



Navy News

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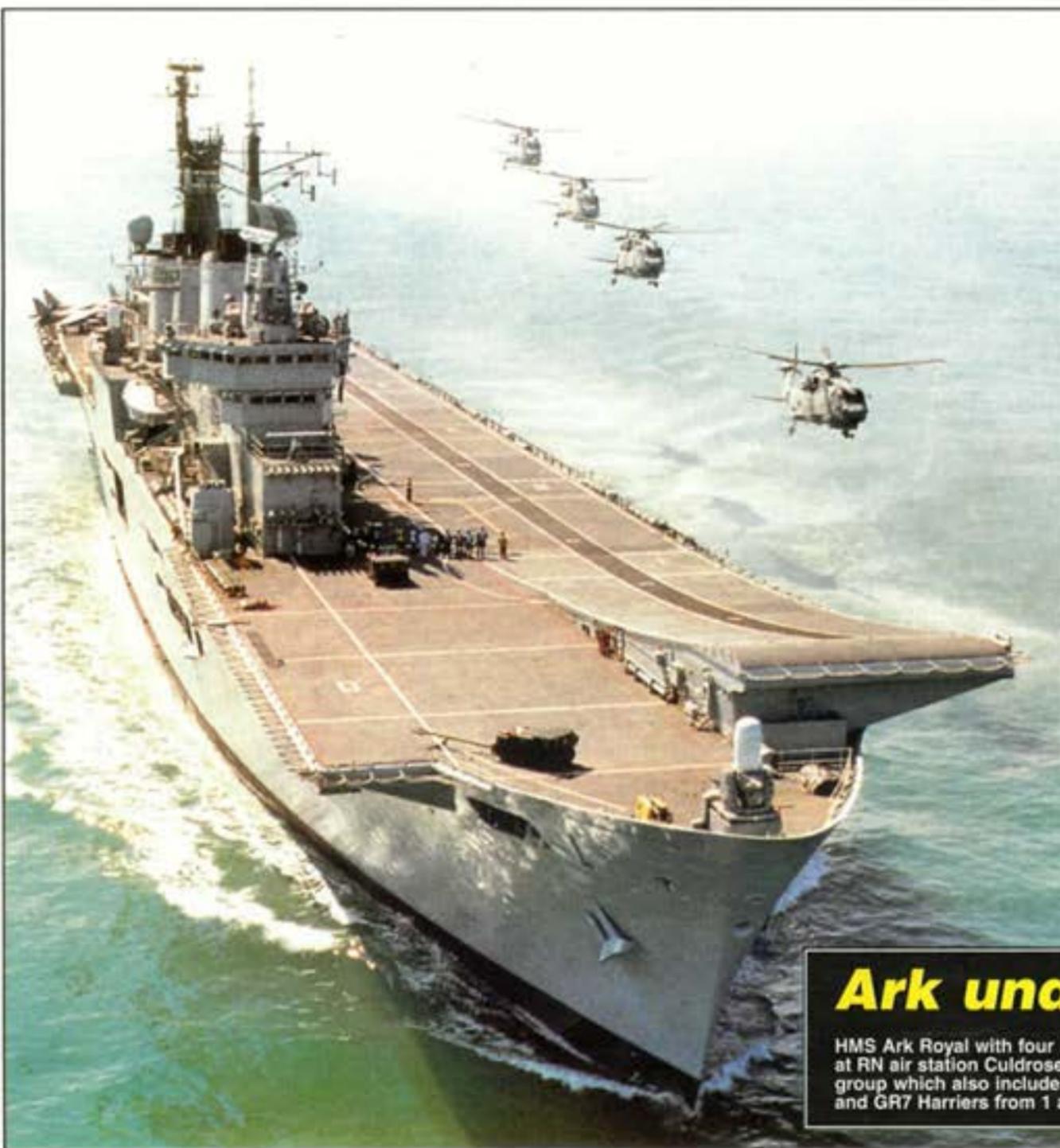
Danger on the beach
p18

ON PATROL IN AFGHANISTAN

centre pages



OCEAN & CO COME HOME EARLY



AMPHIBIOUS Ready Group flagship HMS Ocean and her escort destroyer HMS York are due home this month as the maritime force in the Indian Ocean is reconfigured.

With 45 Commando Royal Marines now firmly based ashore, at Bagram Airbase in Afghanistan, Ministry of Defence planners decided the helicopter carrier had no further need to remain in the region.

An MOD spokeswoman said: "We always keep the numbers and composition of our forces deployed on operations under review.

"Naturally, that includes the

Amphibious Ready Group supporting our operations in Afghanistan. After careful consideration, we have decided to bring home HMS Ocean, HMS York and RFA Fort George once they have completed their current tasks in the Indian Ocean.

"We expect the ships to return in June."

The remaining ships in the group, RFA Fort Austin, RFA Sir Tristram and RFA Sir Percivale, are to remain in the Indian Ocean to maintain support for 45 Commando, which are part of Task Force Jacana.

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Ark under Merlins' spell

HMS Ark Royal with four Merlin helicopters embarked from 814 Naval Air Squadron at RN air station Culdrose, Cornwall. The carrier was last month training with her air group which also includes FA2 Sea Harriers from 800 NAS, Seakings from 820 NAS and GR7 Harriers from 1 and 3 Squadrons RAF.

CUMBERLAND DOES THE BUSINESS

HMS CUMBERLAND returned to her affiliated county of Cumbria, calling at Barrow-in-Furness for a five-day visit.

While alongside the Type 22 frigate threw a cocktail party for guests including Peter Budd, Chairman of the Commonwealth Games Business Club.

This has been modelled on the highly successful Business Club Australia, formed for the 2000 Sydney Olympics, which brought in \$30 million of investment into the country.

Highlight of the evening was a Ceremonial Sunset performed by the Band of the Royal Marines (right).

Other events involving the local community included a charity run from Blackpool to Barrow which raised £1,000 for the local hospital's Special Baby Care Unit.

Sports fixtures included golf and soccer – the latter against the local police with the ship narrowly losing 4-2.

Families and affiliates were embarked for the transit to and from Barrow. In addition to tours of the ship, they were able to witness marine engineering full power trials, damage control exercises and a winching demonstration by a helicopter from RAF Valley.

HMS Cumberland returns to Devonport for summer leave before deploying overseas.



Guz gears up for the summer showtime

PLYMOUTH Navy Days are gathering momentum for summer festivities, with a nuclear submarine as the star attraction.

There will be at least one serving RN submarine open to the public on the weekend of August 24-26 – and also the Courageous visitor centre will be up and running for the first time, with guided tours around the decommissioned Churchill-class boat now permanently on display at Devonport.

River rides with the Royal Marines in their Rigid Raiders are expected to prove especially popular – so tickets for these will be available on a strict first come, first served basis from booths inside the Naval base.

RN warships will be joined by NATO vessels from Germany, the Netherlands and France and there will also be a visitor from Poland.

Said organiser Cdr David Stanesby: "This is the Royal Navy's opportunity to show the public our ships, our equipment, our aircraft and our men and women. And our chance to explain what we do, how we do it, and to show the Navy's value to the nation."

Displays on land, on water and in the air will feature throughout the days. Saturday and Sunday evenings will headline a separate

Trafalgar is tops with torpedoes

DEVONPORT-based submarine HMS Trafalgar was presented with the Kelvin Hughes Sea Lion Trophy as the most proficient boat in torpedo attacks during training over the past two years.

CPO Mark Duncan received the trophy on behalf of the ship's company from Deputy Commander-in-Chief Fleet Vice Admiral Jonathon Band.

mini-tattoo, again with tickets only available in advance. Some 60,000 visitors are expected in all and there will be free parking at Camel Head's Gate for over 4,000 cars. Again organisers advise to buy tickets in advance to take advantage of the reduced prices. They are available from June 1 at Plymouth Tourist Information Centre on 01752 266031 or on-line at www.navydays.com.

Before Navy Days, however, comes the free Plymouth Armed Forces Show on Plymouth Hoe from July 11-14, featuring flying displays by RAF Harriers, Tornados, Jaguars and Hawks, the Red Arrows and the RAF Falcon freefall parachute display team.

Visitors will see the Army's Challenger II main battle tank and the Sabre combat vehicle among displays by all three Services. Further information on www.plymoutharmedforcesshow.mod.uk.

Looking further ahead in the West Country finds RNAS Yeovilton's Air Day on September 21, this year's event marking the 90th anniversary of Naval aviation.

The enduringly successful combination of military aircraft and RN ships originated in May 1912 when the Royal Flying Corps was formed with separate Naval and military wings. Shortly afterward the Naval wing gained separate recognition as the Royal Naval Air Service. Tel 01935 456751 for further details.

First item on the summer agenda, however, comes in the north of the country, with the Faslane Fair on Helensburgh Pier near Clyde Naval Base.

There will be boat trips to the base and HMS Montrose, air displays and music by the Loosd and District Pipe Band and Beat Retreat performed by the Royal Marine Band Scotland. Profits will go to the Children's Hospice Association Scotland. Tel 01436 674321 ext 6186 for tickets.



● HMS Courageous in dry dock in Devonport where she will be a star attraction of this year's Navy Days

Old and new are back in Pompey

HMS MANCHESTER returned to her base port of Portsmouth on May 14 after almost two years in refit at Plymouth and sea trials in home waters.

The Type 42 destroyer, primarily equipped for air defence of a task group, was launched in 1982. With a ship's company of over 240, who mostly have homes in the Portsmouth area, the arrival was a welcome and long-awaited event.

Her commanding officer, Cdr Charles Ashcroft, said she had been well served during the extended time in the contractors' hands but the crew had worked very hard during trials and were much looking forward to being back with family and friends.

The Manchester will deploy towards the end of the year.

On the same day the Navy's newest major warship, HMS St Albans, also arrived in Portsmouth at the end of her first month at sea during which she was put through her paces in a series of demanding trials in the North Atlantic.

She will be formally commissioned on June 6 and will undergo further trials over the summer before becoming operational in September.

For one crew member, serving on board the Type 23 frigate has a special significance – Lt Al Dighton moved to St Albans from London last year.

"It's pure coincidence – I have lived in St Albans for 12 months and only found out I was joining the ship in March," he said.

"But it does seem extra special working in the ship which shares the name of my home town."

Brenda scores for spreading the Marines' music

RETIRING as Concert Secretary of the Royal Marines School of Music, Brenda Sutherland receives the Imperial Service Medal from Principal Director of Music Lt Col Richard Waterer – who is himself to retire this summer after 38 years with the RM Band Service.

Said Brenda: "This job was a way of life and a challenge to me to see that the pleasure of listening to the music produced by such magnificent musicians would reach as many people as possible."

"I had the great joy of watching the audiences get larger and larger during my time with three Directors of Music."



ROYAL TALENT SPOT

AT SEA off Plymouth to visit HMS Talent, the nuclear-powered submarine she launched in 1988, the Princess Royal is seen with the boat's Coxswain, CPO Barry Waterfield.

HMS Talent's was the last "dynamic" submarine launch using a conventional slipway.

All subsequent boats built at Barrow-in-Furness have been gently "dunked", using a 30,000 tonne synchrolift.

Talent had just returned from a three-month operational deployment.

In the Spring of 2003 she will begin a two-year refit during which she will be refuelled and fitted with the Tomahawk Land Attack Missile system.

Princess Anne had earlier met up with the Commander Fishery Protection Squadron, Cdr Duncan Matthews in Glasgow (inset) where she toured the Fishing 2002 festival.

HMS Guernsey was this year's RN representative. Over the period 2001-2002 the Island-class off-shore patrol ship carried out 330 boardings, safeguarding the delicate fishery stocks of the nation and acting as policeman to protect 80,000 square miles of sea.



'Battle lab' is there to cut information overload

MOD scientists at the innovative UK Battle Lab are now able to study the real effect of new technologies for command, control and information exchange in a virtual battle arena.

Within a real battle situation, information is flying around a three-dimensional environment, from ship to ship, ship to land, air to land. This vital tactical and strategic information needs to be shared reliably with all three UK Services, and other countries' forces in the increasingly joint and multi-national operational environment.

Cdr Andy Vandome, Maritime Staff Officer at the Defence Science and Technology Laboratory (Dstl) at Portsmouth, told *Navy News*: "It's a jigsaw analogy - all units are pieces of a big jigsaw that have to be connected together."

It is important to guarantee the right information gets to the right place at the right time and the new research facility means that novel

approaches to information exchange can be assessed for their practical value before getting anywhere near a Royal Navy unit.

The UK Battle Lab created by Dstl simulates the 3D battlespace using real or computer-generated models. Information flows over real-life communications links that use the genuine bandwidths available in the battlefield.

The laboratory replicates real-world scenarios, allowing scientists and military staff to judge what is on offer, its value in the operational situation and its effectiveness across the range of the Services' needs.

Naval operations personnel can be put into the Battle Lab to relay and receive real-time information while the flow and demand for the information infrastructure is moni-

tored for weaknesses or over-supply. The entire system is designed to prevent end-operators becoming overloaded with irrelevant matter or missing key elements due to communications problems.

Said Cdr Vandome: "What should be delivered is a system that we know will communicate and allow sailors in the Ops Room to do their job better."

"It will allow them to concentrate on their role, and the technology will support them."

The Battle Lab links scientists and defence teams from the UK to the USA, Canada, Australia, New Zealand and other countries as part of the Combined Federated Battle Laboratories network.

Military partners from around the world can verify the stability of their information infrastructure for multi-national operations anywhere on the globe.



Nautical charities receive £3.6m

GRANTS worth £3.6 million were distributed to 81 nautical charities by King George's Fund for Sailors and Greenwich Hospital last year.

The charities look after the welfare needs of seafarers and their dependants in the Royal Navy, Merchant Navy and the fishing fleets.

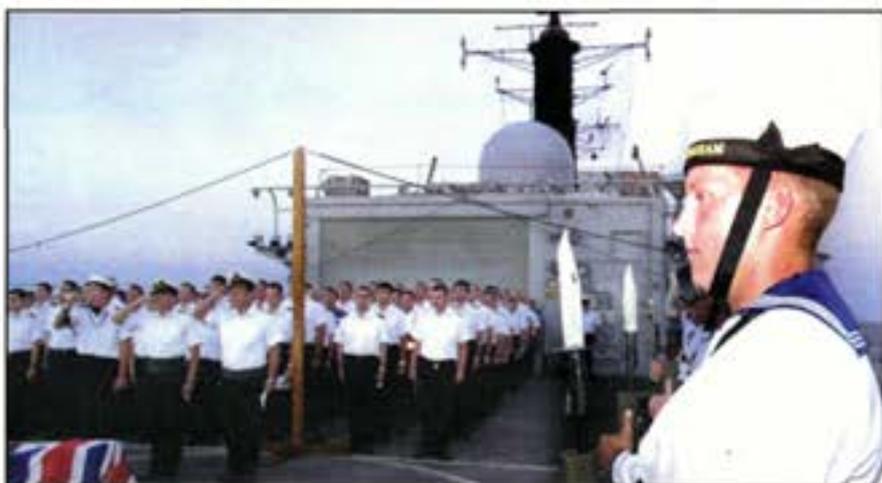
Help ranges from care of the elderly to financial help for those still serving who hit problems brought on by ill health, disability, homelessness, unemployment, broken homes and bereavement. Seafarers' children also benefit with help in education.

At the KGFS annual meeting at the Mansion House, London, Director General

Capt Martin Appleton said: "This country has always depended on the sea and yet the plight of seafarers when they and their families fall on hard times does not attract the public support that once it did."

"It is not only veterans who are in need of help. Increasing numbers of younger seafarers are turning to nautical charities for assistance and raising the much needed funds proves increasingly difficult year on year."

"Nautical charities are as busy as they ever have been, not only because of the numbers needing help but also because of the cost of providing support in the 21st century."



● A service of remembrance is held on board HMS Nottingham at the site of the wreck of HMS Prince of Wales. Picture: LA(PHOT) Jon Hamlet

Sailors peek behind bamboo curtain

HMS NOTTINGHAM was only eight weeks into her nine-month Asia and Pacific deployment when her sailors enjoyed one of the highlights of the trip.

The Type 42 destroyer had taken part in a demanding air-defence exercise with the air forces and navies of Australia, New Zealand, Singapore and Malaysia – the Five Powers Defence Arrangement – and so a visit to Vietnam gave Nottingham's ship's company the chance to take a break as well as visit a country which relatively few foreigners get to see.

The warship called at Ho Chi Minh City, formerly Saigon, which provided a wealth of unfamiliar sounds, sights and smells.

The Communist regime has avoided over-exposure to Western influences,

protecting the distinctive local culture – and it is one of the few places on Earth without a McDonalds.

Instead, the local food – a magical mix of Thai, Chinese and French influences – proved a hit with many a British matchot, fortifying them for their explorations of the city.

Busy and vibrant markets also proved popular for souvenirs and gifts, with silk, pottery and woodwork featuring heavily.

Cdr Richard Farrington, the destroyer's Commanding Officer, made a number of high-profile calls, and laid a wreath at the memorial to Ho Chi Minh, modern Vietnam's founding father.

The ship was heavily involved with the Christina Noble Children's

Foundation, helping underprivileged children, and on the day of departure, 40 sailors were up at the crack of dawn to run in the British Business Group of Vietnam Fun Run.

There were more than 1,500 runners and live TV coverage but Nottingham put four entrants in the top five, with WTR Danny Roberts first and LSTD Neil Brown second. The ship raised more than £750 for Save the Children.

There followed a short stop in Kuantan in Malaysia, then a poignant ceremony at sea as wreaths were laid over the wrecks of the Repulse and Prince of Wales, sunk by Japanese air attacks in December 1941.

Other visits on the destroyer's schedule include Australia, New Zealand and Japan.

Minehunters join Latvian celebrations

FASLANE-based ships of the Third Mine Countermeasures (MCM3) Squadron have been making their mark in northern Europe during exercises at sea and ceremonies ashore.

Captain Pat Walker, Captain Paulane Flotilla, and Cdr David Bewick, Commander of MCM3, embarked on the Latvian mine countermeasures vessel Nameps to witness a steam-past of 12 Baltic and other NATO partner nations' ships.

The steam-past was the first official event in the celebrations to mark the tenth anniversary of the restored Latvian Navy.

On the following day Capt Walker expressed the Royal Navy's goodwill and best wishes to the Latvian Navy at a major ceremony which was attended by the Latvian president. Later Capt Walker, along with other guests, laid flowers at the Latvian Freedom Monument.

MCM3 attended the 15th Baltron Naval Working Group in Liepaja – the last of a series of six-monthly meetings to be held before the NATO conference in November which will announce the success or otherwise of the nine nations wishing to join the organisation.

After the business of the day was completed, there was an opportunity to visit the newly-built tri-national diving school and maintenance facility.

MCM3 then visited St Petersburg to meet the Chief Pilot in preparation for possible Royal Navy participation in Russian Navy Days in the summer.

Meanwhile, HM ships Atherstone, Penzance, Pembroke and Ramsey were in Frederikshaven, Denmark, to prepare for Exercise Blue Game.

Topmast flagship is testing the water

HMS LIVERPOOL sailed from Rosyth after a 14-month refit to fly the flag for a new Royal Navy management system.

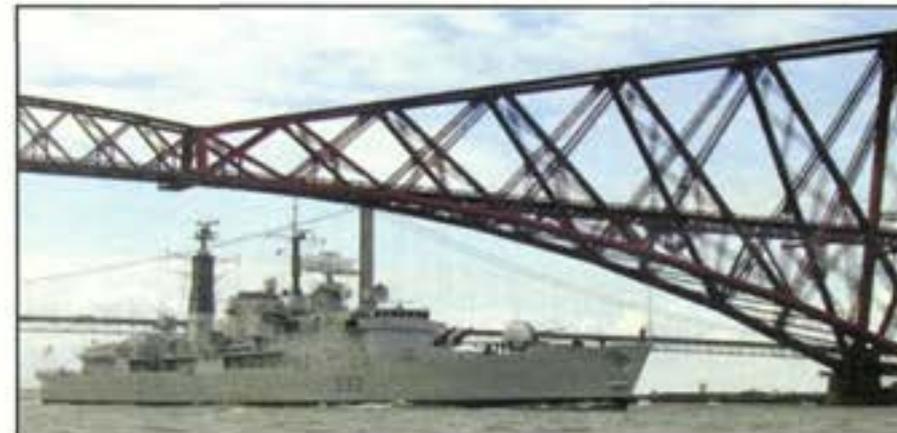
The Type 42 destroyer is the early implementation ship for Topmast (Tomorrow's Personnel Management System), a squad structure which is designed to reduce manning gaps on ships and allow greater flexibility and stability to individual sailors.

The ship sailed with an additional complement of 26 Operator Mechanics (OMs) on board – an increase of the normal number on board by one third – and as Liverpool enters an intensive post refit trials programme the Admiralty hopes the new manning regime will also pass the test.

OM(C) Paul Killpartrick, part of the Topmast experiment, said: "The new scheme will allow me to plan my life a bit more and give me more stability in one base port."

"Working with the same group of people over a longer period lets you understand the way they work, increasing trust and reliability."

The Rosyth refit, carried out by Babcock BES and the Warship Support Agency, included an overhaul, upgrade or replacement of all the ship's propulsion systems, weapons and sensors, a total upgrade of all accommodation and office areas, enhanced computer equipment through-



● HMS Liverpool sails beneath the Forth Bridge following her refit in Rosyth.

out and a completely new galley.

Within minutes of sailing, the ship's company was thrown into the first of a series of safety exercises which is a foretaste of the rigours to come. The first three days alone gave them a chance to cope with a variety of emergencies, from man overboard to total electrical failure and a fire in the main machinery space.

Having answered these initial questions

posed by FOST (Flag Officer Sea Training) staff, Liverpool now has a three-month trial programme when all her systems will be tested from peacetime conditions to all-out war.

The light at the end of this tunnel is early August, when the destroyer is due to be rededicated in Portsmouth to commemorate her rejoining the Fleet and beginning her third commission.

Deadline looms

HAVE you got your Topmast CD-ROM yet? Found the Recreation Room and the Who Wants to be a Millionaire? competition?

Three fantastic holidays, with spending money, worth £2,000 each await the winners, thanks to the White Ensign Association – but the tie breaker must be with the Topmast office by June 30.



● HMS Richmond, HMS Tireless, a Merlin and a Lynx at AUTEK in the Bahamas.

Units gather at test centre

CUTTING-EDGE technology is being put through its paces in a deep backwater of the Bahamas.

The AUTEK (Atlantic Undersea Test and Evaluation Centre) range at Andros Island is used annually by the Royal Navy and RAF to trial equipment and hone tactical development, and although this year's session is shorter than usual, there is a packed programme.

Operation Celtic Barrier features submarine HMS Tireless as the vital 'target', working virtually round the clock in tracking and firing trials, with Type 23 frigate HMS Richmond as the dedicated surface unit.

Also in the frame are a Lynx, three Nimrods and two Merlins, and the operation requires more than 500 personnel ashore and afloat to run it.

The key group is six-strong Naval Party 1011, which compiles the programme and acts as liaison.

■ See next month's Navy News and Navy News Online for more reports from the Bahamas.

Sea Dart proves its worth

DESTROYER HMS Edinburgh proved her Sea Dart surface-to-air missile system is in top form at a high seas firing out in the Atlantic.

The Type 42 shot down an unmanned Mirach target drone around 200 miles south west of Cornwall in an empty patch of sea.

The firing was the culmination of weeks of planning, preparations and trials to ensure everything went to schedule – not least that the firing area was clear of ships and aircraft.

Edinburgh, which was undertaking operational training with carrier HMS Ark Royal, was assisted in this by an RAF Nimrod maritime

patrol aircraft and air traffic controllers.

High seas firings are carried out once a year by ships such as HMS Edinburgh – known as Scotland's Capital Ship – to ensure both machinery and operators are equal to the task.

The ship's Commanding Officer, Cdr Guy Robinson, said he was delighted with the missile firing.

"Whilst these exercises are good for our drills, there is nothing to beat the real thing."

"I am therefore very pleased to get a missile away and for it to be so successful."



● Edinburgh launches her Sea Dart on an earlier high seas firing.

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Ships of the Royal Navy No 559



Argonaut next for Sandown

THE FIRST of the new generation of Glass Reinforced Plastic mine-

hunters, HMS Sandown has just completed a busy operational sea training period around Faslane.

Looking ahead, July will see her being put through her paces on a Joint Maritime Course before deploying to the Mediterranean for Argonaut 02 until Christmas.

The new class of mine countermeasures ship came about because the technological development of mines towards the end of the 20th century required an increasingly sophisticated means to deal with the threat.

This led to the development of the next-generation of single-role Sandown vessels that use a mine-hunting system that consists of four main elements.

First to mention is the sonar 2093, a variable-depth sonar that uses computer-aided detection and classification.

Next the Naval Autonomous Tactical Information System – or NAUTIS M – that manages the mine warfare task, presenting information received from sensors to the Ops room and Bridge.

Once a mine has been detected, either a small unmanned submersible known as the Remotely Controlled Mine Disposal System (RCMDS 2) or Mine Clearance Divers are deployed to the site with explosive charges and cable cutters.

The final vital part of her mine-

BATTLE HONOURS
Dunkirk..... 1940
Normandy 1944

clearing function is the flexible Ship's Manoeuvring System that uses twin Voith Schneider propellers and twin bow thrusters with the NAUTIS system to provide an accurate track-keeping and positioning system.

The Ship Manoeuvring System offers excellent control of the propulsion systems. The Ship Position Control system is located on the port side of the bridge, and permits direct computer control of the ship's position and track.

This means Sandown can automatically follow a given navigational track or hover using inputs from the navigation system and NAUTIS.

The first HMS Sandown was one of 24 Ascot Class Paddle Minesweepers, completed in 1916. This 245ft-long vessel, that displaced 810 tonnes, operated around the North Sea and Norwegian coast. After a short career she was put on the reserve list in 1919, and sold on in 1922.

The next Sandown was built in 1934 and requisitioned at the start of World War II for use as a minesweeper until after the war in 1946. She was 230ft in length, with a displacement of 684 tonnes.

In 1940, as part of the 10th Minesweeping Flotilla, this second Sandown took part in the Dunkirk evacuation. She next served in the 7th Minesweeping Flotilla, based at Granton until March 1942, when she was converted to an "Eagle" ship for Anti-Aircraft protection of

Facts and figures

Class: Sandown class mine countermeasures vessel
Pennant number: M101
Builder: Vosper Thornycroft, Woolston
Launched: April 18, 1988
Accepted: March 17, 1989
Commissioned: June 9, 1989
Displacement: 484 tonnes
Length: 52.5 metres
Beam: 10.5 metres
Draught: 2.2 metres
Speed: 13 knots (diesels); 6.5 knots (electric)
Complement: 35 (5 Officers, 7 Senior Rates, 23 Junior Rates)
Main machinery: Two 500kW Paxman Valenta diesel engines; two Voith Schneider cyclical propeller units; two Schottel bow thrusters
Weapons/Sensors: BMARC Single 30 mm Gun; Sonar 2093; RCMDS 2; 1007 Radar; 780 NT Echo Sounder
Minehunting system: Sonar 2093; NAUTIS M; RCMDS 2; ship's manoeuvring system

Coastal convoys, and was based in the east of England as part of Nore Command.

In June 1944, while based in Portsmouth, she took part in Operation Neptune where she served as a Bombardment control vessel in the Western Task Force Area 'Mulberry Harbour'.



● HMS Sandown, the first of the latest class of Royal Navy mine countermeasures ships

AIRCRAFT OF THE ROYAL NAVY No 68



● A Bristol Beaufighter II of 779 Squadron with the Rock of Gibraltar in the background

Bristol Beaufighter II

THE Bristol Beaufighter first appeared on the British scene when it was realised after the Munich crisis that the UK lacked long-range, heavy fighter aircraft.

The prototype Bristol Beaufort was adapted to become a large fighter, despite concerns from the Air Ministry that an aircraft of such a size might be difficult to manoeuvre.

Four prototypes were built to demonstrate the new airframe's potential with a large fuel-carrying capability for long-range work or the armament and equipment capacity for service as a night interceptor.

The version adapted for use by the Fleet Air

Arm between 1941 and 1945 as the Bristol Beaufighter II had two 1,280hp Rolls Royce Merlin XX engines taken from Lancaster heavy bomber production and housed in Lancaster-designed nacelles. The Beaufighter IIs were never much liked by their crews as they had less power for take-off than the Mk I.

Its maximum speed was 330mph with an impressive range for such a large aircraft of 1,500 miles. Its wingspan stretched over 57ft 10in, and in length the aircraft was 41ft 8in.

Bristol Beaufighter IIs formed part of Fleet Air Arm squadrons nos. 721, 726, 728, 733, 762, 775, 779, 781, 788, 789, 797 and 798.

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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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SUPPORTING THE 'RNBT FAMILY'



Letters

JACK

BY TUGS



Highflier recalled

THIS is not the first time the Royal Marines have been in action in Afghanistan.

During the Mekran Expedition of 1911 a party of 50 Royal Marines under the command of Maj G. M. Herriot was landed from HMS Highflier at Galag and made the round trip of 60 miles to Blink.

A postcard showing a group of Ceylonese nautch girls written by Sgt E. A. Grace on April 9 reads: "My dear Bro, We are landing in the Persian Gulf tomorrow & are going to experience a little excitement, we are going about 75 miles inland to intercept a party of Gun runners from Afghanistan, but of course you will have read all about it by the time you get this." - R. V. Swarbrick, Melton Mowbray

Two pipe problem

REGARDING 'The Forgotten Class' (March issue), during my apprenticeship in Chatham Dockyard we received two American-built destroyers, the Duff and the Holmes.

They were prefabricated, having been built in seven sections by the Bethlehem Shipbuilding Corporation, and were the first navy ships I had seen with cafeteria-style catering for the crew.

The joke was, the UK Navy crew were sent to America to bring the ships back and, arriving on a Monday, were told "Come back Friday - we have only just laid the keel."

Most of the pipe work was of brass and a different gauge from ours. If we got a broken pipe we had to improvise with oxy-acetylene welding or brazing.

The Holmes had a 3ft high painting of Sherlock Holmes on each side of the funnel, head and shoulders with pipe. I do not know what happened to either of them. - F. Wright, Rochester, Kent.

HMS Duff and Holmes were both returned to the USN shortly after the end of the war and broken up a couple of years later. - Ed.

Who remembers the Grytviken cat?

Mystery of an encounter of the furry kind

THE ENCLOSED cartoon entitled 'The Gryviken Cat' is kept in the archives of the Marine Art Society.



It was done at the height of the Falklands War and the Royal Marine sentry on South Georgia is alleged to have reported: "Suddenly, this bloody great hairy thing rubbed up agin me leg - Christ Almighty, I bloody nigh kacked me rompers!"

At the time, the lads believed the old marooned moggy had jumped ship from one of the last whalers to use the station at Grytviken. I would have thought

that was too long ago, since at most a domestic cat can only live for 30 years.

Maybe it was one of those "close encounters of the furry kind". Maybe one of the Falklands

veterans who read your paper might be able to tell us more about this strange incident?

- E. M. Shipsey, Peacehaven, East Sussex.

Walrus could 'virtually stand still'

REFERENCE the request for details of operation of Walrus aircraft from Fiji-class cruisers (March issue) I have made enquiries among my contacts and have ascertained the following information, in order of questions asked:

- The guardrails were always up except when the ship was in action.

- The Walrus boarded on the starboard side where the crane was situated - of necessity.

- The flag flown was the "flag fox" as it was then - now it is "foxtrot" - and was flown on the port side.

- The flag was white with a red diamond in the centre.

- The radar antenna was a Sugar George 264 - box shaped.

My contact says that he doubts very much the statement that the recovery took place in one and a half minutes. The coupling of the crane to the plane was a very difficult and dangerous operation and involved a man being lowered to do the coupling manually. My personal experience was of Walrus operation from HMS Suffolk, a County-class cruiser.

In this case the Walrus was catapulted from the port side and recovered from the port side, as that was the side the crane was on. Not actually having timed a recovery with a stop watch,

it is difficult to give our recovery time, but it seemed like a very long time in waters containing the ever-present risk of attack by U-boat.

The Walrus was an ungainly looking machine but it could virtually stand still in the air, having a very low stall speed, and as a

spotter aircraft was second to none.

The Suffolk carried two assembled and enough spare parts to make another, in a hangar just forward of the mainmast.

They were removed in London in early 1943. - S. Cooper, Noarlunga Centre, South Australia.

The last surviving Walrus

in the UK, L 2301 pictured here, was restored by the Royal Naval Air Engineering School at HMS Condor, Arbroath in 1964-66. It is now on display at the Fleet Air Arm Museum, Yeovilton. Some of the spare parts used in the restoration were obtained from Australia. - Ed.



Berwick v Hipper: 'We didn't waste our ammo'

REGARDING 'Waste of Ammo' (April issue) my ship HMS Berwick was also in the action against the Hipper on Christmas Day, 1940.

Our gunnery must have been much better than Bonaventure's because we scored hits on the Hipper, causing fires. Berwick also sustained hits and casualties resulting in a long refit in Portsmouth and Rosyth dockyards.

At Portsmouth the Berwick had a land-mine caught in her rigging during an air raid and that prompted the move to Rosyth.

I understand Hipper also spent some time in dock so our ammo was not wasted. - C. Bush, Yeovil, Somerset

I WAS taking passage in the Empire Trooper - a captured ex-German ship - when she was hit by the Hipper.

It was my first sea voyage. I felt this almighty thud/clang right under my feet and looking down, saw a gaping hole in the bow. Another shell struck midships and killed the bosun and two lascar seamen.

Thankfully both shells must have been duds as they passed right through without exploding.

The Hipper was chased off, but we were in a bad way, holed right on the waterline. Every time the ship ploughed under, on the

emerging pitch all our kit bags, stores etc gushed out through the hole in the bows, streaming back for miles.

A flurry of signals and a boat was despatched to remove Admiral (then Captain, I believe) Tom Phillips, who was the senior officer on board, then off went the convoy leaving us limp off to the Azores at 3.5 knots.

The whole ship's company not on duty were ordered astern to help lift the bows and we all ate our meals stood up on deck. A Christmas dinner with a difference.

In the dockyard at Ponta Delgada they welded huge steel sheets over our damage and we sailed for Gibraltar, arriving there with no further incident. - R. Swinn, Doncaster

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



No 575 49th year

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Woodcock and Walker, father and son

HMS WOODCOCK had a distinguished war with the Second Escort Group commanded by the legendary Capt F. J. "Johnnie" Walker and later with the British Pacific Fleet.

She was the first ship to go alongside in Tokyo Bay at Yokohama on September 2, 1945, after witnessing the surrender being signed and seeing the first POWs brought out of Japan on board the carrier HMS Speaker.

In 1946 she was in Hong Kong where a long article about her appeared in the *South China Morning Post* - and among the officers mentioned on board was Lt N. M. Walker, the son of "Johnnie" Walker.

While in Hong Kong PO Fred Dougan was presented with our Chow dog 'Chang' - sadly he died in the Bay of Biscay on our return home. - L. A. Joyes, Newark, Notts.

● HMS Woodcock and (inset) Chang the Chow



Goering's yacht

REGARDING unofficial ship's names like 'The Saint' (April issue), HMS Royal Prince, the Royal Navy Rhine Squadron base in Germany after the war had four Mk4 LCTs and all had unofficial names.

Our lead ship was Karen II, formerly Goering's private yacht, and she was called HMS Prince Charles, departing from the tradition of not naming ships after living people.

Mine was called 'Dinosaur' and we called her 'Dinah Shore'.

The squadron took part in rescue operations in Holland during the disastrous floods of 1953 and

we all received a certificate from Queen Juliana - I've still got mine.

After retirement I joined the Royal Observer Corps. At the stand down parade at Bentley Priory the Duke of Edinburgh approached me and asked about my Korean War ribbons.

"What ship?" I told him HMS Belfast. "What other ships?" I said I was once in one called HMS Prince Charles. "What? There's not two of them, is there?" he said. - P. H. Fender, New Romney, Kent

Medal mix-up

IN THE April issue of *Navy News* you printed a letter from L. E. Wells which stated that the Queen's Golden Jubilee Medal on sale from Bigbury Mint has been approved by Buckingham Palace and may be worn after campaign medals.

This I am afraid is not the case.

I know that Bigbury Mint advertised on their letter heads that this approval had been given but they have been asked by DS Sec to remove this comment. I believe this has now been done so maybe Mr Wells had an old copy of the advertisement.

As far as I understand the only official medal is that which is supplied by the Royal Mint. This medal is then issued only to those who meet the eligibility criteria. Both the Royal Mint and Toye,

Kenning & Spencer Ltd have been given approval to produce OGD Miniature Medals. - P. Thomas, NAVSEC H&A, HM Naval Base Portsmouth.

Battleaxe and Batty

I SERVED in HMS Battleaxe from 1983-86 and what a strange situation it was. Apparently she was one of only two ships in the Navy without an official motto (the other being Broadsword).

Furthermore, she was part of the 2nd Frigate Squadron but her captain was senior to Captain F.

She had an official mothers-in-law club. Her official pin-up was the actress Kathy Staff (a very nice lady) who plays Nora Batty in TV's *Last of the Summer Wine*.

We were the only ship to go to 'Battlestations' rather than Action Stations.

I still have fond memories and believe the Brazilians have got themselves a good ship.

I assume she took up her old duties of carrier escort in Brazil, where she would be "goalkeeping for my father's old ship, the ex-HMS Vengeance. - R. Patten

● Kathy Staff as 'battleaxe' Nora Batty (artist unknown)



Crumpets for the Lion of Judah

I READ with interest the item in 'The Time of Your Lives' about HMS Jaguar attending the Ethiopian Navy Days (April issue).

During 1969 I was serving

in HMS Terror at Singapore as a musician with the Royal Marines Band of the Commander Far East Fleet and we were flown to Ethiopia for the Navy Days then, being billeted in HMS

Leander's helicopter hangar.

Emperor Haile Selassie inspected us and presented our Director of Music Lt Ray Woodfield with a gold medal.

This was the Cold War period and we were sur-

rounded by warships from all over the world - all of course 'pinging' each other. - G. Sketcher, Southampton.

A year later, in 1970, HMS Chichester is seen receiving the imperial salute from Emperor Haile Selassie as she steams past his yacht Ethiopia during her triumphant visit to the annual Navy Days.

In the swimming, water polo, track and field sports, the Chichester had the best record of all the visiting ships. She had two encounters with the Russian Navy, winning the tug-of-war and sustaining a hard fought 1-1 draw at soccer.

The ship provided a guard of 36 to escort the colour at the graduation ceremony of cadets at the Imperial Ethiopian Naval College.

When the Chichester received the 'Lion of Judah' with a Royal Salute and Royal Guard, he met officers and ratings and was entertained to tea of crumpets and strawberry jam - a traditional gesture from the Royal Navy to the 79-year-old Emperor, who had spent the years of the Italian occupation (1936-41) in England. He was deposed in 1974 and died in captivity the following year. - Ed



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Helping Hands

Golden legs



● **PO (MEM) Stan Stanley of HMS Ark Royal completed his third London Marathon in April with a time of 4 hours 12 minutes and 20 seconds, despite serious difficulties in maintaining a training schedule during operational sea training for the aircraft carrier. Stan has gathered a total of £600 for the Williams Syndrome Trust.**

Picture: PO Phot Dave Coombs



● **SMILING PO Kirsten Sare from RNAS Yeovilton fulfilled a long-held ambition when she ran the London Marathon for the first time this year. Her efforts have meant a total of £921 for Cancer Research, with a time of 5 hours 10 minutes. Kirsten said: "It is the hardest thing I have ever done, but it was a personal challenge and it helped raise a lot of money for a good cause."**

"The crowds are brilliant and keep you going and I would recommend anyone who, like me, watches it on TV every year should do it just once."

Kirsten had tried unsuccessfully to get a place in last year's marathon, so was thrilled to run this year.

Enduring friends

● **Pictured are AB SR Ruth Draper with her new friend from Tristan da Cunha.**

A group of 35 school children from the little-visited island enjoyed the chance to explore Endurance's Lynx helicopter when the ice patrol ship had a two-day stop-off before heading on to South Africa as the next destination on her long journey home.

Members of the ship's company spent time ashore enjoying the delights of a cricket match and a civic reception.



Picture: PO Phot Chris Brick

News in brief

● **A MASSIVE £3,000 was made to buy a new minibus when over 40 cadets, instructors and parents of the Royal Marines Volunteer Cadet Corps of HMS Excellent abseiled 220ft from a Portsmouth tower-block.**

● **HMS Northumberland's sailors are at the dart-board for a four-match charity tour of Royal Navy Associations. The eight sailors in the team have played against the British Legion in Stowbridge, and the RNAs in Nottingham, Morecambe and Wallsend to find funds for the Calvert Trust, a charity that supports outdoor pursuits for children with special needs.**

● **PLYMOUTH'S HMS Roebuck is setting off on deployment fully loaded with cuddly toys, for the children of Albania, one of the survey ship's stop-offs during her stint away.**

● **GOSPORT establishment, HMS Sultan, has sent its sailors to put a shining lick of paint over the walls of Bedenham Primary School in Bridgeman.**

● **NEW facilities have opened at RSR Rowner in Gosport. The King George's Fund for Sailors and the Sailors' Fund & Fleet Amenities Fund made a brand new children's adventure play park and other facilities possible with generous grants.**

● **EX-NAVY man David Beard, a double amputee, along with his disability assistance dog Inca will respectively ride and walk 120 miles around Guernsey.**

The two are taking on this personal odyssey to find £40,000 to share between the Royal British Legion, Canine Partners for Independence and SSAFA Forces Help - charities that helped David after his legs were lost in 1999.

● **225 MILES for a cold beer might seem a bit excessive, but the Royal British Legion are looking for cyclists to take part in its June 2002 Bike to Brussels fundraising cycle ride. The trip from Dulwich in London sets off on June 6 to arrive in Brussels on June 9. Participants are asked to raise at least £400 with £330 up front to cover travel and accommodation costs.**

Contact Nick Hanmer on 020 7973 7285 for more details.

● **THE POP band Hear'say presented prizes to the winners of the Royal British Legion's first ever Poppy Walk on Sunday, May 5, around London. The Legion were delighted with the band's involvement as a way to raise awareness among youngsters of the charity's work to support people of all ages.**

● **AND in our final Royal British Legion story, the British Legion care home in Cromer, Norfolk, Halsey House has opened a new Day Care Centre. This now means that 50 day care places are available to elderly and disabled ex-Service people living in the region.**

● **ANYONE in the West Country can see adventurous types whizzing across Bristol's Avon Gorge on a 300 foot Giant Zip slide on May 25-26. Money raised will go to the British Lung Foundation. For an information pack, contact 0117 925 5810.**

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SOME of HMS Chatham's crew members took a less conventional route when the Type 22 frigate paid a visit to her affiliated borough of Medway.

The 2002 Chatham Challenge consisted of a relay bicycle race from Devonport to Chatham with physical and mental challenges to be overcome on the way.

The four departments on board the Devonport-based warship made up teams of four challengers.

While two team members took on the cycling, the other two faced the tasks, that included the Aircrew "dunker dip" and the Lynx Helicopter Simulator training at Yeovilton, Virtual Weapon training at HMS Collingwood and orienteering, all of which culminated in a treasure hunt around Brighton.

After winning both the Dunker escape and Lynx simulator challenge, Petty Officer Al Livesey claimed "It wasn't difficult."

But his teammates from the Marine Engineering Department didn't feel quite so laid back after their first day on a gruelling cycle-ride across the rolling Devon countryside.

Over the next two days, honours were split with the Supply Department taking victory in the



● **A selection of Chatham challengers at the start of their ordeal**

orienteering challenge, and the Weapon Engineering lads winning the shoot-out on the virtual reality range, with LWEA Halleran titled "Top Gun" for his firing prowess.

The Marine Engineers surged back to victory in the Brighton treasure hunt, but the cycling that day proved a little troublesome for one of their team.

MEA "Cato" Caton missed the final check point, but determined not to let the team down, he kept going for an additional 25 miles - even stopping to buy a map to find his ultimate destination.

He explained to teammates that he'd decided that he would get to Chatham sooner or later, and just had to keep going.

At the end of the four-day, 329-mile journey, honours were split equally between all the teams.

But the overall winner was the Oliver Fisher Baby Unit based in the Medway Maritime Hospital in Chatham.

Together with money raised at last year's Rowathon, the Commanding Officer, Captain Andrew Moll, handed over a £4,000 cheque to the worthy cause.

Newcastle's football fixture

AMID the sunshine of Africa, HMS Newcastle's senior rates have spent some time rebuilding a community football pitch.

The Chief Petty Officer's mess ran a horse-racing event that produced over £700 - some of which has already been put to good use.

A portion of the money went into a new floor for an orphanage for amputees in Sierra Leone. And in Ghana, more of the cash provided essential school supplies for a home for abused children.

On a visit to Lagos, as well as

drawing 2-2 in football against a Nigerian XI, the ship's company paid for and helped put up new fencing at the Surclere Project's football field.

The Type 42's Commanding Officer, Cdr Steve Pearson said: "The chief petty officers did a fantastic job of raising such a vast sum of money for charity."

"Some of the money will be sent to the ship's charities at home while the rest has been used to help those less privileged than ourselves during these visits."

A bit of old rope

A SELF-TITLED "Chief Scrounger", Charles Harvey contacted HMS Sultan last year looking for rope for St Mary's Junior Sailing Club.

From this humble start, Sultan has strengthened the link with the local children's sailing group, sending working parties from the Air Engineering Initial Training Group to help bring a new lease of life to the club.

Volunteers made up of parents, friends and Sultan staff have increased the club's dinghies in number from four to seven.

Leading Wren Air Engineering Mechanic Sarah Matthews and John Britton, a skilled woodworker from the naval establishment's aircraft maintenance section, have built replacement dinghy tillers and rudders to keep the kids safely on top of the water.

A decorative display of knots has also been presented to the group to adorn the clubhouse.

St Mary's Junior Sailing Club has close links with two local junior schools, Alverstoke and Gomer.

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People in the News



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MIDDLE AGED SINGLE mum looking for laughter. **Box June 1**

HELEN, 34, Seeks male for friendship and laughs. **Box June 2**

SINGLE MUM, 30, 5'3", blonde hair. Seeks genuine guy for friendship and possible relationship. **Box June 3**

KIM, 5', divorcee mum, slim, trendy, 44, looks younger30's. **Box June 4**

BUBBLY 19YR OLD female from Navy family, south east england, wants penpal for friendship. **Box June 5**

TRISH, 33, enjoys cinema, clubs. Love to hear from anyone with wicked SOH, enjoys writing. **Box June 6**

TINA, PROFESSIONAL, divorced, GSOH, ex-services, blonde, slim. Enjoys good company, travel, scuba diving, sports cars, socialising. **Box June 7**

LONG HAIRE BRUNETTE, 37, one child, GSOH. Looking for penfriend. **Box June 8**

TRISH 34, fun loving, outgoing. Seeks penfriends for friendship, laughs. Must have GSOH and love fun. **Box June 9**

TALL BLONDE FEMALE, 30's, Hampshire, GSOH. Seeks single male penpal. **Box June 10**

TALL, BLONDE, attractive female. Seeks single Marine/Sailor penfriends. **Box June 11**

WOULD LIKE a Naval Officer for friendship/relationship. Sports, enjoys life. **Box June 12**

ATTRACTIVE SLIM BLONDE female. Seeks single Marine penfriends. **Box June 13**

ATTRACTIVE SINGLE MUM 35, tall, blonde, solvent with GSOH. Seeks male penpal, friendship, possible relationship. **Box June 14**

SINGLE SAILOR, 31. Seeks lady for friendship possible more. **Box June 15**

LONGHAIRED LADY 50'S, OHAC. WLTM n/s gent 50-70 for hugs, laughs and a future. **Box June 16**

MERCY, 28 YRS, slim, hazel eyes, brown hair 5'6", enjoys most things. **Box June 17**

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FEMALE, SHY with a good sense of humour. Seeks males with a good personality and open minded. **Box June 18**

DIVORCED LADY 55, In full time employment. WLTM fairly tall/fit divorced/widowed, Officer/Service-man of similar age for friendship possible relationship. Varied interests, enjoys travelling. Plymouth, West Country, ALA. **Box June 19**

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• A Hawk aircraft at RNAS Yeovilton Pictures: LA/Phot) Bernie Honey

Cadet of the Year flies high

AIR Training Corps Cadet of the Year, Cadet Sgt Ben Daly of 134 Bedford Squadron has had the flight of a lifetime in a Royal Navy Hawk jet aircraft from a Naval Air Squadron based at Yeovilton.

Seventeen-year-old Ben won the grand title of Cadet of the Year for his hard work and enthusiasm, making him an outstanding example to his peers and squadron staff.

As a result, Ben's commanding officer approached the Yeovilton-based squadron to request a flight in a Harrier two-seat training aircraft. Ben was invited down for a day at the Somerset base which is home to 899 NAS, and trains all Royal Navy and Royal Marine Sea Harrier Pilots.

Ben was all set and cleared for take-off, when the weather deteriorated and the Harrier flight cancelled. But happily, the Naval Fixed Wing Standards Flight came to the rescue and generously offered to fly Ben in a Hawk training aircraft instead.

Flown by Lt Cdr Andy Davis, Ben experienced low-level flying in a formation sortie, and even some aerobatics!

Ben emerged beaming from the aircraft on his return from an exhilarating trip.

As a final silver-lining the commanding officer of 899 NAS, Cdr Tim Eastaugh, invited Ben back: "We promised Ben a flight in a Harrier and we intend to reward this outstanding young cadet appropriately."

Golden memories

FOR as long as the Queen's been on the throne, Brian the Tailor's smiling face has been looking after the sartorial elegance of the Navy. Brian Guttridge celebrates with Her Majesty his Golden Jubilee this year as a naval tailor.

Brian started initially in 1952 as a tailor for Dick Keech in Chatham. His biography includes Willoughby's, Flemming's, and Jack Blair's - all names that conjure up the sense of style and quality of traditional tailoring.

Brian says emphatically: "I've enjoyed every minute. I can honestly say I've never not wanted to go to work." He says the work has brought him thousands of friends, and that he can't go into any naval base or warship without bumping into somebody who knows him.

The one question that has greeted Brian's arrival for half a century has been: "Got your tape measure?" He has only been caught out once without his trusty companion, and never again. Now he goes everywhere with his tape-measure - he even got married with it in his pocket, and took it on honeymoon!



• Cadet Sgt Ben Daly and Lt Cdr Andy Davis

Sea rescue brings award

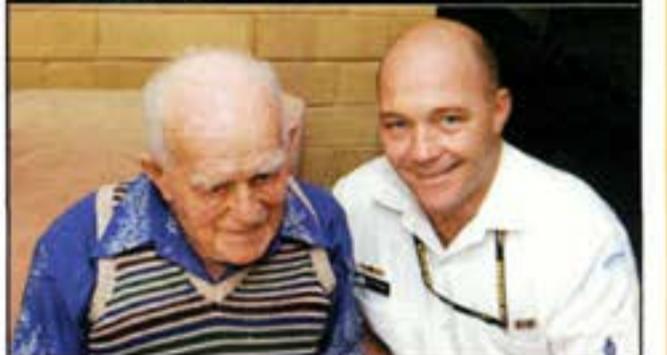
A FOSF commendation has gone to Master At Arms S.J. Smith for his role in rescuing a man who fell into the sea while their ship, HMS Exeter, was alongside at Souda Bay in Crete last December.

MAA Smith quickly spotted that the man was in serious difficulty and leapt into the cold waters to assist. Hypothermia began to set in, but MAA Smith stayed with the semi-conscious man despite the danger to himself until a rescue boat appeared.



• MAA S.J. Smith

Naval centurion



New trustees for Naval museum

THE Royal Naval Museum in Portsmouth has appointed four new trustees to help safeguard the role of the Navy in the nation's life and history.

Capt William Alexander has had a long career in the Royal Navy, including Naval Assistant to the Controller of the Navy and Executive Officer of HMS Vernon.

Cdr T. Morton's career includes the commands of HMS Leeds Castle, Sirius and Coventry. Brig Simon Hill brings his experience from the Royal Marines, and the fourth is Barry Miller, a career civil servant.

• WO Greg Webb is pictured with his wife, Carol, and their two daughters when he received his Meritorious Service Medal in recognition of his dedicated 33-year service in the Royal Navy.

ROYAL Australian Navy photographer Gavin Hainsworth described as a "national living treasure" Claude Choules, a Royal Navy WWI and Royal Australian Navy WWII veteran, when they met at an interview for the RAN Navy News.

Claude is one of only a handful of World War I veterans still alive in Australia. He joined the RN as a boy in 1916 and served throughout the rest of the war. In 1926, Claude went to Australia on loan to Flinders Naval Depot.

He was so taken with the Australian way of life, he decided to stay and transferred permanently to the RAN, where he served in a number of roles including Chief Demolition Officer. In fact, during WWII, Claude disposed of the first mine to wash up on Australian soil.

Now aged 101, Claude lives in Perth.



People in the News



Snap shots!



● OM(C) Dean Carns of HMS Sutherland visits his father, CCWEA Mark Carns, to see HMS Albion in build at Barrow-in-Furness. Dad Mark said: "This was the first time we had met in the work environment. But it was good to show him the ship - Albion is really impressive."



● Taking a new approach to ethnic recruiting, Sukhdev Singh Auja is spearheading a campaign to encourage youngsters in the Leicester area to look to a career in the Royal Navy. This is the first appointment of its kind and will pave the way for future efforts around the country.



● The Clothworkers' Company in the City of London dined in style 75 of HMS Marlborough's crew during an affiliated visit. Their Master, Richard Saunders, and the Type 23's CO, Captain Duncan Potts are pictured with the Company emblem, the Ram with the Golden Fleece.



● All nations together; pictured are Lt Cdr Dave Mann of the Royal Australian Navy, Lt Jason Horne of the Royal Navy and Lt Dave Rockwell of the US Navy, who all served together in the HMAS Adelaide during her four-month patrol in the Arabian Gulf.



● Three men with a total of 113 years of service between them, Lt Cdr Jim Brunink, Lt Cdr John Thornback and WO(MEA) Michael Gladwin, said farewell to the RN with a dinner at the MOD compound Al Nakheel in Riyadh, Saudi Arabia where they have been working together.



● Surg Cdr Tim Elmer with his Harvey-Fletcher award

Dentist life-saver

NAVAL dentist, Surg Cdr Tim Elmer, has been given an award to recognise his actions in saving the life of a female rating trapped under one of the aircraft lifts in HMS Invincible.

The aircraft carrier was tied up alongside at Portsmouth naval base when the alarm was sounded that help was needed.

Surg Cdr Elmer, then a Lt Cdr, rushed to the scene, and assessed the condition of the accident victim.

The rating had suffered severe crush injuries, and the combined prompt action and clinical skills of Surg Cdr Elmer and a team of medical branch ratings helped save her life.

Cdr Elmer's medical skills were also called into action during the Greek ferry disaster, involving the Express Samina that sank off the island of Paros in September 2000.

His role was the co-ordination of the medical organisation and the ship's casualty team.

On receiving the award, Surg Cdr Elmer said: "I hope this underlines the multi-tasked role of dental surgeons in ships, and shows we do much more than look after the teeth of the crew."

The Harvey-Fletcher prize is awarded every three years to mark the contribution of a medical and dental officer to the greater efficiency of the Dental service and improvement of health of the Fleet.

Admiral at helm of Defence Estates

VICE Admiral Peter Dunt has taken over as Chief Executive of the Defence Estates Agency with his promotion from Rear Admiral.

As a former member of the advisory board, he is already familiar with many estate issues and an advocate of the agency's many initiatives.

The Admiral brings to the table his extensive experience in change management.

He described himself as looking forward to leading the team and the challenges of managing the new strategic direction of the agency.

RM RAS



A SMILING Captain Paul Thompson RM, the officer commanding the Royal Marines embarked in HMS Campbelltown, tries his hand at conning the Type 22 frigate during a replenishment at sea with RFA Fort George.

April fools...? Surely not

BOTH of HMS Chatham's regulating staff, MAA 'George' Simpson and RPO 'Basher' Bate were brought before their CO, Capt Andrew Moll, on April 1. But only for the very best reason, the two received confirmation and promotion for their rate. As RPO Bate said: "I think the people on the promotion's board must be having a laugh. We are nobody's fools."



● MAA 'George' Simpson



● RPO 'Basher' Bate

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Roebuck deploys to Albania

COASTAL survey vessel HMS Roebuck has left Devonport for survey operations off the coast of Albania – and she takes with her a cargo of toys from the people of Plymouth.

Roebuck will work in conjunction with the Greek and Italian navies in an operation designed to foster closer ties with Albania and to make the waters safe for international navigation, helping to open the country's ports to commercial shipping.

The British ship will also have a part to play in a forthcoming NATO exercise, Sea Power 2002.

Another highlight of the deployment will be a cocktail party hosted by the ship in Ibiza to mark the Queen's Golden Jubilee.

The appeal for toys was organised by PO Jez Groves, and brought a tremendous response – including four boxes of toys gathered by the Plymouth offices of the Child Support Agency.

The toys, including games, books and cuddly toys, will be delivered by the ship to the Save the Children offices in Albania, to be distributed to children in the poorer rural areas of the country.

Special delivery

TWO MEDICAL Assistants from 42 Commando Royal Marines helped deliver a baby when nature moved quicker than the emergency services.

The Ambulance Service had requested help from a Royal Navy Sea King helicopter to move the woman, from Newry in Northern Ireland, to hospital.

But she had to be taken to the Crossmaglen Security Base as the labour moved quickly into the final throes early on a Saturday morning.

L/Cpl Richard Akhurst (27) and MA Ian 'Sam' Samson (23) helped deliver the healthy 8lb baby girl, and mother and child were reported to be doing well at the Daisy Hill hospital.

A spokesman for 42 Cdo said: "This was clearly a time for cool professionalism. Our medics have taken this incident in their stride and conducted themselves in the finest traditions of the Service."



● Cdr Steve Pearson lays a wreath in memory of victims of the Falklands Conflict.

Steve leaves the Georgie Gunboat

AFTER a high-profile stint which has seen him star on TV and radio around the world and escort a small bear to foreign parts, Cdr Steve Pearson has bid farewell to his Georgie Gunboat.

Cdr Pearson was the Commanding Officer of destroyer HMS Newcastle when she took part in Naval Task Group 2000, a global deployment which raised the profile of the Royal Navy in many countries.

And shadowing the Commander was Salty Bear, sent by Marine Park First School in Whitley Bay, Tyneside, and who is also on board for the current deployment to the South Atlantic.

Taking over as Cdr Pearson's successor is Cdr Jeremy Blunden, who said: "It is a great honour to be appointed in command of HMS Newcastle. The Georgie Gunboat is well known for working and playing hard, and I am delighted to be part of

her company."

One of the last tasks of Cdr Pearson, who takes up a job at the Ministry of Defence, was to lay a wreath in memory of those who died in the loss of the Atlantic Conveyor and HMS Coventry in the Falklands Conflict.

The ceremony was conducted from the mv Indomitable as Newcastle was required elsewhere on operational duties.

Newcastle, on Atlantic Patrol Tasking (South), has already patrolled off West Africa and visited Tema and Lagos. She arrived in the Falkland Islands on May 1, and will visit South Georgia to take part in commemorations marking the 20th anniversary of the war.

Lord Judd is president of Friends of RN Museum

LORD Judd of Portsea has taken over the role of President of the Friends of the Royal Naval Museum and HMS Victory.

Lord Judd – the former Portsmouth MP Frank Judd who served as Navy Minister in the Labour Government between 1974 and 1976 – succeeds Admiral Sir Brian Brown, who had been president since 1992.

Executive chairman Rear Admiral Richard Irwin said: "His is a well-known and well-respected name in the Navy and in Portsmouth, and we know he will bring a lot of energy and wisdom to the Friends."

Of the retiring president, Admiral Irwin said: "Brian Brown has done an absolutely terrific job over the last decade.

"His good sense and good humour have been invaluable to the continued success of the Friends."

To join the Friends, write to the Executive Secretary, Friends of the RN Museum and HMS Victory, the Royal Naval Museum, HM Naval Base (PP66), Portsmouth PO1 3NH.

Historic photos now available

Ship portraits from the famous Wright and Logan collection are available to the public again – this time in postcard size.

The Royal Naval Museum Trading Company in Portsmouth Historic Dockyard has bought the stock – some 20,000 postcards – which remained when Wright and Logan ceased trading at their Queen Street shop.

Wright and Logan photographers took shots of RN ships entering or leaving harbour from the early 1920s until the 1990s, sold to ships' companies and other interested parties.

Negatives from the collection are being conserved and catalogued, which will take another year or so, but postcards of most ships – some 5,000 – can be obtained on 023 9282 6682, or e-mail Chris@victory2005.co.uk

Derby honours the Submarine Service

THE CITY of Derby has honoured the Royal Navy's Submarine Service by granting it the Freedom of the City.

To mark the event, a team from HMS Sovereign, led by Commanding Officer Cdr Craig Fulton, took part in a ceremonial parade and a number of other public events.

The Freedom of the City ceremony took place at the city's war memorial, where Rear Admiral Niall Kilgour, Rear Admiral Submarines, accepted the honour from the Mayor of Derby, Cllr Janet Till.

The ship's company of Sovereign, accompanied by veterans of the Submarine Association, then exercised their right to march through the streets with bayonets fixed.

The parade also included the RM Band CTCRM and platoons from the local Sea Cadets from TS Kenya and the Royal Naval Reserve.

Submariners attended a recruiting fair and visited a number of schools, and a group paid a call to Dolphin Ward in Derby Hospital, to which HMS Sovereign has donated more than £2,000 in two years.

Sporting contests took place, including football and rugby matches against Rolls-Royce, and Derby County provided tickets for a Premiership match.

Cdr Fulton said: "It was a great honour for HMS Sovereign to be able to support Rear Admiral Kilgour as he accepted the Freedom of the City for the Submarine Service.

"The ship's company were given a tremendous welcome by the people of Derby and had a thoroughly enjoyable, if rather busy, time during their three-day visit."

Apart from the Sovereign link, Derby has a special tie to the Submarine Service through Rolls-Royce, which builds nuclear reactors for all RN boats.



● The mayor of Derby, Cllr Janet Till, inspects the Submarine Service Guard of Honour at the ceremonial parade.

Can you stand the heat?

THE ANNUAL hunt for the top military chefs is under way with the official launch of the Combined Services Culinary Challenge competition at RAF Halton.

Members of the Ministry of Defence's Combined Services Culinary Arts team were at the Buckinghamshire air base to get things bubbling for this year's showdown, to be held at Sandown Park, Surrey, in October.

The prestigious annual three-day competition aims to find the best chefs and stewards in the MOD, and is open to civilian and military caterers. This year the action starts on October 7 with Navy Day, followed by Air Force Day (October 8) and Army Day (October 9).

Organised by the Defence Logistics Organisation's Defence Catering Group, the competition pits the top chefs against each other in a series of individual and team events in front of live audiences and celebrity chefs.

Chefs and stewards keen on testing themselves against the best should apply immediately to Maj Nigel Shepherd at the Defence Catering Group on 01225 468088.



● Lt Tim Needer and S/Lt Dan Gaskin take a ride with St Helier harbourmaster Howard L'Corne through St Helier in a wartime Lagonda.

Liberation is celebrated

A ROYAL Navy ship had a high-profile role in the Liberation Day celebrations in Jersey.

Hunt-class mine countermeasures vessel HMS Chiddingfold put in to St Helier for the event, which marks the liberation of the Channel Island from German occupation.

The ship's Commanding Officer, Lt Cdr Mark Lister, sent

an Honour Guard from the Howard Davis Park through the town centre to the Square on the sea-front.

Officers from the ship helped re-enact scenes from the end of the war when they travelled in style, using a wartime Lagonda car.

Navigating Officer Lt Tim Needer and S/Lt Dan Gaskin accompanied St Helier harbourmaster Howard L'Corne on a stroll through the cheering crowds in the

town square. Both officers wore the old-style officers' black caps.

Other sites visited by members of the ship's company included a memorial to three young men who attempted to get to England by sea with plans of the fortifications, but their boat was swamped; one drowned and the other two were captured by the Germans and sent to concentration camps.

■ For more pictures, see Navy News Online



● HMS Iron Duke on the Forth at the start of her sea trials.

Iron Duke returns to the front line

TYPE 23 frigate HMS Iron Duke has returned to front-line duty following a year-long absence in refit.

Descendants of two great military leaders associated with the name Iron Duke were invited to be guests of honour at the frigate's rededication in Portsmouth.

The present Duke of Wellington, after whose ancestor the ship was named, and the Earl Jellicoe, descended from Admiral Sir John Jellicoe, were asked to witness the ceremony.

Jellicoe flew his flag in the battleship HMS Iron Duke at the Battle of Jutland in 1916.

During her refit in Rosyth Iron Duke had a new 4.5in gun fitted, her hangar complex was reworked, a revolutionary new lighting system installed, her main propulsion system was overhauled and the galley was refurbished.

After the rededication the traditional cake was cut by the youngest rating on board, OM Philip Hayes, and Katharine Warwick, wife of the frigate's Commanding Officer Cdr Phil Warwick.

Blazing a trail!



UNIVERSITY RN Unit patrol craft HMS Blazer (Portsmouth and Southampton) and HMS Pursuer (Sussex) played 'cat and mouse' with each other in the Solent, showing off a variety of their skills for a select invited audience.

HMS Blazer - with the Commodore Portsmouth Flotilla Cdre Roger Ainsley embarked - is seen (left) from Pursuer during a man overboard exercise, the sea boat launched (right) by LMEM Cooper and RO Stephens, with CPO Kington operating the hoist - and an unidentified member of the ship's company pointing the way!

Replenishment at sea was also demonstrated for the benefit of members of all departments who service the 49-ton training craft used by students in the UK's 14 university Naval units.

Pictures: Trevor Munton



'Up and at 'em Chatham . . .'

TO the cries of 'Up and at 'em, Chatham!' the ship's company of the Type 22 frigate marched through the streets of her namesake town during an affiliated visit at the end of April.

First granted the freedom of the Borough of Medway in September 2000, they were accompanied by a Royal Marines band and a platoon of 30 Sea Cadets from the local TS Cornwallis.

Over the course of her three-day stop-off, over 1,500 people took advantage of the chance to look around the ship as she was open to visitors.

It was also an opportunity for the ship's sponsor, Lady Roni Oswald, to see the Plymouth-

based frigate for the first time since her rededication - and to present two awards for the most successful gunnery and Seawolf missile firings in the Fleet.

Links between HMS Chatham and the area go back many hundreds of years through seven previous incarnations.

A reception was held on board to promote Chatham Navy Days on June 1-4 - which HMS Chatham was unable to take part in owing to commitments with multi-national Partnership for Peace exercises in the Baltic. (see back page)

● *Mayor of the Borough of Medway Cllr Tony Goulden inspects HMS Chatham's Guard led by Lt Colin Castle*



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Glasgow veterans meet on warship

SAILORS from HMS Glasgow who had a lucky escape during the Falklands Conflict made a poignant return to the ship in Portsmouth Naval Base.

The Type 42 destroyer was hit by an Argentine bomb on May 12, 1982, but the device passed clean through the ship, failing to explode.

The ship's company was able to repair systems damaged by the bomb crashing through, and the warship continued to play an important role in the campaign.

A total of 17 veterans and their families, from as far afield as New Zealand and Spain - met up and swapped memories of their time in the ship before attending a service of thanksgiving at HMS Dryad, Southwick.

Among the guests was Rear Admiral Paul Hoddinott, the destroyer's Commanding Officer during the conflict.

Admiral Hoddinott said: "The intensity of war forces people together and demands that a ship's company act closely as a team to surmount the challenges set before them."

"This common bond is clearly strong enough to bring so many former comrades together after so many years for such a poignant anniversary - some from the other side of the world."

HMS Glasgow, a Batch 1 Type 42 destroyer, had only been in service for three years when she was sent to the Falklands, and is still a vital part of the Fleet today.

Sheffield remembers victims of Falklands

A SERVICE of remembrance has been held on board HMS Sheffield in memory of the namesake destroyer which was sunk in the Falklands Conflict.

The current Sheffield, a Type 22 frigate, is flagship of NATO's Standing Naval Force Mediterranean (SNFM).

She was alongside in Barcelona as part of her NATO duties when the service was held to mark the loss of the Type 42 destroyer Sheffield, in which 20 sailors died, exactly 20 years ago to the day.

On May 4, 1982, Sheffield was on picket duty at the front of the Task Force when radar picked up an incoming aircraft.

The contact, thought to have been a Sea Harrier, was then lost - but two minutes later a member of the ship's company spotted smoke on the horizon and realised it was a missile.

There was just time for the crew to brace when an Exocet missile, travelling at more than 650mph, hit the warship in the engine room, nine feet above the waterline.

The warhead failed to explode, but the blast of the missile fuel tank devastated the engine room, the neighbouring galley and operations room, the machinery control space and damage control HQ.

With the engine room ablaze, Sheffield had lost all power for propulsion, fire-fighting and lighting, and with the back-up generator also knocked out, smoke and fire spread rapidly throughout the ship.



● The ship's company of HMS Sheffield observes two minutes silence in Barcelona in memory of their namesake, destroyed in the Falklands Conflict.

The explosion had also distorted watertight doors, and the deck was so hot it was melting the soles of the sailors' shoes, and it was then just a question of abandoning ship.

The frigate HMS Arrow was able to come alongside the stricken destroyer to take off survivors and the injured, and Sheffield was taken in tow, but she sank, a smoking hulk, days later.

The Commanding Officer of the Type 22 frigate, Cdr Simon Williams, said: "Today we, who proudly serve on this ship which bears the same name, remember those who gave their lives."

Under Commodore Angus Somerville, the Commander of SNFM, Sheffield has just completed anti-terrorist operations in the Eastern Mediterranean as part of

Operation Active Endeavour.

Active Endeavour is the name given to the policing of maritime trade routes as part of the global war against terrorism.

The NATO Mediterranean force is made up of ships representing the United Kingdom, the United States, the Netherlands, Spain, Greece, Turkey, Germany and Italy.

Everest challenge is open to everyone

RANK and file members of the Royal Navy are to get the chance to take a role in a plan for the Senior Service to conquer Everest next year.

Between April and June 2003 a party of ten RN and RM mountaineers, led by Lt Col Nick Harding, will tackle the North Ridge of the highest mountain in the world, marking the 50th anniversary of the first recorded success by Hillary and Tensing.

Only the most experienced climbers will make the assault on the mountain - but three support treks have been organised to run concurrently with the main expedition, giving people of all ages, all ranks and all abilities the chance to get to Base Camp ... or higher.

These three 18-strong treks - officially RN and RM Everest North Ridge 2003 Support Treks - will each last two weeks, departing on April 23, April 30 and May 7 said Maj Dan Bailey RM, one of three officers organising the expeditions.

"In order to ensure that this fantastic opportunity is not unique to a small group of elite climbers, it was decided to run concurrent support treks to Everest Base Camp to allow the rest of the Royal Navy to benefit and share in the beauty and majesty of the region," said Maj Bailey.

The aims are to give people of all ages and all ranks and all areas of the Royal Navy the opportunity to go to the Himalayas.

Each group will undertake a four-day trek, supported by Sherpas, to Base Camp at 5,200 metres.

Those who are up to the additional effort will then be taken up to Camp 2 for the night, at well over 6,000 metres, which will be a considerable achievement.

And for those still game, the next day will see fully acclimatised and fit trekkers climbing to Advanced Base Camp at 6,492 metres, or 21,300ft, to visit the RN and RM Everest team camp.

Those who make Advanced Base Camp, and their colleagues who went to Camp 2, will descend the mountain that same day to Base Camp, where they will spend the night.

Every member of the trek teams will be responsible for clearing rubbish from the slopes of the mountain.

Once they have descended from the slopes, each party will then drive back to Kathmandu for the return flight to London. The three treks have been organised in conjunction with Far Frontiers.

Members of the teams will get the chance to sightsee in Kathmandu, as well as taking in the stunning scenery along the way.

There will be a maximum contribution of £2,000 per member, and advice will be given on gaining sponsorship.

Details of the trips were due to be published in DCI RN 73/02 at the end of May, and a website will be created to broadcast up-to-date information.

Maj Bailey said: "We will hopefully have teenage OMs on the treks along with CPOs who have never been on an Adventurous Training trip, males and females - we want a cross-section of today's Navy to go on these expeditions."

Exhibition opened

A SENIOR Royal Navy admiral has opened the new Explosion! exhibition on the Falklands Conflict.

Vice Admiral Sir Jonathan Band, Deputy Commander-in-Chief Fleet, was guest of honour for the opening of *Exocet! Naval Action in the Falklands War*, at the Museum of Naval Firepower in Gosport.

Admiral Band was Flag Lieutenant to CINCFLEET during the conflict.

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● The damaged flight deck of HMS Glamorgan the day after it was struck by an Exocet missile.

Final blow fell on Glamorgan

THE BATTLE to recapture the Falklands was all but over when an Exocet smashed into the guided missile destroyer HMS Glamorgan, killing 13 of her crew.

British offensives in early June 1982 had gone much as planned, and by June 12 Port Stanley was well within reach by 3 Commando Brigade, who were ranged in the high ground little more than five miles from the capital.

Glamorgan had been bombarding Argentine positions in support of the British attacks, and as dawn approached the County-class warship began to head out to the relative safety of the Task Force.

Unknown to those on the ship, a small group of Argentinians had dismantled the Exocet launcher from a frigate and rebuilt it in the back of a lorry - and had been waiting on shore for days, watching for just such a target.

The missile - the last of the war to hit a British ship - struck Glamorgan in the vicinity of the hangar.

The hangar, ship's helicopter and the Seacat system were damaged by the explosion, which blew a hole in the flight deck and caused considerable damage to a galley below.

But the ship itself was not disabled, and steamed on to rejoin the Task Force offshore.

The missile strike proved to be virtually the last offensive Argentinian action of the conflict; two days later the occupiers surrendered to Maj Gen Jeremy Moore.

A reunion of veterans from HMS Glamorgan has been organised for June 15 at the Royal Sailors Home Club in Queen Street, Portsmouth.

Details are available from Jess James, 01604 660401 or e-mail jessjames@hmsglamorgan.RN.co.uk.net or see website at www.hmsglamorgan.co.uk

Britannia promises enthralling day-out

VISITORS to the Royal Yacht Britannia on June 3 are promised "a unique Golden Jubilee celebration".

Sights, sounds and surprises will abound, with bands playing on the Verandah Deck and a celebratory tipple for visitors to boost the cheerful atmosphere on board.

Now situated in Edinburgh's historic port of Leith, Britannia is also celebrating a special year. The contract for her build was signed on February 5, 1952 - just one day before King George VI died and his daughter became Queen Elizabeth II.

The young Queen took a personal interest in Britannia's decoration, and suggested the gold line painted around the hull.

For further information, call 0131 555 8800.

Rock back to 1952 with Explosion!

GOSPORT'S naval firepower museum, Explosion, is taking a different tack on June 3-4.

Visitors will be transported back to 1952, complete with pink Cadillacs, beauty saloons, quiffs and two-tone shoes.

The museum is recreating the Coronation celebrations of half-a-century ago with "a good knees-up", with dancing and live music.

For more information, call 023 9250 5600.

Coronation recollection from Athens

ONE reader remembers well his experiences on board HMS Chequers on the day of the Coronation on June 2, 1953.

The Mediterranean Fleet destroyer was alongside at Piraeus, near Athens in Greece, providing a Coronation Guard for the event.

But the lads' real highlight was Note 5 on the daily orders: "By the command of her Majesty, the main brace will be spliced today at 1630."

Bonaventure

THE men and women of the HMS Bonaventure Association dedicated their recent newsletter with a congratulatory message to the Queen on her Golden Jubilee.

GOLDEN JUBILEE EVENTS AROUND THE COUNTRY

Three cheers to start fiesta

THE FRIGATE HMS Cornwall started the Jubilee celebrations with a bang, firing a 21-gun salute as the Queen arrived at Falmouth Docks station on the first day of her Golden Jubilee tour.

The type 22 was visiting her affiliated town of Falmouth, and members of the crew lined the deck to cheer Her Majesty as she passed in the new Falmouth lifeboat.

The CO, Capt Steve Kirby, and ten members of the ship's company later met the Queen at the nearby Prince of Wales pier.



● The ship's company of HMS Cornwall cheers as the Queen passes in the new Falmouth lifeboat

All-action drama in Forces spectacular

TO THE sound of a tri-Service military band and the herald of a full military guard, the Queen will arrive at HMS Excellent, Whale Island for the tri-Service celebrations on June 27.

Overhead more than 30 Tucano training aircraft will spell out "EHR" as a greeting to their royal guest of honour.

The military celebration in Portsmouth promises to show off the modern Armed Forces' flexibility on land, sea and air, and give the Queen a chance to meet the real people who operate in these environments.

The focus throughout is upon the troops - the men and women who are serving their monarch and their country throughout the world today.

Massive structures are being built on Whale Island to house the hi-tech displays for the event.

Three huge theatres with an audience each of 800 will offer perspectives on the military action in the arenas of Theatre Entry, Combat and Peace Support.

Huge screens will show a video

sequence that transforms into live action as Royal Marines charge on to the Theatre Entry stage from helicopters and landing craft.

The Army's heavy metal brigade, led by 3 UK Div, will be bringing a Challenger Tank onto the Combat stage as troops storm simulated trenches.

In the third auditorium led by Joint Helicopter Command, Peace Support will be shown through the eyes of a well-known TV journalist - whose name we cannot reveal - as the Armed Forces rebuild the lives of refugees.

In two dedicated displays, the Queen will meet nine people from the three Services to talk about their lives within the military.

The final display will feature the essential personnel who make up the support services in engineering, logistics, medical, and sport and welfare branches.

As Cdr Chris Lightfoot of the Jubilee Events team says: "Without all these people, no military action can take place. The displays set out to show how important they all are."

After lunch at Whale Island, the Queen will move on to HMS Ark Royal in Portsmouth Naval Base.

From the upper deck of the carrier, the Queen will watch a dynamic display featuring almost every aircraft in the military arsenal and a number of ships and boats. Organisers promise everything from C-17s through Apache

helicopters to rigid-raider boats.

After a short walkabout among the Naval Base personnel, the Queen will then join HMS Bangor, which will carry her royal guest down the harbour to a 21-gun salute from HMS Cornwall.

All the ships alongside at the naval base will have their affiliated

Army and RAF units embarked, and for the first time ever, all three Services will man and cheer the Queen as she passes on Bangor.

The event is for the military only with their invited guests, including representatives of veterans organisations, but will be broadcast on national television.

Invincible, out of sight - but not forgotten

SHE may be tucked away in Scotland on refit, but HMS Invincible has played a part in the jubilee celebrations for their royal sponsor.

A lucky group of six from the carrier's crew were invited to their affiliated city of Durham to meet the Queen on the festive occasion.

The Queen's first view of the team was MEM John Cameron, a local Durham lad who hoisted the Union flag over the town hall as the Queen arrived.

From the town hall, the Queen with the Mayor passed along a road lined with cheering crowds to the new Millennium City area. The remaining five members of the Invincible team were waiting in the central square for the monarch's arrival.

One of the six, Invincible's DWEO Lt Chris Smith said: "When the Mayor explained that the team were from Invincible, she genuinely appeared thrilled and came straight over to talk to us."

"She took the time to speak to every member of the team, thereby making everyone's day."

The Queen talked first with the ship's WEO, Lt Cdr Brian Glennie about what Invincible had been up to and about her current refit.

For LWTR Rachael Greenaway this was a royal hattrick, as she had previously met the Queen Mother and Prince Charles.

This was the second time round for Lt Chris Smith as he had previously met the Queen two years ago when she visited Invincible in London.

The two others in the party, CWEM(R) Steve Jarvie and MEM Jason Clennell also had a chance to congratulate the Queen on her Jubilee.

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HER MAJESTY REVIEWING THE NAVAL FLEET IN 1887

THE NAVY LEAGUE
Guide
TO THE
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CONTENTS

Twenty-two Illustrations and Plan of the Fleet

Diamond on the horizon

A reader has sent in to us this brochure from 1897 that marks Queen Victoria's Diamond Fleet Review.

The guide, that features 22 illustrations and a plan of the Fleet, sold at the time for a cost of sixpence.

The first article written by Capt Lord Charles Beresford is entitled "The Resurrection of the Navy", and talks about how the number and quality of the fighting ships has increased in the ten years since the Jubilee review of 1887.

It is intended that the guide's final home will be the HMS Ganges Museum at Shotley, Ipswich.

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Line of honour

THE GUARD and platoon of HMS Lancaster form up outside the Town Hall of their affiliated city of Lancaster.

The ship's company of the frigate exercised their freedom of the city, marching through the centre.

The Deputy Mayor, Councillor John Gilbert, along with their Commanding Officer, Cdr Ben Key, took the salute on the steps of the Town Hall.

PO(EW) 'Robbie' Robinson was presented with his Long Service and Good Conduct medal by Councillor Gilbert on the occasion.



● The matched pairs of surname partners on HMS Endurance

Double take

WITH not a Smith or Jones in sight, HMS Endurance has been peculiarly blessed with a surfeit of surname partners.

Everyone on board has learnt to be very specific when piping for a colleague. Of the over one hundred people who serve on the ice patrol ship, there are no less than nine pairs of unrelated personnel with the same name.

In the front of the picture are SA Ritchie and SR Ruth Draper. The middle ground features CPO Paddy and LMEM Ruby Murray; PO Ian and CPO Peds Palmer; SR 'J' and MAA Andrew Matthews; Lt Cdr David and CPO Griff Griffiths; and MEM 'Nobby' and Capt Pete Clarke RM.

In the back row, our pairs include: CH 'Jack' and SA Victoria Frost; LS Inga and POSA Jeanette Webster; and finally MEM Emma and MNE 'Beany' Walker.

Soon to arrive will be OM Tracey Skako who will join her sister LSR Nicky Skako on board.

But one thing's for sure, Drafty has a sense of humour. For the last three years, the Antarctic patrol ship has always had at least two Frosts on board.

The ice ship with her matched pairs is expected back to the UK on May 31.

On her way home she stood in for an aircraft carrier in South Africa, and brought pleasure to deep thinkers from the local primary schools.

Endurance called in at Cape Town where her ship's company were delighted to stage a chess tournament for 30 children from the townships.

The idea came from an East Anglian man, Ted Nottingham, who is a founder of the 'Taking Chess to the Townships' initiative.

Ted had written to Tony Blair asking that if an aircraft carrier was ever to visit Cape Town, would it be possible to stage an open-air tournament on the flight-deck.

Although Endurance could not quite match the space of a carrier, as she was visiting the city she offered to provide a memorable day for the youngsters.

One challenger, Charge Chief McCabe admitted: "I lost the first game, and to save face suggested we played the best of three - but lost again! The children loved every minute, and we also felt that our day had been most worthwhile."

Fleet First on the prowl

A TEAM of Warrant Officers from CinC Fleet HQ are visiting ships and establishments across the country to listen to the complaints and experiences of Navy personnel.

Their aim is to meet people informally in their messes and explain the upcoming and new personnel initiatives that affect them directly.

It will also provide a chance to gauge the health of the Divisional system on board ship, and answer questions on a range of personnel-related subjects.

More information can be obtained from: 9380 20762.



● Proud family members watch the first Royal Marines receive the Public Services S/NVQ Level 2

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All credit to Royal Marines

THE FIRST Royal Marines to go through a newly civilian-accredited course have just become proud bearers of a Public Services S/NVQ Level 2.

The fact that this qualification even exists is testament to the hard work of WO1 Neil Langdridge, who created this NVQ in just 16 months.

Neil had initially been involved in bringing the Army-developed Public Services S/NVQ (Armed Forces) Level 1 into the Commando Training Course at RM Lympstone in Devon.

Neil's attempts at first encountered a lukewarm reception, but with top level support he managed to set up all the necessary infrastructure to produce the first accredited Royal Marines in March 1999.

Just one month later, he found out to his horror that the Army were not planning to conduct the necessary procedures to keep the NVQ alive.

Determined not to let his work go to waste, Neil with his boss and various other authorities went to meet the Department for Education and Employment to find a way to prevent the demise of the S/NVQ.

Their joint efforts granted an 18-month extension to allow the

review and development of the qualification.

The Royal Marines only received permission to gain the necessary Standards Setting Body status for the task if they agreed to take on this project on behalf of the whole of the Armed Forces.

Over 15 months a steering group looked at the core competency areas and other optional subjects for development. Successful pilots of the new standards ran through the Commando Training Centre Royal Marines and Catterick with the infantry last year.

Over time the necessary approvals and agreements were wrestled - sometimes with real difficulty - from the various interested bodies and now the Public Services S/NVQ has become reality.

The disappearance of 'Armed Forces' from the title means that this has become a generic qualification available to the uniformed public service sector as a whole.

Since last September, all new recruits joining the Royal Marines have undertaken the S/NVQ, and the first batch left clutching their qualifications in early May.

The man who achieved all this, Neil, says: "I have personally found it a stimulating and at times, frustrating experience.

"The learning curve was, and still is, vertical."

At Your Service



Reunions

HMS Conqueror: Planning for reunion of all crew members is well under way. Any members of the Bull and first Commission contact ex-CRS Roy Dixon, 01329 287617, email: Roydixon2@aol.com

June

Glorious, Ardent & Acasta: A memorial service will take place on June 9 at St Nicholas Church, HMS Drake, Devonport, to commemorate the anniversary of the sinking of these ships. All former crew, aircrew, survivors and relatives of those lost are invited to attend. Contact David F. Woodcock, 15 Green Lane, Dalton-in-Furness, Cumbria LA15 8LZ, tel: 01229 462414 for details.

Fast Minelayers S/E Branch: will meet at noon in the RBLG, Braganza St, Kennington, on June 10. New members welcome. Ring 01603 437652 or write Ray Moore, 89 Watling Rd, Norwich NR7 9TG.

Northwood Senior Rate Wrens: Past and present serving members' reunion dinner on June 26. Contact Jill on 01923 838582 or George on 01923 838063

RNA, Isle of Sheppey Branch: are holding a dedication service at Minister Abbey, Isle of Sheppey on June 29 at 11.00. There will be a buffet lunch and afternoon entertainment as well as evening activities. Details from Mick Whittington on 01795 875064 or email: MickRNA06@aol.com

Jungle Cocktail Party, Sherborne Castle, June 28: officers and spouses/partners of Commando Helicopter Force are invited. Cost on straight share basis. Request with Mess Number and address to Lt Trent, 845 Squadron, RNAS Yeovilton, tel: 01935 456690, ml: 90510 6990.

July

HMS Londonderry 1961-64 Stakehold Association: 40th annual reunion on July 6 in Hambledon. Details from Peter Hill on 023 9263 2687 or Peter Ritchie on 01647 24271 or email: peter.ritchie4@btinternet.com

HMS Protector Association: reunion at the British Legion Club, Alreswas, Bournemouth-Trent on July 6-7. A Protector memorial tree planting ceremony and dedication in the nearby National Memorial Arboretum with Sunday dinner in the Legion Club. Contact Bill Bartlett on 01202 480767, email: billbartlett73@btinternet.com or visit website: www.hmsprotector.com

Wrens Association - West Cornwall Branch: is celebrating its 21st birthday on July 13. All ex-members welcome. Contact Joan Kearley, tel: 01326 290337, email: coackew@aol.com

Sidmouth and District RN Old Comrades Association: 90th anniversary celebration at the Rugby Club, Sidmouth, on July 13 at 19.00. Details from N. Dunkin, 18 Chambers Close, Sidmouth, EX10 9YL, tel: 01395 578256. This is a new date.

42 Commando RM, MT Troop 1977-86: Reunion will take place in the RMA Mess, RMB Stonehouse on July 27 starting at 19.00. Contact Cpl Chris Fairley MBE on 01752 826402 or ml: 9375 36402.

September

HMS Ark Royal Communicators 1975-77: reunion will take place in Plymouth, September 7. Contact George Mitchell on 023 9279 3158. For accommodation please email: barlowwest49@aol.com

Minerwaria reunion: will take place at HMS Dryad on September 6-7. Open to all serving and ex-serving officers and senior rates. Contact Pete Whitehead or Tall Reader on 023 9228 4790.

HMS Duke of York: reunion in Manchester from September 13-15. All members, families and friends welcome. Contact R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4ND, tel: 01928 725175. Mini weekend in Blackpool March 28-30.

HMS Dandelion II (Newcastle-under-Lyme) Naval Air Apprentices 1940-46: reunion at the Quality Hotel (ex Grand Hotel) Hanley on September 14. Enquiries to M. Ayling, 13, Elizabeth Ave, Rose Green, Bognor Regis PO21 3EL, tel: 01243 262062.

HMS Sikh 1930-42: Tree-planting and dedication at the National Memorial Arboretum, Alreswas. Staffs at 11am on September 14. All crew members, relations and descendants welcome. Further information from Reg Bolton on 01474 812558.

HMS Scylla/TS Scylla: is planning a reunion September 20-22 in Aberdeen for all crewmen who served in HMS Scylla, especially those when the ship was granted the freedom of Aberdeen in 1992. It is a joint reunion with former staff and cadets of TS Scylla. Details: Brian Robertson, 14, Nigg Way, Aberdeen, tel: 01224 878591 or email: CRobertson@bigg-bay.freemove.co.uk If you have previously emailed Brian, could you do so again as his computer recently crashed and he wants to ensure that he has everyone back in his system.

Boon Defence Ratings Next 'Boomers': reunion on September 20-22 at Scarborough. Contact Alf on 01302 811898 or Lance on 01723 369798.

Operation Pedestal - 60th Anniversary: reunion is planned to take place in Malta from September 24 to October 2. Contact co-ordinator Simon Cusens, 18 Ambleside, Triq B-Ghajn, Sliema, STJ 04, Malta or email: scusens@technonline-ml.com

6th Destroyer Flotilla (1944-46): annual reunion at the Trecame Hotel, Babbarcombe, Torquay from September 27-30. Contact E.A. Warren on 01534 724255.

HMS Formidable Association: reunion at Donington Trestle Hotel, East Midlands Airport, from September 28-29. Contact Betty Smith, Aynbank, 78 Fosseway, Syston, Leicester LE17 5NE, tel: 0116 269 4019.

October

HMS Indomitable Association: reunion, County Hotel, Llandudno, October 4-7. Details from Neville Stacey, 6 Dorchyn Ave, Urmston M41 9SF or tel: 0161 748 3056.

HMS Daring (1952-54): reunion, Cricket St Thomas, Oct 4-7. Details: Owen Simpson, 20 Green Close, Uley, Glos GL11 5TH, tel: 01453 862644, email: owensimpson@btinternet.com

48 Royal Marines Commando Association: reunion October 4-7. Livermead Cliff Hotel, Torquay. Details: Len Tidsley, 151 Exeter Rd, Dawlish EX7 6AL, tel: 01326 862526.

HMS Antrim Association: reunion in Torquay in October. Former members of the ship's company (all commissions) should contact Terry Buntingham on 0121 429 2428 or Dave Osborne on 01329 667571

HMS Bulwark, Albion and Centaur Association: "Away" get-together at the Nautical Club, Birmingham, on October 5. Details on events and membership from Leigh Easton, Glenmossy, Hayford Place, Cambusbarrow, Stirling FK7 3JX, or email: bulwark@btinternet.com or website: www.bulwarkassoc.plus.com Also Golden Jubilee/Trafalgar Night dinner, Victory Club, HMS Nelson, October 19. Details from John Truscott, 49, Padraic Ave, Cooplain, Harps PCB 8DT, tel: 023 9243 1150, e-mail: J73P@aol.com

HMS Falkland (1982-85): Mark (Bill) Bailey, Jimmy (Scrumpt) Appleby and Mark (Jona) Jones seek ex-stokers, or other old mates who may have served when the ship was brought out of mothballs during the Falklands period. Potential reunion. Contact Mark Bailey on 01782 599813 or email: raine@markbailey.freemove.co.uk

HMS Danae: Seeking the following who served on HMS Danae 1967-70: Robert Hetherington, Alan Fowler and Steven Paxon. Contact Terry Mowling, Calle Luisemburgo 10, Urb La Marina, San Fulgencio, 03177, Alicante, Spain, tel: 00 34 966797660 or email: terry489@btinternet.com

CPO Peter Duhig: ex-Aircraft Mechanician, seeks anyone who remembers him. He left the service in 1970 having served on most Air Stations and various squadrons. Contact Peter at 15a, Landor Gardens, Woodvale, Perth, West Australia, 6026 or email: pduhig@bigpond.net.au

Eric Peters: (joined 1952, pensioned 1975 as CEL(A)) wants to contact friends. Contact Eric at 7 Itherwood Close, Royston, Herts SG8 5DJ, tel: 01763 230947 or email: eric.peters@btinternet.com

HMS Hermes 1977-79: Mac MacDonald seeks Tony 'Ginge' Gregory, married to Sarah Bernham, he served with Mac at HMS Raleigh as a LSTO. Also Dougie Stockwell,

Jervis Division FAA Artificers (1945): reunion on October 9 at the Home Club, Portsmouth. Contact Tony Penell on 023 9258 3574.

HMS Superb (Cruiser) Association: reunion at the King Charles Hotel, Gillingham, Kent, October 11-14. Contact Fred Kinsey on 01223 871505.

Tudor Warship, Mary Rose: Eddie Clamp never met any other Naval personnel whilst working the wreck. Anyone with RN or civilian connections who has worked the wreck and is interested in attending the reunion for Mary Rose divers and support team, contact Eddie on 01243 605832 or email: Edward.Clamp@btinternet.com or stephen.flood@virgin.net giving dates worked on the wreck.

HMS Llandaff: reunion at the Llandaff Institute Club, Llandaff, Cardiff, October 11-12. Contact Slinger Wood, 020 8581 5693, email: arvin.wood50@btopenworld.com

HMS Vigo (D231): reunion to celebrate the 300 anniversary of the Battle of Vigo, at the Vigo Inn, Fairseat, Sevenoaks, Kent on October 12. Members will meet villagers from Vigo, a nearby village. Contact Reg Ferriday, 'San Miguel', Valley Rd, Eastwood, West Midlands B94 6AA.

The River Plate Veterans and Families Association: reunion at Royal Fleet Club, Devonport, October 17-21. Details from J. Smith, Lyntondale, Kirton Lane, Stainforth, Doncaster DN7 5BP, tel: 01302 841806 or email: family@lyntondale.finet.co.uk

HMS Broadwater: one of the 50-ex US four-stackers destroyed, torpedoed October 18, 1941, by U-101 during Convoy SC48. Memorial service will be held in Chichester Cathedral at 4pm on October 18. Urgently seeking survivors, or families of those lost. Others wishing to attend would be welcome. Contact Chalky White, 01903 501634, e-mail: chalkywhite@btinternet.com

HMS Rulhiros Association: reunion at the County Hotel, Llandudno, October 18-21. Reunion will incorporate celebration of Trafalgar Day with the RMA. Details from Colin Pickford on 01298 814472.

TS Mercury Old Boys Association: All old boys and former staff are invited to the 2002 reunion to be held on October 19 at the Highfield House Hotel, Southampton. Enquiries to Mike Ball, tel: 01594 822224 or email: MBall0983@aol.com

HMS Eskimo, 1966-68 Commission: reunion on October 19 at the Home Club, Portsmouth. Contact Rab Butler, 57, Old Road, Waterbury, Kent ME18 5PW, tel: 01622 817071 or mobile: 07850 580358

14th Carrier Air Group, 804 & 812 Squadrons in HM Ships Ocean, Glory and Theseus: Reunion for all who served or were associated with the CAG 1947-52 at the RMA Club, Laxington Spa, October 26. Contact Ken Lambert, 17 Walgrave, Orton Maltborne, Peterborough PE2 5NR, tel: 01733 234655.

November

HMS Churchill (exSSN): will be holding its 4th reunion on November 30 at Le Meriden Palace Hotel, Manchester. All sockets and information from andy.broad@btinternet.com or see website: http://www.freeservers.com/~HMSCHURCHILL

HMS Albion 1962-64 Commission: Third reunion of the 'Old Grey Ghost of the Borneo Coast' at the Royal Sailors Home Club, Portsmouth, on November 2. 80 already in touch. Details from Keith Flidley, 18 Littleworth End, Offord Darcy, St Neots, Cambs PE19 3FA, tel: 01460 810848, or email: hmsalbio@btinternet.com

Titch Whitehouse: and anyone else from 2ND mess. Contact Mac at 67, Willow Grove, Livingston EH54 5NA, tel: 01506 203380, email: wtsac@cablenet.co.uk

Bill Grice: seeks old shipmates who served in 812 and 804 Squadrons (14th CAG) on HMS Theseus touring the Far East, Australia, and New Zealand in 1947. Contact Bill at 4 Newfield Close, Normanton, West Yorks WF6 1SJ or email: wgrice@btinternet.com

Keith (Burbis) Burrage: seeks messmates from 3es mess (RPs), HMS Tartar (1969-72) or the TA57 Gunners mess at Contact Keith at The Smitty, Tilly Village, Wern SY4 5HE, email: keith.burrage@btinternet.com

TS Bioester/TS Alliance: are trying to contact ex-Cadets from Willesden and St Marylebone Sea Cadet Corps from 1942 onwards. Please contact Lt (RSC) Nina L. Villa RNR, 35, King Arthur Court, Chesnut, Herts EN8 6EH, tel: 07904 953916 or e-mail: Turmp09@hotmail.com

Danny Carroll: the wife of Andrew Lemmon is trying to find Danny, an old friend of her husband's. They served together in HMS Manchester when it was first commissioned. Danny was best man at the Lemmons' wedding, and was last known in HMS Brave in the 90s. If anyone knows of his whereabouts, or that of Graham 'Pinner' Martin, Dave Forshaw, Kevin 'Doss' Livingston or any other lads that were part of 3Q Mess, contact andrew.lemmon@btopenworld.com or ring 01455 238250 or write to 30, Walscot Close, Hinckley, Leicestershire.

Over to You

HM Cableships Bullhead and Bullfrog: Ted Lowe seeks info about them, built by Swan Hunter and Wigham Richardson in the 1940s, 88 they were sold to Cable & Wireless and renamed CS Retriever and Electra. Did you serve on them, where were they based? Also seeking photos of ships and company. Contact Ted at 4 Lennox Close, Chantlers Ford, Eastleigh SO53 1FR, tel: 023 8026 7006.

HMS Kingston Chrysolite: Bill Edwards seeks info on this trawler, built Beverly 1935, used by the RN during WW2, returned to Kingston Trawler Company in 1945, scrapped in 1956. Info on activities and photos of ship and crew sought. Contact Bill at 10 Dudley Ave, Fordingbridge, Hants SP6 1HF.

Plymouth Argyle Cornish Supporters Association: A warm welcome is offered to all 'lanners' in the fleet should they wish to join. Meet the team, socials and newsletters. Details from Bob Gelder, 9, Shortlands, Plyworthy, Holford, Devon EX22 65Y, tel: 01409 253791.

Tinkler Family: Susan Moore seeks John Penman, who knew the Tinkler family of Coronation Ave, Whitlesey. He was in the Royal Navy around 1946-8. Contact Susan (nee Tinkler) on 077 5286 5715.

HMS Queen Elizabeth: Could anyone supply info about an accident in which Gunner 16509 A.W. Young RMA died on December 1, 1920 while serving on the ship? Possibly involving a picket boat. Contact Mike Evans, 1, Cranbrook Drive, Ouseway SY11 1NY, tel: 01691 661870 or email: susan@connects.net

Navy Items: The following are available to good homes: Penelope & Kestrel cap tally, C-in-C sea, black with plum strip top & bottom, initials GCH in plum. Wrens Officers cap badge showing signs of service, PO & Kitchens blue arm badges and six black uniform buttons. All items free but contributions to Chesterfield Sea Cadets appreciated. Contact Maurice K. Tisher VRD, 12 Robinson Rd, Wingerworth, Chesterfield, S42 6SD, tel: 01246 276130.

Henry McDonald: info is sought on Henry, born in Rosyth about 1919-20; RN Cadet at Rosyth before serving in HMS Hotham at Singapore about 1945-6. Contact Michael Connor, 6, Garnett St, Clevehorpe DN35 7HG, tel: 01472 602956.

LI Cdr George Key and HMS Devastation: Andy Key seeks info about Devastation, in which his great grand-father served, as well as George Key, born in 1855 and served in the RN about 1880 onwards. He may or may not be a relative. Contact Andy at 18 Welch Rd, Elton, Gosport PO12 4PZ, or email: key@btinternet.com

Wings over the Navy: As an FAA war-time rating, G. Miles remembers the march-past at training establishments was Wings over the Navy. He understands the music was played by the RM Band at the Mountbatten Festival of Music in 1987 recorded on LP RMA1009 or tape C RMA1009. If anyone has a copy could they contact Mr Miles at 29 Elmton Court, Cunningsham Place, London NW8 5JU.

HMAMC Canton: Seeking photos of Canton in her wartime livery. Contact Peter Easton, Sandpaper, Nether Lane, Nutley, Uckfield TN22 3LA, tel: 01825 712402 or email: bery@sanpapers.free-online.co.uk

Old Diving Sets: Cpl CFM McCarthy has three old RN rebreathers which he is trying to restore, a Siebe Gorman Salvus set, a Swinburn Caroniet Breathing Apparatus and a CDEA set. If anyone has any old bits and pieces of diving equipment they no longer want, contact Cpl McCarthy, Station Regiment Flight, RAF Lossiemouth, Moray

NV30 6TP, tel: 079 7017 3250.
Neil Harris is trying to contact sailors who served with his father, Frederick Alfred Harris (Birmingham) in HMS Indefatigable

between 1949 and 1951. Contact Neil Harris, 18 Heronville Rd, West Bromwich, West Midlands B70 6JG or e-mail: hawelw@btinternet.co.uk

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ARNO is both an officers charity and a membership association which is open to serving and retired commissioned officers of the RN, RML, QARNNS, WRNS, and their Reserves. Formed in 1925, ARNO's primary purpose is to assist officers and their dependants in need with grants and bursaries from the proceeds of its assets, which exceed £3 million.

Today ARNO's 9,300 members are offered both financial and other advantages, the former very comfortably exceeding the annual subscription (£10 per annum or £150 for Life).

Benefits: The following are available to good homes: Penelope & Kestrel cap tally, C-in-C sea, black with plum strip top & bottom, initials GCH in plum. Wrens Officers cap badge showing signs of service, PO & Kitchens blue arm badges and six black uniform buttons. All items free but contributions to Chesterfield Sea Cadets appreciated. Contact Maurice K. Tisher VRD, 12 Robinson Rd, Wingerworth, Chesterfield, S42 6SD, tel: 01246 276130.

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Calling Old Shipmates

HMS Diligence 1945-6: Captain's Scribe Frank White seeks old shipmates, especially those in steaming party on passage to Subic Bay to pay-off. Photos of those days welcome. Contact Frank at Mowber Cottage, Sea Dyke Way, Marshchapel, Lincolnshire DN36 5SX.

Kendal Sea Cadets (TS Royalist): band reunion September 13-14 for all band members since the Queen's Silver Jubilee, to reform with present cadets and perform by torchlight. Particularly want to trace James Rumbottom, last seen at HMS Royalist, 1988. Contact Helen Turner 01539 725078.

Clare Lister: is seeking Lt Mark Walker, last known to be in Poole and married to Jeanette. Mark used to work in RHSETT at HMS Nelson. If anyone knows the whereabouts of Mark could they contact Clare at PO Box 3183, Asquith, NSW 2077, Australia or email: clare.lister@btinternet.com

Walter Bateman: served with 30 Mobile Field Hospital in Nth Africa, Sicily and Italy. He remembers being taken from Palermo by RN LST to Salerno and the press and crew took photos. If anyone has photos or recalls Wally, contact him at Sicklefield, Ashford Rd, St Michaels, Terenure, Kent TN30 6SP, email: walter.bateman@btinternet.com

Jimmy Linnane: from Omagh, NI: joined RN in 1946 at St Vincent, then HMS Wrangler, Houtique, Portland, St James, Black Swan, South Africa, Warrior and Korea. If anyone knows of him or his address, contact Joe Willis, 452, Apt 207, Main Street, East Hartford, CT, 06118, USA, or email: wjlinnane@comcast.net

Malcolm Gamble: - Come to the 25 year reunion of class at Glasgow Nautical College. Used to live in Bangor, Co. Down, and was known as 'wee Paddy'. Contact Keith Dunlop, Glen Cals, St Mary's Loch, Siskirk TD7 5LH, tel: 01750 42241, email: keith@glencals.co.uk

Mick Kerry: seeks anyone who remembers him, especially CPO Gray of HMS Sceptre 1991 and 94. Mick also served in Sultan, Bulwark, Coventry, Nelson, Fearless, Southampton, Collingwood, Bristol, Sultan, Dolphin, Neptune as well as Raleigh, where he joined. Contact Mick at 36 Redem Ave, Kenilworth CV9 2NA, tel: 01926 852639 or email: mail@thekerrykian.freemove.co.uk

Phil (George) Manning: served on HMS Hydra 1972-74. Geordie now living in Ireland would like to hear from anyone who remembers him, especially Paul Cass (sibbs). Also served in HM ships St Vincent, Bulwark, Tartar, Collingwood, Newcastle and C-in-Cs Staff (Portsmouth) 1964-76. Contact Phil at 207, Hillsborough Old Road, Lisburn, Co Antrim BT27 5QE, tel: 028 9263 4800 or e-mail: manning@btinternet.com

Tim Geere: seeks Charlie Coker on behalf of friends in Australia. Charlie was a CCY at HMS Mercury in the early 70s. Contact Tim Geere on 01303 244448 or email: geere@btinternet.com

Seeking Ted Irwin, 'Scouse' Byrne and Tall Lowe: Contact Mike Shirley, ex-Inf/Malta, on 01202 420709 or email:

mike@shirley.finet.co.uk
Seeking Robert 'George' Elliot: He was at HMS Sultan with Geoff Fleming on 105AOC in 1964. He lived in Gosport, was married to Jean and had three children, Lyn, Paul and Steven. If anyone knows his whereabouts, contact Geoff on 00357 26 220979 or email: fleming1@btinternet.com

HMS Scylla: Seeking MAA Alex 'Paddy' Sharpe for possible reunion; Letch, Jamie, Steve Andrew and Ginge Hoodan already lined up. Contact Andy 'Shiner' Wright, 67 Grove-side Close, Canthampton SWS 2ER, tel: 020 8773 8075 or e-mail: a_wright@btinternet.com

HMS Falkland (1982-85): Mark (Bill) Bailey, Jimmy (Scrumpt) Appleby and Mark (Jona) Jones seek ex-stokers, or other old mates who may have served when the ship was brought out of mothballs during the Falklands period. Potential reunion. Contact Mark Bailey on 01782 599813 or email: raine@markbailey.freemove.co.uk

HMS Danae: Seeking the following who served on HMS Danae 1967-70: Robert Hetherington, Alan Fowler and Steven Paxon. Contact Terry Mowling, Calle Luisemburgo 10, Urb La Marina, San Fulgencio, 03177, Alicante, Spain, tel: 00 34 966797660 or email: terry489@btinternet.com

CPO Peter Duhig: ex-Aircraft Mechanician, seeks anyone who remembers him. He left the service in 1970 having served on most Air Stations and various squadrons. Contact Peter at 15a, Landor Gardens, Woodvale, Perth, West Australia, 6026 or email: pduhig@bigpond.net.au

Eric Peters: (joined 1952, pensioned 1975 as CEL(A)) wants to contact friends. Contact Eric at 7 Itherwood Close, Royston, Herts SG8 5DJ, tel: 01763 230947 or email: eric.peters@btinternet.com

HMS Hermes 1977-79: Mac MacDonald seeks Tony 'Ginge' Gregory, married to Sarah Bernham, he served with Mac at HMS Raleigh as a LSTO. Also Dougie Stockwell,

Titch Whitehouse and anyone else from 2ND mess. Contact Mac at 67, Willow Grove, Livingston EH54 5NA, tel: 01506 203380, email: wtsac@cablenet.co.uk

Bill Grice: seeks old shipmates who served in 812 and 804 Squadrons (14th CAG) on HMS Theseus touring the Far East, Australia, and New Zealand in 1947. Contact Bill at 4 Newfield Close, Normanton, West Yorks WF6 1SJ or email: wgrice@btinternet.com

Keith (Burbis) Burrage: seeks messmates from 3es mess (RPs), HMS Tartar (1969-72) or the TA57 Gunners mess at Contact Keith at The Smitty, Tilly Village, Wern SY4 5HE, email: keith.burrage@btinternet.com

TS Bioester/TS Alliance: are trying to contact ex-Cadets from Willesden and St Marylebone Sea Cadet Corps from 1942 onwards. Please contact Lt (RSC) Nina L. Villa RNR, 35, King Arthur Court, Chesnut, Herts EN8 6EH, tel: 07904 953916 or e-mail: Turmp09@hotmail.com

Danny Carroll: the wife of Andrew Lemmon is trying to find Danny, an old friend of her husband's. They served together in HMS Manchester when it was first commissioned. Danny was best man at the Lemmons' wedding, and was last known in HMS Brave in the 90s. If anyone knows of his whereabouts, or that of Graham 'Pinner' Martin, Dave Forshaw, Kevin 'Doss'



● Examples of the kinds of ordnance, flares and other explosives which are washed up on to UK beaches, including shells, hand grenades, mortar bombs, smoke bombs and flares.



● White phosphorous flares will maim, and could kill a child.

Beach debris may prove to be deadly



● A Royal Navy expert deals with a dangerous find on a beach.

ROYAL Navy bomb disposal experts have issued a warning to parents and children about potentially-deadly debris washed up around the UK coastline.

With the summer holidays approaching fast, Lt Dave Welch's advice is simple - don't pick up any strange metal or plastic objects from the beach.

Lt Welch, Officer-in-Command of Southern Diving Unit 2 (SDU2), based at Portsmouth, sees plenty of dangerous material on beaches or in shallow water in the course of his work.

SDU2 is responsible for all Explosive Ordnance Disposal - bomb disposal to the general public - in the UK south of a line from Hull to Swanage, dealing with bombs, mines, flares and other explosives found below the high water mark.

But Lt Welch's warnings apply equally to other parts of the country.

He said: "Parents - please don't let your children pick up any strange metal or plastic objects from the beach.

"What you should do is: Don't touch it, make a note of its location, warn other people to keep clear, dial 999, call the police or Coastguard, and keep away from it."

The pictures on this page show a variety of objects washed up on beaches in the last few months - but the summer always brings a glut of such detritus, partly through the activities of trawlers searching for

flatfish on the sea bed, and by children digging on beaches at the start of the holiday season.

Bright warning colours may have been stripped away by the sea, and the objects may be covered in mud and weeds.

Occasionally, the canisters may have been polished to a shiny metallic finish by the action of sea and sand, making them particularly attractive to children.

One of the most dangerous is the phosphorous flare, in long white tubes, as shown in the main picture.

If the chemical is exposed to air, it goes off, even if it has been in the sea for a long time. It becomes increasingly dangerous as it dries out.

Expert Royal Navy divers will not even attempt to move these - they will always blow them up.

And beware - if you spot one, there are usually more in the vicinity. Keep well away.

All explosives remain dangerous in seawater, as the metal casing corrodes and explosives become unstable. Scuba divers examining wrecks should take particular care.

And think before you kick what appears to be a dull-coloured round stone - it could be a hand grenade with a rusted pin.

Lt Welch has a team of 31, including 27 divers, an administrative assistant, a boatman and two artificers to maintain their equipment.

In 2001 they were called out 226 times, and successfully disposed of seven mines, 65 high explosive shells, and a mixture of land mines, flares and hand grenades.

Remember - don't touch! Dial 999 and keep away.

● See Newsview p20

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'Read all about it!'

Communication is the key to manning issues

A Note From Commodore Duncan Fergusson, Commodore Naval Drafting

In last month's *Drafty's Corner* it was mentioned that there was a new CND at the helm, and so it is that I find myself writing the annual CND note with my predecessor having only just disappeared down the bridge ladder!

However, having spent the past two years as the Director of Personnel, Portsmouth Naval Base, I come to the drafting business with first-hand experience of the many issues and topics that are of interest and concern to you and, in that respect, feel well placed to put pen to paper now.

In recent memory I cannot recall starting any job without being told that "these are busy and exciting times".

Assuming the role of CND has been no exception – indeed, such a welcome could be viewed as an understatement given the scale of the ground-breaking initiatives in train, from TOPMAST to the introduction of merit-based promotion for Royal Marines to name but two.

Key to managing change, and keeping the day job going, is good communications and, at first sight, I am encouraged by the healthy level of awareness that exists between interested parties of respective difficulties in addressing manning issues.

An appreciation of the 'why' and the 'what' is important, and on that note I wish to touch upon a few current ones.

Promotion Signals

You may be wondering why there are so many promotion policy signals sent from NMA Gosport these days – revisions to Selective Promotion procedures in shortage categories,

enhanced guidance on RORRs reports, Supplementary Selection signals etc.

Regrettably such wealth of traffic is unavoidable as we seek to ensure that units are made aware of the latest information/changes at the earliest opportunity.

In many respects such activity is a reflection of the complex and demanding nature of work in this area.

In particular, the rationale behind the frequency of Supplementary Selection signals is that, in areas of underbearing, we must accelerate the selection/training and promotion of personnel in shortage categories in order to get them back to sea to fill gaps in the higher rates.

Career Management

What does Career Management cover?

This area of CND business is growing and delivered through the rating's career management organisation in the Naval Drafting Directorate in Centurion Building and at the 'waterfront' in the form of the Regional Drafting and careers Advisors (RDCAs).

For RMs, equivalent functions are delivered through NMA Whale Island and their 'RDCA(RM)' WO1 Salmon.

Very much a part of the Divisional System, activity includes promotion and further service selection, cross-branch policy advice and personal, impartial, drafting and career advice for all ratings/ other ranks.

The aim of the organisation is to optimise an individual's worth through career development, taking into account ability, ambition and the skill and deployment requirements of the Service.

This is all about you getting the most out of your career.

I am delighted to report that the RDCA initiative continues on a successful path.

However, do remember that if you are unable to visit one (or if

RM, receive a visit from WO Salmon), you can also get career advice by telephoning, faxing or e-mailing an RDCA or contact NMA Gosport or NMA Whale Island direct.

Two career management milestones are about to be achieved for the RMs with merit-based promotion being established in Nov 02 and 2OE from Jan 03.

TOPMAST

What will happen on 1 Oct?

This date marks the provision of WD Able Rating harmony switching from delivery through the Minimum Time Ashore mechanism to that of individual separated service.

Linked to this is the rolling programme of ship transfer into the squad system that will result in nearly all SURFLOT and SUBFLOT units being 'squadded' for WD ABs by April 03.

With harmony thereafter being delivered individually, to a 660-day separated service limit over a rolling 3-year period, transitional arrangements have had to be established to take into account ERDs and ships' entry into the squad system.

In summary, WD ABs on a ship or submarine with an ERD on or before 30 Sep 02 are being drafted ashore for MTA and WD ABs serving in a ship or submarine with an ERD on or after 1 Oct 02 will have their ERD extended to 48 months from date of joining.

Both communities will have harmony delivered through individual separated service after 1 Oct and, if necessary, MTA entitlement can be carried forward to ensure the process disadvantages no one.

If you are a WD AB you should have been briefed on what this phase of TOPMAST implementation means to you – if you are in any doubt, contact your DO.

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'Happily the reported "suspicious object" proves to be a sailor sleeping off a skinful of ale and curry!'

NEWSVIEW

Clearing up is hard to do

While our Royal Marines have been helping to clear up stockpiles of weaponry left over from the (still current) war on terrorism, it is sobering to reflect that nearly 60 years after the end of World War II the deadly detritus strewn by all sides under the waters of Europe remains a constant threat.

Some of it dates even further back – to 1914-18 when, in the North Sea alone, a huge minefield, the 'Northern Barrage', was laid on the seabed against the German Fleet.

Last year one of the Royal Navy's bomb disposal units was called out no less than 226 times to deal with what amounted to a sizeable arsenal washed up on the beaches around England.

To some extent it is a seasonal menace – the summer months see children digging in the sands to build sandcastles (they still do this, apparently) while fishermen search for flatfish on the bottom. Sometimes both discover something much more sinister.

It is as well to note that many of these things are as dangerous today as they were on the day they were made – if not more so, as explosives become unstable through the action of seawater. The warning to all, and to the rapidly growing numbers of scuba divers in particular, is – don't touch.

The RN Clearance Divers who do this dangerous work provide a 24 hour, 365 day-a-year response capability. They owe their name to the diving operations carried out by the RN Port or 'P' Parties at the end of World War II to clear the ports of Europe of vast quantities of mines and other assorted ordnance.

They formed the nucleus for the start of the clearance diving branch and were the direct professional ancestors of the present Naval Diver. And it is of note that, even in an age of major technological advances, the need for divers to conduct 'hands-on' bomb and mine disposal tasks remains undiminished.

The Royal Navy has a proud history of involvement in mineclearance operations and is today recognised as the world leader in the field.

Mines were a particular problem during the Gulf War of 1991. While no British warship sustained any damage – though there were one or two near misses – two American warships were struck.

In the mammoth clean-up task that followed, one of the nastiest jobs had our clearance divers swimming along a five-mile oil pipeline to check for booby traps.

Because of the oil and soot-soaked air that hung over Kuwait after Saddam Hussein set light to the oil wells, they were under constant medical supervision as they worked.

While defusing mines on the jetties and in the waters around the ports, their senses were constantly assailed by the smell, touch and taste of oil, contaminating the flavour of food and water – even the hot stew sent ashore from the ships to ward off the cold in the "nuclear winter" conditions caused by the burning oilfields, which had to be eaten quickly before it was covered by a fine black drizzle of soot.

Clearance operations continued in the northern Gulf for many months in hazardous and highly uncomfortable conditions, leading to the destruction of over 1,000 Iraqi mines.

As the RN Task Group commander, Commodore Chris Craig, noted later, the qualifying phrase "in the face of the enemy" saw these forces disadvantaged in the allocation of gallantry awards.

"But... the courage involved in performing exceptionally for a sustained period in the midst of minefields... can be every bit as worthy as conducting a short action in close proximity to the enemy."

Communicators find 'something for everyone' in –

The newspaper you just cannot miss . . .



● TV panellist Rory ('They Think It's All Over') McGrath presents Navy News Deputy Editor Mike Gray with the Best News Story trophy

Navy News covered the waterfront in this year's Communicators in Business competition.

While Deputy Editor Mike Gray won the trophy for Best News Story (HMS Coventry's £80m drug bust, headlining our October 2001 edition) there were also Awards of Excellence for Best Newspaper, Best Illustration, Picture Editing, and Best Website.

The awards were announced at Brighton's Grand Hotel at the climax of the biggest and most prestigious corporate communications contest in Europe.

They bring Navy News' total tally since it first entered the CIB (formerly Editing for Industry) competition 30 years ago to 104.

In all that time we have not missed a single year – a unique achievement, we are told.



WHAT THE JUDGES SAID:

"You cannot miss Navy News. The very bold headline of 'War on Terror: Opening Salvos' printed in white on red screamed out at you. Every page is crammed full of information and, as one would expect, the photography is excellent . . . it provides readers with an excellent and up-to-date view of the Royal Navy . . . it really does contain something for everyone and, even though I have no connections with the Royal Navy, I must admit I found it very difficult to put the magazine down."

"An exciting drugs bust conducted in tropical climes at high speed . . . conveys the thrill of the chase really well . . . The writer has done a good job of relaying the excitement of the story in fast-moving language."

"Writing is tight and imagery is good – it is easy to see why you are getting so many hits. The entire website holds together as a cohesive collection of content and the authors are to be congratulated."

"A smashing gallery of award winning pictures. Once again they present a detailed cut-away, this time of a submarine . . . packed with detail which makes it a fascinating illustration for just about everyone, naval personnel and civilians alike. I can imagine this poster decorating the walls of many training rooms, Sea Cadet HQs and the bedroom walls of youngsters who wait at home while dad serves Queen and Country."

Anti-terror flagship is on her way home

Continued from page 1

By bringing the three ships home, the spokeswoman said, the ships' companies will get a well-earned rest, and the force can be reconstituted for possible future operations.

The spokeswoman continued: "We still have a significant Naval force in the Indian Ocean, including a Tomahawk-armed submarine presence, the frigate HMS Campbelltown and two more support ships, RFA Diligence and RFA Bayleaf."

The spokeswoman said that the reduction in the size of the group does not represent a reduction in commitment to the campaign against terrorism.

There is still a "significant" naval presence in the region, forces on the ground are engaged in sweeps against Al Qaeda and Taliban positions in the mountains, while the RAF continues to fly missions in support of coalition activities.

"We have always made it plain that this will be a long campaign and that its operational tempo, and visibility, will vary over time," said the spokeswoman.

"We have said we shall be there for the long haul; keeping a balanced and appropriate commitment of the right forces for the job in hand means that we can be."

Winning finale

HMS OCEAN'S sportsmen rounded off their deployment with a fine win against Muscat Rugby Football Club on a stony pitch in searing heat.

Having lost to an ex-pats side, and narrowly beaten escort ship HMS York in Dubai, Ocean's first XV took to the field in the early evening with temperatures still touching 40 degrees.

The match was played in four quarters to allow for extra drinks and rest breaks, and at the first interval there was no score, but the warship took the match by the scruff of the neck in the next two periods, running in three tries to the delight of 100 or so supporters.

Two late tries completed a 29-5 victory.



HMS Portland takes the crippled MV Vienna in tow after discovering illegal oil in her hold

Birthday surprise as Portland nabs tanker

ARMILLA patrol ship HMS Portland delivered their own 65th birthday surprise for Iraqi dictator Saddam Hussein – by catching a sanctions-busting tanker.

The Type 23 frigate, on her first operational deployment, is part of an international maritime intervention force in the Arabian Gulf, enforcing the UN embargo on Iraq.

On the evening of Saturday April 27, following a period of surveillance, the frigate tracked two contacts which appeared to bear all the hallmarks of smugglers making a dash for the open sea.

One ship anchored close to the coast, while the second – the tanker MV Vienna – took a short cut across international waters.

As the Vienna left Iraqi waters, HMS Portland intercepted her and contacted her by radio.

The replies were deemed evasive, so having obtained authorisation from the force commander,

the Royal Marines detachment in Portland slipped over to the tanker under cover of darkness.

Led by 2Lt Jaimie Norman, the Royals surprised the tanker crew and took control within minutes.

Once the Vienna was under control and her crew mustered, a further boarding party from Portland arrived to check that the tanker was carrying the cargo of water specified on her manifest.

A search, lasting into the small hours of the night, revealed 1,200 tonnes of fuel oil.

As Vienna was in breach of the UN embargo, Portland was instructed to accompany her to a point where her paperwork could be checked and her cargo discharged, but the tanker's engines could not be started.

CPO Shiner Wright, LMEM Tony Shackleton, CCMEA Knockner White and LMEM Brum Tuite, did their best, but after a brief revival it soon became apparent that for any repair carried out on the engines another fault was likely to occur.

At that point Portland took the ailing tanker in tow, and delivered her to the authorities the following morning.

Shortly afterwards the frigate hosted a Sea Day off Dubai in the United Arab Emirates, in which more than 30 influential members of the Dubai community, representing business, government, industry and the armed forces, were welcomed on board.

The guests witnessed a helicopter display, a fuel replenishment at sea from an RFA tanker, and boarding techniques carried out by the frigate's RM detachment.

Following her visit to Dubai, HMS Portland rejoined the international maritime interception force in the Arabian Gulf.

During 'cross pollination' exercises with warships of different nations – a common way of promoting a common understanding – the frigate played host to natives of three Portlands: Seaman John Johnston (Portland, Oregon), AEM Bungy Williams (Portland, Dorset and HMS Portland) and PO Kevin Tierney (Portland, Maine).

See Navy News Online for PO Tierney's thoughts on Portlands near and far.



German submarine U-22 leaves the River Tyne after a four-day goodwill visit to Newcastle – believed to be the first visit by a U-boat to the city in 15 years. The submarine had been taking part in a training exercise with the Royal Navy in the North Sea. She is passing Type 23 frigate HMS Northumberland, also on a goodwill visit to the city.

Survey ship named

THE SECOND of the Royal Navy's new survey ships has been named in Devon.

HMS Enterprise, built at the Appledore Shipyard, was named by Mrs Sally Forbes, wife of Deputy Supreme Allied Commander Atlantic Admiral Ian Forbes.

The 3,500-ton ship is capable of working with the Fleet worldwide in front-line operations, including supporting mine warfare and amphibious operations.

Enterprise and her sister, HMS Echo, built by Appledore under a sub-contract from Vosper Thornycroft, are expected to enter

service with the Navy next year.

Defence Procurement Minister Lord Bach said Enterprise is one of the most advanced ships of her type in the world, and will be available for operations for more than 334 days each year – a 50 per cent improvement on older survey vessels.

Her size and design also allow her to cope better with worse sea conditions – it is estimated she could work in the Western Approaches for 90 per cent of the year, a five-fold increase on existing ships.

When in service, Enterprise, which is more than 90 metres long, will have a ship's company of 81.

Admiral visits

CINCFLEET donned his camouflage clothing to pay a visit to 42 Commando Royal Marines during Operation Banner in Northern Ireland.

Admiral Sir Alan West called on the Royals in South Armagh, visiting three locations including a hill-top observation post.

The Commander-in-Chief spoke to assembled officers and senior NCOs, briefing them on events around the rest of the Corps.

Admiral West also emphasised the importance of the unit's current role in the continuing battle against terrorism, and praised them for their part in carrying on the normalisation process in the Province.

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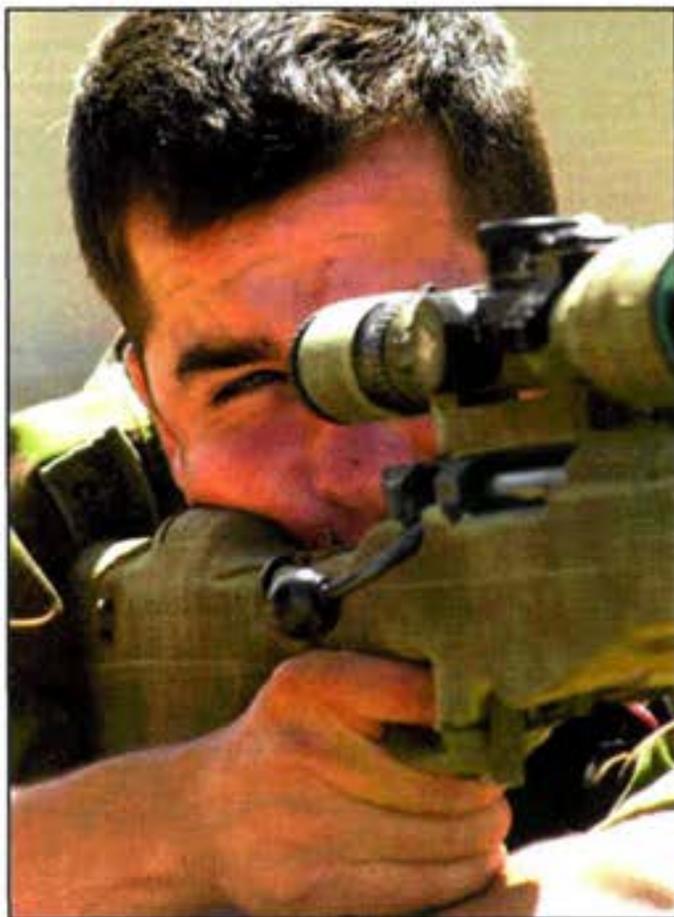
● A member of the Royal Engineers from 59 Commando prepares Bagram Airbase in advance of the arrival of Royal Marines before the first mountain sweep, Operation Ptarmigan (above)

● A Chinook helicopter from 27 Sqn RAF launches after it has embarked troops at the Forward Operating Base used by elements of the Jacana Taskforce on Operation Snipe (left)

● RM Commandos from Brigade Patrol Troop during a training exercise at Bagram (right). Brigade Patrol Troop operate independent of 45 Commando RM providing reconnaissance and support



Royals go looking for



ROYAL Marines are still combing the mountains of south-east Afghanistan as the war against terror continues – though there have been no reports as yet that they have come face-to-face with the enemy.

Only days after a second operation, codenamed Snipe, had finished, the Royals of 45 Commando were once again being driven and airlifted into the rugged peaks in anticipation of confronting Al Qaeda or Taliban forces.

This time the trigger was a call from Australian forces who reportedly found themselves under fire, with their opponents using heavy machine guns and rocket-propelled grenades.

Coalition troops engaged the enemy, and British forces joined in their third major search-and-destroy operation, code-named Condor, since they deployed to the country in April.

The previous sweep, Operation Snipe, which lasted from May 1 to May 13, was referred to by Defence Secretary Geoff Hoon in a speech to the House of Commons on May 16.

Mr Hoon said the operation was designed to search 220 square kilometres of land in the hope of finding terrorists and terrorist infrastructure, including arms caches and bunker complexes. The operation was also intended to deny Al Qaeda and Taliban forces space in which to operate or regroup.

In all 1,000 personnel were involved, mostly

● A Royal Marine from 45 Commando RM is pictured with L96 sniper's rifle during training at Bagram Airbase (left), while a colleague mans a 0.5in Browning heavy machine gun for real in the mountains of Afghanistan during operations against the Taliban and Al Qaeda (below)



Pictures by PO(PHOT) Tony Leather

45 Commando RM, but including elements of 3 Commando Brigade's Brigade Reconnaissance Force; the 105mm guns of 7 Battery, 29 Commando Regiment; 59 Independent Commando Squadron, Royal Engineers; the Commando Logistics Regiment; and Chinook helicopters of 27 Squadron RAF.

"The Royal Marines who deployed on Operation Snipe displayed the skill and professionalism that we have come to expect," said Mr Hoon.

"Once again, they proved just how fortunate we are to possess forces of such high quality."

Mr Hoon noted: "The success of Operation Snipe should not be measured by the number of dead Al Qaeda and Taliban fighters."

"No terrorists were killed or detained by the Royal Marines. There were no close contacts with the enemy."

"But to say that this means the operation was a failure, or a waste of time, as some have suggested, is quite wrong."

Mr Hoon said the "massive" arms cache which was discovered and blown up was a benefit – despite reports in newspapers that the cache belonged to a friendly warlord, the Defence

Secretary said that the type of munitions, the location, and intelligence, indicated that the weapons belonged to the Taliban or Al Qaeda.

The cache included 2,300 rocket-propelled grenades, 200 landmines, 1,200 mortar rounds and 30,000 other types of munitions, and the resulting explosion was said to be the largest of



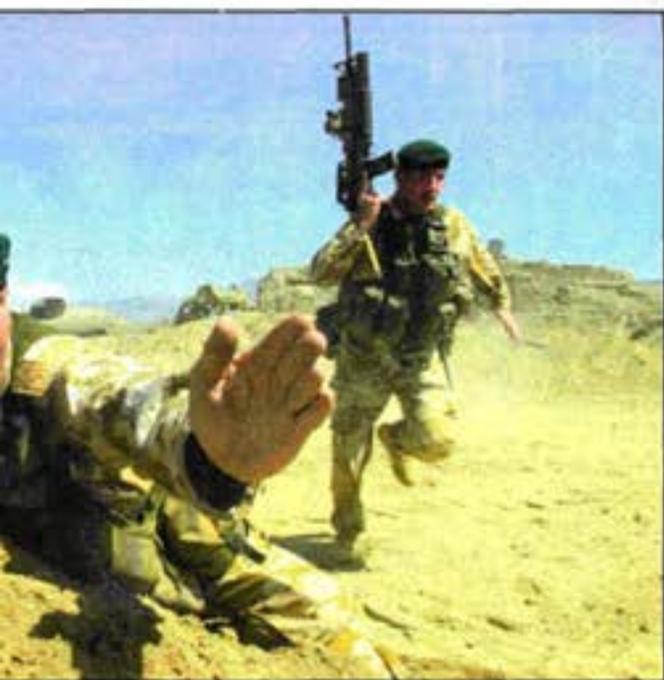
● An arms dump is blown up by Royal Marines



● Ensign: Royal Marines from 45 Commando RM relax at Bagram Airbase after their return from Operation Ptarmigan (above)

● An RAF Chinook flies supplies across the expanses of open terrain to troops operating in the mountains of Afghanistan (right)





● Admiral West, Commander-in-Chief Fleet meets Royal Marines from Zulu Company, 45 Commando, and their Commanding Officer, Lt Col Tim Chicken RM



● Members of 45 Commando RM unwind with a kickabout at Bagram Airbase after their return from Operation Ptarmigan

or terrorists

its type since the Second World War. Mr Hoon also reminded the House that last October he had said operations in Afghanistan would not be a classical military campaign, and the fact there is no standing army in opposition meant the tempo and scale of operations differed from the norm. That, he said, remained the case. There has been speculation over the position of Brigadier Roger Lane, the Commanding Officer of 3 Commando Brigade, but senior offi-

cers have said that, far from being removed from post early, the Brigadier is remaining in position beyond the date originally pencilled in for a handover to Brig James Dutton. That was due to happen in April, and was publicised early this year, but with operations in Afghanistan kicking in, it was decided that it was the wrong time for a brigade handover - part of an established process designed to allow officers at Brig Lane's level to gain experience at the sharp end of operations.

It is understood Brig Lane will remain in charge until the end of current operations. Meanwhile the illness which had caused concern at Bagram Airbase appears to be winter vomiting disease, a relatively common gut infection in the UK - and the condition of those affected appears to be improving. Some 18 medical staff at 34 Field Hospital at Bagram were affected by the feverish disease, with two being flown to hospitals in Germany and the UK for treatment as they were deemed to be seriously ill. A further serious case was treated on site, but all are now out of any danger. More than 30 Royal Marines initially believed to have been affected are no longer thought to have contracted the contagious disease. The Field Hospital, which normally operates with around 70 members of staff, was placed in quarantine as the disease was investigated, and an American hospital at Bagram and the German hospital in Kabul took over medical care for the British troops.

■ See Navy News Online for updates on 45 Commando's activities in Afghanistan.



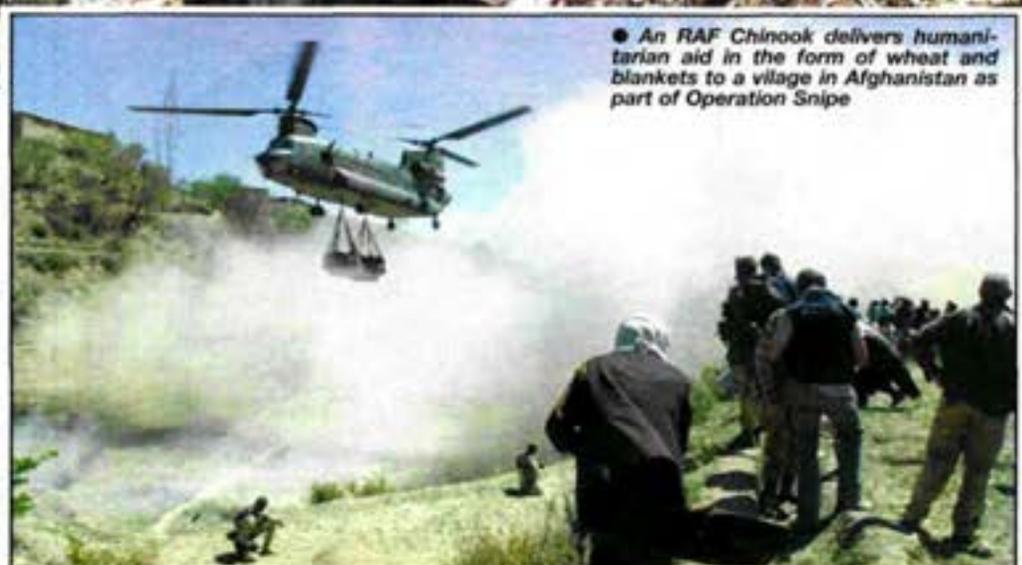
● 45 Commando's Regimental Sergeant Major, WO1(RSM) Russ Craig, who has been deployed in the mountain region of eastern Afghanistan as part of Operation Jacana



Royal Engineers during Operation Snipe



● Royal Marines from 45 Commando RM at an observation post during Operation Ptarmigan in the Afghanistan mountains. Pic: Lt Summers RM



● An RAF Chinook delivers humanitarian aid in the form of wheat and blankets to a village in Afghanistan as part of Operation Snipe

THE D-DAY LANDINGS

Churchill, an extraordinary man, the First Lord of the Admiralty twice in both World Wars, (until taking office as Prime Minister).

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At Your Leisure

Beaufort and Franklin: links of friendship

THE LIVES of two of the most celebrated Naval personalities of the first half of the 19th century, Rear Admiral Sir Francis Beaufort and Capt Sir John Franklin are appraised in **Gale Force 10** by Nicholas Courtney (Review £14.99) and **Deadly Winter** by Martin Beardsley (Chatham £20).

Both are closely linked. Beaufort, of course, is chiefly remembered for the wind force scale that bears his name and is still employed today all over the world. Franklin lives in the memory only for the disappearance of his last North West passage expedition.

But Beaufort, besides his long tenure as Hydrographer to the Navy, had a rich and varied career. Self taught in the midshipman's berth, he rose to serve on the council of the Royal Society.

His early life in the Navy encompasses shipwreck, prizes and near-death through drowning and wounds. Later it spanned the worlds of scientific and antiquarian discovery, polar exploration, meteorology, astronomy, cryptography and literature.

Most branches of science recognise his contribution to their advancement, while navies around the world universally copied his systems and procedures when setting up their own hydrographic offices.

The value of the surveys instituted by Beaufort as Hydrographer in the 26 years he held the post from 1829 (he was 55 when appointed, the age his successors today retire) is incalculable.

Up to that time, in war more ships were lost through faulty



● **OLD FRIENDS:** Beaufort (left) partly blamed himself for commissioning the ill-fated final expedition of Franklin (right)

charts (or indeed uncharted waters) than were ever sunk by enemy action. For the mercantile service, too, he provided safe routes around the world that enabled the British Empire to expand and prosper.

Franklin was an old friend - and Beaufort played a major role in commissioning his ill-fated voyage of discovery and partially blamed himself for his plight.

This veteran of Copenhagen and Trafalgar likewise had an incident-filled if occasionally contentious career.

Theories - many wild - continue to abound on the fate of his final expedition of 1845 while questions hang over his first Arctic overland trip, when many men died of cold and starvation and Franklin was himself hours from death.

Franklin also sailed with the great navigator Matthew Flinders on the first circumnavigation of Australia. Martin Beardsley covers his governorship of Tasmania and gives an insight into the corruption and political chicanery which finally drove him out.

Franklin was married to two exceptional women, and through surviving letters and diaries we catch a glimpse of his relationship with the precocious but frail Eleanor Porden, who died tragically young while he was away on an expedition. He later married the strong-willed Jane Griffin, who won great admiration in her attempts to pressure the Admiralty to step up their efforts to find her missing husband.

He emerges sympathetically as a robust and honourable man, like his friend Beaufort diligent in the pursuit of his country's interests.



THE Fairey Swordfish used in the hit movie *Sink the Bismarck* is seen at Portsmouth Airport in October 1971 with its pilot Lt Cdr Paddy Carr and crew Alan Hyde and Lawrence Turner - from Portsmouth Airport by Anthony Triggs (Halsgrove £7.95)



Falklands 1982: the inside story

OF THE titles released and re-released to mark the 20th anniversary of the 1982 conflict, Graham Bound's *Falkland Islanders at War* (Pen & Sword £19.95) is unique in describing it from the point of view of the natives.

Unseen war on video

A HOST of wartime documentaries, unseen for over 50 years, are released by DD Video as The Imperial War Museum Collection, all priced at £14.99.

The Royal Navy at War comprises seven complete films. *Commissioning of a Battleship* features HMS Howe in 1942. *Naval Operations* shows naval combat 1939-41. *Corvettes*, also made in 1941, profiles a Flower Class corvette in a convoy escort role.

Meet the Ship, from 1943, takes you on board HMS London in Scapa Flow, while *HMS King George V* is a 1942 production offering a comprehensive look at life on board.

Mastery of the Sea is a 1940 Ealing production celebrating the Royal Navy, while *HM Navies Go To Sea*, made in 1941, looks at the British Navy worldwide.

Close Quarters in a 1942 feature-length documentary about British submarine patrols off the coast of Norway.

Being a native himself, born in Stanley into one of the original Falklands families, Bound (currently Editor of the MOD magazine *Focus*) is well qualified on another count - throughout the whole traumatic period he edited *Penguin News*, the newspaper he himself founded in 1979.

He reveals the courage and resilience shown by many Islanders, including public disobedience, intelligence-gathering, clandestine radio transmissions and enlisting with and aiding the relieving forces, despite the threat of the direst consequences.

Many farmers volunteered their vehicles - and themselves as drivers - to the transport-strapped British troops.

Of the 'fighting farmers' Lt Col Pat Butler says: "Without them the outcome would have been the same, but the time taken to achieve it and the loss of life would, quite possibly, have been much, much higher. I have nothing but the absolute deepest respect for them all. They were truly in support."

Along with their outrage at the invaders, the islanders "wrestled with feelings of pity" for the young conscripts of Galtieri. Carpenter Christopher Harris (who, somewhat grotesquely, had agreed to collaborate to the extent of making wooden crosses to mark Argentine graves - "You've got to work out a way to mass produce these, because we're going to need hundreds of them," he was told) watched, horrified, as one was kicked unconscious for accepting a cigarette.

The first cross he made was for a victim of friendly fire. As the author's late father 'Nap' Bound described it in a letter: "... some-

thing exploded almost over our heads. As you know, the writer's wife is not altogether built for speed, but in an open contest to get back down to the ground floor she led the field by a comfortable few lengths, with me coming an easy second from several teenagers.

"Later we heard exactly what had happened. An Argentine Mirage fighter had passed low over Stanley, apparently on its way out to attack the fleet, when it was mistaken for a British Harrier. The battery opened up and scored a direct hit and the plane exploded in mid-air."

HMS Glamorgan was the only ship in the British Task Force to survive an Exocet attack. Her navigating officer, Ian Inskip, recorded his impressions at the time - and has now written them up as *Ordeal by Exocet* (Chatham £10.99).

He describes the moment of impact: "On the bridge we heard a seemingly unremarkable thud, followed almost immediately by a 'whoomph' as the fuelled helicopter in the hangar erupted into flame.

"At about the same moment, the action alarm was sounded. To those closer to the explosion, it sounded equally as loud as a stun grenade and had a similar effect.

"People in the 'Rhoonda Valley' (the main passageway running the length of the ship) some 150ft away from the explosion were blown off their feet.

"I did not see the flash, having my head buried in the display hood. I looked up as the bridge echoed to alarm bells. Night turned into day as 100ft flames towered above masthead height."

After the war, the Royal Naval

Damage Control School at HMS Phoenix produced a poster showing a photograph of the damage and explaining what happened next. The chronology was as follows:

0637 - Missile explodes in vicinity of hangar. Galley devastated.

0652 - Boundary cooling achieved on all sides of the hangar.

0720 - Hangar fire contained. Free surface in crew's galley restricted by erection of dwarf bulkhead and removed by portable pumps.

0758 - Ship 12 degrees to port, ballast tanks flooded to improve stability.

0811 - Ship back to 4 degrees to port.

1054 - All fires out, flooding from fire fighting and fractured high pressure salt water systems pumped out.

As Inskip notes, "Had it not been for the dedication, ship knowledge and selflessness of many of the crew, there is little doubt that the ship would have sunk. At the end of the chapter, he asks simply: "Could your ship do it?"



THE ROYAL Navy took the brunt of the medical support during the Falklands campaign, providing doctors, dentists and medical staff in HM ships and hospital ships as well as the enlarged Medical Squadron of the Commando Logistic Regiment.

At Ajax Bay, where the Dressing Station was set up in a disused refrigeration plant, they were joined by a Para Clearing Troop of 16 Field Ambulance, Royal Army Medical Corps, thus giving rise to the notice outside 'The Red and Green Life Machine'

- Illustration from The Falklands Military Machine, by the former Editor of the Royal Marines magazine *Globe & Laurel* Derek Oakley (Spellmount £20).

This original sketch made by divers on the wreck of a German submarine sunk off Cape Wrath at the end of World War II, appears in *U-297 - the history and discovery of a lost U-boat* by Richard W. Skinner (Historic Military Press £2.99)



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ScreenScene - by Bob Baker

Ben-Hur sea fight ignited a scandal

LOVED Ben, hated Hur' quipped one critic when the 1959 epic *Ben-Hur* opened. And the picture is indeed a mixture of the magnificent and the deeply boring.

If you're watching it on video, all the scenes in which Ben-Hur (Charlton Heston) wrestles with his religious beliefs are likely to have your thumb itching on the fast-forward button.

On the other hand, the action is terrific, notably the justly famous chariot race, plus the great sea battle between Roman triremes and a pirate fleet.

The moment when Ben-Hur's trireme - he's a chained up galley slave - is rammed by one of the pirates is hair-raisingly convincing, and these were the days before computer-generated special effects meant you no longer necessarily had to stage such things for real.

The story had been filmed before, starring Ramon Novarro and Francis X. Bushman back in the era of silent movies. This version was also made available on video some years back, with an added musical soundtrack (sound effects had also been added in 1931). Unsurprisingly it turned out to contain the same alternation of tedium and excitement as the remake. But the sea battle has a special, rather morbid sub-text, since the filming of this sequence provided one of the most controversial episodes in the history of the movies.

MGM had decided to shoot the project in Italy - this was 1925, when Mussolini's Fascist party was in power. The unit was based in the poverty-stricken coastal town of Livorno, where the film makers had no trouble recruiting extras to man the various ships (built at great expense with meticulous historical accuracy).

But everything went wrong. Pro- and anti-Fascists were spoiling for a fight, and sharpened swords were mysteriously replacing the prop ones as filming began.

According to the script the Roman flagship was supposed to catch fire and to that end had been soaked in oil for easy ignition. Far too easy, as it turned out: a sudden wind fanned the flames and the ship, crammed with extras, became an inferno.

It is not known how many died. The company maintained there were no casualties at all and that everyone had been accounted for. At the same time, stories were circulating about rescue boats being held up while the cameras filmed the mayhem, about dozens of people having perished and about vast amounts of hush money having been paid to kill the scandal.

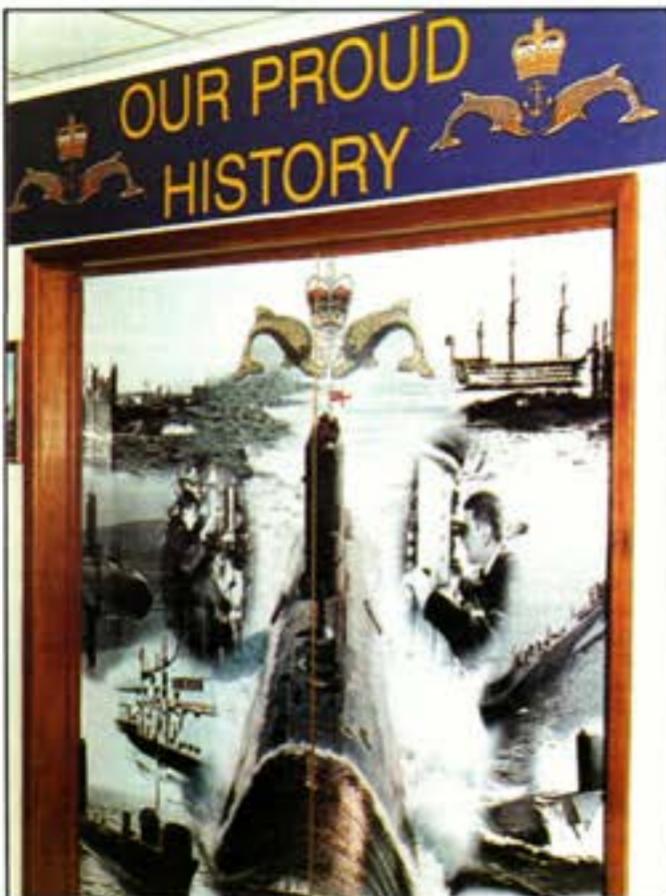
In any case, the result was the most authentic-looking sea battle ever put on film. But whether the authenticity extended to outright homicide is unlikely to be verified at this distance in time.

FULL CIRCLE FOR NAVAL TRAINING AT RALEIGH



● Fast-rope from a Lynx helicopter with the new Cambridge Building in the background

Submarine School builds new centre for history



● The entrance to the Heritage Area in the Submarine School

THE ROYAL Naval Submarine School (RNSMS) moved to Raleigh at the very start of the second millennium, leaving behind its former base at HMS Dolphin.

The RNSMS despite its new home is determined not to lose its links to its proud history. And one man particularly has fought hard to keep that history alive.

Warrant Officer Coxswain Jim Slater has made sure that the past will not be forgotten. He has pestered, wheedled and worked his charms on a number of industrial firms to produce the Heritage Centre in the Submarine School.

Designed and constructed by members of the School, it explains the history and future of the submarines, illustrated by a pictorial timeline that runs around the walls of the area. Many of the fascinating items held within have been donated by organisations such as BAE Systems and other industrial partners closely connected with the world of the submariner.

In words of praise to one special contributor, Jim says: "We never would have achieved what we have without the Royal Navy Submarine Museum in Gosport - they're the silent partners here, really."

Cambridge is reborn

The closure of naval establishments over the last two decades has led to sadness as elements have scattered to new homes in other naval units.

Down in the West Country, HMS Raleigh has taken two traditional schools, Naval Military Training from HMS Cambridge and the Royal Naval Submarine School from HMS Dolphin, to her welcoming heart.

AS WORK has gone on to establish the schools in their new home in Cornwall, it's been discovered that for one, it's been a voyage home.

It's taken over a century, but Naval Military Training has now returned to its original roots in the West Country.

With the closure of HMS Cambridge at Wembury, gunnery training fell to two principal areas. HMS Collingwood welcomed close and medium range gunnery training, and the work of Naval Military Training along with Board and Search went off to a new home in HMS Raleigh.

But in fact, military training was finally returning home.

The lead Naval Military Training School is now firmly based in the traditionally-titled Cambridge Building in Raleigh's vast and green estate, and trains officers and rates in all aspects of individual and ships' protection skills.

But as the turf was turned and foundations laid for the new dedicated facility at Raleigh, unexpected metal and brick foundations were uncovered that did not exist in any site drawings.

The Military Training Staff set out with determination to find out any details on the structure at which these remains hinted. After an in-depth investigation, it was discovered that these were the original foundations of a gymnasium and drill shed that had been part of "The Field".

This intriguing title was given to some land that had been leased from local landowner Sir Reginald Carew Pole by the Admiralty for use in training men from the gunnery school as landing parties.

The first West Country gunnery school began in 1838 when a floating hulk, HMS San Josef, was moored in Plymouth Sound for use for gunnery training.

In 1869 the title HMS Cambridge first appeared on the gunnery horizon, when the San Josef was replaced by a redundant three-deck sailing ship HMS Windsor Castle - renamed after the Duke of the fenland city.

At this time, sailors were frequently landed to act alone or in support of the Army; and the Royal Naval Landing Parties always acquitted themselves with distinction.

To keep the quality of these men to the highest standard, the Admiralty took on "The Field" to serve as a dedicated area for the practice of rifle, pistol and cutlass drills.

A considerable part of their shore training focused on infantry and field gun skills with drills and practices unrecognisable nowadays in skirmishing, entrenching and the formation of hollow squares for defence against cavalry.

The small arms ranges used by the sailor of the time are little changed in their use today.

Over the course of time "The Field" developed with drill shed, armoury, canteen and parade ground. By 1902 the addition of a gymnasium, accommodation and a



● A student on the Small Arms Trainer in Cambridge Building

boiler house made "The Field" a standalone facility.

This amphibian combination of floating and land-based units remained until in 1907 accommodation moved to shore-based location HMS Vivid - now HMS Drake.

Just before the start of World War II, shore gunnery training arrived at its familiar home of Wembury Point, and development of the site continued after the War. In 1956, the remainder of the shore facilities left their home in "The Field" and elsewhere around Plymouth to establish the Naval Gunners School at Wembury Point at HMS Cambridge.

So for almost fifty years, every officer and rating who specialised in Gunnery passed through the gates of Cambridge.

Now Cambridge lives again but back in its original "The Field" home. The new Naval Military Training School located at Cambridge Building has the finest Range complex and Military Training facilities within the Royal Navy and allows for the first time all aspects of naval military training to be taught centrally with a significant improvement on the facilities previously available.

Trevol Range complex consists of a 600 metre electronic target range for rifle firings and two 25 metre Barrack ranges for pistol and rifle firings.

Inside the purpose-built building is a computerised Small Arms Trainer that allow realistic marksmanship to be practised and honed.

Computer images are projected to display targets at differing ranges that can be hit by sharp-eyed marksman using 556 rifles and 9mm pistols wired to the computer world. Classrooms are all fully IT-fitted and military training now has an up-to-date modern facility that reflects its increasingly vital role in the world today.

The fully-equipped School also offers a unique training facility in the Board and Search element, where Royal Navy and Royal Marines personnel are trained in techniques that can be used throughout the world to combat the increasing threats of smuggling, piracy and terrorism.

The fast-changing global situation means that Navy personnel must be multi-skilled with a high level of small arms training and prepared for board and search operations anywhere in the world.

Ship teams are right now enforcing government policy in counter-drug trafficking in the West Indies, embargo enforcement off Iraq and policing duties off the UK coastline.

The dedicated training facilities include a roping tower used for trainees to carry out practice drills descending the rope before bodily hurling themselves out of helicopters. In addition stands a three-tier stack of ISO containers as used by commercial ships that have to be searched by personnel launching themselves off the top rigged up with climbing equipment, bolt-cutting the locked padlocks and breaking into the hidden interior.

Adjacent to the new building stands a helicopter landing pad to allow real-life roping practice.

A staff of 58, primarily Senior Rates, supported by 10 Royal Marines provides training for the 7,500 students who pass through specialist military training courses every year.



● Fast-rope practice tower

So in amongst the rolling green hills of Cornwall, new homes keep alive their links with the past as part of a proud tradition of Royal Navy heritage.

And HMS Raleigh, the establishment, continues to swell with the future and past of Naval life.

THE NIGHT POLAND SAVED COWES

SIXTY years on, the people of Cowes remembered the gallant Polish destroyer that saved their town from destruction by the Luftwaffe.

ORP Blyskawica ("Lightning") was built at J.S. White's Cowes yard in 1935 (at 41.5 knots she and her sister Grom were the fastest destroyers afloat) and was back there for a refit in 1942.

On April 28 six bombers made a hit-and-run raid on Cowes and nearly sank her – one bomb fell to seaward and another exploded in mud between ship and shore, destroying the jetty and throwing the bow over the ship which carried away her mast.

Photo reconnaissance aircraft were seen and, sure that this was a precursor of a full attack, extra ammunition was sent over from Portsmouth while a firefighting unit arrived from Southampton.

Although Walrus seaplanes and radar equipment were also manufactured at Cowes and East Cowes, the towns' defences were not strong. ORP Blyskawica, out of commission with most of her crew on leave, determined on making as full a defence as she could.

According to expectation, 160 bombers arrived off Cowes at 11pm on the night of May 4.

After lighting sea and land with parachute

flares, the enemy came in near sea level. Smoke screens tried to hide the towns.

Ack-ack guns were few and struggled to aim low. A half-dozen Free French chasseurs (MTB-sized convoy protectors) up river fired off their small calibre guns.

The brunt of defence lay with the Polish sailors. Her anti-aircraft batteries fired without pause and the gun barrels grew so hot that seawater was gathered in buckets to cool them down.

A second wave of aircraft arrived at 3.45am the next morning – and Blyskawica's guns fired throughout.

By daylight, damage could be assessed. Over 70 people died – but all of Cowes and East Cowes firmly believe to this day that, but for the fierce resistance of the Polish sailors, the towns would have been virtually destroyed.

The Blyskawica – which sank the first U-boat of the war in 1939 – is preserved in Gdynia as Poland's prouderst museum ship.

To mark the anniversary of the attack, the towns decorated streets with red and white bunting and the Polish national flags for a week of celebrations and memorial services attended by Polish Navy sailors, their Band and veterans – and Eva Maria Doroszkowska, granddaughter of Commodore Francki, the captain of the Blyskawica in 1942.



● ORP Blyskawica in wartime camouflage colours, possibly in 1941. Today she is preserved as a museum ship at Gdynia, North Poland.

Picture – Beken of Cowes

Virtual ways to steer a course – and fight a carrier

NAVIGATION training while keeping feet firmly on dry land will soon be available at the Maritime Warfare School.

Work on Endeavour Building, the new HMS Collingwood home for bridge simulator training, is almost finished and now the state-of-the-art equipment is being installed.

The building will house two full Mission Bridge simulators, where students will be put through their paces in a range of realistic situations while surrounded by an almost 360 degree virtual panorama.

Computer-generated warships, weather conditions and other obstacles designed to spoil their day will appear on screen for Bridge staff to control and cope with.

For communications staff, the Royal Navy is the first of the Services to use voice-recognition computer systems to provide training for Ops Room personnel in the correct use and sequence of call signs.

Previously, a single instructor teaching a large group meant all would have to move at the speed of its slower members. The new PC-based system allows individual trainees to run through set tasks and exercises, the voice-recognition software marking performance in progress.

The main advantage is that everyone gets to work at his or her own pace. Each terminal has an Ops Room headset linked to a PC that runs through the tasks with a virtual logbook on screen to encourage students to record the correct details as they go on.

Aim is to allow newcomers to the Ops Room to learn the correct procedures so that once they encounter the real thing they can develop speed and confidence



● Computer graphic of the new bridge simulator at HMS Collingwood

while maintaining accuracy.

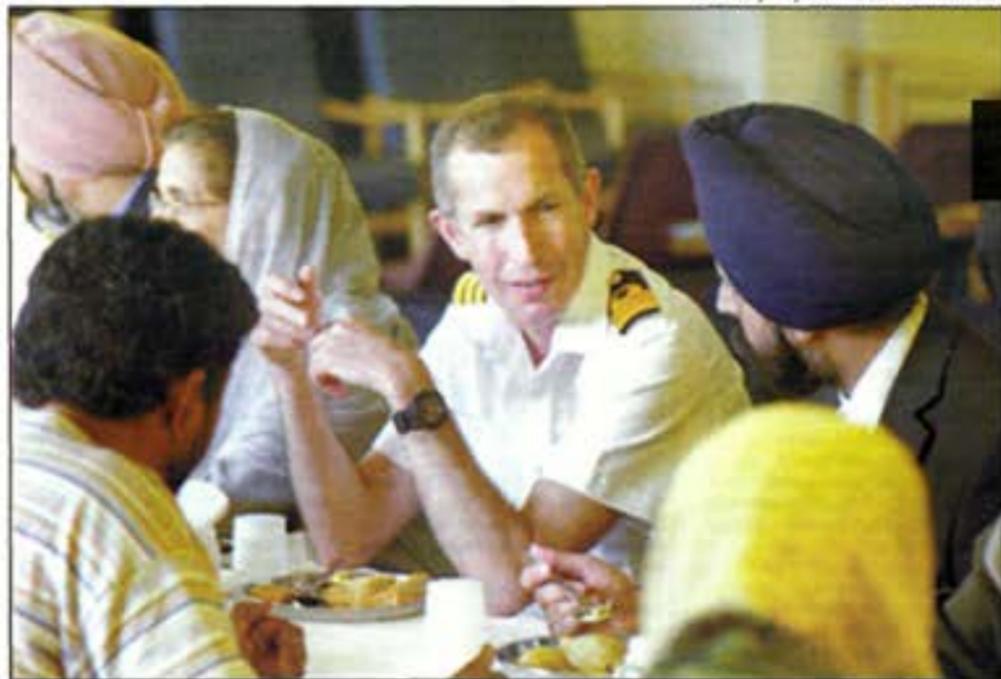
Variations of accent are accounted for – when the system was first proved it was tested with the distinctive accents of Greek naval officers!

The new system of training for a radio voice circuit away from a traditional radio network is sparking interest in the other Services – and elsewhere. One police authority has already come to Collingwood to see it in action.

Commander-in-Chief Fleet Admiral Sir Alan West has officially opened the new Special Communications Unit at Collingwood, relocated from the former HMS Mercury site. The multi-million pound Endeavour simulators are expected to receive their first students on September 2.



● The Royal Navy has launched its Invincible-class carrier in interactive form on its own website. The iCARRIER programme has her operating off a potentially hostile coast and visitors are able to select from a range of tasks that must be completed if the ship is to successfully complete her mission. Added sound effects provide an extra dimension, giving a flavour of life on board. The RN website can be found at <http://www.royalnavy.mod.uk>



ACTION IN DIVERSITY

CAPT Campbell Christie, who has special responsibility for ethnic recruiting, is seen talking with members of Leicester's Sikh community at their Gurb Tegh Bahadur temple.

They had just returned from a three-day visit to HMS Raleigh at Torpoint where they observed personal development courses run for teenagers.

Dr Charanpreet Singh Johal, president of the Federation of Sikh Organisations, told him they had been impressed by the Royal Navy's awareness and acceptance of different cultures.

At HMS Raleigh, and later at the Royal Marines Commando Training Centre at Lympstone, they had also been struck by the teamwork, positive mental attitudes and physical training.

Capt Christie told him: "The Government is keen to make sure that members of the Royal Navy, the Army and the Royal Air Force are rep-

resentative of the communities which they serve. This is why the Royal Navy has appointed Sukhdev Singh Aujla as youth and community worker in Leicester. His appointment is the first of its kind in the country.

"The Second Sea Lord is determined that all Royal Navy personnel will be given the opportunities to develop their own personal education as well as receiving excellent training for their jobs.

"The Royal Navy provides excellent career opportunities for people wanting to be lawyers, doctors, dentists, engineers, accountants and many other professions."

□ The Second Sea Lord, Vice Admiral Sir Peter Spencer, launched a Naval Service anti-bullying campaign at a Diversity Seminar at HMS Collingwood. Practical suggestions to reduce bullying and harassment incidents were suggested by Surinder Sharma, Diversity Director Europe for the Ford Motor Company.



Royal Naval Association

Sailors dart in for charity

STOURBRIDGE played host to a contingent of sailors from HMS Northumberland for a social charity darts night.

Although the Royal Navy prevailed on the night, everyone was a winner in terms of having a good evening's entertainment.

Around ten of the crew of the Type 23 frigate were travelling from Plymouth to Wallsend playing darts and raising money for the Calvert Trust.

The final total has not yet been finalised, as four RNA clubs were visited, but it is thought to be in excess of £200.

The branch were delighted to take part in a classic case of RNA and Royal Navy co-operation, and hope it paves the way for similar ventures in the future.

Just six moot points at annual conference

DELEGATES attending the Royal Naval Association annual conference in Perth on June 22 will be surprised to find only six motions on the agenda for debate.

This is a record low, and half the average of past conferences.

Perhaps things are going so well at grass roots that no further reforms are needed by RNA branches - or could it be a purge on proposals submitted by the national Council, having seen so many defeated at recent conferences?

Whatever the reason, the six

motions on the agenda for Conference 2002, three of which focus on the conference itself, should provoke some lively debate during the afternoon session.

"That this conference recognises the inequity of the present system of levying pool shares on Branches for travelling expenses to and from National Conferences and that National Council carry out a review with the view to amending the Bye Laws to introduce a more equitable system" is proposed by Kidlington branch, seconded by Redditch.

A review by the National Council also features in a motion

by the Blackpool & Fylde branch, supported by Atherton.

Their proposal is "That National Council carry out a review (to include consideration of postal voting) with a view to the introduction of procedures to attract a far greater number of branches to vote on published motions at National Conferences."

The Spennymoor & Ferryhill branch, supported by Newton Aycliffe, proposes: "That, for the purpose of establishing the number of Delegates present and entitled to vote, where it is relevant to the outcome of any vote at a National Conference, this shall be

the number of Delegates counted by the Standing Orders Committee immediately before the vote is taken."

Finance, which has never failed to raise the temperature and have delegates queuing to speak at past conferences, is not a subject the Brighton & Hove branch, supported by Portsmouth, is prepared to shirk.

Their proposal is: "That the rate of annual RNA subscription be increased by £1 to £7 with effect from January 1, 2004."

Of the two miscellaneous motions, the following is proposed by the Lydd & Dungeness branch, seconded by Deal & Walmer: "That the Guide to Ceremonial paragraph 105a be amended to permit female Standard Bearers to wear dark grey trousers as an alternative to a skirt."

The sixth and final motion by the Rosyth branch, supported by the City of Edinburgh branch: "That the Guide to Ceremonial paragraph 212 and General Secretary's Memorandum 18 be amended to allow the National Standard to be paraded at any Area or Branch ceremony celebrating 50 or 75 years continuous service in the RNA, with the total cost of providing the National Standard being met from the Association's central funds."

While it is foolish to predict how voting will go at Conference, it will be a first experience for Mike Gray, covering the event for Navy News, and a final one for the General Secretary Capt Bob McQueen, who leaves the ship for a well-earned retirement.

Victims of mine are honoured

A MEMORIAL to two men who died while tackling a new type of German mine during World War II is to be dedicated this month.

On June 11, 1942, Lt Cdr Roy Edwards DCS and Ensign John Howard USNR attempted to render the magnetic/acoustic mine safe after it had been washed ashore at Corton Beach near Lowestoft in East Anglia.

As there was no known memorial to the men, Noel Cashford, a Bomb and Mine Disposal Officer in the RNVR from 1942-47, suggested the two names be added to the Corton village war memorial on June 11 - the 60th anniversary of their deaths.

As there is no space on the memorial itself, the villagers of Corton agreed to buy a plaque which will be added to the memorial and dedicated on Sunday June 9 at 12.30, enabling members of the RNA, the RNPS, HM Coastguard and civic dignitaries to be present.

The Royal Navy will be represented by Commodore David Hughes, Naval Regional Officer (Eastern England), and it is hoped a representative of the US Navy will also attend.

Efforts to find the next of kin of both officers has been difficult, but the son and daughter of Lt Cdr Edwards have been located - and by sheer chance they were also scheduled to attend the relocation and rededication of a plaque, originally placed in a church in Great Yarmouth which is now disused, that same afternoon at 15.30.

Family and guests will therefore be invited to both events.

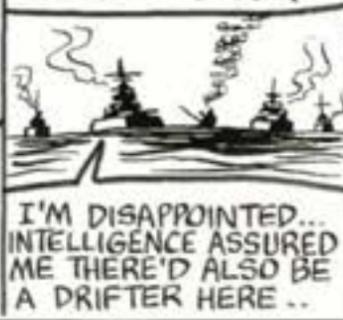
After the Corton ceremony, Sylvia Hammond and her brother will place a wreath in the sea close to the spot where their father died.

Naval Quirks

IN JULY 1915, OVER 40 BRITISH WARSHIPS LED BY THE 2ND BATTLE-CRUISER SQUADRON, RAIDED THE SKAGERRAK...



THE "NET" RESULT WAS ONE GERMAN TRAWLER SUNK!



I'M DISAPPOINTED... INTELLIGENCE ASSURED ME THERE'D ALSO BE A DRIFTER HERE...

SORT OF LIKE SETTING 40 MACKEREL TO CATCH A SPRAT..



I'M UNEASY SIR, UNDER THE GENEVA CONVENTION SHOULDN'T THE CAPTURED FISH BE AFFORDED FULL RIGHTS AS POWs..



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Stalwart honoured

AT THE Paddock Wood annual dinner, S/M Malcolm Lucas was honoured with life membership in recognition of his outstanding work for the branch, not least as a talented treasurer.



St George's - what a night!

NORTH Manchester enjoyed a successful St George's Night concert at the club the Vasa, at which the superb stage backing and artists were much appreciated.

S/M Joe Whittaker is the new president of the branch, following the death of S/M H. Bates.

The branch enjoyed a trip to visit Hunt-class mine countermeasures vessel HMS Middleton at Liverpool, with whom the branch has strong ties.

Thoughts now turn to the preparations for Sea Sunday on July 14, when around 150 shipmates are expected to attend, along with a number of branch standards.

• Tot-time at No 3 Area reunion.

Tot rounds off a successful reunion

NO 3 AREA held their annual reunion at the Savoy Hotel, Bournemouth, on the weekend of Friday April 12.

The event, organised by Area social secretary Stan 'Wiggy' Bennett, was attended by around 170 members, wives and friends.

Prior to the banquet on the Saturday evening, the Southampton branch standard was paraded by S/M Dennis Dowle and received by the

Area NCM Rita Lock.

A church service, conducted by Mr Peter Haywood of the Seamen's Christian Friend Society, on whose behalf a retiring collection was taken, was held in the ballroom on the Sunday morning.

This was followed by an 'Up Spirits', courtesy of Messrs Pussers Rum, and a buffet lunch.

During the afternoon bingo and a quiz were laid on.

Royal Naval Association



Around the branches

DOUG Carter, the National Council Officer for Area No 5, was presented with his Life Membership certificate at the area meeting in Harwich.

Doug has been National Councillor for the area for eight years, and a member of Ipswich branch for 16 years.

The area meeting on August 3 will be at Prickwillow, City of Ely branch, including a Country and Western Dance.

AFTER 23 years as president of Leyland branch, S/M Eddie Winstanley has resigned because of ill health.

At a party night in Eddie's honour, new president Alan Wisdom presented Eddie with a tankard and certificate.

PRINCES Risborough branch held their last dinner-dance on April 12 in the Royal British Hall, which 85 attended.

The Ladies Chairwoman, Mrs D. Keston, handed a cheque for £450 for Naval charities to No 6 Area Benevolent Officer, S/M Charles Cannings.

Since 1971, the Ladies Section has raised more than £6,500 for Naval benevolent charities.

SKIPTON and District branch have held a fundraising supper and quiz, organised by the committee of TS Dolphin, the Keighley Sea Cadet unit, who work unstintingly to keep the unit afloat.

The next big event will be a duck race on the River Wharfe on August 4, at Bolton Abbey.

AT THE No 4 Area meeting, hosted by Redruth branch, the guests included the General Secretary Capt Bob McQueen and the Mayor and Mayoress, Cllr and Mrs Keith Old.

The area wished Capt Bob all the best for his retirement, and S/M John Kiff of Newton Abbot branch, presented a £200 cheque to the area president, S/M Howard Jeffries, for the area charity chest and sponsored two Sea Cadets to go on the sail training vessel.

A ST GEORGE'S Day service at St James Church in Glacton was attended by 13 standards.

Members of Glacton branch teamed up with the local RBL to visit the RBL poppy factory in Richmond, and were surprised at the amount of work involved.

Ron takes the honours at Temeraire showdown



● Winner Ron Smith (centre) collects his winner's trophy from Vice Admiral John McAnally (left).



● The winning trio in the RNA National Standard Bearers competition; from left, Joy Haskins (3rd), Ron Smith (winner) and Tony Avery (2nd).

Title-holder just fails in record bid

THE REIGN of three-times champion Tony Avery was brought to an end at the biennial National Standard Bearers' competition.

The No 3 Area champion, and National Standard Bearer for the past six years, Tony was looking to make history by taking the top title for the fourth time.

But in the end he had to cede defeat to Reigate's Ron Smith, representing Area No 2.

And Tony, who is a member of Brighton and Hove, was just edged out of second place by Area No 4's Joy Haskins, of Wells, who pipped the former champion by 0.3 of a point - 238.6 to 238.3.

A total of 17 competitors took up their standards for the competition, hosted by No 3 Area at HMS Temeraire in Portsmouth.

It is open only to the National Standard Bearer, his deputy, Area

standard bearers and their deputies, which ensured competition would be fierce.

The first part saw entrants judged on their dress and equipment. Then came the ceremonials.

For the second part entrants are scored on a set routine which include marching, control of standard, and 13 drill movements.

The evening reception at the Senior Rates mess in HMS Nelson proved a welcome change from the rigours of the competition.

RNA President Vice Admiral John McAnally said: "It was a very hard-fought contest, and this year we had a record turn-out."

"It was a marvellous turn-out and a marvellous performance."

He added: "This is an enormously important event, and all standard bearers are important."

"As the Navy dwindles, gets smaller in number and geographically constrained, one thing the RNA does is remind the great British public that there is such a thing as the Royal Navy, and the standard bearers have a key role in this."

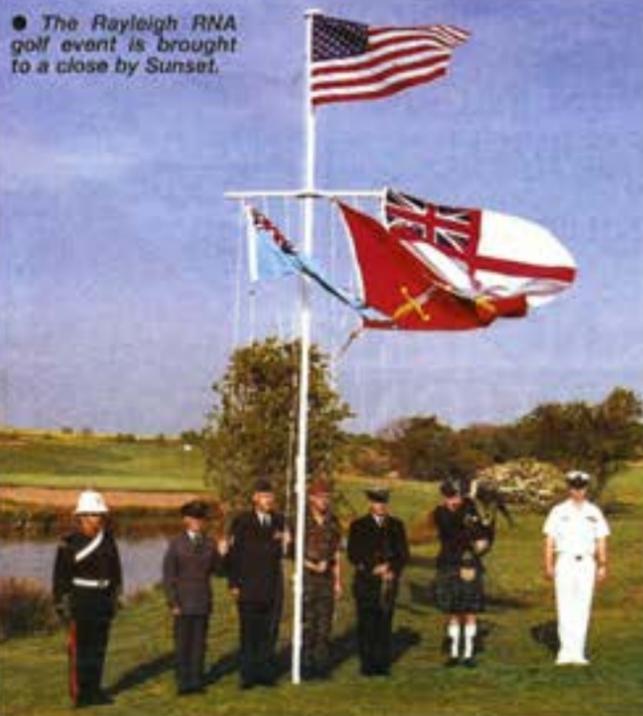
Black Swan social

MEMBERS of the HMS Black Swan Association and their wives were entertained by Runcorn branch during a reunion in the area.

The day after a reunion dinner, a memorial service was held in St Mary's Church, Widnes, conducted by Rev John Oliver RN (ret), with the Runcorn standard displayed by S/M Tom Banks.

At a reception which followed in Runcorn Town Hall, hosted by the mayor, Mayoress and Deputy Mayor, a painting of the Black Swan was presented to the Mayor by S/M John Dunstan.

The ship was adopted in 1942 by the Borough of Widnes.



● The Rayleigh RNA golf event is brought to a close by Sunset.

Golf tournament is even more popular

RAYLEIGH branch were celebrating after their sixth annual charity golf tournament - one of the RNA's most high-profile events - attracted the largest field of competitors to date.

A total of 145 golfers from far and wide competed, representing the Royal Navy, the Royal Marines Band, Royal Air Force, Army, US Navy and Air Force, NATO, the RNA and other associations and organisations.

The US was well represented and posted some decent scores, but the Inter-Services event was won by NATO, with the US Air Force second. The places were reversed in the team event.

The Singles stableford went to G. Mills RN (HMS Dryad), with B. Mellor RN (NATO, Northwood) as runner-up.

Honours were spread evenly in

the other events, and although the American representatives in the mini-Ryder event posted some low scores, the Europeans rose to the occasion to win by 674 to 652.

The RNA Trophy, sponsored by Navy News, was won by Alan Booth of Rayleigh RNA, who also took the inter-branch trophy.

RNA President Vice Admiral John McAnally, playing off 11 and only two points behind the winner, came joint second with Bob Hill of Rayleigh.

A Sunset ceremony closed the event, and Vice Admiral McAnally presented the prizes, after which there was an auction and raffle.

When all the figures are worked out it is hoped the total raised will be similar to last year - over £2,000 for SSAFA Forces Help, despite the fact that the main sponsor was unable to support the event again this year.

Shep Woolley entertains ...

MORE than 100 shipmates from branches throughout the No 11 Area - from Ripon, Selby, Wakefield and York - were welcomed aboard Wetherby Branch Messdeck for a ship's concert.

Star of the evening was Shep Woolley, naval folklore specialist and raconteur, whose tales of the sea and music went down a treat.

Plans are under way for a barbecue, a Greek theme evening complete with Greek dancers, and a Trafalgar Night dinner.

Details from S/Ms John Urtley (01937 844871) or Fred Wake (0113 281 3297).

... as does Shep's ex-partner Winston

MEMBERS of the Ulster South branch were entertained at their annual dinner at the Carrgrove Hotel by S/M Winston Grey, who used to be well-known on the Pompey circuit for his duets with Shep Woolley.

Winston worked with Shep in the 60s and 70s - including turns at the Whaley Club - and had a folk group called the Freeborn Men in Hong Kong around 1973, before he left the Service.

Shipmates wishing to contact Winston can do so through Ulster South branch secretary S/M Ivan Todd on 028 3887 0126.

Winning way

BRADFORD branch had cause to celebrate on receiving a £2,530 grant from the National Lottery's Awards for All scheme.

This bounty, achieved by secretary Mike Cooper, enables the branch to celebrate the Jubilee in style, as it will meet the cost of accommodation in Edinburgh for 40 members and a visit to the former Royal Yacht.

A visit is also on the cards to HMS Trincomalee in Hartlepool.

Spectacular show at Woking parade

AFTER ending 2001 with the achievement of raising £21,000 for the Royal British Legion Poppy Appeal in the Woking area, Woking branch began this year's events with a spectacular St George's Day Parade.

The parade, organised and commanded by S/M Rod Fraser, featured 52 standard bearers, and the march-past and salute were taken by the Mayor. A church service followed at St Peter's, Old Woking.

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£50 PRIZE PUZZLE



The mystery survey ship in our April edition was HMS Hydra.

The winner of the £50 prize for identifying her was Mr W. Arbin, of Gillingham in Kent.

This month's mystery ship continues our recent theme - can you identify her?

The correct answer wins another £50.

Complete the coupon and send it to

Mystery Pictures, Navy News, HMS Nelson, Portsmouth PO1 3HN. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is July 13, 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 August edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 88

Name

Address

My answer



Moneywise

NAAFI to split home and overseas

THE NAAFI is to split into home and overseas divisions in a shake-up driven by the changes in needs of Armed Forces personnel.

A strategic review, completed at the end of April, noted that Forces in the UK and overseas had very different requirements.

In particular, there is a wider range of leisure and retail provision in the community for UK personnel and their families, which means the NAAFI in the UK is not used to the same degree as overseas, where, according to the findings, "it is the primary provider of these facilities to the Forces."

This situation has historically created an overall operating loss for NAAFI, but in future the business will be operated as two separate divisions - NAAFI International and NAAFI GB.

A statement from the organisation said: "NAAFI remains fully committed to Northern Ireland, overseas military bases, the Expeditionary Forces Institute (EFI) and the Naval canteen Service (NCS), all of whom operate profitable and critical roles serving deployed personnel all around the world."

This part of the operation - which includes the NAAFI shops on board ships - will now be managed through NAAFI International.

The home market of England, Scotland and Wales will be the responsibility of NAAFI GB, and here NAAFI has said it will be working closely with the Ministry of Defence, the Services and local commanders to determine what is needed at a local level, ensuring that the "right mix of services are offered on military bases in the UK."

The statement recognises that "this will inevitably require some changes and NAAFI GB will work closely with the military and MOD over the next few years to ensure a smooth transition with minimum impact upon its employees."

The completion of the review marks the end of the tenure of Chief Executive Officer Neil McCausland, who is succeeded by NAAFI's Finance Director Chris Reilly.

Chairman Tony Hales said: "Looking ahead to the future of NAAFI International and NAAFI GB, we are firmly committed to ensuring that retail and leisure services are provided to the Forces and their families wherever they are needed."

"We aim to do this by running a profitable and sustainable NAAFI."

The NAAFI (Navy, Army and Air Force Institutes) was established in 1921 to provide services to the Armed Forces.

It is a company limited by guarantee - a self-funding public corporation, not a public service.

It operates at 48 military bases overseas, and the NCS operates on board 38 Royal Navy ships. NAAFI operates on 151 military bases in the UK.

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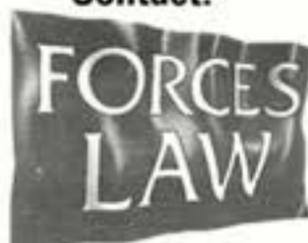
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NoticeBoard

40 years ago

Dorothy Stiles of Gosport took an unexpected mid-night dip when getting off the Gosport ferry.

Fortunately quick-thinking Radio Electrician's Mate David Chirgwin of HMS Heron was on hand, and dived into the narrow gap between boat and jetty.

His two companions Naval Airman Eric Still and John Pannett managed to pull Dorothy out the water, and the ferry lads rescued David back on to the jetty.

The bedraggled twosome were taken to a nearby pub, where they were given hot drinks and dry clothes.

The next morning after a good night's sleep in her own bed, Dorothy reported that apart from the bump on her head and the loss of her handbag and its contents, she was little the worse for her ordeal.

Her rescuer admitted that when he saw the lady go into the water, he plunged straight in without thinking.

David Chirgwin, who was on a course in HMS Ariel, was congratulated in his achievement in a Special Order of the Day by the Flag Officer Air (Home).

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the June headlines of past decades...

30 years ago

Princess Anne visited HMS Raleigh when she laid the foundation stone for new buildings that included modern sleeping, recreational and training facilities to replace the old hatted accommodation on site that was built over 30 years earlier.

With the foundation stone was buried a capsule holding plans of the new building, plus coins, a newspaper, naval badges and a short biography of the Princess along with a picture of her receiving the 1971 Sportswoman of the Year award.

Her visit also included a river trip on the barge of the Flag Officer Plymouth, Vice Admiral J.R. McKaig along with 120 small craft under sail, oars or power - all manned by trainees or instructors.

● HMS Sheffield, the destroyer lost in the Falklands War, and (far right) a commemoration to the men who lost their lives

20 years ago

An airborne Exocet anti-ship missile launched by an Argentinian Super Etendard aircraft struck HMS Sheffield on May 4, 1982, as she patrolled the exclusion zone off the Falkland Islands.

The weapon struck the centre of the ship with devastating effect and started raging fires that quickly spread.

For four hours, the survivors fought to save the destroyer, but in vain. Eventually, the Commanding Officer, Capt James Salt, was forced to give the order to abandon ship.

"It was my decision and I feel awful about it, but there was no alternative," said Capt Salt in an interview with Navy News. "The men were quite incred-

ble. I'm sure every captain would say that his ship's company was the best, but I know that mine is."

Twenty men died in the incident, and 24 were injured with 242 other survivors.

After burning for a further six days, HMS Sheffield finally sank on May 10 to become an official war grave.



Deaths

WO MEM(W) Stephen Mark Nevard. HMS Dryad. April 23.
LA(AH) William 'Jim' Albert Bowey. RNAS Culdrose. April 24.
CPO WEA Gordon Middleton. HMS Neptune. May 2.
LAEM(L) Darren 'Daz' J Edwards. HMS Heron. May 3.

Cdr Shannan Stevenson. Became managing director of The Northern Echo after naval career. Went to RNC Osborne and Dartmouth, then to HMS Revenge with Atlantic Fleet, then to HMS Bee patrolling the Yangtze River and involved in evacuation of British women and children from Hankow. Left RN in 1927 for family's newspaper business, but recalled to active service at outbreak of war. Oversaw conversion of Canadian Montclare into armed merchant cruiser and ZIC during the Battle of the Atlantic. Later trained cadets at RNC Dartmouth before retiring post-war and returning to newspapers. Aged 99, April 15.

Bob Walker. Racing driver and Formula One team manager. Brief naval career began in 1939 when he joined the Fleet Air Arm at Gosport as Ordinary Seaman Walker. Spent six years in FAA flying Gladiator, Skua, Roc, Seafisher and Fulmar aircraft in the Middle East, in Norway, in the cruiser Cleopatra and carrier Victorious in the Far East. Described himself as the most passed-over lieutenant in the FAA - but admitted certain characterful acts did little to aid his promotion. Aged 84, April 29.

Roy Jenkins. Served 1939-46 in HMS Westcott and Boadicea. Served in Atlantic, Malta and Russian convoys. Aged 81, February 19.

Dennis James 'Gilly' Gullfoyle, ex CPO MEM. Served 1956-79. Ships include: Albion, Girdle Ness, Chichester, Centaur, Cleopatra, Blake, Kent and Bristol. April 7.

Lt Cyril Francis 'Dolly' Gray. Served RN 1928-62. Lt Cdr PNOX Devon 1963-73. Served in Dalfodi, Carlisle, Singapore Flag Staff, Tartar (PQ17, Pedestal), Malta, Hong Kong Flag Staff, Sussex, Tyne, Admiralty,

Aged 89, April 12.
Roy Herbert Penry, ex Artificer. Served in Caledonia, Russian convoys and survivor of HMS Barkham. Previously Treasurer, RNA Plymouth. Aged 80, April 9.

Charles James Sandercombe Jacobs, ex Chief Petty Officer and Physical Training Instructor. Served 1936-59. Ships include: Penelope, Emerald, Janus, Matchless and Agincourt. Last of family line to serve RN since 1873. Aged 82, April 8.

William Colman Jan' Chegwidden. Joined RN in 1943. Served on HMS Tartar until 1948, during North Russia convoys. Also served in Malta, the Pacific and D Day Operation Sea Lord. Joined MOD Police based at Plymouth, Culdrose, Gairloch Head, and retired in 1984. North Russia Club, HMS Tibaltis (1939-45) Association and 10th Destroyer Flotilla. Aged 76, April 16.

Lt Roland Mills. Served 1941-48 as RNVR and RN in destroyers on convoy duty in North Atlantic, Indian Ocean and Burma. Joined British Pacific Fleet in 1944, supporting landings at Okinawa. Later based in Sydney, Australia.

Henry James Palgrave. Served from 1943-46 in MTP, mainly in MTB 670. Aged 76.

John Milligan Bennett, ex LT. Served 1934-48. Ships include Robin and Cleopatra. William Stewart Bennett, ex Air Mechanic. Served 1940-46 in Indomitable. Aged 83.

Gordon Carruthers, ex Lt Mech (Air) 1st class. Served 1959-80 in Tiger, Victorious, Ark Royal, and as Schools' Liaison. Aged 61.

Pat Law, ex AB ST. Submarine Old Comrades Association, longtime standard bearer for Gosport. International Submariners (IGI). Submarine service 1943-46. Served in wartime submarines: Rover, Vivid, Seraph, U3035. Official guide of RN Submarine Museum Gosport. Aged 82, April 28.

WT. Beattie, ex Seaman. HMS Duke of York Association. Aged 75, November 4.

A.A. Syvrett, ex Writer. HMS Duke of York Association. Aged 74, February 4.

S.R.J. Millward, ex Seaman. HMS Duke of York Association. Aged 79, February 10.

Ben Packham, ex Cook. HMS Duke of York Association. Aged 84, March 25.

Ernest 'Ernie' Moyes, ex GME(A/P). Joined in 1947 at Caledonia and served 28 years. Ships include: Wizard, Ark Royal, Tongary, Albion, Dolphin, Sultan, Also Royal Malaysian Navy and RN & RM Careers Service. Aged 71, April 19.

Matthew 'Matt' McCabe, ex Stoker. Served 1942-47. Ships include: Tenby, Sahara and Apollo. HMS Tenby Association. April 23.

Eddy Young-Harrison, ex LMEM. Served 1954-63. Ships include: Cardigan Bay, Forth, Ausonia. Aged 65, April.

Clifford Jordan, ex L'Seaman. HMS Daring (1952-54) Association.

Peter Mason, ex CMT(R). Served 1946-73. Trained in RNH Plymouth. Ships and establishments include: Chivalrous, RN Hospitals Mauritius, Malta and Plymouth and MMRU Drake April 3.

Charles Moss, ex CMT(R). Served from 1939. Trained in RNH Plymouth. Survived sinking of HM Hospital Ship Vita in 1943. Served in LST503 during D Day landings. Other establishments include: RNH Invergordon, HM Terror and 45 Cdo RM. April 27.

C.C. 'Mac' McDonald, ex Chief Stoker. Served in HMS Sparber, in the Atlantic, the Baltic and the Sicily landings. Aged 82, April 7.

Donald C. Mayne, ex LAF(A). Served 1943-45. HMS Ilustris, Pacific/East Indies Fleet. Secretary S. Branch Ilustris Association. Aged 80, February 5.

Cdr R.A.P. Mountfield. HMS Belfast Association. Gunner Officer during Battle of North Cape (Scharnhorst sinking). Served in Belfast 1942-44. April 16.

G. 'George' Bartlett, ex LT(Sig). Submariners Association, Australia Branch. Served in Tabard, Excalibur, Tiresias, Anchorage, Andrew March 4.

R.J. 'Jim' Bignell, ex PO MEM. Submariners Association, Leicestershire and Rutland Branch. Submarine service 1956-78, including Odin for seven years. Aged 55, April 27.

F.C. 'Frank' Bruce, ex Sto PG. Submariners Association, Australia Branch.

Ships include Thorough, Tabard, Tintily, Solent, Statesman, Token, Tranchant, Taciturn, Aurouch, April 5.

N.L. 'Nick' Burt, ex CERA. Submariners Association, Merton Branch. Submarine service 1949-69. Ships include: Sluagh, Turpin, Alderney and Truncheon. April 29.

A. 'Tony' Crawford, ex MEI. Submariners Association, Scottish Branch. Submarine service 1958-61. Ships include: Beragh and Tahir March 29.

J.L. 'Jaggy' Furber, ex L/Sea. Submariners Association, Portsmouth Branch. Submarine service 1953-60. Ships include: Ambush, Truncheon and Turpin. April 12.

F. 'Frank' King DSM, ex CERA. Submariners Association, Wales No.1 Branch. Ships include: Cyde, Cachalot, H50, Turpin, Sirdar, Ventura, Tintily May 7.

J. 'John' Kirk DSM, ex POME. Submariners Association, Scottish Branch. Ships include: Opewald, Rainbow, Triad, Ultimatum, Virtue, Tactician, Tintily, Spiteful. March 29.

R. 'Ron' Moody, ex ERA. Submariners Association, Barrow Branch. Submarine service 1943-46. Ships include: H04, Subtle, Solent, Spearhead. March 1.

A. 'Arthur' Quinnett, ex L/Sig. Submariners Association, Scottish Branch. Ships include: Tribune, P555, Rorqual, Thorough, Sedar. March 5.

J. 'Jim' Reid, ex AB Radar. Submariners Association, Scottish Branch. Submarine service 1945-47. Ships include: Uphot March 5.

R.D. 'Ron' Salt, ex AB GL. Submariners Association, Colchester Branch. Submarine service 1942-52. Ships include: H32, Sahy, Scorchet, Sentinel. March 1.

Victor 'John' Grace, ex CPO Sted. Served 1951-81. Ships include: Theseus, Lynx, Yarmouth, London, RY Britannia, SACLANT Norfolk Virginia, Gibraltar, Cinc Portsmouth (1972-74, 1979-81). Aged 69, April 25.

Les Dickinson, ex AML. Fleet Air Arm, 766 Squadron and RNAS Inskip. Aged 77, May 6.

ASSOCIATION OF RN OFFICERS

Rear Admiral G.A. Baxter. Served: Forth, Sydney, Watson, Ariel, Lion, Collingwood, Daedalus, Neptune and NATO.

Lt V.J. Baxter. Served: Centaur, Pembroke, Drake and Seahawk.

Cdr LA. Beattie. Served: Excellent, St Kitts, Nigeria, St Vincent, Britannia College and Diana.

Lt D.A. Bowers. Served: Pembroke

Cdr G.A.G. Edleston. Served: Albion and Raleigh.

J. Whyte. Wythenshawe, associate member.

Li E.C. Floukes RNVR. Served: Orion and Heron.

Li Cdr R.W. Jaggard. Served: Siskin, Nicob, Bulwark, Heron and Daedalus.

Li Cdr A.C. Moyes. Served: Rodney, Indomitable, Victory, Jaguar and Cochran.

Li F.R. Phillips. Served: Theseus, Simbang, Hornet, President, Ariel, Daedalus and RNAY Belfast.

Inst Li Cdr P.G. Ring. Served: Ganges, Victory, Diadem, Chevron, Ariel, Collingwood, Dryad, Daedalus and HM Naval Base Rook.

Li A.O. Townsend. Served: Victorious, Seahawk and Daedalus.

Li Cdr D.E. Wheeler. Served: Valiant, Shark, Sirius, Simonstown, Kempenfelt, Sheba, and HM Submarine Gartant.

ROYAL NAVAL ASSOCIATION

Tom Merritt. Stourbridge, founder member. Served 1937-53. Ships include: Varoc, Eagle, Durban, MTBs 387 & 5005, Wakeful, King George V and Glasgow. April 20.

Don Wright. Bingham, founder member and longtime Welfare Officer. Ex Fleet Air Arm. Aged 72, March.

Des Fuller. Simonstown, South Africa. Ex ERA 1st class. Served 1939-58. Ships include: Ark Royal, Bickerton, Theseus, Scorpion, and Victorious. April 25 in Cape Town.

Doris Bear née Jerratt. Bethell-on-Sea. Wrens Association, 9th member. Served 1943-46 in Pembroke, Victory. Excellent and Nestley Marsons.

Harry Bates. Gosport, life member, former treasurer and standard bearer. Ships include: Ganges, Despatch, Protector, Dolphin, Universal, Porpoise, Braganza, Buloko, Larkia, Mercury. Aged 82, April 15.

Ronald Crane, ex Chief Stoker. Aberystwyth, life member. Served 1939-61. Aged 81, April 22.

Reg Allen. Carshalton. Aged 76, April 25.

G. Wilson, ex submariner. Birkenhead, secretary April 5.

R. Gooding. Birkenhead. March.

T.D. 'Tommy' McDermott, ex SPO. Portsmouth. Submariners Association, Portsmouth Branch. Served Atlantic, Mediterranean, Pacific WWII and Australia. Aged 77, March 29.

J. Jamieson. Wythenshawe, former chairman and welfare officer. Served in HMS Albrighton.

G. Flowers. Birkenhead. March.

J. Osborne. Wythenshawe, associate member.

J. Whyte. Wythenshawe, associate member.

George Thomas. Stafford, president and founder member. Ships include: Glendower, Drake, Forth, Defiance, Mastaba, Eskimo.

Li 'Lofty' or 'Doc' Wardmaster. Isle of Sheppey, founder member. Joined RN as SBA, served 1938-72. Served in Iceland, Malta, Plymouth and all three UK Naval Hospitals. Worked a lot with Royal Marines. April.

Geoff Bone. Folkestone. HMS Ganges Association. Joined Ganges in 1948, ships include Magpie and Sarnes. Aged 70, March 4.

C.A. O'Brien. Liss and District.

Eric Hartley. Liss and District, branch secretary. Area 3 PRO and creator and editor of area magazine, Navy Daze; previously member of Clacton branch. Joined 1956, left 1968 as L SEA RPI SNO. Ships include: Ganges, Dryad, Albion, Lincoln, Victory, Centaur, Bellerophon, Galatea. May 7.

WOM(AW)1 Driskel. Contact and draft: Nelson LPO, 0680 24753. Will swap for: any Plymouth shore base.

WST01 Olive. Contact and draft: HMS Northumberland. Specialist qualification: First Aid Trained. Will swap for: any Portsmouth-based ship.

LW WTR Elaine Kellie. Contact: Cash office, CTCRM 4459. Draft: LPO, RNAS Culdrose, 3 Sep 02. Will swap for: any Plymouth or Yeovil draft (non-seagoing).

LOM (UW) Baring. Contact: Dryad 4566. Draft: HMS Westminister, 28 Oct 02. Will swap for: any Devonport Type 23.

MA1 Whitehead. Contact: D3 Ward, Haslar Hospital, ext 2344. Draft: Drake sick-bay, 22 Jul 02. Will swap for: Portsmouth area only.

OM(C)1 C.J. Prentice. Contact and draft: HMS Glasgow. Will swap for: any Portsmouth-based ship or draft.

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.

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Appointments

Brigadier J.B. Dutton to HQ 3 Commando Brigade Royal Marines as Brigade Commandant on 30 Apr 02.

Capt S.C. Jermy to Fleet HQ Portsmouth as ACOS(AV) and as Commodore Fleet Aviation (Head of Fighting Arm) and promoted Commodore on 10 Sep 02.

Capt F. Reed to Defence Medical Training Centre as

Commander DMSTC on 2 Apr 02.

Cdr J.A. Morse to HMS Illustrious as CO on 31 May 02.

Maj Gen R.A. Fry to PJHQ Northwood as Chief of Staff on 30 May 02.

Maj Gen A.A. Milton to COMAMPHIBFOR as Commander UK Amphibious Forces and Commandant General Royal Marines (as Head

of Service) on 29 May 02.

Capt P.D. Hudson to HMS Albion as CO on 12 Jul 02.

Cdr N.D. Jervis to HMS Vigilant (Port) as CO on 2 Jul 02.

Lt R.A. Osbaldestin to Northern Diving Unit 2 as Officer in Charge on 17 Sep 02.

Lt N.S. Whitwell to HMS Charger (Eaglet) as CO on 10 May 02.

Warfare Officers prizes for 2001

Wilkinson Sword of Honour - Lt W. Warriner

Captain's Warfare Prize - Lt Cdr O. Kohls

Captain Farmer Memorial Prize (PWO) - Lt Cdr C. Caste

Commander Egerton Prize - Lt A. Henspell

Saint Barbara Association Prize - Lt Cdr A. Burns

Ogilvy Medal - Lt S. Holloway

Portobello Association Prize - Lt Cdr R. Harcourt

British Aerospace Matra Prize - Lt Cdr D. Dohny

Captain Farmer Memorial Prize (SNOC) - Lt Cdr C. Necker

Hugh Cheetham-Hill Memorial Prize - Lt S. Dempsey

Ronald Megaw Memorial Prize - Lt R.A. Smith

Admiral Sir Richard Clayton Memorial

Sword - Lt J.E.B. Sherry

Carl Zeiss Binoculars - Lt P. Morris

Goodenough Prize - Lt G.J. Almond

Beaufort Wharton Testimonial Prize - Lt L.J. McCauley

Submissions for the next edition of Navy News must be received before: June 14

Recruitment & Business Opportunities



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For an application form and role requirement please send a postcard to Leigh Chilmaid, Central & Area Operations Directorates, Personnel Unit, Police Headquarters, Sutton Road, Maidstone, Kent ME15 9BZ. Please quote reference 2204/10. The closing date for receipt of applications is Thursday 13th June 2002.

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Education



Jubilee project

Parents, pupils and staff at Boundary Oak Junior Department joined together in a Saturday morning working party to create an outdoor learning area.

A sensory pathway, planting troughs, stepping stone routes and a woodland walkway were formed, together with the completion of a new pond.

Funding for the Jubilee Project was provided by the Boundary Oak Parents Committee, a grant from Fareham Borough Council and the children themselves, through a sponsored Readathon.

These facilities will enhance the learning experiences of the pupils as well as being a source of pleasure and enjoyment.



• The Boundary Oak workforce pose for the camera during their Saturday morning efforts.

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Sea Cadets

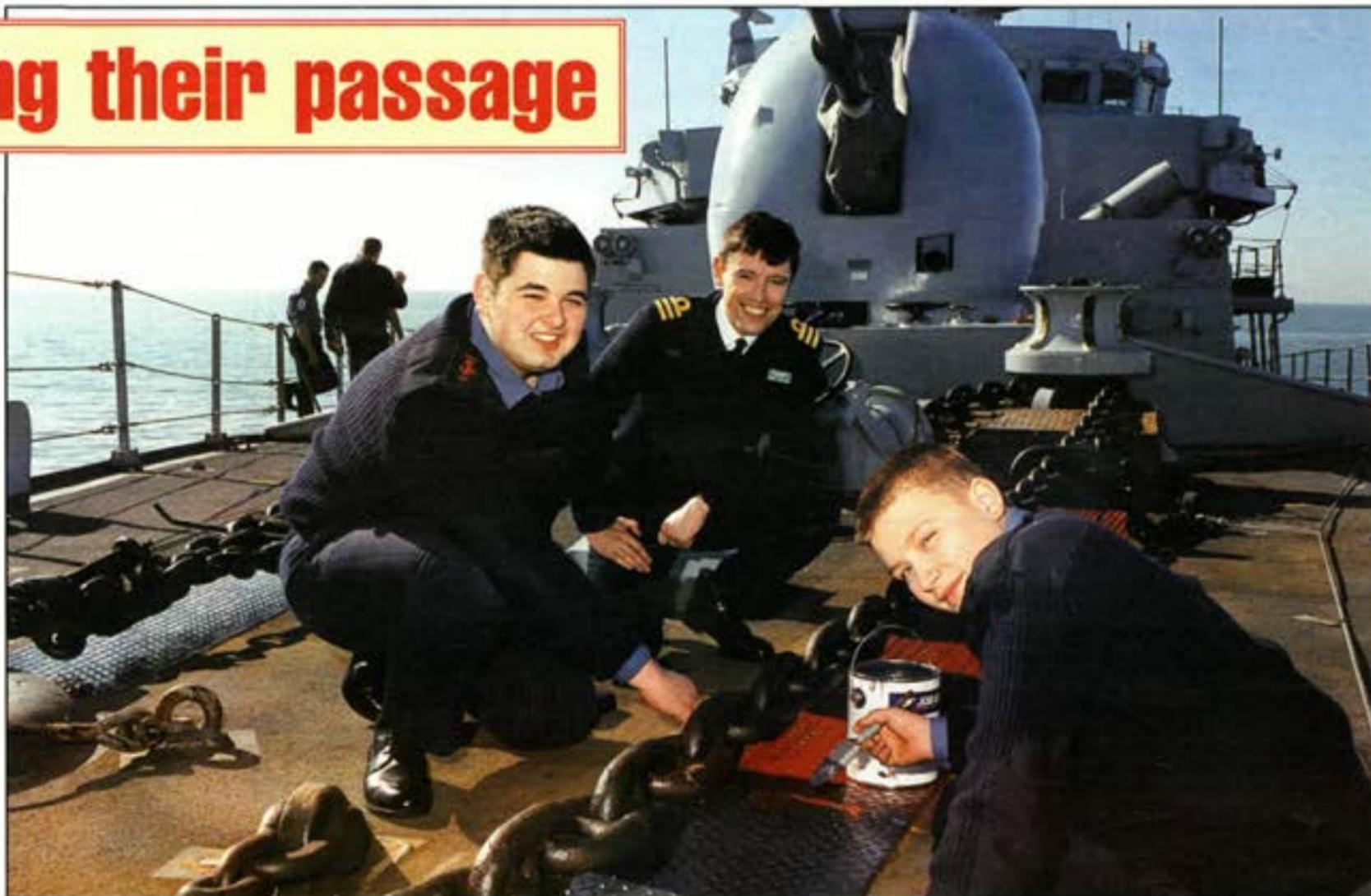
Working their passage

HMS ARGYLL has a special link with TS City of London – her Commanding Officer, Cdr John Kingwell, reached the rate of Petty Officer Cadet with the unit based on board HMS Belfast before leaving in 1984 to join the Royal Navy.

He is seen here with LC Duncan McDougall and OC George Guenigault – working their passage with a spot of paint ship duty after being invited to spend four days at sea in the Type 23 frigate.

Said City of London CO Lt Mark Macey: "This was an excellent opportunity for the lucky pair to meet the Royal Navy at the front end and to see the role of the full range of RN personnel in fully operational situations."

"All at TS City of London wish Cdr Kingwell and crew an interesting and enjoyable deployment to the Gulf at the end of May and look forward to further splendid opportunities in the future."



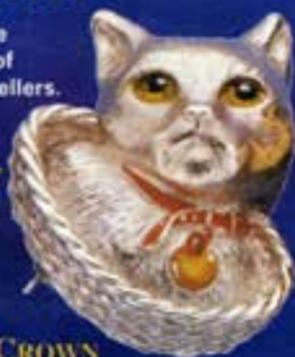
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- 18ct solid gold Cufflinks £225.00 **£185.00**
- 9ct gold Crown Brooch with enamelled jewel effect £199.00 **£128.00**

Plus £5.00 postage & packing

Winter Ball builds links

LONDON Area held their first ever Winter Ball – sponsored by Navy News – on board HMS President, the Royal Naval Reserve HQ.

Aim of the event was to provide an opportunity for the RNR, Royal Naval Association and RN Action Diversity team to come together under the umbrella of the Sea Cadets and build links with the business community.

Thus it was hoped to give industry a better understanding of the unique contribution that the Sea Cadet Corps makes to the Greater London community.

Among the 120 guests were the Commanding Officer London RNR Cdr P. Baker and Capt Christopher Massie-Taylor, Director Naval Reserves.

Event organiser LOM(AWW) Liam Byrd of the Plymouth-based

Type 23 frigate HMS Sutherland told Navy News: "An excellent evening was had by all, featuring a Navy News and RN stand, a display by TS Quail's Band and a buffet supper featuring the ex-Navy stand-up comedian George Saunders."

Other sponsors were HMS President, RN Action Diversity Team, RNA, Appliance Giants UK Ltd, Weatherstar, British Associated Ports, Port of London Authority and Ultra Electronics.

A further event is planned for later this year and any interested parties should contact LOM Byrd on 07767 782 869.



● L/C Anneka Vriesema of Great Yarmouth unit beat contestants from the ACF, ATC and other SCC units to win the Youth Standard Bearers competition in Norfolk organised by the Royal British Legion – and received the trophy from the Lord Lieutenant of Norfolk, Sir Timothy Colman

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Pilot scheme for Cardiff's new home!

Cardiff unit have finally moved into their new floating home – the former Swansea Pilot Cutter 'Seamark'. Associated British Ports replaced the cutter with a new vessel in August last year and generously donated the old one to TS Cardiff, which had been hunting for a new base ever since the lease on their headquarters building expired eight years ago.

Since then she has been in Roath Basin at Cardiff after being drydocked and painted and ABP have promised to help maintain her in a seagoing condition.

The Cadets have also received a lot of help from local companies in converting her to meet their needs and she now has a new galley, bunks and carpets. She has been fully painted internally and fitted with shore power and a full alarm system.

Said unit chairman Lt Cdr David Walton: "Without this most generous help from ABP we would not have been able to continue in the Bay area due to the huge amounts of money involved. We now have a fantastic HQ and the use of the sheltered waters of Cardiff Docks in which to train our Cadets."

The 120ft MV Seamark was built at Appledore in 1959 and operated in the Swansea and Port Talbot area of the Bristol Channel, carrying up to six pilots and a four-man crew.

She is fitted with twin Lister Blackstone diesels and has 20 bunks in double cabins along with mess and living areas. She remains fully seaworthy and all radio and navigation systems will be maintained.

● **NEW HOME:** At the Seamark's handover ceremony are (L-R) the managing director of Associated British Ports, Mr Budha Majumdar; the Commanding Officer South Wales RNR, Cdr Peter Machin; the chairman TS Cardiff, Lt Cdr David Walton; and the Officer-in-Charge TS Cardiff, CPO Mike Dixon. On the ladder is the Lord Lieutenant of South Glamorgan and Patron of TS Cardiff, Capt Norman Lloyd-Edwards

Bravo beats the best

AS ROYAL Marines of 45 Commando waged war on terror in the Afghan highlands, their young counterparts back home were winning a battle of their own – with the same fighting spirit.

In a national contest for the best Marine Cadet Detachment, Bravo Company's Stockport Unit outflanked stiff opposition to win the Gibraltar Cup.

Top Marine Cadet Detachments from around the country met at Altcar Training Camp, Liverpool to compete for the cup, awarded annually.

And after a day of tough competition in the martial arts of drill, assault course, weapon skills, shooting and seamanship the cadets proved they too were made of the right stuff.

In a hard-fought contest Bravo Company's Stockport Detachment took the honours with Bristol (Filton), Chatham and Lincoln close behind.

'Sparks' proud to be a Bounty Boy in Burma

ALTHOUGH it can trace its history back to 1856, it was in 1939 that the Corps received Admiralty recognition for its 100 units supporting 10,000 cadets.

And the title 'Sea Cadet Corps' was adopted 60 years ago, in 1942 as it came under the control of the Admiral Commanding Reserves with administrative matters handled by the Navy League (now the Sea Cadet Association).

In the darkest days of World War II Sea Cadets from units throughout the country volunteered to plug a vital gap in the thin blue line.

They called them 'The Bounty Boys' – 10,000 teenage cadets who took crash communications courses aboard the wooden-hulled TS Bounty.

Just weeks later they were in the thick of the action.

Desperate for signalmen and telegraphists, the Admiralty turned to the Sea Cadet Corps for help and the Navy League launched the Bounty Scheme calling on 50,000 cadets to help defend the nation.

Cadets like Bert 'Sparks' Snow from Rainham, Essex, who found himself behind enemy lines aboard a hastily converted mail packet off Burma, mother ship to a fleet of fast patrol boats making hit and run raids on Japanese forces.

"My cadet training held me in good stead when the going got

tough," said Bert at a Bounty Boys reunion last month.

"I was often the only 'sparks'

on board and when the skipper turned to me, I really felt proud to be a Bounty Boy."

Nick sees the world before he joins the Navy . . .

JOIN Exeter Sea Cadets and see the world – that's what 17-year-old Nick Stone has done anyhow.

Just back from a breathtaking trip to India, he's off on his travels again, this time to South Africa.

For the globetrotting petty officer beat the best of the Corps to win the coveted South Africa Exchange competition for the voyage of a lifetime aboard a Maersk Shipping Line fast container ship, with three weeks ashore exploring the country at the end of it.

College student Nick, who joined the Exeter Unit as a junior seven years ago added another string to his bow by taking the Corps' top award for leadership to help him on his way to his chosen career as an RN warfare officer.

In January he represented the Sea Cadets on an exchange visit to India.

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YOUNG READERS CLUB

The GANG PLANK Club

FOLLOW THAT SHIP!

BY POPULAR DEMAND!

You may have noticed that the name of these pages has changed. Well it's because we have given in to your demands!

Lots of you asked if we could extend the age limit of the club, we listened and now the age limit is a whopping 16. This means we can cover some more hot topics for teenagers.

But don't worry, we'll still be having loads of fun and competitions for our younger readers.

To cover our whole age range we've decided to call our pages just Young Readers - that is unless YOU can think of a better title
...OVER TO YOU!



Do you remember, in our last issue, we asked you to contact us if you were going to be one of the crew on a ship in the famous Cutty Sark Tall Ships Race?

We're delighted to say pupils from the Royal Hospital School in Ipswich have written to tell us they are going to

be sailing in the Race. They'll be sailing on the yacht Excelsior, a 23.4 metre sailing trawler built in 1921.

To build up to the race the crew is taking part in a sailing Festival in the North Sea on 20 June. Some very brave teachers will be joining the pupils - Mr Wilkinson, a science teacher, Miss Lynn, a

geography teacher and Mr Hart, the Director of Sailing.

After the training race the young people will fly out from Stansted Airport on 4 August to join the Excelsior in Santander in northern Spain, ready to race to the finish in Portsmouth. We'll be following their progress and wish them lots of luck!



BALTO — THE HERO SLED DOG

You may have seen the movie Balto but did you know it was based on a true story?

In 1925 Balto saved the lives of people in Alaska. He led a team of huskies through treacherous conditions to deliver vital medical supplies to a remote village.

Balto is the only dog to be commemorated with a life size statue in Central Park in New York. Children love touching the statue so much that his nose, face and paws are worn and shiny!

UNIVERSAL

BALTO IS BACK VIDEO'S TO WIN



Based on a true story about a courageous dog - half Wolf, half Malamute sled dog.

Send your name, address on a postcard and you could be a lucky winner to:

'Balto Video',
Young Readers Club,
Navy News, HMS Nelson,
Queen Street, Portsmouth PO1 3HH

Closing Date For Entries:
26th June 2002

Crealy
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EXETER, DEVON

6 Wonderful Realms to explore...

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Answer the following question correctly and you could be a lucky winner

Question: Name two of the 'Wonderful Realms' you can explore at 'Crealy'

Send your answer on a postcard with your name, age and address to:

'CREALY COMP', Young Readers Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH
Closing Date for entry - 5th July 2002
Open every day except Christmas & New Year Day, ring for details; phone 01395 233200
www.crealy.co.uk

The Editors Decision is Final. Employees and relatives of Navy News are ineligible to enter.



PICTURES: Top; The Royal Hospital Schools Sailing Trawler 'Excelsior'. Top Right; The 'Kruesenstern', one of the stars of the 'Tall Ships Race'. Above; Bill Ewen, Skipper of the 'Excelsior'. Below; School Staff and 'crew' of the 'Excelsior'.



We've Turned the Search Light on!

It's shining on...
ZARA ROBERTS
Member No. 878

Well done Zara. Send us a photograph of yourself for our 'Picture Board', and a 'Cool' prize will be on it's way to you.
Look out for the Search Light every month!

YEAR OF THE HORSE!



This year is the Chinese Year of the Horse and what better way to celebrate than taking part in the Jeep National Riding Festival. Don't worry if you've never been near a horse, you're just the person the Festival is there to help!

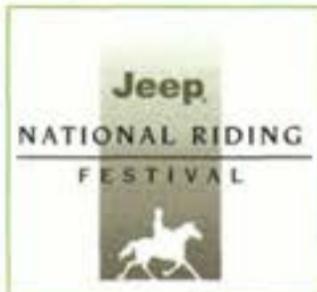
The Festival aims to

encourage us all to get into riding. It kicks off in June and travels from North to South, visiting over 5000 primary schools along the way. There are also 15 Horsepower Days planned around the country.

The best thing about the Festival is the chance to try out Trigger the mechanical horse. He's just like the

real thing and makes you feel on top of the world!

To find if the Festival is coming to your school or town log on to www.jeep-riding-festival.co.uk



FOOTBALL CRAZY!

It's that time again - football teams from countries all over the world are taking part in the FIFA World Cup. But do you know how it all started? Here's some top World Cup facts to impress your friends!

WORLD CUP FACTS

1. The idea for the World Cup came from France. A group of Frenchmen led by a man called Jules Rimet decided to bring together the world's strongest national football teams to compete for the title of World Champions.
2. The very first World Cup competition was held in Uruguay in 1930.
3. The first trophy was called the Jules Rimet Cup. It was made of gold and actually given to Brazil in 1970 after they won the World Cup for the third time.
4. A new trophy was given in 1974. An Italian man called Silvio Gazzaniga designed it. It's 36cm high, made of solid gold and weighs 4,970 grammes. It has room for 17 names, space enough for World Champions up to the year 2038!
5. Since 1930 there have only been 7 different winners of the Cup.
6. Over 2.7 million people went to watch the matches in the 1998 Cup in France.
7. It's the first time the World Cup has been held in Asia
8. It's the first time the Cup has been staged by two different nations, Korea and Japan
9. In Korea more than 16,000 people have volunteered to help with the event and 10 new stadiums have been built.
10. It's estimated that nearly 2 billion people around the world will watch the final on 30 June - that's an awful lot of people!!!

Your chance to send for a presentation pack of 4 1st CLASS 'WORLD CUP' STAMPS

On sale from May 21st 2002



We have 25 of these super presentation packs to give away. To enter the draw, send your name, age and address on a postcard marked 'WORLD CUP STAMPS' to:

Young Readers Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

CLOSING DATE FOR ENTRIES : 26TH JUNE 2002

The Editor's decision is final - relatives and employees of Navy News are ineligible to enter.

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'Drayton Manor Comp', Young Readers Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing Date for Entries - 5th July 2002

Drayton Manor is open daily March till November For further details Phone : 01827 287979

www.draytonmanor.co.uk

The Editor's decision is final. Relatives and employees of Navy News are ineligible.

STAMP COMP

Unscramble for World Cup Stamp of approval! Here's your chance to win a fantastic set of World Cup stamps! All you have to do is unscramble the names of some of the teams in the World Cup!

The first 25 correct entries to reach Navy News will win a set of these very collectable stamp sets.

Entries should be sent to Young Readers Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

1. Xicoem
2. Libzar
3. Kramned
4. Ssiaur
5. Npisa
6. Ncearf
7. Napaj
8. Inagentar
9. Nisutia
10. oonrecam

Birthday Congratulations!

- | | | |
|---------------------------|---------------------|-------------------|
| Robert Jones | Sofia Linares | Matthew Starling |
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| Charlotte Perren | Jonathan Wright | Robert Bleakley |
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YOUNG READERS CLUB

All new members enrolled in both Clubs will now have Membership that lasts until their 16th Birthday.

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Greenwich unlocks its secrets

SECRETS from 125 years of British military history are now being revealed at the Old Royal Naval College in Greenwich.

For more than a century, not even Greenwich residents were aware of what was going on behind the hedge-screened railings that marked the perimeter of the College site, policemen being stationed at the gates to keep prying eyes away.

But now the secrets are being told. *By Wisdom as Much as War* is a new exhibition that uses archive film footage, photographs, artefacts and recollections from former staff and students to show exactly what went on at RNC Greenwich between 1873 and 1998.

During this period the site served as the 'University of the Navy' and the exhibition will allow visitors to learn about its illustrious history, including its close connections with the WRNS, the vital role it played in World War II and the truth about JASON, its controversial nuclear reactor.

Visitors can also explore the past by finding out about the magnificent ceremonies that once took place in the world famous Painted Hall and Chapel - areas that can still be visited today.

The Greenwich Foundation who now care for the site were greatly assisted by former staff and students who responded to an appeal for memories and memorabilia.

Said exhibition co-ordinator Rachel Dickenson: "We were overwhelmed by their generosity - so many people were genuinely thrilled to hear that the 'Navy years' were being remembered this way."

By Wisdom As Much As War can be found in the Greenwich Gateway Visitor Centre at the College from 10am-5pm until December 31. Admission is free. For further information call David Green on 020 8269 4791.

Meanwhile HMS Exeter has paid a week-long visit to Greenwich to open a new exhibition at the National Maritime Museum - *Making Waves*.

The Portsmouth-based warship - one of the few still in service that took part in the Falklands War 20 years ago - moored at buoys off Greenwich as her commanding officer, Cdr Mark Durkin posed for photographs to further promote the profile of our national maritime heritage.

The Type 42 destroyer hosted around 220 visitors - including the Navy Board to a dinner on board with guests including the High Commissioner of South Africa, Ms Lindiwe Mabaza.

● **PROMOTION JOB:** Cdr Mark Durkin with HMS Exeter at Greenwich



HMS MONMOUTH'S missing black flag has been treated to an evening out with comedian Jim Davidson.

The mysterious 'Phantom Flag Napper' took it along to see Jim at the Festival Theatre, Edinburgh.

Meanwhile the circle is believed to be closing around the perpetrators of the crime. HMS Liverpool has now sailed from Rosyth, so the finger of suspicion now points to the carrier HMS Invincible and HM submarines Sceptre and Spartan.

Navy News will endeavour to draw comment from these by the next issue.

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Sport

Gruelling start to season

TWO ROYAL Navy teams travelled to Wales for the Spring Polaris Challenge, a gruelling two-day mountain bike orienteering event held in a mountainous area of the UK.

Each team of two riders has to carry all equipment necessary to survive the 36-hour duration, including a tent, stove, first aid kit and food.

To win a team must amass points by visiting a many checkpoints as possible in the time allocated with the checkpoints scattered across the event location.

Time penalties can wipe out a team's points.

Cold and drizzly weather on Saturday morning gradually cleared up, and with the boggy terrain drying up the Navy personnel managed to finish without penalties.

Final positions: CPO Steve Williams and CPO Dave Reskelly: 25th in category, 33rd overall; CPO Mark Weatherall and CPO Ian Anderson: 177th in category, 298th overall; PO Mick Fothergill and Mark Buswell (ex-RM) 114th (179th); Lt Jeff Choat and Tony Moore: 214th (352nd).

402 teams finished, of which 364 were in the senior category.

Further details are available from CPO Reskelly on Cudrose ext 7278, or at nacrep@navycycling.org.uk

The first races of the season for most RNRMCAs riders were the RAF TT championships at Ransby in Nottinghamshire.

Strong headwinds on Saturday made the early stages arduous, but the weather had settled by Sunday, and several Navy riders produced good times – personal bests were recorded by CPO Mark Davies (Neptune), CPO Chris Vellacott (Northwood) and PO Andy George (Cudrose), the latter two winning handicap prize money.

This year's Inter-Service ten and 25 mile Time Trial championships will be held in Portsmouth on June 29-30, incorporating the Royal Navy championships.

For details of the event or the RNRMCAs contact CRS Trevor Blagg on 9360 43508 or see www.navycycling.org.uk

Dinghy park

A DISUSED Victorian seawater swimming pool at the RM Barracks Stoehouse in Plymouth has been converted into a dinghy park for the RN and RM sail training centre, thanks to a grant from the Nuffield Trust.

A channel was cut through the rock to provide a second launching slip for the newly-named Nuffield Dinghy Park, which will cater for the expanding flotilla of boats.

Champion bid

AN UNDEFEATED taekwondo champion is lending a hand in the preparation of the RN/RM squad for the Inter-Services contest.

Phil Taverner, a 4th Dan, is a current England captain and has not been beaten in six years, and his influence has already been felt in the squad's techniques and technical ability.

If you would like to be considered for Navy martial arts teams, contact CPO Keith Quigley on 93781 2273 or CPO Chris Cross on 9375 67132.

Sound start

A SPORTS Lottery grant helped a Royal Navy team enter a motor sport event – and despite problems with the car's gearbox and power steering, the pair managed to finish in 32nd position out of 68 starters.

Driver OM(EW) Jon Templeman (HMS Dryad) and co-driver CPO(MEA) Daren Leslie (Foxhill) entered their car in the Oakington Challenge in Cambridge with additional financial support from the HMS Dryad Junior Rates Fund.

Polo novices learn the skills

FOUR sailors from HMS Cumberland joined a novice training course at the Tidworth Combined Services Polo Club as the frigate seeks to make an impact in the sport.

Led by Lt Sarah Parker, Lts Mike Northcott, Dickie Davis and S/Lt Sasha Hall spent three days learning the basics, culminating in their first chukka. Instructors had their work cut out – Lt

Davis had never ridden before, and two of the four are left-handed, though the stick must always be held in the right hand.

The quartet started their course on foot, before progressing on to chairs and finally making the big step up to polo ponies.

"Disappearing into the woods on a seemingly uncontrollable horse at the start was a novel experience; however, I

soon got the hang of it and had a thoroughly enjoyable time," commented Lt Mike Northcott.

The final day brought some bumps and bruises and a lot of laughs as the Navy novices played their first game – some of them even managing to hit the ball while at the center.

Details of the Club and courses on offer are available by telephoning 01980 846705, or by e-mailing tidpolo@aol.com

Brave – but beaten



● The Royal Navy (dark blue) win possession at a line-out at Twickenham in the Inter-Services clash with the Army



THE ARMY lived up to their billing as favourites at the Inter-Service rugby decider at Twickenham – but only just.

Having beaten the RAF 74-3, with the Navy recording a narrow win over the airmen, it all seemed a formality, but the Army were not taking any chances.

A squad containing seven internationals in either the full or shortened game was selected, but by the end, with an 18-13 victory under their belts, the much-vaunted Army side, complete with Fijian sevens specialists, knew they had been fortunate to hang on and survive.

The game was absorbing and enthralling, though not free-flowing, and the referee had to work hard to keep a lid on things, with the packs coming to blows at the first scrum.

The early exchanges belonged to the Army and they had the majority of the possession but staunch Naval defence and the tenacity of the Naval pack confined the Reds to two penalties from fly-half Coen.

Towards the end of the first half the Naval pack started to get their driving play together and Perry narrowly missed out on the first try when held up over the Army goal

line. A further penalty from Coen gave the Army a 9-0 lead at the break.

An early exchange of penalties from Coen and RN scrum-half Pascoe made it 12-3 early in the second half, and with the Navy pack gaining the upper hand a break by RN fly-half Sibson ended with a slick pass to left-winger Phillips, who seythed through the Army defence before linking to the Navy's full-back, Spencer.

Though tackled short of the line, he popped the ball for Jones the Navy's right wing, to score, with Pascoe converting.

Spencer went off injured, his leg having been trampled, but still the Navy drove on, now only 12-10 down, and when Pascoe struck again to make it 13-12 to the underdogs there were hopes of an upset.

But a long-range penalty by Coen restored the Army lead 15-12, and with further Navy injuries, and a couple of missed kicks, the Navy finally buckled to allow a further Army penalty, wrapping up the game and the title – though as the game moved into injury time the Navy pack roused itself once more and a rolling maul almost clinched an equalising score.

The final whistle brought heartache for the whole team. Every man had given his all, no one could be faulted but at the end the scoreboard doesn't lie – the 2002 Inter Service Championship had been won by the Army.

The Army now moves on to the Sevens stage.

They have rightly earned much acclaim by their achievements at home and around the world.

Congratulations to Graham (centre) and Dawling (flanker) for being capped this season by the England sevens team.

■ The referee at the junior match which preceded the main encounter had cause for reflection.

Lt Cdr Peter Cunningham was officiating 35 years to the day since he played there for the Royal Navy against the Army, in 1967.

● Navy defenders move across to cover an Army attack at Twickenham

Pictures: LA(PHOT) Adrian Hughes (HMS Sultan)

Pompey defend volleyball trophy

PORTSMOUTH defended their Command volleyball title on home territory, despite starting the tournament with a depleted squad.

Administrative changes saw several of the Command's players transferring to Plymouth colours – but the home team comfortably beat the West Country side in the first match, when the accurate setting from CPO Callum Kerr and PO Gary Jackson enable blistering outside hitting from CPO Andy Page to put the game well beyond their capabilities to counter.

Air Command, the side which has the highest number of wins in the competition, were the next hurdle for Portsmouth.

The game remained close until Portsmouth's Gary Jackson went off with a torn muscle, allowing Air, with Lt Rexy Rex driving them on, to take a 2-1 victory.

Easy wins for Portsmouth against weak Royal Marines and Scotland teams set up a final between Portsmouth and Air.

Jackson was dragged back into the fray, and the game was very close throughout. Although Air took the first and third sets, Portsmouth took the second and fourth, and Air began to toil, the home side wrapped up the final set to claim the title.

Police take honours

THE ROYAL Navy launched this year's Inter-Services and Emergency Services clay shooting series, sponsored by the Britannia Building Society, at Newnham Park estate and shooting ground at Plympton in Devon.

A total of 112 shooters – including 29 from the Navy – competed, with Capt Simon Lucas RM driving down early that morning from London after being unexpectedly released from ceremonial duties.

As usual the Armed Forces had to play second fiddle to a powerful Police team, which took both team and individual trophies, with the Army runners-up.

Navy High Gun and shoot organiser LSTD Carl Everton (HMS Trafalgar) won £50 in vouchers for a gun shop, and is looking forward to a full year of competing after missing much of last season.

The squad is now preparing for Bisley and the newly-constructed Commonwealth Games layouts.

Further information about Navy clay shooting is available from Lt Cdr Peter Frost on 9380 24140 or CPO Ian Mitchell on 93510 6266.

'Overseas' star rewarded

PREMIERSHIP teams are not the only football outfits to boast overseas stars in the line-ups – the Royal Navy has just awarded colours to its own 'foreigner'.

But in this case the player is OM(TS) Jon 'Tommo' Thompson, currently serving in HMS Ranger in the Gibraltar Squadron.

Tommo was awarded the honour shortly after his tenth game in goal for the Dark Blues – the 6-1 thrashing of the RAF in this year's Inter-Services championships.

Cup hero calls

WORLD Cup hat-trick hero Sir Geoff Hurst has taken a coaching session for Plymouth schoolchildren at the Royal Navy's AstroTurf pitch at Ball Point.

Part of the McDonald's World Cup coaching tour, the session by Sir Geoff also allowed RN senior football coach CPO Neal Fram to pick up some tips as well.

Duathlon challenge

MONTHS of hard training by Royal navy triathletes has resulted in some fine performances in duathlon events – duathlon being a run, bike ride and a final run.

Mne Arthur Cooke (HMS Excellent) finished third in the Cambridge Duathlon, and POPT Sea Childs won at Hereford.

More than 300 athletes competed in the National Duathlon event at Swindon, which included the first Royal navy championships.

Cpl Gary Gerrard (Cdo Logs RM) finished a very creditable seventh in the Elite class, and has been selected for GB in the forthcoming European Championships.

POPT Sean Childs continued his fine form by finishing tenth.

The Age Group event saw Sgt Mark Goodridge (42 Cdo RM) narrowly lose out on the top spot on the 30-34 category, while Mne Arthur Cooke came third in the 20-24 range. Other notable performances came from CCWEA mark Lovibond (HMS Collingwood), CPOACMN Jason Sawyer (HMS heron) and Cdr David Pollock (MWC).

Further details can be obtained from Maj Mark Freeman RM (Northwood) 9360 43524 or POPT Childs (BRNC) on 93749 7186. All standards are welcome.

Two out of three

HMS HERON won a major league and cup football double – but just failed to clinch a treble.

The West Country air station got the season off to a good start by winning the NAC Bambara in September.

Three months later they added the USFL Charity Cup, and they went into the New Year without a single defeat on their record.

Late winter brought two defeats – first they went out of the Senior Challenge Cup

in February, and in March they were beaten for the first and only time in the league, losing 3-1 to Portsmouth Police.

The season was just about wrapped up by Easter, when the senior team, having beaten RM Poole (3-1), HMS Somerset (4-0), HMS Ark Royal (3-0) and HMS Sultan (3-1) on the way, were beaten 4-2 by 42 Commando Royal Marines in the final of the Navy Cup, played at HMS Drake.



● Lt Katherine Welch, based at Portsmouth, at the Tidworth Army Horse Trials. Picture: Sgt Brian Gamble (Army)

Collingwood duo are in luck

TWO SAILORS from HMS Collingwood have won top prizes in the RN & RM Sports Lottery. OM(C) Wayne Proctor (22) received £2,000, while OM(C) Lee Green (19) ended up £1,500 better off. Lee only joined the Lottery around a month ago, and while he said he will probably save some, he also intends to spend some of it unwisely.

Tough tour brings benefits to squad

NO WINS but plenty of positives – the first overseas tour by a Royal Navy Rugby League squad proved a worthwhile exercise.

The tour to Australia, supported by the RN & RM Sports Lottery, involved every aspect of the sport, from coaching to visits, and centred on three tough matches.

Less than 48 hours after flying in to Sydney, the team faced the Royal Australian Navy in warm conditions, and jetlag was apparent as the Aussies raced to a 28-4 half-time lead, though the visitors fought hard and pinned their hosts back for long periods.

But the RN shook off their lethargy after the break, and a debut try for Mne Richie Lewis was a highlight of a second half which saw the RN outscore their opponents to finish at a respectable 32-16.

Next was a game against top St George's League side Renown United, a technically-gifted team.

Again conditions were warm, and again the Aussies rattled up a winning margin in the first half, going in 20-0 up, and despite tries for Lewis and Richie Guy, with a conversion from MEM Buck Taylor, the second half was just as gruelling, and the final score was 36-10 – though the tourists won a standing ovation from the home supporters at the conclusion.

The final match saw the Navy, weakened by injuries, take on the Combined Australian Defence Force,



● OM Marv Johnson with his opposite number at the end of the game against the Royal Australian Navy

and for long periods of the match they led their hosts, finally going down 28-20 to two late home tries.

Away from matches, top league coaches from the Penrith Panthers and Northern Eagles held coaching sessions with the Navy, giving up valuable time at the start of their season.

The squad also saw a fierce pre-season friendly between the Panthers and rivals the Newcastle Knights, and there was time for sightseeing, such as climbing the Sydney Harbour bridge and surfing on Bondi Beach.

The Navy side has a home match

against the Prison Service on Friday, May 31, and also play at the York Golden Jubilee Festival on Monday June 3 – details from CPO Keith Humpleby on 023 9272 7749.

■ The tourists came down with a bump when they lost 54-10 to a talented British Amateur RL Association U21 side at HMS Caledonia.

Meanwhile, HMS Raleigh won the RNRL 9s competition, beating CTCRM in the final

■ For a full report of the tour and subsequent matches, see *Navy News Online*

Too much water for RN rowers

AFTER enough winter rain to re-float Noah's Ark, the RN rowing squad has ventured back out on to the water – though high winds and flooding put a stop to much planned racing and training.

The squad did put out an eight for the Men's Heads of the River event, competing against more than 300 top crews. The team gained a taste of the gruelling 4½ mile London course, and gave a good account of themselves.

The men's pair of OM Adam Mayes and LMEM Reg Line had a good winter season, culminating in a third place at Abingdon.

The women's squad has been less fortunate – after mustering oarwomen from around the country for their Eights race, the event was cancelled half-an-hour from start time – a good decision, in the end, as force nine gales swept the course shortly after.

Both squads are now preparing for the summer racing season, with the Inter-Services regatta being staged as *Navy News* went to press.

Potential rowers, supporters or helpers should contact Lt Cdr Mike Young (93825 3179) or women's captain Lt Lou Thatcher on board HMS Lindsfarne (BFPO 326, tel 07974 766240).

Golf success

ORGANISERS of the Rayleigh RNA SSAFA golf day have expressed thanks to all who came from the RM Band Portsmouth, HMS Dryad, HMS Collingwood, and other Navy players from Portsmouth, to support the event.

■ More details of the event on page 29.

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Shoreham-by-Shoreham

HMS Shoreham, the Navy's newest Sandown-class minehunter, is seen entering her affiliated port of Shoreham-by-Sea for the first time.

It was a rare opportunity for her ship's company to enjoy a spot of rest and recreation, for she has had a busy time of it since she first hoisted the White Ensign in February.

She did well in her Preliminary Sea Trials in the Clyde exercise areas and then sailed around the north coast of Scotland – being caught in the same ferocious weather that dogged the recent Joint Maritime Course – to conduct her initial magnetic ranging at Burntisland on the Firth of

Forth. During her subsequent visit to Shoreham she hosted a reception for the town's VIPs, played soccer with the local team and welcomed calls from many of her affiliated associations, including Hove and Adur Sea Cadets, the Sussex Association of Naval Officers and the Port of Shoreham Maritime Volunteer Service.

Visits to Guernsey and Bayonne were scheduled before a return to Shoreham for the ship's commissioning on July 20.

In the latter half of the year she will undergo more sea training followed by a JMC and a visit to Stavanger in Norway before her first operational deployment in January next year.



Sea Harrier axe an 'acceptable' risk

SCRAPPING the Sea Harriers will lead to a change in the balance of risk, says Defence Under-Secretary Dr Lewis Moonie – "but it remains acceptable".

As reported in our April issue, the Sea Harrier – Britain's only front-line, single-seat fighter – is to be withdrawn from service in 2006, making way for a joint RN/RAF Harrier force in an upgraded RAF GR7 aircraft – the GR9 – to fill the gap before the introduction of the Joint Strike Fighter in 2012.

The GR7, however, is a ground-attack fighter, not an air-defence aircraft, and the decision led to opposition protests that the decision would leave the Fleet vulnerable.

In a debate at Westminster Hall Dr Moonie countered with the assurance that the advice received by Service chiefs was that the balance of risk was acceptable.

"We are not saying that in an ideal world we would not have every capability, but we do not live in an ideal world," he said.

"We live in the real world and

within that we must make decisions. The balance of risk has changed, but it remains acceptable.

Last year it had become evident that both the Sea Harrier FA2 and the GR7 would require "substantial investment" over the next few years to ensure that they remained effective until replaced by the future joint combat aircraft.

"Upgrades to both aircraft types were considered, but the improvement and maintenance of one type was deemed achievable and preferable to maximise our ability to deliver carrier-based offensive air power in a joint force."

To ensure that the GR7s maintained a credible expeditionary capability by day and night from land and sea several important aircraft system enhancements would be needed and these had been drawn together to form the GR9 upgrade programme.

The GR9s would be able to communicate securely with each



● AN FA2 Sea Harrier of 899 Naval Air Squadron with newly updated tail design.

other and with coalition parties and would be capable of employing the latest smart and precision weapons, including Brimstone

anti-armour missile, the precision guided bomb and the Maverick missile. There would be considerable upgrades.

Chatham partners for peace

HMS CHATHAM has sailed for a six-week deployment to the Baltic where she will take part in the multinational BALTOPS exercise led by the USA.

First port of call was Tallinn, Estonia, the visit coinciding with the Eurovision Song Contest – and the UK entry was to be performed live on board by Jessica Garlick.

Visits to the Russian cities of St Petersburg and Baltiysk were to follow, all aimed at fostering relations between the UK and former Eastern Bloc countries.

Ten nations are taking part in BALTOPS, the others being Denmark, Estonia, Germany, Latvia, Lithuania, Poland, Russia, Sweden and the United States.

Pre-exercise meetings were planned to take place in the Polish Naval Base in Gdynia and over 40 ships and submarines will be berthed alongside in this twin town of Chatham's home port Devonport.

BALTOPS is an annual "Partnership for Peace" event

aimed at promoting confidence and co-operation by enhancing mutual understanding and interoperability between UK, NATO and non-NATO maritime forces.

The programme includes live firings, ship boardings, anti-submarine and anti-air exercises in what is the biggest BALTOPS yet.

Chatham is commander of one of the major surface groups and members of her ship's company will have the chance to transfer to foreign warships while her Lynx helicopter may get to land on them.

She will later be the UK's representative for the annual Kiel Week maritime festival in Germany.

Before sailing she spent two weeks conducting trials for the Navy's extended range medium range gunnery system, firing over 120 rounds of 4.5in ammunition.



Points of view

CHIEF of the Defence Staff Admiral Sir Michael Boyce and General Tommy Franks, Commander in Chief of the US Central Command met in the UK Chiefs of Staff Room in the Old War Office building for a "very frank, free, open dialogue" on operational issues, particularly in Afghanistan where British and US forces are serving under Gen Franks' command – and where he believed 45 Commando Royal Marines would continue to play a role in the future.

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