



# Navy News

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Fearless exposed  
— cutaway  
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Prisoner's  
secret  
diary  
publishing  
sensation  
p42



Bombs  
away!  
p23

# NEW JETS PACKAGE

# WORTH £10BN



THE ROYAL Navy has chosen another jump jet to replace the celebrated Sea Harrier – and two massive 'adaptable' carriers able to operate aircraft which are not even on the drawing board.

Procurement Minister Lord Bach announced that the Navy and Royal Air Force will get up to 150 supersonic, stealthy Lockheed Martin aircraft, known as the Joint Combat Aircraft (JCA), which will replace both carrier-based and land-based Harriers in a programme of development and construction worth up to £10 billion.

The decision to go with a STOVL (Short Take Off Vertical Landing) aircraft in turn allows the Future Carrier programme to advance a significant step.

Lord Bach said that the Navy would be taking delivery of a flexible class of ship featuring ski-jumps, similar to the Invincible-class ships they

will replace, allowing them to launch the JCA.

But they will also be fitted for, but not with, catapult and arrestor gear, giving them the capability to operate conventional aircraft.

The minister explained that the two giant ships, which are expected to

● Turn to back page

## ARKWORK

Art imitating reality? Actually, no – this is not a painting, but a photograph of an RAF Harrier pilot taken on board HMS Ark Royal in the Mediterranean during Exercise Argonaut. PO(PHOT) Dave Coombs used the latest digital camera technology to produce a striking, computer-enhanced image.

■ \$100 MILLION DRUGS BUST – p48 ■ LETTERS – p6,7

# QARNNS carry on in fine style

TO MARK the centenary of Queen Alexandra's Royal Naval Nursing Service a special cover will be issued on November 10 by the RN Philatelic Society. Each will contain a text sheet and photographs illustrating QARNNS dress through the ages.

Clockwise from right: Nursing Officer and Ratings in outdoor uniform, 1965; Lieutenant and Nurses, 1999; Naval Nurses, 1960s; Veira Spark (left) leaving Buckingham Palace after receiving the Royal Red Cross (2nd Class) Medal from King George V, 1918; Naval Nursing Sister, 1901-04.

Contact the RNPS on 01730 231668 for details.



Introducing a new regular feature produced exclusively for Navy News by figurehead historian Richard Hunter

## China Fleet banks on energy savers

CHINA Fleet Country Club has pumped a new investment of over £76,000 into its facilities.

The Saltash, Cornwall-based club – established with funds from the sale of the old China Fleet Club in Hong Kong – has bought a new cover for its 25m pool, designed to minimise its heating bill and reduce the impact of humidity on its building and structure.

This is part of an energy saving drive at the club, which already recycles its cardboard, paper, aluminium and bottles and has 20 environmentally friendly electric golf buggies.

Other changes include an improved layout and upgrade of 24 resistance machines in the fitness suite, plus such instruments of torture as leg press, bench press, front lat pulldown, bicep curl and seated tricep pushdown machines.

The tennis courts have also undergone a transformation.

Said leisure manager Miles Coleman: "The changes to the tennis courts will provide a competitive surface for our two tennis teams while the fitness suite upgrade enables us to offer a wide choice in the very latest equipment."

Serving RN and RM personnel and their families are entitled to holidays offered at affordable prices by the China Fleet Club (UK) Charitable Trust at a number of locations throughout the UK and France in summer 2003. Contact Shirley Timothy on 01752 848447 for details.

# MBE for US service to survey ship

A US civilian contractor has been awarded an honorary MBE for helping keep survey ship HMS Scott up to the mark.

Michael Dana Kohler, from Tacoma, near Seattle, works for Ocean Marine Industries, who supplied the survey equipment used by the Scott.

Since the ship's commissioning in 1997 he has been employed on

board as the field engineer responsible for its day-to-day maintenance and repair.

A complex hybrid of computer systems, it is a unique fit in a unique ship, so Mr Kohler's specialist skills have played a key role

in keeping the ship on her operational tasking.

He is the only civilian on board – and such is his dedication to his job that he has not taken a day's leave in 16 months.

Said HMS Scott's former Commanding Officer Cdr Jamie McMichael-Phillips: "Michael has brought a tremendous wealth of knowledge and extensive experience to his specialist area. This combined with his love for his work and deep commitment to HMS Scott has greatly contributed to the efficient operation of the ship."

"He is one of the family on board and the entire ship is very proud of his award."

Defence Procurement Minister Lord Bach presented Mr Kohler with his MBE at Devonport.

Said Mr Kohler: "I am overwhelmed. There are many things I love about HMS Scott – the comradeship, the close-knit community, and over the past five years I've been treated like a king."

MBE, USA: Michael Kohler shows off his honorary MBE with Lord Bach (left) and Cdr Jamie McMichael-Phillips



## FIGUREHEADS



### HMS ACTIVE

'JEAN', a three-quarter female figurehead with garlands of flowers in her hair and clutching a small bouquet to her bosom, today resides in the assembly hall at HMS Cochrane in Rosyth.

She once belonged to HMS Active, a 5th rate frigate, 36 guns, of the Pique Class of 1832, launched at Chatham on July 19, 1845.

By the early 1850s she had been refitted as a drill ship and in 1867 was re-named Tyne for her role as drill ship for the Navy Volunteers at Sunderland.

After a year she was re-named yet again, Durham, the name she retained for the rest of her working life.

In 1906, when she went to the breaker's yard at Bo'ness, the figurehead was removed, rescued from the debris and became a local landmark in front of Gowanlea Cottage in Torryburn, Fife – where the locals called her 'Jean'.

In the early 1930s she was taken off to Culross Park and then, in 1954, to her most prestigious address, Edinburgh Castle.

There, however, she languished in a dungeon as part of a small maritime display, but finally she was handed over to the preservation section of the Ancient Monuments Branch of the Ministry of Public Buildings and Works for Scotland, for conservation and restoration at Stenhouse Mansion in Edinburgh.

# FISHERMEN GIVE THANKS

The painting of HMS Bangor is one of a pair (the other is of HMS Bridport) presented to the single role minehunters by the Anglo North Irish Fish Producers Association.

They were specially commissioned in recognition of Naval assistance in the search for the missing Killeel trawler, the *Tullaghmurray Lass*, lost off the County Down coast on February 14 this year.

Bridport and Bangor searched a large area off the coast in close co-operation with the Irish Navy.

The paintings, by Victor Cirefice, were accepted on behalf of the ships by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony from Mr Thomas Green, on behalf of the Association, at a ceremony on board HMS Dulverton in Belfast docks.

Three members of the Green family died in the tragedy, including Mr Green's brother Michael.



# Flagship back after second stint with Med force

ROYAL Navy frigate HMS Chatham has returned to her home base of Devonport after a two-month deployment as flagship for a NATO force.

The deployment was the Type 22 frigate's second stint with the Standing Naval Force Mediterranean (SNFM) in the past year, and marks the end of the United Kingdom's Command responsibility.

Commodore Angus Somerville took command of the force at a ceremony in Devonport a year ago.

The Flag duty, which rotates between nations on an annual basis, is now in the hands of the Royal Netherlands Navy.

During her time with SNFM Chatham has been participating in Operation Active Endeavour in the Eastern Mediterranean, monitoring merchant ships as part of the war against terrorism.

She also carried out a series of standard exercises - including damage control training - and engineering trials.

Anti-submarine exercises were carried out with the Danish submarine HDMS Saelen, and boarding parties from Chatham have conducted rapid-roping boardings from the ship's Lynx helicopter on to Chatham herself and the French frigate FNS Commandant Bouan.

SNFM, one of several NATO standing naval forces, usually consists of around eight frigates and destroyers, each representing a different country.

The Commanding Officer of

HMS Chatham, Capt The Honourable Michael Cochrane, said: "As Chatham returns to the UK after another period as NATO Flagship, my ship's company should be proud of their significant contribution to the war against terrorism."

"They are now looking forward to a period of time relaxing with their families."

Since the warship first joined the Force in 2001, Chatham has acted as Flagship for more than six months, and has steamed more than 25,000 miles.

## Explosion! fires up Tourist Board

EXPLOSION!, the Museum of Naval Firepower at Priddy's Hard, Gosport, has been nominated Small Visitor Attraction of the Year for the Southern Tourist Board region.

Museum Director Michael Nutt said: "We are thrilled to scoop another award. Ever since we opened our visitors have been telling us that Explosion! is an outstanding visitor attraction and it is wonderful to have this formally recognised by the Southern Tourist Board."

"We are now keeping our fingers crossed for success at the national level."

The museum will now go forward to the prestigious Excellence in England Awards for Tourism run by the English Tourism Council - the "Oscars of Tourism" - now in their 15th year - in April 2003.

## Corner House casualties remembered

MEMORIALS to employees of J. Lyons & Co Ltd, of Corner House and teashop fame, who died in the world wars have been relocated to Hammersmith cemetery, close to the firm's former head offices in Hammersmith Road.

Some employees lost their lives at Jutland when HMS *Indefatigable* was sunk by the German battle-cruiser *Von der Tann*.

During the same battle James White died when the destroyer HMS *Fortune* was sunk when carrying out torpedo attacks.

In September 1914 HMS *Aboukir* was sunk by U-boat off the Maas lightvessel, taking the life of another Lyons employee.

Harry Fox was a stoker in the battleship HMS *Cornwallis* when she was torpedoed by U-32 off Malta, following her supporting role in Gallipoli.

In World War II, Leslie Mabbott was lost in the armed merchant cruiser *Jervis Bay*, sacrificed to the guns of the *Admiral Scheer*.

Other employees died on escort and anti-submarine duties in the north Atlantic.

The only female casualty on the

memorial is Wren Dorothy Wardell. She was serving at HMS *Daedalus*, Gosport when her living quarters were hit by a bomb and she was killed with a number of other Wrens, all buried alongside each other in Haslar Royal Navy Cemetery.

Famous for its Corner Houses, teashops and the 'Nippy' waitresses, Lyons packed 3½ million composite rations for troops serving in the European and Pacific theatres as well as Red Cross parcels for prisoners of war.

The firm also managed one of the largest bomb-making factories in Britain.

In total, 469 of its employees lost their lives in the world wars. Further information on casualties may be obtained from Peter Bird at 4, Luckley Wood, Wokingham, Berks RG41 2EW. Tel 0118 976 1922

## FRENCH LESSONS AT DARTMOUTH



STRENGTHENING the ties between Britannia Royal Naval College and the Ecole Navale, the French minehunter *Eridan* paid a visit to Dartmouth.

The 600-tonne ship - which had ten young officers under training on board - was accompanied by the sea training ship *Lynx*.

After paying a call on the Commodore BRNC, Cdre Tony Johnstone-Burt, *Eridan's* Commanding Officer Lt Cdr Philippe Egele said: "We are very happy to be here in Dartmouth. It's a lovely town with a beautiful harbour."

"The great number of cadets that came on board showed that the relationship between the French and British Navies is very strong and we do hope we will have the opportunity to come back."

Among the *Eridan's* visitors was the Deputy Mayor of Dartmouth, Mrs Pam Norton.

● VIVE L'ENTENTE: French minehunter *Eridan* arrives at BRNC Dartmouth

## Helicopter notches up 10,000th deck landing

HMS CUMBERLAND'S helicopter notched up a milestone during the ship's Gulf deployment with its 10,000th deck landing.

The Lynx (246), airframe number XZ232, was taken up by the Navy in 1977 as a Mk 2 and converted to Mk 3 ten years later.

In 1991 it was modified for service in the Gulf, with cooling packages and extra capabilities, and has flown more than 5,230 hours.

During the same sortie the ship carried out its first operational boarding in support of Operation Enduring Freedom, with the Lynx acting as an air observation platform for the Royal Marines' boarding team.

Earlier the Lynx had carried out a practice live depth charge drop in the searing heat of the Gulf of Aden to test the systems as well as the technical skills of the personnel involved with the aircraft, not least the flight crew.

Led by Flight Commander Lt Glenn Allison, the Lynx - with the appropriate call sign of Banger - dropped the weapon as planned, producing a shockwave felt on board the ship some way off.

Second pilot Lt Ben Keith then repeated the exercise, with Observer Lt Joe Dramfield concluding a successful day's business as he was actually the man with his finger on the button in both drops.

The frigate was also on hand to help five Iranian fishermen in a crippled fishing dhow in the Straits of Hormuz.

A defective alternator had drained the battery, and they were unable to start the diesel, but the ship's engineers managed to get things running and the fishermen were able to motor towards land - out of the narrow waterway, used by some of the largest ships in the world.

Cumberland is expected back in the UK early next year.

## Lynx on show

A TEAM of Navy aircrew and engineers got back into the rhythm of work after summer leave by performing to crowds at an airshow.

Frigate HMS Norfolk returned from six months with NATO's Standing Naval Force Atlantic (SNFL) at the end of July, and her aircraft, 204 Flight 815 Naval Air Squadron, returned to Yeovilton.

The Lynx Mk 8 DSP helicopter was then despatched to the Belgian Joint Forces annual event at Beauvechain, near Brussels.

204 Flight conducted a flying display on both days to crowds in excess of 100,000.

# Royals hone skills in American exercises

ROYAL Marines have been testing their skills in challenging terrain and conditions across the Atlantic alongside their American counterparts.

Men of 40 Cdo flew to California for Exercise Black Horse, a regular event which normally takes place on the East Coast.

Working out of 29 Palms, a huge US Marine Corps training area, the 'Sunshine Commando' has been undertaking a combination of range work and a mountain training package in hot conditions in the Mojave Desert.

A Royal Marines spokesman said the switch to the West Coast had proved useful as the Royals did

not often have the chance to train with American marines from that side of the country.

Meanwhile, back in Virginia, men of the Fleet Protection Group RM were involved in Exercise Tartan Eagle.

Around 50 troops from O Squadron were hosted by their American equivalents, the Fleet

Anti-terrorist Security Team.

Two five-day packages took them to Fort Pickett, some three hours inland from Washington DC, and up to the North West camp in the Chesapeake area.

The British troops were introduced to American weapons such as shotguns, Colt carbines and Beretta pistols.

American platoon commander Capt Patrick Rapicault said: "The exercise provides an ideal opportunity to swap tactics and learn from each other's experience and knowledge in urban patrolling and combat, and also that the camaraderie and shared pride in being Marines is clear to see."

Close Quarter Battle training followed, which meant both sets of Marines developed their skills at three-man room clearance drills.

American drill instructor Sgt Jeremy Soles said: "The Royal Marines showed good aggression and were very keen to learn and a delight to train."

■ For more details of both exercises, and more pictures see [Navy News Online](#)



■ Capt Ferrero of the Army Air Corps briefs two Royal Navy lieutenants and a Royal Marine about the rocket system on the Apache Longbow. The aircraft, one of ten currently in UK service, landed on the playing fields of the Commando Training Centre at Lymington to allow staff and students to have a close look at it.

## Rescuer rewarded

A SENIOR rate in the Royal Navy has been awarded a commendation for his part in saving the lives of three people from the Clyde over the August Bank Holiday.

Chief Petty Officer Keith Robinson (35) is Office Manager of the Unit Personnel Office at Clyde Naval Base, and a volunteer member of the local RNLI lifeboat crew based at Rhu Marina, Helensburgh.

Keith was alerted when a small powerboat was swamped by bad weather off Greenock - one of the four people tipped into the water had managed to swim ashore to raise the alarm.

Keith was cleared to go out with the Deputy Launch Authority, former crewman Charlie Cook, and

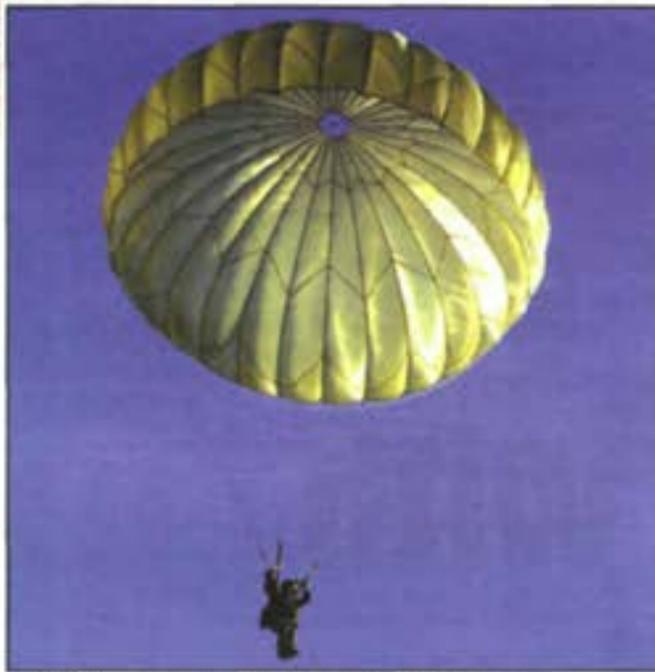
managed to find the other three - who had been separated and swept some miles away - with the help of other vessels and an off-duty policewoman who was walking ashore and vectored them in through a 5ft choppy swell.

Keith was presented with his Commendation for Services to the Community by Commodore John Borley, Deputy Naval Base Commander of Clyde Naval Base.

■ Heroes from a small part of Devonport have been remembered on a new plaque.

The 'North Corner Heroes', in and around Cornwall Street, are Mabel Sheard, who helped pull bodies from blitzed houses and ran through street fires for help; her husband Harold Siddall, a Navy man and PoW for four years; her brother George, one of the Royal Marines Cocksleshell Heroes who did not return from Bordeaux; her brother William, who won the DSM for gallantry at sea in HMS Beagle at the Lofoten Islands in 1941, and ARP warden Thomas Yabsley, who knelt six hours with a woman trapped in rubble near an unexploded bomb.

Mabel, the only survivor, unveiled the plaque.



■ A Royal Marine on exercise in the Mojave Desert

## Freedom for Tireless

SAILORS from HMS Tireless have received the Freedom of the Borough of Rugby, strengthening a link which goes back to the present boat's predecessor.

The ship's company of Tireless marched through the town with drums beating, flags flying and bayonets fixed as part of the traditional freedom ceremony, watched by a good crowd despite the rain.

Mayor of Rugby Cllr Bill Shields presented the Commanding Officer of Tireless, Cdr Mike

Walliker, with the Freedom Scroll, and in return the submarine presented the borough with a water-colour painting of Tireless departing from Gibraltar, painted by Lynn Walton-Waters.

The connection between Tireless and Rugby goes back to the days of English Electric, which had a massive plant in the town, and used to produce steam turbines for Royal Navy submarines.

The company, now known as Alston, is currently building turbines for Astute-class submarines.

The submarine also had a starring role in the Plymouth Navy Days weekend, welcoming 70 per cent more visitors than they had bargained for - including a group of Russian senior naval officers.

The boat was inundated when she did open to the general public.



■ Larry Golding, Pearly King of Old Kent Road, watches the RNR contingent from HMS President in the Pearly Harvest Festival parade

## Catering trial under way at Culdrose

CULDROSE has become the Royal Navy's test-bed for a new catering system called Pay As You Dine (PAYD).

The Cornish air station is trying out an initiative which organisers say will introduce a fairer payment and funding system, allowing Service personnel to pay only for what they choose to eat.

They say it will also improve the quality of life for personnel, particularly junior rates, and help integrate catering, retail and leisure.

One of the key targets of the project is looking at the feasibility of removing the current system of imposed fixed food charges in non-operational messes.

The Culdrose trial will last at least a year, and will help to shape any future schemes of this kind.

■ See next month's *Navy News* for a full report on the trial.

## Students deploy far and wide

MANY students choose to relax after their university exams - but several groups took a more strenuous option over the long summer break.

University Royal Naval Units covering Glasgow, Manchester and Liverpool, and Oxford took to sea in the Archer-class patrol boats HM ships Smiler, Biter, Charger and Tracker.

The northern units not only managed to put in extensive training in the Irish and Celtic Seas, but also visited ports in England, Scotland, Wales and the Republic of Ireland.

The university midshipmen participated in several major events, including the Mersey River Festival, the Joint Maritime Course in the Clyde, Cork Week sailing regatta and the opening of the Imperial War Museum North in Manchester.

The Oxford URNU deployment covered both sides of the Channel, while other members of the unit managed to get up in the air with the RAF and others even managed to spend a week in the United States on a trip designed to promote awareness of the US Navy and to help them with their historic studies.

■ For a fuller report and pictures of the deployments see [Navy News Online](#)

## Island farewell

FISHERIES patrol vessel HMS Alderney has made her final journey into Portsmouth before retiring from service.

The Island-class vessel, built in 1979, has clocked up more than 630,000 nautical miles policing the UK's fishing grounds.

She is one of five ships which will be replaced over the next few years by three larger River-class ships.

Alderney has built up a close association with its namesake island, but her ties with Alderney will live on in the local museum, where her bell and nameplate will go on permanent display.

## Right royal parade

MEMBERS of HMS President, the Royal Naval Reserve unit in London, were invited to take part in the annual Pearly Harvest Festival parade and service.

Under the command of S/Lt Thomas Knowles RNR, the reserves contingent led the way, followed by Sea Scouts led by CPO David Thompson of the Clapton and Hackney Group.

A substantial crowd followed the parade round to the Bank

and up to the Cockney Church in Cheapside, where the Harvest Festival service was held.

Their participation meant a great deal to the King of Old Kent Road, Larry Golding, a former navy man and a member of both the Loughton (Essex) RNA and the Essex Fleet Air Arm Association.

Larry is happy to lend a nautical pearly flavour to charity events - his pearly button suit is laden with maritime themes.

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# Ships of the Royal Navy No 564



## Busy year for 'Cheery Chid'

### Facts and figures

**Class:** Hunt class MCMV  
**Pennant number:** M37  
**Builder:** Vosper Thornycroft, Woolston, Southampton  
**Laid down:** May 4, 1982  
**Launched:** October 6, 1983  
**Commissioned:** October 26, 1984  
**Displacement:** 625 tons  
**Length:** 60.3 metres  
**Beam:** 10.4 metres  
**Draught:** 3.2 metres  
**Speed:** 14 knots (max)  
**Complement:** 42: 6 officers; 9 senior ratings; 27 junior ratings  
**Propulsion:** Two Deltic diesel engines driving fixed propellers; third Deltic engine provides power for slow-speed drive; hydraulic bowthruster  
**Weapons:** 30mm cannon  
**Minehunting system:** 193M minehunting sonar; two remote-controlled mine disposal vehicles; one combined-influence sweep comprising mechanical, acoustic and magnetic capabilities

IT'S been a packed year for HMS Chiddingfold. She started 2002 working fishery protection, with an impressive record of arrests and hard work building up the relationship between the fishing community.

Such was her success that the 'Cheery Chid' received the Soberton trophy for outstanding duties in the fishery protection squadron.

Once her fish duties were finished in March, HMS Chiddingfold went back into her minehunting and sweeping role, with back to back MCM Group weeks and Royal Naval Reserve training weekends.

She was also readying herself to start trials on the new 2193 minehunting sonar.

Early May proved a special day in the minehunter's calendar. The Chid was asked to be the host ship for the re-enactment of the liberation of Jersey at the end of World War II.

The minehunter provided a guard and officers to recreate the moment when the islands were reclaimed back into allied hands.

Next on her hectic schedule was a trip to Kent to represent the Royal Navy at Chatham Navy Days. The visiting public had a chance to tour the whole ship including the living quarters and to check out life on the high seas.

Next came the expected testing time for which they had been preparing. This was a month-long trials period of the new 2193 sonar.

This autumn has seen the Cheery Chid return from one month's circumnavigation of the United Kingdom on a recruiting drive. Places visited include Port Talbot, Rosyth and London before returning to her Portsmouth home.

The only previous HMS Chiddingfold was a Type II Hunt-class escort destroyer ordered at the outbreak of World War II.

Launched in March 1941, her first operation was the Commando raid on Vaagso, where she bombarded enemy positions to cover the landings and played a part in the destruction of enemy-controlled shipping.

After this, Chiddingfold was allocated to the Orkneys and Shetland Command, undertaking patrols and escort duties to the distant shores of Iceland and nearer home around the coast of Scotland.

In 1943, she moved on to her



● Hunt Class MCMV HMS Chiddingfold, winner of this year's Soberton trophy

next role as part of the Mediterranean Fleet, joining the 59th Destroyer Division at Malta.

The next 18 months were spent mainly in and around the central Mediterranean; escorting convoys to ports in Italy; providing bombardment support for the Army; and patrolling the Adriatic to intercept German shipping off the coast of Dalmatia.

In March 1945, HMS Chiddingfold returned to the UK to join the 16th Destroyer Flotilla at Harwich to reinforce the anti-submarine forces escorting the convoys to and from the Scheldt.

The last eight weeks of the war in Europe she operated from Harwich, before being modified to join the 18th Destroyer Flotilla at Trincomalee after the end of the war in Far East.

She took part in the re-occupation of Singapore in early September before leaving the East Indies Fleet in October and returning to the UK to go into reserve at Portsmouth.

The destroyer then remained in reserve, first in Portsmouth then in Harwich, before being towed to Liverpool to refit for service with the Indian Navy to which she was

transferred on loan.

The transfer took place in June 1953 and she was renamed Ganga.

She was later purchased outright in the late 1950s and continued in service, latterly in reserve, until 1975 when she and her sister-ship Gomati (formerly the Lamerton) were paid off and scrapped.

### BATTLE HONOURS

Norway.....1941  
 English Channel.....1945

## AIRCRAFT OF THE ROYAL NAVY No 73



● The Sopwith Tabloid single-seat scout

Pictures: Fleet Air Arm Museum

### Sopwith Tabloid

THE SOPWITH Tabloid started life as a twin-seater civilian aircraft in 1913. But once World War I began, the little aeroplane's potential in the military world was soon recognised, and it became the first single-seat scout to go into production for military use.

It was exceptional for its time, with a top speed in excess of 92mph at sea level and a climbing rate at 1,200ft per minute.

The aircraft was powered by one 100hp (74.5kW) Gnome Monosoupape engine and fully-loaded carried a weight of 1,120lb. The aircraft had an endurance limit at 3.5 hours.

Its wingspan covered 25ft 6in and its length stretched 20ft 4in. The aircraft stood at a height of 8ft 5in.

The Tabloid in its military incarnation was a single-seat scouting and bombing aircraft, with defence provided by a Lewis machine-gun mounted on the centre or side of the fuselage.

In its bombing role, the Tabloid could carry a small load of 20lb bombs and it was as a bomber that the Tabloid achieved its most notable moment.

In October 1914 the RNAS only had three Tabloids in their fleet, and on October 8 Tabloids 167 and 168, flown by Cdr Spenser D.A. Gray and Flt Lt R.L.G. Marix, took off from Antwerp to attack the Zeppelin sheds at Cologne and Düsseldorf.

Gray was unlucky with mist hindering his main target so he bombed the Cologne railway station instead. Marix was luckier, dropping bombs onto the sheds at Düsseldorf from 600ft. Zeppelin Z-IX was caught up in the fire, the first of the enemy aircraft to be destroyed by a British aeroplane.

Naval Tabloids were not just land-based, but were also to be found on board the seaplane-carrier HMS Ark Royal in the Dardanelles campaign.

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## Letters

### JACK

BY TBS

I'M SORRY! - I SIMPLY  
COULDN'T ENTER INTO  
A RELATIONSHIP  
WITH A SAILOR....

...YOU'D BE AWAY  
ALL THE TIME...

THAT - SWEETHEART  
IS A VERY  
BIG  
PLUS!



### Seeking Mr Shiu

IN THE late 1940s my father George Duce served in Hong Kong. I believe with HMS London, and formed a good friendship with a Chinese called Herman Shiu.

Mr Shiu apparently ran a restaurant for which my father did the electrical wiring; that is how they came to meet.

He also gave my mother a carved camphor wood chest in March, 1948, in which an engraved plate in the lid gives details of the gift, his name and the date.

Some of the engraving is in Chinese characters and it was always my father's joke that although he knew the translation, he refused to tell my mother!

The chest also has a second mystery attached to it. My father's story (of which, I have to admit, he had some good ones) was that the chest was one of a pair which were carved, the better one of the two to be given to Princess Elizabeth on the occasion of her marriage to Prince Philip.

My mother and father are both now dead and I would very much like to place in the chest a note about its origin and about Herman Shiu.

Someone out there must remember Hong Kong in 1947-49. We lived first at Cherryhill Lodge and then in Argyle Street.

Does anyone recall Herman Shiu? Or his restaurant?

I would love to hear from anyone who can share a memory and add to my very meagre store of knowledge. - **Christine Shaw**, Charminster, Dorset.

### LCT 940 lingers on

I READ with interest the letter by Mr Broadley regarding the final role of LCT 940 (September issue).

He stated that it is now probably somewhere under the Brittany ferry terminal. Well, I am glad to say it is not - it can still be seen, half submerged, where it was dumped at the end of New Quay Road in Hamworthy, Poole, still full of scrap. - **J. Mitcheson**, Poole, Dorset.

# Gentle spooks that haunted the Moat at Pembroke

I READ with great interest your snippet in the Sea Cadets section concerning the legend of the ghost who reputedly haunted the St Mary's area of the Royal Naval barracks at Chatham, HMS Pembroke.

The story was related to me when I came there in June 1951 as an 18-year-old signalman back from the Far East Station.

My accommodation in St Mary's was in a Nissen hut situated in the shadow of the Moat, a long, rambling grassy mound left over from the period when that part of the area was used to accommodate thousands of prisoners captured during the Napoleonic wars.

I was told that the ghost was that of a Royal Marines drummer boy who was set upon and murdered by some escaping prisoners. It was said that at night you would sometimes hear the tap-tapping of the spectral drum and, appropriately, the host was known as the 'Demon Drummer'.

Two more tales I recall. One was of a stoker billeted in Collingwood Block who awoke one night to see his blanket held up at the end of his bed with no

visible means of support!

Then there was a young cook rating who on his way to help prepare breakfast at 4.30am saw a figure standing still by a clump of trees. As he looked at it, it faded away.

The young cook fled in a panic to the guardroom where he told a bemused RPO what he had seen. He said the figure was dressed like a sailor of Nelson's time, but he had no face...

I too had a baffling experience there which I have never forgotten. The beds in our Nissen hut were of the two-tier type. I had the lower bed and my mate Geordie Duggert the upper.

I was in bed one night reading a book. Geordie had gone ashore. At about 0100 I was still awake reading using the dim light of a night-light close by, lying propped up on my right side. I believe I was the only one awake in the Mess and I remember it was very quiet and peaceful.

I felt a hand pressed firmly on my head, the fingers ruffling my hair. I thought, "There's that Geordie back from his run ashore, being a bloody nuisance, as usual."

"Alright then, Geordie - did you have a good time?"

Silence. I sat up in bed. Not a soul to be seen. Strangely, I did not feel at all frightened and fell asleep straightaway.

Many years later someone told me that the Bishop of Rochester arranged for the Moat to be blessed and a religious ceremony took place there. I wonder if the ghostly presence is still abroad on the bank of the Medway on the old site of St Mary's?

There was no doubt about it, St Mary's at night was a very spooky

place indeed, but it was a gentle spookiness. I know that the hand that ruffled my hair was a gentle one. May he or she rest in peace. - **J. Bowden**, Yatton, North Somerset

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.

# 'FIZZING WIDGET' NOBODY WANTED

THE LETTER about the Mountbatten station-keeping device (September issue) triggered several recollections - and I suppose many readers will not know much about that remarkable machine.

Lord Mountbatten is credited with inventing it before World War II. It was entirely mechanical and worked on the principle that to change station a finite number of revolutions had to be added to (or subtracted from) those needed to stay in station.

For example, props of, say, 10ft pitch would in theory have to revolve 30 times to cover 100 yards. Therefore, if one was 100 yards out of station, 30 extra revs would be needed.

Having set the rate at which one wished to make the change, the machine would count off the extra revs and advise when this had been done with an unusual - or even unique - one stroke gong.

By following a pointer the Engineer would have done the job. The gadget was rarely used, most OOWs preferring their own judgement. Indeed his Lordship is supposed to have said, on being asked whether he had used it much himself, "only as a step", when leaving the bridge of HMS Kelly as she capsized.

When he became Supreme Allied Commander in SE Asia he would come to see us in Trinco from time to time. On one such visit he went onboard Tartar and was not best pleased to hear the distinctive one stroke ring in the Wardroom pantry, to call the Duty Steward.

There was only one place that bell could have come from - the rest had been surrendered as topweight reduction!

Later, as your correspondent said, he was on the Board. He had the device redesigned, made smaller and operated electrically. Much pressure was brought to bear on us in DND to procure it for the escort force. However, we knew how little it would be used, especially as close formations were largely things of the past.

Nevertheless, mindful of our careers, it was duly put in the Estimates year after year. It could then, reluctantly, be sacrificed

when our bids were under financial pressure - as they always were. It was the ideal casualty!

As far as I can remember, only the Darings ever got it. When Lord Mountbatten left the scene the station-keeping device went off to join all the other fizzing widgets and gadgets of no great use - regularly invented by ingenious Naval officers! - **Capt P. K. C. Harris**, Slindon, West Sussex.

## Simon & Co's tasty reward

I AM Boy 1st Class, aged 17, third from the left in this photograph of my shipmates in HMS Amethyst and Simon the ship's famous cat, presented with a giant Cornish pasty from HMS Newcastle.

We were at Malta in 1949, on our way back from the Yangtze incident. - **K. J. Morton**, Yeovil.

Simon worked for his keep by keeping down the rats while HMS Amethyst was besieged by Communist forces on the Yangtze during the Chinese Civil War and was later awarded the Dickin Medal. - **Ed**



No. 580 48th year

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## SMALL CHANGE

We are grateful to Mr George Hiley of Sheffield for the gift of the splendid photograph of the battleship HMS Royal Sovereign entering Taranto Harbour around a hundred years ago – contrasting with that of HMS York towards the end of 2000. Little has changed, apparently, apart from the fashions of the shipspotters.



# Great Dane 'Nuisance' was no angel...

REGARDING P. de Klerk's query about the dog 'Just Nuisance', I don't know about the spy-catching episode, but the following may be of interest.

It is taken from my forthcoming book 'Neptune's Legacy'.

'Just Nuisance' was born in April 1937 and moved to Simon's Town in March 1938 when his second owner, Mr Chaney, became manager of the United Services Institute, a hostel for sailors ashore.

This residence enabled him to meet and become attached to numerous young sailors, including many from HMS Neptune who retain fond memories of their canine hero.

He became so attached however, that he followed them everywhere, even on the train to Cape Town.

As he insisted on lying across three seats in a carriage with them, he incurred the wrath of the railway authorities who threatened to put him down.

His anxious sailor companions hastily consulted their C.O. who was evidently so sympathetic that he arranged for 'Just Nuisance' to enlist in the Royal Navy because he would then be entitled to a free pass on the train!

The new recruit officially commenced his duties in August 1939 and was issued with his own sailor's cap.

He even had a special collar made for him to which his official pass was attached. His official papers stated that he was a 'Bone Crusher' by trade, his religious denomination was 'Scrounger' and he was given the rank of Able Seaman.

He was even given his own quarters at HMS Afrkander, complete with a bunk and an attendant sailor to ensure that he was fed, washed and brushed. He also had a bed at the Union Jack Club in Cape Town.

From the moment he joined the Royal Navy, AB 'Just Nuisance' and his varied activities made such news that he became almost an immediate celebrity.

When he "married" Great Dane 'Adinda' and fathered a litter of five pups, his fame grew. What is more, he was also an economic asset to the Navy as sales of Leslie Steyn's biography, together with picture postcards of him and his family, raised large sums of money that all contributed to War Funds.

As his Conduct Sheet revealed, 'Just Nuisance' was no angel. He was guilty of several misdeeds, such as travelling on the train without his free pass, sleeping on a bed in the petty Officers' dormitory,

losing his collar and going AWOL.

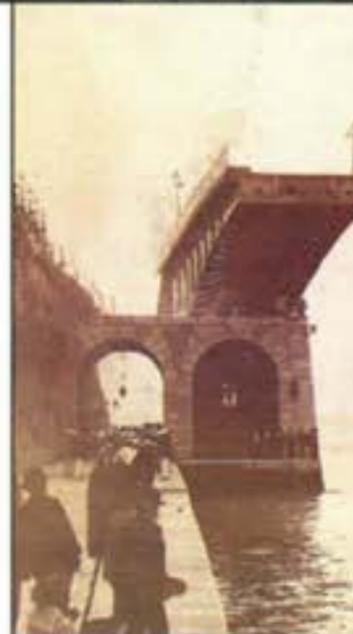
He even resisted eviction from pubs at closing time, but his most serious offence was fighting with the mascots of other ships and causing some fatalities.

Despite these 'black marks', he did a great deal to boost the morale of all those involved in fighting the war from the South Africa Station and was renowned for the love and care he showed for his fellow sailors.

Sadly, on his seventh birthday 'Just Nuisance' was so badly paralysed by a motor accident he had to be put to sleep. He was buried with full military honours at Claver Camp on Red Hill where a granite stone marks his grave. In addition to the splendid bronze statue in Simon's Town, 'Just Nuisance' is further immortalised by a permanent display of all his memorabilia in the Simon's Town Museum. — **N. Taverner**, New Malden, Surrey.

Mrs Taverner, together with Cdr John McGregor, is currently forming an HMS Neptune Association. Call her on 0208 949 3031. 'Just Nuisance - His Full Story' by Terence Sissons is available from Avid Publications on 0151 645 2047 at £8.95 inc pp. — Ed

● **LAST HOURS:** Just Nuisance on his death bed at Cape Town in 1943



## 'Fireman' recalls

WITH a firemen's strike in the UK imminent again, I remember how as a Royal Navy submariner in 1977 I was sent to Leicester as part of the military firefighting contingent.

We were based in the Territorial Army drill hall. On one "shout" a Green Goddess was dispatched but recalled shortly after on a false alarm. About 20 minutes after its return a chap turned up in an estate car asking if we had just been out with one of our fire engines. He was told, yes.

"Well, I've got your firehoses in my boot!"

Apparently, on negotiating a roundabout the hoses had tumbled out of an unsecured locker, so if there had been a fire there would have been a slight problem.

There were two Goddesses there and because of the freezing conditions only the duty one was filled with water, the standby one being filled as soon as the duty one went on a shout. On one occasion the standby was taken by mistake and the 'firemen' had to stamp out a burning mattress with their feet!

The driver said he thought it had gone round the corners a lot easier than usual. — **K. Hallam**, Blackpool

## Time limit 'disgrace'

WE READ with dismay that War Widows are yet again being short-changed re the Pilgrimage Scheme (July issue).

If it is good enough for their menfolk to go, serve and ultimately lay down their lives for their country, for however long it takes to resolve conflict, then where is the decency/loyalty shown to their widows that puts a time limit on their grieving process?

To tell anyone that they will only be helped for so long in visiting their loved ones' graves is an absolute disgrace and it is yet another example of the powers-that-be "being seen to be doing just enough" as has been demonstrated time and time again.

The irony of this matter being that we are proud to know that our son is a serving member of the Royal Navy and know how we would feel if we found ourselves in the same circumstances as that of today's widows. — **G. & S. Ames**, Rockingham, W. Australia.

## T-Class timings

I REFER to the recent letters regarding the three unmodified T-class submarines that operated on the Far East and Australian stations during the 1950s.

It is recorded that Thorough and Telemachus both sailed from Portsmouth in October 1949 and Tactician from Malta, after a refit there, in June 1950, to form this new flotilla.

Tactician was obviously last to arrive on station but was first home to Portsmouth, arriving on March 27, 1956 after serving nearly six years.

Thorough returned to HMS Dolphin on December 16, 1957 and I was on the jetty to welcome her home.

Mr P. Herlily was correct when he said he saw Tactician alongside at the time of his arrival. She had refitted at Chatham and commissioned again in June 1957 for the 5th Flotilla at Portsmouth.

At the end of this commission however, the Tactician left again for the Far East on March 21 1959 to refit at Singapore prior to a commission on that station. This was almost nine months before the Telemachus finally came home to Portsmouth on December 9 1959 after almost ten years Down Under.

So, of the original three T-class sent east in 1950, Mr Herlily was right to say that Telemachus was the last home in 1959, but Mr T. Soar was also right in saying that Tactician was the last unmodified boat to come home in December 1961 after a further two-year commission on that station. — **B. Hudson**, Birstall, Leicester.

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## Heroes' statue goes on display

A STRIKING monument to three war heroes is due to be unveiled in Tamworth shortly after *Navy News* went to press – and *Navy News* readers have been invited to attend.

The Colin Grazier Memorial is to be unveiled and dedicated on Sunday October 27 in St Edith's Square, with a parade starting from Ladybank at 1.30pm. The ceremony will start at 2pm, and if the weather is bad it will take place inside St Edith's Church.

The memorial, in the shape of three anchors suspended in mid-air by means of a genuine ship's anchor chain, was created by Walney Patel. It represents the three men involved in the recovery of vital Enigma codes from a damaged German U-boat.

Colin Grazier, who was 22, and Lt Tony Faison, from Scotland, died in the attempt to salvage as much as possible from U-559, which had been attacked by their ship HMS Petard.

With them was teenager Tommy Brown, who was able to escape the submarine as it sank, but died while attempting to save lives in a house-fire later in the war.

While the Tamworth memorial celebrates the local man, a plaque on the monument is dedicated to all three men.

Their heroism and sacrifice was shrouded in secrecy for decades after the war, and only in recent years has the true significance of their actions been studied, with experts generally acknowledging that the recovery of the codes shortened the war by as much as a year and saved countless lives.

Close relatives of all three men will be at the ceremony, as will a party of more than 30 from the Petard Association – including more than a dozen who were on board the ship on October 30, 1942, the very night 60 years ago that the codes were saved.

The memorial and much of the publicity surrounding Colin Grazier is a direct result of an award-winning campaign by the *Tamworth Herald*, led by deputy editor Phil Shanahan. Roads in a new estate on the town have been named after elements of the story, and a million-pound hotel was named after Colin last year.

Phil Shanahan said he and the memorial committee were grateful for the valuable support given to the campaign by *Navy News* readers, and said any reader would be welcome to attend the unveiling.

Anyone wishing to take part in the parade contact Jim Wetland on 01827 280075.



● A classic image of HMS Endurance in the midst of the ice of the Antarctic region

# Christmas at two extremes

OCTOBER saw two Royal Navy ships set off on deployment; one to the snow and ice of the frozen south and the other to the heat and clear skies of the Gulf.

HMS Cardiff headed off first at the start of the month, and her route has already taken her to the Greek island of Rhodes then on to Alexandria for the 60th anniversary of the Battle of El Alamein.

Members of the ship's company took part in the ceremony to commemorate the British and Anzac Forces involved in the conflict, along with their Commanding Officer Capt Timothy Fraser.

Ice ship HMS Endurance began her long journey down to the South Pole on October 21, the anniversary of Trafalgar.

She won't make it home to Portsmouth again until June 2003 after an eight-month stint away.

Her passage down south will involve a stop-off at Salvador, Brazil, before heading on to her first intensive work period in South Georgia from November until the New Year.

But the ship's company are looking on the positive side – a guaranteed white Christmas!

January to mid-March will see two further work periods in latitudes up to 74 degrees south in the ice off the Antarctic Peninsula.

Teams of surveyors will set out for up to a month at a time surveying the frozen waters.

Once her work is complete in mid-March, the ice patrol ship, nicknamed 'Red Plum' for her distinctive bright colour, will head homeward visiting warmer climates.

Her return journey will take her along the west coast of South America before heading back to the UK.

Her progress can be followed on the Royal Navy website by clicking on HMS Endurance under the ship's heading.

The ship promises to keep the web page up to date with news and stunning photos of the polar scenery approximately every three weeks throughout her deployment.

## Degree scheme now on offer

A NEW programme has just received approval to offer a foundation degree for Naval officers.

For some time, the Navy has been looking at ways to reduce the age of entry into service, as most officers have already attended university before starting at Britannia Royal Naval College.

The Approval Panel from Plymouth University met with the Programme team at BRNC to consider the proposal for a foundation degree and the scheme has been given the go-ahead.

The first people to register will start in January 2003.

The scheme takes aspects of training and education from entry to BRNC until the officer cadets complete their training elsewhere and are fully-fledged officers.

The team has looked at the nature of the training and identified sufficient content and at the right level to form a foundation degree.

Once the foundation degree is achieved, people will proceed to the equivalent of third year at university to gain an Honours degree.

The option to complete the Honours degree will be available through Plymouth University, or recognising the special nature of the Navy, the most likely way will be through the Open University.

## Navy's role in stopping slavery

THE NATIONAL Maritime Museum in Greenwich has acquired a collection of material presenting a graphic depiction of slavery across the world from the mid-18th century.

The Museum plan to use the collection to explain more thoroughly the motivations behind the Royal Navy's anti-slavery campaigns of the 19th century and Britain's role in suppressing the slave trade around the world.

An exhibition is planned for 2007 to mark the 200th anniversary of the abolition of the slave trade in Britain.

But elements from the collection are already on public display in the Trade and Empire gallery at the Museum to mark Black History Month.

A slavery project is currently under development at the Museum, and this collection will influence its research, education, community outreach, on-line access and publications work.

The Museum is seeking to broaden engagement with the public and to develop wider audiences generally.



● The Sampson radar being developed for the Type 45

## Giant ball is the world's most advanced radar

"THERE isn't the slightest prospect I will ever understand how Sampson works, but I do understand what it does and its importance to the Royal Navy," said Sir Robert Walmsley, Chief of Defence Procurement, at the opening of the Sampson Development Facility at Alenia Marconi Systems on the Isle of Wight.

Sampson is a multi-function radar which is destined for the Type 45 destroyer. It brings together the roles of surveillance and tracking into one single system, with a sophisticated anti-jamming arrangement.

The two array faces of the radar sit back to back in an A-frame structure that rotates at up to 30rpm.

The Sampson Facility has been built to support the construction, integration and test of the range of Sampson systems and the radars of the future.

Alenia Marconi have now been contracted to build four of the new radar, and are in the process of bidding for the next five. This will allow for three prototypes, one of which will be found on Portsmouth Hill, and six for the six D-class Type 45 destroyers which have already been announced.

The Sampson is described as the world's most advanced radar, but Alenia Marconi say that Sampson should not be viewed as the end of a journey, merely the beginning of the next stage – with potential for development and growth over future decades.

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# Helping Hands

## Bond premiere aids RN charity

THE ROYAL Naval Film Charity is to benefit from the southern premiere of the new James Bond film *Die Another Day* at Warner Village Cinema in Portsmouth on November 19.

The fitting recipient for this big screen launch, the Film Charity was set up in 1939 following an initiative from Earl Mountbatten to supply film entertainment for ships, submarines and RFAs.

All the screens at the Gunwharf

cinema have been taken over for the event to host more than 1,000 people.

Guests arriving will be played into the preview screening by the Band of the Royal Marines, and the Royal Navy will be putting on a show for the crowds.

Cdr Bond may only appear occasionally in his Naval uniform, but he is very much part of the RN.

Tickets for the night cost between £25-£35 and can be purchased from the ticket hotline: 023 9282 4355.



● Mug in hand, everyone in HMS Edinburgh celebrates a monster brew-up for British charities

## Kind Navy is a bunch of mugs

NOW it's a well-known fact that you shouldn't get between Naval folk and their cuppas, but it's good to see this caffeine addiction being used to make a bit of charity cash.

Two charities hit upon similar ideas for cash collection. SSAFA (Soldiers, Sailors, Airmen and Families Association) called on people to take part in the 'Big Brew Up', and Macmillan Cancer Relief organised 'The World's Biggest Coffee Morning'.

Unsurprisingly the Navy with their much-loved tannin-stained mugs took the opportunity to sit and drink a charity cup across the country and the world.

On patrol in the Eastern Mediterranean, HMS Edinburgh combined the two events to take a break from NATO operations.

The ship's monster tea-break and coffee-morning made a total of £180 for charity.

Cdr Guy Robinson, Commanding Officer, said: "Although on patrol, we aim to keep people occupied by mixing fun with work."

"When we can raise money for charity at the same time, it is a win for everyone concerned."

Establishments have also taken the event to their heart. HMS Dryad set up 'coffee stops' throughout the Southwick base to make sure no-one would miss out on 'The World's Biggest Coffee Morning'.

They raised over £500 for Macmillan, aided and abetted by the presence of a Sticky Cake trolley for those desk-bound individuals in dire need of a sugar fix.

Over the other side of Portsmouth Hill, HMS Sultan had also thrown themselves wholeheartedly into the world of tea and coffee-making.

Sultan's SSAFA event organiser Lt Robbie Bullie said: "SSAFA is a charity we support wholly."

"Their help is always available to all members of the Armed Forces so in areas like Portsmouth, where there is such a high percentage of Service and ex-Service families, their importance to the local community is obvious."

He added: "The £130 we raised with the 'Big Brew Up' follows the £300 we raised during the summer with a tennis tournament."

The cups and mugs of HMS Sultan were barely allowed to dry before Elaine Wood of the Nuclear Department organised the base's coffee morning for the Macmillan's cancer charity.

Her home-baking bolstered the coffee to garner a total of £210. Elaine explained her participation: "I have had personal experience of Macmillan Nurses because of cancer in my own family. They give support to patients and vital respite time for the families."

The Navy's corrupting tea-drinking influence was even felt in QinetiQ's Farnborough site. QinetiQ and Dstl employees, civilian and all three Services, enjoyed a mid-morning break of a cup of tea and a slice of cake to make a yield of £451 in just an hour and a half's trading.

## Making a splash!



THE END of a tough training period allowed members of HMS Kent's ship's company to enjoy a dip in the balmy waters off the Gibraltar Exercise Areas. Knowing his crew well, Commanding Officer Cdr Simon Hardern offered to jump in uniform and all, but only if the swimmers would make enough for charity to make it worthwhile. The result - a small increase to his dhoby bill and the instant generation of £146.42 for the ship's charity Demeza House. This figure, on top of £189.16 raised on a Charity Civilian Clothes day, makes a total of £335.58.

## News in brief

■ CHURCHTOWN Farm Outdoor Adventure Centre has gained £1,500 after a presentation from the Royal Naval Supply School at HMS Raleigh.

The money was raised when 12 members of the school took part in the Plymouth Half Marathon.

The Churchtown Farm centre provides residential experiences for mentally and physically handicapped students. It aims to provide the opportunity to learn and develop skills to enable disabled people to both work independently and participate effectively in groups.

■ A SPECIAL needs school in Fareham has benefited from the attentions of a group of trainees from HMS Collingwood.

Work at the St Francis School included painting and decorating, clearing a building area, and painting out a football pitch on the tarmac playground.

At a special assembly a cheque for £250 was handed over from a charity box in the sailors' accommodation area, and a DVD player for the children to be shown educational films.

■ THE ROYAL Naval Reserve Training Centre HMS King Alfred, based in Whale Island, Portsmouth, has given £300 to the Rowans Hospice in Putbrook.

The money came from a social function earlier in the year, and the Rowans Hospice was chosen in appreciation and recognition of the staff who gave tremendous support and help to one of the ship's company last year.

■ NAVAL wives have been doing their bit for charity too. HMS Sultan's Wives Club has made £1,000 for the Mayor of Gosport's charity appeal.

The money was garnered over a year of hard work at various functions and events.

Gosport Mayor, former Cdr Geoff Bartlett, died earlier this year, but his wife Rosemary said: "It was his wish, during his year as Mayor, to do something positive for younger people, so the money will be split between the War Memorial Hospital, the Gosport Disability Bus and various youth projects throughout the borough."

■ OVERSEAS the Navy has been putting its best foot forward in running events.

UK Liaison Officers Capt David Jarvis and Lt Cdr Vince Dobbin ran the Omaha Half Marathon in aid of British teenager Katherine Kendall who arrived in Omaha in September to undergo a unique form of neurosurgery to free her from life-threatening epilepsy-related seizures.

The pair raised several hundred dollars in sponsorship and donations for the appeal.

■ THE ROYAL British Legion is setting a new challenge for keen cyclists. They want to know if you fancy getting in a spin in Switzerland.

Cycle to Switzerland will take place from May 14-21, 2003. The event costs £599 and there is a sponsorship pledge of £1,000 to aid the Legion's welfare work.

More information from 020 7973 7350.

■ THE SHORE family of Bristol - mother, father and two sons all serving or former Naval folk - have long been involved in the Friendship Clinic in Nepal.

Chairman Peter Shore got in touch with Navy News to express his gratitude to HMS Ark Royal for a considerable donation to the Friendship Clinic Nepal.

Next on the project's schedule is a scheme to provide the local villagers with wells for fresh clean water.

Each well costs just £250 and the scheme sets out to supply 250 wells in total.

Friendship Clinic Nepal is looking for RN ships and organisations to contribute to these wells - and get each one officially named, certificated and GPS-located.

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ATTRACTIVE, SLIM, brunette (33) single. Seeks Royal Marine for friendship. Box Nov 7

NAVAL ENGINEER, away too much, requires cheerful correspondence from ladies 20's - 30's. Box Nov 8

CAROL - INDEPENDENT single mum, 37, Caring, loyal, nurse. Seeks penfriend, possible relationship. Box Nov 9

FUN, HAPPY go lucky single girl. Loves socialising, laughter, wants penpal. All letters answered. Box Nov 10

RECENTLY DIVORCED blonde, slim female. Seeks genuine male friendship. Box Nov 11

SINGLE PROFESSIONAL classy curvy blonde, 42 yrs. Seeks genuine unattached gentleman with GSOIL, 40 - 55 yrs. Box Nov 12

## PERSONAL

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Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.



# Kittens and kids – all in a day's work

SAILORS from HMS Sultan became labourers at two local good causes.

Ranvilles Junior School in Fareham and the RSPCA Ark in Stubbington grabbed the chance to set the Naval teams hard at work.

Ranvilles' staff and pupils were delighted to see the team of three men and one woman as the cloak-

room, toilets and communal teaching area were in desperate need of some tender loving care and attention.

Deputy headteacher Colin Cook said: "The Navy's work is tremendous. You should have seen the place before; it was in such a state."

"They're raising the profile of this part of the school, making it a much nicer environment for everyone."

Up to now, work on the school has been done by the staff with volunteer help from parents.

One of the Navy men, Artificer Apprentice John Davies said: "I live near the school, so it's nice to be able to do something for the local kids."

The other team were hard at work at the RSPCA Ark, clearing the land and laying the base for a new access road to the wildlife area.

They also refurbished the isolation and intake cattery, the busiest unit at the animal sanctuary.

Ark Manager Mike Ward thanked the Navy for their efforts: "This has saved us weeks of time. We have had a long relationship with Sultan."

"Without diminishing the work done by other volunteers, these guys are used to teamwork. I can brief whoever's in charge, and the work gets done."

"They are so capable, if things crop up, they use their initiative and suddenly, it's there!"

The Navy's team leader at the centre Leading Air Engineering Mechanic Steve Harrison said: "This is giving the lads a sense of achievement and they're giving something back to the community."

The Solent branch of the RSPCA has been in existence for 120 years. The Ark centre opened in 1987, and looks after stray and unwanted animals and cases of cruelty.

Community projects remain a vital part of the training regimen at various Naval establishments.



A CHARITY 'Pinkie' pull by 4 CAC Company from the Joint Service Intelligence Organisation in Chicksands yielded almost £1,000 for the British Ex-Services Wheelchair Sports Association and the Royal British Legion. The 'Pinkie' is in fact a modified 110 Landrover, one of the preferred vehicles of Airborne Units, but kitted up with its two guns, the truck weighed in at two tonnes! Lt Cdr Paul Massey, the officer commanding 4 CAC Company presented two cheques of £455.61 to the chosen charities.

## Four Superb men on bikes

A TEAM of four from Swiftsure-class submarine HMS Superb have gathered together a total of over £5,000 for an affiliated charity.

The four pedalled from their Faslane base to the boat's part-

nered town of Stafford in just over two days.

The money will go to the Mayor of Stafford's charity, the Donec Louise Trust, a children's hospice in Stafford that is due to open early next year.



● Lt Dave Collins, Lt Cdr Stuart Currie, LOM Bob Cornack and Coxswain Mark Richardson at the start of their bike ride



## Geordie rowers lay down challenge

DURING their last deployment across the Atlantic, the crew of the Geordie Gunboat kept themselves fit using rowing machines.

Events included a 24-hour rowing marathon organised by the Chief Petty Officers mess that covered a distance of 357,097 metres or 221 miles and raised over £500 for the mess' sponsored charity. The CPOs are throwing down a challenge to any other Type 42's CPOs mess that think they can do better!

HMS Newcastle's rowers also took part in the Montague Rowing challenge, open to all ships and requiring 50 members of the crew to row 1km each. Led by LPT 'Ruby' Murray, HMS Newcastle clocked up 2hrs 51mins and 30.39secs.

● LPT 'Ruby' Murray and others from HMS Newcastle cheer on LOM(C) Ben Slatter

## DON'T FORGET OUR SEAFARERS

### A Time to Remember

One chance we have to remember the debt we owe to our seafarers is with a legacy. For many of us making a Will is a daunting prospect and often a task that is left "until tomorrow". KGFS can help – we have a free guidance booklet entitled "Your Will". Free copies are available by completing the coupon below or by telephone 020 7932 0000, fax 020 7932 0095 or email: seafarers@kgfs.org.uk Visit our website at [www.kgfs.org.co.uk](http://www.kgfs.org.co.uk)

### KGFS – The Seafarers' Charity

King George's Fund for Sailors (KGFS) is the central fund making grants to nautical charities which look after the welfare needs of seafarers and their dependants in the Royal Navy, Merchant Navy and Fishing Fleets.



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The data you have supplied will be used for administrative purposes and to keep you informed of fund-raising and other activities.  I prefer NOT to receive further mailings



● A massive cheque for £20,000 from the proceeds of Faslane Fair is presented to the Children's Hospice Association Scotland (CHAS). The charity is aiming to build a new children's hospice on the shores of Loch Lomond near Balloch. Rear Admiral Derek Anthony, FOSNII, presents the cheque to Shona Cardle and Bob Tomlinson of CHAS

Picture: LAP/Photo Jason Wood

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## Jolly good ideas

ON BOARD his flagship HMS Victory, Second Sea Lord and C-in-C Naval Home Command Vice Admiral Sir Peter Spencer presents the TopMast CD-ROM competition winners with prizes of £2,000 worth of Lunn Poly holiday vouchers.

They were chosen for their innovative ideas on what they would do if they were directing Topmast - the Navy's new personnel management project.

From the left, they are LWtr David Swift (FOST), CPOWSA Lynne Joyce (Fleet Support) and PO(C) Simon Blick (HMS Collingwood).

Money for the prizes was donated by Sir Donald Gosling on behalf of the White Ensign Association, Flagship and the Herbert Lott Fund.



## Nelson hoard nets £2 million

THE LAST historic collection directly associated with Nelson ever likely to appear on the market sold at Sotheby's in London on Trafalgar Day for a staggering £2,130,029 - three times the pre-sale estimate.

The collection belonged to Alexander Davison, Nelson's friend, treasurer and closest advisor, and included an astonishing group of precious objects, arms and swords, papers and relics with direct provenance to Nelson.

Amazingly, it has remained unknown to the world for almost 200 years.

Speaking after the sale, Sotheby's specialist Martyn Downer said: This has been a thrilling journey of discovery that has culminated in this fabulous result.

"It is not only a testament to the abiding fascination with Nelson shared around the world, but also to the extraordinary friendship that Nelson had with Davison.

First lot was an Egyptian club sword, which sold for £270,650.

Next up, a diamond brooch shaped as an anchor and bearing the initials 'H.N.' went for £160,650. It was believed to have been a personal gift to Lady Hamilton.

The much-awaited blood-stained purse that Nelson carried on the day of the Battle of Trafalgar sold for £270,650.

It still contained the 21 gold coins that Nelson placed in it on the morning of the day he died.

Highest price of the day was paid for Nelson's scimitar - £336,650.

A remarkable archive of 72 previously unknown and highly revealing letters to Davison from Lady Nelson was purchased by the National Maritime Museum for £138,650, while a single letter from Emma Hamilton, lamenting Nelson's passing, sold for £31,070.

## Kent guard duty

WHEN a party of veterans of the 23rd Destroyer Flotilla Association took a monument to the Navy's role in the 1944 Battle of Normandy to be erected in Hermanville-sur-mer, they asked a visiting RN frigate to provide a chaplain for the ceremony.

"We can do better than that," said the CO of HMS Kent - and duly provided a full ceremonial guard.





## Stephens are true Naval men!

THE STEPHENS family add up to a pretty hefty number of Naval years between them with a 62-year total. There's WO Vic who has just signed up again as FTRS after an earlier career of 25 years, WO Sam who has now racked up 34 years, and Vic's son A/LOM(AW) Nick who is a mere stripling at four years service.

Vic can now be found in Portsmouth Naval Base Commander's HQ of Semaphore Tower. He joined up in 1960 and served in a number of ships for 25 years. When he left the Service he worked as an estate manager and ran his own newspapers before rejoining under the FTRS scheme.

Little brother Sam signed up in 1968 as a boy seaman, and is still in the Service. His experience is as wide-ranging as his brother's but there was one notorious incident when both were in HMS Arrow.

During one tough operational sea training period WO Vic shouted on the open line for Sam to do an input. The reply came back: "If you shout at me again, I'll tell Mum!" Even amid the harsh OST work-up, this unusual response raised a general laugh.

Son Nick can currently be found in HMS Ocean with a campaign medal tally that already beats his dad's.

FOUR WEA Apprentices from HMS Collingwood have trekked through the Ardennes region of France in pursuit of their Duke of Edinburgh Gold Award.

The gang of four tested their navigational ability through the challenging thick forest of the Meuse valley, home to the wild boar.

The path also led them to the Calvaire du Maquis des Marais, a memorial to 106 French Resistance fighters slaughtered in the woods by the Nazi SS.

For more information on the Duke of Edinburgh Award, contact Lt Martin Heighway on 93643 2418.

● WEA/As Ed Devenney, Adrian Moore, Darren Culverhouse and Fiona Millington enjoy mapreading



● Old and new together: former Tyne Leading Steward Roger Hayden and STD Colin Frank Money

# Tyne legacy recalled at ship naming

IT WAS by chance that Roger Hayden, one-time Leading Steward of HMS Tyne, spotted a piece in the local paper about the first of the new generation of the River class, HMS Tyne.

Roger remembered fondly his time on the destroyer depot ship and rang up shipbuilder Vosper Thornycroft to see if he could attend the launch.

He was told he was just three days too late but jumped at the invitation to attend the naming ceremony.

When Roger and Win, his wife of 49 years, arrived at the celebration, he was announced as from the previous HMS Tyne.

At this point Cdr Craig Gilmour, Commanding Officer of the new HMS Tyne, came over and introduced himself to the couple.

Roger said: "I was thrilled to bits to be there. I had a good look at the new Tyne."

"She's a magnificent ship."

It was Cdr Gilmour who insisted that Roger have his photo taken with himself, with Lady Squire the ship sponsor and said: "Come over here, we'll have a photo of old and new."

Next thing Roger was having his photo taken with STD Colin Money, his counterpart in the modern Fleet warship.

## Sole RN man in Kabul

FOR a while there, mobilised reservist Cdr Simon Ryan was the sole RN/RNR officer or rating in Afghanistan.

Simon was looking after the hordes of media who were flocking to Afghanistan as world events have drawn the eye of the press to the country. Based at HQ ISAF in central Kabul, Simon headed up a team of 10 from Turkey, the UK and New Zealand.

Roger joined the Navy in 1951 and served for seven years in the RN and five years in the Reserve.

He recalled the old Tyne: "It was a happy ship. A good group of men on there."

During his time in the Service Roger could also be found in HMS Theseus and Ariel, and the Old Naval Academy in Portsmouth.

## Oliver wins RFA 'Cadet of the Year'

OLIVER Bognhurst has won the coveted Richard Jones award as RFA Cadet of the Year.

Twenty-two year-old Oliver joined as an Engineering Cadet in September 1998. His training record and serving reports have proven consistently excellent. So good in fact that the RFA Cadet of the Year is no longer a cadet.

Oliver has been promoted to the rank of Third Officer (Engineering) and is now studying for a BEng at Plymouth.

## Long distance swim for family

HMS RALEIGH'S Commanding Officer Cdre Laurie Brokenshire achieved an admirable second place in the 2.5 miles City of Plymouth Breakwater Swimming Race.

But the passion for treading water doesn't end there in this family; son Matthew came third and daughter Rachel was second in the ladies event.

## Rob recognised by Navy award

CPOCA ROB Revill of HMS Newcastle received his Meritorious Service Medal from Rear Admiral A.K. Buckus.

On the occasion Rob said: "This is in recognition of both service to the Navy and the support and encouragement I have received from my loving family."

## RN pictures on show in Kosovo

FOR the first time, PO(Phot) Rob Harding has had examples of his work shown in an international exhibition in Kosovo's capital Pristina. Rob is currently working as a photographer for the British Forces in Kosovo.



## Two years of wins for HMS Superb

FOR the second year on the trot HMS Superb has won the Thales Submarine Electronic Warfare (EW) Awards Trophy.

Commanding Officer Cdr Justin Hughes said: "I would like to congratulate the Tactical System Department on their tremendous achievement in winning this award for the second year running."

"This is suitable public recognition of the Royal Navy's Submarine Service contribution in the war against terrorism."

Although Thales sponsor the trophy, nominations come from the Air Warfare Centre RAF Waddington.



● Thales vice-chairman John Howe gives the award to Cdr Justin Hughes and PO Peter Norman



● The staff of HMS Heron's Photographic Section turned up in style to receive their recent award for 'Recognition of Team Achievement through Endeavour' presented by Cdre William Covington, Commanding Officer of RNAS Yeovilton. The photographers pictured are CPO Laurie Cooper, PO Scooby Dua, LA Wheelie A'Barrow, Brad Bradbury and Mike Handy.



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● HMS Glasgow appears to be swamped in sea-like netting while undergoing maintenance at Portsmouth Naval Base



● Cdr David Dutton, accompanied by his wife Henrietta, leave HMS Glasgow in a horse and trap on his final day in command of the ship

## Two visits – and a Channel rescue

HMS Ledbury was the centre of attention at two high-profile visits in a week.

The MCMV steamed into the heart of London for a three-day visit to coincide with the launch of the RN Presentation Team (RNPT) UK tour, staged at HMS Ledbury.

The transit up the Thames gave the warship the chance to embark visitors from her affiliated town of Ledbury.

While in the capital the ship's sponsor, Lady Elizabeth Bertham, and her husband, Admiral Sir Stephen Bertham, visited Ledbury, taking a tour of the ship, meeting the ship's company, and presenting Jubilee medals to two of the sailors.

After the launch the ship headed for France, helping in a rescue on the way.

In poor visibility and a worsening sea state, Ledbury was alerted by the Dover Coastguard to provide assistance to a pleasure craft. Ledbury stood by her until a lifeboat arrived to take the stricken vessel in tow.

Despite the delay, Ledbury arrived at Oustreham on time to lock through and reach Caen as planned to take part in the Fete du Port, the city's maritime festival.

As one of the main attractions of the event, some 2,400 visitors looked over Ledbury over the course of the weekend.

One of the highlights was the visit by the French Minister of Defence, Madame Michele Alliot-Marie, who exchanged gifts with Lt Cdr Peter Olive, the ship's Commanding Officer.

# From 50,000hp to just the one

DAVID Dutton was used to having 50,000 horsepower at his beck and call as the Commanding Officer of HMS Glasgow.

But on his final day with the Type 42 destroyer, Cdr Dutton had to make do with just one horsepower – a horse and trap in which he was driven away from the ship.

It is a Navy tradition to find an unusual means of transport for the outgoing captain, and on this occasion Cdr Dutton enjoyed the trip with his wife Henrietta, as they sipped glasses of champagne.

In the 18 months since he assumed command in South Africa, Cdr Dutton has taken his ship to the Falklands, South Georgia, Brazil, West Africa, Portugal and Gibraltar, as well as the slightly less exotic Dock 15 in Portsmouth Naval Base, where the destroyer is currently undergoing

essential maintenance before returning to sea later this month.

The reins of command – and control of the 50,000 shaft horsepower Olympus gas turbines which help power Glasgow – now pass to Cdr Mike Wainhouse.

As he left to three cheers from his ship's company, Cdr Dutton said: "This has been the most rewarding 18 months of my life."

"I am sad to be leaving Glasgow at such a crucial stage; however, I know I leave her with a very industrious and honest ship's company, and I shall watch their progress keenly."

Cdr Wainhouse is no stranger to Type 42s, having previously served in HM ships Gloucester, Newcastle and Edinburgh.

Glasgow will be his third sea-going command, his previous ships being the Archer-class patrol boat HMS Exploit and the Sandown-class minihunter HMS Walney.

## New system gets early test

A NEW PARTNERING arrangement at Portsmouth Naval Base was fully put to the test within days of its creation with a major ship fire and an unexploded bomb.

The partnering came into force on Saturday September 14, and just two days later, on the first full working day of the new system, joint emergency procedures were put into place when a fire-stricken container ship was brought into the Naval Base.

The Wester Till, an Antigua-registered German-owned vessel of 7,500 tonnes, was en route from Antwerp to Tunis when she reported a fire in one of her holds in mid-Channel late on the Sunday.

A team from East Sussex Fire Service was put on board, and by early Monday morning the fire was reported to be out.

But while on passage to

Southampton the fire re-ignited, and Portsmouth Naval Base responded to a request by the Maritime and Coastguard Agency for the ship to enter Portsmouth Harbour.

During a joint nine-hour operation, co-ordinated by Incident Commander Cdr Tom Herman, the Queen's Harbour Master, containers were removed to allow fire-fighters proper access to the ship's hold.

Naval Base and FSL staff worked closely together with a

number of other agencies – notably Hampshire Fire and Rescue Service – to douse the fire successfully on the Monday, although the clean-up operation took a further two days before the ship could leave the Base.

The following evening brought the discover of the 650lb German bomb – see page 23.

With two major incidents successfully tackled, as well as the usual business of the base, the new arrangement looked to be in good shape from the very start.

## MOD Guards celebrate anniversary

THE MINISTRY of Defence Guard Service, which provides unarmed security at MOD establishments, marked its tenth anniversary last month.

The Guard Service's 3,800 personnel make a vital contribution to the round-the-clock protection of around 200 sites, for which they were congratulated by Defence Secretary Geoff Hoon.

## Squadron celebrates big switch

820 Naval Air Squadron is celebrating its transformation into the realm of Merlin with a series of events at the end of this month which will celebrate its links with Sea King.

On November 27 there will be a formal dinner at the Falmouth Hotel, and the Guest of Honour will be Flag Officer Maritime Aviation. All serving and former ASW Sea King officers are welcome – the cost is £30 per head.

The following day, November 28, sees FOMA address 820 Squadron, and there will be a flying display and music from the Royal Marines Band. Light refreshments will be available, and the event is open to all current and former Sea King Squadron personnel.

That evening there will be an all-ranks social evening at the 820 Squadron hangar, where there will be a band, a bar and light refreshment. Again the event is open to all current and former Sea King Squadron personnel, and the cost is £5 per head.

## Work stress is target of roadshow

STRESS at work was the target for a health roadshow at Portsmouth Naval Base.

Part of European Health and Safety at Work Week, the UK sponsors – the Health and Safety Executive – set out to highlight stress awareness and methods of reducing stress.

The campaign in Portsmouth included contributions by nursing staff in the Occupational Health Centre of the Naval Base Health and Safety Group, Priory Hospital at Marchwood, and students from Highbury and South Downs Colleges. Sainsbury's donated fresh fruit.

There was advice on posture and reducing physical discomfort at work from a physiotherapist, and staff from personnel, Equal Opportunities, Training and Welfare Services were on hand to discuss situations which may cause stress at work, while the Base's Occupational Hygienists and Safety Advisers discussed workplace hazards.

Reducing stress can be cost-effective, leading to lower rates of sickness and absence, improved staff performance and lower staff turnover.

## Twinning deal links to French

AN HISTORIC twinning arrangement between British and French naval establishments has been formalised at HMS Collingwood.

The arrangement, believed to be the first of its kind, will forge closer links between the training base and its French equivalent, Le Centre d'Instruction Naval, Toulon.

The signing was carried out by the Navy's top personnel officer, Second Sea Lord Vice Admiral Sir Peter Spencer, and his French counterpart, Vice Admiral Philippe Sautier.

Also attending were Commodore Philip Wilcocks, the Commanding Officer of the Maritime Warfare School at Collingwood and his French equivalent, Capt Henri le Chat and a delegation of French officers.

The training schools already have links, and the twinning will formalise this relationship to maintain and enhance the benefits aimed at improving training.

To this end, both navies will develop greater awareness of each other's strengths and constraints in order to foster co-operation, appreciation and understanding.

Although training will be the primary beneficiary, increased co-operation will ultimately also enhance operations and improve effectiveness in future bilateral and combined exercises.

Training staff and trainees will make exchange visits to broaden their education, and sporting, cultural and social links beyond the classroom will also be encouraged.

## Really Necessary trip for actors



● Some of the cast and crew of the RN Theatre Association outside the C Too venue in Edinburgh during the Festival Fringe

A SUCCESSFUL run at the Edinburgh Festival Fringe has prompted a Navy acting troupe to stage a production in Portsmouth next year – and return to the Scottish capital in 2004.

The Royal Navy Theatre Association (RNTA) took a version of Terry Pratchett's *The Fifth Elephant* to Scotland – the stage adaptation by Stephen Briggs being further adapted by Collingwood theatre manager Chris Gaine to fit the 70-minute timeslot.

For security reasons, the RNTA took on the mantle of the Really Necessary Travelling Actors, and managed to attract 466 people over six performances, including a last-night sell-out of 145.

With an average audience for Fringe events standing at seven, the RNTA average of more than 75 was a cause for celebration – and a three-star review from the critics in *The Scotsman* newspaper was the icing on the cake.

The cast and crew – a group of

23 – endured a journey of more than 12 hours in two minibuses, followed by a technical rehearsal between 2am and 6am on Sunday in preparation for the show.

The RNTA performed at C Too, one of a series of venues operated by C Venues, and situated close to Edinburgh Castle.

*The Fifth Elephant* is taken from the Discworld series of Terry Pratchett, and is a humorous look at the stupidity of diplomacy.

A fuller version of the play had previously been performed in 2001 as HMS Collingwood's entry to the RNTA annual festival, and joins productions such as *The Canterbury Tales*, *Chekhov's The Sneez* and a specially-written *Panto-on-Toast* in the company's canon.

Anyone interested in acting, directing or working backstage or front-of-house is asked to contact the RNTA Secretary, Cdr Andy Cropley, on Portsmouth Naval Base ext 24124, or their local establishment theatre club.

## Nelson inspires pupils

AN INNOVATIVE partnership between the Royal Navy and a secondary school in Portsmouth has resulted in the opening of a new pupil support centre.

The spirit of Nelson was invoked to inspire youngsters when the Victory Centre was officially opened on Trafalgar Day at the City of Portsmouth Boys School. Rear Admiral Rick Cheadle, Chief of Staff to the Second Sea Lord, officiated at the opening ceremony.

The Navy has forged a partnership under which it will work with pupils to ensure the Victory Centre reflects the

Services' culture, and to provide educational visits to HMS Victory and attractions in Portsmouth Historic Dockyard such as the Royal Naval Museum.

Rear Admiral Cheadle said: "Through strong leadership, training and care for his men, Nelson achieved a significant victory at the Battle of Trafalgar."

"These qualities now form the ethos of the Victory Centre, which will undoubtedly offer the students the opportunity to achieve their full potential."

## Memorial inaugurated

THE QUEEN is due to inaugurate a memorial early this month to recognise the contribution and sacrifice made by nearly five million volunteers from the Indian subcontinent, Africa and the Caribbean who served with the British Armed Forces in the two World Wars.

The Memorial Gates have been constructed on Constitution Hill, near Hyde Park Corner in London. A mounted escort from India and Pakistan will accompany the royal car from Buckingham Palace, and there will be Gurkha band, pipers, drummers and state trumpeters.

The Queen will meet veteran and serving soldiers from Bangladesh, India, Jamaica, Nepal, Nigeria, Pakistan, Sri Lanka and Uganda, and writer Ben Okri will give a brief oration after the pillars are unveiled.

# SPOTLIGHT ON THE MED



● Left: HMS Ark Royal leads the Argonaut 2002 Task Group, with the Type 42 destroyer HMS Southampton, the Fleet Replenishment Ship RFA Fort Victoria and the Landing Ship RFA Sir Galahad. Above: the Royal Marines Band from Portsmouth plays the Ark into Malta. Bottom left: HMS Edinburgh hands to bathe in the warm waters of the Mediterranean



HMS ARK Royal is due home this month after taking part in the UK-led maritime deployment to the Central Mediterranean Argonaut 02 which began in September.

Designed to demonstrate the UK's continuing commitment to the stability of the region, its centrepiece was the NATO Exercise Destined Glory off the coast of Italy.

Aim of this was to train a joint capable force in the full spectrum of operational tasks with the UK/Netherlands Amphibious Task Group at its core.

Eight nations and over 100 Commands were involved. Argonaut's own Task Group comprising 23 Commands brought together into an integrated, self-sustaining joint fighting force. Some 2,500 UK Service men and women took part in 14 ships carrying two Harrier Squadrons, four Helicopter Squadrons and units from the 1st Battalion Royal Netherlands Marine Corps. During the Destined Glory phase, Task Group Commander Commodore Jamie Miller was embarked in the Dutch LPD HNLMS Rotterdam.

Ark's Task Group also took part in the French-controlled exercise Abelia, with amphibious ships from five other nations.

Earlier, Ark had paid calls at Gibraltar and Malta, where she helped mark the 60th anniversary commemorations of Operation Pedestal, the crucial Malta convoys of World War II.

Meanwhile HMS Edinburgh has deployed to the Eastern Med, on patrol with NATO as part of Task Force Endeavour in support of the anti-terrorism campaign.

Operations involve working with a wide range of navies and air forces and the Type 42 destroyer has made extensive use of her embarked Lynx helicopter.

Said Commanding Officer Cdr Guy Robinson: "Operational deployments working in a multi-national Task Force are Edinburgh's bread and butter and it is absolutely essential that we can work seamlessly with our NATO allies."

## Chemical reaction

**DURING HMS Argyll's deployment in the Arabian Gulf, Flag Officer Sea Training's Sea Riders paid a visit to keep the ship fully trained and ready for action.**

Here a member of the crew is in stage two of the undressing cycle that follows exposure to a chemical attack.

He has to strip completely before taking a shower, still wearing his gas mask.

Argyll is due back in Plymouth this month after six months in support of United Nations Security Resolutions in the Arabian Gulf

## Norway gives St Albans the full ranging MOT

UNUSUALLY for a new ship, HMS St Albans has just finished a ten-day period at NATO FORACS – Fleet Operational Readiness Accuracy Check Site – Norway.

Based near the city of Stavanger, the site is one of just three in the world, the other two being at ALTEC in the Bahamas and Crete.

It is equipped to give a warship a full electronic 'MOT'. St Albans was primarily there to conduct Sea Trials on her Sonar 2050 but she was also subjected to full ranging, which provides a detailed and accurate look at the ship's sensor suite. All appeared to be well.

As well as an excellent trials package, the ship's company also managed to enjoy two weekends in Stavanger – widely voted an "excellent run ashore".

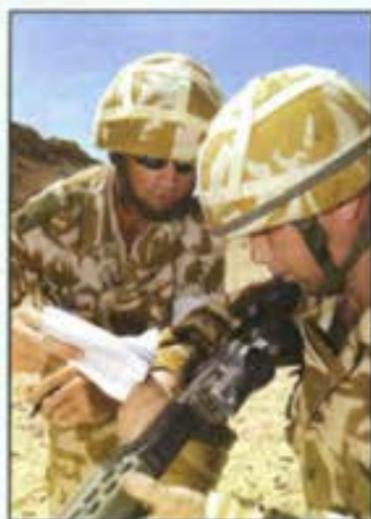
In addition to the benefits of being berthed in the heart of the city, personnel were given use of extensive sailing facilities; the ship's rugby team put in a very creditable performance to narrowly lose 8-7 to the city's side; and the CPOs' and POs' Mess held a highly successful first joint 'social'.

The ship sailed from Stavanger to conduct noise ranging at Loch Goil and Loch Fyne before returning to Portsmouth.

But while still in Norway a Norwegian Commander who worked in the shipyard that built St Albans paid the ship a visit.

Employed at the time by the Frigate Integrated Project Team, Cdr This – seen below behind St Albans CO Cdr David Barker (right) and Commander WT Cdr Rod Passingham – was able to learn many lessons for his new role on the new Norwegian frigate project.





## FACTS AND FIGURES

### TRIALS IN AFGHANISTAN

**Led by:** Col Fraser Haddow RM  
**Team:** experts from Infantry Trials and Development Unit, Defence Logistics Organisation (DLO), and Heckler & Koch; two operational analysts from the Permanent Joint Headquarters  
**First trial method:** interviewed RMs from the patrol whose weapons had suffered stoppages in contact; inspected weapons and asked them to prepare using existing routines; 12 firers to range; 150 rounds in just over 8 mins, simulating contact engagement and an assault  
**Results:** Only 2 weapons performed satisfactorily

### Initial findings:

- Men unable to clean weapons properly not through neglect but incorrect or worn out cleaning brushes
- Not oiling according to pamphlet
- Damaged magazines
- Safety catches stiff
- Muzzle cover expanded in heat and slipped off weapon

**Action:** Taught correct cleaning regime and increased firing party to 24, firing 3,600 rounds

**Result:** Only one weapon failed test

**Second trial method:** Trials team set out to replicate the heat and dust conditions on operations with 36 RMs (24 from the first test but 12 new as a control group). Two Chinook helicopters flying, on each landing RMs deploy and look up firing positions, then helicopters take off, land again, and RMs re-embark - 7 times (5 with extreme brown-out conditions). Returned to range, lay weapons directly on the sand, left there for an hour in the hottest part of the day. Then straight to firing point, dustbow with constant 20 knot wind

**Battlefield mission test repeated with all 36:** 5,400 rounds fired

**Result:** 24 RMs who had been previously instructed, 87.5% reliability; control group, 17%

### Recommendations included:

- Replacement muzzle cap
- Weapon cover
- Safety catch made of more resilient material
- Weapon pamphlet - more specific and clearer

### DEMONSTRATION IN OMAN

**Led by:** Lt Col Tory Thornburn  
**Team:** 39: 21 uniform personnel from all three Services; representatives of Defence Procurement Agency and DLO  
**Objectives:**

- Demonstrate reliability of SA80 A2 in harsh, challenging conditions
- Enhance confidence
- Validate the extant cleaning and maintenance regime
- Assess proposed revisions of the A2 pamphlet

### Prior to deployment, survey results:

- 68% felt A2 had reliability problem
- 85% happy with accuracy
- 57% felt difficult to clean in field

**Demonstration:** Tactical missions replicating operational situations with SA80 A2 and rivals; eg vehicle moves, helicopter deployment, fire and manoeuvring procedures on the firing point. Empty magazines recharged with ammunition in a tactical manner, lying in the sand

### On completion, survey results:

- 95% felt A2 reliable
- 100% happy with accuracy
- 100% felt it was easy to clean in the field (operational oiling taking approx 10-15 seconds)

**Results:** The Individual Weapon fired 165 battlefield missions, each comprising 150 rounds over a period of 8 mins 40 secs. A total of 24,750 rounds fired and only 51 stoppages

● Out of 165 battlefield missions, A2 passed 156: of the 9 failures stoppages were easily cleared and not mission critical

● A2 achieved a 95% success rate, above operational requirement of 90%, and its nearest rival of popular choice achieved only 47%

● Personnel embark on an Omani UH-1 helicopter during a demonstration carrying a rival weapon



# Testing times for SA80 A2

Sgt Jamie Miles is a Platoon Weapons Instructor, a specialist in weapons and tactics, with the Royal Marines. He was part of 45 Commando during operations in Afghanistan last year, and sent back one of the three defect reports about problems with the weapon. In his own words:

The SA80 A2 was introduced to us at 45 Cdo last November, we conducted the usual static firing weapons test and initial reaction to that was "OK, this weapon looks the same but it is actually performing extremely well."

Normally we'd fire some men through a couple of basic shoots and every man would probably incorporate a couple of stoppages. With the entire company, at that stage we had none.

We then went off to our training area. We conducted everything from single-man close-quarter battle all the way up through to section attacks, troop attacks, company and everything, and 110 men had fired approximately between 3,500 rounds and 4,200 rounds each. We had five stoppages, four of them were down to the firer.

So now we are looking at: "This weapon is fantastic. Yeah, OK, it looks like a Lada but actually we are driving a Porsche 911." And we are now confident and the feeling within the company was very good.

We were then launched into HMS Ocean as part of the amphibious ready group and deployed subsequently to Operation Jacana. And then went on to a sub-op called Operation Parmigan.

For the first time in 20 years, a Royal Marines Commando unit had formed up supported by artillery, mortars, heavy machine guns, and more importantly the rifleman had confidence with his A2.

And we successfully went on Op Parmigan, dominated the ground, lined out for the first time in 20 years and it was a pure success. At that point there were no real issues with the weapon.

But we had noted that the heat made it a little bit more difficult to keep clean, we had noted that the dust started sticking to the insides, a little bit of sludge, the downdraft from the Chinooks, weapons are starting to look shabby and we've got this mindset in 3 Cdo Brigade that if they look at a weapon that's dirty they think it's ineffective.

**When you're a recruit, when you're a trained Marine, when you're a sergeant, if your weapon looks dirty, you clean it. We need to come away from that - does it work?**

We then later started getting a few more difficulties on the range. The ammunition was starting to feel a little bit different but this is only coming after a matter of time. And I thought "Have we ruined these weapons because of the amount of ammunition we've fired through?"

So we thought "Hang on a minute, this dust mixing with all the oil - is that what's slowing it up?" So Royal Marines being Royal Marines, a clean weapon is a good weapon and we then stuck liberally with the oil.

As a rule people were still oiling but it was liberally. And some people tried dry and all sorts of regimes were coming out.

We've got men deploying onto the ground with a little bit of confidence knocked now - considering the highs that we were on before we got on ship.

So it wasn't a massive major issue although it would have been if things had turned for the worse.

So I then wrote a report saying "The A2 - there are problems."

And then all of a sudden - boom! Heckler and Koch are arriving. Col Haddow's arriving, the trials team's arriving: "Let's sort this out."

So the trials team came out, Col Haddow conducted his second day of trials, the day I left theatre, and two weeks later the brigade were out of the theatre.

So I'm now going to Oman to conduct

the confidence demonstration. There were nine Royal Marines out there, four RAF regiment, one Parachute Regiment guy and so on, it was a good mix tri-Service.

There were three people there on the confidence course, there was myself, Col Sgt Ryan, and Sgt Evans, who had reported problems.

**I went out, I was still pro-A2, but you know I had it clear in my head that there were issues that needed addressing. So I went out there for the two weeks and sat on the fence, if you like, and wanted the clinical trials results to show me - I wanted to see fact.**

I sat on the fence as far as a decision, but as far as input into it went, it was a massive thinktank. We sat there and went: "Well, actually, we've got someone from the DPA here and the DLO, you're the people who are meant to be giving us kit. So this is what we want."

And for two weeks we hounded them with ideas upon ideas - everything from the way we train people to the kit that we require to the re-education of the brigade and to everything else that is going to be an issue with the SA80.

They gave us a pamphlet, the existing cleaning regime, and we looked at it and went "Well, sorry, that's rubbish" - and it was now 30 pages long, which is too much.

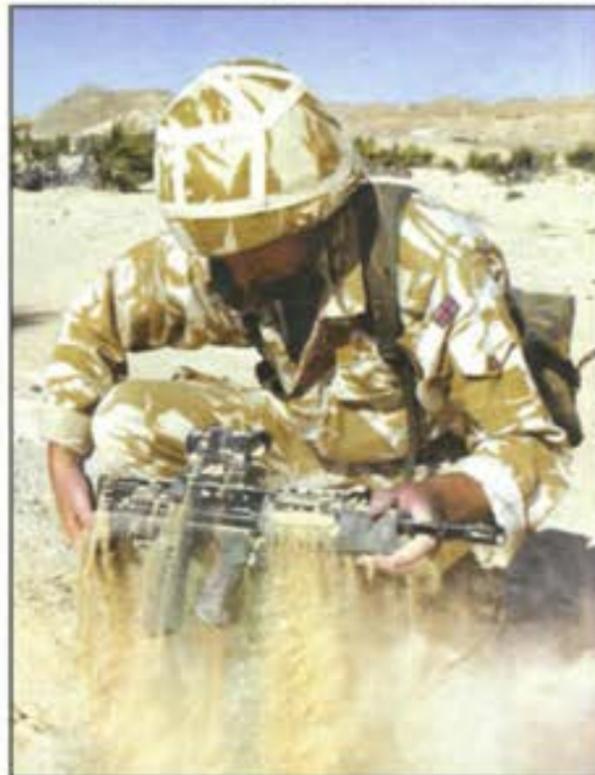
We have got the average recruit who has got a lot of information to take in - we're not saying he's solid - we're saying he has already got a lot to learn.

So Col Sgt Ryan came up with a cleaning regime in line with what they wanted, but ten times simpler. But I don't know if anything is going to come of that.

And we have now walked away from there, very very happy, we've also got some extremely good results.

There are other weapons in service, but in comparison the A2 has come out superior.

A weapon system is called a system for a reason, it is not just a weapon, it is a cleaning kit, it is a person, it is the bayonet, it is everything.



● An SA80 A2 lifted from the sand prior to firing

The weapon system is a package and the package needs work and if we do that, we are going to turn the 95 per cent pass rate to 99 per cent.

And there is no other weapon system in the world that can do that. For a basic infantry weapon, that the Royal Marines need, the A2 is the weaponhead.

You can use it in the desert, you can use it in the jungle, you can use it in the Arctic, you can use it for offensive operations or to blow up areas. It's a good compromise for everything that we need. We don't need a new weapons system. This system does it all.

I have sat on the fence on this one, I have seen the results, I have fired the weapon operationally and on the ranges. I am convinced there is no problem.

**If you want a weapon that looks Gucci and good, great, look somewhere else. But I am telling you now, I don't care what it looks like, the A2 is the better weapon.**

Those people who keep writing into the Daily Telegraph are bored ex-Royal Marines who are fed up of doing the gardening and dunno what to do today. I'm currently serving in the Royal Marines and I've got a message for you, this A2 is hooftin' weapon - write to me.

There are issues, but we've got the information - we just need to get out there and tell people - we've got the regime to get this squared away.



● The SA80 A2 fires during the demonstration - range staff 'spot' the A2 firer and guide him to target

Pictures: Cpl Mark Ballantyne RLC



F-15



F-16



F-22



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# Drafty

# Descent into pit slows down



"Have a good day, sailor!"

## Submarine Marine and Nuclear Engineering Department

Manpower is it all getting better, or is it getting worse?

How does it affect me? Are FTRS taking up all the Shore Billets? When do the MEM TOPMAST Billets Roll Out? When will the Submarine Retention Review Team produce their Paper? What about the Future of the CCMEA(ML)(SM)/CCMEA(EL)(SM)?

These are just some of the recent questions asked of me the Submarine ME Drafting Officer when I visit Submarines and Shore Establishments.

The answers to some of the questions and other snippets of interest that are relevant to the whole Submarine Marine and Nuclear Engineering Department are set out below.

### Medium term gloom but light ahead

I have always described my job as a Drafting Officer since 1994, as being analogous to descending a flight of stairs to a bottomless pit, and that to date we have not stopped descending.

However, I sincerely believe that we are slowing down!

I doubt if we will stop for some time but there are very good signs for the future.

Yes, there are Gaps at sea and some Gaps are projected to get longer.

But there are a lot of people working diligently on your behalf, and I honestly believe that the

results of their efforts will be instrumental in improving the current manpower problems.

### The Submarine Retention Review

A large number of you were actively involved in local discussion groups where your concerns and ideas were recorded.

The review recommendations are expected to be on general release shortly.

### Full Time Reserve Service

FTRS ratings do not affect the numbers with reference to 20E and Promotion. FTRS is not a career.

In simplistic terms if I have ten Gaps I will only fill four with FTRS allowing billets to be available for active service ratings in their Preference Areas and for Career Management.

In non-preference areas such as Sultan, I will increase the numbers of FTRS.

Additionally any approved FTRS extensions are of short duration.

### Future of the Charge Chief Petty Officer

See NMA PORTSMOUTH WHC/WCO 050800Z SEP 02 which stated that the study work is now complete and the proposals resulting from it are being personally considered by the Second Sea Lord.

2SL is aware of the intense interest in this subject and is committed to letting people know the way forward well before

Christmas.

### TOPMAST Roll Out for Submarines.

RDCAs South and North hold copies of the Roll Out Billets for MEM(SM). A copy is held on my Web page of the 2SL Website.

### Petty Officers Leadership Course

Artificer's now complete POLC after the NPSC(ME301).

Places on POLC courses have been increased and we are now progressing to clear the backlog.

A C240 only lasts for two years, after that it will lapse and not be visible to me.

So ensure that all lapsed C240s you wish to remain valid are re-submitted, in particular those for POLC.

Is your name on my signal NMA GOSPORT LGV/WGV 190750Z AUG 02? If so, do something about it, re-submit your C240 for POLC.

### How can I make myself a good volunteer for ASTUTE?

For you to be in the best drafting position to join ASTUTE for the build, CST's, Work Up and the first Operational role you will require to have maximum MTA to burn off.

So if you are at sea now, my advice is to extend your ERD until late 2004. Whilst this is not a 100 per cent guarantee for a draft to ASTUTE it certainly puts you high on my list.

### Drafting Preference Forms

Each time we input a Drafting Preference Form into NMMIS an electronic copy is automatically generated and returned, allowing you to have a receipt and a copy of exactly what has been input.

If there are serious mistakes then you can request an amendment. Until further notice your original DPF will continue to be signed by me and returned for your records; RNTM 153/02 refers.

### Finally

If you have any questions on any of the subjects listed, or any other relevant subjects that you would wish to be explained in more detail, then phone me; Lt Cdr Dave Hubbard, Submarine ME(SM) Drafting Officer; 93 844 2042 (Mil) 023 9270 2042 (BT) or E Mail using Global Access, you will find me under 'CND Hubbard D Lt Cdr'.

Remember, I am always prepared to come to sea for a few days to chat to you, so if there are a couple of days at sea between major commitments then ask your MEO to request a visit.

And lastly, if you have any good ideas, suggestions on what we can do to help ourselves then please let me know.

As the old Chief Stoker searching for his cardboard wheel-spanner once said 'Its good to talk'.



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# Lt CDR Frank Nowosielski is the 102nd Commanding Officer of HMS Victory, Nelson's flagship at Trafalgar – and with his term extended to 2005, the bicentenary of the battle, he told Merrick Trevaskis he will be the ship's longest -ever serving CO

How did you get the job of Commanding Officer?

After being appointed as the ship's First Lieutenant from 1989 to 1992, I left with the ambition of returning as commanding officer. A few years later, whilst looking for my next job, I mentioned to my appointer that I was keen to take over as CO of HMS Victory. My name was put forward and I was fortunate enough to be selected and I was back here again in April 1998. The job has lived up to my expectations.

What does your job involve?

My primary task is to provide the ceremonial platform for the Second Sea Lord to carry out his official duties, such as medal presentations, official dinners and cocktail parties. The ship also carries out the traditional duties with Service ships as they pass in and out of the harbour.

I also co-ordinate the tourist business of the ship and have a Visitor Services Manager and 21 professional guides (most are ex-Service) that cater for over 300,000 visitors per year.

I am also involved in the planning and co-ordination of the maintenance and restoration of the ship whilst trying to ensure that work continues without impacting on our flagship and tourist business.

The Victory is host to many dinners and cocktail parties. Have you had many celebrities on board?

Yes we have a real variety of people that attend events; the draw of HMS Victory encourages people to accept invitations. For Trafalgar Night dinner last year the Princess Royal was the principal guest. Patrick O'Brien, the famous maritime author, was also on board a short while before his death and Richard Branson has been a guest.

Earlier this year we had Russell Crowe while he was researching for his new film in which he portrays Jack Aubrey, the hero in the Patrick O'Brien series of books. He was keen to get a feel of what life was like at sea.

Is the Victory still a popular tourist attraction?

Oh yes, without doubt. HMS Victory is probably the most famous ship in the world and representative with the Royal Navy, Nelson, Battle of Trafalgar and Portsmouth. Today the ship is presented as part of a single site ticket

where for one inclusive price the purchaser can also visit the Mary Rose, HMS Warrior 1860, Action Stations and the Royal Naval Museum, which offers incredible value for money. The site attracts visitors from far and wide, especially foreign nationals.

What question are you most often asked about Victory?

How much of the ship is original, and will she ever go to sea again? Because she was in such a bad state of repair when she came into dock in 1922 and the work that has been done since then, as well as the bomb that damaged her during World War II, she will never go to sea again, which I think is a great shame because she would have been a magnificent sight.

So how much of the original ship is still left?

I would say there is somewhere in the region of 20% of pre-Trafalgar timber left. The majority of the lower gun deck, which is the main fighting deck of the ship and where the 480 sailors lived, is mostly original and many of the timbers in the Orlop deck area are.

It doesn't sound as though much of the ship is left, but if you take into account that she was completed in 1765 and only expected to last 20 or 30 years and being made of wood has meant that the RN having to carry out refits and restorations during her working life and later – so to say we've still got 20% of timbers that are over 200 years old, when you consider the ship was in water from 1765 until 1922, unsurprisingly a lot of it has been decayed and needed to be replaced.

Why has the Victory never been officially taken out of service?

Because they still feel that the ship fulfils a Service role. She is seen as the centrepiece of the Royal Navy and the traditions that were maintained then are still maintained today in the Royal Navy, which is excellence at sea.

What plans are there for the bicentenary of Trafalgar in 2005?

To date, plans for both local and national events are still at an early stage. However, it is anticipated that events will take place that will highlight significant dates throughout the year. Obviously there will be a major

# Position of privilege – Victory's 102nd CO

focus on the Trafalgar weekend itself and with Trafalgar Day that year falling on a Friday, it is hoped there will be a national holiday to allow people to watch and participate in events.

The ship will be hoisting Nelson's famous signal "England expects every man to do his duty" and I would like to see the Battle of Trafalgar re-enacted by local school children in the arena next to the ship. As well as a series of major Trafalgar Night dinners, a major musical event is planned for the Royal Albert Hall on the Saturday, 22nd followed on the Sunday by a national Sea Cadet parade in Trafalgar Square.

One of the main opportunities that the bi-centenary offers is to raise awareness of the importance of the sea to the general population – and especially the young people of today. How many of them realise that a high percentage of goods on sale are transported by sea?

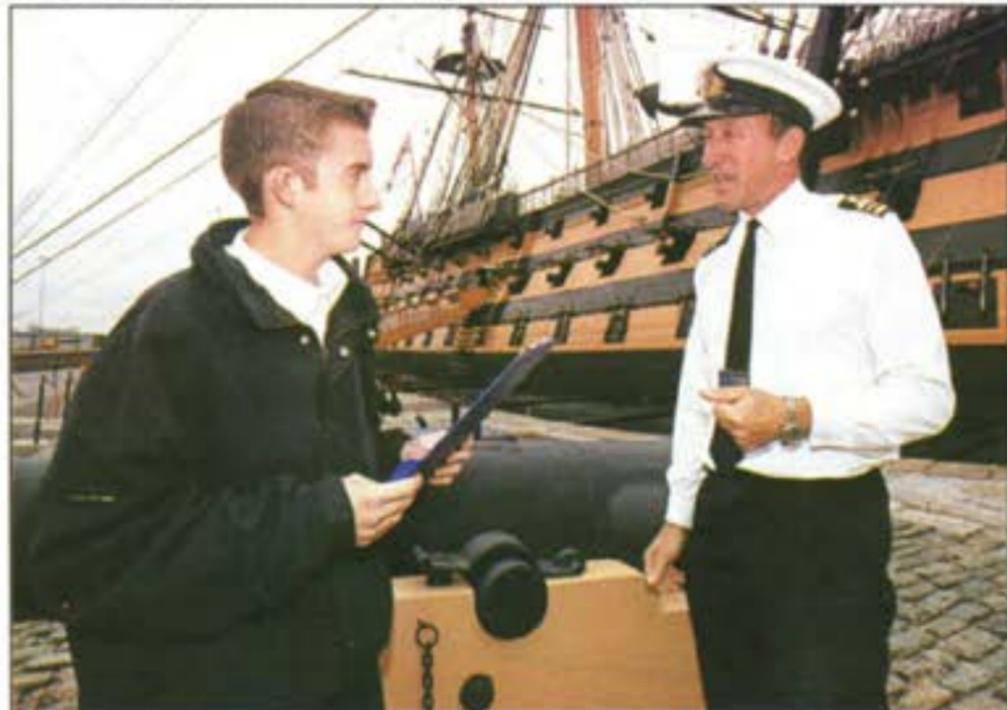
Finally, how do you feel about eventually becoming the longest serving Commander of HMS Victory?

I feel it will be a great honour and I will be very proud to achieve that mantle. I never would have thought that when I joined the Royal Navy in 1972 as an ordinary Seaman Radar

that I would end my career as Commanding Officer of the oldest commissioned warship in the world.

□ Merrick Trevaskis (15), a student at Priory School, Portsmouth, was on a fortnight's work experience with Navy News.

**'She is seen as the centrepiece of the Royal Navy . . . the traditions that were maintained then are still maintained today'**



● "One of the main opportunities that the bi-centenary offers is to raise awareness of the importance of the sea" – Lt Cdr Frank Nowosielski talks to Merrick Trevaskis



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**T**HE NAVY'S new class of destroyer could carry a revolutionary waste management system designed by British defence scientists to meet stringent anti-pollution legislation around the world.

And the work by QinetiQ in Gosport should also prove attractive to merchant ship operators – particularly cruise lines seeking to preserve the pristine tourist spots around the world on which they depend.

QinetiQ (the research and development group which emerged from the privatisation of DERA, the MOD's Defence Evaluation and Research Agency), working with Strachan and Henshaw and BMT DSL, was tasked to look at the possibilities of taking the best 'off-the-shelf' solutions and fitting them together into a seamless unit to make British warships self-contained units in terms of waste management and remediation.

And it is the integration of the various systems, dealing with ten different types of waste product, which makes the Integrated Waste Management System (IWMS) such a novel idea.

Project staff believe that the amount of waste could be reduced in volume by as much as two-thirds, the system bringing the ten inputs down to three outputs – clean water, safe gases and two 20-litre buckets of ash each day which can be stored and disposed of when the ship goes alongside.

It is a far cry from the old days when 'gash' went over the side. Lt Cdr Stephen Blackburn, the MOD sponsor for the project, said: "In the old days of convoys, if you fell behind, you could follow them by following the trail of floating rubbish bags."

"The only deference to the environment was if they put holes in the bags first so that they sank."

By Mike Gray

Such simple remedies to waste created on board ship have been virtually outlawed at sea, requiring a new approach. The QinetiQ team believe they have a viable solution.

At the heart of the integrated system is an incinerator – in tests a diesel-fuelled burner, but future ship-board systems could use techniques such as plasma-arc incineration.

Equally important is the membrane bio-reactor which treats all black water (sewage) and grey water (washing effluent), removing the sludge and leaving practically clean water.

Waste, from sewage sludge to food scraps, is fed into the burner in varying quantities as the rhythm of life on board a warship changes through the day and night.

Everything else leaving the ship, mainly incinerator flue gases and treated water, will meet all current and proposed regulations on pollution and the environment.

This will ensure that Royal Navy warships are able to operate at liberty, unaffected by rules such as MARPOL's proposal that ships cannot discharge untreated waste and sewage into the sea within 12 miles of the shore.

**T**hese rules are not yet on the international statute book, but the Ministry of Defence has opted to investigate ways to meet and surpass the requirements.

"The MOD is quite forward-thinking in this respect," said project technical manager Dr Geoff Smith.

"It is using a 1996 NATO study as the basis for looking at existing and emerging technologies and seeing if it can be fitted on a ship."

"They have set very stringent targets, and that is what we are aiming for."

Other benefits include: ■ Reduced costs; ships will not be dependant on harbour services at each port – if the harbour has such facilities. Land-fill taxes and the cost of paying contractors to

remove rubbish are making waste-collection and disposal costs increasingly problematic. Disposal at sea of untreated waste will not be an option within the next few years – plastic waste has been banned since 1988.

■ From a health and safety perspective there is no need to handle raw waste, and waste storage on board is minimised, freeing up space for other uses.

■ Reduced manning on ships means there are fewer people around to sort the waste. The beauty of the QinetiQ system is that it is largely automatic.

**Self-sufficiency also reduces the risk of terrorist attack by small craft, possibly masquerading as support vessels, as in the case of the USS Cole in the Middle East.**

The project, based at QinetiQ's Haslar Marine Technology Park, is funded by the Warships Support Agency through the MOD's Defence Logistics Organisation.

It will run for 13 months in total, ending in January, and has now reached a critical point with the start of a six-week endurance trial, geared up to simulate the workload such a system would face on board a Type 45 destroyer with a ship's company of 204, around 25 of them women.

The system will deal with 36 cubic metres of liquid waste and two cubic metres of solids per day – and in order to ensure that the trial is as accurate as possible, project manager Sarah Kenny has turned to an unlikely variety of sources.

Sewage is brought by tanker from warships berthed in Portsmouth, and food waste and assorted rubbish comes from the QinetiQ canteen, the Royal Hospital just up the road, and from rubbish disposal contractors Onyx.

Grey water is more difficult to gather, so is produced on site to a carefully-created recipe using ingredients such as detergents and powdered milk.

"The recipe is based on known uses of the water on board ship," said Sarah.

"We even add human hair, collected from local hairdressers, to ensure that the system can cope with it."

Oily bilge water is also created by the project team to be fed into the system.

Both black and grey water is siphoned into a storage tank, where it is mixed, and then put into the bio-reactor.

This device, created by the QinetiQ team, has 220 flat sheet membranes, and uses bacteria to break down the waste into carbon dioxide and water in an aerobic reaction.

The passage of air over the membranes keeps them clear, and the end result is a sewage sludge –

## What a waste – the ten streams

**Black water:** sewage from toilets/baths and urinals; **Grey water:** drainage from showers, laundry and wash-basins; **Bilge water:** fluids which collect in the hull, including seawater, oils and lubricants; **Sanitary waste:** feminine hygiene products; **Clinical waste:** used sharps, bandages etc; **Waste paper, cardboard etc;** **Glass;** **Metal,** including tins; **Plastics:** wrapping, containers etc; **Food waste:** from food preparation and leftovers from meals

a very small proportion of which is sent on to the incinerator – and clean 'permeate' water which is safe enough to be forced over the side and into the sea via a mild vacuum.

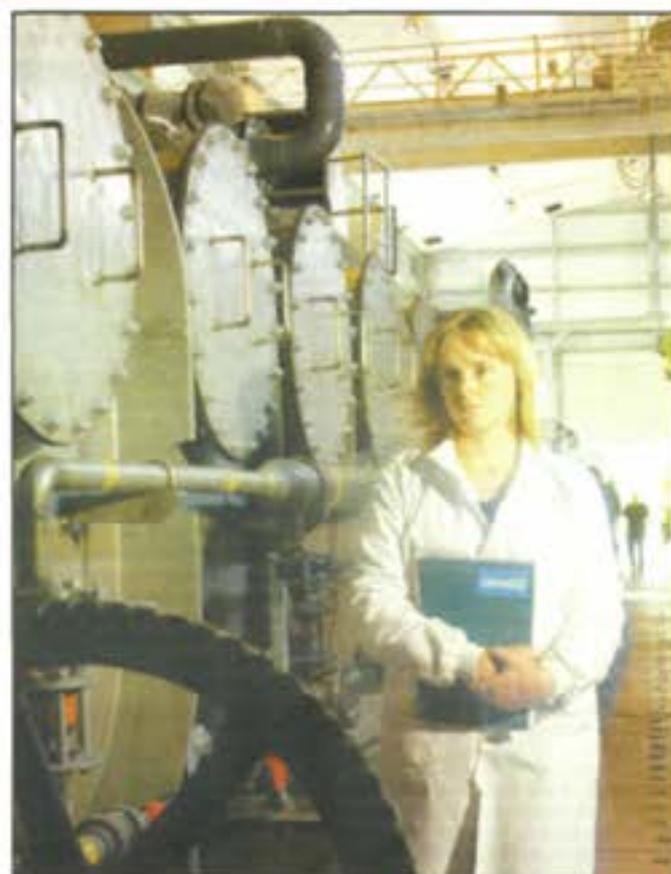
The permeate has a yellow tinge – the result of tannin from food and drink consumed on board – but there are even plans to treat it to remove the colour.

It is hoped much of this permeate can ultimately be retained and recycled for uses such as cleaning and laundry.

It is expected that the incinerator would run for about ten hours a day, and (tankage on the test system is designed to mimic the highs and lows of use in terms of grey water – higher at the beginning of a shift, when more people are taking showers and washing, for example.

The waste system has also been tested to ensure that low flows do not disrupt the process, such as when sailors are ashore during a port visit or planned maintenance.

The IWMS has also been designed within strict parameters



● Project manager Sarah Kenny at the membrane bio-reactor

which means that it may be possible to retrofit to existing ships, although it is not an easy prospect. All major elements, such as the bio-reactor or incinerator, can be

either adapted from what is already on board or introduced through existing hatches and doors, and can sit in existing space. ■ Smiles – page 22

## Sorted at the touch of a button

**T**HE QinetiQ system starts at the press of a button, and solids are first into the incinerator, reducing the material to ash and waste gases which are expected to meet all environmental standards.

The only manual input to the system is the rubbish hopper, where gash bags are fed into a chute to be shredded, and the galley waste macerator.

Paper, plastic, metals, paper and cardboard will be shredded and added to the output of clinical autoclaves and sanitary waste units (which themselves reduce material to inert ashes).

Into this stream of waste goes the shredded galley waste, which is processed by a commercial unit adapted by QinetiQ scientists to greatly reduce the amount of water used.

"The food macerator recycles liquid as a sort of soup, to avoid the need for fresh water," said Sarah.

Even needles used in the sick bay are covered – the demonstrator uses a spark eroder, which gradually obliterates the needle using high-voltage sparks, again rendering them into an inert ash which can be fed into the main burner.

Then it is the turn of the liquids. Sewage sludge – about 35 litres a day – is mixed with

oil that has been separated out from the bilge water using an Alan Cobham bilge oily water separator, of which a prototype is being trialled on Type 23 frigate HMS Richmond.

A ceramic cross-flow membrane ensures that only oily material remains in the system, and that, when mixed with sewage sludge, is sprayed into the incinerator as a form of oily fuel, requiring less diesel to maintain the process.

The IWMS can be controlled from an industrial-style control cabinet, but is designed to be monitored and maintained from a central computer.

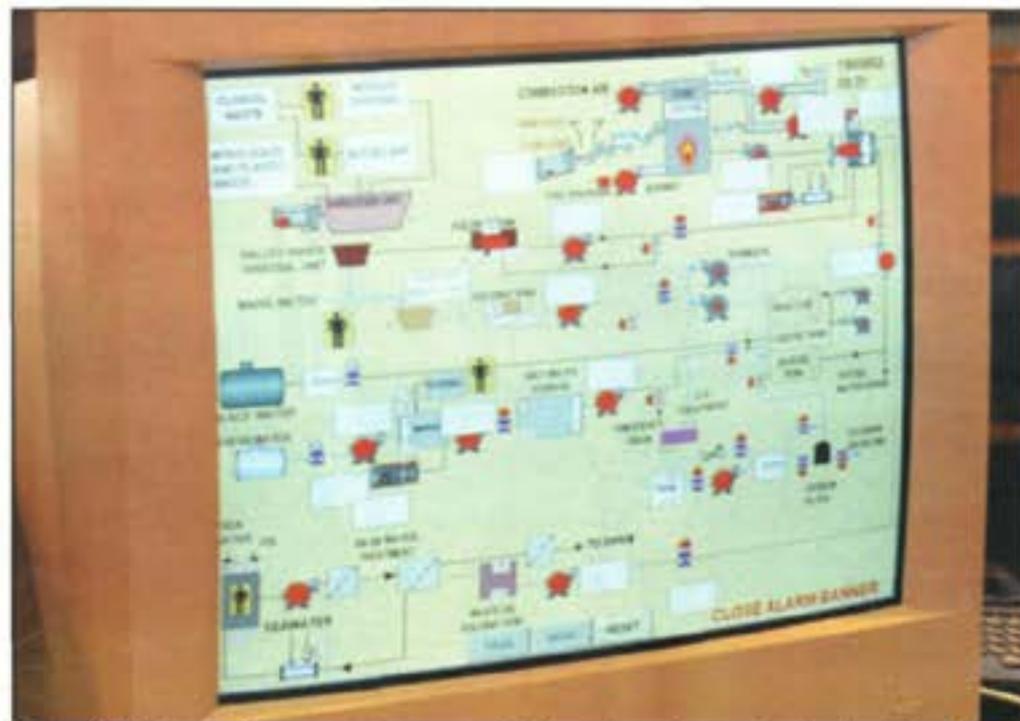
A single operator can watch the whole system, and all its components, on the main screen, triggering valves and pumps if necessary, checking the flow rates and the temperature in the incinerator.

These can also be expressed as trends over a number of hours, allowing adjustments to be made for optimum performance.

Automatic shut-down devices ensure a failure or blockage does not impinge on other parts of the system as associated machinery is also shut down, and individual elements – such as the food macerator or the black water pipes – can be taken out of the equation without the need to shut down the entire process.



● Project technical manager Dr Geoff Smith at the Integrated Waste Management System monitoring station



● The IWMS displayed on computer screen – all elements can be monitored and analysed in real time or over a period of time to detect trends. The screen can also be used to adjust the system

## Status gain benefits RN engineers

THE ROYAL Navy has placed a £5 million contract to develop Modern Apprenticeships (MAs) for its engineers.

Cdr Bob Hore of the Naval Recruiting and Training Agency said: "We have been delivering NVOs for a number of years but the MA qualification brings added status and contributes to our aim to be an employer of first choice."

The contract has been awarded with training company, NTP Ltd, through the national Learning and Skills Council (LSC) and will involve NVO qualifications at Foundation (Level 2) and at Advanced (Level 3) in subjects such as Air Engineering, Weapon Engineering and Marine Engineering.

The scheme will allow students to gain nationally-recognised qualifications, and also give the added bonus that advanced engineering skills learnt can be understood and applied in a military environment.

Once the scheme is up and running, NTP promises to ensure the Navy meets the LSC's stringent requirements for work-based learning contracts. The company will also assist with general administration and management, and provide additional services such as audit support, health and safety and consultancy.

Currently the MA programme sees around 200 new recruits each month, but the hope is that this figure will rise as other branches of the Service sign up to the scheme.

The majority of the training takes place at HMS Collingwood, Sultan and Raleigh. Teaching is carried out by both civilian and uniformed personnel.

Initial Foundation level qualifications take around 18 months to complete, with Advanced level lasting about four years.

# Self-starters urged to look at seamanship

**THE ROYAL Navy School of Seamanship at HMS Raleigh is encouraging sailors to take a fresh look at what the branch has to offer.**

The Seamanship School is the home of the Seaman Specialist branch. It is actively looking for suitable people to transfer into a branch that they insist has a lot to offer the right candidates.

WO George Spence, Staff Seamanship Officer, said: "If you are looking for more from your employment, can make decisions, work unsupervised, have self-confidence, can keep your head when all around are losing theirs, have an abundance of common sense and want to get on, then look here."

The School has gone from strength to strength since moving from its old Portsmouth home to HMS Raleigh in 1991.

At present there is a combination of 45 different courses and Pre-Joining Training on offer to personnel, with further courses on the cards for the future.

A stint at the school opens up

jobs that range from being the Seamanship expert on the Falkland Islands as a Leading Seaman, to having your own command in Scotland, being the expert in Antigua or at the top of the ladder, being an instructor in Saudi as a Warrant Officer SEA.

**WO Spence added: "In most jobs, you are a member of a small team that has to deliver the goods when required and there is no one to turn to when the heat starts to rise, as you are the expert!"**

A number of courses at the School provide civilian accreditation, and wider recognition is being actively sought all the time.

One qualification, the Efficient Deck Hand (EDH) has 'grandfather rights' - it can be obtained by anyone who joined the Service in the Operations Branch by sending a letter of request, with a copy of your history sheet to the Seamanship School.

There are criteria to be fulfilled to get a place on the aptitude board. The basic requirement is:

- Volunteers from any branch;
- Able or Leading Rating, who has passed WPQE (Seamanship);

- Minimum age 20, with at least three years to serve on completion of Qualifying Course;

- NAMEET 5.5;
- Specially recommended;
- Medically fit;
- Passed Seaman Aptitude Test;
- All female candidates must have a sea service liability.

Anyone interested in applying should look at BR 1066 Art 1605.

HMS Raleigh boasts six individuals who have recently achieved a National Vocational Qualification (NVO) in Management at level 4 while serving at the establishment.

NVOs are qualifications that are achieved through the demonstration of skills within the workplace and recognise excellence. The level 4 qualification is equivalent to the first year in Higher Education and will enhance career prospects in both Service and civilian employment.

Tamarside Community College and Flagship Training Ltd provided the support and guidance to achieve these successes.

The personnel concerned are: WO Keith Ramsay, CPO Annette Furniss, PO PTI Mark O'Malley, PO PTI Paul Ballinger, C/Sgt Martin Williams and C/Sgt Nicholas Davey.



● Students under training at the School of Seamanship

## Info pack out on next gen destroyers

CD-ROMS and information packs on the upcoming Type 45 are winging their way out from BAE Systems to Royal Navy warships to give an insight into what sailors can expect from these destroyers of the future.

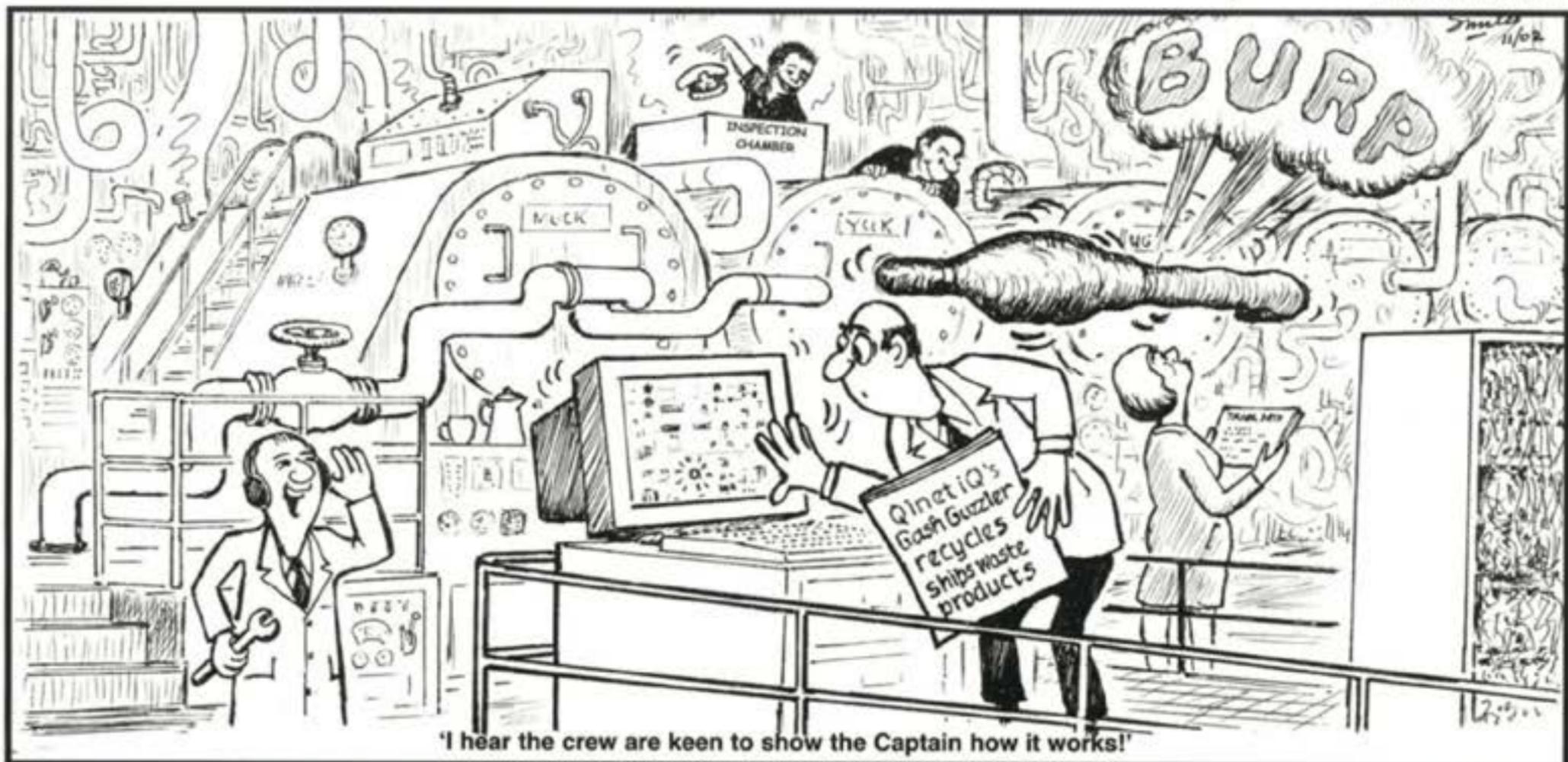
Factsheets provide an outline of the combat systems and life on board the Type 45s. Another informs readers about the revolutionary power and propulsion systems for the world's first electric frontline warship.



### WHEN THE GOING GETS TOUGH, THE TOUGH DON'T GO SHOPPING.

You people lead busy lives. You've got important jobs to do. And going shopping is way down your list of priorities. Which is why GORE-TEX® fabric have joined forces with Bell Apparel and launched a website for Armed Forces staff. Just log on, discover some terrific discounts and order. There, now back to work.





'I hear the crew are keen to show the Captain how it works!'

## NEWSVIEW

### Deadly threat the Navy can help counter

The latest – and one of the biggest ever – in a now long series of major drug busts by HM ships in the Caribbean came in the same week as plans to withdraw HMS Sheffield from service, together with rumours of more cuts to come.

It highlighted the importance of the Navy's role as part of a global police force which is entirely dependant upon the number of hulls it is able to keep in the water.

Because what we are in business for at present is not solely to maintain a continuous state of preparedness for defending ourselves against attack by a single country or alliance – which used to be the main preoccupation until quite recently – but rather to meet a continual series of threats to our general well-being that is not likely to disappear for the foreseeable future.

If we are in a constant state of war against terror, highlighted by last month's spate of attacks, we are also perpetually engaged in the campaign against drug smuggling – which causes an infinitely bigger tally of death and misery around the world than the likes of Al Qaeda have been able to chalk up.

Terror tactics may be more spectacular, but let there be no doubt that drug peddlers work their evil business with exactly the same callous disregard for human life – even for their own kind.

Back in November 1993 when HMS Active made one of the first major drug seizures in the Caribbean – £80 million worth of cocaine recovered east of the British Virgin Islands – Interpol was reporting 15,000 drug abuse related deaths a year worldwide, a figure the World Health Organisation reckoned "not far from being just the tip of the iceberg". It was in any case a four-fold increase over the previous five years.

So while Al Qaeda may pose "the deadliest terrorist threat the world has ever seen" – there are other threats, just as deadly, that the Navy has shown itself to be well able to counter. Provided it can retain adequate resources to do the job.

● **DRUGS WAR FLASHBACK:** 640kg of cocaine recovered by HMS Active off the British Virgin Islands in 1993



## RNR PERSONNEL RECEIVE 12 TIMES MORE 'OFF THE JOB' TRAINING

A NEW Government campaign has been launched to help Reservists gain the support of their civilian employers.

Called SaBRE (Supporting Britain's Reservists & Employers), the multi-million pound campaign will use direct mail, advertising, public relations and electronic communication to get the message across that RNR training is of benefit to civilian employers as well as to the Navy.

A new network of Employer Support Executives is also being recruited to spread the message face to face.

Case studies and research will be used to put the case to employers "much more strongly than ever before". New research by Leeds Business School has revealed that members of the Volunteer Reserves receive 12 times as much "off the job" training as an average employee, and this is just in skills which can be used in the civilian workplace.

The value of training to UK civilian employers had been revealed as £377 million.

Campaign Director Lt Col Tim Corry said: "Members of the Reserves need the support of their families and their employers and a powerful campaign aimed at employers is long overdue. We want employers to be much better informed about the benefits and safeguards involved in employing Reservists."

The Volunteer Reserve Forces (VRF) are made up of over 41,000 people who train with the Royal Navy, Royal Marines, Army or Royal Air Force as well as having a civilian job.

The Government spends over £390 million each year on their training.

At least half the skills and personal development gained through VRF training has direct application to civilian employment – whether in "soft" skills (such as teamwork, leadership, communication, organisational skills, problem-solving or personal presentation) or "hard" skills (such as first aid, driving, mechanics, IT or health and safety).

Lt Col Corry pointed out that the Government was therefore spending over £195 million each year training Reservists in skills which they could use in their civilian employment – or £4,735 per Reservist.

This compared to £76 million

# New campaign aimed at Reservists' employers

spent by the Government on leardirect or £241 million spent on literacy and numeracy provision for adults.

The average Reservist received the equivalent of 13 days of training in skills usable in civilian employment. On average, this would cost their employer £7,800 if purchased commercially.

Employers saved another £1,352 per employee per year because most training took place outside normal working hours.

"Adding these two figures together, employers would have to pay £9,152 to purchase the same training as their employees receive from their Reservist training. Nationally, employers would have to pay a total of over £377 million.

"Employers spend an average of £822 on 'off the job' training per employee per year – but over 12 times as much is invested in training Reservists (in civilian skills alone) than is invested in an average employee."

"Also, the average amount of 'off the job' training is 2.3 days per employee. Reservists therefore spend six and a half times as much time training (again in civilian skills alone) as an average employee."

In Spring 2001, only 8.1 per cent

of all employees had received 'off the job' training in the previous four weeks and only 30.6 per cent of employees had received any job-related training in the previous 13

weeks. Reservists were also given a much higher level of responsibility earlier in their military career than in their civilian employment.

## In-house recruiting helpline launched

A RECRUITING helpline has been established to answer any questions about recruitment from serving personnel.

A spokesman for the Directorate of Naval Recruiting told Navy News one of the most important sources of new recruits was through personal contact and word of mouth.

"However, the pressures of work and the ever-changing requirements of the Service mean that very few people who are currently serving will have the expertise to offer the instant advice on recruiting which civilian friends and colleagues might wish."

So DNR had set up an 'In-House Recruiting Helpline' in Victory Building, Portsmouth Naval Base to provide:

- General advice to assist friends and family who are interested in joining the Service
- A first point of contact for

serving personnel whose friends or relatives may be experiencing difficulties or delays in the recruiting process.

● A quick route for enquiries about the progress of those who have embarked on the recruiting process (subject to the limitations of confidentiality)

Advice may be sought by telephone (27749PY); by CHOTS (DNRRP); or by mail (DNR Helpline, Room 043, Victory Building, HM Naval Base, Portsmouth, Hants PO1 3LS.

It is emphasised that this helpline is intended for queries for serving personnel on behalf of families and friends. Correct point of contact for all other routine recruiting queries is the local Armed Forces Careers Office.

## Navy divers collect shells off Cyprus

NAVY divers have been collecting shells in Cyprus – helping restore the environment of a former training area.

These shells are the explosive kind, left around the Akamas Peninsula during live-firing exercises up until 1999.

A clean-up campaign was launched last summer, and as part of Operation Upraise 15 divers from Fleet Diving Unit 3 have undertaken a second sweep.

Last year a team of 20 divers scoured the seabed for shells, bombs and mortars up to ten metres deep; items were either brought up for disposal or blown up in situ if they looked unstable.

That initiative yielded 280 items, 60 of which were live, within ten miles of the coast.

This year's three-week effort, led by Officer-in-Charge Lt John Herriman and supported by an Army chef, a Cypriot catering assistant and three RAF security personnel, collected more than 30 large items of ordnance, mostly from around a small island probably used as a target.

Among the finds was a 4.5in Royal Navy shell, almost 2ft long, stuck in some coral, spotted by LS(D) Sharky Ward – a significant factor in the unofficial in-house competition for the diver with most finds.

Lt Herriman said: "It is a very busy and demanding job, but extremely rewarding. Diving conditions are superb here in Cyprus, and we feel that we are actually achieving our task and getting some results."

Lt Herriman added anyone finding anything suspicious in the area should leave the item alone and contact local police.

The diving unit has already been deployed in the Gulf and in Denmark this year, and can look forward to deep diving in Scotland later this year.

# Bombs away!

**T**HE SCENARIO was straight out of the pages of a thriller.

A routine survey of a North Sea gas pipe revealed an unusual object lodged against it – and experts quickly identified it as a mine packed with 1,650lb of high explosives.

In the absence of the Thunderbirds of International Rescue, where does your best hope lie?

With Royal Navy bomb disposal experts, of course – in this case, the men of the Northern Diving Group (NDG), based at Faslane.

The mystery object – plus another suspicious shape nearby – were discovered by BP survey teams during a routine summer inspection of two gas pipelines.

Digital photographs taken by a BP robot submersible were emailed to NDG's offices, and after consultation with the Explosive Ordnance Disposal (EOD) Technical Information Centre at Chattenden, one object was confirmed as an inert American Mk55/52 Drill mine.

Ominously, the one wedged against the pipe was identified as a World War II German Type GG air-laid ground mine containing 1,650lb of the powerful explosive hexanitrite.

The two pipelines – Amethyst and West Sole – carry gas from the production platforms in the North Sea to the BP control centre at Dimlington on Humberdale.

A team of six, led by CPO(D) Willie Sharp and Lt Cdr John Burden, NDG's Commanding Officer, hastily prepared to travel.

The group was lent a specially-equipped rigid inflatable boat (RIB) by Southern Diving Unit 2 at Portsmouth, as the Scottish team's own boat had already been designated to deal with a 1,000lb bomb found in Clyde Naval Base.

Having just completed a diving work-up and training period the diving team was in a good position to tackle this challenge.



● The massive German mine (left) lies next to the BP gas pipeline

Both mines lay 30 metres down, and diving time on the seabed was going to be a crucial factor.

Although safety is always the overriding concern, on this occasion the view of EOD experts was that the pipelines should be kept open – they bring in millions of pounds of revenue to the UK, and considerable cost is involved in shutting them down.

**T**he optimum time for the operation was Monday July 8 to Wednesday July 10, so the diving team convoy left Faslane for Grimsby on the Sunday, and immediately embarked in the rig rescue vessel Putford Sky, chartered for the operation by BP.

The ship sailed at 6am with the promise of reasonable weather, and the American mine was tackled first. Diver 1 Jay Kirkcaldy leading the first foray.

The mine was excavated and straps attached, and Putford Sky's winches were used to haul the mine to the surface in a well-ordinated piece of seamanship – NDG staff commended the ship's master, Barrie McCall, on his perfect approach, and the ship's first mate made an excellent job of recovering the mine to the deck.

The whole operation took around 90 minutes, and attention turned to the German mine.

Such was the strength of the tidal stream that divers only had two hours of diving time at each slack water.

Lt Cdr Burden made the first dive, and as he worked in the morning twilight the roar of gas flowing through the pipe at a pressure of 20 bars was considerable.

On the bottom, in good visibility, he confirmed the identity and position of the

mine. It was buried in shingle and sand, and so close to the pipe that the officer said you could not have slipped a credit card between the two.

He began excavations to fit lifting strops and LS(D) Buster Brown and CPO Willie Sharp, both diving in the same tidal window, continued the process.

It soon became clear that they would have to shift the mine before it could be lifted away.

At the next tidal window Jay Kirkcaldy and George Walter finished the excavations and attached a line to the nose of the mine and the aircraft suspension ring.

Some 19 hours after the operation began Putford Sky moved to safety and divers tried to move the mine a metre or so using the RIB.

The first attempt failed to shift it, but a second manoeuvre, leaving slack in the rope to allow a little more snap, did the trick.

CPO Sharp was able to secure two strops, and an 'Enclosed Mine Lifting Bag', was deployed – a self-inflating device designed to gently lift mines to the surface.

But the unit failed, and Lt Cdr Burden contacted Faslane to urgently request a new unit.

Within an hour WO(D) Dave Morris sent a replacement on its way in the back of a Navy Sea King from Prestwick, and three hours later the aircraft winched its cargo to Putford Sky.

**W**ith the tidal stream picking up, George Walters worked in difficult conditions to secure the strops, and Buster Brown activated the unit. Little more than ten minutes later the bag surfaced with the mine hanging beneath it.

The mine was towed 200 metres behind the RIB, which in turn was towed 800 metres behind the Putford Sky, to a safe disposal site



● The inert American drill mine is lifted from the water to the Putford Sky, watched by Navy divers in their RIB

20 miles away.

The journey took eight hours, and although the original plan – to destroy both devices in one go – was wrecked when the tide dragged the smaller mine into deep water, the US device was destroyed with 8lb of explosives.

As Humber Coastguards warned shipping of the impending detonation, LS(D) Sean O'Brien of the Royal Canadian Navy and George Walters retrieved the lifting bag unit, and at just past 1pm on July 11 Jay Kirkcaldy went

down for the final time to place the explosives. He was back within 15 minutes, allowing CPO Sharp to fit detonators and a safety fuse.

Lt Cdr Burden then informed BP at Dimlington of the situation, and agreed the fuse should be lit.

The RIBS, floating in calm seas ten miles north-east of Hornsea, were shaken by the initial shock wave, and a second wave hit them moments later as the turbulence of the detonation reached the surface, sending a spout of water and debris 150ft into the air.



● RN personnel of the Northern Diving Group from Faslane line up on the jetty with civilians from the rig rescue vessel Putford Sky and BP

## Device brings city to a halt

A wartime German bomb uncovered during building work in Portsmouth Naval Base brought chaos to the city.

The 650lb bomb was discovered close to Docks 12 and 13 when a worker in an excavator spotted the metal casing late in the afternoon.

The digger operator, working on excavations for the new Vosper Thornycroft shipbuilding complex, called MOD Police, who evacuated nearby buildings.

HMS Nelson was cleared – around 500 sailors went to HMS Dryad, HMS Collingwood and HMS Excellent – and the 400-metre exclusion zone meant residents in some areas of Portsea had to spend the night in a sports centre.

The on-call Explosive Ordnance Disposal (bomb-disposal) diver was CPO Diver Andy Cars, who had earlier that day disposed of a phosphorous flare found on a Norfolk beach – the sixth that week.

Andy and his colleagues were still travelling back to Portsmouth when the alarm was raised, and he was met at the site by his Commanding Officer, Lt Cdr Dave Welch, of Southern Diving Unit 2.

Lt Cdr Welch had ensured all utilities, such as gas pipes, electricity cables and water pipes, were shut down, and lighting was brought in. Food and drink were also laid on for the long night ahead.

The bomb was in a crater, five or six feet deep, surrounded by concrete.

"It was not an overly run-of-the-mill operation," said Lt Cdr Welch. "There is a well-established procedure which is laid down, but it is a long one."

"It requires a lot of thought – and it's a lonely job for the operative dealing with the bomb."

Lt Cdr Welch said the two fuses were first drilled out and rendered inactive – a three-hour operation.

All the time the unexploded bomb was worked on it was monitored, including the use of a sensitive stethoscope. At one point it seemed there were noises coming from it, but when more services were shut off, including steam pipes, the noise faded.

Early the following morning the bomb was placed on a cradle, and taken by truck to a nearby jetty, where it was put into the water and suspended beneath a buoy. The divers' support vessel towed the bomb into the Solent, where it was destroyed using plastic explosives.

A 200-metre exclusion zone caused rush-hour disruption to large areas of the south of the city.

Major roads were closed around the base, leaving commuters snarled up in traffic jams, and the Harbour station was off limits.

Ferries to and from France, the Isle of Wight and Gosport were also delayed.



● CPO(D) Andy Cars, of Southern Diving Unit 2, takes a break while dealing with the bomb found in Portsmouth Naval Base

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Subtlety and precision inform new handling systems as t

# Lancaster way fo

**M**ERLIN is a dec...  
the nimble Lynx...  
its presence fel

And it has already made its presence felt on board HMS Lancaster, the Type 23 frigate which is blazing a trail for the introduction of Merlin to the Fleet.

The Portsmouth-based ship underwent a package of work during Fleet time to prepare the way for her very own Merlin – and the verdict so far is positive.

Lancaster and her aircraft, which proudly bears the 01 Flight tag within the umbrella of 824 Naval Air Squadron, have already worked together to hone the skills needed for their first operational deployment, and the new kit is proving its worth.

Four vital elements of this are an upgraded Glide Path Indicator (GPI), the Ship's Helicopter Operating Limits System (SHO-LIS), a radically different Improved Approach Lighting (IAL) system, and the Prism deck-handling system which squeezes the helicopter into Lancaster's hangar.

Each of these systems makes the potentially tricky job of landing a heavy aircraft on a moving deck as stress-free as possible.

One man able to vouch for the efficacy of the new package is Lt Cdr Chris Canning, the Flight Commander of Lancaster's 01 Flight.

Chris is the Merlin Flight Observer, and his team has been working with Lancaster since September of last year, including Joint Maritime Courses and NATO Exercise Strong Resolve. In May, Lancaster and 01 Flight were also



● Lancaster's Merlin operates in close proximity to the frigate's flight deck (above)

● The Prism deck shuttle system draws HMS Lancaster's Merlin into her hangar (below)



● The rotor blades and tail boom of HMS Lancaster's Merlin are folded back ready for the aircraft to squeeze into the hangar – a snug fit, but rendered feasible by the Prism shuttle system



**the first Type 23 frigate takes delivery of her helicopter**

# Merlin paves the way for Merlin

...tively big aircraft. Half as big again as the Sea King, and dwarfing the Sea King, the Royal Navy's newest sea-going helicopter is certain to make its mark in the coming decades.

## Report by Mike Gray

The first such combination to go through the hands of Flag Officer Sea Training at Devonport - another milestone in the aircraft's early Service history.

The first element of a landing sequence would be the spotting of the ship from a mile or more out, using the landing lights as a point of reference.

Lancaster's flight deck now resembles a modern airport runway, trimmed with clear glowing lights, rather than a glaringly-lit landing spot.

"The old system provided a flood of light using an array of lamps above the hangar, but the IAL is discreet light and just marks the deck edges," said Chris, a former Sea King aircrew man.

"The old system turns the flight deck into a football stadium, which is a bit of a giveaway during a tactical exercise at night.

"We picked up the markings of the ship from about two miles in recent trials, and from half-a-mile out could pick out visual cues.

"That's a massive improvement, particularly in bad weather."

The basis of the new system is a series of luminous green strips which frame the deck and hangar.

Vertical bars mark the sides of the hangar and the mast, and a further improvement comes in the form of a gyro-stabilised horizontal



bar, which gives the pilot an artificial horizon.

By comparing the movement of the side bars with the stabilised horizontal light, the pilot also has a good idea of the amount by which the ship is rolling.

"On a dark night with no moon and poor visibility we have no visual cues," said Chris.

"A stabilised horizontal bar gives us a true horizon - it is massively useful."

"The IAL is a Rolls-Royce system - it's great," said Lt Cdr Mick Johnson, Lancaster's Weapon Engineer Officer.

"We have got an expensive, capable aircraft on the back of the ship - I think it's right we need the best lighting system."

IAL even features lights on outriggers which mark that vital helicopter navigational tool known prosaically as the 'bum line' - the point on the flight deck where the pilot aims to 'set down his bum.'

But before he or she gets to park a posterior, there is still the final approach, in which two more pieces of kit come to the fore.

The Glide Path Indicator (GPI) tells the pilot whether the approach is within defined margins - and the fully-stabilised Mk 3 version has a stronger beam.

If the approach is too high, the pilot will see a flashing green light, too low and the light is red. The ideal glide path brings a steady green light.

"The Mk 3 GPI is much more intense and accurate than earlier marks - it has a one degree beam width, rather than two degrees, so we have a more accurate flight path to the deck," said Chris.

"It means we fly a much more accurate and safer path to the ship.

"And the GPI's brilliance is a big improvement; it will probably burn up to three miles or so in rain or mist - beyond the point at which we need to start our descent."

As the Merlin closes on the ship, another major advance is the Ship's Helicopter Operating Limits System, which supersedes two bits of plastic.

"SHOLIS shows a picture on screen of wind speed and direction, ship's speed and direction and so on, and gives a plan for how the helicopter should be coming in," said Mick Johnson.

"There is a safety envelope which depends on the prevailing conditions. The Officer of the Watch has a master screen on the bridge, with a repeater just inside the hangar door which is monitored by the Flight Deck Officer.

"If things changes or there is a problem, there are emergency wave-off lights which are clearly visible to the approaching aircraft.

"It beats the old system - two Perspex discs with scribed lines."

Once Merlin has landed a deck lock may be used - a device which securely anchors the helicopter.

"When we had a Sea King on the Type 22 frigate there was no additional restraint equipment, so we lashed it down," said Chris.

"Merlin comes with a deck lock - six tons of hydraulic downforce.

"The hook goes down, on to the deck, and holds us firmly in place.

"Operationally it will hold us in place with four degrees of pitch and ten degrees of roll; with Sea King we could have no more than negligible deck motion.

"Merlin rotor blades also have negative pitch - if you haven't got use of the deck lock it flies the aircraft down on to the deck. It sticks you down like glue."

The final phase of the aircraft recovery is the Prism system. Once folded up, Merlin fits into the hangar with inches to spare, making it almost impossible to manhandle it inside, as was the case with Lynx.

The aircraft must be lined up with the hangar door, using swivelling arcuate plates in the flight deck, and a set of cable-driven shuttles engages Merlin's wheels, dragging it under cover.

Along the hangar walls are frames on to which modular containers can be fitted - when the ship's flight embarks, much of the equipment can be brought to the jetty in these containers by lorry and quickly installed.

Even the hangar door needed modifications - a sturdy wooden wind post stiffens it to prevent excessive vibration caused by the massive rotor downwash.

There have been the inevitable teething problems, but Chris Canning is impressed by Merlin's capabilities.

"Our sensors are light years ahead of the Sea King, radars and sonars are vastly improved, and the data link means we are essentially an extension of the Operations Room rather than just an airborne weapons carrier," he said.

"Both Sea King and Lynx are heavily dependent on the Ops Room, but we can go off and extend the ship's Ops Room, or if it is out of action, we can in the short term take on responsibility."

Mick Johnson also paid tribute to the way the flight - with four flight crew, nine maintainers and a leading aircraft controller, it is slightly larger than that for a Lynx - has integrated into the ship's company, helping fine-tune the new equipment as well as undertaking tactical development work.

"Effectively Lancaster is pushing on with Merlin for the Fleet, to prove it ahead of the others," he said.

"There's a really positive awareness of the importance of Merlin."

Other frigates are hot on Lancaster's heels, including HM ships Monmouth, Iron Duke and Marlborough, all of which will be ready to deploy operationally with Merlin in the near future - following the pioneering trail set by Lancaster.

The ship was actually the first Type 23 to have a production Royal Navy Merlin land on board while at sea, in early 2000, and she was also the first ship to be fitted with the £1 million Prism system.



● Merlin prepares to refuel in flight from HMS Lancaster (above)

● HMS Lancaster's new Improved Approach Lighting system, which frames the flight deck and hangar (left)

● Flight Deck Officer POSTD Garry Holgate - who has since left the ship - beckons HMS Lancaster's Merlin on to the flight deck (below)





## At Your Leisure

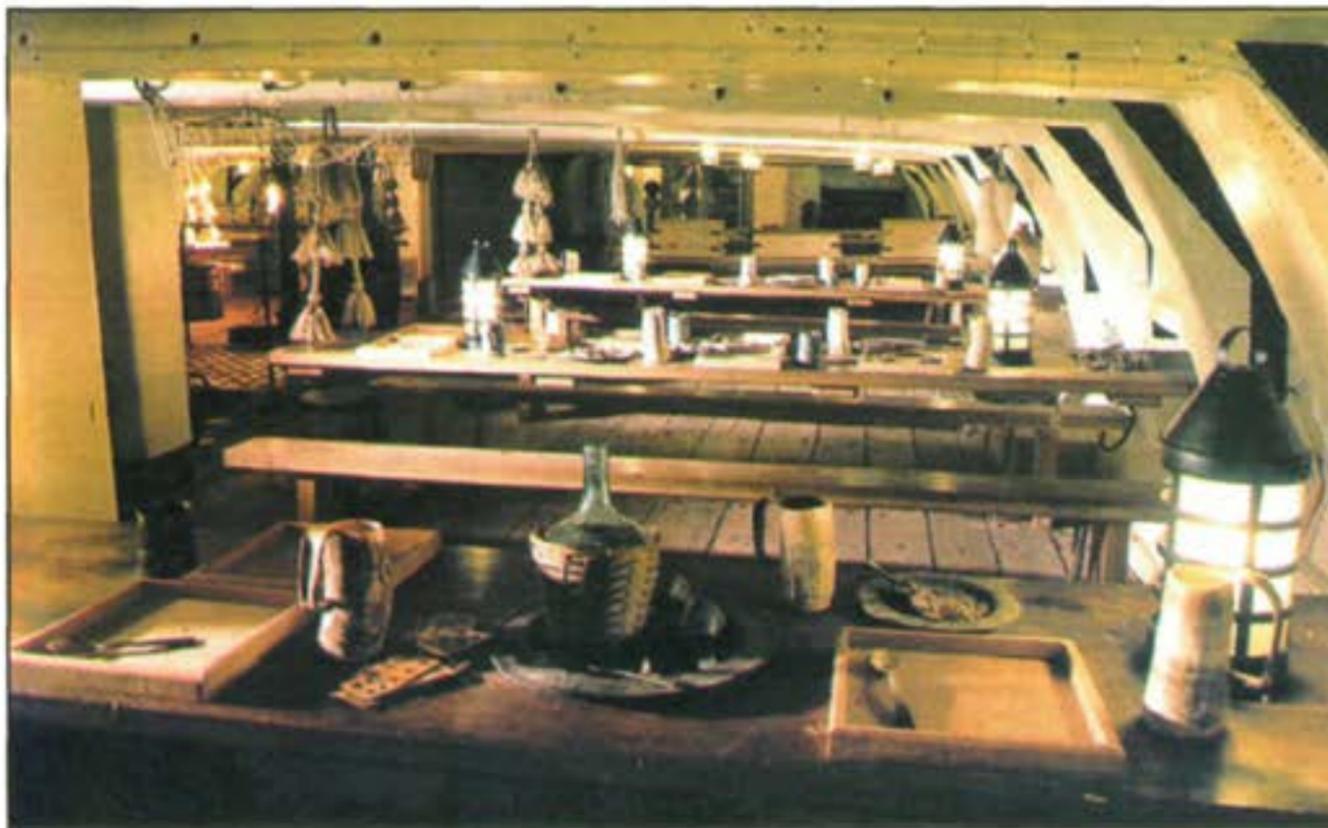
# Victory at another Agincourt

**HMS Victory leaving Agincourt Sound, 19th January 1805** by Geoff Hunt was among the 340 exhibits at the Royal Society of Marine Artists' 57th annual exhibition at London's Mall Galleries last month.

Ships of Nelson's squadron were frequent visitors to the safe anchorage of Agincourt Sound – nowhere near the site of Henry V's famous battle – off Magdalena, Corsica where they put into repair during the 18 months they spent blockading the French Fleet in Toulon, preventing them escaping to join with other squadrons based in France's Atlantic ports.



# Extra living space



PICTURED here is the sensitively lit lower deck of the newly restored 1817 frigate HMS Trincomalee at Hartlepool.

The absence of guns on this deck – where the crew both ate and slept – was a feature unique to frigates and meant that they were more spacious and habitable than any other class of the Navy's warships at that time.

In Trincomalee – The Last of Nelson's Frigates (Chatham £20) Andrew Lambert describes the development, role and daily life of the frigate in the age of sail through one of the last survivors of the type.

Trincomalee was built of teak, and because this was considered resistant to extremes of climate, most of her active life was spent on American stations – the West Indies, Newfoundland, and later the north Pacific and Arctic – where her role combined imperial policing duties with oceanography and exploration.

The resilience of teak was further proved by a long period of harbour service, and then a century of relative neglect before the hull was found worthy of a costly but immaculate award-winning restoration.

Discussions continue with the National Maritime Museum, with the aim of bringing artefacts and exhibitions to a planned new Visitor Centre.

## Feeling fragile about driving lesson

INSTRUCTOR (he's the one on the left, can't you tell?) and student pilot about to leave on a flight in an FBA (Franco-British Aviation) flying boat. Some 116 of these small two-seat flying boats served with the Royal Naval Air Service as trainers in World War I.

Of these, 32 were provided by the original French manufacturers and 80 were built in Britain by the Norman Thompson and Gosport Aviation concerns.

Another four were handed over by Italy and used by the RNAS at Otranto.

The picture is taken from The First Naval Air War (Tempus £16.99) by Terry C. Treadwell. Of the 57 nations that took part, only 14 had a naval air force of any description. The first aircraft were flimsy and fragile, but by late 1914 they were already being used in an offensive role.

# Submarine plot to save 'Boney'?

WHILE much is always made of Trafalgar and its influence in establishing Britain's naval supremacy, not so much attention is paid to the four-year campaign that preceded it.

Tom Pocock, perhaps the foremost modern authority on Nelson, fills the gap with **The Terror Before Trafalgar** (John Murray £20), telling how a Dad's Army of English volunteers prepared to meet Napoleon's invasion threat.

As a secret war of espionage and subversion was fought in the shadows, new weapons – rockets, submarines and torpedoes – were developed.

Even during the year-long lull following the Peace of Amiens, when English tourists flocked to Paris (some to be entertained by a bland Napoleon with a reassuring bust of Nelson behind him on the chimney-piece) this clandestine campaign continued.

It carried on after Trafalgar, too. Intriguingly, it was reported that French Bonapartists had offered the smuggler/spy Capt Tom Johnstone, Robert Fulton's collaborator and successor in British submarine development, £40,000 for the use of his submarine in the rescue of Napoleon from St Helena.

It was to have been towed by sailing ship to the South Atlantic to ferry the fugitive from the island to the ship.

That would have been no more than a mildy

interesting legend (rumours of such plots abounded) but for a manuscript discovered a century and a half later.

This was an autobiographical note by the artist and waterman Walter Greaves, a friend of the American painter Whistler, in which he quoted his father Charles, owner of a boatyard at Chelsea, speaking of the year 1820.

**"My father said there was a mysterious boat that was intended to go under water... for the purpose of getting Napoleon off the island of St Helena,"** Walter wrote.

"So, on one dark night in November, she proceeded down the river (not being able to sink as the water was not deep enough). Anyhow, she managed to get below London Bridge.

"The officers boarding her, Capt Johnson (sic) in the meantime threatening to shoot them. But they paid no attention to his threats, seized her and, taking her to Blackwall, destroyed her."

Whatever the truth, any such plot would have been too late, of course. Napoleon died on his island on May 5, 1821.



# At Your Leisure



## All Eyes on Eagle

**H**MS Eagle is seen here (foreground) relieving HMS Ark Royal on Beira Patrol duties in the Mozambique Channel in 1966.

Aircraft from the two carriers had flown almost a thousand sorties during the Royal Navy's watch for oil tankers approaching Beira, as part of the embargo imposed by the UK and UN on Rhodesia, which Ian Smith had unilaterally declared independent the previous year.

A new video presents a candid portrait of life on board the Eagle sailing from Mombasa to Singapore in 1966 under the command of Capt John Roxborough.

Minimalist commentary, the use of live sound and ingenious camera work and editing makes for an unusually sophisticated documentary.

Men are woken from their bunks by the Call Hands, Sea Vixens and Buccaneers are launched, we go with the Executive Officer on his weekly inspection of messdecks – and officers end up somersaulting over lines of armchairs in the Wardroom as part of the monthly 'Saturday Night at Sea'. Oh, and there's still the daily rum ration – but not for much longer . . .

Warship Eagle, narrated by Ludovic Kennedy, is available from Beulah at 66 Rochester Way, Crowborough TN6 2DU at £12.95 plus £1.25pp.



IPSWICH aviation artist Geoff Pleasance has lately been indulging his own nostalgia by drawing subjects outside his regular working programme of USAF aircraft – such as this study of a Hawker Siddeley (de Havilland) Sea Vixen FAW2 of No 899 Squadron embarked in HMS Eagle.

Also available in a series of signed prints at £5 each are a Supermarine Scimitar of No 803 Sqn, HMS Ark Royal; Fairey Gannet AEW3, 849 Sqn, HMS Ark Royal; Hawker Sea Fury FB 11, 801 Sqn, HMS Glory; and Westland Wyvern S 4, 813 Sqn, HMS Eagle. Tel/fax 01473 747873 e-mail orwell@clara.net



This view of the forward superstructure of Peter Beisheim's 1:200 scale model of HMS Hood is taken from his guide to Building Model Warships (Chatham £20).

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## Royal Naval Association

### Unexploded bomb fails to spoil trip south

A VISIT to three RNA clubs, a drive through the New Forest and an unexploded bomb – what more could members of Leeds No 1 (Headingley) branch have asked for on a visit to HMS Nelson?

The three clubs were Royal Leamington Spa, where they called on the way down; Weymouth, where they had a day in the resort; and Waterlooville, on the way home – and all three provided first-class lunches and typical RNA hospitality.

The unexploded bomb was found not far from their cabins in the senior rates' mess, and the shipmates had a quick pipe to evacuate.

This they did together with the ship's company, and they were all taken over to the Wardroom, where they were given a meal, the bar was opened and enquiries made about any medication requirements.

The party was then taken to HMS Sultan at Gosport where they were billeted in the Wardroom overnight – "and treated royally", according to the branch.

"I cannot think of any other organisation that could have moved so swiftly and efficiently," said branch chairman S/M Geoff Thornton.

"It was a very eventful and enjoyable tour for the branch and it was good to be back in the Andrew again, if only for a few days."

■ Bombs away – page 23

### Visitor to Huddersfield given plaque

SHIPMATE Shaw Nixon was presented with a plaque by Huddersfield branch during a visit from South Africa.

S/M Nixon served mainly in HMS Mull of Kintyre during the war, and is a founder member of the Zimbabwe (South Africa) branch, which was commissioned about 40 years ago.

Shaw had been visiting his home town of Huddersfield for a birthday celebration, and he met up with other members of his family – two of whom came from Woolongong (South Australia).

The presentation was made by S/M 'Little Jack' Horner, the Public Relations Officer, on the day that Shaw was flying back to South Africa.

But the rigours of the flight would have been eased by the tots of Pusser's rum with which he was toasted before he said his farewells.

### Naval Quirks

WHY DID SOME ROYAL NAVY SHIPS HAVE FOREIGN NAMES – LIKE THE "TÉMÉRAIRE"?

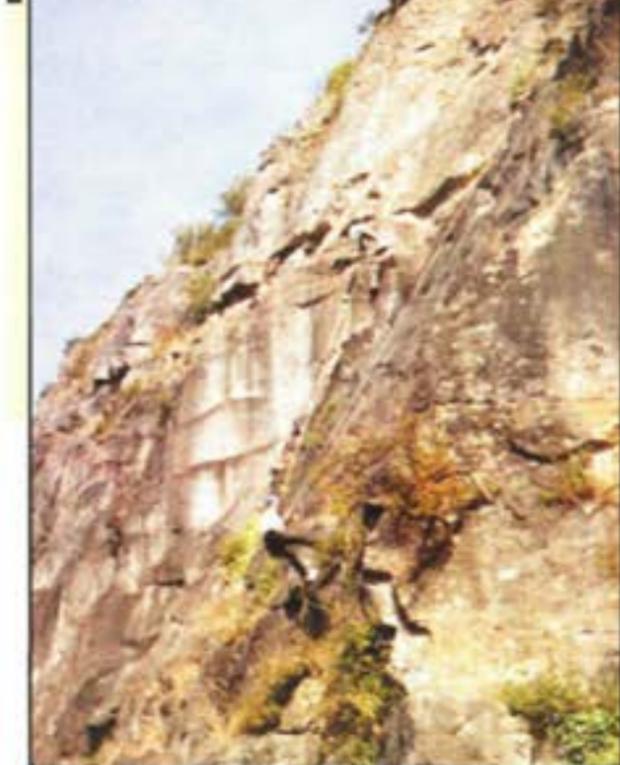
BECAUSE IT'S A RN TRADITION TO COMMEMORATE THE CAPTURE OR SINKING OF AN ENEMY SHIP BY USING ITS NAME.

REALLY? WELL I HAVEN'T NOTICED TOO MANY "BISMARCKS," "GRAF SPEES" OR "SCHARNHORSTS" IN THE ROYAL NAVY LATELY...

BOXY CINEMA  
COMING SOON!  
"DON'T SINK THE BISMARCK-SHE'S ONE OF OURS!"  
Sherry



# Alma runs her way to Freedom of City



### Plain abseiling

TO DROP from dizzy heights at the end of a rope with the world swaying beneath is the kind of challenge S/M Ameer Khan, a member of Bristol branch, takes in his stride.

He recently abseiled 300ft down the Avon Gorge, close to Brunel's suspension bridge, and landed safely on his feet, to the relief of his shipmates.

His daring descent down a sheer rockface to the River Avon below was not for fun, but to help raise £6,000 to provide Macmillan nurses within the NHS in the Avon and North-West Wiltshire region.

### History passed on

THE ARCHIVES of Swansea branch, spanning 70 years, have been handed over to Swansea City Council for safe-keeping.

The handover was witnessed by the Lord Lieutenant of West Glamorgan, Commodore Robert Hastie.

County Archivist Miss Susan Beckley received the archives on behalf of the local authority from Shipmate Archie Thomas, who is the branch's archivist.

## Bowled over by success

THE MARKET Harborough branch is certainly smelling of roses right now.

At the National Conference in Perth over the summer the branch was awarded the Briggs Rose Bowl for the largest percentage increase in membership in the country for a branch of fewer than 30 full members.

The branch, which meets at 7.15pm on the first Sunday of the month at the Market Harborough Conservative Club, holds a wide range of social events and outings, and provides help and support

for members in their time of need.

Recently it hosted a supper dance, inviting members of other local branches.

The Trafalgar Night Dinner will be held at the Three Swans Hotel, and one of the highlights of the year comes next month with the Christmas dance.

Any ex-matelots, Wrens or Royal Marines who would be interested in joining, contact the Branch Chairman Jim O'Brien on 01858 462009 or Mike Middleton, secretary, on 01858 445827, for more information.

THE GENEROSITY of individual members of the RNA, who readily raise funds for charity and dig deep to help a good cause, often goes unsung.

But not, however, by the City of London.

In recognition of ceaseless good deeds and the huge sums of money she has raised for charity, marathon runner S/M Alma Kent of the Fleet Street branch has been awarded the Freedom of the City of London.

While it is unlikely that she will ever exercise the right to drive a flock of sheep over London Bridge, 85-year-old Alma – a great-grandmother – is justly proud of this honour bestowed on her by the City, which also reflects well on the RNA.

Accompanied by fellow shipmates and members of Cheshunt and Luton branches, the honour was bestowed at London Guildhall by Murray Craig, the Clerk of the Court of the Common Council, assisted by the Beadle, Graham Painter, an ex-Naval rating.

Alma, whose achievements as a marathon runner have not gone unnoted by Navy News, has been using footpower to raise funds for charity, competing in full and half marathons at home and abroad since she was a young woman.

Undaunted by advancing years and a steel plate in her leg (due to injuries suffered when she was a POW held by the Japanese at Changi in Singapore – Alma was serving as a nurse), she refuses to hang up her running shoes.

This remarkable lady was fittingly feted in true Naval style by her fellow shipmates following the ceremony.

### Falmouth returns to rescue centre

FALMOUTH branch returned to its roots – the HM Coastguard Maritime Rescue Centre, where it was first formed in 1962 – to celebrate its 20th anniversary.

After a welcome and a tour of the centre by the area operations manager Mr Colin Sturman, the celebrations got under way with the ceremonial cutting of the anniversary cake.

This was performed by branch president Vice Admiral Sir James Jungius, assisted by S/M Ted Turvey, the vice president.

The cake, beautifully decorated with the RNA crest and colours, was made by S/M Joan Johnson.

After the 'Up Spirits' and the customary toasts, Admiral Jungius thanked members for their stalwart support over the years, and Mr Sturman for permitting the celebration to take place in the same room in which the branch was formed.

### Memories fly back to sinking of Coventry

MEMBERS of Cheshunt branch noted with pleasure the 60th anniversary of the safe deliverance from the sea of their president, S/M Harold Chalkley.

As an Able Seaman in HMS Coventry, he found himself in the sea when his ship went down off Tobruk, the victim of Stuka dive bombers, on September 14, 1942.

Harold was picked up after five hours in the water.



● Sailors from the Russian ship RFS Admiral Chabanenko line up for the camera at the Number 4 Area stall at Plymouth Navy days.

### Russians reciprocate gesture of friendship

NUMBER 4 Area organised a recruiting stand for all three days of Plymouth Navy Days.

The stand was organised by S/M John Stewart, the Deputy National Council member of Plymouth branch, and it attracted many visitors – not only potential recruits, visiting shipmates and serving mem-

bers of the Navy, but also a complement of Russian sailors from RFS Admiral Chabanenko.

Invited by the area to visit the stand for 'Up Spirits', the gesture of friendship went down such a treat that the Russians, not to be outdone, held a vodka 'Up Spirits' and toasted glasnost.

# Royal Naval Association



## Picture is presented to Dublin president

COMMANDER FRANK Turvey, President of Dublin branch, had a pleasant surprise when he attended the annual concert given by the Irish Army No 1 band at Leopardstown Park Hospital.

For S/M Frank was presented with an autographed photograph from Admiral Sir Nigel Essenhigh, the former First Sea Lord, who paid a courtesy visit to Dublin earlier in the year when he called in on the Flag Officer Commanding the Irish Naval Service, Commodore John Kavanagh.

The presentation was made by Mrs Faye Cummings, wife of the British Defence Attache in the Irish capital.

## USAF base visit proves fascinating

A BUSY few weeks for members of Crosby branch saw a programme which included a visit to the local US Air Force base at Burtonwood, near Warrington, which members highly recommended.

Apart from a film show and a tour of the base, it gave them a fascinating insight into the role the base played during wartime.

The branch later enjoyed the hospitality of the local Conservative Club.

They also enjoyed a weekend visit to Edinburgh, seeing the sights and attending the Edinburgh Military Tattoo before enjoying a social evening at the local Prison Officers' Club.

# Standard replaced after year of graft

SPENNYMOOR and Ferryhill branch lost their standard last year when it was ruined in a rainy Trafalgar Day parade at Chester-le-Street, Co Durham.

But now, following a year of hard fund-raising, members were able to invite all contributors to attend the blessing of their new standard at a service conducted by Rev Steve Mann, the RNA

branch's padre.

The guests included Cllr Elsie Summerson, the deputy Mayor of Spenny Moor Town Council, who presented a cheque towards the cost of replacing the standard, which had seen sterling service for around 20 years - it is hoped the new one will last at least as long.

Branch chairman S/M Christopher Lewarne thanked her and all the other contributors,

including Sedgefield District Council, Ferryhill Town Council, Thornson of Spenny Moor, Black and Decker, Foreman Recycling and Mr Paul Harper.

The branch meets on the first and third Wednesday of the month at the KGH Club, Spenny Moor, and extends a warm welcome to new recruits.

For further details, telephone: 01388 810197.



● The Mayor of Newtownabbey, Alderman Mrs Vera McWilliam, confers the Honorary Freedom of the Borough of Newtownabbey on the Royal Navy, the Royal Marines, their Reserves and Associations at a ceremony in Northern Ireland. Flag Officer Scotland, Northern England and Northern Ireland Rear Admiral Derek Anthony attended the ceremony.



● From left: John Bosworth, standard bearer Tanky Williams, welfare secretary George Good, curator of staff car Peter Sheppard, honorary secretary Bob Gelder and ex-chairman Bill Roake

## Roller beats a Jag

MEMBERS of Bude and Launceston noted with amusement that the Ark Royal is to have a green Jaguar for the use of its senior officers.

While they have no quarrel with a Jag, the RNA members have use of a royal blue Roller to take their senior shipmates on a run ashore.

Style, it seems, is big in Cornwall.

The Battle of Britain memorial service at Kilkhampton, just north of Bude, was attended by members of the branch, with the standards of the RAFA, RNA and RBL paraded.

## £50 PRIZE PUZZLE



The mystery ship in our September edition was HMS Duncan, and the play is Shakespeare's Macbeth.

The winner of the £50 prize for identifying her and the play was Audun Johannessen, of Norway.

Can you name this ship, pictured in the mid-1950s?

The correct answer wins another £50.

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

Closing date for entries is December 7, 2002. More than one entry can be submitted, but photographs cannot be accepted. Do not include anything else in your envelope; no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 93

Name .....

Address .....

My answer .....

## Area hands out cheques

NO 4 AREA has handed over a cheque for £1,000 to Alexandra House at Crownhill in Plymouth.

S/Ms Gordon Strudwick (Liskeard), Area President Howard Jeffries (Street) and Area Secretary Mick Arnold (Ferndown) handed over the donation to Ruth Greer, house manager of Alexandra House.

But the generosity of the area, which covers the South-West, extended further than that - cheques have also been distributed recently to SSAFA Forces Help in Devon (£1,000), to Sea Cadets for berths on the TS Royalist (£600) and to area welfare (£360).

## Naval weekend is a huge success

THE FOURTH annual No 11 Area Naval Weekend was a huge success, held in collaboration with the D-Day and Normandy Veterans at the Royal Armouries in Leeds.

The veterans groups were having a plaque dedicated at the museum, which was unveiled by the Master of the Royal Armouries. A short service was conducted by the Rector of Leeds.

The Area stand attracted many visitors, helping to recruit new members from the RNR as well as raising funds for the organisation.

The stand was well-supported by the Leeds Sea Cadet Unit and by personnel from HMS Sherwood RNR and from SSAFA Forces Help.

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# Moneywise

## NAAFI guide on how to handle your money

NAAFI estimates that more than half of all Forces personnel probably do not budget or plan for expenses - and this could be why so many recruits are in debt.

Their advice: "Write down how much you can afford so that you do not run into debt unexpectedly. Budget for regular expenditures but also leave a little aside each month for unexpected costs such as repairs, accidents and medical bills."

"To manage your money and live within your means you need to budget for the short term and make sure you update your budget as your circumstances change."

# Don't let debt wreck your life

WARNINGS have come in from two companies that Services personnel should not let debt ruin their lives.

The UK Insolvency Helpline has accused credit card firms and other finance companies of fostering a care-free attitude to consumer debt

which has led to a big jump in the number of people with severe financial difficulties.

Some credit card companies have lowered the credit scores needed to get a card, and what's more, banks, store card operators and mail order companies have increased the level of debts that customers can accumulate.

The result has been a jump in the number of low-income families falling into financial difficulties.

The UK Insolvency Helpline says advisers have seen a 40 per cent rise in the level of consumer debt problems in the past four years.

The Helpline has introduced an emergency freephone telephone service to provide advice and information to people in the Armed Forces affected by serious debt problems.

The UK Insolvency Helpline: 0800 074 6918.

NAAFI Finance have put in place a national initiative in an effort to ease some of the financial burden on military personnel.

Its aim is to provide all new recruits to the Forces with banking facilities, such as current accounts, for salaries to be paid into and cashpoints which are free of charge at training establishments across the country.

NAAFI is setting out to make its banking and finance products as hassle free as possible from the day recruits arrive.

The organisation recognises that life in the Armed Forces is unique and the circumstances of recruits cannot be compared to

civilians. There is no opportunity to do extra hours and receive overtime benefits to work off debts.

NAAFI Financial branches can be found throughout the UK.

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Barclayloan	11.9	201.97	7,238.52	628.62

Written quotations available on request. Rates correct as at 16/10/02. Loans subject to status and not available to non-UK residents, anyone under 21 or over 69 years of age. An example of a loan taken out at our rate of 8.7% APR for £5,000 over 3 years, will be repayable by 36 monthly instalments of £183.36, with Repayment Protection, and a total repayable of £6,506.07. The Co-operative Bank p.l.c. reserve the right to decline any loan application, but may, in certain circumstances and at its discretion, offer a loan at an alternative rate to those advertised. The Bank may monitor and/or record telephone calls between you and the Bank for security and/or training purposes. \*Once we have your signed agreement form, same day transfer is via CHAPS, before 3pm, at a cost of £28. Registered Office: The Co-operative Bank p.l.c., 1 Balloon Street, Manchester M60 4EP Registered Number 990937. Website: [www.co-operativebank.co.uk](http://www.co-operativebank.co.uk)

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# At Your Service

## Reunions

### November

**HM S/M Conqueror** first reunion in London on November 2. All officers and men who served in Conqueror and have not already done so, please contact Roy Dixon on 01329 387617 or email [roydixon2@aol.com](mailto:roydixon2@aol.com)

**Ton Class Minesweepers Association** Christmas reunion lunch at High Wycombe on November 30 and Spring reunion lunch in early May. Also Edderton M1111, 1998, later Myrmidon: looking all ranks for next ton class reunion. Details and membership info from Edward Feathly, 'Embark', Marlow Rd, Bourne End, Bucks SL8 5HL, tel: 01492 523711, email [EdwardFeathly@aol.com](mailto:EdwardFeathly@aol.com)

**Landing Craft Association (North West)** Christmas dinner at the Scaresbrick Hotel, Lord St, Southport on November 24. Overnight stay can be arranged. Contact Peter Wilson, 10 Belvedere Ave, Adlington, Manchester M46 9LD, tel: 01642 471670.

**Veritas RN School, Malta** first reunion for pupils and staff from the 1950s, 60s and 70s at Wilson Park Conference Centre, Steyning, West Sussex on November 30. Details from the website [www.veritas.com](http://www.veritas.com) or from [Christiane@veritas.com](mailto:Christiane@veritas.com) or on 020 8741 8951.

### January 2003

**HM Sussex RNLI (Newhaven Sub-Division)** reunion on January 25 at 1930 at the RFA Club, Ladmer Rd, Eastbourne. Contact Dave Gamble on 01323 485628 or email [gambled@bt.com](mailto:gambled@bt.com)

### February

**HMSS Phoebe (Hong Kong Squadron 1991-1995)** Reunion from February 7-9. Contact Steve Pike for details on 01302 412113 or email [pikest@bt.com](mailto:pikest@bt.com)

### March

**RN Communications Association (RNCA)** reunion - March 2003 at Scarborough. All rates/ranks welcome. Details from Bob Palmer, email [robpalmer@bt.com](mailto:robpalmer@bt.com) or Danny Stiggers, 20 Northcote Rd, Greenwell DA11 7BS, email [danny@bt.com](mailto:danny@bt.com) or visit the website at [www.rnca.org.uk](http://www.rnca.org.uk)

**HMSS Loch Fada** reunion at the Home Club, Portsmouth, on March 21-22. Details from Bob Harris, 52 Alandale Rd, Sholing, Southampton SO18 1DG, tel: 023 8039 1848 or email [boharris@bt.com](mailto:boharris@bt.com) or see website: [www.hmsslochfada.org/](http://www.hmsslochfada.org/)

**HMSS Graham RNVR/VNRF:** As ex-members of Clyde Division - the Old Harvis Association is holding a reunion dinner in Glasgow on March 22 to celebrate the Centenary of the Reserve. Contact the Secretary on 01505 322888.

### April

**HMSS Grenville Association 1943-46,** in company of HM Ships Ural, Undaunted, Ulan, Ulania and Ulysses, next reunion in April at Blackpool. Contact R. Durbin, 4 St

**THE TAL HANDAQ SCHOOL** Reunion for 70's pupils Saturday 16th November 2002. For information contact Serena Powis on 01372 724681 or Dorothy Sinson on 01845 522882

Winston Churchill Place, Birstley Woods, Coventry CV3 2BT, tel: 02476 542978.  
**809 Squadron 1943-45, HMSS Stalker** reunion April 7-11. Contact G. Liffey, 3 Parish Way, Monk Bretton, Barnsley, tel: 01226 217725

**HMSS Bigbury Bay Association:** All commissions, reunion at the County Hotel, Steyning, from April 11-14. Details from David Ditcher, 17 Alison Crescent, Whitefield, Kent CT16 2LN, tel: 01394 827109.

**HMSS Bristol, 4F** next reunion for mess members 1986-91 on board HMSS Bristol on April 12. Contact Boggy at 50 Owen St, Southsea PO4 9PB, tel: 023 8079 9540 or email [boggy@bt.com](mailto:boggy@bt.com)

### May

**HMSS Cavalier Association:** If you served on the Cavalier between 1944 and 1972 join in May 2-5 at Eastbourne. Details from David Thompson at 69/69staring.steamer@bt.com or 01904 520216.

**HMSS Opportune Association 1942-09** reunion from May 19-22 at the Stratton Hotel, Blackpool. Contact W. Lem Phillips on 01606 79890 or email [wphillips@aol.com](mailto:wphillips@aol.com)

### September

**HM S/M Oberon (S08):** After numerous enquiries over the years it is being considered for a reunion to be arranged during September 2003. Old Oberons who are interested should contact Derek Leadbury on 01424 217136 or email [junglight@bt.com](mailto:junglight@bt.com)

## Over to You

Bob Cowley seeks a copy of a Fleet publication, printed A4, entitled "Something" Summary distributed in the late 1960s. Bob is after the Dec 1969 copy. Contact him at Tipton Rd, 20 Wyatts Lane, Corle Mullen, Weymouth, Dorset, tel: 01202 693183.

**Britannia Helicopter Flight, Dartmouth:** Adrian Booker supervised the maintenance of the Westland W5300 helicopter at the site of the Falklands War and never returned. The site was closed and the hangar recently removed. Adrian seeks anyone who served in the hangar in any role and would be interested to know why it was built, who built it and its various uses until 1987. Contact Adrian at Bompedale, Milton Lane, Dartmouth TQ6 8HW, tel: 01403 833216.

**HMSS Phoebe** took part in a TV programme called *Worship*. The TV ship, HMSS Hens, had scenes filmed on HMSS Phoebe. Mrs Foreman seeks a copy as her son was in the opening credits piping someone aboard. Contact Mrs Foreman at 12 Edgell Rd, Chislehurst SE7 6LB.

**SS Monarch of Bermuda** sailed July 11, 1942 to Cairo, Suez to Mombasa and then to Durban, South Africa. She carried some families of Servicemen, when *Rommel* threatened the canal zone. One of the children on that journey would love to hear your memories of the journey. Contact Mrs P. Martin, 7 Bainsley Close, Broadstairs CT10 1BE.

Seeking anyone with info about Arthur Jones of Liverpool, who started at HMSS St George in 1946. He went on to serve in ships including *Imperieuse*, *Penelope*, *Victory*, *Malabar*, *Sirope*, *Barbeque*, *Cochrane*, *Oswell*, *Ogryny*, *Woodcock*, *Alone*, *Phoenicia*, *Neptune*, *Obdurate*, *Cherwell*, *Sultan*, *Apollis*, *Drake*, *Coverdale* and *Terror* up to 1960. Contact Anthony Dalton, 844 Pacific Drive,

## Calling Old Shipmates

**HMS Drake Barracks, Plymouth:** Seeking Al Alan Frewin, on the pier head boats crew at Drake in 1958-59, also Al Keith Malmford or anyone else who remembers Pete Halsey. Contact Pete on 01522 888096, email [peteh@bt.com](mailto:peteh@bt.com)

**Battleship HMS Vanguard:** Bernard Hogg is seeking Les Dale. They served together as 'Bull Sticks' in 1946 and left Vanguard as LSOs in the early 1950s. Les was last seen in Sutter as a CPDME Writer in the late 50s. Contact Bernard at 22 Marshallsay Court, Chislehurst, Weymouth DT3 4BE, tel: 01305 774010 or email [bernardhogg@aol.com](mailto:bernardhogg@aol.com)

**HMSS Alacrity 1917-78:** Les Annullis seeks Trevor (Paddy) Phillips and any other from same mess/branch in particular Nobby Holt, Steve Goss and Tony Fernandez. Contact Les on 07813 431070.

The *Survival* branch is being fragmented and after attending a reunion in Westonsuper-Mare, several members hope to form an association. They seek as many ex-members of the branch as they can. Contact Ken Warner on 01143 478229 or 077 5641 4854 or email [RNZNMS@bt.com](mailto:RNZNMS@bt.com)

**HMSS Foley:** Don 'Autie' Mcintosh seeks anyone from HMSS Foley 1943-45. Contact Don at 21 Compton Street, Baku, N09W, Australia 2468, email [don@bt.com](mailto:don@bt.com)

**HMSS Highflyer:** Seeking anyone who served either at Trincomalee, Ceylon West Radio Station (CWRSS) or Cayton West Transmitters (CWTSS) (Kotugoddi) - join the Highflyer Association, which meets annually. Contact John Wingett on 023 8058 3542 or

email [john@highflyerassociation.org](mailto:john@highflyerassociation.org)  
**HMSS Nubian 1944-66 Commission:** Any shipmates contact Jim Rutherford, 25 Chesterfield Rd, Epsom, Surrey, Surrey, RG21 3JQ, tel: 01246 433923, email [jim@bt.com](mailto:jim@bt.com)

**Hawke Division, Class 95/99 1954-55:** Seeking classmates with a view to a reunion. Also seeking Terry Donnelly, who served in the Alton, Cambridge and Cochrane. Contact John Kennedy, 9 Applecross Close, Gosport, Gosport, Hampshire, GU10 2JL, tel: 01703 831888, email [johnkennedy@aol.com](mailto:johnkennedy@aol.com)

**UCE CD1 HMSS Gossamer, HMSS Osprey 1950-52:** P. Barnett and Len Spicer, ex-CDs, would like to contact Bert Barnett, last heard of in the Ashford area on leaving the RN Diving Instructor, Issuing Police Officers. Contact P. Barnett, 29 East St, Weymouth DT4 8JH, tel: 01305 772751.

**John Owens (Stoker),** nicknamed Tich and James James 1917 Georges, Raleigh, Kappel, Stoker, Torquay, Alsie and Firth. John seeks old shipmates - contact him at 25 Ashtree Rd, Reddish B97 6LJ, tel: 01527 451348.

**HMSS Albion 1959-60:** Seeking any seamen from this tour of duty in the Med, Far East and Africa who were in the orchestra or punners parties. Contact Sam Sharratt, 100 Muldoon Rd, The Hill, Coventry CV4 6AZ or email [sam@bt.com](mailto:sam@bt.com)

**HMSS Royalty, wartime cruiser 1943-46:** Tracing all shipmates - contact George Chadwick (Tanker) on 0121 458 5621 or M. Smithers on 01202 293380

**HMSS Loch Kibbipart 1951-2:** Jim Steek Contact Dave at [dave@bt.com](mailto:dave@bt.com)

**HMSS Centaur** Seeking a copy of the commissioning book for Centaur 1963-65, also the little green book from the end of the commission, the one that tells you where you've been, how many sausages and eggs have been eaten etc. Contact John Odham, 89 Burrell Drive, Merton, Merseyside CH48 0TG or email [john.odham@bt.com](mailto:john.odham@bt.com)

**Christopher Lennox Gordon:** Mrs R. Gordon seeks her cousin Christopher, born about the 1940s, the eldest of three brothers and believed to have joined the Navy when he left school. Contact Mrs R. Gordon, 73 Field Way, St Leonards-on-Sea TN38 8DU.

seeks anyone from the boy's messdeck and anyone from HMS Wild Goose 1953-4. Write to Jim at 20 Hanover Gardens, Basingstoke, RG21 3JQ.

**HMSS Valsura** was commissioned into the Indian Navy on December 14, 1942. The Indian Navy Commission seek personnel who had an association with Valsura. Contact the Naval Advisor, R.K. Dissanayake, at Naval Advisor's Department, India House, Aldwych, London WC2E 4HA, tel: 020 7836 8484 or email [indiaoffice@aol.com](mailto:indiaoffice@aol.com)

**HMSS Danae 1967-70:** Any officers and ship's company interested in a possible reunion? Contact Brian Newsham (LRSM) on 020 8933 2045.

**HMSS Loch Lomond (Loch Class Frigates Association):** Seeking shipmates from 1956-7 (and any other Loch class) Mid Lanming, Mid Cumbert, Ruffer Johnson, Alts Ernie Hollis and Jackie Broadbent and Dag Minchin. The Loch Class Association includes all the day-classifier variations which followed with Loch names. Next reunion in April 2003. Contact Edward Feathly, 'Embark', Marlow Rd, Bourne End SL8 5HL, or tel: 01492 523711 or email [EdwardFeathly@aol.com](mailto:EdwardFeathly@aol.com)

**HMSS Cosack 1936-41:** Seeking Yes, Floyd, Ch. Stik Pearce, Stik, Wright, Seaman Hack Hayward and Johnson or any others that served on that ship. Contact George Toomey on 01754 872116. Reunions also welcomed by the Association.

**HMSS Finisterra R55, Battle-class Destroyer:** Horace Adams seeks POE (Raybrooks) who may have become a minister in the church, responsible for radar maintenance June/July 1947, also other crew members 1947-48. Write to 48 Deepdale Lane, Lower Gornal, Dudley DY3 2AE or tel: 01902 651403.

**HMSS Solebay 1960-61:** Seeking John 'Jonah' Jones or anyone who knows him (last known at Aston) Shipmates: Bob Banks, Douglas Knowles, Pat McAndrew and Brian Answorth, all members of Solebay Association, are keen to hear from you. Contact Brian at 6 Lisle Close, Newbury RG14 1PT, tel: 01635 33977.

**HMSS Cardiff Association:** The first captain of the present HMSS Cardiff, Vice Admiral Sir Barry Wilson, says membership of the Association is very low. New members are badly needed. Details from Bryn Jenkins at the RN Museum, HM Naval Base, Portsmouth PD1 3NH, email:

[bryn.jenkins@royalnavy.museum.org](mailto:bryn.jenkins@royalnavy.museum.org)  
**HMSS Impregnable:** Seeking 1947 'Imps' located at St Budeaux, Plymouth - the 'best loved' Boy Seaman ever. Join in for next year's reunion. Also include instructors Bill Hopper, Tubby Hagan, Clapham and Lockhart. Contact Peter Moss, Lane End, Strat Lane, Huby, Leeds LS17 9HF or email [PR2389@bt.com](mailto:PR2389@bt.com)

**GARNNS, RNH Hauler:** Seeking nurses from TC class who joined in February 1973. Contact Susan Crane, 39 High Street, Blackpool FY1 2SH, tel: 01253 752072 or email [sue@bt.com](mailto:sue@bt.com)

**Baggy Baker (Stoker)** served on Centaur 1958-65, Desfordhampton 1961-62, Marston 1963-65, Jaguar 1964-67 and Forth 1967-68. Seeks shipmates, especially Nige Miller, last contact in Eynshford, Kent. Contact Peter at 1 Mossy Glade, Ryeham, Kent ME8 8LQ, tel: 01524 375000 or email [PeterBaker@bt.com](mailto:PeterBaker@bt.com)

**HMS Cumberland Association** seek new members who served in her from 1926 to the present day. Membership is also available to the ladies and direct surviving relatives. Reunion at Chesterfield April 11-13. Contact Hazel Dwyer on 01322 325408, email [cumberland@bt.com](mailto:cumberland@bt.com) Website: <http://www.ukonline.co.uk/cumberland/15/index.html>

**Pat (Paddy) King** seeks John Mutton, a member of the PO's mess, HMSS Fulmar, RNAD Loughmaw 1955-59. They were both members of the Fulmar Mountaineering Club. Contact Pat on 01834 871916 or email [pat@bt.com](mailto:pat@bt.com)

**Dennis Le Marquand** seeks Gerry Conway and Dick Barton (ex-Waters) who served in HMSS Ceres 1947. Also Eddie Power, Pete Davey (ex-Waters) and Ginger Devonshire and Jack Stuart (ex-Stokes) who served in HMSS Glasgow 1951-54. Commission tel: 023 8061 5384.

**Sandy (Taff) Beech:** Served Russell, Londonderry, Lowestoft, Dolphin, Sactant, Aurora, FOF2 and First Sea Lord, would like to correspond with former shipmates. Contact Paul on 020 7496 5832 or email [beechnp@aol.com](mailto:beechnp@aol.com)

**HMSS Cornwall:** Melaine Stokes, on board 1962-63, would like to hear from former shipmates especially, 'Wiggy', Charlie and Jez. Write to 29 Beaufort Close, Cliffe Park, Lincoln LN2 4SF, tel: 01522 852721 or email [p.barlow@bt.com](mailto:p.barlow@bt.com)

Delta, BC, V4M 2K3, Canada, or email [deltawriter@bt.com](mailto:deltawriter@bt.com)

**HMSS Rodney:** Did you know Gerard Simpson, who joined the RN in 1940 and was involved out in 1944? Said to be a partner in HMS Rodney when it helped to sink the Bismarck. Gerard died in 1990 and according to his death certificate, had a wife Rose and son, Mark Desmond. Contact Colin Brannigan (Ingham), Whitbeck, Newbiggin, Leyburn DL8 3TD, tel: 01969 663054 or email [brannigan@bt.com](mailto:brannigan@bt.com)

Dave Moyles would like to contact an old school friend, James 'Jack' Stokes, in the RN from the late 1960s flying helicopters.

LIFE on a PT course in the Royal Navy is tough - but those who make it will certainly have earned the respect of those in their care.

LPT Jerry Sloan was a member of PT Qualifying Course 44, which finished at the end of September, and he was surprised at how the days dragged, but the 25 weeks flew by.

"A typical day in the RN School of Physical Training as a PT Qualifier consisted of mustering at 0650 for cleaning stations, then forming up in immaculate whites at 0750 for inspection," said Jerry.

"Once our No1 Instructor had picked most of us up for kit, we would carry on with the day's instruction.

"This always began with the morning table (circuit), which lasted one hour, and on completion we would have periods in the classroom, learning how to referee, coach and even sometimes play various sports.

"In the 25 weeks we covered 33 sports varying from football and rugby to fencing and golf."

The lunch hour only allowed ten minutes or so for eating, as the afternoon table needed to be set up - another set of whites and into the circuit.

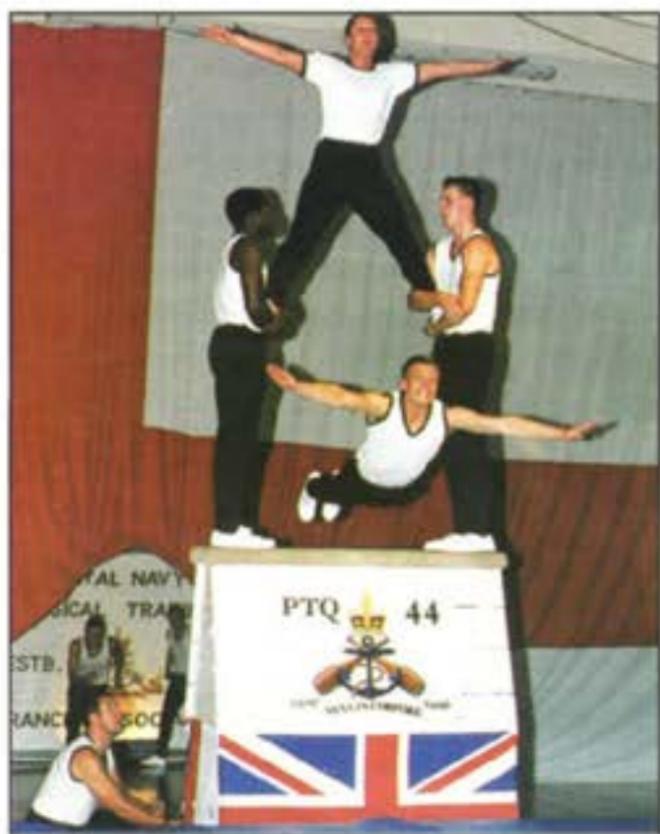
More instruction in the classroom ended around 1700, allowing time for the evening table and another hard work-out.

Most people would consider that a good day's work, but for the PT Qualifiers there is still plenty of time to put to good use.

"We then had hours of passing-out display preparations to do," said Jerry.

"As it is the most important thing about the course you begin preparations for the big day only two weeks into the course, and if you have a No1 Instructor like we had then you need to show passion and commitment 100 per cent of the time."

Come 2000, the students get a chance to leave school for some dinner, but there is plenty of homework to be done as well - midnight oil will be burned many



Action from PTQ44's passing out ceremonies at HMS Temeraire

nights, though you will need to be up, bright and breezy, to do it all again the next day.

Half-way through the course comes a change - a four-week Adventurous Training phase in North Wales, which covers activities such as mountaineering, rock-climbing, kayaking and various character-building events at RAF Fairborne such as jumping off a plank of wood 75ft up.

Back at HMS Temeraire in Portsmouth the normal pattern resumes, with preparations for passing-out and final exams gathering pace - eating into weekends

as the end approaches.

"There is not a prouder day in a club-swingers' career than the day that your No1 Instructor marches the course through the White Ensign to the sound of Hearts of Oak," said Jerry.

"For the course it is the time they get to wear their white vests with clubs on the chest.

"I felt that the course was very physically and mentally demanding, but to get the chance to join, in my opinion, the most prestigious branch of the Royal Navy - it was worth every minute."

## Tough tests stretch the candidates

THE MISSION Statement at the RN School of Physical Training at HMS Temeraire is: "To select and train members of the Royal Navy as Physical Trainers, so that they are able to advise and support the Fleet in physical and recreational activities ashore and afloat."

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At present there are three Qualifying Courses held every two years, and on successful completion the new PTs are then drafted to an establishment for on-job and continuation training before being drafted to sea.

The RN School of PT staff consists of a Lieutenant commander as Staff Officer PT, a warrant officer as Training Officer, a CPO as Training Planning Co-ordinator, and three petty officers as Staff Instructors numbers 1 to 3.

If you are interested on transferring across to the PT branch, or require further information, contact the Staff Instructors on 9380 25739.

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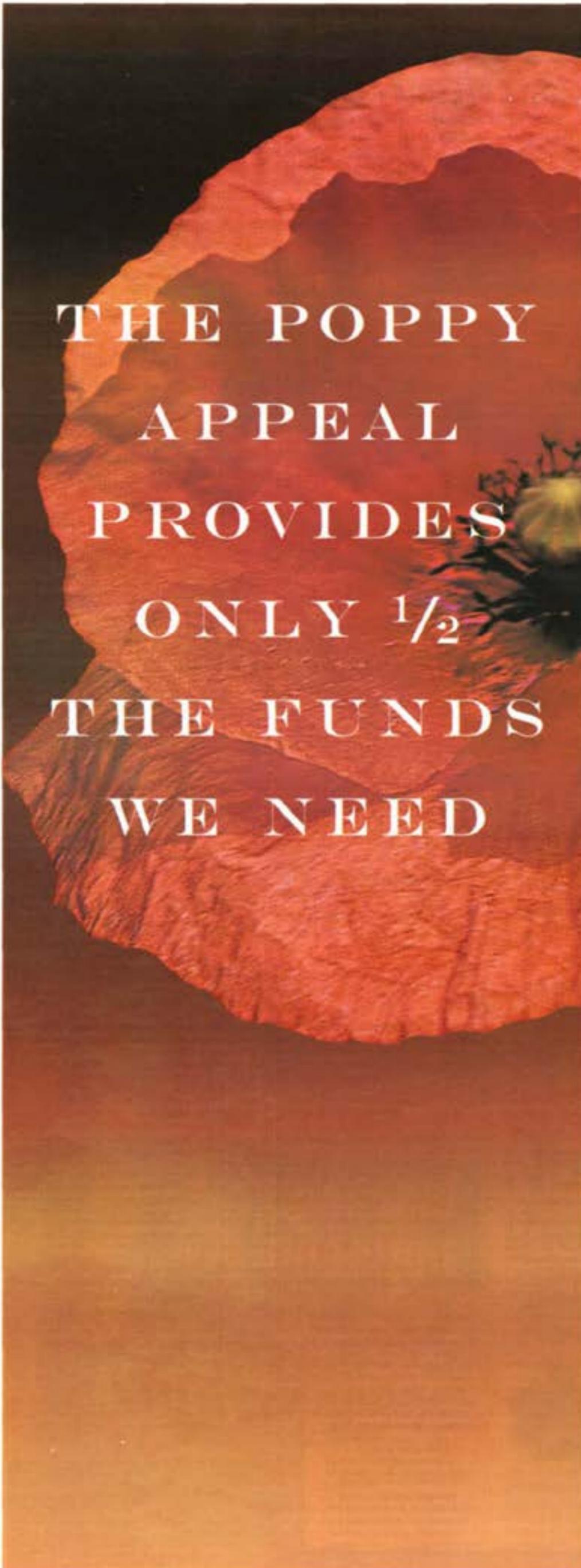
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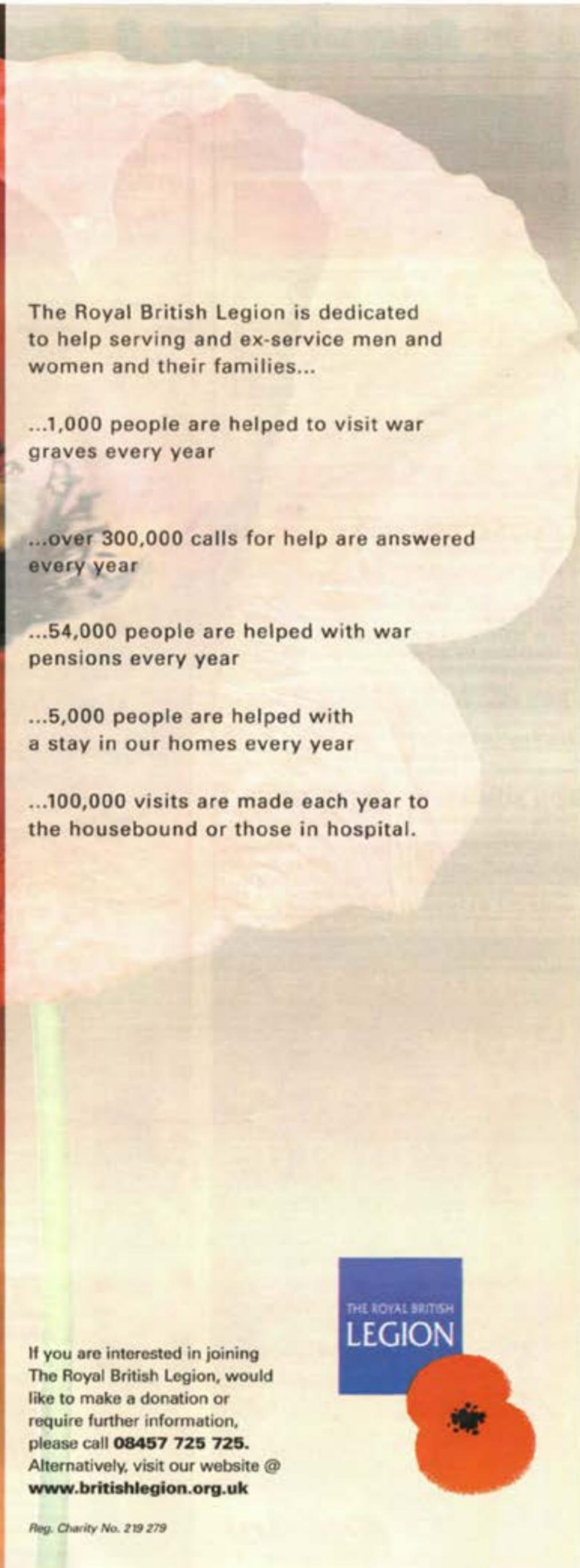
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# NoticeBoard



● HMS Albion during pre-wetting trials

## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the November headlines of past decades...

### 40 years ago

BRITAIN'S second commando ship HMS Albion had just completed her trials ready to sail from her Portsmouth home on November 3 to relieve HMS Bulwark east of Suez. The front-page picture was Albion's deck covered with a spray of water during pre-wetting trials used to wash down all surfaces should the ship sail through 'fall-out' areas.

### 30 years ago

HMS INTREPID visited Malta for the first time in her new role as the Dartmouth training ship. The visit kept up the links between the Scouts of St Aloysius College and the Dartmouth Training Squadron. The Scouts were welcomed on board and then in turn, their families welcomed the ship's company from the assault ship into their island homes.

### 20 years ago

AFTER returning from the South Atlantic, HMS Fearless resumed her role as the Dartmouth training ship, setting off for the Mediterranean to train up midshipmen and artificer apprentices. Before she went, she stopped off in Newcastle where members of the ship's company saw a special showing of the film 'Who dares wins' with its star Lewis Collins.

## Deaths

POWEA Jason Ideson, SFM Portsmouth, October 14.  
SEA2 Jamie Harris, HMS Drake, September 22.

Rear Admiral Tony Storrs, joined Royal Canadian Naval Reserves at start of WWII. Commanded Ammunition, then destroyer Gairness and corvette Dawson, CO of Drumwater in 1943 protecting convoys in Battle of Atlantic. Awarded Legion d'Honneur and the Croix de Guerre. Senior officer of the Canadian 31st Minesweeping Flotilla, cleared mines off the Normandy coast before American landings at Utah and Omaha beaches on D-Day, received first DSC and American Legion of Merit. Later CO of an station of Dartmouth, Nova Scotia then carrier Magnificent. Last appointment as commandant of National Defence College at Kingston, Ontario, August 9.

Capt Peter Samborne, Commanded Drednought, UK's first nuclear-powered submarine in the early 1960s. Attended No 1 Nuclear Course at Greenwich, then 9 month in USS Skipack. Qualified as engineer officer of the watch. Supervised Drednought's first sea trials in 1961, and crossed the Atlantic underwater in 1964. First ship was Liverpool, crippled while escorting convoy WS13. Samborne mentioned in dispatches for control of anti-aircraft gun. Also served in Malaysia, Lamerton before joining submarine service in 1944 and joining Tuna, Angkor then on to Reserve Submarine Group, Portsmouth and school at Gosport. Passed Perisher course and commanded Sturdy, Tabard and Trenchant, September 28.

Cdr Tony Hollings, joined RN as a special entry cadet in 1937, served in Atlantic convoys at start of WWII. In Hunt-class Landing Ship during Arctic convoy PQ17 then on to Operation Pedestal. Awarded first DSC for part in operation. In 1943 given command of 21st MTB Flotilla and awarded second DSC for part in Normandy landings and mentioned in dispatches for operations off the invasion beaches. Left promising career in RN in 1954 to go to America - decision prompted his then CO to send him to a psychiatrist, August 82, August 11.

Sr Brooks Richards KCMG, DSC and Bar, joined Special Operations Executive in WWII then became ambassador in Saigon and Athens. Commissioned into RNRV at start of WWII, won DSC serving in minesweepers but when Severa was lost under him, moved to become second-in-command of the Hefford Flotilla. Earned a Bar to his DSC by leading a detail of Free French troops to defend a lighthouse crucial for British Forces. Later became head of SOE's French secretariat. Once leaving RN moved into diplomatic service, Blandford RMA, August 84, September 13.

Martin Scott, began service in FAA but was judged unfit for aerial combat and moved to RN before becoming a RM Commando. As Lance-Corporal was in charge of a carrier-pigeon unit. On leaving Service moved into academia, August 76.

Kathleen Cory nee Reed, served with Wrens in Belfast during WWII, where met husband Paul Cory, officer in RNRV. In later life, genealogy expert, August 78, August 23.

Mervyn Bourdillon, Commissioned in RNRV at start of WWII, served in minesweepers and infantry landing craft in Far East. On leaving service moved into shipping industry before inheriting and managing an estate in Llyn Madoc, Breconshire, August 78, September 11.

D.W. Hague, CPO Tel, served in Pembroke, Southampton, Jersey, Woolwich, Lark and Kent, instructor at Ganges during Korean War, August 84, September 19.

Joseph Charles Arthur Simpson, AB, served 1955-69. Ships include: Geopaths, Belmehgon, Berwick, Brave Borderer, July 13.

Charles Hill, YEO OR Signals, HMS Cossack Association, served in Cossack, 1951-52 and 1955-56. Also served in Sheffield and Constance, August 81.

Alfred Price, HMS Cossack Association, served in Wrens, 1949-51. Dedicated 40 years to King George V Fund for Sailors, RBL and Eastbourne RNLi, August 71.

Victor George Britton, Stoker, served 1938-51 in Valiant, Raleigh, Drake, Admetus, Cochran, amongst others. Saw action during WWII, particularly in Mediterranean. Awarded 1939-45 Star, Atlantic Star, Africa Star and Clasp, and France and Germany Clasp and War Medal, August 83, August 11.

William Caxton, HMS Barham Association, February.

Eric Field, HMS Barham Association, served in ship 1938-41, April 6.

Eric Mundy, HMS Barham Association, April 23.

Herbie Rawlings, HMS Barham Association, April.

Ray Perry, HMS Barham Association, April.

Albert Smith, RM Musician, HMS Barham Association, August.

Neville Goodings, HMS Chevrolet Association, August 28.

Maurice Coats, Lt Seaman, HMS Chevrolet Association, August 22.

Lt Cdr Brian Watson, RD, RNR, HMS

Gosham 1977-95. Aged 49.

Derek C. Thomson, RM, joined in 1950 and served 7 years in Cyprus, Egypt, Malta and Northern Ireland, promoted to corporal 1954. Left service in 1958 to spend more time with family, served for 8 years in RM Reserves in rank of Lt. Served as chairman of RMA Bradford and District Branch for 30 years, and recently vice-chairman of RMA Northern Region, August 19.

Victor 'Vic' Rothwell, PO, Ships include Exeter at the River Plate, Kenya, Shah, Devonshire, August 82, August 17.

Donald Thompson, Leading Stoker, served 1954-62. Ships include Chevrolet, Protector and history protection duties, September 9.

Harry J. Carter, HMS Bruce Association, served in Indomitable, Implacable, Osprey, Ceylon West and Admiralty, August 70, September 15.

Arthur Manms, HMS Algernon Association, served in Sylva, December 17, 2001.

Thomas Emlyn Owen, HMS Algernon Association, served in Friendship, May 17, 2001.

Thomas Albert Neve, HMS Algernon Association, served in Bramble, March 18.

P.C.E. Richardson, HMS Algernon Association, served in Coquette, June 29.

John E. Haswell, HMS Algernon Association, served in Troutville, August 13.

Jack Wright, HMS Algernon Association, served in Magister, Sharpshooter, August 20.

Ivan B. Parker, HMS Algernon Association, served in Laertes, August 28.

Dawn Barnett nee Howard, Wren, served Dauntless, Daedalus, Falcon, Phoenix, August 85.

Frank Stearns, RG, served 1956-68 in Ganges, Delight, Scott and Albion. Also based Mauritius 1962, August 60, December 30, 2001.

Lt Cdr Roger Standen, September 15.

George Shuttleworth, CPO, served 1925-47. Retained determined spirit learnt from 22 years in RN, August 95, September 13.

Dave McCubbin, POA(ME), Korean veteran, 17 CAG, HMS Theseus, August 23.

George Coleman, Ex-HMS Opportunity Association and 17th Destroyer Flotilla Association, Atlantic and Russian Convoy veteran, September 11.

Mervyn Gumbleton, Fleet Master at Arms, joined RN 1948 at St Vincent, left 1977. Ships and establishments include: Vanguard, Implacable, Hermes, Terror, Ganges, Drake, Raleigh and Biscuit, September 25 at Royal Perth Hospital, Western Australia.

Harry Bettle, Radar Operator, served 1939-46, mainly in the Western Isles.

James Sutcliffe, HMS Conus Comrades, August 73, September 13.

R.R. 'Roger' Edwards, CH, GI, Many ships include London, Maidstone, Cossack (x. Albatross), Tyne, Vanguard, Ceylon, Agrotide, Trafalgar, Mull of Kintyre, Terror, August 84, September 1.

Lt Cdr Geoffrey James Gellie RANVR, One of the few remaining Australian submarine commanders and was the first RAN officer to command a RN submarine. Volunteered for RANVR in 1937, commissioned in 1939 and served with RN in Corvettes in North Atlantic. Joined submarine service in 1941. Thorn, Truant, Tribune and Dis. Completed Perisher course in 1944 and commanded HQ3 and Verangan, August 87, September 29 in Melbourne, Australia.

R.A. 'Tex' Carry, AB, Submariners Association, Welsh branch. Boats served in L27, United, August 82.

Lt Cdr M.L.P. 'Mike' Badham, Submariners Association, Dolphin branch. Served 1946-60 in: Alderney, Thorough, Tactician, Alark, Untiring (as CO), Israfel, and Rahar (as CO), August 76.

J.R. 'Doc' Henry, PO (ME), Submariners Association, Gosport branch. Served 1957-77 in: Aeneas, Alliance (x2), Grampus, Toledo, Anchorite, Amphion, Talent, Asaba, Onslaught, August 65.

W.C. 'Mike' Toft, Stoker PO, Submariners Association, New Zealand branch. Served 1937-43 in Salmon, Porpoise and Proteus, August 87, September 24.

Sidney Arthur James DSM, Leading Seaman, joined RN 1939. Survivor from the loss of Galesia in 1941. Then trained for submarines at Gosport before serving in U-class boats including Ursula, Upstart, and more before finishing in Unawerwing where received DSM, August 81, September 7.

W. Allen BEM, CEA, served 1940-67 in Anson, Vanguard, Berfleur, Cockade, Delfance, Diana and HMAS Melbourne (1964-66), August 77.

Lt Cdr Norman Hefford, served in RN for 30 years. Joined as a boy at HMS Ganges, served in Greyhound, Norfolk, Shikari, Crossbow and first lieutenant of HMS Reclaim. Also trained personnel on anti-submarine warfare in Simonstown, South Africa, August 88, October 4.

Stan 'Tommy' Tucker, Aircraft Handlers Association, served in branch between 1950-72, October 9.

Association, served in branch between 1950-72, October 9.

ASSOCIATION OF RN OFFICERS

Capt R.R.H. Baddy, served: Charity, Saker, President, Bermuda and NATO.

Capt J.C.G. Field, served: Broadswort, Mercury 11, Girdle Ness, President, Lion, Collingwood and Cochran.

Cdr W. Fisherbert, served: Terragant, Ferns, Mercury, Terror, St Angelo, Phoenix, President and Salisbury.

Capt J.A.H. Hamilton, served: Blustrious, Concord, Indefatigable, Lion, Vigilant, Ill Vincent, Tyne, Raleigh and NATO.

Lt Cdr J.C.W. Biffa, served: Niger, Glorious, Kenya, Biscarwer, Anson, Drake, Nelson, Orion, Minerva, Duncombe Head, Bellerophon and Osprey.

Lt J.G.L. Jackson, served: Saker and Garth.

Lt E.H. Maggs, served: Peregrine, Maitland, Victory and NATO.

Commissioned Gunner K.L. Fyng, served: Largo Bay and Euryalus.

Lt Cdr R.A. Sheppard, served: Royal Arthur, Ark Royal, Calcutta, Victory, Heron and Collingwood.

Major P.M. Thompson RM, served: Portsmouth, Liverpool, Royal Prince, Bellerophon and Royal Marines Eastney.

Lt Cdr R.R. Trussler, served: St Angelo, Cygnet, Llanfair, Teredo, Tudor, Tipton, South, Teken and Dolphin.

ROYAL NAVAL ASSOCIATION

Vernon 'Tony' Davies, Weston-super-Mare, served in combined operations, October 10.

Lee Warnett, Brentwood.

Derrick 'Curly' Groves, Docking, welfare officer and social secretary, Argonaut Association. Served in Argonaut throughout WWII from home waters, to the Far East, Russian convoys, to the D-Day landing, September 8.

Arthur Sax, PO Cook, Helford. Served from 1927-49 in minesweeping trawlers, Kent, Russian convoys, Landing Craft Salerno and Normandy, August 85.

Leslie R. Race, AB(AA), Feddar and district. Served 1940-46. Ships include Carlton, Lamont, August 87, September 8.

Len Stevens, Leading Stoker, Sully, Halloway and Heddingham. Served Far East, August 28.

Margaret Elizabeth 'Betty' Ralph, Kingston upon Thames, associate, August 72, September 1.

Lt Cdr Keith Whetstone, Aquitaine, served 1949-65, including Corus, Slekin, Howe, Flying Fox, Dolphin and Diadem.

Terence Banks, Chief Electrician Submarine, Cape Town, South Africa, past chairman (twice) Submariners include Teredo, Tabard, Toban, Drednought, Revenge, Warspite and Trenchant, August 31.

Walter Lyon, Atherton, September 14.

Frederick Albert Butler RNRV, Falkouth, Ships include: Anthony, Victory, Pembroke (x), Victory III, Blencathra, Mercury and Osborne, August 83.

Arthur Butler, AB, Uxbridge, Algernon Association, served 1943-46.

Ernest Swinhoe DSM, Southampton, joined at Ganges in 1937 and returned as PO instructor 1948-51. Awarded DSM in 1942 at the raids on Dieppe while in LCF2. Also served in Korea. Left service in 1952. Ganges Association, Landing Craft Association, Korean Veterans Association and honorary member of Duchess and Barham Association, September 5.

All Welch, Sube, served in Coastal Forces in various MTBs, September 15.

Harold Whitehead, Trafford, Ships include Revolution, Durban, Eland, River Class Association, August 84, September 19.

Frederick Dennis, Hastings and Southern, survivor of sinking of Curacao after collision with HMS Queen Mary, September 19.

D. Lees, North Raddish, August 74.

Harry Carter, Telegraphist, Bishops Cleeve, trained at Ganges and Bruce, member of both associations. Other ships include Mercury, Implacable, Indomitable, Osprey, Highflyer (Clyton West Radio station), September 15.

Harry 'Pinky' Pinkerton, A.POM(E), Llandudno, president and founder and president of the HMS Protector Association. Ships and establishments served from 1959-67 include Raleigh, Striker, Victory, Vidal, Adamant, Defender, Protector, Sultan, Liffort and Vernon, August 80, September 24.

Joshua Moss, Founder member of RMA and RNP/SA in Scarborough. Vice chairman of Patrol Service. Served in minesweepers on the north-east coast during WWII for 5 years, August 82, September 26.

George Edward Cooper, AB, Basildon, served 1942-46, ships include: Collingwood, Hamble, Cormorant, Colossus, Holcombe (torpedoes December 1943), Afrkanoid,

## Appointments

Col F.H.R. Howes to 42 Cdo RM as CO on 9 Dec 02 and to hold the rank of Local Lieutenant Colonel.

Cdr R.C. Payne to 809 Squadron Heron as CO on 22 Nov 02.

Cdr M.J. Wainhouse to HMS Glasgow as CO on 1 Oct 02.

Lt J.D. Gould to HMS Example (Calliope) as CO on 28 Aug 02.

Surg Rear Adm I.L. Jenkins to be promoted Surgeon Vice Admiral on 21 Oct 02 and to be Surgeon General on 26 Oct 02.

Surg Cdre R.D. Carr to be promoted Surgeon Rear Admiral on 3 Oct 02 and to be Medical Director General (Naval) on 8 Oct 02.

Cdre S.R.J. Goodall to be promoted Rear Admiral on 3 Oct 02 and to be Director General Training and Education on 7 Oct 02.

Cdr C.B. Hodkinson to HMS Southampton as CO on 17 Dec 02.

Acting Cdr M.R. Titcomb to HMS Sceptre as CO on 10 Dec 02.

Acting Cdr J.A.P. White to HMS Trenchant as CO on 10 Dec 02.

## Sports lottery

7 Sep 02: £5,000 - LOM N. Rudd, Drake; £1,500 - Sub Lt D. Downie, BRNC; £500 - Shared; Sub Lt B. Courton, BRNC and Lt Cdr M. Taylor, Ark Royal.

14 Sep 02: £3,000 - Shared: POCY A. Green, Drake and LOM(SSM) P. Marston, Collingwood; £1,500 - OAL(UW) L. Graves, Cambeltown; £500 - CH L. Hall, Kent.

21 Sep 02: £5,000 - WISE C. Patterson, Heron; £1,500 - CPOCT C. Hume, RAF Digby; £500 - Capt D. Dickens, FOSF Portsmouth.

28 Sep 02: £5,000 - Shared: LSA M. Lincoln, St Vincent and Cdr M. Wainham, MDO London; £1,500 - Lt D. Thomas, 849 NAS; £500 - Shared: Capt C. Pasch, MCO London and CPOAEM R. Bell, Heron.

Kenneth Caleb Hunt, Dursley and district, served 1940-46, HO rating serving as a cook in HMS Rodney, August 82.

For more information on the RN & FIM Sports Lottery, call 023 9272 3006.

Capt T.A. Soar to HMS Invincible as CO on 12 Dec 02.

Col S.T. Chicken to Admiralty Interview Board (HMS Sultan) as Board President on 23 Oct 02.

Lt Cdr R.M. Ryan to HMS Cattistock as CO on 17 Sep 02.

Lt Cdr P.C.J. Stone to 800 Squadron as CO on 22 Nov 02 and to be granted higher rank of Acting Cdr.

Capt S.B. Charlier to HMS Cornwall as CO on 27 Nov 02.

Lt Cdr P.A.E. Brown to HMS Grimby as CO on 5 Dec 02.

Lt D.M. Crowe to HMS Dasher as CO on 16 Dec 02.

Cdr C.J. Reid to HMS Vigilant (Port) as CO on 24 Sep 02.

Lt Cdr D.M.J. Grimley to HMS Superb as CO on 8 Oct 02.

WO Jarrett, Contact: HMS Nelson (Waterloo) 9380 25007, 25013. Draft: WO (Avy) HMS Raleigh, Cunningham Division Officer 8 Apr 03. Will swap for: an Portsmouth billet.

LWMEM Edwards, Contact: SFM Portsmouth, Draft: HMS Liverpool, 6 Jan 03. Will swap for: any carrier.

LOM(MW) Miller, Contact: 83255 6968 or e-mail: 307@ra.dti.mod.uk. Draft: HMS Inverness. Will swap for: any Portsmouth-based MCMV deploying or not. Adding Quail and SSEL Quail.

OM(EW) Dooley, Contact: 07670 122 140. Draft: HMS Iron Duke. Will swap for: any Portsmouth Type 23 or aircraft carrier.

LMEM(L) M. Dredge, Contact: EMCL Portsmouth 9380 24897. Draft: HMS Portland, 6 Jan 03. Will swap for: any Portsmouth Type 23 deploying or not.

CH1 Mainstone, Contact: 9380 22154. Draft: HMS Invincible 28 Jan 03. Will swap for: any Portsmouth ship deploying or not.

LOM(C) Howarth, Contact and draft: HMS Manchester. Will swap for: any Plymouth-based ship, deploying or not.

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 rank; and be of similar experience. All applications must be made on Form C246 to NDD, Centurion Building.

# YOUNG READERS CLUB

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Closing Date: 29th November 2002

Usual competition rules apply

Victoria Jones  
Emily Jones  
Adam Ross  
Thomas Milburn  
Richard Bowdell  
Bobby Johnson  
Andrew Pollock  
Alex MacDonald  
Gary Bloom  
Liam Whittaker  
Thomas Braide  
Jack Vardy  
Matthew Haines  
Ashley Cole  
Kimberley Jeffery  
Philip Barnes  
Gemma Tobby  
Kathleen Adams  
Nadine Manning  
Rhys Williams

Thomas Lockyear  
Christine Skippen  
Rachel Carney  
David Williams  
Michael Aspin  
Adam Kear  
Daniel Magee  
Ben Mackey  
Paul Kitching  
Sean Dale  
Charlotte Cannon  
Callum Shuttleworth  
Edward McDonald  
Oliver Hatfield  
Thomas Hatfield  
Stephen Green  
Taylor Webb  
John Smith  
Leoni Carter  
Nathan Diete-Spiff

Gavin Freeman  
Charlotte Mason  
Laura Mason  
Calum Sinclair  
Louise Carter  
Mertin Caddy  
Jonathan Thompson  
Kathryn Downs  
Edward West  
Charlotte Crook  
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To enter simply send your entry to the usual address, make sure you include your full name and address.

Or e-mail your entry to youngreaders@navynews.co.uk

Closing date 29th November 2002

Usual competition rules apply

Submissions for the next edition of Navy News must be received before: November 14



## Sea Cadets



### Four on the Rock

FOUR Cadets from Swansea – Heather Matthews, Rebecca Hegan-Vaughan, Joseph Kennedy and Rebekah Shannon – enjoyed two weeks training in Gibraltar. The unit has also lately visited Malta and Cyprus.

## LION LOOKS FOR A LEAD

TS LION, the Slough Unit, is desperate to recruit adult advisors to help the Commanding Officer and her instructors.

They are looking for someone with a Naval background in the Slough/Windsor/Maidenhead area who can give of their expertise.

TS Lion is one of the oldest Sea Cadet Units in the country, having been founded in 1936. It has a splendid new headquarters at Langley Pavilion, a motor boat on the Thames at Datchet, canoes and a brand-new minibus, bought with a grant from the Millennium Fund.

Anyone who can help should contact the Unit Secretary, Mr Peter Moore at 83 The Fairway, Burnham, Bucks, SL1 8DY. Tel 01628 668038.

# South West are best!



SOUTH West are best – sailing consistently well in all classes, they swept up the overall championship in the National Sea Cadet Regatta.

Some 105 entrants descended on the Marina at Port Edgar to take part in the races, the seven areas represented by teams of 15 sailing in Bosuns, Lasers and Toppers. Chief guest was Defence Under-Secretary Dr Lewis Moonie.

Bright autumn sunshine and light to moderate winds allowed two days of excellent sailing. Set in the waters between the Forth Bridges, the 70 boats made an impressive sight and made up one of the biggest dinghy regattas on the Firth this year. Windsurfing events were held at Lochore Meadows in Fife.

While Saturday's winds were generally light and some cadets found themselves on a steep learning curve with the tides, Sunday ended with a brisk westerly and fast sailing.

Each area had its successes in the various classes. Northern Area's Crockett and Pollock from Greenock and Inverness Units took the Topper Open for the host Area and Clegg of Portsmouth took the Juniors.

Places changed frequently in the Bosuns, with Eastern, Southern and South Western all notching up wins. J. Lewis of Eastern (Worksop) dominated the Lasers, although Inverness provided a serious challenge from F. Ross.

It was, however, an exultant SW Area which came top overall.

Presenting the prizes, Dr Moonie congratulated the Cadets on their achievements, saying how much he appreciated the Corps' role in giving young people the chance to develop their talents by teamwork, discipline and self reliance.

**Area Class Winners:**  
Bosuns – North West Area, 28 points  
Lasers – Eastern, 2pts  
Toppers (Junior) Southern, 55pts  
Toppers (Open), Northern (Scottish), 14 pts

● Above: South West pose with their trophies from the earlier qualifying combined regatta. Below: the Topper Class on the way to the leeward mark at the National Regatta at Port Edgar.



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## Blyth spirits on the Solent!



**C**ADETS from East Kent District enjoyed an action-packed day out in the Solent with HMS Blyth, learning about life on board one of the Royal Navy's state-of-the-art minehunters.

The ship's company displayed their skills in minehunting using their Remote Controlled Mine Disposal Vehicle and made the most of the opportunity to demonstrate the ship's impressive turn-on-a-sixpence manoeuvrability.

Man overboard exercises allowed the Cadets to dig in with the rest in recovering the Swimmer of the Watch and casualty.

And while some took a turn at the helm (above), Leading Diver 'Charlie' Chapman took others for an exciting, though thoroughly soaking ride in the ship's seaboot (left).

After tours of the ship and lunch at anchor, the day was rounded off in style with a fly past by Solent Coastguard's Search and Rescue helicopter.

# Nothing but the best for new training era

IT WAS a red-letter day when the new Sea Cadet power training vessel TS John Jerwood sailed up the Thames for her official naming ceremony at HMS President.

For the voyage from Gosport heralded a new era in seagoing training for the Corps, with a purpose-built £1.2 million ship designed to train the next generation of

cadets in seamanship skills.

Following Solent sea trials, the 75ft TS John Jerwood - a gift from the Jerwood Foundation - passed with flying colours, hoisted the Sea Cadet Ensign and set sail for London.

As reported in *Navy News*, the Jerwood Foundation stepped in to restore power when the Corps' two ageing fleet tenders, *Alnmouth* and *Appleby*, were withdrawn from service two years ago.

TS John Jerwood was officially named by Mrs Karen Grieve, wife of the Foundation's Chairman Alan Grieve.

The 75ft vessel, which can accommodate up to 12 Cadets plus five senior crew, will operate in the Channel and around the UK.

Private funding on this scale is a 'first' for the Sea Cadets. Said the Commodore SCC Cdre Roger Parker: "Without the Jerwood Foundation's contribution, the Cadets would not have been able to offer power boat experience to trainees, a crucial part of their naval instruction."

Said Alan Grieve: "The Sea Cadets are a testimony to their training and I believe we have made one of the most effective, deserved and visible awards in our book."

"They combine and teach teamwork, leadership, self respect and social responsibility within purposeful leisure activities. They deserve the best we could give them."



## Firemen just for the day

READY for the threatened firemen's strike? Not quite. But Sea Cadets got set to go to blazes when they joined crack firefighting crews at London's City Airport for a taste of life in the hot seat.

And the junior aviators were on the flight line with air aces of yesteryear as aircraft from the past, *Mustang*, *Spitfire* and *Harvard*, were put through their paces in a flying display over dockland during the airport's open day.



# YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

## A VERY SPECIAL HOLIDAY!

Thanks for all the pictures of your summer holidays! We're really enjoying remembering some of those sunny days! Here's a picture of a very different holiday for some students at the Royal Hospital School in Ipswich.

They took part in the Cutty Sark Tall Ships race during the summer.

You may remember in earlier issues we followed the crew as they set sail on a ship called "Excelsior". They sailed from a port called Santander in Spain.

The finish of the race was Portsmouth.

"Excelsior" was moored in the old Royal Clarence Yard in Gosport.

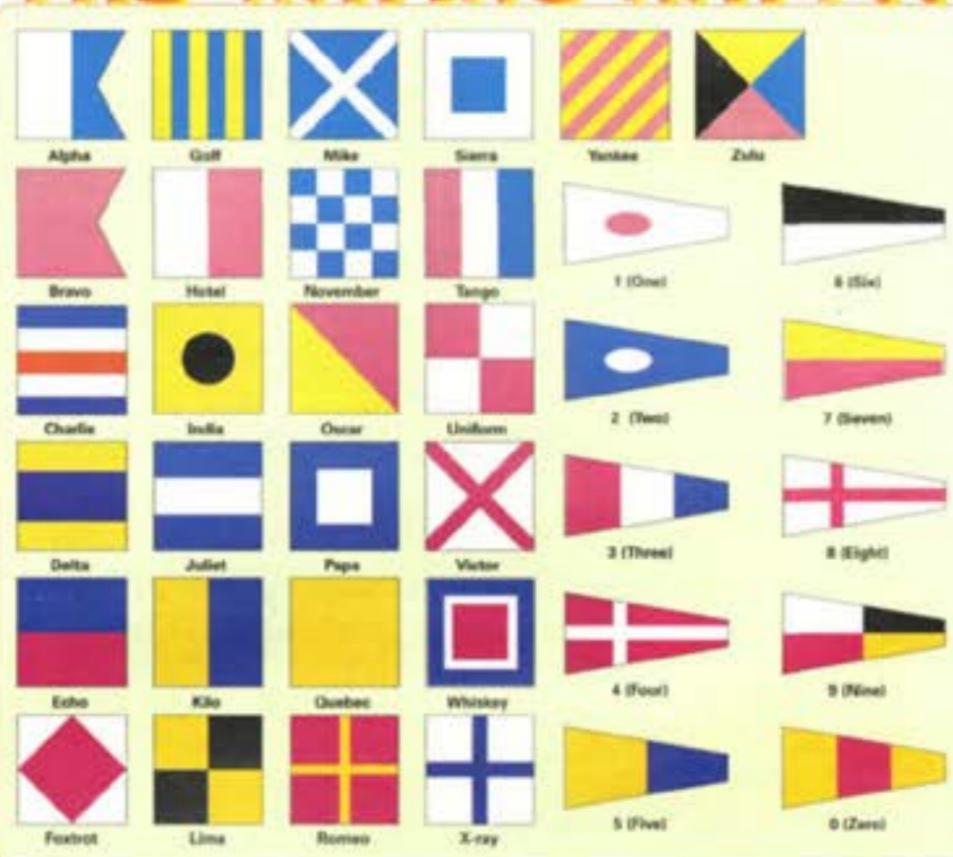
On Friday 16 August the crew had to get a special ferry over to Portsmouth Dockyard so they could meet up with the crews of other Tall Ships for the famous Crew Parade. This went through the streets of Portsmouth before a very emotional prize giving



in the Guildhall. The crew won The Honourable Company of Master Mariners' Trophy for seamanship, in sail training during the race series.

Congratulations from the Young Reader's Club!!

## THE WAVING NAVY??



## MESSAGES FOR CHRISTMAS!

It's not long now until Christmas! Have you started to think about Christmas presents and what you're going to do on the BIG DAY?

Of course not everyone can chill out and have fun on Christmas Day, lots of



people have to go to work. Royal Navy Ships and bases are still operational and someone has to get on with running them!

So, this year we have decided to cheer up all

those people who are working in the Navy around Christmas.

If you know someone who's working or away at Christmas then send them a message via the Young Reader's pages. We'll be having a special Happy Christmas page featuring all your messages.

So, don't wait get those messages to us now!!

## THE WAVING NAVY

We've been talking to Jim Alloway, the Editor of Navy News, about traditions in the Navy. He told us that one of the traditional ways of sending messages in the Navy was by a system called Semaphore. We decided to find out more...

Semaphore is a way of sending somebody a message without making any sound. It's very useful at sea when distance and the weather can make it almost impossible to hear messages.

How does Semaphore work? Well, it's all done by waving! Not as we do to our friends, but in a special way and, sometimes, using special flags.

In the early days, way back in the 1800's, semaphore was used for sending messages from the Naval Dockyard in Portsmouth to the Admiralty in London.

Admiralty Signal stations were set up on hills and these were manned by retired naval ratings. They would either send messages by hand or use special poles with arms on them. The arms would be set at different angles and each shape could be read as a letter of the alphabet or a number.

The person watching for the signal knew what the shape meant, wrote down the letter and when he had got the whole message would then send it on to the person waiting at the next hill! If it was a clear day the message could be sent from Portsmouth to London in just seven minutes.

These days semaphore is still used sometimes when ships are coming together at sea, to refuel or take on stores. Although there are now some very modern forms of communication like radios and mobiles, you may still see some of the crew signalling in the traditional way.

### THE SIGNAL ROUTE

Admiralty  
Chelsea  
Putney  
Kingston  
Essex - Coopers Hill  
Cobham - Chorley Heath  
Guildford - Pewley Hill  
Godalming - Barnmill Hill  
Haslemere - Harte Hill  
Midhurst - Beacon Hill  
Peterfield - Compton Down  
Bedhampton - Portsdown Hill  
Portsmouth.

## THE PHONETIC ALPHABET

The flags on the above chart use the phonetic alphabet, each word stands for a different letter.

This was developed after World War II when an International phonetic alphabet was required. It is based on suitable words that were used in as many languages as possible. This is the version used by Allied Forces since 1956.

A = Alpha	N = November
B = Bravo	O = Oscar
C = Charlie	P = Papa
D = Delta	Q = Quebec
E = Echo	R = Romeo
F = Foxtrot	S = Sierra
G = Golf	T = Tango
H = Hotel	U = Uniform
I = India	V = Victor
J = Juliet	W = Whiskey
K = Kilo	X = X-ray
L = Lima	Y = Yankee
M = Mike	Z = Zulu

SEE PAGE 37 FOR COMPETITIONS AND BIRTHDAYS!

Young Readers pages will be back to normal next month!!

## YOUNG READERS CLUB

All new members enrolled in the Club will now have Membership that lasts until their 16th Birthday.

Members of the club will be able to use their membership cards to obtain discounts on entry to many local attractions and events throughout the year, both in their own locality and nationwide. Our new style coupon reflects these changes - see below

Please enroll me as a member of The Young Readers Club.

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### YOUNG READERS CLUB - Competition Rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees and their families of Navy News or any company associated with the competition. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.

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- Translators (with military experience)
- QA Co-ordinator

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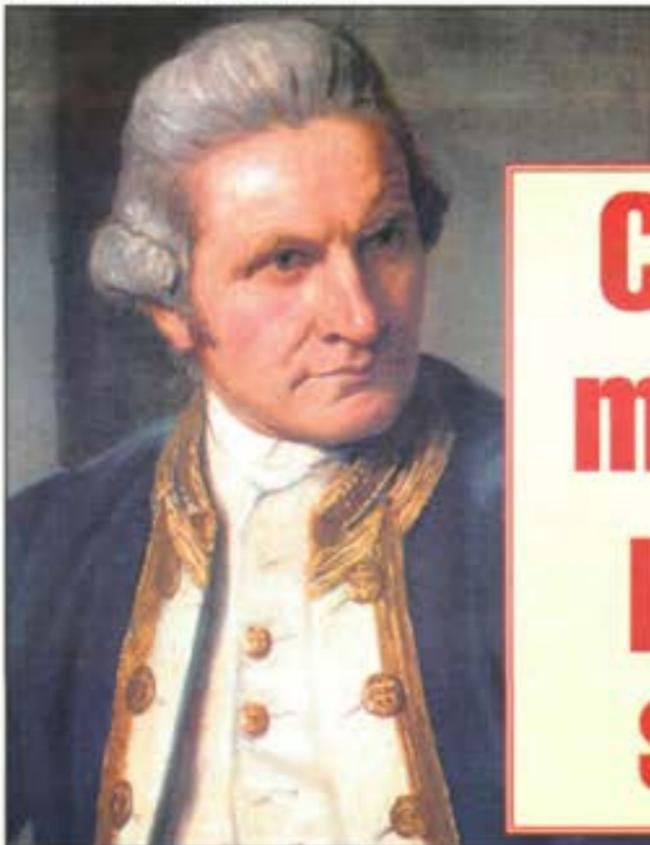
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Capt James Cook (left) was a humane and considerate man who took a close interest in the welfare of his sailors. Inspired by the interest in Cook revived by the TV series *The Ship*, Tony Crowley researched the story of one who stretched the great explorer's patience to the limit, though . . .

## Cook and a major diary publishing sensation

**W**HEN Captain James Cook, on the way home from the first of his three world voyages, reached Batavia in the East Indies he found the port utterly devastated by dysentery and malaria.

In the days that followed, several members of his crew died, so he sent a press gang to round up any able-bodied English-speaking seafarers to replace them.

One 'volunteer' protested angrily in broken English that he was a Dane from Elsinore and that the Dutch ship in which he worked had papers to prove it. Cook listened to him carefully, but detecting a strong Irish brogue decided to ignore his impassioned pleas.

Eventually, the man admitted that he was John Marra, a 24-year-old from Cork. He agreed that one ship was much the same as another and that only a fool would wish to stay around that disease-ridden coast, so his protests were short-lived and his name was added to the ship's muster list.

With the loss of more crew members, Cook was relieved to discover that not only was Marra hardened to a life at sea, but a good worker, so he offered him the post of gunner's mate for the second voyage of discovery aboard the *Resolution*.

With hindsight, Cook should have left him behind in Batavia for Mr Marra was to prove a very sharp thorn in the side of the great navigator and explorer.

Marra's problem was that he was very fond of grog. A mug or two of the dark red liquid and he became a different person - difficult to handle and very unpredictable.

For his shipmates, life below decks with John Marra was an unsettling experience. As *Resolution* lay in London docks being inspected by the Earl of Sandwich and other bigwigs, he took the opportunity to slip ashore for some refreshment. A search party of Marines knew just where to find him, dragged him back on board and clapped him in irons.

Cook wasn't going to put up with any indiscipline on a King's ship and had him flogged over the barrel of a gun - "kissing the gunner's daughter" as this severe form of punishment was known.

In elegant copperplate script, William Harvey, a young midshipman from London wrote in the ship's logbook: "Punished John Marra with 12 lashes for desertion and insubordination".

He could have done with a rubber stamp, for this was an entry he would repeat many times.

In between bouts of insolence and drunkenness, John Marra was no problem at all. When the bosun piped "all hands aloft", his would be the first pair of feet to hit the deck and he would race to be first up the mast. When the crew of the *Resolution* entered the Antarctic Circle, the first ship known to have done so, their voyage became a hazardous adventure in which they faced the perils of violent storms, fog and ice.

Even in a ship that was never warm, many of the seamen were unprepared for the intense cold and shivered with despair in their hammocks. But not your man from Cork: he continued with his duties as if the ship were cruising in the tropics.

Cook was most impressed and asked what kept him so cheerful. John knuckled his forehead in salute and replied: "Tis the extra ration of grog, sir!"

In Tahiti, John secretly made friends with Otoo, a local chief, who promised him a house, some land and the prettiest wife he could choose from a dozen maidens.

John Marra could barely contain his joy. Being an excellent swimmer, he decided to jump overboard when the ship was leaving the island.

As the crew unfurled the sails and broke out the anchor, he made his move and dived silently into the crystal clear waters of the lagoon. He had arranged for a canoe to pick him up half way and it was making its way from the shore when he was spotted in the water and the ship's boat was launched.

Recaptured, he struggled desperately with the Marines in the launch and dived overboard again, but unfortunately the canoe had

abandoned the race.

Despite his desertion, Cook was quite lenient with him. He considered that this solitary drifter, with no friends or family, couldn't have picked a better spot where he could live at ease in a fine climate and with all the luxuries he desired.

John Marra himself argued that by staying in Tahiti he would learn far more about the religion and government of the islanders than a few short visits by English gentlemen who couldn't speak the language or stand the heat.

Privately, Cook wondered if this wayward but enterprising Irishman could one day have become a king of the island or at least prime minister! Nevertheless, he still gave him a dozen lashes and ordered that he be clapped in irons or kept under guard whenever the ship visited an island with similar distractions.

Later, when the ship explored New Zealand, he made his final attempt to desert. Once again, he was dragged back on board, clapped in irons and flogged.

The officers were relieved to see him return for they valued his seamanship skills. But Cook was now tiring of this tempestuous man and wrote in his journal that he would willingly have let him go but for one reason. He was convinced that, following a warm welcome from the natives, John would assuredly be "kill'd and Eat before morning" - the unfortunate fate that awaited Cook himself in Hawaii some years later.

With *Resolution* heading back to Europe, a change came over John Marra. He acquired a thirst for knowledge rather than rum and began to ask serious questions about the voyage - the latitude and longitude of places visited, the main discoveries, names of important chiefs, and so on.

The officers were impressed and wondered if, inspired by the Captain who had himself risen from the lower deck, he was planning to advance his naval career. Though not highly educated, this intelligent and observant seafarer had a trick up his sleeve - he was keeping a diary.

Anyone aboard ship was permitted to keep a journal or diary on these voyages, but these could be impounded at any time by the Captain for official records.

John Marra knew this, so he kept his well hidden from prying eyes.

It was a good move, for all diaries and journals were confiscated as the voyage drew to a close.

**C**ontinually punished, flogged, manacled in irons, confined on board and denied his one chance of a happy marriage, Marra finally reached England and bade farewell to Cook and his "voyages of discoveries".

He found lodgings in the Angel, a public house in south London, and wrote an account of the voyage - the first one known to have entered the Antarctic Circle. He also told a few home truths about the expedition and the behaviour of those on it. A publisher eagerly snapped it up and gave it that little extra bit of literary polish to impress its readers.

When published, it beat Cook's official account by 18 months and copies were published in Dutch and French. The Admiralty was appalled and Cook was beside himself with rage - but there wasn't a single thing they could do about it. The profits John Marra made from his book, however, were not invested in a pleasant cottage in Ireland but were probably squandered on the demon grog and, within a few years, he was drifting around the coast of Australia in search of work.

Today you can pick up accounts of Cook's voyages for next to nothing, but if you want a copy of John Marra's journal, it's a collector's dream and will set you back nearly \$6,000.

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## Sport

### Highland debut for Spartan

SAILORS from a nuclear submarine have made their debut in their affiliated town's Highland Games.

HMS Spartan entered a team in the Isle of Bute Highland Games, held in Rothesay, in which the Navy men competed against locals in a number of traditional events.

Spartan was up against the Bute Shinty and Amateur Athletics Sports Club for the Waddell Shield in such events as 100m and 200m sprints, a 6x100m relay, shot putt, tug o' war and tossing the caber.

Four of the Spartan team also entered the hammer-throw, and LMEM Sanderson won a prize for second place in the shot putt.

The home team proved too strong in all but the tug o' war, and although the Navy team did not bring home the honours, they are planning to send a team again next year - only next time they will have been coached by Scottish crewmen in the more traditional events.

The submarine's Commanding Officer, Cdr Pickles, had some official duties during the day, handing out several trophies.

The submariners also provided members for the local shinty team which played later the same day.

The Faslane-based nuclear submarine's affiliation to Argyll and Bute Council is its longest standing civic link, and the participation was seen as an important way of strengthening that link.

Spartan is now preparing to sail for sea trials after her Long Overhaul Period at Rosyth.

● CPO Pugh of HMS Spartan attempts to toss the caber



# Everest team try out gear in public

MEMBERS of the Royal Navy and Royal Marines Everest North Ridge Expedition 2003 have been flying the flag in preparation for the official launch in London next year.

The team were present at the opening of outdoor specialists Snow and Rock's superstore at Port Solent in Portsmouth.

Led by Lt Col Nick Arding RM (Expedition Leader), Maj Richard Rearden RM (Base Camp Manager) and Lt Fi Shepherd (PR and Media Manager), the team put together a demonstration of kit and equipment they will be taking to Everest in April of next year.

This included cold-weather clothing, high-altitude boots, down suits, barrels, medical equipment, communications equipment, and a Gamov bag - a portable compression chamber for people suffering from altitude sickness.

All were tested and much enjoyed by the general public, and also on hand were Admiral Sir Jonathon Band, Commander-in-Chief Fleet and expedition patron, and mountaineer Al Hinks, who has climbed 12 of the 14 peaks over 8,000m.

Almost 70 members of the Royal Navy will be involved in the first Senior Service assault on Everest, either as climbers (ten), support managers (three) or support trekkers (54).

For more details see the expedition website [rneverestnorthridge2003.com](http://rneverestnorthridge2003.com)



● Lt Fi Shepherd, PR and Media Manager for the RN and RM Everest North Ridge Expedition, demonstrates the Gamov bag, a portable compression chamber for people suffering altitude sickness

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## Andy proves he is king of the karts

AFTER a scorching weekend, the day of the CSS and COMUKMARFOR kart sprint challenge at Thrupton was overcast and muggy - but the competition was still hot.

The practice session saw Andrew Spivey and Pete Jeans taking the quickest times, and the qualifying session went much the same way, with Spivey's 1m 04.941s putting him on pole position for the first race alongside Jeans.

The start of the first race saw Spivey open up a comfortable lead to win from Jeans, who held off a determined challenge by Steve Burns, while Steve Grange won his own duel with Mark Barker for fourth spot.

Sprint race 2 saw the same grid line-up, and again the top three were in contention throughout, with Spivey winning by ten seconds from Jeans, and Burns another 20 seconds behind.

Although only one competitor dropped out during the first sprint, retirements came thick and fast in the second - Steve Grange, Darren Meyers, Nick Stanley and Deborah Burns all failing to finish.

That left Andrew Spivey in first place overall, with Pete Jeans second, Steve Burns third, Mark Barker fourth and Ed Bentley fifth - and all received framed pictures of Formula One cars donated by CSS.

With great success in the racing from EDS - both the Fleet Battle Staff and EDS turned out in numbers - the evening barbecue was the place to be for the low-down on the day's events, all discussed over an admirable spread by the Thrupton caterers.

Mark Barker, of Fleet Battle Staff HQ, helped Andrew Spivey put the event together, while Maritime Systems Group funded the barbecue and prizes.

## Fencers retain RAF epee title

NAVY fencers took away the silverware for the fourth year running at the RAF one-hit epee competition after a nail-biting final bout, writes Sacha Brooks.

The competition, held at RAF Cosford, involved eight other teams from across the three Services.

Losing their first bout to an RAF station team (3-6), it seemed that the Dark Blues had blown their chances before they had really started.

However, team members Lt Cdr Matthew Clark (PJHQ), LAEM Mark Needham (RNAS Culdrose) and Mnc Will Hale (RMR London) quickly found their form, dropping only one more bout and ending up with five victories out of seven.

The final bout against favourites the Army 'A' team ensured an exciting climax for onlookers.

A consistent performance in defence from Lt Cdr Clark combined with the characteristic clan of LAEM Needham - and a dramatic foot hit from Mnc Hale - earned the Navy a 5-4 victory over the Army's best.

Navy fencers are currently training hard before setting off to Canada later this month to make up to half of the 12-strong Combined Services team.

The Honorary Secretary of the RANA, Lt Cdr Mark Barton, said: "We are delighted to be invited for a second year by the Royal Military College, Kingston, Ontario, to fence at their 32nd international fencing tournament.

"Last year a Navy fencer came home with a silver medal - this year we're going gold!"

## Honours even in Swedish showdown



● Cdr Neil Sibbitt (yellow shirt) exchanges gifts with his opposite number as the FOST team look on the combined might of two Swedish minehunters

THE STAFF of Flag Officer Sea Training (Minor Warfare and Patrol Vessels) ventured into international football when they took on the ship's companies of two Swedish minehunters which were undergoing training in the Scottish exercise areas around Faslane.

The RN sea-riders were victorious in one match but lost narrowly in the other.

The games also represented the testimonial fixtures for the outgoing Commander Sea Training, Cdr Neil Sibbitt, who was also the leading goalscorer for the FOST team.

Cdr Mike Percharde has now assumed the role of CST(MPV) as the small-ship 'FOSTies' go from strength to strength, with ongoing SARC and continuation training happening all over the world.

This is the second time that the Royal Swedish Navy has sent ships to undergo training in FOST hands.

## Umpire courses

ANYONE interested in gaining professionally-qualified status for cricket umpiring and/or scoring is invited to attend the next Royal Navy Cricket Club-led umpires and scorers course at HMS Temeraire on February 3-5 2003.

Anyone who has already qualified but wishes to undergo refresher training prior to their 'oral' exams may also attend.

Contact Lt Cdr David Cooke, RNCC secretary, on 9380 23741 or email TEM RNS04.

## Open invitation

A TEAM from Faslane were among the volunteers who helped marshal the Open golf championship in Muirfield.

Despite the indifferent Scottish weather, the team - led by Lt Ivor Rankine - had a good week watching world-class golfers at close quarters.

Among those who helped were Graham Thorpe, Colin Davey, Darby Allan, Brian Hill, Lig Hill, Dave Mincher, Sid Carr, Rob Prideaux and Steve Purdy.

## RANGERS



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## Masterful show by swimmers

THE RN Swimming Association completed an all-conquering season by taking the Armed Forces Masters title.

This continues an outstanding record in the championship, as the Royal Navy team has only been beaten once since 1993.

All competitors, both serving and retired, gave memorable performances, including WO2 Nic Vaughan, Capt Andy Mason RM, Geoff Bishop (ex-Royal Navy and team manager)

and Lt Cdr Ron Kimber, who is still competing at the age of 72.

Musn Debbie Thompson took her fair share of gold medals, as did POWAEA George Essam. Retired RN members included Karen Cross and Lindsay Lant, who both performed well in their age category.

The clean sweep meant that the Navy took the overall trophy, Andy Mason took the best male trophy and Lindsay Lant took the top female prize.



● Lt Cdr Rob Dowdell soars above Abergavenny during the Inter-Services championships. Picture by team-mate Lt Cdr Rob Schwab

## Cup is just the start

THE ROYAL Navy Rugby Union season gathered pace as Navy News went to press with the staging of the Inter-Command tournament at Burnaby Road in Portsmouth.

The five Commands will compete for the John Inverdale Trophy, which will be presented by the TV and radio sports broadcaster on completion of the final game.

John's connection with the Royal Navy stems from his father, who was an officer in the Senior Service.

The majority of the Royal Navy's first XV and 'A' team will be representing their individual Commands.

The tournament gives these players, and others on the fringe, the chance to put in a big performance

and vie for the senior team, whose season ends with the annual showdown at Twickenham against the Army, which this season is on Saturday May 3, 2003.

Last year's match at Headquarters attracted a record crowd of more than 40,000.

## Judo training

THE RN Judo Association will hold a training weekend at CTC RM Lympstone from November 29 to December 1. The RN team for the Inter-Services Championships will be selected during the weekend. All judo players interested should contact CPO John Thacker on 01743 232541.

# Fourth triumph for Corps footballers

THE ROYAL Marines notched their fourth consecutive win at the Inter-Command championships, matching the feat of Portsmouth Command in the 1960s.

The Royals took no prisoners on the way to the final, beating Air Command 4-0 and Fleet 6-1.

Their opponents, Scotland, also encountered little resistance in the earlier rounds, disposing of Plymouth 5-0 and Portsmouth 3-0.

There was little to choose between the two sides early on in the final, but it was the Royals who struck first when Cpl Richie Hope (RMB Stonehouse) slotted the ball home from close range following a corner on 23 minutes.

The Corps kept up the pressure, and Cpl Jason Kilner (CTCRM) had a superb half-volley blocked by the Scottish keeper.

POPT Steve Losh (HMS Neptune) almost levelled when a looping header dropped on to the crossbar with the keeper stranded, but it was the Royals who scored again when a quick break caught Scotland on the back foot.

The ball was squared on the 18-yard line and Jason Kilner was on hand to drive the ball past the keeper's outstretched arms.

With half-time approaching Mnc Graham Carr (FPG RM) stabbed in a third from close range.

The second half brought more Royal Marines pressure, but it was Scotland who found the net first when POPT Scottie Mather, in a rare break out of defence, was brought down in the area and OM Conner MacCloud (HMS Spartan) beat C/Sgt Nev Nixon (HMS Ocean) from the spot.

But further goals from man-of-the-match Richie Hope and L/Cpl Neil Middlefitch (42 Cdo) completed a 5-1 win for the Royals.

In the women's competition another four-year record was on the cards, this time for the Portsmouth Command, but they

NAVY hang-glider pilots ended years in the wilderness by taking the Inter-Services title at the annual championships.

The win, in the Black Mountains and Brecon Beacons of Wales, came after a decade of domination by the Army and RAF.

The Navy pilots had to start by blowing the cobwebs off their hang-gliders after a year out of competition during 2001 because of the foot and mouth epidemic.

The team prepared with a training week at Easter, and by investing over the past year in competition equipment bought with the help of the Sports Lottery, Sailors and Fleet Amenities grants and DNSR funding.

The Army and civilian guest teams were left struggling for points in the difficult conditions provided by a damp British summer.

The RAF looked favourites to win again - one of their pilots flew a huge cross-country from Merthyr Tydfil to Birmingham, an impressive 85 miles - but the Navy flyers were

not disheartened and stayed in contention throughout the week.

Lt Dave Moy and CPO Wayne Holmes scored points steadily in the Open class and CPO Buster Brown took on the Novice class on his own.

On the final day, flying from the Bloreorge, a 1,500ft hill overlooking Abergavenny, Lt Cdr Rob Schwab and Rob Dowdell took off just ahead of an advancing rain shower.

All the other Open class competitors were stuck on the hill as the rain fell putting an end to the day's thermals.

The two Navy pilots soared down the Crickhowell valley towards Brecon and flew just far enough to beat the Air Force team by a single point.

If you are interested in taking up hang gliding or paragliding, and perhaps joining in the defence of the title next year, contact the RN Hang Gliding and Paragliding Club Secretary, Lt Mark Scott, 702 Squadron, RNAS Yeovilton; telephone Yeovilton ext 6070 or e-mail PTD702 on the Navynet.

## CTCRM storm to 7s title

THE COMMANDO Training Centre at Lympstone pulled out all the stops to win the Royal Navy Rugby 7s competition with a compelling display in the final.

With a number of teams dropping out because of operational commitments, there were 15 names in the draw when the competition got under way at HMS Collingwood.

The teams competed in four pools on a league basis in the morning, with the top teams advancing to the knockout cup and plate in the afternoon.

In the plate final it was the Ancient Mariners - also known as the RN Veterans - who had that little bit extra, their tired, ageing legs carrying through to victory against the might of the Cdo Logs.

HMS Neptune overcame the hosts in one of the semi-finals, while CTC saw off the threat of last year's winners, HMS Heron, in the other.

And it was CTC who proved too hot to handle in a fiercely-contested final, their excellent display of 7s rugby bringing them a 54-14 win.

Mnc Stevens (FPG), playing for HMS Neptune was judged to be the player of the tournament.

## Tour toughens teams

FRESH from a successful tour of Canada, the Royal Navy basketball squad put in an intensive training weekend at the end of Summer Leave and immediately put in a good display at the Inter-Association tournament at the Metropolitan Police Academy at Hendon.

A little ring-rusty in the first quarter against the RAF, the Dark Blues - who were bedding in a number of new players - failed to raise their game enough to prevent the airmen running out 64-52 winners.

A much-improved performance against the Army, last season's Inter-Services champions, saw a debatable refereeing call at the death deprive the Navy of a draw, the result going to the Army 65-62.

Another nailbiter against the Civil Service went right to the wire again, with yet another defeat - this time by a single point, 84-83.

The final game, against winners the GB Police, was perhaps a game too far for one weekend, the Navy side going down 63-50, but the tournament as a whole underlined how far the squad had come in the first two years of a five-year recovery plan.

There were a number of strong performances throughout the weekend, notably from Mncs Dave Steed and Marty Page (Cdo Logs), WTR Rich Hodgkins (HM Exeter), CPO Richie Cutler and Lt Nige Young (HMS Dryad), but coach Mick Byrne said he was impressed by the commitment of all, especially the organising ability of Mnc Ram Patton (JSU Northwood).

The management team is still keen to introduce new players at Senior and Under 23 level, and a Ladies team also features on the agenda. Contact any of the team through the RN Basketball Association website at [www.rnbaa.net](http://www.rnbaa.net)

Or make yourself available at 1800 on the Friday of the following training/fixture weekend events: **Nov 8-10:** Inter-Command Championships, HMS Drake; **Dec 6-8:** Training and tournament, HMS Drake; **Jan 10-12:** Training and tournament, HMS Collingwood; **Feb 5-10:** Inter-Services conditioning camp, Gibraltar; **Feb 26-28:** Inter-Services training, RAF Cosford (to be confirmed); **March 1-2:** Inter-Services tournament, RAF Cosford (to be confirmed)



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## NEW JETS CHOSEN

● From page one

enter service in 2012, will have service lives of up to 50 years – so the catapult capability may be activated for the generation of aircraft which follows the JCA.

The carriers are expected to be the largest warships ever built in the UK, displacing between 55,000 and 60,000 tons, and will cost £3 billion for the pair.

The largest warships previously built for the Navy were around 50,000 tons – aircraft carriers HMS Eagle and the previous HMS Ark Royal and the battleship HMS Vanguard. At around 290 metres, the new carriers will also be up to 50 metres longer than previous ships.

Displacement of this order will also make the RN carriers the largest warships in the world outside the United States or the Russian Federation.

The RN and RAF JCA – known as the F35 – will be a version of the aircraft currently under development in the United States.

The US Navy 'carrier variant' aircraft will use catapults and arrestor wires to get airborne and return – the system currently used by American and French carriers, and familiar to RN aviators before the current Invincible-class ships.

The US Marine Corps is also planning to use the STOVL version of the F35, and the UK machines are expected to become operational at around the same time as the new carriers.

Of the aircraft, Lord Bach said: "This is a critically important decision."

"We have chosen this variant, which is the same one being bought by the US Marine Corps, because it fully meets our military needs – and it builds on Britain's unique and valuable knowledge of STOVL aircraft acquired during nearly four decades of operations with Harriers on land and at sea."

First Sea Lord Admiral Sir Alan West said: "It is good news for the Navy. These carriers will have huge potential and capability."

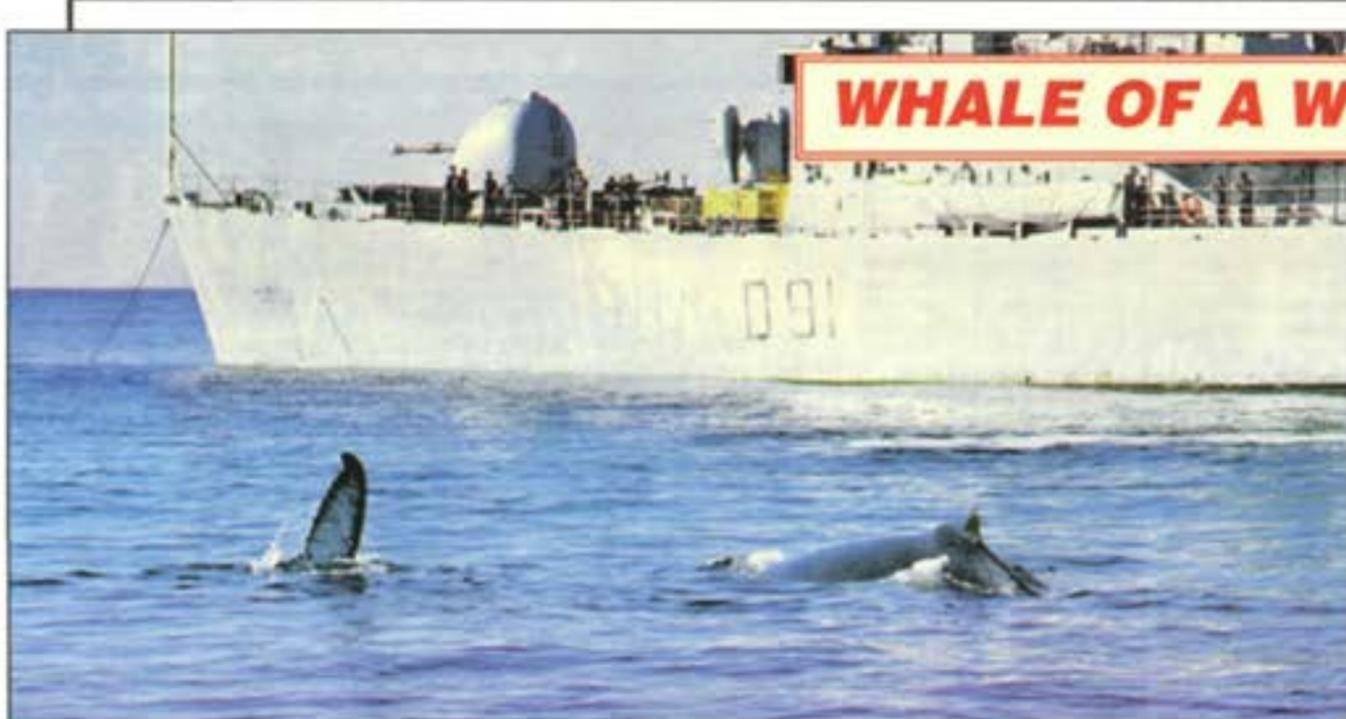
"The adaptable carrier is, I believe, just the answer for UK defence, and very much good news for the Navy."

"It forms the core of our ability to operate at range from the United Kingdom, and gives us huge flexibility – not just the STOVL aircraft, which is a wonderful aircraft and gives a lot more punch, but also the capability to operate Chinooks, and a whole raft of different aircraft types on a scale that we have never been able to do before, and that is very exciting."

"I think for our young pilots, the prospect of flying the JCA is very exciting for them, and for other young men in the Navy, the thought of serving in and maybe one day commanding this fantastic carrier, which has a flight deck that is about eight-tenths of the size of one of the big American nuclear carriers and will form the centrepiece of our Fleet, is also a tremendous prospect."

## Bond film premiere

Die Another Day, Cdr James Bond's latest screen adventure, will have its Gala Premiere in aid of the Royal Naval Film Charity at Gunwharf Quays, Portsmouth on November 18, attended by the Prince of Wales. Tel 023 9282 4355 for details. See also page 10



## WHALE OF A WELCOME

A PAIR of 'stickybeak' humpback whales, a cow and calf, gave the damaged destroyer HMS Nottingham a welcome to Sydney.

As Navy News went to press, the Dutch "sink and lift" ship Swan arrived there to prepare to return her to the UK.

## SAILORS READY TO FIGHT FIRE

AS Navy News went to press, Royal Navy personnel were prepared to man Green Goddess fire engines as part of Operation Fresco, taking their share in providing an emergency service during a threatened strike by the nation's firemen.

During the last national strike in 1977 4,000 RN and RM personnel were on duty over the festive season, tackling emergency calls to hotels, warehouses, garages, flats, oil depots and simple chimney fires.

Belfast posed special problems. Each time the call went out, the whole area involved had to be checked for bombs before the firefighting team could go into action. Here the joint Service group included a detachment from HMS Sultan, four groups working in the chief city of Northern Ireland with another in Londonderry.

● FLASHBACK: Delta 2, manned by sailors from HMS Dolphin, heads out into the night to tackle a blaze in Birmingham in December, 1977



## COCAINE FOUND BEHIND FALSE BULKHEAD

# Frigate scores \$100 million drugs bust

TYPE 23 frigate HMS Grafton has seized drugs with an estimated street value of \$100 million after a multi-national operation in the Caribbean.

Grafton stopped and searched a small cabin cruiser, the Genesis I, after a tip-off from American drug enforcement officials.

The Royal Navy frigate and a number of American and Dutch surveillance aircraft were involved in tracing the target vessel and shadowing it for almost 500 miles before the frigate moved in and intercepted the Genesis I, which was masquerading as a fishing vessel, 450 miles off the coast of Curacao in the Dutch Antilles.

An initial search revealed nothing untoward – but then searchers took measurements in the engine compartment which confirmed that there was a hidden space, and inside was found some 750kg of high-grade cocaine which was believed to be destined for America and Europe.

Once their cover was blown, the crew tried to scuttle the boat, which started to flood, and despite the best efforts of Royal Navy personnel, who at one point stabilised

the vessel, it later sank. The smugglers were handed over to authorities ashore.

The frigate's Commanding Officer, Cdr Richard Thomas, said: "Although routine business for the Royal Navy, this was nevertheless an exciting and hugely satisfying operation."

"The outstanding professionalism and teamwork of my ship's company has prevented over 750kg of cocaine reaching the streets and demonstrates our continued determination to help in the war against drugs."

The haul is one of the largest seizures made by a Royal Navy ship. Grafton has been in the Caribbean since late August and recently confiscated cannabis worth £7.5 million after a high-speed boat chase which also involved the frigate's Lynx helicopter.

□ See Newsview, p22  
● The Genesis I secured alongside HMS Grafton with (inset) the false bulkhead found to contain \$100 million worth of cocaine.

Picture: PO(PICT) Chris Brick



## Sheffield pays off early

FRIGATE HMS Sheffield is to be withdrawn from the Fleet at the beginning of this month – some six years earlier than originally planned.

The last remaining Batch 2 Type 22 frigate, 'Shiny Sheff' is a victim of improved efficiency in maintenance programmes and changes in operational patterns, meaning that the more modern Type 23 frigates can cover the Royal Navy's global commitments.

According to Ministry of Defence sources, this means that the Navy can manage with 31 hulls, rather than the 32 specified in the Strategic Defence Review, as refit intervals for modern ships have been extended from nine to ten years.

First Sea Lord Admiral Sir Alan West said: "HMS Sheffield has been a fine ship and has provided excellent service over the years."

"But it is important that the resources saved from withdrawing her from service are reinvested in providing and sustaining more important areas of capability."

Paying off Sheffield early is likely to save around £20 million each year and the Disposal Sales Agency hopes that her relative youthfulness will attract an overseas buyer.



# RUGBY UNION



## COMBINED SERVICES

v

## BARBARIANS

### THE RECTORY PLYMOUTH

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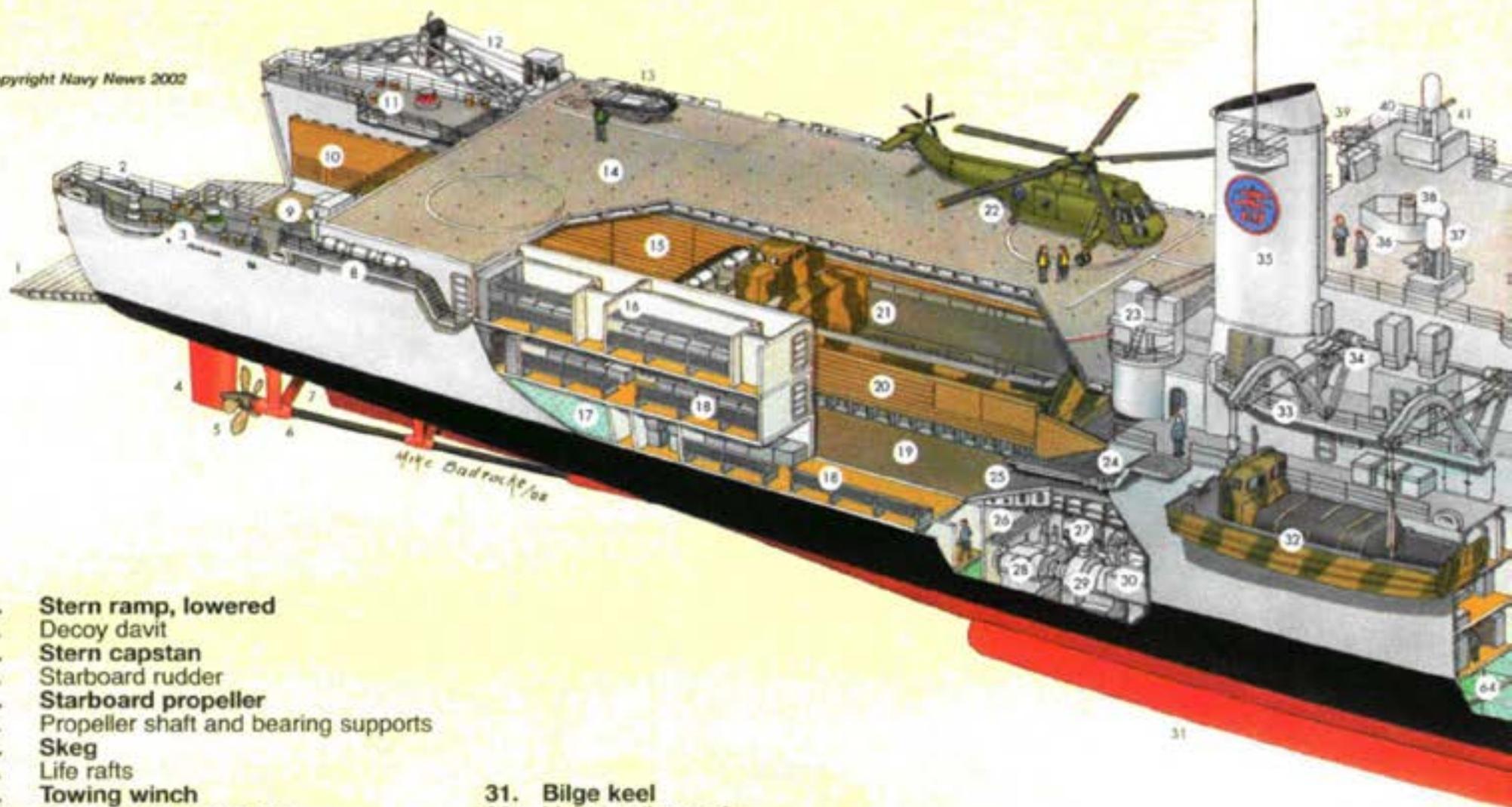


# INSIDE THE ASSAULT

## The Landing Platform Dock (LPD)



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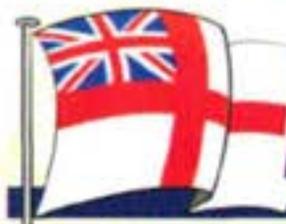


1. Stern ramp, lowered
2. Decoy davit
3. Stern capstan
4. Starboard rudder
5. Starboard propeller
6. Propeller shaft and bearing supports
7. Skeg
8. Life rafts
9. Towing winch
10. Boat well batter boards
11. Aft mooring bollards
12. 15-ton crane
13. Gemini craft
14. Flight deck
15. Boat well
16. Mess or emergency ward
17. Aft ballast tank
18. Troop mess
19. Boat well deck
20. Boat well central divider with batter boards
21. Medium landing craft
22. Westland Commando assault helicopter
23. Six-ton crane
24. Accommodation ladder
25. Boat well apron
26. Starboard machinery space
27. Twin turbo alternators
28. Gearbox
29. Steam turbine
30. Boiler

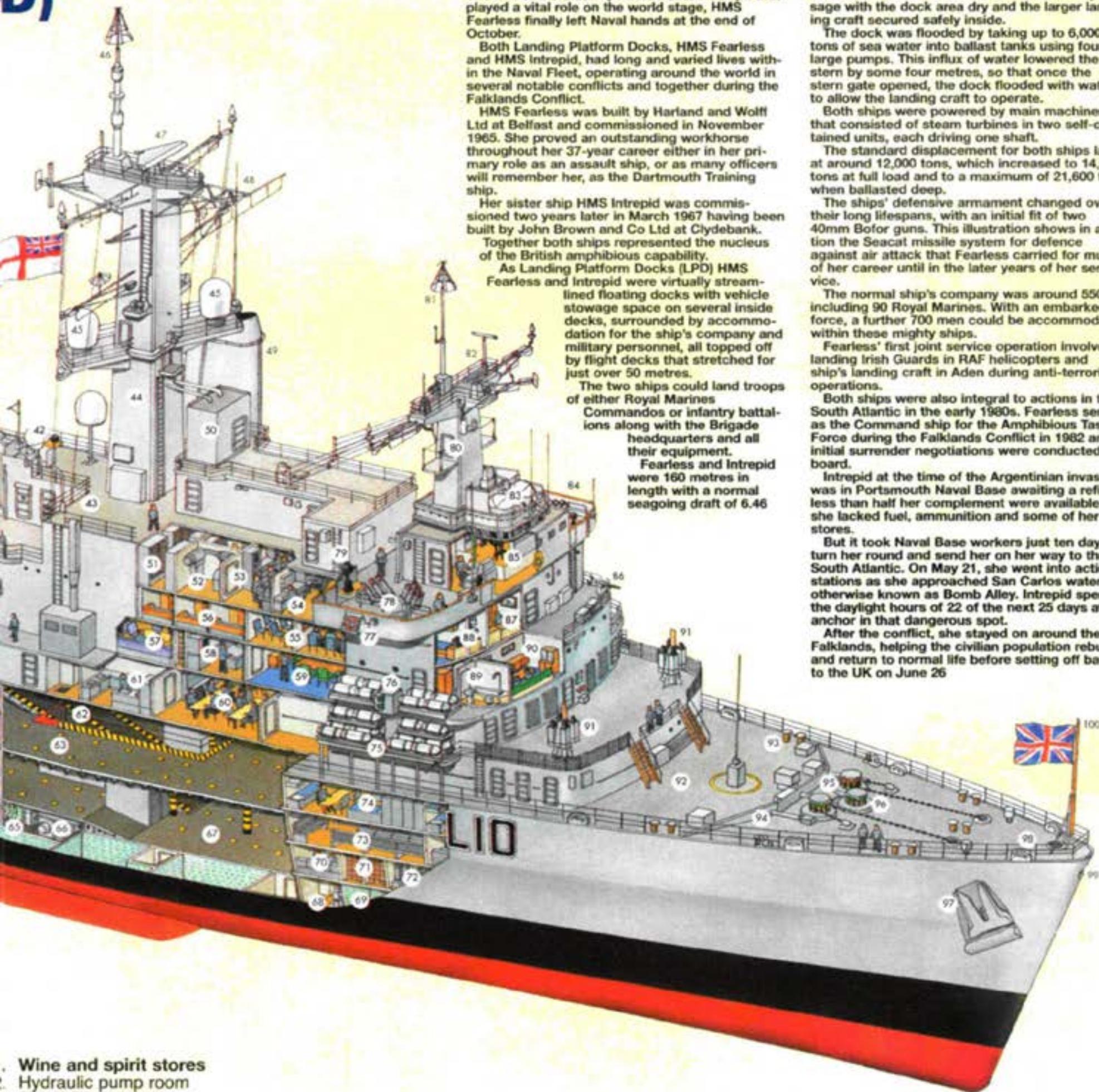
31. Bilge keel
32. Light landing craft
33. Landing craft davits
34. Davit drive mechanism
35. Starboard funnel
36. Bulwark
37. Starboard Vulcan Phalanx radar-controlled gun
38. Master compass
39. Flight deck floodlights
40. Flight control - 'Flyco'
41. Port Vulcan Phalanx
42. Emergency command position
43. Signal deck
44. Main mast
45. Scot antennae, port and starboard
46. VHF antenna
47. Search radar
48. Communications antennae
49. Port funnel
50. Scot cabin
51. Electrical equipment room
52. Fan room
53. Control room

54. Assault operations room
55. Offices
56. Officers' cabins
57. Petty Officers' mess
58. Officers' galley
59. Wardroom
60. Junior ratings' dining hall
61. Scullery
62. Retractable watertight ramps, up to flight deck and down to lower vehicle deck
63. Tank deck
64. Midships fuel and ballast tanks
65. Forward machinery control room
66. Forward machinery space
67. Lower vehicle deck
68. Pump room
69. Forward ballast tanks
70. Wireless room

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84



D)



The last of the steam-powered assault ships that played a vital role on the world stage, HMS Fearless finally left Naval hands at the end of October.

Both Landing Platform Docks, HMS Fearless and HMS Intrepid, had long and varied lives within the Naval Fleet, operating around the world in several notable conflicts and together during the Falklands Conflict.

HMS Fearless was built by Harland and Wolff Ltd at Belfast and commissioned in November 1965. She proved an outstanding workhorse throughout her 37-year career either in her primary role as an assault ship, or as many officers will remember her, as the Dartmouth Training ship.

Her sister ship HMS Intrepid was commissioned two years later in March 1967 having been built by John Brown and Co Ltd at Clydebank.

Together both ships represented the nucleus of the British amphibious capability.

As Landing Platform Docks (LPD) HMS Fearless and Intrepid were virtually streamlined floating docks with vehicle stowage space on several inside decks, surrounded by accommodation for the ship's company and military personnel, all topped off by flight decks that stretched for just over 50 metres.

The two ships could land troops of either Royal Marines Commandos or infantry battalions along with the Brigade headquarters and all their equipment.

Fearless and Intrepid were 160 metres in length with a normal seagoing draft of 6.46

metres. This was the normal state when on passage with the dock area dry and the larger landing craft secured safely inside.

The dock was flooded by taking up to 6,000 tons of sea water into ballast tanks using four large pumps. This influx of water lowered the stern by some four metres, so that once the stern gate opened, the dock flooded with water to allow the landing craft to operate.

Both ships were powered by main machinery that consisted of steam turbines in two self-contained units, each driving one shaft.

The standard displacement for both ships lay at around 12,000 tons, which increased to 14,900 tons at full load and to a maximum of 21,600 tons when ballasted deep.

The ships' defensive armament changed over their long lifespans, with an initial fit of two 40mm Bofor guns. This illustration shows in addition the Seacat missile system for defence against air attack that Fearless carried for much of her career until in the later years of her service.

The normal ship's company was around 550 including 90 Royal Marines. With an embarked force, a further 700 men could be accommodated within these mighty ships.

Fearless' first joint service operation involved landing Irish Guards in RAF helicopters and ship's landing craft in Aden during anti-terrorist operations.

Both ships were also integral to actions in the South Atlantic in the early 1980s. Fearless served as the Command ship for the Amphibious Task Force during the Falklands Conflict in 1982 and initial surrender negotiations were conducted on board.

Intrepid at the time of the Argentinian invasion was in Portsmouth Naval Base awaiting a refit - less than half her complement were available, she lacked fuel, ammunition and some of her stores.

But it took Naval Base workers just ten days to turn her round and send her on her way to the South Atlantic. On May 21, she went into action stations as she approached San Carlos water - otherwise known as Bomb Alley. Intrepid spent the daylight hours of 22 of the next 25 days at anchor in that dangerous spot.

After the conflict, she stayed on around the Falklands, helping the civilian population rebuild and return to normal life before setting off back to the UK on June 26

Wine and spirit stores  
Hydraulic pump room  
Royal Signals' mess  
Junior ratings' mess  
Life rafts  
Starboard navigation lights  
Life belt stowage  
Seagnat launchers  
Signalling projector  
Foremast  
VHF antenna  
Navigation radar antennae  
Director antennae  
Port bridge wing

85. Bridge  
86. BMARC 20mm cannon, port and starboard  
87. Captain's day cabin  
88. Captain's cabin and bathroom  
89. Commodore's bathroom  
90. Commodore's day cabin  
91. Seacat missile launchers  
92. Forecastle deck  
93. Mooring bollards

94. Bow wave deflector  
95. Anchor capstans  
96. Towing cable capstan  
97. Twin anchors  
98. Cable fairleads  
99. Towing cable eye  
100. Jackstaff with forward mooring light

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show correctly*

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