947; he also mentioned service on Russian Convoys. If anyone knew him or any other ships that he served in during that period, contact Terry Nicholson, 145 Alexander Drive, Cirencester, Gloucestershire GL3 1UQ, email: terry.nick@btopenworld.com

'Sharky' Ward has been constantly asked the history of his nickname. He has searched through books on Naval terminology, but to no avail. If anyone can shed light on the nickname could they contact Sharky at 14 Blynton St, Blandford DT11 7AZ, tel: 01258 459121 (h) or 01885 772083 (w), email: strongth@btopenworld.com

Cap Tallies: Rowena Garner is trying to collect cap tallies for all ships and shore bases her father served in - so far she only has Excellent and Collingwood. She would like to hear from anyone who has any of these tallies or knows where she might obtain them or anyone who remembers her. FCPO Jeffrey 'Lui' Ticehurst (joined 1952, retired 1975). He died over ten years ago aged 56. HM Ships Saints, Hornet, Sledroy, Caesar, Terror, Jaguar, Bulwark, Brighton, Glamorgan, Nelson, Vernon - and possibly Phoenixia, Victory, Portsmouth. Contact Rowena Garner on 07720 719067 or email: rowenat@btopenworld.com

HMS/IN Onyx - Buck Taylor seeks pictures taken during Onyx's three-month deployment to Canada and the USA in late 1960. He was on board for this trip but never took pictures of the visit to Halifax, St John's or Boston. He will gladly pay any reprint costs. Contact Richard 'Buck' Taylor at Richard.taylor2@btopenworld.com

Submarine HMS Sturdy: Lesley Ross's father, Arthur Little, served in this boat in the war, someone may remember him. We know little about this part of his life. She is trying to find a good photo or two of the boat, one she could frame and give to her mother or a cap tally, any stories or tales would be good, too. Contact Lesley Ross (Arthur's daughter), 16 Hullmead, Shamley Green, or Guildford GU5 0UG, email: ross@hullmead16.btopenworld.com

HMS Blake: Seeking David Philip

Johnson, on board until about 1975. Contact Graham McElduff, 27 Heywood Rd, Alderley Edge, Cheshire SK9 7PN, tel: 01625 583345, or email: GrahamMcElduff@aol.com

Seeking the whereabouts of **LAPM Eric James**, who served in 750 Squadron RNAS St Maryn in 1952, with Ron Smith. Eric was Ron's best man at his wedding in August 1952 and they lost touch later. Contact David Webster, The Hollies, High St, Saul, Gosport GL2 7LW Tel: 01452 742007 or email: davidw@webster25.freemove.co.uk

HMS Hermes: Bob Keenan seeks a copy of the 1966-67 commissioning book for HMS Hermes. An old shipmate who now lives in Australia served in her before leaving the Navy. He would like to know if there is any way of getting hold of a copy. Contact Bob at 12 Sheepscombe Close, Cheltenham, GL51 0BE, tel: 01242 511444, mobile: 07980 700629 or email: bob.keenan@btopenworld.com

Hamish Dixon: Joined at HMS Raleigh,

circa 1960. Last heard of in Hemel Hempstead with grandparents, Mr and Mrs Swallow. His father was a bank manager in High Hamet, believed returned to Scotland. Please contact his cousin Sue Gregory (nee Hayes) on 01442 268471 or 0786 252 5677 or Dave Pearson, RNA, 12 Ashridge Rise, Benthamsstead HP4 3JT, tel: 01442 862274.

HMT Harlech Castle: Seeking whereabouts of crew members who were serving when two U-boats surrendered on May 10 1945. One was L81009. The operational command was HMS Phalaris, operating from Loch Erribai. Later most of ship's company transferred to HMT Arkwright. Contact R. Miller on 01928 725399.

Naval party 1732 - Lt Harry Jackson: R.W. Jackson would like to learn more about his father, Lt Harry Jackson, who was in charge of Naval Party 1732 during the period 1941-45. If anyone served with him, could they contact Mr Jackson at 99, Kelvin Grove, Portchester, Hampshire PO16 8LJ.

DO YOU RECOGNISE THIS GUN TAMPION?



Please contact David on 01277 355103

Calling Engineers / Maintainers 1914-1945

I am a retired officer undertaking research into materials used in construction/equipment fit of warships and submarines. I would welcome contact details for anyone who is willing to assist me in my research. Call Ray Tel 01243 371269 Mobile 07780 706402 or e-mail mgrocer@aol.com

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For membership application form, please complete the following: TO: Lt Col IN P COOMBS RN, ARNO, 70 PORCHESIER Ln, LONDON W2 1TP Please send me details and a membership application form



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Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. For details, contact 023 9269 0851 and leave a message with a contact phone number. No special equipment is required to play the tapes, which are standard 90-minute cassettes.

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 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.
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'Channel Dash' survivors step back 60 years



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THE FOUR last survivors of the Fleet Air Arm's desperate attack on the Scharnhorst met for a 60th anniversary commemoration of the 'Channel Dash'.

On February 12, 1942 six Fairey Swordfish torpedo bombers led by Lt Cdr Eugene Esmonde launched a suicidal assault on the battleships Scharnhorst and Gneisenau, the cruiser Prinz Eugen and more than 30 destroyers, flak ships and E-boats as they escaped up the Channel from Brest under cover of bad weather which had been accurately predicted by the German meteorological service.

Not one of the aircraft survived the hail of fire thrown at them by the greatest fleet the Germans were ever to assemble in World War II.

All but five of the 18 FAA men they carried were killed. Esmonde was awarded a posthumous VC – having a few days before received the DSO from King George VI for his action against the Bismarck.

On June 2 over 270 people gathered at Manston Airport – formerly RAF Manston from where the attack was mounted – to pay

tribute to their sacrifice on what was effectively a suicide mission.

Among them were the four remaining survivors – Lt Cdr Pat Kingsmill, DSO, Lt Cdr Edgar Lee DSO, Lt(A) Mac Samples, CMG, DSO, OBE (who had travelled specially in from Toronto) and CPO(A) Don Bunce, CGM.

At the gathering, organised by Kent Fleet Air Arm Association, Lt Cdr Lee gave a graphic account of the attack and his subsequent rescue. He had been the Observer in one of the three leading aircraft.

A Mk I Swordfish, A2A of the RN Historic Flight based at RN air station Yeovilton, flew in and taxied over to the assembled company at the spot on the airfield from which 825 Sqn had taken off.

● **CUTTING A DASH:** The last four survivors of the attack on the Scharnhorst return to Manston to be greeted by a Fairey Swordfish of the type they flew in 1942. L-R are Lt Cdr Kingsmill, Lt Cdr Lee, Lt Samples and CPO Bunce. Inset: Scharnhorst escapes up the English Channel, February 12, 1942.

Leading lights at Latvian summit



OPERATING within the Joint Rapid Reaction Force as On Call Force 30, HMS Atherstone and HMS Ramsey are at the highest state of readiness to deploy anywhere in the world.

Since April the minehunters have been deployed in the Baltic Sea, taking part in several NATO/Partnership for Peace exercises, including Blue Game, BALTOPS 02 and Co-operative Ocean.

And, most importantly, undertaking live ordnance disposal off the coast of Lithuania.

The ships have enjoyed port visits in Denmark, Germany, Lithuania, Poland and Latvia – and it was during their visit to Riga that they found themselves the centre of attention as the Latvian President, Vaira Vike-Freiberga paid a visit to her own Navy berthed adjacent.

Ramsey and Atherstone provided a static ceremonial platoon on the jetty to mark the occasion, which coincided with their being open to visitors, over 3,000 coming on board in the space of three hours.

At the end of the day Ramsey took the head of the Latvian Navy, Capt Iimars Lesinskis, for a short demonstration of the excellent handling capabilities of the Royal Navy's Sandown-class Single Role Minehunter – widely acknowledged as a world leader.

The visit to Latvia came at an important time for the Latvian people as they played host to the summit of countries wishing to join NATO.

Commander of the Third Mine Countermeasures Squadron, Cdr David Bewick, and the two ships' COs were participants in the UK delegation.

● **Latvian President Vaira Vike-Freiberga enjoys a joke with LD Lancaster of HMS Atherstone**

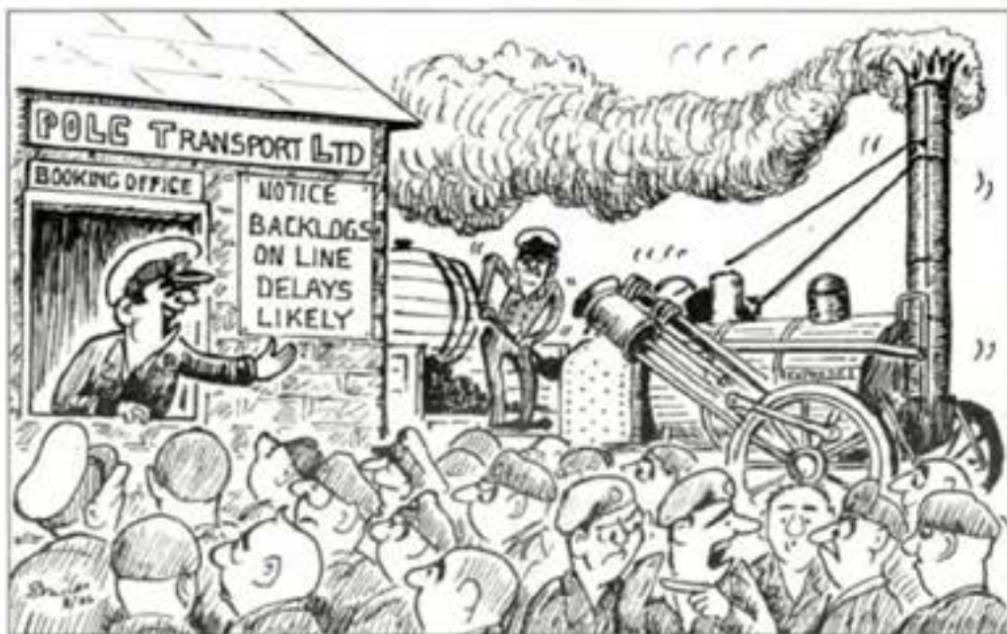
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Drafty



'He says they're laying on an extra service!'

Course backlog is being tackled

This month's Drafty's Corner comes from a non-Drafty.

CND's Staff Commander looks after all the functions that support the drafting divisions, and the policy issues that cross the boundaries of individual branches; that includes career management, promotion, 2OE, Conditions of Service, Equal Opportunities and Reserves.

So, in no particular order ...
We've mentioned the **Regional Drafting and Careers Advisers (RDCAs)** quite a lot in recent articles.

This time, it is just to clarify the difference between these CND "outstations" and the Waterfront Manning Offices - the WMOs are separate CinFleet organisations, managing and moving personnel within their current drafts.

RDCAs, on the other hand, provide impartial advice, personal and general, on all drafting, career progression and promotion issues.

That said, the two offices have a close working relationship with each other, in some cases collocated, and between them they will give you the service you need to plan your lives and careers.

Petty Officers' Leadership Course

For some time, there has been a backlog - a considerable backlog - and many of you are understandably concerned that this will delay career progression.

Getting rid of this waiting list is one of the Second Sea Lord's highest priorities, and be assured that he takes a personal interest!

The action plan, starting in September this year, is to increase training capacity from 22 to 33 candidates per course, and there will still be 40 POLC and 4 POLC(MD) per year. (To do the "Medical Downgrade" course, you need to be in permanent medical categories P2U3, P2L3, P3P or P7P).

To cope with the extra numbers, there will be six more instructors so that the current syllabus sizes and syllabus, and the high standard of training, will be maintained.

Drafty will continue to apply existing priorities when assigning places - acting CFOs, confirmed POs, then acting POs.

It's anticipated that the backlog should be cleared by the Training Year (TY) 04/05, and the system is geared to safeguard those who cannot achieve POLC within their TY for Service reasons.

And now for a heartfelt plea - if you, the candidate, or you, the Command, need to cancel or postpone a place, please let Drafty know, at the latest, 14 days before start date.

We can then call forward a reserve and make use of every available slot.

Talking of which ... if you are a candidate in a position to be called up - possibly at as little notice as the Friday before - please put in a C240, giving dates available (or not available) and contact details, and we'll add you to our list.

Obviously, you'll need to be able to pass the fitness test and you should have your presentations prepared.

Did you get a recommendation to instruct on the POLC from your own course?

Fancy a break from specialist work?

What was the RN School of Leadership and Management is now the Command Training Department, at the Maritime Warfare School (Collingwood Site), and they want good, keen instructors.

More head-hunting.

DNR is always on the look-out for suitable people

to spearhead the recruiting effort.

Opportunities regularly arise for Warrant Officers and Senior Rates to become Careers Advisers, on FTRS, after completing their time on active service.

In order to ensure that potential recruits are counselled by someone near their own age group, they are also always keen to find well-motivated Leading Hands and Corporals to work in their home town Careers Offices.

Filling the gaps in the front line has to be CND's priority at the moment, but there may well be opportunities for spells in recruiting.

Last, but very important, DNR needs personnel of all ranks and rates to join their Diversity Action Teams.

The aim of these teams is to forge links with ethnic minority communities and spread the word that the Naval Service really does welcome people from all backgrounds.

Obviously, to do this, DNR seek to utilise the skills of high quality serving ethnic minority personnel so, if this appeals, do submit a C240.

On a similar theme, for Petty Officers of all branches, Part One Instructors at Ralceigh are a very valuable commodity and it's a rewarding job - please give this a thought next time you're filling in a Drafting Preference Form.

Which brings me to my final advert - we can only try and fulfil your wishes if we know what they are.

If any of your personal details or professional preferences change, fling in a DPF.

And even if nothing changes, a new one each year is a good idea.

At least we know you might be reasonably content where you are!

Situations Vacant

THERE will be a vacancy for a CPO(R) or (AWT) to fill the RDCA billet in HMNB Portsmouth early in 2003.

This billet, within the Naval Drafting Directorate (NDD) of the Naval Manning Agency, is in the vanguard of ratings' career management in the Royal Navy.

The post holder is responsible for providing career management, drafting advice and guidance to all ratings serving in the region (ashore and afloat), through the use of briefs and consultations.

He/she will act as a link between ratings and the NDD on matters relating to drafting and career management and liaise with medical and welfare reasons.

There may be scope in the future for service in this post to qualify the incumbent for civilian accreditation with the Chartered Institute of Personnel Development (CIPD).

Previous drafting or manpower-related employment is not a pre-requisite but individuals should have particularly strong inter-personal and communications skills.

Further information may be obtained from either the R/AWT drafting desk (Centurion 93844) ext 2459, or the current incumbent (HMNB Portsmouth 9380) ext 25497.

Full Terms of Reference may be obtained from RCMO on request (Centurion ext 2181).

Applications on C240 should be submitted to CND (attn: RCMO) to arrive no later than October 31, 2002.

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... and plotting to use the ship's cable to block the harbour mouth, forcing all ships to use their Devonport base instead - Sir!

NEWSVIEW

Nelson touch of Nottingham's men

The media were initially quick to apportion blame for HMS Nottingham's too-close encounter with Wolf Rock - and her Commanding Officer was just as quick to accept it.

Which is entirely in the spirit of the Service, no matter what the findings of the subsequent inquiry.

But such is the fickle nature of the Press that the tide turned in just a couple of days in praise of Cdr Farrington, who it came to see as merely an unfortunate victim of circumstances while applauding his readiness to fall on his sword.

Since the matter is under inquiry, it will be inappropriate for us to speculate on its findings. What is already clearly apparent, though, is that a much bigger catastrophe was averted through the discipline, skill and training of the ship's company.

Bodmin artist Mike Haywood's superb painting of HMS Victory in the storm after Trafalgar is a classic study of damage control.

The hurricane that followed the most decisive sea battle in history likewise provided perhaps the severest test of seamanship that the Royal Navy has ever had to meet.

Nelson, of course, was out of the picture by this time - and so his friend Cuthbert Collingwood found himself in command of a fleet that was one of the hardest to manage that an admiral ever had, before or since, also comprising as it did 18 surrendered enemy ships and 20,000 French and Spanish prisoners.

Maybe no sailing fleet was ever in such a perilous position - nearly 50 ships on a lee shore, many of them dismasted. The storm blew for seven days, straight in to the hostile coast.

At first, Collingwood's crews tried to tow the most damaged ships away from it. Their logs had been sparse in recording the battle - usually the Master or the Officer of the watch wrote them up, and they were not men experienced in describing fights.

But when the storm began they precisely recounted the attendant problems of seamanship with a simple eloquence which vividly evokes the nightmarish situation.

Victory's own log recorded: "Bent a main topsail, old one shot to pieces. Got a jib-boom up and rigged for a mizzen mast. Carpenters employed stopping the shot holes... Got up a jury fore topmast, and a main top-gallant yard for a fore topsail yard... At 4.15, heavy squalls. At 5.10 carried away the main yard. Split the main topsail and mainsail all to pieces. Cleared away the wreck. At daylight saw the Royal Sovereign (Collingwood's flagship) with signal 314 flying (Ship in distress and in want of immediate assistance)."

In the end, Collingwood's men managed to save only four of Nelson's prize ships - but their great achievement was that, after enduring battle and gale, not a single British ship was lost.

HMS Nottingham's sailors, it may be safely said, followed exactly in this tradition of solid, practical seamanship. As Cdr Farrington was quoted as saying: "They were bloody magnificent. We practise so hard that they saved the ship."

Just as in Nelson's and Collingwood's day, it was the sailors who saved the day on this occasion, too.

Ducking and driving ...

On a visit to the Fleet Diving Headquarters and Defence Diving School (DDS), the C-in-C Fleet Admiral Sir Alan West couldn't resist trying out a classic diving suit first used in the 1830s (see also page 25).

After watching a number of conventional and improvised explosive disposal techniques combined with diving displays by teams from the Southern and Fleet Diving Units, he was handed over to WO1 Tom Bridges and his Royal Engineers for a dive using the Siebe Gorman Surface Demand Standard Diving Equipment.

Back on terra firma, he commented on the relative ease of movement the suit allowed once under water - and the Commanding Officer DDS Cdr Chris Ameye duly presented him with a certificate acknowledging his diving prowess.

With Admiral West at the Defence Diving School, Horsea Island, Portsmouth are L(D) A. Jackson (left) and L(D) D. Rushforth

Meanwhile, on the other side of the Channel a reception of a different kind - but likewise far from 'dry' - was being staged for Robbie Davies, retiring after 37 years as driver to the Naval



Attache at the British Embassy in Paris.

Robbie joined the Embassy staff as groom to the Military

Attache (a sign of the times) in 1965 but was swiftly promoted to driver to the RN representative.

During his time he has driven countless VIPs, including Lord Mountbatten, and became almost better known to the French authorities than the NAs were themselves. He was awarded the MBE in 1997.

It was said that various Prefets, Maires and Admirals around the country, after cursorily acknowledging the NA and visiting warship CO, would rush over to Robbie and greet him like an old friend - which he probably was!

Many friends and former colleagues attended a farewell reception given to him by the British Ambassador, Sir John Holmes, when he was presented with a garden seat and a photograph of himself surrounded by all 15 of his NAs - no less than ten of whom made it to his farewell bash.

From left, standing, they are Captains Allan Adair (99-02), David Thompson (95-99), Andrew Thomson (83-85), Vincent Howard (75-78), Mike Johnson (92-95), Dickie Bird (73-75), Gerry Booth (87-90) and Johnny Cooke (90-92). Seated on either side of Robbie are Captains Harry Keate (67-69) and Peter Bence Trower (69-70)



From left, standing, they are Captains Allan Adair (99-02), David Thompson (95-99), Andrew Thomson (83-85), Vincent Howard (75-78), Mike Johnson (92-95), Dickie Bird (73-75), Gerry Booth (87-90) and Johnny Cooke (90-92). Seated on either side of Robbie are Captains Harry Keate (67-69) and Peter Bence Trower (69-70)

Worldwide challenge



● (Above) A Royal from FPGRM prepares to abseil down a building during exercises in Kent.

● (Right) Sgt Bill Ash shows members of FPGRM the maps he used for the assault on Comacchio in Italy during World War II.

● (Far right) Members of FPGRM move carefully through a building using torches attached to their SA80 weapons in Kent.

Pictures by
PO(PHOT) Steve Lewis

Cockleshell Hero returns to France

A COMMANDO from an heroic World War II raid on occupied France has returned to the area where he made his epic overland escape.

This year marks the 60th anniversary of Operation Frankton - the Cockleshell Heroes - in which ten Royal Marines Commandos carried out a daring raid on German shipping in Bordeaux.

In December 1942, the submarine HMS Tuna dropped the ten near the port. Six ships were sunk and others damaged in the operation.

Two of the commandos drowned, and another six were captured by the Germans and executed, despite the fact they were wearing uniforms with badges of rank.

Only the operation's leader, Major Blondie Hasler, and Mne Bill Sparks survived, eventually getting to Gibraltar and home with the help of the French resistance and private individuals.

Now the French authorities have made the pair's initial 100-mile escape route a 'Grande Randonnee', or long distance foot-path, from Illaye on the Gironde estuary to Ruffec.

To mark the inauguration of the path, six groups, including members of the Aquitaine Royal Naval Association, walked sections of the route, ending at the town hall of Barret for a huge picnic lunch.

One of the groups was led by RNA member Ken Napier, who was one of the translators on hand



● Cpl Bill Sparks (centre) shares a joke with Robert Pasqueraud (left), whose family sheltered the Briton in 1942 after the raid on Bordeaux, and Roland Clemenet, committee member of Frankton Souvenir, the group which has commemorated Bill's escape to safety.

Pictures: GPO(PHOT) George Tweedie

for the civic functions.

A plaque was unveiled at the first farmhouse where the two fugitives had a proper overnight stop, thanks to the generosity of a French family. That evening a reception and dinner were held at nearby Barbezieux.

Guest of honour for the event was Cpl Bill Sparks, the sole surviving member of the intrepid commandos, who met up with

CHALLENGING training - like that recently staged around the Clyde Naval Base, at Faslane in Scotland, and in Kent - is a vital part of life for teams of the Fleet Protection Group Royal Marines (FPGRM).

FPGRM - formerly known as Comacchio Group RM - is just over 430 strong, split into three rifle squadrons (O, P and R) and HQ Squadron, with sub-units deploying worldwide.

Their chief task remains the protection of Britain's UK nuclear deterrent - now the Trident submarines at FPGRM's home base of Faslane and the nearby armament depot at Coulport - as it was for Polaris when Comacchio Group was formed in 1980.

But the FPGRM also provides the Fleet Standby Rifle Troop, which is at the cutting edge of the Group's activities, with specially-trained teams deployed at short notice to support the Royal Navy and RFA anywhere in the world.

Recent deployments by this arm of the Group have included the Gulf and the Far East, while for those deploying with ships to the Gulf there is the added challenge of fast roping and boat transfers at speed on to merchant ships suspected of breaking embargoes, all of which is practiced regularly.

Cpl Mick Stannion, of R Squadron, said: "I command a six-team which is 24 hours notice to go anywhere in the world."

"I have just come back from serving on Plymouth-based ship HMS Campbelltown in the Persian Gulf."

"My job entailed boarding ships by fast roping from the ship's helicopter. We would then carry out a search looking for contraband items, smugglers and Al Qaeda."

"This has been one of the most exciting jobs I have done since joining the Royal Marines."

■ A commando who fought at Comacchio in Italy, from where FPGRM's predecessor took its name, met up with his modern-day counterparts.

Sgt Bill Ash was troop sergeant of Cpl Hunter, who won the Victoria Cross with 43 Commando. Sgt Ash brought his original assault maps with him



● Royals of FPGRM speed away from a 'boarded' vessel while on exercise in the Clyde area.



Come and celebrate the 197th Anniversary of the Battle of Trafalgar at a

Trafalgar Night Dinner

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16th October 2002

in aid of King George's Fund for Sailors - The Seafarers' Charity

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A DATE
FOR YOUR
DIARY

Everyone



● HMS Tireless photographed from the AUTECH range helicopter (above) while one of two Merlins takes off for a trials sortie (below)



● The ex-USS Wainwright suffers as a result of Tireless's handiwork (above)

● HMS Richmond at AUTECH duties (right)

● Golden Jubilee, Bahamas style: Back row, from left, WO Martin Brough (Executive Officer, Naval Party 1011), John Underhill (Security), Jan James (Administration Assistant), Brian Gray (Project Manager/Facilities Manager), Nigel Powis (Travel and Accommodation), Lt Cdr Tiny Holmes (Staff Officer Submarines); front row (standing, left) CPO Andy Higgs (Executive Officer's Assistant), Cdr David Pollock (seated; Officer Commanding Exercise), Lt Cdr Mark Hill (AUTC), LS H Hornbrook ('Mr Fixit')

THIRTY days in the Bahamas sounds like it would do you a lot of good.

And that is certainly the case for the Royal Navy, where thirty frantic days of activity on Operation Celtic Barrier have given scientists and Naval personnel a valuable glimpse into the future of both equipment and tactics.

Every year the Royal Navy's Maritime Warfare Centre (MWC) co-ordinates a programme of military units and defence contractors who bring equipment to the US-run Atlantic Underwater Test and Evaluation Centre (AUTECH) at Andros Island.

Andros is a quiet backwater of the Bahamas which sits on the precipitous edge of the Tongue of the Ocean – a vast chasm of water which is wired up with sensors and monitors to allow trials to be recorded and analysed in detail.

The centrepiece of the operation was the further development of the Merlin helicopter, testing its operational capabilities in Trial Camelot.

Lt Cdr Mark Hill, Commanding Officer of AUTECH Naval Party 1011 (AUTC) said: "We started at a baseline of what was achieved at the industry AUTECH trial in 2000, and are looking at what Merlin can do beyond that."

"We are trying to develop the tactical manual for when the aircrew can use this superb piece of kit operationally."

"We do not want people to think this is the new Sea King – it is a step change from the Sea King."

Lt Cdr Hill said the helicopters of 700M Squadron had already impressed onlookers at the Mayport Helicopter Meet in Florida before reaching AUTECH.

Operation Caraway involved two major Royal Navy warships – Type 23 frigate HMS Richmond and nuclear submarine HMS Tireless – in the tactical development of the Spearfish heavyweight torpedo.

This trial had two components. The first studied the effects of the Spearfish as an anti-surface warfare weapon, where it runs shallow and explodes underneath a ship, breaking its back.

Richmond was the target, although the bangs in this case were electronic ones picked up by sophisticated sensors on the range and fitted to the ship for these trials.



In such instances AUTECH provides the Navy with tremendous value for money, as each trial usually allows both attacker and defender to hone their skills and test new kit, procedures and manoeuvres under laboratory conditions, doubling the benefit.

Celtic Barrier saw the first anti-submarine warfare firings against an American submarine – a big step forward in Lt Cdr Hill's view.

"We had a very strict safety case, but the fact that the Americans allowed two submarines in the same patch of water, and for us to fire a weapon against them was a major departure," he said.

The target in this case was USS Scranton, a Los Angeles-class boat displacing almost 7,000 tons and just over ten years old.

A range of other anti-submarine trials was also carried out, much of which is classified and will remain so, and Richmond, as the most capable anti-submarine platform in the Fleet at present, was involved in many of them.

A total of 55 weapons was fired during Celtic Barrier, the vast majority of which were recovered from the sea.

Tireless, playing the thankless role of "clockwork mouse" as she was hunted, fired it and generally harried for the general good, also allowed submarine countermeasures to be trialled and techniques refined, and the practical knowledge gained on both sides will be disseminated to the rest of the Fleet as the crews disperse among other ships and submarines.

Even such details as how the crew reacts to the dropping of a weapon by an aircraft – or how an

aircraft follows up its initial attack – can be pored over by Naval strategists who may amend Command guidance accordingly.

"Basically everybody wins," said Lt Cdr Hill.

"The operational capability of everybody involved in AUTECH has gone up, and even though AUTECH is not training, there's an operational capability spin-off to many of these trials."

"This is no Cold War legacy – this is modern developments against modern threats in the littoral."

The range is mainly manned by American civilians under a defence contract with the United States Defense Department, but UK numbers peaked at around 300 – there is a constant movement of people in and out as the trials take their place in a tight programme.

"That number includes both



● The American target ship shows

Merlin

THE MERLINS OF pivotal role in this Before arriving, aircraft had a sales initiative at Helicopter Association Mayport in Florida. When the Navy the Merlin into development, 700 as the Intensive the job of identify the teething trou



's a winner!

Service and civilian people; scientists, analysts, project teams, weaponsers from Beith and Gosport to prepare, recover and de-prep the weapons," said Lt Cdr Hill.

"We also try to land as many people from the ship and submarine as we can in the course of the operation.

"We land around 20 people at any one time, and cycle them through so that everyone gets ashore for at least one night while they are out there.

"That is hugely important - if we keep the units out on the range happy then we get better product from the trials and therefore better results."

The weather was kind for the first half of the operation, but became overcast and stormy for the final fortnight.

"The thunderstorms might have

had an effect on the tan, but not on the trials," noted Lt Cdr Hill.

In fact, only one minor element of the programme suffered, when the light aircraft required was grounded by the storms.

With a new Executive Officer in harness - submariner WO Martin Brough took over from AUTEK veteran WO Tim Capel - there were subtle changes in the running of the operation.

One of the more obvious changes was in the traditional race night, held at the Beach House, where socialising is crammed into the few hours which are not devoted to business.

This year the cut-out horses were banished and replaced by plywood dolphins, which were advanced around a suitably watery course.

The drink of choice was no longer moose's milk but whale's

milk - remarkably similar to the former, but featuring blobs of 'whale blubber' which looked suspiciously like marshmallows (and, according to some at the event, did not prove an entirely pleasant experience).

The evening raised £2,000 for local charities, both on and off the base, and the charity also extended to the refurbishment of a half-

dozen veteran mountain bikes - the most common form of transport at AUTEK - which were donated to a local school to be presented to pupils who had made significant achievements.

Richmond and Tireless also held sea days for base workers and their families - mostly American - and the gesture was very well received, according to Lt Cdr Hill.

Tireless lets rip with her Spearfish

AFTER playing an important role in the trials on AUTEK, Tireless put some of that theory into practice when she completed a High Seas Firing in the Atlantic.

The boat left Devonport in April for the crossing to America, restocking her stores at Port Canaveral in Florida as well as embarking a full load of heavyweight Spearfish torpedoes for the AUTEK programme.

Loading the weapons was made particularly hard work by temperatures in the mid-90s, but there was a chance for crewmen to visit the nearby Kennedy Space Centre, Disneyworld and Universal Studios.

The Trafalgar-class hunter killer submarine then began a month of trials in the Bahamas, working closely with HMS Richmond, American submarine USS Scranton and three RAF Nimrod maritime patrol aircraft.

As is the case for the 'clockwork mouse', Tireless was often cast in the role of victim, allowing Richmond to hunt her and fire Stingrays against her, while the Merlins of 700M NAS honed their anti-submarine skills.

But Tireless got to bite back at Richmond with Spearfish, and staged submarine dogfights against the Scranton, in which she acquitted herself with distinction.

One of the highlights of AUTEK was an 'Under Water Look' on Richmond, for which the frigate's Commanding Officer, Cdr Wayne Keble, was embarked on the boat.

Tireless approached the Type 23 from astern and slowly and steadily moved underneath the moving hull.

The water clarity and the use of new digital cameras on the periscope allowed Tireless to take excellent photographs of the underside of Richmond - and there cannot be many frigate COs who can say that they have inspected their own bottoms whilst at sea ...

The submariners also took advantage of the facilities on Andros Island at least once during her visit to AUTEK, with small groups of personnel landed every few days for a breather and to phone home as part of the Operational Welfare Package.

In all, Tireless was on the range for 24 days, during which time she:

- Dived and surfaced 32 times
- Returned to periscope depth 95 times
- Fired 13 Spearfish torpedoes (nine against Richmond and four against Scranton)
- Acted as target for 25 Stingray torpedoes launched from Richmond, her Lynx, Nimrods and Merlins.

Tireless left AUTEK on June 2 and made her way to the massive US Naval base at Norfolk, Virginia.

The first two days in Norfolk were dominated by a Defence Industry Day, hosted by Tireless with support from Richmond, providing a shop window for British industry.

Some 14 companies were represented, and more than 50 guests attended. That evening the two warships hosted a joint cocktail party on the frigate, attended by 120 guests

including Admiral Ian Forbes, Deputy Supreme Allied Commander Atlantic.

The evening was a great success despite a heavy downpour and thunderstorms, and culminated in Ceremonial Sunset, with lightning creating an impressive backdrop.

Sailing from Norfolk, Tireless headed into deep water for a US/UK High Seas Firing. The USN provided the target with ex-USS Wainwright.

The British boat was at periscope depth two miles from the target to see Richmond's Harpoon missile shoot and then closed to conduct battle damage assessment.

Tireless clearly saw both missiles hit the Wainwright, creating two neat holes 6ft above the waterline, one below the bridge and the second below the hangar.

The following day was marred by the loss of HMS Richmond's Lynx and the death of aircrew Lt Rod Skidmore and Lt Jenny Lewis. The news was received on board with a mixture of shock and sadness. The warships had been working together for several weeks and the crews had become particularly close. A service of remembrance was held on board two days later.

The High Seas Firing exercise ended when the American Commander in USS Donald Cook invited Tireless to close the ex-USS Wainwright to a range of two miles to deliver the coup de grace in the form of a Spearfish torpedo. The results of this firing can be seen in this sequence of photos (right).

The torpedo detonated beneath the bridge, breaking the ship's back and splitting her in half.

Tireless then closed to conduct an assessment just before sunset, but was forced to clear the area as US aircraft attacked the remains.

In darkness, the bow section sank, and the following day the hulk was finished off with explosive charges.

Following the High Seas Firing Tireless headed for Kings Bay, Georgia, home of the USN's Atlantic submarine force, to undergo treatment which reduced her magnetic signature.

A five-day call at Bermuda was fitted in before the long passage home to Devon.

The boat spent 89 days away - 70 of them at sea. But apart from catching up with Easter leave, there are more duties to be fulfilled - including receiving the Freedom of the Borough of Rugby on August 1, and a starring role in Plymouth Navy Days over the Bank Holiday weekend.



the damage sustained during high seas firings

proves itself at AUTEK

700M Squadron had a year's AUTEK trials.

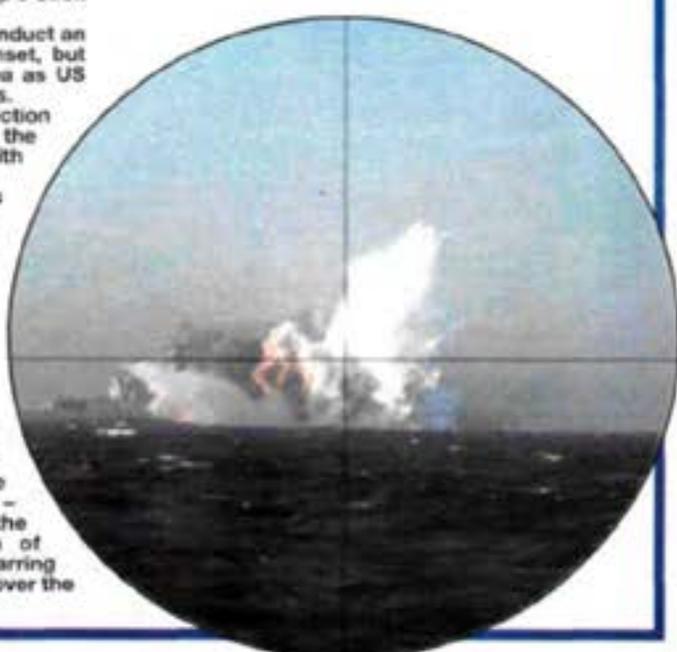
on Andros Island, the ring role in a defence the American Naval association meeting at

decided to introduce vice while still under M was commissioned Flying Trials Unit, with ing and ironing out all les associated with a

complex new piece of equipment.

Their main task at AUTEK was to complete an 'end to end' evaluation of the aircraft in its anti-submarine role, which will prove that operating procedures developed over the past few years are effective against an 'unwilling' target.

This builds on work carried out at BUTEC (British Underwater Test and Evaluation Centre), the UK equivalent range, although the sea room available at AUTEK is needed for the full picture.





At Your Leisure

The 20th ANNIVERSARY of the
RETURN of the FALKLANDS TASK FORCE
28th AUGUST 2002



Royal Naval
Philatelic Society
19 College Road
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Task Force cover story

A LIMITED edition of commemorative covers to mark the 20th anniversary of the return of the Falklands Task Force on August 28, 1982 is to be issued by the Royal Naval Philatelic Society.

They will bear stamps from Ascension Island, Falkland Islands and St Helena, showing some of the units that took part in the campaign.

Each will contain a text sheet carrying a full list of the participating forces and a chronology of events, together with a set of photo cards.

For details contact the RNPS at 19 College Road, HM Naval Base, Portsmouth PO1 3LJ.



Top hat and tail

● Crossing the line celebrations have always been an excuse to go wild – even in U-boats. The 'pirate' on the right has had the top of his head shaved and is being led by his pony tail to the inevitable ducking.
– from *Wolf Packs at War* by Jack Mallman Showell (Ian Allan £19.99)

One man's fight against scurvy

IN 1740 Commodore George Anson left Portsmouth with seven ships and nearly 2,000 men. He returned four years later with under 600. Only four were killed by the enemy; the rest died not as the result of war or misnavigation, but of scurvy.

Limeys (Sutton £14.99) is the dramatic history of Dr James Lind's heroic efforts to find a cure for this dreaded disease – all in the face of the corrosive patronage and establishment apathy of the times.

Author David I. Harvie estimates that in the three centuries prior to 1800 scurvy killed at least two million sailors.

It was characterised by rotting gums, foetid breath, swelling limbs, malaise and haemorrhaging. Desperate men took any 'cure' offered – urine mouthwashes, sulphuric acid, bloodletting, even burial up to the neck in sand. Most died.

In 1747 Lind, a Scottish Naval surgeon and sometime Physician-in-charge at Haslar Hospital, Gosport, conducted the first practical medical research to find a cure.

He recommended lemons, oranges and their juice. Yet he was unable to penetrate the Admiralty high-mindedness, or to persuade them to enforce the fruits' universal application.

In fact the efficacy of oranges and lemons had long been observed, though no one knew, of course, that they were rich in vitamin C. Hawkins' crew went down with scurvy off Brazil in 1593 and he traded for supplies with the Portuguese. He later wrote: "Coming aboard of our Shippes, there was great joy amongst my Company, and many with the sight of the Oranges and Lemmons, seemed to recover heart; this is a wonderful secret of the power and wisdom of God, that hath hidden so great and unknown vertue in this fruit, to be a certaine remedie for this infirmite."

All the more staggering, then, that not until 1795, when court physician Gilbert Blane championed Lind's work, were the Sea Lords persuaded to act. But by then Lind had been dead for a year and thousands more had needlessly perished.

As it turned out, lime juice was substituted for lemon and orange – even though it was considerably less rich in the magic ingredient – and so British sailors earned the sobriquet 'Limeys'.

Scurvy was still not completely eradicated, though. Scott's doomed South Pole party had symptoms of scurvy. And what is regarded as the last outbreak of serious scurvy at sea was in 1917 aboard the *Wolf*, a German Navy vessel patrolling in the South Atlantic: "Some went blind . . .



● Dr James Lind

And they stank: their sores stank. The unfortunate wretches were simply rotting alive . . . None of us had seen scurvy before, and the old sea tales of this disease had seemed ridiculously exaggerated. But the foul symptoms of a serious outbreak of scurvy could never be overdrawn. This curse is an unholy combination of all the worst features of dysentery, syphilis and dropsy."

It still presents some puzzles. In the 1960s scurvy became a significant problem in the infant population of countries such as the USA, Canada and Australia. Evidence even suggested that relatively wealthy, educated communities were worst affected.

This book tells the extraordinary, graphic and compelling story of the epic quest to conquer one of mankind's most terrible diseases – a quest that has continued into the 21st century.



DAZZLING FAILURE

THIS fine example of a World War I 'dazzle' camouflage paint job was not enough to save *Clan Mackenzie III* from being torpedoed by a U-boat off the Isle of Wight on March 3, 1918. She was beached and later towed to Portsmouth.

On October 23 1937 she beached again in Liverpool Bay after a collision and was this time declared a constructive total loss.

– from *Clan Line in Photographs* by Tony Blackler (Avid Publications £9.50)



HOW ABOUT THIS FOR A LIFE-SUPPORT SYSTEM?

IT LOOKS like something out of your worst nightmares. But it is actually the world's earliest diving suit – and apparently it worked!

A replica of the 18th century outfit, made from stitched calf skin like the original, is one of the most striking exhibits in a major new exhibition at the National Maritime Museum.

On loan from the Raahe Museum, Finland, it was tested in 1988 when a diver remained comfortably (well, fairly comfortably) submerged in it for several hours.

Oceans of Discovery, sponsored by the Friends of the NMM to celebrate their 21st year of support for great institution at Greenwich, tells the story of scientific exploration above and beneath the waves.

It includes remarkable tales of some of the world's most famous explorers such as Captain Cook, Sir

Ernest Shackleton and Jacques Cousteau.

The exhibition is part of the Museum's Planet Ocean initiative, which explores the past, present and future of the oceans, linking the three Greenwich sites (Museum, Royal Observatory and Queen's House) through the themes of sea, ships, time and the stars.

It covers developments in navigation from the Vikings and early Polynesians onwards, outlining the history of human attempts to map the world and chart its oceans.

Particularly fascinating is a replica map of the Marshall Islands, of a kind apparently employed by Polynesian navigators for thousands of years.

Made of interwoven, twisted slivers of wood representing significant ocean currents, the islands are denoted by cowrie shells.

Diving history is illustrated through several wonderfully peculiar contraptions, from early submersion

suits like the one shown here to modern, state-of-the-art technology.

There are a number of activities for children, including eye-level peep-holes set into the walls under the exhibition cases and the opportunity to examine the replica of Shackleton's boat James Caird, used in the Channel 4 production *Shackleton*, starring Kenneth Branagh.

They also get to design their own deep-sea fish!

Museum Director Roy Clare said: "Oceans help us to breathe; the seas are literally vital to us.

"Oceans of Discovery respects the marine environment and examines mankind's approach to sea-borne exploration.

"This exhibition will appeal to visitors curious to know more about some celebrated explorers, to understand their equipment and to learn of the ideas that have enabled them to push back the frontiers of the world's oceans, enhancing our understanding of our life-support system."

● **FOOD FOR THOUGHT:** This unsigned world map on vellum, dated 1529, is believed to be the work of the Florentine cartographer Girolamo da Verrazano who, with his brother Giovanni explored the east coast of America in 1524-28. Giovanni was killed and eaten by cannibals he had mistaken for being friendly in the West Indies – "a horrible event witnessed by his brother"



ScreenScene

— by Bob Baker

Difficult approach that paid off well

WHEN film-makers want to make life really difficult for themselves, one of the things they can do is go off and shoot a movie on the high seas.

Steven Spielberg's *Jaws*, for instance, is legendary for taking months on end to get its shark-hunting sequences in the can, thanks partly to a malfunctioning clockwork shark, but mainly because of such mundane factors as waves, clouds and rain.

For sheer kamikaze foolhardiness, however, it would be hard to beat the British wartime production *Western Approaches*, a tribute to the role of the merchant fleet in fighting the Battle of the Atlantic.

For a start, almost all of the action occurs at sea (as opposed to *Jaws*, only the last half-hour of which takes place afloat).

Secondly, the director, Pat Jackson, decided that the film ought to be in colour: this in the early 1940s when Technicolor, still in its early stages, called for not only a triple-sized camera accommodating the three separate strips of film the process required, but also an extra-large array of lighting equipment.

And thirdly, Jackson rejected the idea of using professional actors, preferring instead the authenticity of genuine merchant seamen – who, however, didn't know the first thing about performing for the camera. Oh, and of course the war was on, and visitations by the enemy couldn't be ruled out.

Western Approaches was produced by the Crown

Film Unit, a Government-funded organisation: no commercial company would have touched such a risky project. Its story was classically simple: survivors from a torpedoed merchantman are adrift in a lifeboat. Eventually they realise they are being shadowed by a U-boat, hoping to pick off whatever ship comes to rescue them.

The climax takes place when they are spotted by another merchant vessel and desperately try to warn her off.

The picture was shot in the Irish Sea in 1943. Crammed into the lifeboat were cast and crew – about 35 men – plus camera and lights. They were connected to their 'HQ', an old Hull trawler converted into a minesweeper, by an array of cables – for towing, for power and for sound recording.

Simply changing the camera's magazine in the rocking and rolling boat with spray filling the air must have been a nightmare, to say nothing of having to coax believable performances from a bunch of wet, fed-up merchant seamen.

You can still find copies of the film on video, and it stands up extremely well. It demonstrates a number of qualities often found in British wartime productions: an emphasis on the characters' determination to get the job done, an avoiding of histrionics and sentimentality, and a cool, common-sense approach to every aspect of the story. It all seems quite refreshing in comparison with the Hollywood-ised melodrama we're so used to nowadays.



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THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the August headlines of past decades...

40 years ago

The Queen and the Duke of Edinburgh returned to the reputed place of their first meeting, the captain's garden at Britannia Royal Naval College in Dartmouth.

This visit was to present awards to sub-lieutenants passing out and take the Salute at a march-past of 500 cadets and midshipmen. The royal couple arrived in the Royal Yacht Britannia, whose appearance at Dartmouth brought forth a throng of picket boats from the squadron to act as escort.

30 years ago

Princess Margaret made a surprise call on Leading Cook Ron Peckett in the galley of HMS Aurora.

Princess Margaret visited the frigate berthed at Greenwich in the Thames where Aurora was the Royal Naval element of the NATO Standing Naval Force Atlantic (SNFL).

The royal visitor had lunch in the wardroom, and was given as a memento of the visit a crest of the Standing Naval Force by Cdre John D.E. Fieldhouse.

20 years ago

Navy News celebrated the return of the Navy's ships from their efforts in the South Atlantic.

The homecoming of ships of all kinds was marked with a story about aircraft carrier Hermes, welcomed by then Prime Minister Margaret Thatcher, and the smaller converted ocean survey vessel Herald which had worked as a hospital ship throughout the traumatic times off the Falkland Islands, both returning home to Portsmouth on the same day.



● HMS Herald returns home to Portsmouth in 1982, still painted with her red crosses

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Deaths

Vice Admiral Sir Geoffrey Biggs. Leading Cold War submariner, patrolling Barents Sea gathering intelligence in HMS Superb through 1970s established firm links between US and British navies. After leaving Dartmouth in 1958, two short drafts in HMS Eagle and Belfast before joining submarine service in 1960. Early submarines included Ambush, Teredo, Adful and Ophelus before completing CO course to command Otus, and later in 1973 was executive officer of Swiftsure. In 1980s, CO of Type 22s Brilliant and Broadsword, before promotion to Rear Admiral in 1990 and becoming Flag Officer, Gibraltar, followed by Vice-Admiral and Deputy C-in-C Fleet in Northwood, where he promoted his vision of a Permanent Joint Force Headquarters. Retired in 1995. Aged 83, June 29.

Captain Roger Durnford. Served 1939-70. Navigating officer on board Eclipse, part of convoy PQ13 to Murmansk in March 1942. Defended the beaches of Sicily in July 1943, survived the magazine explosion in 1943 which killed over 100 of the crew and many of the troops on board. Also served in Newcaselle and Wyvern, when escorted Norwegian royal family back to Norway, mentioned in despatches in 1943. Post-war specialised as a signals officer, won Jackson Everest Prize. Worked mainly in Mediterranean, planned communications for the joint invasion of Sicily by Britain and France. Last appointment as Deputy Chief of Staff NATO Headquarters in Belgium. Aged 80, May 11.

Arthur Sclater. World War II Special Operations Executive Officer. Joined Royal Marines but his close links with Norway meant he was unable to join the SOE in October 1941. Based in Shetland he was commander of the "Shetland Bus" that transported the Norwegian Resistance and evacuated refugees. Received Haakon VII Cross of Liberty and the American Medal of Freedom with Bronze Palm. After the war returned to business then to estate management. Aged 92, June 7.

Cdr Geoff Barlett. Geoprot councillor and mayor. Served 1960-95. Served in Falklands conflict. Aged 60, June.

Peter Young. RNVR. Later England rugby captain who led country to Triple Crown. May 23, Aged 74.

Professor Ronald Emalie. Commissioned in dental branch of RN in 1940 and appointed to naval base at Malta. Released in 1946 as Surgeon Lieutenant-Commander (D) RNVR. Later academic champion of preventive dentistry. Aged 87, May 31.

Lt Cdr Vince Carey. Naval engineer. Joined RN at age 20 and served in WWII. In 1941 in 1941 during attack by enemy aircraft that aimed almost 200 bombs at ship preventing German troops crossing to Crete, also during relief of Malta in 1942 then sunk by U-565. Also served in minesweepers including Mariner and Lightfoot, in one of the longest formation minesweeping operations along the Malacca Straits to relieve Singapore. Other ships and establishments include Glasgow, in the build of the Koppel, as special duties engineer officer in the Royal Yacht Britannia, Gurkha, HMS Sultan, then as test engineer at Testor in Singapore. After left the Service became project manager for Amazon with Vosper Thornycroft. Aged 82.

Freddy Rudge. Royal Army Medical Corps in 1942 fighting Japanese in India and Burma with 1st Battalion, Royal Marines. Credited with creating and training the Pipe Band of 42 Commando Royal Marines on troopship out from England. World expert on tropical eye diseases. Aged 85, April 10.

Charles 'Jack' Erskine. Cpl RM PTI HMS Duke of York Association. Aged 82, April 15.

Lt Ronald Neath. RNVR. HMS Duke of York Association. Aged 81, 3 May.

Swap drafts

WSTD1 Kate Jones. Contact and draft: HMS St Albans, 8000 22456. Specialist skills: First Aid trained. Will swap for any Plymouth-based ship.

LOMIC Howarth. Contact and draft: HMS Manchester. Will swap for any Plymouth-based ship, deploying or not.

WOMJC11 J. Matthews. Contact: 2534@a.dn.mod.uk. Draft: HMS Chatham, deploying NTG Gibraltar Feb 03. Specialist skills: NCS trained or available to be trained. Will swap for: Any Portsmouth or Plymouth-based Type 23 frigate, deploying or not deploying; or any shore drafts including the Falklands.

WOMJC11 J. Matthews. Contact: 2534@a.dn.mod.uk. Draft: HMS Chatham, deploying NTG Gibraltar Feb 03. Specialist skills: NCS trained or available to be trained. Will swap for: Any Portsmouth or Plymouth-based Type 23 frigate, deploying or not deploying; or any shore drafts including the Falklands.

WCH Willison. Contact: Ark Royal catering Office. Draft: Ark Royal, approx one year. Will swap for any Portsmouth-based ship not deploying.

Ratings seeking to swap 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. All applications must be made on Form C240 to NDD, Centurion Building.

Thomas Storey. Lt Stoker HMS Duke of York Association. Aged 78, May 18.

Lt Cdr Michael Hashton. Funeral service June 24, Plympton.

John Ainsworth. HMS Bruce Association. Served in Devonshire, Blunhouse and Ramparts. Aged 70, June 14.

Harold Shaw. Leading Seaman, Submariners Association, Hull Branch. Submarine service 1940-44. Ships and boats include: Cyclops, Trusty, Proteus and Otus. May 19.

Tom Pendock. Coastal Forces Veterans Association, Corvette Association. June 24.

Harry Victor Simmonds. Served 24 years. Sailing in Fleet Air Arm. Ships include Wampole, March 15.

Lauree Dames. CPO (TAS). HMS Kenya Association. Joined FN in 1938. Ships and establishments include: Ganges, Royal Sovereign, Caladonia, Dido (WWII Mediterranean), Diamond, Aeneas, and Kenya (Topside Gunners Mtd, Korean War). Also ammunition ship Chesun, HMS Mauritius, Malta, HMS Valmon. Left service in 1963. June.

Bernard 'Jae' Lewis. ACPO. Ten Class Association. Joined 1950 at Ganges. Served in Vernon, Admar, Ark Royal, Safeguard, Sheraton, Maidstone (Cochrane). Qualified ship's and CD diver and received a citation for work as diver in Northern Ireland. June 19.

Stephen Eugene Knowe 'Mick'. CPO. Served from 1934-65. Ships include: Braugh, Gibraltar and many more. Coastal Forces Association. Aged 84, May 5.

Alex Ball. Cdr/Sig HQ Rating. Served in LCTs (survivor of one that was torpedoed) and HMS Bassac (base ship (Plymouth, Iceland). Aged 92, May 5.

Thomas Keegan. Aged. Served in a Tribal Class destroyer HMS Tartar, on convoys to the Soviet Union in the 1940s, Atlantic and the invasion of Europe, June 6, 1944. HM Tribals and 10th Destroyer Flotilla Association.

Jack Leighton. Aged. Served in a Tribal Class destroyer HMS Ashanti, on convoys to the Soviet Union in the 1940s, Atlantic and the invasion of Europe, June 6, 1944. HM Tribals and 10th Destroyer Flotilla Association.

Kenneth Harry Butcher. Served 1943-57. Trained at Victory and Vernon, and served in ships: Sea Serpent, Haig, Braganza; High Flyer; Maidstone; Loch Fada; Chewell; Tartar; Castle; Heddingham; Castle; Wildgoose; Starling; Nevada; and Undaunted (his favourite ship and longest-serving). Aged 75, June 13.

Sub Lt K.M. 'Ken' England. Submariners Association, Wales No.1 branch. Served in Seawolf, P26, Graph, Universal, Astute, Truant. Aged 87.

J.C. 'Johw' Owen. CA. Submariners Association, Easter.

P.J. 'Peter' Bugden. Ch Elec. Submariners Association, Portsmouth. Served in H32, L27, P555, Terrapin, Porpoise, Taps, Admiralty, Tradewind. Aged 80.

J.P.B. 'Jean' Hoogewys. Tel. Submariners Association, Portsmouth. Served in Proteus, O40 (Dubai), Galat.

J.W. 'Wynn' Richards. ERA. Submariners Association, Wales No.1 branch. Served in L23, H32. Aged 81.

H. 'Harry' Shaw. Lt/Sea. Submariners Association, Hull. Served in H34, Trusty, Proteus and Otus. Aged 85.

Frederick 'Freddy' Robert William Fleck DSM. CPO Comd (MDS). Submariners Association, Plymouth. Joined FN 1933, served in submarines 1938-54 including Sea Wolf, Sahib (survivor of sinking April 1943, then escaped from Italian POW camp), Tactician, Sea Devil and Tolen. Aged 85.

S. 'Stan' Hitchcock. Aged 81. Submariners Association, Galesick. Submarine service in WWII in Proteus, P553, Sea Wolf, Gedar. Aged 80.

Douglas Smith. Stoker. Served 1940-67. Ships include: Pembroke, Royal Arthur, Birmingham, Admar (Gingfisher), Pecker and Mars. Aged 71, June 24.

Peter Warner. CPO MEA. HMS Peacock Association. Served 1940-61. Ships include Peacock, Reclaim, Newcastle, Pembroke. Aged 71, May 25.

Gibson Fleming 'Gardner' Lucas. Chief Radio Supervisor. Served in Ganges, Gravelines, Llandaff (1962-64), Warrior, Victorious and NATO HQ at Piraeus. Left RN 1966. June 8.

Gordon 'Wiggy' Thomas Wood. PO Cook. Joined at HMS Royal Arthur in June 1944 as an Assistant Cook. Served in HMS Duke, Victory, and Golden Hind in Australia. Left Service in 1946. June 16.

Appointments

Cdre R.F. Cheadle to be promoted Rear Admiral and to be Chief of Staff to Second Sea Lord and C-in-C Naval Home Command on 3 Sep 02.

Capt A.M. Hussain to be promoted Cdre and become Naval Base Commander Portsmouth on 9 Jul 02.

Lt Col Dechow to UK Landing Forces Command Support Group RM as CO on 27 Sep 02.

Cdr V.A. Nail to HMS Enterprise as CO on 12 Dec 02.

Lt Col A.C. Roy to Royal Marines Reserves Scotland as

Ted Dowling. Chief EM. Served 1958-75, including Delight, Maidstone, Ashton, Tiger, Kent, Triumph. D-Boats Association. Aged 82, July 6.

Oliver Anderson DSM. Chief ERA, Glasgow, Sutton and Aurora. Branch Secretary and Welfare Officer of Dunkirk Veterans Association. Aged 90, June 19.

Albert Edward 'Mac' MacAuland. Chief GI, served 1945-68. Victory, Howe, King George V, Queensferry, Excellent, Dolphin, Vengeance, Mauritius, Kenya, Drake, Ocean, Raleigh, Neptune, Scorpion, St Vincent, DRVC, Terror. Loan service Ghanaian Navy, Portsmouth Field Gun Crew trainer 1958, 1959. Aged 74, June 30.

Brian Randall. Founder member of HMS Victorious (1956-68) Association. April 26.

Frank Withers. Ex-Flyer Marine, HMS Remon Association. Aged 90, July 6.

Albert Edward Peasey. CPO. Served 1935-67. Ships include: Phoebe, Whitland Bay, Chantry, Newcastle, Carysfort and Eagle, Royal Arthur and Victory Barracks. MCO Career Officer ASWE and retirement. Aged 79, June 17.

Dr John MacMillan. Surg Lt RNVR HMS Lafford 1941-2. May 13.

Richard Clement Sumner DSC. Impromptu Lt HMS Lafford 1941-4. Died Canada. Stanley Bitemead. Ex-Opportune and 17th Destroyer Flotilla. Aged 78, May 22.

ASSOCIATION OF RN OFFICERS

Lt Cdr W.L. Black. Served Gamecock, Penegre, Fulmar, Daedalus. Excellent and Warrior.

Cdr D.F. Burke. Served Eglinton, St Maryn, Theodos, Centaur, Indomitable, Bulwark, Abdon and RN air station Culdrose.

Cdr L.P. Friis. Served Mercury II, Saker, Centaur and Osprey.

Capt P.K.R. Lancaster RM. Served London, Achilles, Bellona, Centaur, and Royal Marines Deal and Plymouth.

Lt Cdr E.C.S. Macpherson. Served Orestes, Talbot, Blackhill and Cayton.

Lt Cdr S.J. Parsons DSC. Served Fleetwood, Bantock, Woodcock, Mull of Kintyre, Porlock and President.

Lt H. Panser. Served Belfast, Resources, Indomitable, Cortez, Victorious, Lion, Belorophon, Tamar, Victory and Excellent.

Cdr P.C.E. Richardson DSC. Served Abella, Black Swan, Assonbone, Tweed, Gifford, Rupert, Cayman, Loch Arklay, Euryalus, Coquette, Vernon, Agincourt, Carron, Venus, Vigilant, Urchin, Osprey, Dolphin and Raleigh.

Lt D.A. Tracey. Served Sanderting, Bulwark and Daedalus.

ROYAL NAVAL ASSOCIATION

D. Houbroff. Stoke-on-Trent. Aged 83, March 28.

W. Sawkins. Stoke-on-Trent. Aged 78, April 4.

J.D. 'Jack' Sigley. Stoke-on-Trent. Aged 76, June 1.

John Daly. Chief Stoker. Cork and County. Life member and life president Area 12. Ex-branch secretary and delegate for area and national conferences. Ships included Courageous, Glorious, Orion and many others.

Sam Walker. City of Glasgow. Served 1942-47 in Alacrity, Glen Dower, President, Drake. June 5.

Reg Newman. Seabury, founder member, former chairman and secretary. Served 1942-45. Ships include: Waxwing, Bermuda, Kikago. Aged 78, May 4.

Olve Grimmer. Norwich, associate member. April 30.

Betty Bristol. Lowest, associate member. June 18.

Sgt Thomas Maguire. Royal Marine Commando, Borewich, former committee member. Aged 72, June 27.

Stanley Marshall. Harlow. Served during WWII as a Coder on Q ships.

William Albert Norris. Harlow. Life member. Served as a Rigger from 1939-45. June 22.

Robert Thrift. Unbridge, LS, served 1943-7. Member of Ganges Association, pilot Service.

Reg Pike. Barnhamwood, associate member. June 27.

Canon David Lawrence Ainsworth. Corner branch chaplain for 12 years, national Service in Army. "Remembered with affection and gratitude." Aged 77, July 2.

W. Hennessy. Wythenshawe. Ships included Glendower and Defiance.

W. Irving. Wythenshawe. Served in Gooling, Merlin and Flycatcher.

H. Lingard. Wythenshawe. Founder member and former secretary.

CO on 1 Nov 02.

Cdr M.H. Williams to HMS Trafalgar as CO on 16 Dec 02.

Cdr P.J. Titterton to HMS Tireless as CO on 18 Dec 02

Lt Cdr M.A. Salmon to 849 Squadron B Flight as CO on 2 Nov 02.

Lt Cdr J.C. Masters to HMS Middleton as CO on 2 Oct 02.

Lt N.S. Tregaskis to HMS Biter (Eaglet) as CO on 11 Jul 02.

Lt A.M.R. Stevens to HMS Middleton as CO on 4 Jun 02.

Promotions to Captain RN and Colonel RM

Selections for promotion to Captain Royal Navy and Colonel Royal Marines to date 30 Jun 03.

Warfare Branch
Cdr S.J. Anzora; Cdr S. Bevan; Cdr S. Bramley; Cdr D.H. Durston; Cdr J.N. Edgill OBE; Cdr M.E. Fenney; Cdr R.G. Harding; Cdr T.P.D. Hennessy; Cdr C.C.C. Johnston; Cdr T.M. Lowe; Cdr J.K. Moore; Cdr J.A. Morse; Cdr S.W. Upright; Cdr M.R.B. Wallace; Cdr C.G. Welton; Cdr R.C.R. Wellesley OBE; Cdr S.P. Williams; Cdr S.G. Wilson.

Engineering Branch
A/Capt M.A. Bevenstock; A/Capt P.R. Bishop; A/Capt D.S. Burton; Cdr G.T. Costello; Cdr T.M. Daniels; Cdr D.J. Evans; Cdr E.M. King; Cdr R.I. McIlwaine; Cdr R.C. Rusbridge; Cdr R.J. Thompson; Cdr D. Van Beek.

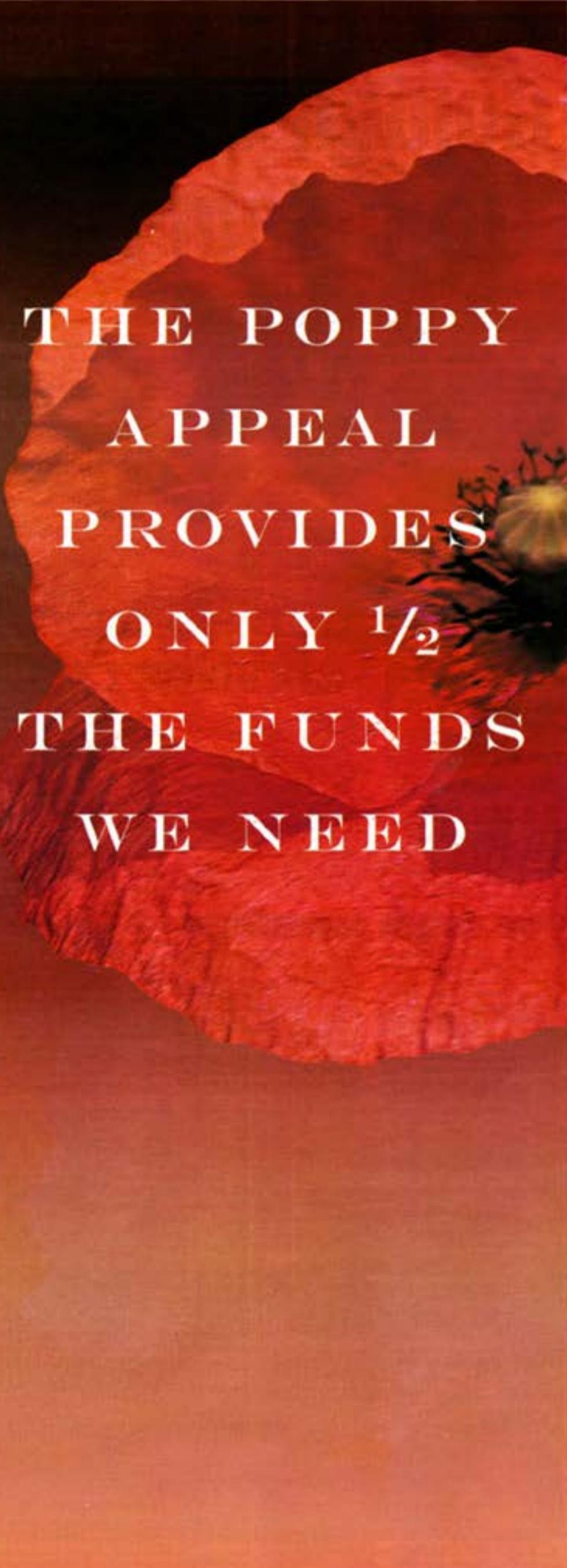
Supply Branch
Cdr M.J. Atherton; Cdr S.R.L. Chilton; Cdr

D.J. Marsh

Royal Marines
Lt Col P.R. Denning; Lt Col D.A. Hook; Lt Col R.A. Pickup; Lt Col R.P. Steams

Medical Branch
Surg Cdr A.S.C. Allison; Surg Cdr N.P. Butterfield; Surg Cdr M.R. Dean

Submissions for the next edition of Navy News must be received before: August 12



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THE ROYAL BRITISH
LEGION





Royal Naval Association



● Hanworth branch members arranged a pageant charting the 50 years of the Queen's reign

Golden chance to celebrate

AS THE flags and the bunting went up to celebrate the Queen's Golden Jubilee, the occasion did not go unnoticed in Port Elizabeth, South Africa.

Members of the branch, with those of the RAF Association and the Ladies of the Royal Society of St George, held a sumptuous lunch, enjoyed by 80 people, including the Honorary British Consul and his wife.

S/M Cdr Charles Allen, aged 90, one of the founder members of the branch, proposed the loyal toast.

S/M Alwyn Jones, president of Royal Leamington Spa, was the man to propose the loyal toast at a dinner dance organised by his branch to mark the Jubilee.

The occasion was enjoyed by around 140 members and guests, including the branch welfare officer, S/M Len Frost, recently elected Shipmate of the Year by No 8 Area, and invited to a garden party at Buckingham Palace.

The Trafford branch marked the occasion by presenting the new Union Flag to the parish church of St Clements, Urmston, Manchester, which was flying proudly when the Bishop of Manchester visited the church to start the Jubilee celebrations.

The occasion was a happy and

joyous one for members of Hanworth, with the crew of the Sods Opera staging a royal pageant titled *Your Majesty, This is Your Life*.

The programme included songs from Commonwealth countries, with the cast wearing some of the national costumes of the countries the Queen has visited during her 50 years reign.

The Leicester branch celebrated by holding a dinner dance combining the occasion with the 25th anniversary of the commissioning of the branch.

The occasion was enjoyed by all, and also provided the opportunity for the presentation of a commissioning certificate to the branch president, S/M Ken Steele.

The certificate was presented by S/M Ken Holloway, chairman of No 8 Area.

Naval Quirks

IN APRIL 1915, THE TURKISH TORPEDO-BOAT "DEMIR HISSAR" PULLED UP THE BRITISH TROOPSHIP "MANITOU" IN THE AEGEAN SEA...

THE TURKS GAVE THEM 10 MINUTES TO EVACUATE THE SHIP, THEN FIRED THEIR 3 TORPEDOES AT POINT BLANK RANGE.

ALL 3 MISSED! THE TROOPS RE-EMBARKEED AND BOTH SHIPS WENT ON THEIR WAY...

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Into the light

AFTER three years in mothballs, the Axminster branch standard will see the light of day again.

S/M David Warner, who until recently was the Liss and District Standard Bearer, was appointed the Standard Bearer for Axminster at its June meeting.

War victims remembered

SERVICE and civilian personnel lost during World War II when stationed at Christchurch Airfield (HMS Raven) were honoured at a service at Purewell Cross War Memorial and the dedication of two plaques in their memory.

The service, conducted by Christchurch branch chaplain the Revd Hugh Williams, was organised in conjunction

with the 9th US Army Air Force, stationed there during the war.

Representing them was Lt Col Robert J. Reese, a former pilot of 509 Fighter Squadron.

With his wife, he travelled from Virginia to lay a wreath on behalf of his fellow airmen.

Wreaths were also laid on behalf of ex-Service associations and the family of an RAF pilot.

THE FEBRUARY meeting of the Carlisle branch saw members facing a crisis.

After ten years membership was dwindling. Many had crossed the bar, and S/M Steve Rowley, the chairman, had resigned because of pressure of outside activities on his time.

The branch was also two short of the Association's required number of committee members.

There were two options. Disband, and have the branch standard laid up in Carlisle cathedral - or fight on, and have the standard rededicated.

Two shipmates volunteered to make up the committee, adverts in the local press brought in four more members, and the March AGM brought a new chairman, S/M Angus Steel.

The tenth anniversary rededication of the standard was a truly Naval occasion, with hymns and readings reflecting aspects of the sea.

S/M Rowland Fleming was Carlisle branch standard bearer, and three other standards (Leyland, Maryport and Whitehaven) featured in the service.

A piping party of Sea Cadets from TS Cumberland, the Carlisle unit of the Corps, sounded the "Still" and "Carry On" before and after a two-minute silence.

A large party of RNA members from Leyland, Maryport and Whitehaven attended the service, and Carlisle hosted a buffet reception at the TS Cumberland HQ for almost 80 members and friends following the ceremonies.



● The 2002 RNA Christmas card features HMS Ark Royal and her Merlin helicopters. On the back of the card are the words: "HM Queen Elizabeth, the Queen Mother, rededicated HMS ARK ROYAL on 22 November, 2001." The cards cost £3.50 for ten cards and envelopes, and are available from HQ RNA at 82, Chelsea Manor Street, London SW3 5QJ, tel 020 7352 6764, fax 020 7352 7385.

Royal Naval Association



Top cadet wins cruise

ON THE invitation of Lt Fiona Power (SCC) RNR, the Commanding Officer of TS Hastings, members of **Bexhill-on-Sea** were invited to the annual inspection of the cadets by Lt Cdr Black RN, strengthening the bonds between the branch and the SCC unit.

If the turn-out and discipline of the cadets was superb, only one - Rebecca Sillence - could be awarded the title Cadet of the Year.

In addition to winning the title, Rebecca was awarded, on behalf of the branch, a cruise aboard the Sail Training Ship TS Royalist.

As part of the annual donation received from street collections, the branch was able to sponsor the cruise.

Town parade features 150

THE ANNUAL dinner of the Hastings and St Leonards branch was enjoyed by 170 members and guests.

The branch also organised a parade of standards through the town, supported by civic dignitaries and 150 ex-Service personnel, who later enjoyed a buffet lunch and a tot in the RAFA Club.

The branch standard was also paraded across the Channel, at the annual Oudenaard memorial service.

Eric mourned

SHIPMATES from throughout No 5 Area displaying 15 standards attended the funeral of S/M Eric Hartley, highly-regarded by all who knew him.

For many years he served as treasurer of **East Anglia** branch, was a founder member and secretary of **Clacton-on-Sea**, and on moving to **Liss** in Hampshire quickly formed a branch which is thriving today.

Londonderry's bugle passed on

WARTIME memories of the first HMS Londonderry were recalled at a gala reunion dinner in Liverpool to mark the first commission of the second ship of the name.

It was also a chance for one of the first ship's treasured trophies, the Londonderry Bugle, to be presented to the Londonderry

branch who are to be the official custodians.

The historic bugle was the gift to the first Londonderry from the Elder Dempster Lines Ltd for rescuing the Master and crew of the ss Macon, sunk by the Italian submarine Barbarigo in the South Atlantic on July 25, 1941.

The survivors were picked up by

the Londonderry on August 3, among them S/M Jack Murphy, who at the dinner presented the bugle to S/M Sam McKnight, a member of Londonderry branch and who served in the warship in a later wartime commission



● Jack Murphy, survivor of the sinking of the ss Macon, hands the Londonderry Bugle to Sam McKnight, for the Londonderry RNA

President is optimistic

ASSOCIATION president Vice Admiral John McAnally, guest of honour at the **Hanworth** branch annual dinner, said after a year in office that he was optimistic about the future of the RNA.

The occasion was enjoyed by more than 100 members and guests, including Commodore Tony Barrett RNR and local councillor Colin Driscoll and their wives, who were welcomed by Capt

Peter Hames, the branch president.

During the speeches, following dinner, S/M Terry Lowden, the branch chairman, paid a warm tribute to club secretary S/M Ron Wulby and the committee for the hard work they have put in to keeping the ship afloat.

Thanks to them and the stalwart support given, the branch and club was in fine fettle.

Around the clubs

THE MEMORY of war hero B oy Seaman John Cornwell VC, was honoured at a church service and parade organised by the **Manor Park** branch in conjunction with the Royal British Legion.

John Cornwell was a mere 16 years old when he took part in the Battle of Jutland and died of his wounds. He was posthumously awarded the Victoria Cross.

The salute at the parade was taken by Admiral Peter Dunt, accompanied by branch president, officers of the RBL and the Chairwoman of Newham Council, Mrs Marie Collier.

HMS ALDENHAM, the last of the British warships to be lost during World War II, will be commemorated by Aldenham branch on December 7-8.

The programme includes a buffet supper on Saturday evening and a church service at St John's, Aldenham, followed by refreshments at the Royal British Legion Bushey, Mill Lane, Watford.

MEMBERS of the Lancing branch, which incorporates members of Shoreham-by-Sea and Southwick, were privileged to be invited aboard HMS Shoreham, the Navy's newest Sandown-class minihunter, when she was undergoing trials at Portsmouth.

The invitation was extended, prior to her commissioning, when she paid a visit to her affiliated port at Shoreham, where the ship was due to commission as **Navy News** went to press.

Conference 2002 in Perth - see page 31

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£50 PRIZE PUZZLE



The mystery ship in our June edition was HMS Shackleton - formerly the minesweeper HMS Sharpshooter.

The winner of the £50 prize for identifying her was Mr J. Ellis of Cleethorpes.

This month's ship is living up to her name as one of a small class of fast training craft - but which one of them is she?

The correct answer wins another £50.

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 September 10, 2002. 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 October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 90

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My answer



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Moneywise

Pension success welcomed

THE ROYAL British Legion has welcomed the opportunity to cross another name off its list of councils which fails to disregard war pensions when calculating benefit.

Gravesham Borough Council was one of only 23 out of 410 authorities in England and Wales which took war veterans' and widows' pensions into account.

Government policy requires councils to disregard a minimum of £10, although the vast majority disregard them entirely.

Now Gravesham's leader, Rosemary Leadley, has promised her authority will step into line with that majority.

"Gravesham Council has a good working relationship with the Royal British Legion; this development will help to strengthen that relationship," she said.

"We look forward to working with the Legion to implement the necessary changes."

Tom House, Head of Pensions for the Legion, said: "We will be very pleased to cross Gravesham off our campaign list when the new budget is announced later in the year."

But the fight goes on, with the ultimate goal being a new central Government policy for 100 per cent disregard, as opposed to the local system in which authorities can change their policy from year to year.

"It is time for the Government to fully recognise the huge debt owed to its war veterans and widows," said Mr House. "Our campaign will not be dropped until all war veterans and widows are treated fairly and equally."

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Royal Naval Association



RNA 2002 ANNUAL CONFERENCE REPORT FROM CITY HALL, PERTH

Gosport will host in 2004

GOSPORT branch were successful in their bid to host the 2004 Annual Conference, which will be held in Portsmouth.

A motion of urgency, seconded by Portsmouth, noted that the conference had not been to the area since 1996, and that "it's about time it came south to the area where the Royal Navy lives."

S/M Jan Lock, in proposing the motion, said that much of the spadework had been done regarding arrangements.

"We are just waiting for the word go," was the hint - and Conference took it, voting almost unanimously for the move.

Planning for next year's Conference is already well under way, and with the venue being Chatham it means delegates will be visiting traditional Naval heartlands over the next two years.

The provisional programme for 2003, hosted by Chatham branch, sees delegates arrive in Medway on Friday June 20, with the Conference itself at the Central Theatre on Saturday.

Parades and memorial services follow on the Sunday and Monday.

Aussie greetings

GREETINGS from Perth to Perth - S/M Ivan Hunter came halfway round the world to attend the Scottish city's big day.

Pictured is Ivan (left), from Perth in Australia, making a presentation to the Provost of Perth and Kinross Council, Mike O'Malley (centre) and S/M Alex Stinton, Chairman of Perth and District RNA in Scotland. Ivan also had a gift for the national president - a new gavel with which to keep order.

'Footprint' is vital for Navy's public profile

THE ROYAL Naval Association has a vital role to play in the Navy's public profile, delegates at the annual conference in Perth were told.

The meeting, in the impressive Perth City Hall, opened with a warm welcome from the Provost of Perth and Kinross Council, Mike O'Malley, who noted that the home of the Black Watch also had historic Naval links, not least through the former Almondbank stores depot and aircraft workshop.

Rear Admiral Derek Anthony, FOSNNI, was the guest speaker, and he and Mrs Anthony were also guests of honour at a dinner held by the National Council the evening before Conference.

He provided delegates and observers with a detailed summary

of the responsibilities and capabilities of the Naval Service, saying that the "Royal Navy is increasingly the Government's natural choice for crisis response."

The Admiral also made first reference to the central theme of the day, when he said that the RNA, with its own public 'footprint', can be a great help in maintaining public awareness of the Royal Navy.

That theme was taken up by the National President, Vice Admiral John McAnally, in his first address to Conference.

Admiral McAnally spoke of the tangible achievements of the Association, using examples such as Rayleigh's charity golf tournament and Hanworth's annual dinner dance as examples of the hard work and imagination which goes into the organisation of such events - and a ringing endorsement of the continuing relevance

of 'Once Navy, Always Navy'.

This in turn helped with the public image of the Royal Navy itself, he said.

"I have called on most members of the Navy Board and it is apparent to me that we are regarded as of increasing importance to the serving Navy," the Admiral said.

"As it gets smaller in numbers of people and more geographically concentrated, our UK-wide footprint, our visible presence at so many local events with our well-turned-out members and our eye-catching standards, play a vital part in reminding an increasingly ignorant but still well-disposed public that there is such a thing as a Royal Navy and that it is an important national institution with a vital role."

The President also outlined the biggest challenge facing the RNA - the falling membership.

"We all cross the bar some day, and our problem is that too many of us are likely to do so together," Admiral McAnally said.

"The answer has got to be more members. To my mind there are two things we have to do to achieve this."

"Firstly we have to be as inclusive as we can be. We don't need reasons to be exclusive."

"We need to be sure we have an

appropriate balance between the essence and ethos of our association as a Royal Navy Association and the vital and welcome presence and contribution of associates. We need to make our clubs as attractive to all as those I have visited clearly are to their membership."

The Admiral endorsed the decision at last year's conference to extend membership to serving and former RFA personnel, and said they needed to reach out to other member organisations such as the Association of Retired Naval Officers, the Submarine and Fleet Air Arm Associations, the WRNS Association and the Royal Marines Association.

"But above all we need to try to recruit from those eligible who have not so far seen the light."

"Would you believe that despite the fall in numbers of active Servicemen and women, there are about three million people in our population eligible to join the RNA as blue card members?"

The second objective is the means to achieve the first - "wider and more effective publicity, building on the excellent work already done and in train by the communications and PR adviser and by the Association's PROs."

Successful recruiters rewarded

ANNUAL Conference is the time at which the most prolific recruiters to the Association are rewarded - and this year it was the West Country which led the way, through No 4 Area and Plymouth.

This year's President's Awards were as follows:

■ **Sword of Honour** (area making the greatest increase in full members during 2001): **No 4 Area**

■ **Briggs Dirk** (branch of over 30 full members which made the greatest increase in full members): **Plymouth**

■ **Briggs Rose Bowl** (branch under 30 full members which had greatest increase in full members): **Market Harborough**

■ **Certificate** (overseas branches with more than 30 members which recruited the highest number of new full members): **Southern Ontario**

■ **Certificate** (overseas branch of under 30 members which recruited the highest number of new full members): **Torrevieja**

In a pickle?

ONE delegate at Conference raised a point which suggested the Association's donations to charity had got into a pickle - Tom Rotherham (Nottingham) questioned, tongue firmly in cheek, why branches had contributed £529 to the Gherkin Welfare Trust.

Tom was assured that this was a simple slip of the keyboard, and that it was the Gurkha Welfare Trust which continued to benefit...



Plea for 'common sense' is defeated

A PLEA from the National Council to "let common sense prevail" was rejected when Conference voted against a £1 rise in subscriptions.

The motion, by Brighton and Hove branch, seconded by Portsmouth, was that the rise should come into effect in January 2004.

Proposing the rise, S/M Peter Reed said that membership was dwindling, pointing out that the Association had lost 10,000 out of 44,000 members in the seven years since 1995 - and just to drive home the point he added that 1,729 crossed the bar last year. "That's four a day, or one every six hours."

He said the falling membership would inevitably lead to a deficit in finance, a point reiterated by National Council Member for No 3 Area, S/M Rita Lock.

Rita said members had to be realistic, and that the proposal was carried unanimously by No 3 Area.

"Our survival is in your hands - can you please let common sense prevail," Rita told delegates.

But speakers were divided between for and against, and even though there were amendments tabled to increase subs from January 2003, they were lost as a number of delegates suggested cutting costs instead of asking members for more.

A total of 104 supported the motion, with 62 voting against, but as there is a requirement for a two-thirds majority, the motion fell.

The third proposal, that alternative methods of participation should be considered to attract

more branches to take part in Conference voting also fell.

The proposer, S/M Colin Baker of Blackpool and Fylde branch, noted that 65 per cent of branches were not represented at Perth.

One possibility was postal voting, he said, but the National Council revealed that they were against the motion.

One difficulty, it was pointed out, was that amendments are suggested and voted on, which meant postal voters were not able to fully participate - a point taken up by S/M Atkinson of Wythenshawe, who said: "Conference is an interchange of opinions; postal voting would void this."

With little support for the motion, Blackpool conceded defeat, and the motion fell by 153 to 6, with 9 abstentions.

Motion number four was a tricky one for a warm Saturday afternoon, focussing as it did on the eligibility of delegates to vote; was the figure for determining a two-thirds majority the number of

delegates who registered at the start of the Conference or those in the hall immediately prior to the vote?

Spenningmoor and Ferryhill's motion had the Standing Orders Committee leafing through the rulebooks to quote the relevant sections, and with National Council in favour of the motion, it was comfortably carried.

Motion no 5 had been withdrawn, so the final debate was on Rosyth and West Fife's proposal to allow the National Standard to be paraded at any Area or Branch ceremony celebrating 50 or 75 years RNA service, with costs coming from central funds.

This motion also fell; National Council observed that the large number of such celebrations would put an intolerable strain on the Bearer and his deputy.

The first motion, on pool shares for travelling expenses to Conference, fell as there was no delegate from Kidlington and District to introduce the proposal.

Ovation for Secretary

A FINAL extraordinary motion of urgency paid tribute to the unstinting effort of General Secretary Capt Bob McQueen.

As Perth was to be S/M Bob's last Conference in his post, RNA officials queued up to thank him for his work.

Deputy Chairman Rear Admiral John Bell said he and S/M Bob had first served together in the Fleet carrier

HMS Implacable - "I won't say how long ago it was, but Implacable was turned into razor blades in 1956!"

He said the three minutes allowed him were not nearly enough to sum up what Bob had done for the Association.

The motion was carried unanimously, and drew a standing ovation from all in City Hall.



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ALEX CALLS ON KENT

PRINCESS Alexandra visited HMS Kent at Portsmouth to join in the Type 23 frigate's second birthday celebrations, presenting some of the ship's company with their Golden Jubilee medals.

The ship has had a busy few months since returning from her Armilla deployment, training interspersed with some varied port visits.

She called at Dartmouth for five days, giving the newest officer recruits a flavour of what is in store for them while reviving a few memories for those on board.

Then she sailed for Caen in France to take part in the D-Day commemorations. Passing under the infamous Pegasus Bridge, scene of a particularly hard-fought battle, the ship played the soundtrack of the film 'The

Longest Day'. A number of ceremonies were attended here and at nearby Oulstreham and Luc sur Mer, where the ship provided its own Guard.

Kent sailed from Caen for fast passage to Dover so she could get a television picture for the England v Argentina World Cup game before starting her second affiliation visit to the county of Kent.

This had to be cut short as the ship had to sail early - due to bad weather and a poor berthing position, she had broken most of the ropes and wires securing her!

● Princess Alexandra on board HMS Kent with her new CO, Cdr Simon Hardern

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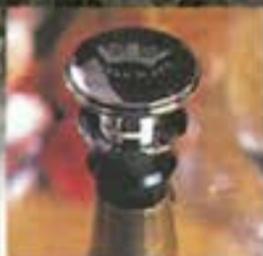
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Record number of visitors to HMY Britannia

HMY BRITANNIA has enjoyed a record month, with visitors up 50 per cent on a year ago.

The month of June brought 35,000 sightseers to the yacht at her base in Leith, Edinburgh - an unprecedented level of interest which is thought to be

a result of the publicity surrounding Golden Jubilee events around the country.

Although the figures may be a blip, the underlying trend is still healthy - there has been a 15 per cent increase in visitor numbers since last year, when the Foot and Mouth crisis had a devastating effect on tourism around the UK.

If this trend continues, it will represent a full recovery, bringing the figures in line with those of the year 2000.

The increased demand to view Britannia comes at the same time as the results of the latest independent visitor survey - the first exit poll carried out since Britannia moved to Ocean Terminal, at which point more of the yacht was opened up to the public and major improvements made to the Visitor Experience, including a new audio tour, new signage and more interpretation.

The survey, undertaken by Lynn Jones Research, found that the 'Very Good' rating of Britannia rose from 54 per cent in the summer of 2000 to 75 per cent in the Spring of 2002, at which point the 'Good' rating scored 21 per cent.

Last year Britannia became only the third visitor attraction in Edinburgh to gain the coveted five-star grading from the Scottish Tourist Board, following Edinburgh Castle and the Scotch Whisky Heritage Centre.

The ship attracts around 275,000 visitors a year and has become a

leading corporate hospitality venue.

Navy man is new Forces Bishop

TWENTY thousand Service personnel from almost 30 countries gathered in Lourdes for the 44th International Military Pilgrimage.

The tradition began in 1948 when the Armed Forces of France and Germany came together in the Pyrenean town of Lourdes to heal the wounds of World War II.

Some 300 chaplains, officers and men of all three Services made up the British contingent this year.

Retiring Bishop of the Forces the Rt Rev Frank Walsley announced that a Navy man was to be his successor - Monsignor Tom Burns, the RN Principal Roman Catholic Chaplain.

The RN chaplains led a group of British Servicemen and women around the 'Way of the Cross', a hillside trek with 14 stops along the way where statues depict the story of the Crucifixion.

Tons go back to Malta

A GROUP of veterans, wives and partners of the Ton Class Association and the 8th Destroyer Squadron Association visited Malta to help mark the links between the island and the Royal Navy.

One of the highlights was a ceremony at the Sliema war memorial, marking the tenth anniversary of its dedication and the 60th anniversary of the award to Malta of the George Cross by King George VI.

Local civic dignitaries and armed forces representatives attended the ceremony as former President of Malta Dr Censu Tabone joined Ton Class Chairman John Soanes in unveiling a plaque, sponsored by Alpine Travel, to mark the visit.

Award for Martin's weapons

CPOWEA(WD) Martin Wood of HMS Fearless was the first recipient of the Raytheon Phalanx Trophy, presented on board by Cdr Greg Cummings of Raytheon Systems Ltd.

The award recognised the significant contribution made by CPO Wood in maintaining Fearless's Phalanx close-in weapon mounts to an exceptionally high level of reliability during Exercise Saff Sareea and Operations Veritas and Oracle.

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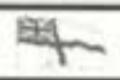




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Pedestal limps in to relieve Malta

WITH the destruction of Arctic Convoy PQ17 providing a major propaganda coup for the Axis powers, the Allies had the thankless task of turning their attention to the Mediterranean and the plight of Malta.

The island was of huge strategic importance to the Allied effort in Africa, with submarines and aircraft harrying the convoys of men and materials supplying Rommel.

British warships had used Malta as a base since the late 17th century, but by the summer of 1942 their presence on the island looked like ending in the face of vastly superior odds.

With food and other supplies severely rationed, the so-called 'target date', at which point vital provisions ran out, was secretly identified as September 7.

Axis successes in North Africa and Europe were so overwhelming that the invasion of Malta - Hitler's Operation Hercules - and its cost in troops and machinery seemed unnecessary; the island could just be circumvented and be starved into submission.

Ironically, this gave a little breathing space to the hard-pressed defenders, but it was no more than that.

Longer-term security required a substantial effort - and so it was that Convoy Pedestal was planned.

Learning from mistakes of PQ17, particularly the lack of air cover, Pedestal was given the most powerful protection yet assembled - at some cost, as the Royal Navy struggled to cope with too many tasks for too few ships.

That covering force included three aircraft carriers, two battle-ships, seven cruisers and 24 destroyers, protecting 14 merchant ships, many of which were modern and fast, and thus of great value in terms of convoy work.

The various elements set off in early August, with the merchantmen leaving an assembly point in the Clyde and the warships joining in along the route to Gibraltar.

The aircraft carriers, joined by Furious which was to fly off fighters for Malta in the early stages of Pedestal and then return to Gibraltar exercises in the Atlantic, and the convoy then slipped through the Strait and into the Med.

The first attack, by an Italian submarine, came in the afternoon of August 11, but no damage was done.

But within hours the convoy was being tracked by submarines and bombers - and the first success was a crushing one for the enemy, with U-73 carrying out a textbook attack on HMS Eagle which sank the elderly carrier in minutes.

More than 900 of her complement of over 1,150 were rescued, but at a stroke Pedestal had lost nearly a quarter of its fighter cover.

Eagle's loss signalled the start of three days and nights of constant attack by aircraft, surface units and submarines, and among the victims

were carrier HMS Indomitable (badly damaged) and cruisers HM ships Manchester and Cairo (both sunk). The destroyer HMS Foresight was also sunk.

The journey through the narrows of the Skerki Bank, between Tunisia and Sicily, within easy reach of German and Italian heavy bombers, brought the convoy through waters full of prowling submarines and E-boats, and by the time Pedestal emerged to complete the dash across open water to Malta it was in pretty poor shape.

One massive stroke of luck was the fact that Italian cruiser squadrons, vectored in to meet the convoy and which would have in all likelihood annihilated the remaining ships, were inexplicably withdrawn - possibly through skillful bluffing by shadowing RAF aircraft, and probably because of an unwillingness by the Germans to lend air support to a force regarded by their Axis partners as a 'fine-weather fleet'.

The key player at this point was the tanker Ohio, laden with precious fuel for ships and aircraft.

The ship had been the main target of attacking, including Stuka dive-bombers, as the other ships were sunk or abandoned, and she was now subjected to a furious assault.

She was hit time and again, and her engines were damaged beyond repair. Her steering gear was damaged, and she settled slowly into the sea as huge holes in her hull threatened to sink her.

Cracks appeared across the middle of the tanker, and it seemed that only hours out of Malta she would break her back and fail.

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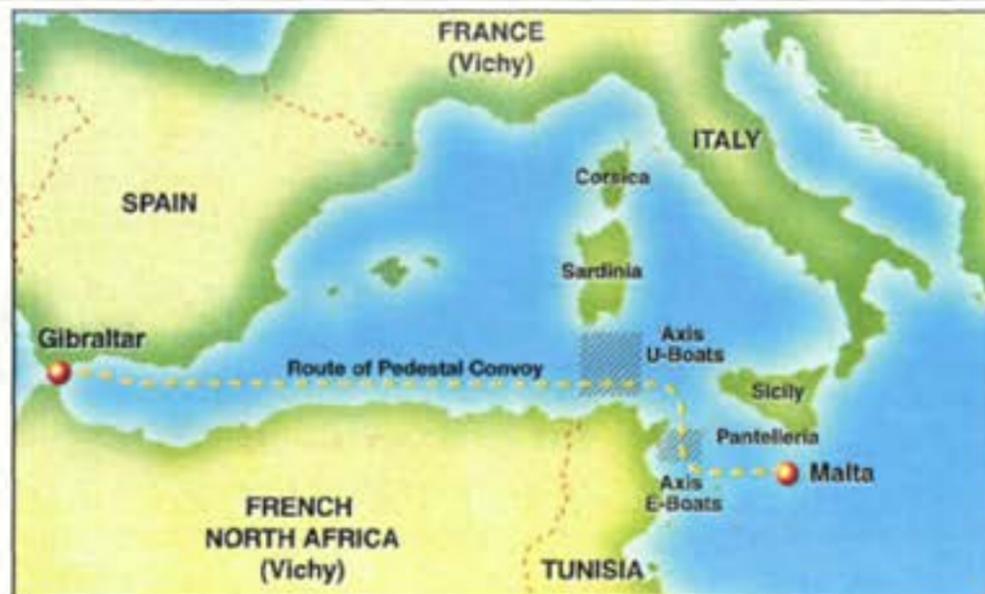
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But the determination and bravery, in both warships and merchantmen, which marked Pedestal as a defining moment in the war for the Allies, carried her through.

Destroyer HMS Penn (1,540 tons) attempted to tow the 30,000-ton deadweight tanker, but the damaged hull and a stiff breeze kept swinging Ohio round to the opposite direction.

Penn disengaged and circled the tanker, having taken off her crew, while the RAF set up a 16-strong Spitfire patrol over the crippled tanker.

She was subsequently joined by the minesweeper HMS Rye, of the Malta Escort Force, along with two motor launches, and the two little warships managed to get the Ohio moving at a few knots, but the tow was interrupted by another bombing raid which started fires on the tanker and destroyed her rudder.

Just hours out of Malta, and after several more tows had failed through snapped lines, a final attempt by the Axis powers to sink her resulted in another near-miss bomb putting the broken hull under more pressure. The odds on

her surviving looked slim.

By this stage two more escort warships were assisting, and the final throw of the dice was to lash the destroyers HMS Bramham and HMS Penn alongside, with HMS Ledbury secured astern to act as a rudder and HMS Rye towing. Malta minesweepers HM ships Speedy, Hebe and Hythe acted as a protective cordon, while the RAF patrolled overhead.

Still the wires parted and the tow was painfully resumed, and dangers lurked ahead. An Italian submarine was avoided, but then the unwieldy group had to negotiate the narrow passage through a minefield.

The tanker drifted off course several times, and there was a danger that she would sink and block the mouth of Valletta Harbour.

Miraculously, with more help from Maltese support ships, the Ohio limped into the harbour where she was greeted by a rapturous crowd.

Still her luck held - there were no enemy air raids to disrupt her unloading, and the oil was removed before she could sink at her mooring.

Four other merchant ships

reached the dubious safety of Malta, and their combined cargoes gave the island fresh hope.

Indeed, not only was Malta saved, but the Axis supply lines were again so badly disrupted that they were forced to take a circuitous and slower route through the Corinth Canal.

Although Ohio's survival became the symbol of Pedestal's Pyrrhic victory, the costs should not be forgotten - of 14 merchant ships, nine were sunk, two more crippled and the other three were damaged.

The Navy lost a carrier, two cruisers and a destroyer, with six more ships out of action for a long period.

With air losses as well, more than 300 Allied men died - more than PQ17, allowing the Italians to claim victory.

But a hollow victory indeed - Malta survived, Rommel's supply lines were squeezed to allow Montgomery's victory at El Alamein in October, and the siege was lifted for good in November with the arrival of a convoy from the east.



Sea Cadets



Simulated anger . . .

TS NEPTUNE cadets kept the queues in order for the RN flight simulator at Clyde Naval Base's annual Faslane Fair – with varying degrees of success!

Southend's Jazz Band

NEWEST recruit to TS Implacable is 'Glazberg Jazz', a four-year-old Bernese mountain dog.

The Southend unit reports that their new mascot, though weighing in at a hefty eight stone, is very gentle and "likes to please".

"Unfortunately she has a weakness now and again for chewing bits of wood, so we're keeping her at a distance from the unit's boats!" said vice-chairman Cam Stokes.

Jazz is a registered member of the 'Pets As Therapy' charity.

Bernese mountain dogs are Swiss farm dogs, once used to deliver milk and cheese by cart, so they take to harness well.

In this role, she is a popular visitor to hospitals, schools and old people's homes, where she collects money for hospices and other charities.

● *Glazberg Jazz poses with members of TS Implacable at the unit's Southend HQ*



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Knotty tie-in with new rope tutorial

THE SEA Cadets have roped in an ace knotmeister to help them hone a sadly neglected sailor's art.

Record holders for tying the longest rope ever – a feat which earned them a hall of fame entry in the Guinness Book of Records – the Corps is now planning to do its bit to rescue the ancient mariner's art of fancy rope-work.

Nimble-fingered knotman Richard Phelan, a leading light of the internationally renowned Knot-tiers Guild, has signed on to to give them the benefit of his expertise.

He has set his rope tricks down in a manual, complete with video tutorial.

Step-by-step, he demonstrates how to make a 'Turk's Head' in minutes; tie a cunning 'Matthew Walker' (the knot which saved its namesake from the hangman's noose); and fashion the infamous 'Star Knot' cosh favoured by the Press Gangs. Together with lanyards and fenders, splices and grommets galore.

The Knots-Made-Easy tutorial is now being sent to units nationwide.

Said Richard, whose knot craft kit has taken off big-time in the United States: "I wanted to see the ancient art of rope-work handed on to the next

generation and the Sea Cadet Corps, with its long heritage of preserving naval traditions, is the ideal spiritual home for the sailor's knot."

● *Richard Phelan celebrates his new ties with Sea Cadet HQ in London.*





Hornet's new nest opened in high style

ADMIRAL of the Fleet Sir Julian Oswald was the principal guest at the opening of Berkeley Hall, new HQ of Gosport Sea Cadets at Royal Clarence Yard.

TS Hornet's new home was refurbished and donated by Berkeley Homes Ltd.

Admiral Oswald was met by the unit's CO, Lt Karen Steward and took the salute before a Dedication Service led by the Chaplain of the SCC the Rev Donald Cruickshank and the Chaplain of TS Hornet, the Rev Alan Ball.

A minute's silence was observed in honour of the Mayor of Gosport, Cllr Geoff Bartlett, who was to have been a guest at the ceremony, but who died suddenly in June following the Falklands 20th anniversary commemorations held in the town.

Among the Naval associations represented were HMS St Vincent, HMS Concorde, the Coastal Forces Veterans Association, the Telegraphist Airgunners Association and the Royal Naval Association.

The Concorde Association announced that it would adopt TS Hornet and presented a specially commissioned painting of HMS Concorde to the unit.

Cadets from TS Hornet were among those taking part in the Queen's Jubilee visit to the Armed Forces at Portsmouth.

● Above: Admiral Oswald and Lady Fieldhouse cut the Dedication cakes, assisted by youngest Cadets Wilcocks and Lamb

● Right: The Guard march past as Admiral Oswald takes the salute



Charley gives thanks for Masonic gifts

LEADING Cadet Charley Dover addresses the United Grand Lodge of England Freemasons, thanking the Grand Charity for its generosity to Sea Cadet causes.

In particular, the Masons donated £20,000 towards the refit of the Sea Cadet square rig sailing brig TS Royalist, of which Cadets from the Newham Unit TS Cornwell (inset) have been some of the most recent beneficiaries.

Said Charley: "I have sailed onboard Royalist twice and have risen through the various grades of skill to reach offshore power level 2."

"Royalist is a brig, which means it has two masts both setting square sails. Cadets generally join her for a week's cruise during which they perform just about every job onboard. Before the ship sails, every cadet will have climbed the mast and been out along a yard, although it's one thing to do it in harbour and quite another doing it at sea, which a friend and I found out when stowing a sail in the tail of a hurricane in the North Sea!

"I suppose the least favourite jobs are doing the 12 till 4 night

watches, and peeling potatoes for the cook every morning. It is surprising quite how many spuds are eaten by 24 hungry cadets and ten adult staff.

"During my trips in Royalist I have visited Ramsgate, Gosport and Portsmouth, as well as Greenock and Oban. I was also selected to be one of the 15 cadets to sail Royalist during the International Festival of the Sea.

"The Sea Cadets have given me many opportunities and indeed because of my experiences I wish to join the Royal Navy and have started my application to become a Warfare Officer in due course.

"I, and all the other cadets in the Corps, would like to thank the Grand Charity for their generosity which directly has given me great experiences at sea, and in the future will allow many more cadets to experience the same amount of enjoyment and achievement that I have."





YOUNG READERS CLUB

The GANG PLANK Club

Come and join us for a Funday in Portsmouth Historic Dockyard!

We are having a get together for 50 lucky Young Readers Club Members on Thursday 31st October 2002

For a chance to be a lucky winner send your name, age and membership number to:-

'Funday', Young Readers Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing date for entries: 13th September 2002

TALL FINISH IN PORTSMOUTH, 15 - 18 AUGUST

In the middle of this month Portsmouth Harbour will be full of Tall Ships returning from the famous Cutty Sark Tall Ships Race.

There will be lots of TV cameras to record the event so don't forget to look out for the crew of Excelsior. The young people are

all from the Royal Hospital School in Ipswich. You may remember we showed you the crew in training and now they're racing from Santander in Spain to Portsmouth with all the rest of the Ships!

If you visit Portsmouth to see the ships then try to find Excelsior and say hello to the crew. They would love to see you and show you around. Don't forget to mention Navy News!

TALL SHIPS FINISH IN PORTSMOUTH



IS THE BLOOD NELSON'S??

Mystery surrounds blood found on a purse which once belonged to Lord Horatio Nelson.

The purse is one of a number of undiscovered treasures belonging to Nelson which were recently found abroad. They are all going to be auctioned by the famous auction house Sothebys on 21 October,



the anniversary of Nelson's last battle, the Battle of Trafalgar.

Although experts are sure that the 21 gold coins in the purse belonged to Nelson and were placed in the purse on the morning of the battle, no-one knows whether the blood on the purse is actually Nelson's. This is because Nelson was not the only person killed in the battle, lots of sailors were killed and there was lots of blood around. So,

the purse could have been stained with another sailor's blood when someone picked it up. Yuk!

The mystery could be solved if the person who buys the purse at auction decides to investigate further!!

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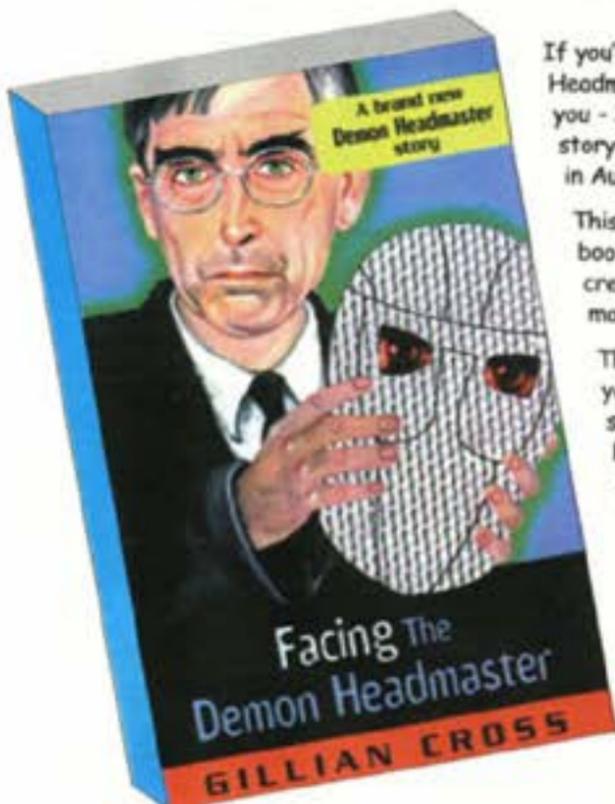
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The Young Readers Club is offering you the chance to win one of 10 short stories Beware the Demon Headmaster or one of 10 of the new book Facing the Demon Headmaster.

All you have to do is to write in telling us why you should win one of the books. The first 20 top letters will win the books. It's as easy as that!! Just write to 'Young Readers Club', Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH.

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Thanks for all your letters! We've enjoyed reading them and looking at the top photos.

Some of you have finished your exams and now have the time to get out those pens and paper for fun! We don't mind what you write about, we just love getting your letters!

A big Thank You to Nicholas and Lewis for the present they sent us after their visit to the Dinosaur Museum in Sandown on the Isle of Wight.

Hello to Micheal Tracey of Runcorn, Micheal wants to be an officer like James Bond! Watch out for news of the new Bond film coming out soon.

Thank you to Christopher Short's Grandfather for writing in to tell us about Christopher's recent success at swimming. WELL DONE Christopher for swimming 34 lengths of the pool in just 22 minutes - and winning a Gold Medall!



Here's a great photo of Chloe Martin with a Greylag Gosling. Chloe has been looking after the gosling. At first it was frightened of water but Chloe has been putting him in a washing up bowl 3 times a day and now he goes in the pond by himself. Great news Chloe!!

And here's a great photo of the Perren family in all their Karate kit. Simone and Charlotte are at the front with their Dad, Peter and Grandad, Tony behind them. Dad and Grandad were both in the Royal Navy. They are the first family to have three generations in their Karate club - wow!

Keep those lovely letters, pictures and photos coming - WE LOVE 'EM!!



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It's already been a fantastic season of sport, but it's not over yet!

The long awaited Commonwealth Games have begun in Manchester and they promise to bring some top awards for this country.

The Commonwealth is an organisation made up of 72 countries across the world. Over 1 billion people live in Commonwealth Countries, that's about a quarter of the world's population!
 The great news is that there are 17 different sports in the Games and they'll be taking place all over Manchester.

Look out for:

Gymnastics - this was one of the fastest selling tickets when tickets went on sale last October!

Judo - England won 14 out of 16 gold medals in 1990!

Netball - the only all-female sport in the Games

Table Tennis - over 180 countries play table tennis making it one of the most popular sports in the World!!

PS Kit is the mascot for the Games so look out for him if you're going to the Games!

For all the top news log on to www.commonwealthgames.com

HELLO TO OUR NEW MEMBERS

As usual the crew at Navy News Young Reader's Club will be out and about during the summer.

We headed off to Collingwood Field Gun Run in June and met up with some lovely people. We also welcomed some new members to the club so a big HELLO to you.

One of our new members Regan Laing sent us a great pic of a dinosaur - thanks Regan!

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All new members enrolled in the Club will now have Membership that lasts until their 16th Birthday.

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● The Royal Navy/Royal Marines four-way formation skydiving team in action

Navy skydivers
steal the show

ROYAL Navy skydivers marked their debut at an Army parachute competition in Germany by walking away with the most prestigious prize.

The Joint Service Parachute Centre in Lipp Springs, in the north-east of the country, hosted the Rhein Army parachute championships - an event for Army units serving in German, but which also offers invitations to UK-based units and foreign forces.

This year was the first time the RN/RM Sport Parachute Association was invited to compete, and the Senior Service opted for the blue riband event, the 'four-way'.

In it, four skydivers leave an aircraft at 12,500ft, followed by a cameraman, and all reach speeds of 120mph in freefall.

The team must create as many formations as possible in the 40 seconds of working time on each dive, before they disperse at 4,000ft to open their parachutes and land in the drop zone.

The formations are captured on film and examined by judges once the cameraman lands.

In seven rounds the Navy team - Capt Steve Sutton RM, Mne Jay McNaught, Lt Dain Thorne and Capt Rich Maltby RM - achieved 46 points, the winning average by a very long way.

The whole RN/RM squad are currently in training for the main event of the skydiving calendar, the Armed Forces championships this month at Netheravon in Wiltshire, where they hope to give the Army a similarly tough time.

For more details, contact your PTI or see www.skydivenavy.com



● Combined Services sportsman of the year Cpl Gary Gerrard in training

Endurance athlete Gary
wins top Services prize

ROYAL Marines athlete Cpl Gary Gerrard has scooped the prestigious Combined Services Sportsman of the Year prize for 2001.

Gary, of the Commando Logistic Regiment RM, has consistently excelled at sports within the Armed Forces and in the wider field, winning national honours in skiing, cross country, duathlon and triathlon.

Having joined the Royals in 1987, Gary's sporting prowess became apparent during his early days with 42 Commando, when selection for the RM Biathlon team proved to be a stepping stone into the British Nordic Skiing team. He competed successfully at international level for four years.

During the rigorous training for biathlon Gary realised that running was his true strength, so in 1991 he switched to cross country - and between 1992 and 1995 his high level of performances won him four England vests.

In 1997 he was training with the RN Triathlon team and was tempted to try multi-sport events. On entering the National Duathlon Championships (run-bike-run) he did well enough to qualify for the GB team for his age group.

He managed seventh place in the 1997 World event in Spain, automatically qualifying for the 1998 event in Germany, where he improved to fourth place.

Encouraged by these successes Gary embarked on the Elite European Duathlon circuit, and has been the highest-ranked British duathlete in the top ten in Europe

for the past four years.

Gary moved into the Triathlon in 2000, entering the RN/RM event as a complete novice - and won.

He then represented the Royal Navy in the Inter-Services championship - and won that as well. He also managed ninth place in the 2001 European Duathlon Elite Championships and 24th in the World version.

This year brought Gary's third RN/RM Triathlon title, and he also won the British National title for his age group, qualifying him to represent Great Britain in the World Triathlon Championships in Mexico.

He still represents the Services at cross country and competes at a variety of Service and Inter-Services events - and all this without losing sight of his responsibilities as a Royal.

To win the Services award - a sword - Gary was selected from the best in 115 Services sporting associations, and the final choice was made by the Combined Services sports board.



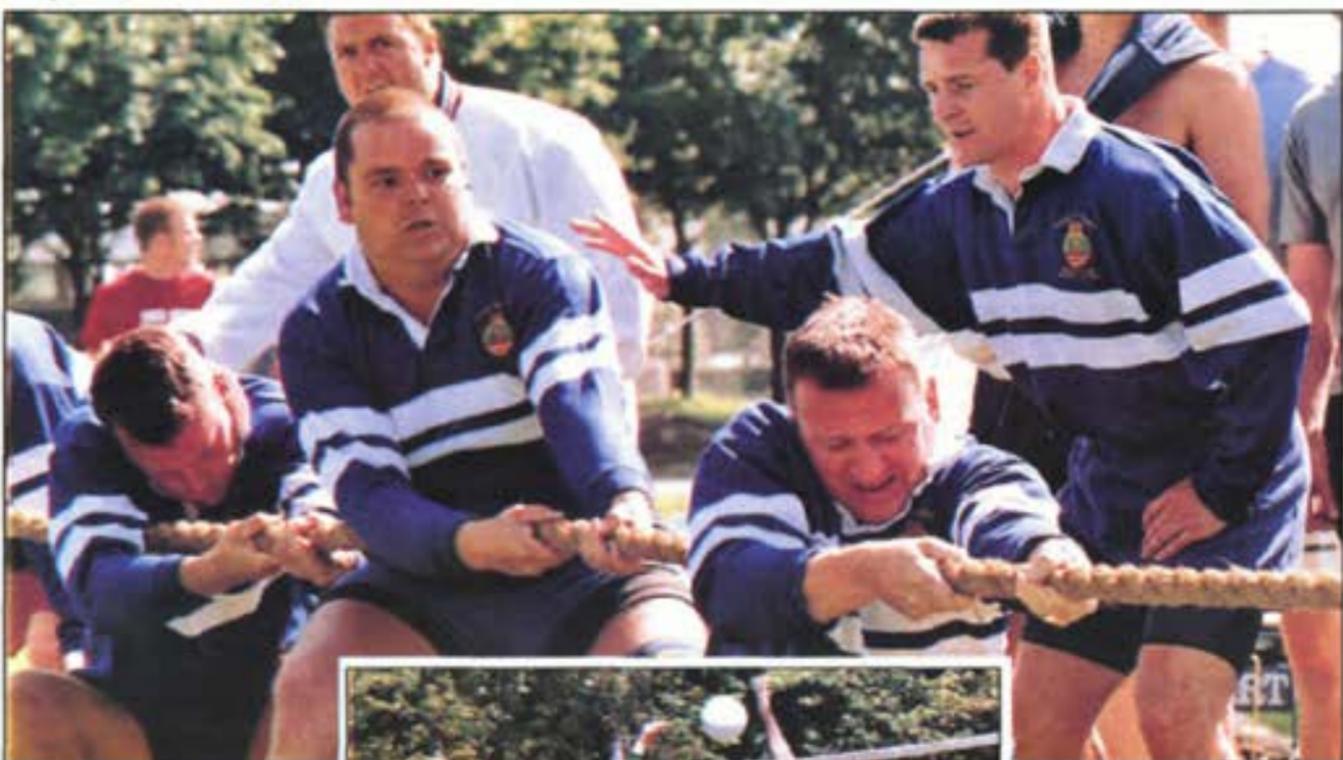
● Cpl Gary Gerrard receives his prize from Chief of the Defence Staff Admiral Sir Michael Boyce.

Sport





Sport



● The winning tug o' war team from HMS Cardiff take the strain (above)

Ships clash on the pitch

MORE THAN 17 ships gathered for the Golden Jubilee Visit to Portsmouth by the Queen gathered at Burnaby Road for a Fleet Sports Day.

They ranged in size from the mine countermeasures vessel HMS Middleton to aircraft carrier HMS Ark Royal, plus a visitor from Devonport, the Type 22 frigate HMS Cornwall.

The teams battled it out in six-a-side football, six-a-side hockey, outdoor volleyball, softball, the Chain of Command relay and a Tug o' War.

The whole event was organised by LPT Jules Werner, with the ships' PTIs assisting, and everyone

seemed to have a good time, whether they were chasing a ball or relaxing in the sun with a beer and ice cream - supporting their shipmates, of course.

Organisers believed it was an ideal time for such an event, allowing sailors to unwind after the rehearsals for the Queen's visit, and before the day of demanding ceremonies which followed.

The winners in each competition were:

- Volleyball: HMS Hurworth
- Football: HMS Cornwall
- Hockey: HMS Illustrious
- Softball: HMS Kent
- Tug o' War: HMS Cardiff
- Chain of Command relay (AB to killick to senior rate to officer): HMS Cardiff.

Beth helps judo team cause a stir

A NAVY athlete was part of the Combined Services ladies judo team which made a big impression at this year's British National Team Championships at St Helens.

AEM Beth Wood (RNAS Yeovilton) had a full ten point ippon win against eventual silver medalists London, the match ending 3-3.

Wins against The North and Yorkshire and Humber, by 5-2, saw them into the knockout phase, but they drew favourites Scotland whose international credentials proved too good, and the Service women had to settle for bronze in only their second appearance at the event.

The men's team, including O/Cdt Mark Shaw, did not fare so well, losing to Scotland in the first match.

They made it to the knock-out stages, and although they gave eventual winners London their toughest match - the civilians won 4-3 - the Servicemen could not repeat their bronze-medal performance of last year.



● Action from the volleyball competition

Services learn fast

ROYAL Navy players provided the backbone of Combined Services teams which played Oxford and Cambridge Universities.

The match against Oxford at The Parks featured four Navy men - Sgt Tim Burt RM (RNAS Yeovilton), wicketkeeper, PO Dave Wynne (HMS Temeraire), RS Ronnie Regan (HMS Collingwood) and LPT Mark Tibogood (HMS Sultan).

The match was even - the students having scored 305-2 declared and 276-7 declared, with the Servicemen replying with 337 all out, but rain prevented the Navy batting again and the match was abandoned.

Wynne and Regan were joined

by Mine Sean Needham (HQ 3 Cdo Brigade) for the match against Cambridge at Aldershot.

The students were bowled out for 160 in their first innings, with Wynne and Regan, who opened the bowling, dismissing the openers for ducks. The Services replied by building a healthy lead, finishing all out for 282.

Cambridge started their second innings in subdued fashion, but determined tail-end batting - the last wicket partnership added 104 - gave the Services a target of 214 in one and a half sessions.

Breezy batting, excellent running and clean strikes saw them home with five wickets in hand.

Sandra blocks Army landslide

ONLY a third place by Musn Sandra Jones prevented the Army completely dominating the Inter-Services sports climbing championships at the Welsh International Climbing Centre.

With so many entrants in the Open category 'dual dissimilar' heats were run, and with the Women and Juniors also out in force there were up to four climbers on the wall at any one time, giving spectators plenty to watch.

Once the heats were over the best half of the entries were selected for their respective final routes, all set on the impressive centre section of the climbing arena - the Open route wandered its way across and up the wall through both overhanging roof sections.

The star of the competition was L/Sgt Liz Owen, who stunned the audience by climbing smoothly and powerfully through both over-

hanging sections of the final route to almost top out, finishing first.

Every other winning position was filled by the Army, except Royal Marine Sandra.

The event was organised jointly by the three Service mountaineering clubs, with Cotswold Essential Outdoor, Edelweiss Ropes, High Places, Entre-Prises Climbing Walls and HG Climbing Equipment sponsoring the event.

Lt Col David Evans RM - who competed - and Cdr Mike Barge presented prizes.

Thanks are due to Michelle Powell and the staff at the Centre, who co-ordinated the event, Martin Richards for his spectacular route-setting, Mandi Homer, from the Warehouse Climbing Centre, for judging, and Graeme Alderson, from the BMC, who was presiding judge and official referee.



● Royal Marines Musn Sandra Jones on her way to third place in the Women's climbing competition.



● The Commanding Officer of host establishment HMS Dryad, Capt Joe Gass, presents the Player of the Tournament award to Mne Deon Greaves of Scotland Command.

Close call for the Royals

THE ROYAL Marines have retained the Inter-Command Rugby League trophy - just.

Five commands played out a league which featured tough, fast-flowing rugby at HMS Dryad, and the winners were not crowned until the final result was in; the Royals went in needing to win, and by 18 clear points to pip Portsmouth to the title.

The Portsmouth squad could only watch from the touchline as Fleet kept in touch with the Royals until the final quarter, when they were pegged back.

The final, crucial points came right on the final whistle from a converted try, putting the Corps on top of the league by a single point.

Fleet took third place, followed by Air and a gallant, inexperienced Scotland.

Consolation for the bottom side came

when flying Scottish winger Mne Deon Greaves was voted player of the tournament.

Another outstanding performer on the day was Sgt Chris Richards RM, who has recently played for the England Amateurs, scoring in the 32-16 win against Ireland and notching points in every game so far this season for his civilian club, Gloucester Warriors in the RL Conference.

Navy coaches now turn their attention to the inter-Services tournament in September.

The Navy hosts the RAF at Burnaby on Wednesday September 11, starting at 1400 with an historic first representative match for the RN Women's RL team.

The Under 23s take on their RAF counterparts at 1600, and the full representative match kicks off at 1900.

Three in a row for Gary

GARY Gerrard notched his third Royal Navy/Royal Marines triathlon title in a row when he won the open competition hosted by HMS Raleigh.

The Royal Marines corporal, of Cdo Logs RM, broke the course record in comfortably beating POPT Sean Childs (BRNC) and Sgt Goodridge (42 Cdo RM).

There was an equally impressive win in the ladies event, with POWWTR Vicki Norton (WSA) leaving Raleigh-based athletes Surg Lt Cdr Wendy Scott and Lt Do Drummond trailing.

A field of almost 80 athletes competed over the 400m swim, 13-mile bike ride and three mile run.

In the team event, HMS Nelson narrowly beat Cdo Logs RM to the men's title, while HMS Raleigh took the ladies' version.

O/C Dave Armstrong was top novice, and Lt Heather Fraser (WSA) was top novice female.

Gary Gerrard and Vicki Norton

were both recently crowned national triathlon age group champions, and hope to defend their titles at the Inter-Services event at Tallington Lakes, Peterborough.

There are at least 50 RN/RM triathletes of all standards who actively compete for the club throughout the season.

Other notable results have come from CPO Jason Sawyer (HMS Heron), 40th in his first attempt at

th the half Ironman event in Weymouth, while CPO Craig Spring (Nelson) was seventh in the Cydesdale category in the Royal Windsor and Mne Joe Kerrigan (RM Stonehouse) finished fifth in the North Devon Phoenix.

For information on Navy triathlon, contact Maj Mark Freeman (Northwood ext 43524) or POPT Childs on BRNC ext 7185/6.

■ Top award for Gary - page 41

Marathon hero presents prizes

CELEBRATED marathon runner Hugh Jones visited HMS Marlborough in Portsmouth as part of a day as VIP at the Inter-Services Athletics Championships.

Jones, who ran solo for 19 miles to win the 1982 London Marathon by three minutes, presented medals to the Inter-Services marathon prize winners, held during the London Marathon in the spring, and to winners at the events held in the Victory Stadium in Burnaby Road.

Capt Campbell Christie, RFAA chairman, was a school friend of Jones, who said the visit to a warship was a special occasion for him as he had a particular interest in the Navy.



The man in black wears dark blue

A ROYAL Navy referee has been selected to officiate in the Football League – believed to be the first Navy man to achieve this for several decades.

CPOMEA Simon Hollick managed to accomplish this despite the rigours of a full sea draft on a Devonport-based Type 23 frigate. Simon, a Football Association licensed referee instructor, has clearly established himself as the top referee in the Navy, and his colleagues will be rooting for him as he officiates at famous stadiums around the country.

The Navy also has five referees in the FA's panel of officials for the Contributory Leagues (below the level of the Conference Division).

The five are WO(R) John Coleman, PO(S) Kevin Greening, WO(WEA) Paul Heanes, WO(AC) Andy Matthews and Maj Andy Price (RM).

The following RN referees were promoted under the new promotion system introduced by the FA at the beginning of last season: NA Boyd Roberts and POAEM Steve Frampton were promoted to Level 5, and LOM Scott Petrie and CPOMEA Dave Richards were promoted to Level 6.

They are now eligible for selection on FA Cup matches this season.

The next RNFA potential referees course will be held at HMS Temeraire in Portsmouth from October 7-10.

The new secretary of the RNFA's Referees Committee is Michael (Barney) Barnett, who is responsible for registering all referees for this season. Barney can be contacted on 07876 024487.

Royal presence fails to inspire Navy win



● The Prince of Wales (blue shirt) in action in the Rundle Cup, watched by team-mate OM Grant Fraser (yellow headgear)

Picture: LA(PHOT) Terry Seward

Volunteers on target

TWO NAVY volunteers from HMS Bulwark were due to be working at Bisley in support of the Commonwealth Games as Navy News went to press.

CPOMEAs Andy Lane and Troy Muggleton will be working for the Results Distribution Team, taking the results to the world's media within ten minutes of them being made official.

To ensure speed is maintained, the pair will be issued with mountain bikes.

Bulwark, one of two new amphibious assault ships which will replace HM ships Fearless and Intrepid, is currently in build in Barrow-in-Furness.

THE ARMY polo team proved too strong for a Navy side which featured the Prince of Wales at the helm in the annual tussle for the Rundle Cup at Tidworth.

The Royal Navy team were unchanged from their victorious line up of last year, but the Army drafted in Captains Moon and Harrison in a bid to regain the trophy.

Right from the first throw in, it was a tight game with both teams riding hard and marking closely.

The game, watched by 3,500, remained even with chances going just wide for both teams until Capt Nick Harrison broke clear and, with a lovely lofted shot, put the Army in the lead on the stroke of half time.

Booyed by this lead, the Army took their chances well in the third chukka and goals by Capt Tom

Moon and Rupert Lewis looked to be taking them clear until OM Grant Fraser opened the Navy's account.

The Navy continued the counter but could not break through the Army defences, and it was the Army that finished the scoring to end 4-1 ahead.

The Rundle Cup was sponsored by Humayun Mughal of Akhter computers. Rear Admiral James Burnell-Nugent, Commander UK Maritime Forces, presented the Cup.

In the earlier Indian Cavalry Officers Association match, Princes William and Harry both played well for the British Forces Foundation team against the Combined Services, helping the BFF to a 3-2 victory. The day helped raise a considerable sum for the British Forces Foundation charity.

The Navy team also included Cdr A. Aplin and Capt Dick Mason.

RN pilots fail to soar in Alpine contest

TOP military paraglider pilots have fought it out at their annual Inter-Services alpine championships in Germany – and a Royal Marine came close to taking a top prize.

The Army's Alpine Training Centre near Fussen, among the soaring peaks of the Allgäu region, was the venue for the eight-day event, which catered for everyone from novices to veterans of many years experience. The Belgian Armed Forces were also invited to enter a team.

When the final scores were totted up, and even though flying was curtailed on a number of days because of bad weather, the RAF were crowned champions, with the Army second and the Navy third.

The usual paragliding competencies were tested to the full during the competition, including distance covered, accuracy of navigation and duration of flight.

Tasks, set by the Centre's expert instructing staff, were determined by the day's prevailing weather conditions, and in far from ideal conditions these included an endurance flight of 23km as the crew flies – though some competitors probably flew up to 50km to achieve this.

The outstanding Navy competitor was WO1 John Panter RM, who took second place in the Open class.

Paragliding in the Armed Forces takes place under the auspices of the British Hang Gliding and Paragliding Association, the sport's UK governing body.

Rugby draw aids squads

THIS year's Tri-Service Rugby draw raised around £7,000 for Services rugby.

The draw, sponsored by BAE Systems, was made by Chief of the General Staff, Gen Sir Michael Walker.

First prize, of two tickets to Fiji including travel, accommodation and car hire, went to R. Spell, of 5 Regt AAC, while the same unit also provided the second prize-winner, H. Reed, who gets tickets to the 2003 England v France game at Twickenham including overnight accommodation.

Third prize – tickets to England v Scotland in 2003 plus accommodation, went to A.J. Nundy, of Mold in Flintshire.

Gliding tour nets awards

THE AVERAGE English-Spanish phrase book is not strong on translating gliding jargon – but the first RN Gliding and Soaring Association (RNGSA) foreign gliding expedition to Ocana in Spain went well, despite the language barrier.

Ocana, 45km south-east of Madrid, is run by the State Aeronautical Training Company, and provided two K21 two-seat trainers plus a PW5 and Grob 102 single seat gliders, as well as a friendly group of people prepared to help in any way they could.

The eight pilots – one of the original ten was sent to Afghanistan at short notice, the other was required on a Board of Inquiry – lost three days through unseasonal poor weather, but managed to tot up impressive statistics.

From 73 launches the team

achieved more than 150 hours of flying, covering more than 5,000km, and in the process they achieved seven British Gliding Association awards for speed and distance flights.

The expedition was supported by various ship and establishment Sports Funds and the Royal Navy and Royal Marines Sports Lottery.

The RNGSA conduct an annual gliding development weeks aimed at encouraging new and current pilots to improve their skills.

Personnel can learn to fly at one of the three RNGSA clubs at Portsmouth, Yeovilton and Culdrose.

For further details contact WOVEA John Bradbury at HMS Collingwood ext 2656.



● LAEM Si Parry at Le Barre in France

Surfing near and far

ROYAL Navy and Royal Marines surfing got off to a flying start this year with the first of three beginners and intermediates weekends.

This event again proved popular, with 50 potential surfers turning up in addition to the 20 club members, turning Sennen Cove into Cornwall's Surf City.

Weather conditions were none too favourable, but six club instructors taught a mixture of adults and children of varying ability.

Surf and weather conditions improved vastly on the Sunday.

Next was a ten-day training camp for 12 in Biarritz.

To say it was a surfers' paradise was an understatement – the beach featured 6-12ft waves, the biggest and most powerful waves the Navy crew had ever tackled.

LAEM Si Parry (RNAS Culdrose) showed phenomenal stamina by surfing dawn to dusk.

Li Pete McLelland RM (Culdrose), MA Sharkey Ward (Culdrose) and Si Parry paddled out half a mile to successfully surf the beast and get the biggest adrenaline rush of their lives.

Meanwhile Cpl Warren Keays-Smith (Chivenor) took the plunge over a 10ft wave, snapping his longboard.

Other famous breaks surfed during the tour were Le Barre, Cote de Basque, and Cavalier.

The world-famous break at Hossegor was also surfed, and AEM Grif Griffiths (Culdrose) achieved the surfers' dream by getting a barrel.

The RN/RM Surf Championships took place in June.

Surfing conditions were small on Saturday, but there was sufficient swell to run the longboard contest.

From the outset it appeared to be a two-horse race for the title between Warren Keays-Smith, who was surfing superbly, and LA(AH) Richie Turrel (Culdrose).

But in the end it was Richie Turrel who pulled off some classic longboard manoeuvres to take the top prize with Si Parry catching good waves to take second place, surprisingly beating Keays-Smith.

On the Sunday the surf was much livelier, with constant sets of

3-4ft waves, making it the best shortboard contest in years.

2/Li Dan Thornton RM (Lynstone) and Mne Peter O'Malley were in a league of their own, leaving the others to fight for the minor places.

Thornton eventually prevailed, with O'Malley close behind him. With Pete McLelland surfing well to take third place, it was a clean sweep for the Royals.

For the first time in many years the RN/RM boardriders have exceptional shortboard and longboard teams which bodes well for the Inter-Services, due to be hosted by the RAF at Penhale, Cornwall, on August 1-4.

Next on the calendar is a beginners/intermediates weekend in September, followed by the British interclub longboard and shortboard competitions in October.

That will be followed by a tour to Hawaii in November to compete against the US Navy/Marines.

Anyone interested in RN/RM surfing should contact Lt Cdr Colin Pryde on RNAS Culdrose ext 7109 or Cpl Warren Keays-Smith on RMB Chivenor ext 7381.

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NOTTINGHAM SAILORS FLOWN ASHORE

MORE than half of the ship's company of damaged destroyer HMS Nottingham have been flown to the mainland of Australia as work on repairing the warship continues.

As Navy News went to press, Nottingham was expected to be towed to an Australian port towards the end of July.

The situation on board the ship was deemed to be stable enough to allow around 150 sailors to be taken by Royal Australian Air Force C-130J Hercules aircraft from Lord Howe Island, where Nottingham struck Wolf Rock in bad weather on July 7.

Nottingham, on a major deployment to the Far East, had navigated close to the island to allow an injured sailor to be put ashore for treatment, and as she headed out into the open sea she grounded on the rock.

Water flooded the fore part of the ship, and there were initial fears that she might sink, but sterling efforts by the ship's company, with help from Australian defence divers and heavy pumping equipment flown out by the RAAF ensured the ship stayed afloat.

Among the compartments flooded were a junior rates mess, the Sea Dart missile magazine and the 4.5in gun magazine, although a MOD spokesman stressed the ammunition posed no danger.

Once the ship, commanded by Cdr Richard Farrington, was off the rock and the flooding had been stemmed, she sailed round to a more sheltered part of the island, which is around 200 miles off the east coast of Australia.

All ship's companies are trained in damage control, and part of their training involves the plugging of holes in the hull of a ship and shoring up the repairs. A

Board of Inquiry is already under way.

The first group of 78 sailors was taken to Richmond RAAF base, north of Sydney, on an hour-long flight, and 60 of their colleagues joined them there the same evening.

Before the aircraft left, islanders gave the sailors souvenirs, including books about the island.

Lt Cdr Mike Souter said it was also an opportunity for Navy personnel to thank the community for their tremendous support.

"We owe the islanders in particular a huge debt of gratitude, but the support of the defence forces of Australia and New Zealand has also been invaluable," he said.

A small number of sailors – up to 40 – will remain on board during towing operations, and another 50 will be on board until just before the tow begins, and then will be flown to the mainland.

Additional steelwork was



● HMS Nottingham at anchor off Lord Howe Island after her grounding on Wolf Rock

being welded into the ship to strengthen the areas worst affected by the grounding, which caused a series of holes along the hull and led to flooding in at least five compartments.

One of two RNZN ships which assisted Nottingham, the frigate HMNZS Te Mana, has taken the British destroyer's Lynx helicopter on board,

along with the air crew and flight maintainers, and will transfer the aircraft ashore in New Zealand. The Lynx is said to have a minor defect.

The other New Zealand ship, the tanker HMNZS Endeavour, had provided fresh water, shower facilities and hot meals for the Nottingham sailors.

British sailors flown to

Australia will either be involved in the ship's eventual recovery to the UK or will be granted leave, either in the UK or Australia.

Some had arranged for families to join them at the end of July in connection with the ship's original programme and the ship has advised them to go ahead with their plans.

Defence budget gets a bumper £3.5bn boost

CHANCELLOR Gordon Brown has given the Ministry of Defence a £3.5 billion boost – the biggest increase in the defence budget for 20 years.

Defence Secretary Geoff Hoon has welcomed the news, saying that the extra money will be invested in battle-winning military capability.

The budget will increase by £3.5 billion between now and 2005-06 as a result of the Spending Review 2002 announced by Mr Brown last month.

Mr Hoon said: "This is an excellent settlement for defence. It reflects the Government's commitment to strong defence and to the continued modernisation and evolution of the Armed Forces."

"The strategic environment is changing. As well as international terrorism, we face a range of other potential challenges."

"We will invest in mobility and precision-strike capabilities, and others that are vital for expeditionary operations. We will also increase our contribution to securi-

ty at home. And we will work increasingly closely with our allies and partners, in NATO, the EU and elsewhere, including our important new relationship with Russia."

"Modernisation is our priority."

The additional money will also allow the MOD to modernise its business information systems, especially in the Defence Logistics Organisation.

Mr Hoon later announced a White Paper on a 'New Chapter' to the 1998 Strategic Defence Review which concentrated particularly on counter terrorism measures – for which the £3.5bn provided "an excellent basis".

"We must be able to deal with threats at a distance: hit the enemy hard in his own backyard – not in

ours – and at a time of our choosing, not his, acting always in accordance with international law," he said.

"If terrorist groups continue to operate and pose a threat it will ultimately be necessary to disrupt and destroy them."

"Operations can range from interception at sea – requiring specialist boarding capabilities – through to engagement by combat troops or with precision weapons."

Steps had already been taken to improve the ability of the UK's air defences to respond to threats from rogue aircraft. Further enhancements to our radar systems were in hand as well as investment in airfields across the UK – including RN air station Yeovilton – so that they could support Quick Reaction Alert aircraft when needed.

Seaborne threats were also being considered.

Yangtze Incident laundryman retires

HMS NORFOLK's arrival in Devonport on July 19 marked the final day at sea for Mr Chick Shung Chui MBE, the ship's laundryman who has retired after working for the Royal Navy for over 50 years.

A popular character on board, he has seen service in over 30 ships in operations from the Yangtze Incident in 1949, Korea and Suez through to the Falklands and Gulf Wars.

The Norfolk was returning to Plymouth at the end of a six-month deployment with the NATO Standing Naval Force Atlantic.

The Type 23 frigate's programme has ranged from training exercises in Norway to operations in the Eastern Mediterranean and she has worked with the navies of Portugal, Norway, Spain, Germany, Italy and the United States, clocking up over 30,000 nautical miles.

The deployment began with a crisis relief exercise near Madeira, designed to test the SNLF Force's ability to provide humanitarian support in the aftermath of a major natural disaster – in this case, a volcanic eruption.

Since April the Norfolk has been involved in NATO's Operation Direct Endeavour in the Eastern Mediterranean as part of the Alliance's contribution to the war against global terrorism.

Invincible back in the water

HMS INVINCIBLE has taken the first step towards rejoining the Fleet.

The aircraft carrier, currently undergoing refit in Rosyth, had water underneath her hull for the first time in a year when she was undocked on July 11. All underwater compartments were checked for leaks and the effectiveness of her "tailored refit" teams was proved as she was given a clean bill of health.

Her refit will now see a gathering of pace as the ship's staff are expected to move on board next month before she sails for trials at the beginning of 2003.

After work-up and basic operational sea training, Invincible – which has seen service in the Falklands Conflict, the Gulf (twice), Kosovo and Bosnia – is expected to rejoin the Fleet in May.

MOD signs deal for £950m sea transport fleet

THE MINISTRY of Defence has contracted with a British company, AWSR Shipping Ltd, for the supply of a world-wide strategic transport service which could be worth in the order of £950 million over the next 22 years.

The service, provided under the Private Finance Initiative, is based on six new 20,000 tonne, 18 knot roll-on, roll-off ships.

It means the MOD will be able to rapidly move several thousand armoured and unarmoured vehicles to respond to crises around the globe.

MOD will normally use four of the ships with all six available for operations if required. The first one should be ready for use this autumn with all six becoming available next summer – 18 months earlier than originally planned.

Defence Procurement Minister Lord Bach said: "Strategic sealift is the key to moving vehicles and equipment into a theatre of operations quickly and efficiently."

"This new service is a huge advance on the strategic transport capability we now have."

"We need six ships to meet our operational needs, but the MOD cannot afford to have ships and crews lying idle waiting for an emergency. Under PFI we get a good solution – we have the ships when we need them and only pay for what we use."

The MOD has contracted for the delivery of this service until 2024. It will employ 180 British seamen, who will be classed as Sponsored Reserves, which means they can be called out as reservists in a crisis.

Two of the ships are being built by Harland and Wolff in Belfast with the remaining four built by Flensburger in Germany.

Their names of the Harland ships are mv Hartland Point and Anvil Point. The Flensburger ships are mv Hurst Point, Eddystone, Langstone and Beachy Head.

The unarmed ships will have green hulls and white superstructure and will fly the British Merchant Navy red ensign.

Culdrose keeps in tune

MAYOR of Helston Cllr Nick Martin stops to talk to Mrs Debbie Williams of HMS Seahawk Volunteer Band as RNAS Culdrose personnel exercised their right of the Freedom of the Borough by marching through the town with "swords drawn, bayonets fixed, drums beating and Colours flying".

The honour was first granted in 1958.



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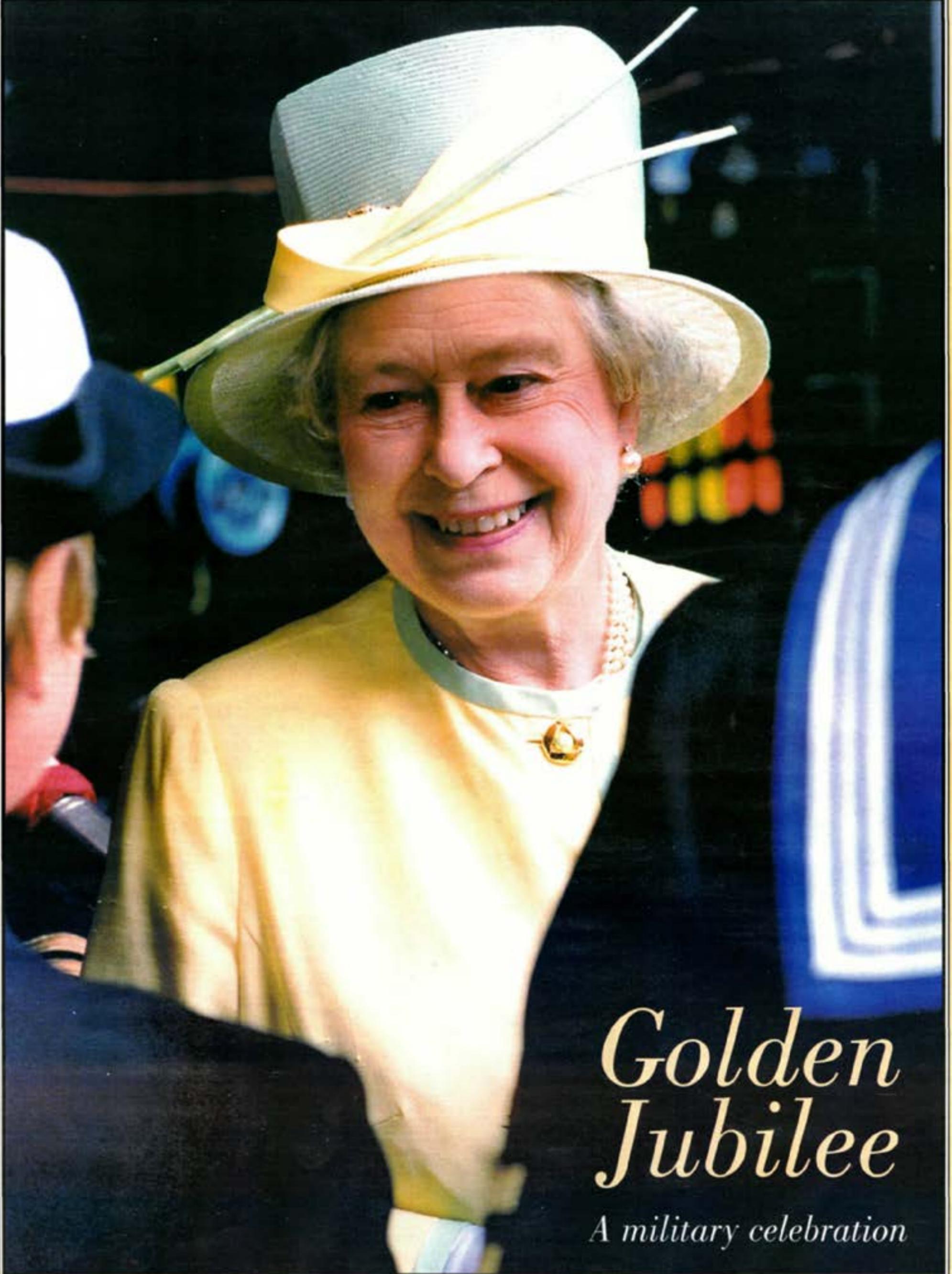
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*Golden
Jubilee*

A military celebration



● The dynamic display in Portsmouth Harbour shows the British forces vanquishing an enemy ship played by HMS Blazer



● The Red Arrow display team shoot overhead at the end of the flying display that featured almost every aircraft used by the three Services



● Correspondent Kate Adie tells the tale of the military role in disaster recovery as part of the quadrant displays



● In a special gesture of tri-Service unity, all three Services man and cheer ship

Purple patch on golden day

IN a gesture beloved by the Milk Tray man, Leading Aircrewman Darren Jones plunged into the sea to deliver a bouquet to the Queen.

He then proceeded to brief her on the success of her Armed Forces, who had spent the day in staged action saving the people of 'Whalonia' from rebel troops.

This proved one of the quieter moments in a day punctuated by simulated gunfire and explosions around Portsmouth Harbour.

The military had thrown themselves wholeheartedly into an all-day purple spectacular that showed off the very best of all three Services. Members of the Royal Navy joined with the 1st Battalion Coldstream Guards and the Queen's Colour Squadron of the RAF to form a tri-Service Guard of Honour for the Queen's arrival at HMS Excellent, Whale Island.

This tri-Service unity continued into the military band that played the National Anthem as 32 RAF Tucano aircraft flew overhead spelling out "EIJR" in tribute.

The next element of the Queen's Jubilee celebration was a chat with nine individuals, chosen as 'unsung heroes' to talk about their experience of Service life.

Organisers of the day admitted that one of their hardest jobs was the selection of these nine people and explained that the nine people chosen are all currently serving, have all achieved something

extraordinary, and represent all those others they would have liked to have been included, given unlimited time and space.

The Senior Service had three representatives in this close one-to-one interview. PO 'Mo' Mohammed changed the lives of the people of Freetown in Sierra Leone when his ship HMS Cornwall was sent to help the West African country. His efforts despite personal risk to get food and medicine to the people won him an MBE.

Submarine engineer Lt Cdr Paul Rowland took a whole new step in his career when he volunteered for Sierra Leone. He became part of a UNMO team working in disarmament, demobilisation and re-integration when the group were captured by rebel leaders. Paul's orienteering and navigational skills were key in the escape led by Maj Phil Ashby RM.

A Royal Marine was the third Naval face to be seen in the Service Lives display. Captain John Read RM played a vital role in the relief work after the disastrous flooding in Mozambique. His contribution extended from the distribution of food and medicine to the command and control of aircraft movement.



● (Left) The festive atmosphere at Portsmouth Naval Base is marked with ships dressed overall

● Excitement shows on the faces of HMS Lancaster's ship's company as HMS Bangor draws near (below)



FRONT PAGE: The Queen talks to CPO(W) Debbie Fabian on board HMS Ark Royal



● The Queen inspects the tri-Service Guard of Honour that includes...

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Royal Navy rescue Sea King, enters Portsmouth Harbour lift for the Queen

ures: Fleet Graphic Unit &) Dave Coombs



● Mission accomplished - the Queen is presented with her bouquet on HMS Ark Royal to the entertainment of those around her

This aspect of the military in disaster relief was one of the three scenarios on display in the central quadrants. Massive screens told the tale of the rebel attacks on the peaceful country of Whalonia - named after its temporary Whale Island base.

In the first 'Theatre entry' quadrant, the Whalonia countryside had been lovingly recreated with grassy hills, bridges and waterflooded moats and the rebels strutted with guns in hand around their captured airfield.

On the massive screens overhead, news reports flashed across the screens, with images of Royal Navy ships on their way to the scene and Royal Marines piling into cavernous Chinook helicopters.

Then in a blaze of gunfire, Royal Marines burst on to the scene in their four-wheel and amphibious vehicles in a combined sea and air assault. Perhaps no surprise, it didn't take long for the Marines to overcome the enemy troops. Mne Jamie Old, who played the only enemy to be taken prisoner, was picked out by the Queen in

the line-up as the survivor.

The next two quadrants showed off the military might in the areas of Combat and Peace Support. At the end of each performance, the Queen and Duke of Edinburgh moved forward to meet the players in the staged action and from the screens.

HMS Lancaster provided through the screens the Naval gunfire support to the Army troops in the Combat theatre, and members of the ship's company stood in the greeting line.

OM(C) Jon Smith spoke to the Duke of Edinburgh about the practice that had gone into the big day. Afterwards OM Smith said that he'd been looking forward to the event. Lt Del McKnight added: "We were really pleased to be part of it. It's a privilege to meet your sovereign - it doesn't happen every day!"

The Queen also met members of the support services, who while not always in the obvious forefront of the action, provide the essential medical, welfare, engineering and logistic support that keeps the Forces functioning.

Lunch in the HMS Excellent wardroom involved 150 Service personnel, a mix of Royal Navy personnel up to the rank of Lt Cdr (or equivalent). The aim was to meet others than the top brass, and some faces were still fresh from basic training while others were bearded CPOs.

The afternoon saw the focus switch to Portsmouth Naval Base. The royal party watched a dynamic display of aerial and aquatic action from the flight deck of HMS Ark Royal. The sea display featured Royal Navy P2000s playing enemy patrol boats, with the Royal Marines once more turning up to save the day in rigid raider boats and hovercraft.



● (Above) RAF Tucano aircraft spell out EHR in the skies

Air cover came from RAF Chinook and Puma helicopters, Navy Sea Kings and a Merlin, Tornados, a Sea Harrier and a Jaguar attacked the enemy, with support from a Nimrod, a VC-10 tanker, a TriStar and a C-17.

With the nation safe once more from marauders, the Queen disembarked Ark Royal to join mine countermeasures vessel HMS Bangor, which carried their honoured guest down Portsmouth harbour as the skies featured a fly-past by almost every aircraft used by the British Armed Services.

Members of all three Forces lined the decks of the ships alongside in Portsmouth, and in what is believed to be a first, staged a tri-Service Man and Cheer Ship.

At the end of the event, Chief of the Defence Staff, Admiral Sir Michael Boyce sent a message of thanks to the Armed Forces: "Your professionalism, versatility, enthusiasm and good humour have shown through strongly and Her Majesty has spoken deeply of her pride in you, her Armed Forces, our welfare and support organisations and your families."

"I can add no more than reiterate Her Majesty's closing words at lunch today: you do your country proud."



ides 55 personnel from each Armed Force at HMS Excellent



● Along a route lined by cadets from all three Service organisations, the royal visitors are driven to the parade ground at HMS Excellent



● At the end of each action sequence in the display quadrants, the Queen and Duke of Edinburgh spoke with participants

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Highly recommended
Not the usual dry textbook, but a very readable account

Staging a Combined Service Golden Jubilee tribute to the Queen was a supreme test of the new spirit of 'jointery'. As project manager Commodore Geoff Edwardes told *Hamish Fergusson* a few days before the event, it wasn't all plain sailing . . .

How difficult was it to put on the show, given the extent to which our Forces are committed around the world at the present time?

The plan as it developed for a tri-Service event meant that we had probably slightly less assets and forces involved than we would have done had it been three single-Service events, which was considered three or four years ago. But as a result primarily of Palace wishes, it was to be a one-day joint affair.

That did mean that there was a little bit more flexibility in getting the assets to do it.

There have, of course, been various units which were planned to come a year ago. Since then the plot has changed and so ships have been removed and certain regiments changed.

But we have got all that we want without withdrawing anybody from operational tasks.

Did you have any particular problems in getting a tri-Service balance?

At the outset, I think finding a venue was the most difficult thing, because the Palace actually wanted to do it in the Portsmouth area, and "wanted all three Services to be able to present themselves appropriately in front of the Queen".

Now that meant that we had to look quite carefully at the venue, as there was a whole range of sites in the Portsmouth area.

Most particular was the need for the Army to present themselves properly. That is one of the reasons we chose Whale Island, because it did offer a space where the Army could display their assets and their people and their capabilities, rather better than, for example, in the Naval Base where it would have been very difficult.

How much has it cost overall?

The core costs for the event are £1.5 million. That covers all the equipment and the displays, which are purely here for the Jubilee.

We obviously didn't have to pay the wages of all the soldiers, sailors, airmen, aircraft flying and such things, so there was no need for a separate budget for that. What was needed was a core budget, to build those displays, and provide certain bits and pieces in the margins. That was what the £1.5 million was for.

How long has it been in preparation?

I started 20 months ago, in November 2000. A certain amount of groundwork had been done for a month before that, primarily because the decision for it to be a one-day single Service event, rather than three separate events, was made fairly early in 2000. So it wasn't until late in the year that ideas really began to come together.

There has been some criticism that much of the show will not be seen by the general public. Do you think that support of the Jubilee has been underestimated? Isn't there a need to broadcast the Services and what they do more widely than this display allows?

No, I don't agree with that. The whole purpose was for the Queen to meet her Armed

Jubilee joint effort kept working smoothly

Services. She wanted to have an opportunity to be with them, and though she wanted families and guests to be present, it was not designed as a public event.

As we've gone along, we've been very conscious of the fact that this is the only visit the Queen is making to Hampshire, and certainly the only one to Portsmouth. Whilst the morning events are very much private, between the Queen and her Armed Forces, the afternoon programme is rather more public.

Although it might be quite difficult to see the 'Dynamic Display' other than from Fountain Lake, the 'Steam Past' down the harbour will be in full public view, and then the Queen has agreed, so that the people of Portsmouth and Hampshire are not to be disappointed, to extend the programme after she has landed.

Further criticism makes comparisons with the scale of Naval Reviews of the past. Is this justified?

From mid 2000 there wasn't going to be a review anyway, so it isn't a question of how many ships.

The bottom line is that there's only a limited amount you can actually put in Portsmouth Harbour. There are many ships in Portsmouth, some in maintenance but some not, and many others down in Devonport and in Fastlane. But you just can't squeeze them all in.

So it is a matter of location, a matter of scale. I think one has to remember that if there had been a review - which the Queen didn't want - as in previ-



● 'We have got all that we want without withdrawing anybody from operational tasks.' - Commodore Geoff Edwardes

no operational commitments going on anywhere in the world at the moment, we would be showing the Armed Forces as they are rather than trying to pretend that they are something they are not.

Do you have any regrets in terms of anything that has been left out of the programme?

No, I think we've got every-

thing. There are people coming from all over the United Kingdom and even some from overseas.

Are there any activities unique to this display?

Everything is "joint", and when we decided that the Queen was going to do the Steam Past it was to involve the ceremony of Manning and Cheering Ship, which is a Naval practice. We wanted to make it joint, so on this

'We would be showing the Armed Forces as they are, rather than trying to pretend that they are something they are not'

ous reviews there would have been a lot of Commonwealth and NATO ships there as well, which made up a proportion of the 1977 Silver Jubilee Review.

Another side to it is the need to remember that in 1977 the armed forces of all nations, particularly the NATO nations, were much bigger than they have been since the end of the Cold War. All nations have reduced their forces commensurate with the threat. And so even if we had

thing we wanted in there. It is very tight on time - and if anything we would have liked a little more, perhaps, for the Queen to meet even more people than she is going to.

So we are producing something which is measurable in terms of what she wishes to achieve. But I don't think anything has been left out. We've tried to be as all-inclusive as possible both in terms of Armed Servicemen, but also geograph-

ically. There are people coming from all over the United Kingdom and even some from overseas.

So the Queen will see a Manning and Cheering of Ship performed by all three Services - and that will be a first.

□ Hamish Fergusson, a student at Canford School, Dorset, was on a week's work experience with Navy News

Splice the mainbrace!

THE ROYAL Navy re-enacted an old tradition by toasting the Queen with rum after she ordered the Fleet to 'Splice the Mainbrace' following her visit to Portsmouth for her Golden Jubilee tribute by her Armed Forces.

The term originally arose from the reward given in the days of sail to men who carried out the task of repairing the 'main brace' rope to the mainmast - work that had to be done at great speed in any sort of conditions since the ship could not be steered effectively with it broken.

For successfully completing this vital job an extra issue of one-eighth of a pint of rum was made to each officer and man over the age of 20 who desired to take it - with lemonade offered to the rest!

Rum was first issued as a ration to sailors in Jamaica in 1655. In 1731 a half pint was officially sanctioned as a daily ration to the Fleet - but a few years later it was mixed with water to reduce drunkenness. This mixture was nicknamed 'grog' after the Grogam cloak worn by Admiral Vernon, who ordered it.

The daily rum ration was abolished in 1970, but commanding officers of ships and establishments can still order the toast on special occasions - as, of course, can the Queen.

And as the Queen Mother did during her visit to HMS Ark Royal, on what turned out to be her final public engagement in November last year.

● Pictured below, from the top, the mainbrace is duly spliced at HMS Collingwood (by men who were serving when the tot was last issued in 1970); at the Ministry of Defence (by First Sea Lord Admiral Sir Nigel Essenhigh and over 140 RN and RM personnel serving in Central London); on board HMS Victory; and at Devonport (by LA(Phot) Shaun Barlow).

