



Navy News

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Don't shout, Russell, for Pepys' sake!

Gladiator star has a new role to crow about – p3



Colourful occasion – p21

FLYING SQUAD

Boarding teams from the Malaysian corvette KD Kasturi practise their techniques with the Type 23 frigate HMS Marlborough during Exercise Flying Fish in the South China Sea.

HMS Marlborough is due back in Portsmouth in August after a seven month deployment which included service in the Iraq conflict.

See also page 4



NURSES IN DASH TO SAVE INJURED IN IRAQ

THE DEATH toll at Majar al-Kabir – the Iraqi town where six Royal Military Policemen lost their lives at the hands of a mob on June 24 – could have been much higher but for the prompt actions of an A&E team which included two Royal Naval Reserve intensive care nurses.

During the initial rescue operation, six soldiers and an anaesthetist in a Chinook helicopter carrying a quick reaction force were wounded – two of them very seriously – when their aircraft came under a hail of fire as it attempted to land in the town.

The pilot raced back to 1 Para battle-group headquarters, 15 minutes to the north at Al Amarah, landing alongside

the 1 Close Support Medical Regiment dressing station. Leading Naval Nurse

● Turn to back page



HOME ARE THE HUNTERS

MINEHUNTERS HMS Bangor (foreground) and HMS Sandown return to Portsmouth after lengthy deployments to the Gulf in support of Operation Telic – the campaign to topple Saddam Hussein. HMS Grimsby and HMS Ledbury are also due back this month.

REFLECTING ON IRAQ

Operations in Iraq: First Reflections, an initial report on the recent campaign, has been published by the MOD.

In a written statement to the House of Commons Defence Secretary Geoff Hoon said: "Within the Ministry of Defence a thorough examination is underway into all elements of the operations in Iraq, and gathering evidence from those involved at all levels.

"Detailed analysis – to inform a definitive assessment of the effectiveness of our equipment, military strategy and planning processes – will take some months to complete.

"The reflections in this report are therefore inevitably broad and of a provisional nature. We hope to publish a full report before the end of the year.

"Our Armed Forces are continuing to perform a vital and difficult job in Iraq, helping the Iraqi people to establish a functioning infrastructure and creating the conditions for a stable new government.

A copy of the report is available on the MOD website www.mod.uk/publications/iraq_lessons/index.html

Students given a study in sea war



TYPE 22 frigate HMS Cumberland (pictured left) and Type 42 destroyer HMS Newcastle have jointly hosted the annual sea day for the Royal College of Defence Studies.

The RCDS course is attended by high-ranking military and civilian officials from the UK and overseas armed forces, including a number from the Commonwealth, as well as senior representatives of the defence industry.

The event is staged in order to give student officers an appreciation of the Royal Navy and how

modern warfare is conducted at sea.

During the sea day, Cumberland and Newcastle took part in the Flag Officer Sea Training's 'Thursday War', conducting an air defence and anti-submarine exercise as well as a light jackstay transfer.

Members of the ship's company also demonstrated damage control and firefighting, first aid and command and control procedures.

Cumberland later visited Den Helder in the Netherlands to take part in the Dutch Navy Days – her

visit coinciding with the 30th anniversary of the creation of the UK/NL Amphibious Force, which maintains close links with the Dutch Royal Marines and forms an important part of NATO's amphibious capability.

The RN was also represented by University RN Unit patrol boats HMS Puncher, Blazer, Explorer, Raider and Tracker and two Royal Marine LCUs while 'beating retreat' and Sunset were performed by the Royal Marine Band from HMS Raleigh.

FIGUREHEADS



HMS JESTER

IN THE Jester we see one of the more unusual carvings to have survived, now on display in the permanent collection of the National Maritime Museum at Greenwich.

The carver has produced an imaginative full-size figure depicting a jester in medieval costume, wearing the traditional horned skull cap and tunic hung with bells. The words "Here we go again" are inscribed on the stem post in white lettering.

The jester has unfortunately lost both arms – but it is safe to assume that both would have been detachable, removed when the vessel went to sea, the right arm outstretched and perhaps holding a stick of some kind.

To date, no RN vessel has been found to have borne the name HMS Jester.

In the Admiralty catalogue of Picture, Plate and Relics published in 1911, this figurehead was listed as being in Devonport Dockyard in the old museum there, as 'Carving No 427'.

This suggests that even then its identity was in question. It was suggested that it might have belonged to HMS Clown, a wooden gunboat built in Liverpool in 1857 and used as a coal depot in Hong Kong from 1867 under the name YC1 and later YC6 before being removed from the Royal Navy in 1870.

If so, how and when the carving arrived back in the UK is not recorded.

Michael marks a Medway moment

PRINCE Michael of Kent visited the Historic Dockyard at Chatham to look over the final stages of a major development programme – symbolised by the topping of the mast of HMS Gannet.

The programme was launched on board the Gannet, an 1878 Victorian sloop, in 1997 by the then Minister for Culture Chris Smith.

A total of £18 million has since been invested, major funders being the Heritage Lottery Fund, Medway Council, English Heritage and the European Development Fund.

Said Heritage Lottery Fund Chair Liz Forgan: "The Historic Dockyard Chatham is not just the UK's most complete example of an 18th century dockyard and an outstanding tourist destination. It is also a real contributor to the regeneration of its surrounding community."

Bill Ferris, Chief Executive of Chatham Historic Dockyard Trust added: "Some work remains to be done, not least to HMS Gannet herself before she is opened to the public as a visitor attraction, but the raising of the foremast very much represents the culmination of the process.

"Virtually all other projects funded under the scheme are complete and it seems appropriate that the celebration should focus on the ship where the programme was first launched."

The money has been used to restore a number of important buildings, mostly scheduled ancient monuments, bringing them back into economic use.

In addition to Gannet's restoration, the estate's electrical infrastructure has been replaced, roads repaired, visitor facilities improved, a new 20,000 sq ft museum gallery opened and accessibility to the site as a whole has been greatly improved.

The mast topping ceremony was accompanied by Gillingham Operatic and Dramatic Society, who performed songs from Gilbert and Sullivan's *HMS Pinafore* – which premiered in 1878, the same year that HMS Gannet was launched from Sheerness Dockyard on the River Medway.





Splendid show!

ON HER way home from operations in the Gulf, HM Submarine Splendid was visited in Sardinia by Combined Services Entertainment – in the shape of top model and actress Nell McAndrew (seen on board with some of her appreciative hosts).

As the live entertainment arm of the Services Sound & Vision Corporation, CSE is the charity organisation dedicated to entertaining and boosting the morale of HM Armed Forces worldwide.

While in port at La Maddalena, HMS Splendid's ship's company were treated to a spectacular show featuring comedian Sean Meo, ventriloquist Paul Zerdin and CSE's own dance troupe with pop tribute party band T40.

HMS Splendid returned to Faslane on July 17 after being deployed to the Gulf since early January. She was welcomed back by some of her sister submarines, HMS Spartan, Sceptre and Sovereign (below). Spartan and Sceptre were conducting sea trials after refit. Sovereign is currently in an operational running period.



Services yacht is a gift to Russia

A SERVICES training yacht left Gosport last month on a voyage to St Petersburg, where she was handed over as a gift to the Russian Navy.

Manned by a joint RN and Russian Navy crew, Adventure, a Nicholson 55 yacht, was formally presented by the Prince of Wales during his visit to mark the 300th anniversary of the founding of the Baltic Fleet and Russia's beautiful second city (see also p14).

Adventure has been operated by the Joint Services Adventurous Sail Training Centre (JSASTC) in Gosport for the past 31 years.

The yacht was built for the Royal Navy in 1972 by Camper and Nicholson at Gosport, and she has had an illustrious career – she was second in the 1974 Whitbread Round the World Race and has since sailed the world on adventurous sail training expeditions with personnel from all three Services.

Maintained to the highest standards by the Ministry of Defence, she retains her Lloyd's certifica-

tion. She was withdrawn from service last year when the MOD bought the larger Challenge-class yachts.

Adventure has since undergone a complete structural and safety refit by Camper and Nicholson to prepare her for her new owners.

The presentation of the yacht is an example of the RN's co-operation with Russia, which builds working links with the Baltic Fleet and St Petersburg in particular, with its naval training schools, cadets and academics.

Adventure was skippered on her 'delivery voyage' by Ray King, until recently the head of the JSASTC, and her crew was made up of ten RN officers and ratings and five Russians, including their navy's Deputy Head of Physical Training, Capt Vladimir Sorokin.

The yacht was taken to her destination via the Kiel Canal and a number of Baltic ports.

□ See also p15



Navy larks of Pepys & Crowe

A PARTY from HMS Collingwood fired a six-gun salute from HMS Belfast in London to mark the 300th anniversary of the death of Samuel Pepys – one of the Royal Navy's greatest administrators.

Pepys would rather rest in peace, apparently... Meanwhile the many fans of Patrick O'Brian's novels about Jack Aubrey (not to be confused with Pepys' contemporary, the writer John Aubrey) can look forward to seeing Russell Crowe play the intrepid heir to Hornblower in *Master & Commander: The Far Side of the World*, to be released by Twentieth Century Fox in November.

The company's big-budget motion picture spectacle of the year is set on the high seas in the Nelson era.

Crowe, who gained superstardom with *Gladiator* in 2000, visited HMS Victory shortly after to get the feel of his new role.

□ Gregory Peck, one of the silver screen's most durable and sensitive action heroes – he was the Harrison Ford of his day – has died at 87. In 1951 he was an excellent Hornblower. In the last minutes of the movie, shown in tribute to the star on BBC2 on July 6, there is a glimpse of HMS Victory with the RN Museum buildings in the background.



● RUSSIA BOUND: Adventure leaves Gosport for St Petersburg

Picture: 20th Century Fox/PA Florencia



● The last six front-line Sea King Mk6 ASW helicopters make a farewell flypast over St Michael's Mount

Mark 6s retire after thirty years service

THE LAST of the Sea King helicopters to serve in the frontline in the Anti-Submarine Warfare (ASW) role have left their base at Royal Naval Air Station Culdrose after more than 30 years service.

Aircrew from 820 Squadron, the last front-line ASW unit equipped with the Mk 6, marked the demise of this trusty old workhorse from the Fleet by a ceremonial flypast over the air station and local areas en route to HMS Sultan in Gosport.

The Squadron will now be re-equipped with the Merlin helicopter and is expected to rededicate as a front-line squadron later this year.

Since receiving its first Sea King helicopters in 1972, 820 NAS has served in the Falklands Conflict, delivered aid in flood-stricken Mozambique, and supported coalition forces in the Gulf earlier this year.

The Sea King first entered service in 1969, and such was its success that no less than seven different variants of the helicopter have performed various roles within the Navy.

Lancaster off to South Atlantic

TYPE 23 frigate HMS Lancaster set off from her Portsmouth base in early July to take up duties as the Falkland Islands patrol ship.

She is the first Navy frigate or destroyer to deploy with the new Merlin helicopter.

Her long journey south will include ports of call at Freetown in Sierra Leone, Takoradi in Ghana, and Jamestown on the remote island of St Helena.

Once at her South Atlantic destination, she will exercise alongside the Argentinian Navy.

Diver clears live shell from cliff

A ROYAL Navy diver has removed a live shell from half-way up a cliff by carrying it himself to the top.

PO Steve Vernon (39), a member of the Southern Diving Group unit based at HMS Drake in Plymouth, was called out by HM Coastguard at Portland in Dorset.

The unit, which deals with unexploded ordnance such as bombs, mines and shells, was summoned to deal with an unidentified shell spotted half-way up a sheer 40ft cliff.

The shell was only accessible by climbing down the cliff, and PO Vernon duly climbed down with the help of ropes handled by the coastguards.

The Naval diver reported back that the 4.5-inch shell was live, and of indeterminate age and origin, and therefore dangerous.

But in order to remove it, PO Vernon was required to carry it while the coastguards hauled him back to the top of the cliff. The shell was then taken to a nearby quarry and detonated in safety, with the co-operation of the Hanson quarry firm on Portland.

The shell is thought likely to have come from Army artillery, but how it ended up lodged in the position it was on a cliff is unknown.

Three ships in mercy dashes

SHIPS from the Royal Naval service – one RFA, one destroyer and one frigate – have rushed to the rescue around the world, helping over 30 stricken seafarers.

RFA Landing ship Sir Tristram dashed into the heart of a tropical storm to join forces with the American Navy in rescuing the crew of a stricken Egyptian freighter in the Indian Ocean.

Sir Tristram was escorting the mine countermeasures force from the Gulf back to the UK in late June when she received a distress call from the mv Green Glory.

Arriving on scene after an overnight dash through heavy seas and fierce storms, Sir Tristram – acting as on-scene commander, and working closely with the Rescue Co-ordination Centre at Falmouth – organised the activities of three merchant vessels in attendance as well as the US Navy Support ship USNS Concord.

The Concord's helicopter winched two American crewmen on to the stricken merchant ship to help the 27 crew into lifeboats as they abandoned ship, then plucked the civilians to safety with a transfer onto RFA Sir Tristram.

The rescued crew were taken to Oman before the RFA vessel continued her long voyage home.

Destroyer HMS Southampton was involved in the salvation of two Spaniards on a yacht which had got into difficulties 20 miles south of the Isle of Wight.

The 21ft sloop Sparlin called for assistance and the destroyer hurried to the scene where a rescue was being co-ordinated by the Solent Coastguard. The commercial ferry Cetam Vicorica was also in attendance.

Lt Cdr Andy Hogben transferred from the Naval warship to the Sparlin in the destroyer's semi-rigid inflatable boat to assess the situation, and being fluent in Spanish he was able to console the crew and check they were safe.

HMS Southampton remained on station until the arrival of the Bembridge lifeboat which escorted the Sparlin back to sheltered waters.

Back in exotic seas, an eagle-eyed rating on watch on the bridge of Type 23 HMS Marlborough ensured the rescue of three stricken fishermen in South-East Asia.

Marlborough sailed from Singapore for the UK on July 7, and the following day LOM(AWW) S.P. Simpson, the quartermaster on watch, spotted the wreck of the Hijau at some distance and alerted the Officer of the Watch.

The dhow appeared to be sinking some 40 miles from land



● Crew from the Green Glory are winched on to the deck of RFA Sir Tristram by the SH-60 helicopter from USNS Concord

between Sumatra and Malaysia in the Malacca Strait.

Further investigation by Marlborough's Lynx helicopter confirmed the situation, and the frigate's seaboot was despatched to rescue three very tired and grateful Indonesians who were clinging to the small part of the boat's superstructure which remained above water.

The men had no radio, lifejackets or lifebelts, and had been unable to abandon ship or attract attention to their plight.

The fishermen told the ship's Medical Officer, Lt Baldeep Bains – a Malaysian by birth – that the dhow had taken on water in strong winds some five days earlier and that they had been stranded with very little food or water.

After a medical check-up, a hot meal and the issue of some dry clothing, the men were transferred to the care of a nearby Taiwanese fishing boat for return home.

With transfer complete, HMS Marlborough returned to the site of the foundering vessel, which was a hazard to shipping – the application of sixty rounds from the 30mm gun safely sent the dhow to the bottom of the sea.

Thousands flock to Flying Fish

THE NATIONS of Oceania joined with the Royal Navy for Exercise Flying Fish 03, described as the most ambitious Five Powers Defence Arrangement (FPDA) exercise to date.

In total Flying Fish has provided operational and tactical training for over 4,000 personnel from five nations – some 260 staff, 27 ships, four diving teams, and 70 aircraft among other units.

Following on from an agreement signed in 1971 by Australia, Malaysia, New Zealand, Singapore and the UK to protect Peninsular Malaysia and Singapore, the Five Powers conduct exercises twice yearly.

Malaysia took the lead in Flying Fish 03, with a British contribution from three ships, HMS Marlborough, HMS Liverpool and RFA Grey Rover, six Sea Harrier FA2 from 800 Squadron, supported by a detachment from 148 Battery, who provide Naval gun-fire liaison officers.

These participants were joined by their RAF colleagues with a number of additional personnel and a Nimrod maritime reconnaissance aircraft from 206 Squadron.

Members of the Fleet Battle Staffs, including 16 from the British Maritime Battle Staff, deployed to Royal Malaysian Air Force Base Butterworth to plan and carry out the exercise.

Cornwall visits Maltese capital

DUE FOR a well-earned break from her operational role, Type 22 HMS Cornwall paid a weekend visit to the island of Malta.

As flagship to the Commodore Standing Naval Force Atlantic Cdre Richard Ibbotson, the frigate led a US frigate and German tanker from the NATO force to visit the Mediterranean island.

Sailors used the stint at the Maltese capital Valletta to learn about the historic links between the Royal Navy and the island.

Cornwall is now back at her Plymouth base, but is due to visit London in mid-August, with a trip to Russia planned later in the year.

THE NEW survey ship HMS Enterprise made her first entry into a Naval port when she arrived at Portsmouth Naval Base in mid July.

The survey ship is being fitted out by the VT Group at Portsmouth prior to her commissioning in October this year.

Picture: PO Phot Gary Davies



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So long, Sea Crusader

STRATEGIC Sea Lift ship RFA Sea Crusader left her home port of Marchwood, Southampton, for the last time as a Royal Fleet Auxiliary vessel in mid-July.

Built in Japan, Sea Crusader joined the RFA Fleet in October 1996, initially for a two-year charter. But as world events have unfolded, her charter has been extended to almost seven years service in total.

Sea Crusader has operated at scenes of conflict all around the world, including the recent Operation Telic.

Taken on as a short-term measure pending a more permanent solution, Sea Crusader and sister ship Sea Centurion have been returned to their original owners.

The Ministry of Defence now operates a Strategic Sealift Service – six purpose-built ships contracted to AWSR Shipping Ltd that will be used for commercial trading when not needed by the MoD.



Ships of the Royal Navy No 573



Sceptre marks end of an era

Facts and figures

Class: Swiftsure-class nuclear powered attack submarine
Pennant number: S104
Builder: Vickers Shipbuilders Ltd, Barrow-in-Furness
Commissioned: February 14, 1978
Displacement: 4,512 tonnes surfaced; 4,968 tonnes dived
Length: 82.9m
Beam: 9.8m
Speed: 25 knots
Complement: 132
Machinery: One Rolls Royce pressurised water nuclear reactor; two GEC turbines; one shaft; pump jet propulsor; two WH Allen turbo generators; one Paxman diesel alternator; one emergency drive motor; one auxiliary retractable propeller
Weapons: Five torpedo tubes, Spearfish wire-guided torpedoes, Sub-Harpoon anti-ship missiles

AS SWIFTSURE-class submarine HMS Sceptre left Rosyth at the end of March this year, she marked the end of an era as the last submarine to be refitted at Rosyth.

After six years spent in refit at Rosyth Royal Naval Dockyard, Sceptre returned to her base port of Faslane with a crowd of wellwishers and families to greet her on the Helensburgh shoreline.

Since her massive period of maintenance began on May 5, 1997, millions of pounds have been spent on equipping Sceptre to deal with the demands of modern-day warfare well into this century.

Sceptre was the Royal Navy's tenth nuclear submarine, and is fitted with the latest weapons and sensors including Spearfish torpedoes and Sub-Harpoon anti-ship missiles.

Able to produce her own fresh water, oxygen and electricity, and

BATTLE HONOURS

Trincomalee	1782
Cape of Good Hope ..	1795
Guadeloupe	1810
Norway	1944
Atlantic	1944
Biscay	1944

therefore totally independent of the earth's natural atmosphere, Sceptre can remain dived for many weeks and if necessary circumnavigate the globe underwater.

The current HMS Sceptre is the sixth Naval vessel to carry the name, and the second submarine.

The first was a third-rate frigate, launched at Rotherhithe in June 1781, and despatched to the East India squadron where she took part in a number of battles, capturing the French corvette *Naiade*.

She also saw action in the Caribbean and won her second battle honour in 1795 capturing a Dutch squadron. She ended her days as a shipwreck in Table Bay.

The next Sceptre was a Repulse-class third rate, launched at Deptford in December 1802,



● Swiftsure-class submarine HMS Sceptre returns to Faslane from Rosyth after her six-year refit

and broken up 19 years later.

The third was a two-shaft R-class destroyer built in Glasgow in 1917 as part of the Emergency War Programme. She served with Admiral Beatty's force, mainly in convoy escort and patrol duties in the North Sea and Atlantic.

In common with this month's Aircraft of the Royal Navy, the third Sceptre brought down a German Zeppelin, and later the same year in 1917 she sank an armed German trawler.

Before the arrival of the first submarine Sceptre, a motor fishing vessel, the *Virginia*, was hired for use as a harbour defence patrol craft during the early years of World War II, and bore the name Sceptre.

After the S-class submarine was built at Greenock in 1943, the submarine's claim for the name was superior and the former *Virginia* was renamed once more to become HMS *Orb*.

Broken up in 1949 the

submarine Sceptre pursued an active career through World War II, sinking six ships in total – four merchant vessels and two escorts.

Her career began in the 3rd Submarine Flotilla at Holy Loch, but was nearly brought to an abrupt and early end when she was depth-charged by the RAF.

Undaunted, but slightly buckled, after repairs Sceptre returned to the fray, notable for her role in special operations with the X-craft midget submarines.

AIRCRAFT OF THE ROYAL NAVY No 82



● A Morane-Saulnier Type L in Gallipoli

Picture: Fleet Air Arm Museum

Morane-Saulnier Type L

BETTER known as the Morane Parasol, the Morane-Saulnier Type L won the Royal Naval Air Service its first Victoria Cross for the destruction of Zeppelin LZ-37 in 1915.

Flight Sub Lt R.A.J. or 'Rex' Warneford in his Morane Parasol had initially tried to bring down LZ-37 with her sister Zeppelins 38 and 39 on May 17, but the airships' rapid rate of climb allowed them to make their escape.

Early in the small hours of June 7 Warneford set off to attack the Berchem Ste Agathe Airship shed when he encountered his airship quarry once again, but this time determined that his enemy should not make a swift ascent away from its British pursuer.

Despite coming under heavy fire, Warneford eluded the airship's gunners and came above the airship, positioning himself to dive and drop six 20lb bombs on the Zeppelin's envelope.

LZ-37 was the first Zeppelin to be destroyed in the air, and the explosion drove the airship to the ground, killing all its crew except one – and unfortunately two nuns and two orphans

in the convent on which it crashed.

Warneford himself was forced to land in enemy territory to effect a swift repair to a faulty petrol pipe, before taking off again some half an hour later and eventually returning to his unit.

Ten days later Warneford was dead – an aircraft accident in a Farman biplane when he had taken a journalist for a quick flight.

In total 25 Morane Parasols were bought from the French manufacturer for use by the RNAS in 1914.

A wooden structure covered by fabric, the aeroplane was designed as a two-seat reconnaissance aircraft, but the RNAS often used it as a single-seater.

Its construction made for a light weight when loaded of 839lb, but its single 80-hp Le Rhone engine produced a maximum speed of 76mph.

Weaponry was fitted as needed, with rifles or improvised bomb racks carried. In length the Morane Parasol stretched 20ft 9in with a wingspan of 34ft.



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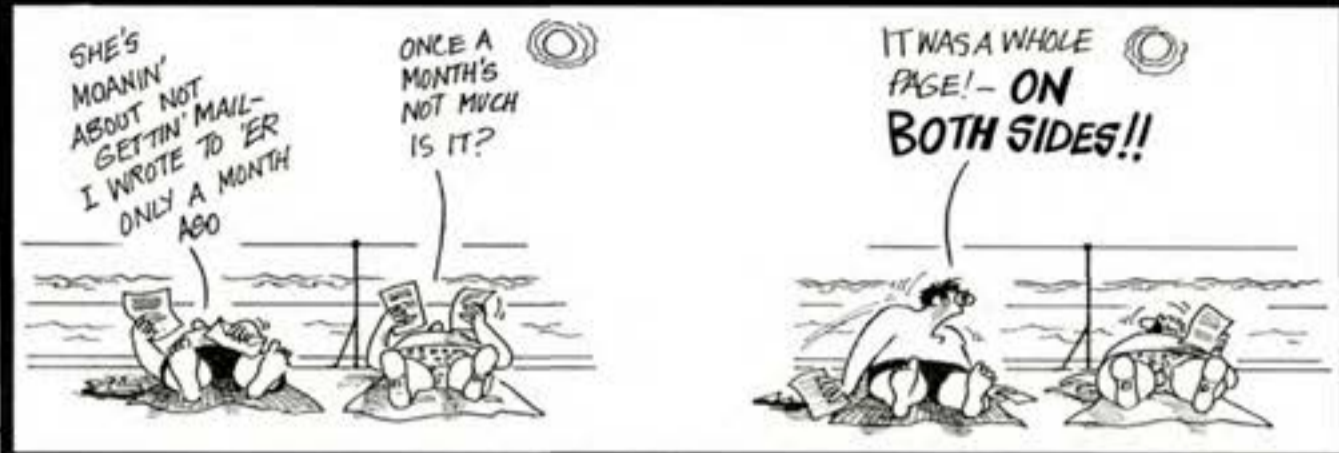
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THE TEAM WORKS

*Dependant on model



JACK



Mystery museum

ANYONE tempted to look for the 'WRNS Museum' in Portsmouth ('Museum given rare medal', June issue) should in fact come to the Royal Naval Museum in Portsmouth Historic Dockyard.

This is the home of the WRNS Historic Collection to which the Atlantic Star awarded to Connie Pearn was so generously donated.

The Curator of the Collection, Lesley Thomas, is herself a former Wren.

I fear we will never manage a museum solely devoted to the WRNS, but we will certainly ensure that the Wrens receive the coverage due to them in the new exhibitions, both virtual and real, that we are planning to introduce over the next few years. - J. Thomas, Development Manager, RN Museum

Too close for comfort

UNDER 'Magnetic Response' (July issue) C. Taylor is referring to the 'Mine Destructor Ships' which were coasters carrying a 300-ton (accounts vary) electromagnet in the hold.

This was intended to explode magnetic mines at a safe distance but, in service, the mines went off too close.

The first to convert was *Borde* and the other ships were often referred to as 'Bordes'. There were about 11 conversions in all (again, accounts differ) but by 1943 there were better and safer ways of sweeping magnetic mines such as the 'Double L Sweep' and the survivors were converted for other duties.

The Germans used similar ships in great numbers and lost most of them when Bomber Command laid numerous special mines designed to go off right underneath large magnets. - D. K. Brown, Bath

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.

Bad attitude that cost me a packet

WHEN I was an LA/RPO serving at HMS Nelson's Provost HQ seven years ago, I was also a member of the RN Raiders parachute display team.

Whilst trying to qualify as a parachute instructor, I had the misfortune of having my main parachute canopy collapse at a very low altitude - thus, SPLAT!

I ended up with a broken nose, shattered pelvis, broken right femur and a severe head injury.

I was in a coma for a very long time, and when I came to was sent to Headley Court rehab unit. I was then seen by Institute of Naval Medicine doctors and was invalided out of the RN.

I have been awarded a PO's pension and also a 'war pension' as I was wounded on duty.

I am writing to try to persuade more Service personnel to take out personal accident insurance, or PAX - I had the bad attitude "It won't happen to me"! Anyone who participates in any activity that can lead to an accident, even if only cycling to duty, being an R/A as I was, should take out PAX.

If I had, I would have raised enough insurance money to pay off my mortgage!

I am now disabled, can no longer drive and am still very single at 36 and still live alone. My social life has almost disappeared since I was discharged from the RN five years ago. - N. Clements, Gosport

Lamb's legacy

IT IS good to know that the White Ensign Association continues to flourish, with a new management team to take it forward into the future (June issue).

In 1958 the Sandys axe made 3,000 naval personnel redundant. Those of us who took the 'Golden Bowler' were indebted for the help and guidance given by the WEA as we navigated the unfamiliar waters of business and commerce for which our Service training had ill prepared us.

White Ensign was founded by Cdr Charles Lamb DSO, DSC, a Swordfish pilot and Taranto veteran.

He was one of the 3,000, having suffered a crippling accident in the Pacific in 1945.

His wife had contacts in the City and he was able to persuade some eminent bankers and stockbrokers to support a charitable non-profit making organisation to help those leaving the Service and to join its first Council of Management.

He also invited Admiral Sir John Eccles, then C-in-C Home Fleet, to be Chairman.

Lamb's initiative came to the notice of Mountbatten, then about to become Chief of Defence Staff, who gave it his blessing.

Much of the Naval support devolved to the new Second Sea Lord, Admiral Holland Martin, who succeeded Eccles as Chairman.

Lamb ran the WEA as secretary/manager for 16 years from an office in the City before transferring to HMS Belfast.

His autobiography 'War in a Stringbag' is worth reading. He died in 1981. - Lt Cdr G. F. Palmer, Padstow

War trawlers never pulled their punches

LOOKING at the superb cutaway drawing of a Flower-class corvette in the May issue, I was struck by its lack of armament.

Later corvettes I saw certainly were much better equipped. When I joined a smaller version with similar lines, the Admiralty-built Dance-class AS/MS trawler HMS *Twostep* in May, 1943, just after a refit, she had the usual 4in gun plus two Oerlikons (one either side just forward of the wheelhouse), twin Brownings either side of the aft quarter of the bridge, plus twin 0.5in guns well aft.

I also noted that *Picotee's* crew had bunks, as did those in the *Twostep*. I found it more comfortable and less bruising in really rough weather to sling a hammock from hooks I had welded in my cabin which was well aft and appeared to emphasise every pitch, toss and roll. - B. Cambray, Shirley, Surrey.

THE CUTAWAY drawing is your usual excellent quality, but the book review 'The Quiet Heroes' by B. Edwards prompts comment.

Under the banner 'outgunned and outmanoeuvred' we are told only Flower-class corvettes were ranged against the U-boats for much of the time.

Once again a naval historian appears to be unaware that the RN had a sub-division called the Royal Naval Patrol Service which had a vast fleet of vessels which were the equivalent of corvettes.

Size and armament were very similar, 4in or 12pdrHA, two Oerlikon cannons, twin 5ins, AA Lewis, depth charge rails and throwers plus Asdic echo-sounding gear - but they were built for pulling rather than speed.

These vessels were of course the dreaded trawlers which operated in every theatre of war, escorting not only coastal and trans-ocean convoys, but anything afloat which needed protection.

My ship *Sapphire* escorted *PLUTO* (Pipeline Under the Ocean taking fuel to Normandy).

Whatever it was the Flowers got up to, the trawlers were not outgunned or outmanoeuvred. For instance, *Lady Shirley* was engaged in a shoot-out with a U-boat after depth charging her to the surface - and sank her.

The U-boat survivors were amazed to find *Lady Shirley* only had one big gun, as the gun crew fired so rapidly and accurately they thought she had two.

Winston Churchill cabled his personal congratulation on this

action. Lord Austin captured an Italian submarine and managed to secure her confidential books. It altered the course of the war in the Mediterranean.

The Northern Spray brought a U-boat to the surface with depth charges - but as soon as it surfaced it opened fire on the trawler.

Shooting back, Northern Spray gave chase, but hit by the U-boat shells, the engine room began to flood.

The trawler's captain asked 1st Engineer George Westerden for more speed. Knee-deep in water, George trimmed and adjusted until the trawler was doing 18½ knots and she caught up with the U-boat and sank her with all hands.

George was awarded the DSM. Examination of Northern Spray's condition afterwards revealed that her burst of speed had shifted her engine five inches! - H. Crago, Hemel Hempstead

Whaley's shiny blades

THE ENCLOSED photo was taken at Whale Island about a week before the 1953 Coronation.

It is of the final dress rehearsal of the Portsmouth contingent and I was part of it.

The rifles were Lee-Enfields never used before - they arrived all wrapped in brown paper and we had to clean the grease off them and we found they were all date-marked 1914.

When they came back to us we couldn't believe it - the wooden parts had been sanded down to bring out the original colour and all the metal parts, including the bayonets, had been chromium plated. - C. Jenkins, Ewell, Surrey



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ONTARIO CADET'S QUEST FOR BOY VC

IN YOUR May edition you printed an article about Boy Seaman First Class Jack Cornwell who was posthumously awarded the VC after the Battle of Jutland.

You mention that in honouring his memory a stained glass window was erected in Kingston, Ontario.

I reside in Kingston and have been unsuccessful in locating said stained glass window.

Could you please provide me with more information on its location? Being a member of Canada's Naval Service, I have developed an immense appreciation of the history of the Royal Navy and the Royal Canadian Navy and am greatly interested in viewing this piece of history here. - M. Butler, Naval Cadet, Royal

Military College of Canada

Our archivist Trevor Muston did some research and found that the stained glass window to Jack Cornwell was actually in Kingston City Hall. About four years after Jack's mother died, his sister Lily and half-sister Alice decided to emigrate to Canada, where they were closely followed by his brothers George and Ernest - but Cadet Butler discovered that the window was paid for by a Mr Hiram A. Walker, of Kingston, whose son had served in a RN ship at the Battle of Jutland.

It is taken from a painting by the British artist F. Mantania but was the work of a local Kingston artist in 1921. Cadet Butler has obligingly send us a photo of it. - Ed



One-man Time Team in plea for Nelson site

ALTHOUGH the ongoing construction of the new accommodation blocks in HMS Nelson - Project Emma - is to be welcomed, my main concern at this point in time is if any archaeological evaluation has been undertaken by the developers.

As a former field archaeologist, it is quite clear that the excavations for the foundations and accompanying services have been uncovering archaeological material, possibly from the former Naval Base fortifications.

But it is equally evident that no archaeologist has been present on the site during removal of the soil by the JCBs, or during the sinking of the piles for foundations.

Walking onto the site to ask if I could look in one of the huge holes, I was told in no uncertain terms to leave the site immediately.

I then contacted the County Archaeologist, who informed me that he had no jurisdiction over Portsmouth Unitary Authority and advised me to contact Portsmouth City Museum.

This I duly did and was told by the City Archaeologist that she also had no authority, this time due to the site being on MOD property; this provides an exemption from the legislation governing local planning laws.

This legislation dictates that

developers must be sensitive of any archaeological remains they find and must invite, usually by tender, an archaeological contractor to investigate when anything is found.

Despite this exemption, the MOD has, on a number of occasions, invited archaeologists to look at material, particularly on the exercise areas of Salisbury Plain.

However, with respect to the huge amount of construction work being undertaken in HMS Nelson, I believe there has been no preliminary archaeological investigation of these sites, with disastrous consequences for any remains that may be present.

I, along with thousands of others, applaud the demolition of the old blocks, but before the new ones are built, couldn't there be at least some attempt at saving some of the remains beneath the new buildings?

Shouldn't something be done to save at least some of this dockyard's rich heritage? - AB(SR) R. J. Moran, HMS Nelson.

Project Emma co-ordinator Cdr Ken Mackenzie confirms that a study was carried out by Hertfordshire Archaeological Trust in June 2002, later issued to Portsmouth City Council.

To date there had not been any areas or materials of interest discovered during excavations made mostly on the site of well-worked 20th century construction activity, but a further invitation had been made for archaeologists from the City Museum to inspect one of the latest building sites.

The archaeological investigation continues. Although the Ministry of Defence may claim exemption from certain local planning requirements, it has not done so on this project.

Anyone seeking access must first have authority, and good reason, to enter the Naval Base and then seek further permission through the Emma Project and the Prime Contractor to enter the construction area. - Ed

Non-starters in W.I. challenge

I SETTLED down last night to watch Henman despatch the Argie with consummate ease when, during my inevitable mid set channel flick, I noticed four young Naval officers taking on four mature ladies from the W.I. in a sporting game of University Challenge.

Speaking as a former Chief Tiff, I felt compelled to watch, as surely the cream of our young Navy, the rocks upon which our proud Fleet will come to depend, would send these women scuttling away to the nearest hormone replacement therapy clinic, having been subjected to a metaphorical slapping of biblical proportions. . . . Not quite.

Instead, Herbert and his three stooges proceeded to answer Mr Paxman's questions with the same surefooted style and flare of a Junior OM second class being grilled by the Jossman.

Of course, Herbert and Co were sporting enough to take part in what was, after all, a bit of a skylark, better than being on watch and all that.

However, may I suggest next time the Naval College decides to send representatives of the Senior Service on national television, they at least choose people with at least some degree of general knowledge, and not men who find four sweet old grannies intimidating.

On the plus point, their uniforms were immaculate. - A. Dunbar, Whiteley, Hants

Conduct becoming

IN THE July issue P. D. Waite asked about the length of Service required for GC badges during World War II.

The first GC1 was awarded after three years, the second after five more years and the third after another five years.

This made a total of 13 years in order to obtain the maximum of three GC badges.

That was definitely the time of Service needed at that period in order to qualify for the honours. - A. Norton, Leyland, Lancs



Who was the man who drew this?

ATTACHED is a copy of a cartoon of considerable vintage.

I recently gave a talk to the Stratford-Sub-Castle Guild, and afterwards it was given to me by Mary McGill whose late father was Cdr William Willet, OBE, MVO, DSC, RN who died in 1976.

Among his effects were several cartoons, all drawn by the same artist, who I take to be an RNR officer from the caption 'The Wavy-Pace Where RN fears to tread'.

Perhaps one of your readers may recall the artist, and where and when the cartoon originated? - C. E. A. Tugg' Willson, Salisbury

Submarine records

WITH reference to Barrie Downer's letter appealing for information concerning submariners (July issue) I feel that some of your readers may now be a little confused as to the function of the Submarine Museum in this context.

Barrie is doing a very good job in preparing mini-biographies of submarine officers who served before December 1914 and also in the updating of the casualty lists since the loss of A1 in 1904.

However, I must point out that this is being achieved with a great deal of help from the museum's volunteers.

Dennis Feary and David Figgott have been working in the Public Records Office for more than two years now, seeking out details of submariners who died in service.

Also, Brian Head has put in a great deal of effort in collecting information on the early submarine officers which helps to back up our core records for over 45,000 ratings and officers dating back to WW1.

There has been a good response from the Submariners' Association and the Submarine Officers' Association.

I have to say I cannot see any advantage in Barrie Downer setting up another centre for the collection of original documents.

The RN Submarine Museum has official Government status as the repository of RN Submarine Service heritage.

It would be a great pity if past and present submariners and their families became confused as to where the focus lies for recording their service details for historical purposes.

I may, of course, have misinterpreted Barrie Downer's intentions in this matter and, if so, I stand to be corrected.

Our association with him has always been very helpful and, like many museums, we rely a great deal on the efforts of such voluntary work. - M. Bidmead, Archivist, RN Submarine Museum, Gosport.

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Anne makes Albion's big day

HMS ALBION was commissioned into the Fleet at Devonport on June 19 in the presence of the ship's sponsor, the Princess Royal. Also at hand were Admiral of the Fleet Sir Henry Leach (one-time CO of the previous HMS Albion) and C-in-C Fleet Admiral Sir Jonathon Band.

The ninth ship to bear the name, the new assault ship was launched at BAE Systems' Barrow-in-Furness shipyard in March 2001. She arrived in Devonport, her base port, on April 2 and has since been undergoing safety and readiness checks as well as various other trials.

At 18,400 tons she is appreciably larger than HMS Fearless, the vessel she effectively replaces. But she has a smaller crew, 350 compared with 550, than her predecessor in the role.

In addition to the Ship's Company, she has room to embark and accommodate a military force or Battle Staff of 304 with further short haul lift capacity of 400.

The Princess Royal arrived at 11.20a.m., having been slightly delayed by fog and diverted to Exeter, to be presented with flowers from OM Matthews' daughter Leanne - who was celebrating her seventh birthday that day.

Following the service conducted by the Chaplain of the Fleet, the Ven Barry Hammett, assisted by Principal Chaplains Monsignor Brian Madders and the Rev Andrew Maze, the commissioning cake was cut by youngest member of the Ship's Company OM(W) Jamie Rowe and Dr Linda Hudson, wife of the Commanding Officer, Capt Peter Hudson.

Capt Hudson presented the Princess with a picture of the ship leading a Task Group - requiring a little artistic licence at this early stage.

However, she generously 'loaned' the picture back to the ship and it is to be hung in the Flag Dining Room.

In addition, renowned model maker Eric Dyke has lent a 1:40 scaled model.

The ceremony concluded with a fly-past by two helicopters from 848 Naval Air Squadron based at Yeovilton.

The immediate programme sees Albion continue with a series of trials including Combat System Demonstration, when she will embark elements of 45 Cdo to help demonstrate her amphibious capability.

A short break to Rotterdam was planned before summer leave and then a docking period and maintenance before a trip to Liverpool, primarily for the granting of the Freedom of the City of nearby Chester. Then it is back to business with shake-down and Operational Sea Training in the Autumn.



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Fort Southwick to store military memorabilia

FREEHOLD of Fort Southwick, the historic 'Palmerston's folly' built in the 1860s to protect Portsmouth from a landward invasion by the French, has been sold by Defence Estates for the MOD.

New owners Fort Southwick Company Ltd have now taken possession. The company holds a large collection of military memorabilia that will be housed at the site and will be renting out various surplus office and storage space.

The new owners have close ties with Fort Nelson, home to the Royal Armouries collection. While Fort Southwick will not be opening as a museum in its own right, it is understood that it will store some of the Royal Armouries exhibits during refurbishment and it is hoped to open up the fort for occasional limited public access.

The fort needs much repair to the historic buildings and struc-

tures and the new owners are already pressing on with their proposals for a gradual restoration of the areas requiring most urgent attention.

Fort Southwick, a Grade I listed Scheduled Ancient Monument, rose to prominence during World War II when underground tunnels were built to house a communications/command centre for Portsmouth Coastal Command and for the D-Day landings.

Also used as a command centre during the Cold War era, it has been superseded in military terms for more modern facilities nearby and so was shut down and placed on the open market

Pompey promises snow-free television

HIGH quality digital TV is now being beamed into Portsmouth warships.

A new system means that for ships alongside in the naval Base bad TV reception is a thing of the past.

Fibre optic cables carry the signal from central aerials direct to the ships at their jetties.

Lt Cdr Tom Elliot, who masterminded the scheme, said: "For years sailors watching TV while on their ships in the Naval Base have had to put up with poor reception.

"Ships passing in the harbour and cranes working on the jetties have caused interference, but with the new system that will not happen.

"And with seven satellite channels also available it gives sailors a much wider choice."

● Rear Admiral Peter Davies, Flag Officer Training and Recruitment, operates a mechanical digger to cut the first turf for new single-living accommodation at HMS Raleigh





TEAM 50

C A L E N D A R 2 0 0 4



Two Royal Navy ships at sea. The ship on the left is HMS Dryad and the ship on the right is HMS Dryad.



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Helping Hands

Good deeds at Devonport

FOLK down at Devonport have been proving their community spirit, with projects to transform a community centre and special school.

A team from Superintendent Fleet Maintenance crammed four weeks work into only one at Longcouse Special School in Plympton.

The six-member team made the school safer by mending railings and play equipment, making a mosaic from painted stones, clearing and weeding parts of the gardens and weatherproofing a pavilion.

Flag Officer Sea Training (FOST) employee Becky Harrison took on the challenge to redecorate Estover Community Centre at Plymouth as part of the Prince's Trust Volunteers Personal Development Programme.

Becky was one of a group of ten who took part in a two-week project at the Plymouth centre.



Sore feet!

A TEAM from HMS Sultan raised £2,500 for the Rowan's Hospice and Cumbrian charities by tackling the 42-mile distance of the tough Keswick to Barrow race.

Not only did their efforts lead to a massive charity pay-out, but they managed to net no less than four trophies – first man home, best overall team, best team from outside Cumbria and the best MOD or Armed Forces team.

A total of 800 people in 100 teams took on the gruelling challenge across the rugged Lake District landscape.

This is the sixth year that Sultan has entered a team, and this year ME submariners and air engineers made up the bulk of the numbers.

Lt Ian Bowker, one of the walkers, congratulated the team on their winning performance: "It's an exceptional effort, particularly considering the opposition we were up against."

Organisers of the Keswick to Barrow walk are looking for more teams to take part next year.

● HMS Sultan's footsore walkers

Picture: PO Phot Chris Brick

News in brief

■ FRESH back from their long nine-month deployment in HMS Blyth, two of her ship's company have used their leave to garner charity funds.

The commanding officer, Lt Cdr Tony Long, raised £180 for the British Heart Foundation on the 50-mile Oxford Bike Ride, and Diver 1 Chris Buet netted £250 for RNLI Blyth on the 13km Great Manchester Run.

■ ONCE AGAIN Devon Fire and Rescue took the winner's laurels in the annual charity Boat Pull Race organised by the Royal Naval Service Police in Devonport.

The Navy team came a respectable fourth – the best showing since the event began seven years ago.

The occasion yielded over £1,000 for Victim Support and family charity Dream-a-way.

■ LPT 'DICK' Treacy of HMS York has organised a triathlon on behalf of the ship's affiliated charity Goldtrees School for children with learning difficulties in York.

A team of eight, with two support crew, will set off at the same time as HMS York to row, cycle and run their way from Portsmouth to York, meeting the Type 42 destroyer at their namesake city.

■ HMS NORFOLK's LWPT Jane McAllister has arranged a sponsored cycle ride for the ship's nominated charity, the Child Development Unit at Norwich Hospital.

Three intrepid cyclists plus one support driver will set out with the ship from Plymouth to Norwich – ship and cyclists expect to arrive together.

Jane said: "We are hoping to raise £1,000 – if not more."

■ BAYCROFT School pupils broke out in a sweat when they were drilled in keep fit routines by Navy instructors.

PO PTI Tony Newcomb and LW PTI Sarah Farthing from HMS Collingwood put pupils through their paces at the Hampshire secondary school.

Sponsorship pulled in over £400 to improve sports facilities at the school.

■ THE HMS Neptune Field Gun Crew have raised a mighty £2,000 in total for their chosen good cause CHAS, the Children's Hospice Association Scotland.

Over the last three years the team have pulled in more than £5,000 through their efforts.

■ DIVISIONAL staff from Walker Division at HMS Raleigh presented a cheque for £2,000 to Friends of Laylands, a parent support group that provides a respite facility for children and carers in East Cornwall.

To spice up the occasion, the Navy staff decided to attend in nautical fancy dress, that brought great fun to the children, staff and parents on the day of the presentation.

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From tiny acorns to mighty oaks

THE NAVY and local schoolchildren have joined together to plant an oak tree, the last of 2,000 trees to be planted in the Heart of Oak Woodland as part of RNAS Yeovilton's Millennium Project.

The project was to grow acorns collected locally from MOD land and to plant 2,000 – enough when mature to build a first rate ship of the line such as HMS Victory.

Local infant and primary schools competed to name the woodland, and the winning name was 'Heart of Oak'.

Cdre Bill Covington was joined by local schoolchildren from High Ham VC Primary School to plant the last of the trees for the dedicated woodland.

The first trees had been planted in April 2000, with the main planting conducted over the last year.



● Cdre Bill Covington, CO of RNAS Yeovilton, plants an oak tree assisted by children from High Ham VC Primary School

Faslane team aim for peak performance

AN EXHAUSTED five-man team returned to Faslane from the Scottish Islands Peaks Race, but it was smiles all-round when the group presented local charities CHAS and HCPT Group 200 with cheques for £1,083.

Fifty-two yachts lined up in Oban for the start of the race which finished in Troon four days later. En route, two people from each team ran up mountains to a height of 11,500ft.

The race started well for the combined MOD and Babcock Naval Services team, but at the first port of call on the Isle of Mull, misfortune struck.

Eddie Neal sustained an injury that prevented him and partner WO Tony McConnell reaching the summit of Ben More and any chance of an eventual team trophy. Other members were: Robert Plunkett, Maj Badi Curtis RM, and WO Whisky Walker.

Hot runners in Umm Qasr

THREE tough Navy runners took part in the inaugural 10km run held in the Iraqi port of Umm Qasr. Lt Debbie Vout, Lt Richard Wadsworth and Lt Cdr Mark Teasdale ran in the port's first charity race.

Debbie, an augmentee from DCSA Gibraltar, said: "It was wonderful to win the women's race, but also great to think that we were raising money for local Iraqi children too."

All three were proud to take part in this first, but admitted they hoped not to be there next year.



culties saved up the money to go to help the children of three Warwickshire primary schools: Southam, St James' Church of England, and St Mary's Roman Catholic.

● Dave Byerley with local schoolchildren and their new sports equipment

DAVE Byerley, a former Radio Electrical Artificer in the Navy, marked the occasion of his fiftieth birthday with the donation of £600 to three local primary schools for the purchase of sports equipment.

Dave left the Service in 1978 as the result of a back injury, but despite his physical diffi-

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Lost in a-maze-ment!



PRETTY corny trick to play on poor old Nelson this, isn't it?

The Hampshire Mega Maze which forms the image of Britain's greatest Naval hero is actually made entirely out of maize.

Anticipating the forthcoming celebrations of the 200th anniversary of the Battle of Trafalgar in 2005, it was officially opened on a seven acre site at Forty Acres Farm, Bedhampton, just outside Portsmouth where Nelson's flagship HMS Victory is one of the country's most popular tourist attractions, by Portsmouth Naval Base Commander Cdre Amjad Hussain.

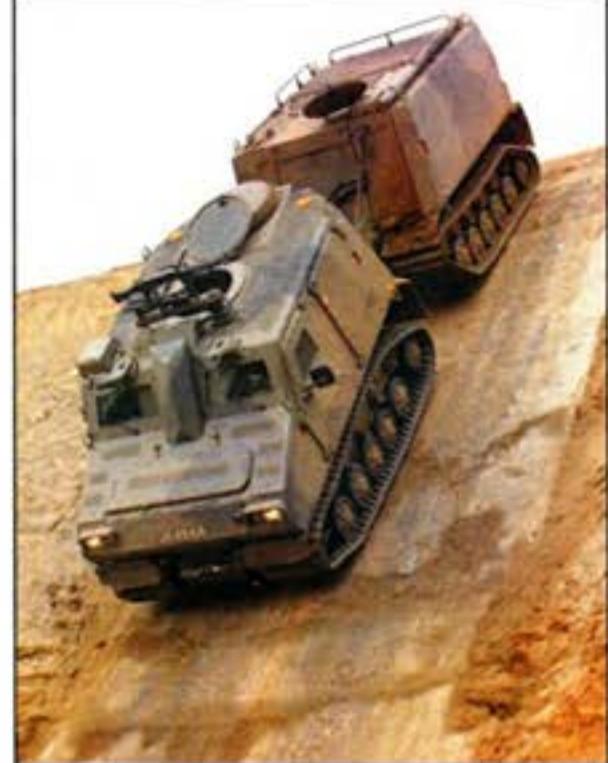
Set up by local farmer Steven Mason and designed by Adrian Fisher Mazes Ltd, it will remain open throughout the summer from 10a.m. to 6p.m. before being harvested as cattle food in mid-September. It took a team of workers three months to plant out over 400,000 maize seeds, using satellite technology to create the distinctive pattern.

The first corn maze in Hampshire, it is one of 20 planted throughout the UK as farmers have discovered a novel way to generate extra income.

On opening day crowds of local schoolchildren explored the 2½-mile-long labyrinth.

Afterwards, Cdre Hussein said: "This maze brings to the region a fascinating forecast of the events to celebrate Trafalgar 200. It emphasises in an inventive and fun way the enduring bonds that exist between the Navy, the city of Portsmouth and the county."

● *Inset: Admiral Nelson lookalike Alex Naylor gets lost*



Viking's a walkover

THE ROYAL Marines' new Viking all-terrain vehicle – named by *Navy News* readers in a competition we ran in April 2001 – is shown negotiating with ease the 40ft '1-in-1' slope at the Millbrook vehicle testing ground in Bedfordshire.

The first of over 100 of the armoured land vehicles was handed over to Defence Minister Lord Bach as he visited Millbrook to open Defence Vehicle Dynamics 2003, one of Europe's biggest specialist vehicle shows.

The amphibious Vikings are capable of operating anywhere in the world, from the Arctic to the desert. They can be lifted by Chinook helicopters, driven into a C130 Hercules aircraft or carried on a landing craft.

Said Lord Bach: "The nature of modern conflict means our troops can be deployed anywhere in the world at any time... it is absolutely critical that wherever our forces deploy, they have the world-class support vehicles they need to help them succeed in their task."



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People in the News

Singing sensation



● WTR1 Miranda Davies competed for the title of Pop Idol

THE POP IDOL auditions this year had one unusual entry when WTR1 Miranda Davies of the UK Maritime Battle Staff popped up in her Number Ones uniform to perform.

We're sworn to secrecy about how she did, but can reveal she sang 'Can't fight the moonlight', originally by Leann Rimes.

Miranda said of the day: "It was a great experience with a tense atmosphere - very tiring but I enjoyed every minute of it."

Andy breaks new ground



● Andy Mitchell of the MWC

A NEW award has been instituted at the Maritime Warfare Centre (MWC).

Andy Mitchell of the MWC's Amphibious and Land Warfare Operational Analysis Team is the first recipient of the Director's Commendation for Valuable Service from Capt Dick Twitchen.

Andy's outstanding contribution to the team's technical and scientific development during the last four years won him this new accolade.

The team undertakes capability development work for future operational requirements for amphibious warfare.

Golden year for RFA men

UP TO NOW, long service and good conduct have gone unrecognised officially in the Royal Fleet Auxiliary, but following the approval of an RFA Service Medal, the first ones were recently presented by Cdre Peter Lannin, Commodore of the RFA, to CPO(Ck) Martin Elwell, PO(E) George Bloomfield and First Officer Adrian Lambert.

Some 400 RFA personnel are eligible for the award and presentations will be made over the next few months.

This year has also seen Second Officer Peter Thornton, the first RFA Flag Lieutenant to the First Sea Lord, recognised with a MBE.

The award citation states: "He has discharged the many and varied duties of that role with distinction".

Finally Capt Stuart Harvey RFA has racked up his centenary. Capt Harvey had a long and varied career within the RFA, and his 100th birthday was a chance for both service and individual to celebrate.

● Cdre Peter Lannin presents Capt Stuart Harvey RFA with an RFA engraved bowl



News in brief



● Graduate Cdr David Dacam

■ LET AGE be no hindrance. Cdr David Dacam has graduated from Queen Mary's College, University of London, with an MSci in Mathematics at age 73.

Having studied for his BSc in Physics at Manchester University, Cdr Dacam joined the Navy at age 21 as a Meteorological Officer on aircraft carriers.

He left the service in 1982, and joined an engineering institution as a chartered secretary before finally retiring in 1999.

Most of his fellow students were in their twenties or early thirties, but this did not deter the former Navy man.

He said: "My fellow students and professors at Queen Mary made me feel like any other post-graduate student."

"I will miss them now that I have finished my degree. I thoroughly recommend it to anyone - I've never had so much fun in my life before!"

■ HARROGATE'S own adopted warship returned with the HMS Cleopatra Old Shipmates Association annual reunion.

Seventy Association members, mainly connected with the Dido-class cruiser and supplemented by former members of the frigate's ship's company, gathered at the Cairn Hotel in Harrogate for the Fraternal Dinner.

The Association has been going strong for about 19 years, has some 240 members and enjoys an annual reunion in various parts of the country but visits Harrogate every three years.

The Association is looking for ex-Cleos from the cruiser or frigate who might like to join.

Telephone 01752 501787.

■ DURING a recent visit to Rosyth Dockyard First Sea Lord Admiral Sir Alan West literally bumped into an old shipmate.

While touring HMS Illustrious the Admiral met with ex-Leading Chef Dave 'Delboy' Trotter. The two men had served together in the Type 21 frigate HMS Ardent during the Falklands Conflict when Sir Alan was the commanding officer.

Dave is now working for Reliance Security and ensuring ships in refit with Babcock Support Services Ltd are protected.

■ ON LEAVING the service after 33 years WOWTR Roger Collings received a gift from his colleagues at Drafty.

Cdre Duncan Fergusson, Commodore Naval Drafting, presented him with a plaque of his career and drafting history, the past five years of which have been as WO (Promotions) at a time of considerable change in ratings career management.

For a man with Roger's experience the transition to second career did not take long, he can now be found as Flagship's Pay, Cash and Records manager at Excellent.

■ PRINCE MICHAEL of Kent presented the Cossack trophy to the Defence Intelligence Staff (Reserve) (DIS(R)) branch. The award is presented each year to the Royal Naval Reserve branch that has contributed the most to the operational role of the Navy.

Nick Faldo tees off with Alan

NAVY Chef Alan Milner teed off with golfing legend Nick Faldo after winning a competition in magazine 'Today's Golfer'.

Alan said that when he heard the news he was in a state of shock, and that envy was rife back at HMS Nelson wardroom where he works - particularly in his usual golf partner PO 'Joey' Murray who could not believe his friend's good luck.

Alan played a round with the golfing hero in the Volvo PGA Championship Pro-Am at the famous Wentworth golf-course.

He said: "I'll never forget it. It's not the sort of day you forget." Alan has been a keen golfer for six years, but admits: "My son can play better than I can - and he's only two!"

He described Nick and his caddie Fanny Sunesson as friendly and welcoming. They both helped him to relax and enjoy the round of golf.

As an appropriately Naval gift, Alan presented the champion golfer with a set of HMS Nelson port glasses.

Paul tops NATO regional HQ



● POPT Paul Willetts

UNANIMOUSLY selected, POPT Paul Willetts has won the title of 2002 Military Member of the Year for NATO's Regional Headquarters Southern Atlantic (RHQ Southlant) in Portugal.

He has been recognised for contribution to the HQ, particularly in terms of camaraderie within the command.

Paul went on to the hard-fought overall Military Member of the Year contest, but was pipped to the title by just one point and had to take the runner-up laurels.



Picture: LAFPhot Darren MacDonald

TOGETHER on HMS Albion, LSTD Andrew and MA Jacqui McGregor are believed to be the only brother and sister pair serving in the same ship in the Navy.

Andrew is the elder sibling at 37 and is the Captain's Leading Steward, while Jacqui is five years younger and working in the Sickbay.

Both have something to celebrate as the recent promotion signal has brought good news as they move up their respective career ladders.

The two joined the ship on the same day and say they enjoy serving together as they get to see each other often.

Local heroes receive police commendation

IN TWO separate incidents, Naval service personnel have won recognition from their local police forces.

LCpl James Graham of 45 Commando Royal Marines received the Royal Humane Society's Resuscitation Certificate and a Certificate of Appreciation from the Chief Constable of Cumbria for his actions in saving the life of a pedestrian hit by a car.

Superintendent Steve Turnbull said: "LCpl Graham was quick-thinking - and his decisive actions undoubtedly saved the young man's life."

OM(C1) Pete Sapey of HMS Cattistock has received a Good

Citizen award from the Highdown Divisional Headquarters of the Sussex Police.

Pete went to the assistance when he saw a man being chased by a uniformed police officer in Worthing. Both Pete's father and girlfriend, police officers within the Sussex police force, were with him at the time but off duty.

The three set off to help, and managed to trap the offender in the alleyway of a nearby building.

Lt Cdr David Wilkinson, commanding officer of HMS Cattistock, said: "He potentially put himself in danger to help others - he is a credit to the service."

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5,000 hours flying helos

MARKING a rare milestone in a helicopter pilot's career, Lt Cdr Neil Thompson, commanding officer of 846 Naval Air Squadron, has tallied up 5,000 flying hours.

By chance the Commander of the Joint Helicopter Command, Air Vice Marshal Luker was visiting the squadrons operating from Basra in Iraq, and presented Neil with his commemorative cake made by the squadron chef.

In addition, Neil was presented with a 'Sticky Gloves' award made by the pilots - and a good drenching by the whole team!

High point handover

COMMANDING officer of HMS Gannet SAR Flight, Lt Cdr Andy Watts, handed over to his relief Lt Cdr Mark Deller in a high altitude ceremony on Ben Nevis.

During an area familiarisation flight for the new CO, the Mk5 Sea King landed at almost the highest point in the UK for the official handover.

The new CO joins at a milestone in the Flight's development with the much-awaited introduction of night vision goggles to improve night search and rescue capability and flight safety.

Shaun nets Aussie award

AN AUSTRALIAN trophy for ASW proficiency has been presented to a Royal Navy man.

Lt Cdr Shaun Nicholson RN, PWO(U) serving in HMAS Adelaide on an exchange appointment, was given the HMAS Voyager Trophy for ASW Proficiency on behalf of his department.

The trophy is awarded annually to the Royal Australian Navy unit considered to have displayed best overall proficiency in ASW operations.

Rear Admiral Gates RAN presented the trophy to Shaun, the first RN officer on exchange to win the award.

Sid catches up

WORLD WAR II gunner Sid Daniels of the Old Norfolk Association was recently welcomed on board the current HMS Norfolk, a Type 23 frigate.

Sid served in the fourth Norfolk and took part in the famed hunt for the Bismarck. Now retired in his native Cornwall, Sid is believed to be one of only four survivors from the original crew.

Now aged 82, Sid began his naval career in Norfolk. During his overnight visit Sid got a chance to see fired one of the most modern guns in the Fleet, the electric 4.5-inch Mk8 gun.

All a little different from his days in the magazine...

Back to School

THE FOUNDING Chief Instructor of the Navy's Fighter Direction School Lt Cdr Tony Marreco visited RNAS Yeovilton as a guest of his modern-day successor.

Lt Cdr Marreco, a former Swordfish pilot, helped establish the 'D' school in 1941 to provide formal training in radar fighter interception techniques.

The advent of radar revolutionised the fleet with advance warning of air raids and the ability to direct fighter aircraft to intercept and engage the enemy at range.

An aptitude for rapid decision-making and relative velocity appreciation remain the core skills to be a successful fighter controller.

Lt Cdr Marreco's visit to the base included a tour of the latest training simulator and the Fleet Air Arm Museum.

Japanese warship decorated by Raleigh bell rope

FORMER Chief Petty Officer Alan Stewart set to work in the Sail Loft of HMS Raleigh to produce a new bell rope for the Japanese warship Mikasa.

The First Sea Lord, Admiral Sir Alan West, had offered a Royal Naval replacement when he visited the Japanese ironclad battleship last year.

When Type 42 HMS Liverpool recently visited Tokyo, her commanding officer Cdr Martin Ewence was invited on board by the Mikasa Preservation Society to view the newly-installed rope.

The Japanese are extremely proud of the heritage of the Mikasa, and see many parallels with the preservation of HMS Victory at Portsmouth.

On board they display a model of Nelson's flagship showing comparative statistics with their own historic ship.

Both vessels were built in England, albeit 136 years apart, and both were designated first class battleships.

● Cdr Martin Ewence and Vice Admiral (rtd) Tameo Oki of the Mikasa Preservation Society on board the battleship



Top awards for engineers



● CPOMEA Vic Faulkner

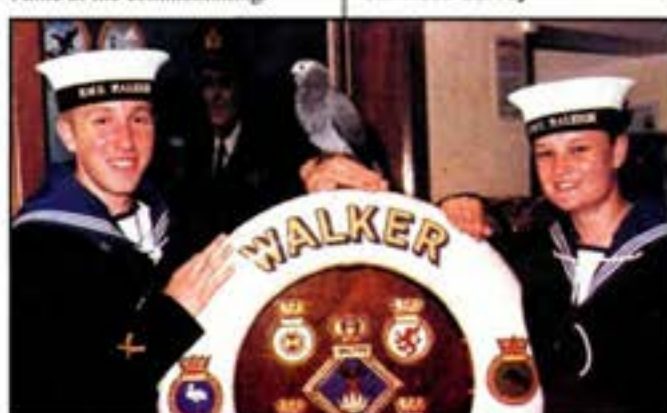
Albion welcome

MEMBERS of the Bulwark, Albion and Centaur Associations enjoyed a day on board one of the Navy's newest commissions, HMS Albion, when she visited Portsmouth in late June.

Four from the Association committee had travelled down to Plymouth a few days earlier as guests at Albion's commissioning ceremony.

Capt Peter Hudson, Commanding Officer of HMS Albion, welcomed the mix of veterans and associates on to the new amphibious assault ship at its Portsmouth dock, and was made a Vice President of the Association.

In turn Capt Hudson presented the visitors with a print of HMS Albion underway - the original had been presented to Princess Anne at the commissioning.



TWO ENGINEERS have been honoured with awards from the Worshipful Company of Engineers.

RFA Engineering Captain David Birkett accepted the award from Admiral Sir Jonathon Band, CinC Fleet, at Prestwick in Scotland. His award recognised his personal efforts for the success of the installation of RFA Argus' 100-bed hospital facility.

CPOMEA Vic Faulkner won the title in the ratings section among high calibre competition. He came out trumps because of his work keeping HMS Westminster's diesel generators on top form despite considerable physical and operational constraints.

The Worshipful Company makes two engineering awards each year.

New blood at Raleigh

THE NEWEST recruit at HMS Raleigh is 'Johnny' Walker, an African Grey parrot.

Johnny was the brainchild of Lt Simon Paget and CPO Peter Keith, who wanted to foster team spirit and morale through a divisional mascot.

● Johnny with new shipmates OM Gareth Baker and OM Ruth Garvey



Seeing double at Dryad

COINCIDENCE has not been a stranger to the Baker twins.

Both LOM(AWW) Lee Baker and PO(AWW) Ty Baker joined on the same day 13 years ago. Drafted to different ships, they found themselves on the same deployment - Operation Granby 1991.

The duo competed their killicks course in the same year, and at the same time on the same day the two appeared before the Captain's Table to be awarded their leading rates at Collingwood and Dryad.

Ty is now working at Dryad teaching AWW career courses, and was thrilled when it became clear that he would be teaching his older twin - by five minutes - during his Petty Officers Qualifying Course.

"This is the weirdest twist of fate yet, it's payback time for all the fights we had as kids," mused Ty.

Lee added: "I'm determined to succeed on this course, however I'm going to make sure my brother earns his pay."

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News in brief

■ **THE NEW-LOOK** HMS Gloucester rededicated at Portsmouth at the end of July under the watchful eye of the Duchess of Gloucester, ship's sponsor.

During an 18-month upgrade in Plymouth, the Type 42 destroyer was fitted with new engines, a more-efficient fuel system and three new mini-sewage treatment plants.

She is now the first Type 42 to have colour, flat-screen displays in her operations room.

Commanding officer Cdr Malcolm Cree said: "Everyone involved in her refit has worked hard to ensure that the ship enters service with a new lease of life and enhanced capability."

■ **FISHERIES** Patrol ship HMS Anglesey was due back in Portsmouth in mid-July after a career spanning 24 years, but the flight of her decommissioning pennant had to be delayed when she suffered a gearbox failure in the Bay of Biscay.

She made it back to Portsmouth under tow, but Lt Cdr David Mahoney, her commanding officer, still plans to re-enter Portsmouth properly to give the veteran ship a chance to say her final goodbyes in style.

■ **CHANNEL 5** is broadcasting a three-part documentary in late July that follows events in HMS Ark Royal through Operation Telic.

The series includes such milestones as the ship's departure, her operational work-up, the landing of Royal Marines in Iraq, the loss of two of her Sea King helicopters and the ship's welcome return home.

■ **THERE** are a number of exhibitions going on around the country on subjects military or marine.

The Royal Albert Memorial Museum (01392 665858) in Exeter is offering 'All at Sea', an exhibition on the maritime history of Devon and south-west England.

At Henley-on-Thames, the River and Rowing Museum (01491 415 600) looks at the role the capital's river played in World War II in 'Thames at War: Secrets, Spies and Spitfires'.

In the capital itself, the famous diarist and Naval secretary is the focus of 'Restoration Lives: Samuel Pepys and his circle' at the National Portrait Gallery (020 7306 0055).

Finally the Science Museum (0870 870 4868) has recreated the bridge and cabins from the ill-fated cruise liner as part of its 'Titanic: The artefact exhibition'.

■ **THE ROYAL** Navy Submarine Museum in Gosport has proven a hit with schools this summer, doubling its number of visits since last year.

A number of exciting new school programmes have been introduced over the last year.

For more information, contact Jackie Edelman on 023 9251 0354, ext 223.

■ **WHEN** the Polish frigate General Kazimierz Pulaski visited Devonport for training with the FOST organisation, a group from the ship attended a wreath-laying ceremony at the Polish World War II memorial on Plymouth Hoe.

Several local Polish WWII veterans also attended the event to pay respects to fallen comrades.

■ **HMS KENT** conducted a four-day visit to Alexandria in Egypt. The ship's guard put on a fine display when Cdr Simon Hardern laid a wreath at the Tomb of the Unknown Soldier.



● HMS Nottingham under the care of FSL in a dry-dock at Portsmouth. Picture: Andrew Linnett, DLO Photo

Nottingham back on top

A YEAR to the day after the notorious collision with Wolfe Rock off Australia, HMS Nottingham was refloated at Portsmouth Naval Base on July 7.

As the first major refit in the Hampshire base in 14 years, Fleet Support Limited (FSL) see their work on the Type 42 destroyer as the first step to bring warship refits back to Portsmouth.

Work began just before Christmas last year, when FSL won the work from its two other Naval base rivals.

Once Nottingham had arrived back at her home port it gave engineers a chance to assess the damage caused by the crash impact.

FSL Managing Director, Peter McIntosh paid tribute to the ship's company that kept her afloat: "An absolutely remarkable achievement."

A year on and over 15 miles of cable within the warship have been stripped out and replaced, 100 tonnes of damaged steel have been cut from the hull and a new plate put in, and both Olympus Gas Turbine engines along with the Tyne have been removed.

Ten major cuts had to be made into the Type 42's hull to allow access to damaged machinery and equipment throughout the ship.

Superintendent Fleet Maintenance at Portsmouth Capt Nigel Williams said: "FSL have done well to get this far on time."

"We are pleased with the progress."

While praising FSL for their work to date, he highlighted the potential difficulties ahead: "The challenge is setting to work all the equipment inside the ship."

"There's an awful lot of unknowns, setting to work any

ship that has been out of action for a year is always difficult."

The programme of repair has given opportunity for a series of upgrades to other kit within the ship, including boilers, sewage

plants and accommodation areas.

Once all the final work has been completed on the Type 42, HMS Nottingham is expected to return to the Fleet in the middle of next year.



● Expert Henry Sandon's pulse is set racing by one of the QARNNS nurses working at Royal Hospital Haslar. Picture: Haslar MOD Photographic Department

Antiques Roadshow sets hearts racing

PULSES were racing when the Antiques Roadshow paid a visit to Royal Hospital Haslar in Gosport.

Michael Aspel and his team of experts from the BBC spent a day at the tri-Service hospital, examining treasured items from personal collections.

Crowds queued all day in the bright June sunshine to see whether the box from the back of the attic held untold riches or merely personal mementoes.

Geoff Buck from the HMS Nelson trophy store took along several prime examples from the extensive collection within his care.

These included a Wyllie painting of HMS Iron Duke in 1912, a Russian silver cosh or punch bowl, and a silver gilt urn belonging to HMS Monmouth.

To find out what happened, you'll have to wait until the BBC programme is broadcast in early February.

Argyll takes a breather

SINCE emerging from refit in April 1999, Type 23 HMS Argyll has had a hectic programme featuring three commanding officers, two periods of operational sea training and two high-profile deployments.

After steaming 114,040 miles or over three times around the world HMS Argyll is now in the Devonport Frigate Refit Complex under the care of Devonport Management Ltd (DML) for four months.

In 2002 Argyll deployed to the Arabian Gulf and the Armilla Patrol where she helped staunch the flow of illegal oil from Iraq.



● Type 23 frigate HMS Grafton sails under the Orwell Bridge, a local East Anglian landmark. Picture: David Higgleton

Doubled link to Suffolk town

WHEN Type 23 frigate HMS Grafton returned to her affiliated town of Ipswich for a five-day visit in July, her strong links with the East Anglian river port were doubled as the warship had just spent the past four months under the fictional guise of HMS Suffolk in the new Navy drama 'Making Waves'.

The frigate was escorted into Ipswich docks by two helicopters from 4 Regiment Army Air Corps, and officially welcomed by the Mayor of Ipswich Cllr Penny Breakwell.

The men and women of the Navy's Type 23 were joined by soldiers from 4 Regiment Army Air Corps for a Freedom of the Town parade through the heart of Ipswich in full military regalia, with drums beating and flags flying.

Commanding officer of HMS Grafton Cdr Richard Thomas said: "We have been trying to get Grafton into Ipswich throughout my time in command and I am delighted, therefore, that we are finally in a position to do so."

"We are extremely proud of our affiliation with Ipswich, and will look to do all we can to foster and build on the strong relationships we already enjoy."

Links to the county of Suffolk were enforced when HMS Grafton was chosen to act the role of the fictional HMS Suffolk in the new Carlton TV multi-million pound drama series 'Making Waves', due for broadcast on TV screens in the next year.

Five Suffolk student chefs were welcomed on board to show off their culinary skills during the five-day visit.

The students had taken part in a 'Ready, Steady, Cook' style cooking competition earlier in the year, working with Royal Navy chefs – so this was their chance to see Navy chefs in action inside a real warship.

First Navy visit since 1955

AFTER an absence of 48 years, the Royal Navy visited the Indian islands of Andaman and Nicobar.

HMS Liverpool and RFA Grey Rover arrived at Haddo Jetty in Port Blair just as the monsoon rains cleared for a few hours.

The last RN ship to visit Port Blair was HMS Loch Insh, a Loch-class frigate – and few on the islands could remember that far back.

The joint Andaman and Nicobar Command gave both modern ships a great welcome.

The visit successfully extended the growing professional interaction between the Indian Navy and the Royal Navy, as well as renewing historical and goodwill ties.

Personnel from both navies discussed areas of professional and mutual interest, engaging in friendly clashes on the football pitch – with an honourable draw as the result – and met socially.

The two ships made the stop-off en route from the South China Sea after taking part in Exercise Flying Fish, the Five Powers Defence Arrangement Exercise.

From Port Blair the ships are on the long journey back to the UK, and expected to reach their home base of Portsmouth in August.

When they left the Andaman and Nicobar Islands, the crew of both ships promised that it would not be another 48 years before the RN visited once again.

Hunt is on for missing sword

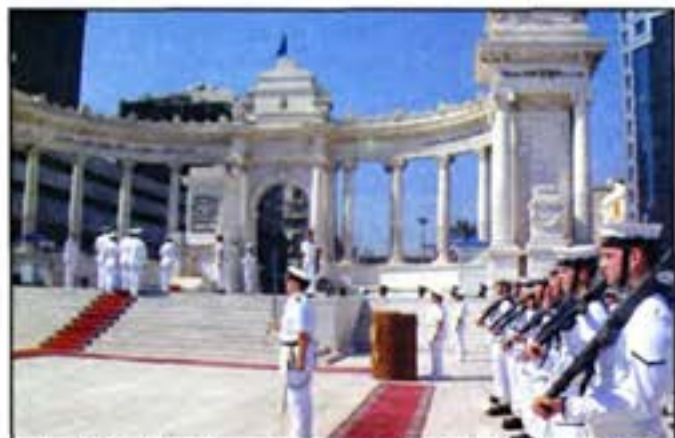
THE ROYAL Navy Trophy Centre at HMS Nelson is in pursuit of a missing sword.

At an annual ceremony since 1967 Wilkinson Sword has presented a Wilkinson Sword of Peace to a Naval Service ship or unit.

The Trophy Centre is keen to locate all these swords and register them as official RN trophies – but after much hard work, the location of one sword remains a mystery.

HMS Kirkliston, one of the Ton class coastal minesweepers, won the 1971 Sword of Peace for her role in rescuing survivors when Typhoon Rose struck Hong Kong in that year.

If you have any information on the missing sword's whereabouts, contact Geoff Buck at the Trophy Centre on 023 9272 3878.



● HMS Kent's ship's guard at the Tomb of the Unknown Soldier



● **FITTING END:** Defence Secretary Geoff Hoon thanks the ship's company of HMS Grimsby for the part they played in Operation Telic

MCM forces role 'critical' – Hoon

DEFENCE Secretary Geoff Hoon called on the ships of the UK Mine Countermeasures Force during their visit to Malta to thank them for the part they played in the campaign to topple Saddam Hussein.

He took time to speak to sailors from all five ships – HMS Grimsby, Ledbury, Ramsey and Shoreham accompanied by RFA Sir Tristram – and told them: "The role that UK MCM forces played was critical to the success of Operation Telic – for ships of this size to make such impact is a credit to the Royal Navy as well as the UK."

Commander UKMCMFOR Cdr Peter Lambourn later commented: "His short but important visit made a fitting end to our contribution to operations. All of us are very much looking forward to returning home in early August." In a speech to the Royal United Services Institute, Mr

Hoon had earlier said: "We can expect the size and shape of the Royal Navy to evolve in order to optimise the Fleet for joint operations – and provide greater flexibility and capability to project power onshore."

"In other words, we will be looking to capitalise on our investment in the new aircraft carriers, Type 45 destroyers, Astute class submarines and new amphibious shipping."

"Some of the older vessels in the current fleet contribute less well to the pattern of operations we envisage and some limited adjustments are likely to be needed."

Mr Hoon said he would be publishing a Defence White Paper in the Autumn setting out his vision for the future.

□ On their way home from Operation Telic tasking, the crews of the Portsmouth-based MCMVs raised over £1,390 for their respective charities in a rowing race

Why I had anthrax jab – 1SL

AT A media lunch on board HMS Westminster in London First Sea Lord Admiral Sir Alan West revealed that he had himself been immunised against anthrax.

As the Type 23 frigate paid a six-day visit to the capital, he took the opportunity to underline his own belief that Saddam Hussein had a programme covering a wide range of weapons of mass destruction and praised the Armed Forces contribution to the campaign that toppled his regime.

But what created most attention was his announcement that Commodore Tim Laurence, the husband of the Princess Royal, is to be promoted rear-admiral – the same rank as his wife who holds the honorary title of Chief Commandant for Women in the Royal Navy.

He will thus become the highest-ranking serving career military officer in the Royal Family since Earl Mountbatten.

But the First Sea Lord was at pains to emphasize that the royal connection had nothing to do with the selection of "an exceptional officer" for "one of the most difficult jobs" in the Ministry of Defence – with his promotion, Cdre Laurence will next summer become Assistant Chief of Defence Staff (Resources and Programmes).

He will thus become responsible for the budgets and equipment programmes of all three Services and the prime figure in dealing with the Treasury on the MOD's behalf.

HMS Westminster's recent operational tasking has included a deployment as South Atlantic patrol ship which included visits to West Africa and South America. Lately she has been deployed to the Mediterranean in support of operations in the Gulf.



● Above: Cdre Tim Laurence. Right: Admiral West visited Estonia last month to commemorate the Royal Navy's support during the Baltic state's war of independence, unveiling a memorial to British sailors and RAF airmen lost there in 1918-20. He is seen with former President of Estonia Lennart Meri.

St Albans bonds with the Baltic

SET back last October when struck by the P&O ferry Pride of Portsmouth while berthed alongside, HMS St Albans has got the spring back in her step with a highly successful four-week tour of the Baltic.

The Royal Navy's newest Type 23 frigate underwent extensive repairs until early February and then her ship's company were involved with Operation Fresco, providing cover during the firefighters' dispute (see page 32).

But she managed to succeed in Basic Operational Sea Training in May and then completed the Joint Maritime Course and helped with Submarine Command Course Training before embarking on her Baltic tour.

Her Naval Gunfire Support serial has been described by Exercise Staff and senior Army personnel ashore as the most accurate gunnery from a Royal Navy ship in many years.

With 21 4.5in rounds fired in little over a week (174 in one day) it brought some smiles to the Ship's Company, too.

During a six-day visit to St Petersburg to coincide with the 300th anniversaries of the foundation of the city and of the Baltic Fleet, St Albans saw discussions between the Maritime Warfare

Centre and the Kuznetsov Naval Academy, a visit by the Rueden Design Bureau (a leading Russian naval design organisation) and another by the Prince of Wales, who laid a wreath at the Piskarovskoye Cemetery in which some 500,000 citizens are buried following the 900-day siege of the city – then named Leningrad – during World War II.

Officers and crew from the frigate mounted a 24-man Royal Guard for the ceremony.

On a separate occasion, Prince Charles presented the sail training yacht Adventure to the Russian Federation Navy, a 300th anniversary gift from the RN.

HMS St Albans continued her programme to visit three more Baltic ports. She was due to return to Portsmouth at the beginning of August to prepare for her first major deployment.

● **Top right: The Prince of Wales unveils a plaque on board the Adventure. Right: HMS St Albans arrives in St Petersburg. Inset: top gunnery from the RN's newest frigate**



Suicide rate 'significantly lower' than average

BETWEEN 1984 and 2002 a total of 79 suicide and open verdict deaths have been recorded in the Naval Service, according to a report published by the Defence Analytical Services Agency (DASA).

In the years 1992-2001 (for which comparable national data is readily available) the male Regular Armed Forces experienced a statistically significant lower rate than the national population, after adjusting for age. This was apparent within each Service.

After adjusting for the differences in the age structure of each Service, the age standardised male rates were 8 per 100,000 per year in the RN, 13 in the Army and 7 in the RAF.

Warm welcome for Richmond



HMS RICHMOND has made a welcome return to peacetime duties with a visit to the city of Cochin in India.

The Type 23 frigate had spent much of May in the port of Jebel Ali in the United Arab Emirates on a self-maintenance period, which also gave the ship's company a chance to catch up with some leave.

When she sailed at the end of May she was in fine fettle, having been thoroughly cleaned and repainted, and her sailors were rested after many weeks of patrols and interceptions in the Northern Arabian Gulf.

Her passage from Jebel Ali to Cochin, or Kochi, lasted a week, giving time for training and a further chance to unwind.

Exercises included man overboard drills, to test repairs to the ship's boats, and fire drills.

The weekend allowed a more

relaxed regime, with a flight deck barbecue and film hosted by a combined team from port and starboard K2 messes.

The Sunday also saw the ship's new padre, Rev Tudor Botwood, hold his first service on board.

The customary tea and stickies was available in the midships cross passage - the Wardroom hosted this occasion, and Flight Commander Lt Nigel Willings and Medical Officer Surg Lt Cdr Chris McLean turned to in the galley to bake shortbread under the instruction of LCH 'Spider' Kelly.

With the cleaning, painting and maintenance having stood up to the rigours of Commanding Officer's Rounds, and with the frigate making good progress eastwards, the CO, Cdr Wayne Keble, stopped the ship and allowed the sailors to enjoy the first

Hands to Bathe of the deployment.

On a sunny Wednesday afternoon - a traditional time for Service sports - the Off Watch threw themselves into the warm, clear waters of the Indian Ocean, either to snorkel or simply to swim.

Most chose to enter the sea via a monkey-rope swing manned by PO Cozy Powell, with some entrances being more dramatic than others.

Richmond completed the passage by gliding through the busy harbour of Cochin to her berth at Willingdon Island - and to the delight of the ship's company there was a traditional welcome in the shape of an elaborately decorated elephant waiting patiently on the jetty.

As Richmond was secured to the jetty, exactly on schedule, the first drops of rain of the long-awaited monsoon arrived - a very auspicious start to this particular goodwill visit.

As well as Srinarasi the elephant, a welcoming committee and brass band from the Indian Navy and the British Air and Naval Adviser from New Delhi, Grp Capt Nick Spiller, there was a group of 40 girls aged between 5 and 18 from the Auxilium Centre Orphanage in Old Cochin, waving small Union Jacks and Indian flags.

Cdr Keble, having greeted the official welcoming party, ensured the girls were quickly shepherded on board the frigate, where they were given a tour of the ship and a party was laid on in the Junior Rates Mess, in which jelly and ice cream featured high on the menu.

The ship hosted a number of official defence diplomacy functions, including the first formal cocktail party of the deployment, which culminated in Ceremonial Sunset.

Other formal and informal occasions followed, many in association with the Indian Navy's host ship, the research vessel INS Sagardhwani.

Richmond's sailors joined a number of sightseeing tours to the local attractions of Kerala, arranged through Visit Liaison Officer Lt Mark Brindley, including the spice village of Thekkady, the Kumarakom Bird Reserve, the tea plantations in the hills of Munnar and the Anamundi Peaks.

Around 40 of the ship's company also made a visit to the Auxilium orphanage where, in temperatures approaching 40 degrees and 90 per cent humidity, they cracked on with some painting and decorating. Several returned a few days later with armfuls of gifts for the children.

The visit to Cochin lasted a week, after which the ship retraced her path towards the Middle East and a further spell of maritime interdiction operations or MIOPs - checking ships for contraband and other illegal activities.

Once back at sea the sober reality of the duties of Service life were brought back to mind as members of the ship's company gathered on a wet and dreary flight deck to participate in a memorial service for Lts Rod Skidmore and Jenny Lewis on the anniversary of their deaths in last year's Lynx crash off the East Coast of the United States.



● Srinarasi the elephant and girls from the Auxilium Centre Girls Orphanage in Old Cochin greet HMS Richmond at the jetty

● HMS Richmond arrives in Cochin Harbour (above)

● Local fishermen at Cochin in India (right)

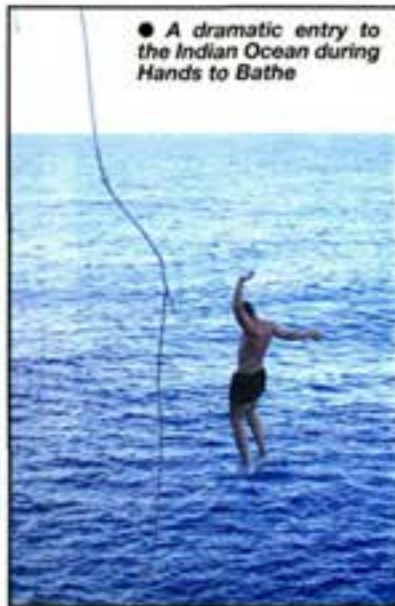


● Girls from the Auxilium Centre Orphanage are shown around the bridge of HMS Richmond - and one child tries out the Captain's chair for size

All pictures except Fishermen and Hands to Bathe by Jacqueline Spiller



● A member of the ship's company of HMS Richmond and his helper tackle the painting at the Auxilium Centre Girls Orphanage in Old Cochin



● A dramatic entry to the Indian Ocean during Hands to Bathe

H.M.S. PYLADES

RDF Media are looking for survivors from the World War II Catherine Class Minesweeper, H.M.S. Pylades, to take part in a history documentary for Channel Four Television. We would love to hear from you if you served on board H.M.S. Pylades or if you know anything about the cause of her sinking off the Normandy Coast on 8th July 1944.

We are filming in the middle of September 2003.

If you would like to be involved, please contact

Marie Gallagher at 020 7013 4553

email: marie.gallagher@rdfmedia.com

Many thanks



Drafty

Valuable places can't be wasted

YOU MAY have read an account, in last month's *Navy News*, of the Naval Service Casualty Co-ordination Centre, or NSCCC, during Operation Telic.

There was a really important message in there and it concerns Next of Kin or, in today's language, Person(s) to be Notified - PTBN.

This isn't something that gets dusted off when we go into battle; it's there 365 days a year and it's what we in CND use, in the event of a major incident, and what the Area NPFS offices use every day, to ensure that the right people know, as soon as possible, that their son or daughter or husband or wife or partner or friend and so on has sustained some sort of notifiable injury or illness.

It applies to all RN and RM personnel, Active Service and Reserve, and civilians (including NAAFI and Chinese unofficers), Army and RAF, and Foreign Service personnel assigned to a naval unit for duty (but not casual or short stay visits).

Over three years ago, the

ability to input PTBN details directly on to PAS was supposed to herald the demise of the Form S537 (current version Jan 01); not so.

My good, old-fashioned pack records my predecessor's *Drafty's Corner* article at the time: "Whilst PAS is in its early days and, until the accuracy of this inputting improves, hard copy Forms S537 are still having to be completed."

They still are today. So - please make sure you fill in the form neatly and accurately, get the postcode right, give us the telephone number(s), preferably nominate an additional person, tell us if there are any family sensitivities we should be aware of, and submit a new S537 when you join a new unit and as soon as any details change (see BR 8886 Article 0110, if you're in any doubt).

UPO Managers - make sure your staff check the forms in detail and question the author where necessary, input them promptly and send us the copy promptly.

Commanding Officers,

afloat and ashore - please note!

Command Training

Nobody should need reminding of the importance of Command Training, RN and RM.

With continuing delays, in some areas, of implementing the requirement to pass professional and command courses before substantive promotion, and as a pre-requisite for consideration at the next higher rate selection boards, you might be forgiven for wondering what has happened to the Select-Train-Promote principle.

The problem lies in the existing backlog that was exacerbated by what was a major policy change some four years ago, and the answer lies in making every place on those courses count.

And it's a joint effort: FOTR provides the facilities and the staff, we make sure courses are fully loaded, you make sure you're physically and mentally prepared, the Command provides the certification in good time and releases you, and you



'They can't all be coming by train!'

turn up at the right time with the right paperwork, ready to start the first serial.

Command Training isn't a tick in the box; it's challenging, it's interesting, it enables you to do your job within the command chain, and it's something for your CV in a subsequent career that might just give you the edge - particularly with a recommendation to instruct on the course.

Late cancellations, no-shows and incorrect documentation simply waste valuable opportunities and resources so, please, help the system to help you.

The waiver that has allowed non-qualified "B13" POs to be considered for CPO (annually reviewed and in force since 1998) will not be issued next year.

Furthermore, dispensation to allow personnel of all rates to assume the acting higher rate before completion of the appropriate Command Training is under review in light of re-emphasised need to ensure individuals are properly trained for their job.

Promotions Sections

Remaining on the promotion theme, three of the key members of the RN and RM Promotions Sections have very recently taken over or filled a vacant lot - at NMA Gosport, Lt Cdr Paul Stanton as Ratings' Career Management Officer (93844 2181) and WOWTR Andy Meredith as WO(Promotions) (93844 2383), and Maj Alex Murray as SO2 (Promotions) at NMA

Whale Island (93832 7516).

TOPMAST

Finally and briefly, to TOPMAST.

The Navy Board has now decided that "squadding" will be implemented for Leading Hands across all specializations and for RM LC2s from April 2004, although there will still be a requirement for LHs to fill Operational Capability-related jobs ashore.

So, LHs can expect to be drafted to a squad for 48 months, which will normally be followed by a shore draft of 12 months or more.

More details are in 2SL/CNH Portsmouth's signal ADA/WAF/WAO 040701Z JUN 03, reproduced on 2SL's website.



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● **THE GALATEA WALTZ:** Published in 1868 to celebrate Prince Alfred, Duke of Edinburgh's voyage around the world as Captain of HMS Galatea in 1867-68, this is a particularly fine chromolithograph of the period from the collection of Colin Bowden



Empire celebrated in art and music

WHEN the British Empire was at its height in the second half of the 19th century, wars and campaigns attracted popular song-writers as never before or since. Over 100 pieces were written about the Crimean War alone.

Former Royal Marines Drum Major Colin Bowden has a wide collection of sheet music – including over 300 Naval items from this period and later, a selection of which is featured here.

"Unlike prints and engravings, sheet music was made to be used and would often become tattered and worn," he says.

"Consequently a lot of it was consigned to the dustbin. However, many pieces have survived the passage of time, especially if they were bound into volumes, so that even after 100 years they can be found in good condition.

"Nowadays finding old music has become more difficult, though, and some subjects attract relatively high prices, such as Gilbert & Sullivan pieces and anything with a golf, cricket, soccer or rugby theme.

"Since the latest Titanic film, music associated with the disaster sells at auction for between £80 and £120 – but there are reproductions around that, when framed, are difficult to spot. So beware."

In 1837 – the year Queen Victoria came to the

throne – a German printer called Engelmann patented a method for producing coloured lithographs and music publishers started producing sheet music with coloured pictures on the covers in significant numbers.

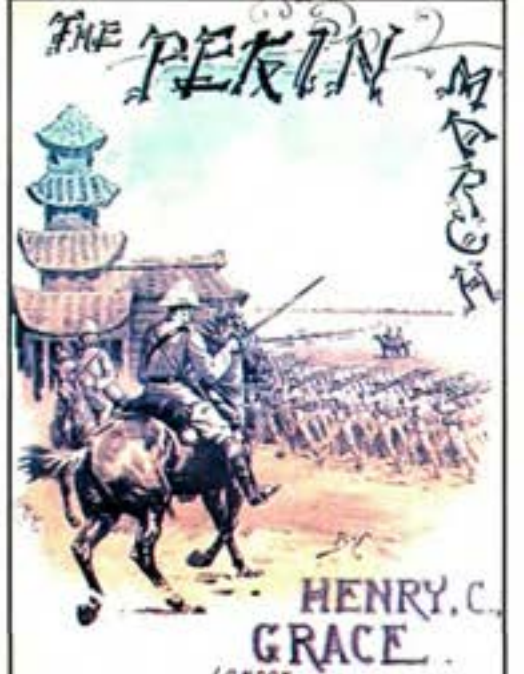
One of the most prolific and best artists contributing to the genre was John Brandard (1812-63). He formed a successful partnership with Louis Jullien, composer, conductor, impresario, showman and founder of the Promenade Concerts, for whose music he provided exquisite, soft and finely-toned chromolithographs.

Some of their best-known pieces are *The Drum Polka*, which ran to at least 51 editions, *The Atlantic Galop* and *The Fall of Sebastopol*.

Leading illustrator during the 1860s and 70s was Alfred Concanen (1835-86) and other well known people in the field were Thomas Packer, Henry Maguire, Augustus Butler and H. G. Banks.

Leading artists of the day, as opposed to mere illustrators, also produced images for music covers and probably commanded higher fees. The famous military artist Richard Simkin was one, George Cruikshank, the caricaturist who illustrated books for Dickens, was another.

Yet another was George Baxter, who developed his oil print process in 1835. Baxter prints were laid (stuck) on the covers and are much sought after by dealers and collectors.



● **THE PEKIN MARCH:** 'Almost certainly' written to commemorate the march of Bluejackets and Royal Marines from HMS Aurora, Barfleur, Orlando and Terrible to Peking during the Boxer Rebellion of 1900



● **THE JELlicOE TOUCH:** Published in 1914, two years before the Battle of Jutland when Admiral Sir John Jellicoe was C-in-C of the Grand Fleet. Jellicoe had also taken part in the relief of the besieged Legations at Peking



● **PORTSMOUTH TOWN:** Published in 1927 and purporting to show a scene in early 19th century Old Portsmouth, this cover by Eduardo de Martino features a distinctly 1920s 'flapper' with her sailor boy



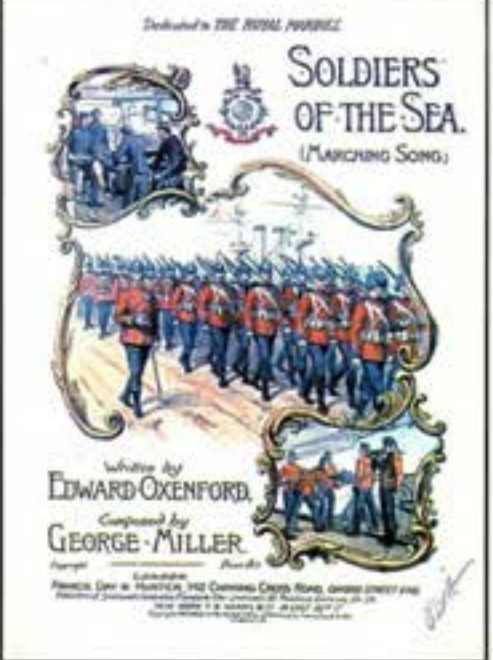
● **A DREAM OF GLORY:** Published late 1890s showing Nelson at 13, leaving home to join his uncle's ship in the Medway. He was rated on the books of HMS Raisonnable as a midshipman on January 1, 1771



● **THE ROYAL NAVAL BRIGADE:** This cover of a march by Theo Bonheur commemorates the many shore campaigns involving the Naval Brigades during the 19th century



● **MY HAT'S ON THE SIDE OF MY HEAD:** Written for the soundtrack of the film Jack Ahoy in 1933, with Jack Hulbert, star of cinema and theatre with his wife Cicely Courtneidge



● **SOLDIERS OF THE SEA:** Published 1896 showing members of the RM Artillery and Light Infantry. Composer George Miller was Bandmaster of the RMLI Portsmouth Division



● **GRAND NAVAL & MILITARY DIVERTIMENTO:** Marking the 1882 campaign in Egypt, showing Gen Sir Garnet Wolseley, Admiral Beauchamp Seymour and the Duke of Connaught



'OK - provided Beckham signs up for Finland first!' (See centre pages)

NEWSVIEW

Friendship more than skin-deep

LAST month the RN Attache to the British Embassy in Moscow dropped by at *Navy News* to thank us for all the help we had given him during his tenure. It wasn't all that much we could remember - but apparently the little had gone a long way in promoting international goodwill.

We had sent him the artwork for a pair of our popular cutaway posters, 'Inside' the Type 22 and Type 23 frigates, so they could be translated into Russian and handed out as 'gizzits' to the media and public when two examples of these ships - the backbone of our modern Fleet - arrived in Russian waters recently.

They had been distributed in their thousands, he said, to the delight of ordinary Russians he had found to be 'very pro-Brit'.

This is astonishing when set alongside the recent furore over Italian premier Silvio Berlusconi's likening of German social democrat Martin Schulz to a Nazi camp commandant, which for a while seemed likely to awaken animosities well out of line in the spirit of new European Union unity.

Because for most of the half-century and more since the end of World War II the Russians - or rather the regime that once ruled them - have been our perceived enemies in the Cold War era.

Astonishing, too, is the fact that detailed guides to HM ships can be freely circulated among our erstwhile opponents in a way that only ten or 15 years ago would surely have been unthinkable.

The Russians, who did more than most - and certainly suffered *much* more than most - to rid Europe of one type of tyranny, are seemingly now more ready than most to put their past behind them.

Which is even more astonishing - or maybe not. The Russian people have deep reserves of resilience, pride and patriotism that perhaps explains the mutual deep regard that transcends all the political shifts that have dogged our relations over much more than the past half-century.

□ The full series of *Navy News* cutaways by artist Mike Badrocke will be published in book form next year to mark *Navy News*' own 'Golden Jubilee'. Look out for the latest, HMS Albion, coming soon. Below: the Russian version of 'Inside the Type 23 Frigate'.



Secure pension provides 'solid base' for planning

AS REPORTED in *Navy News* last month, the booklet *If I leave, what will I leave?* has been such a success that individual versions for ratings, Royal Marines and officers have now been produced.

People in the process of being lured into Civvy Street should read them carefully, as they outline with crystal clarity the benefits of continued service in the Royal Navy which have to be taken into any final calculation. The grass is not always greener...

For example, pensions are a particularly hot topic at the moment - and the Armed Forces Pension Scheme, unlike most others, provides an immediate pension and terminal gratuity for those ratings who leave after completing 22 years service.

However, if you leave before you've done 22 years you don't get anything until you are 60. In addition to your pension you are entitled to a tax-free gratuity worth three times your annual pension on retirement after 22 years' service.

On average, to achieve a pension similar to your RN pension will cost between £150-180 per month. Many firms run pension schemes that are wholly or partly non-contributory, so your employer may pay all or some of this. You should check first.

However, most occupational pensions now are "money purchase" schemes, which give you a lump sum on retirement with which to buy an annuity.

The value of these will very much depend on investment returns of pension funds and the rate of inflation. Your RN pension is secure and provides a solid base for planning your retirement.

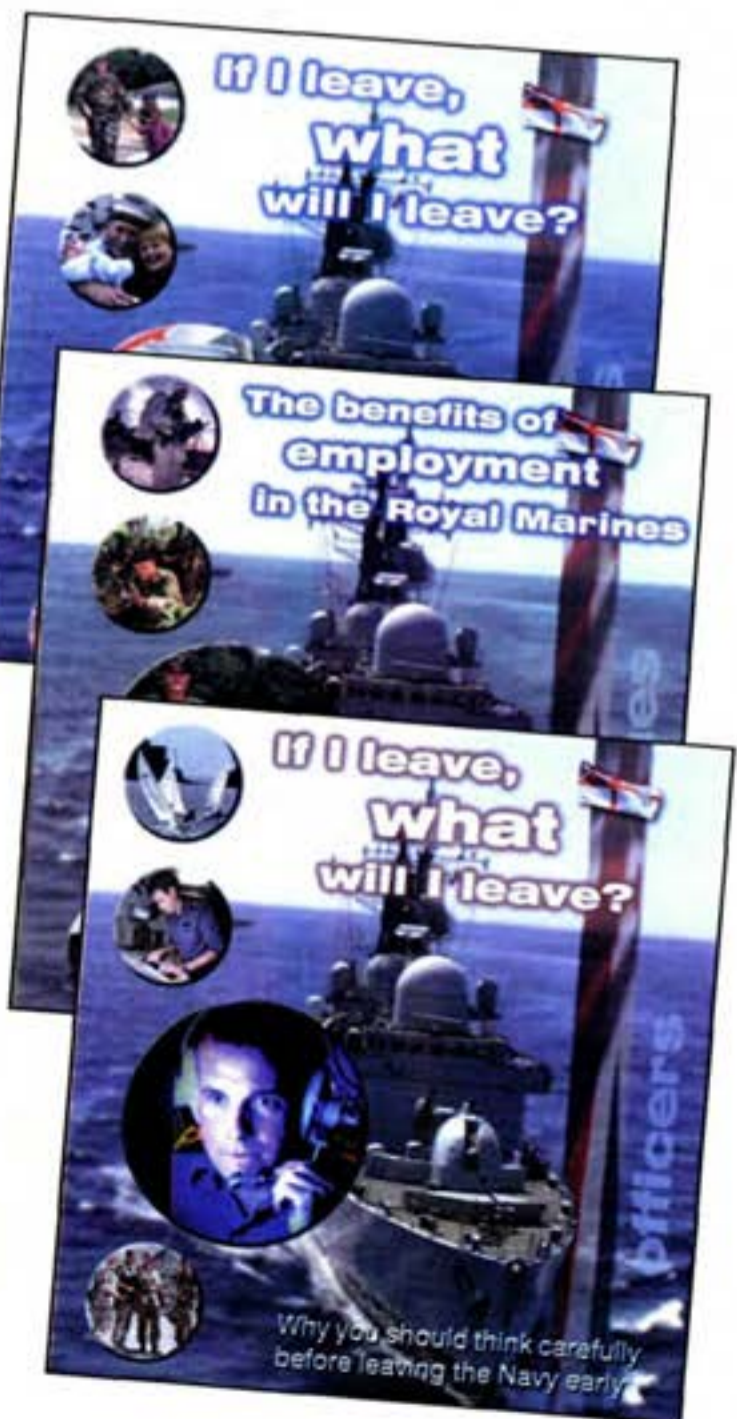
If you are serving on the Open Engagement you are entitled to a £3,000 taxable committal bonus after five years, and £2,500 after eight years reckonable service, providing you have not given notice or are subject to ongoing disciplinary action with a view to discharge.

Then there is Long Service Advance of Pay. This is an interest-free loan of up to £8,500 for house purchase available to Armed Forces personnel. Given the uncertainty and expense of interest rates on the open market, the value of this benefit should not be dismissed lightly.

Meanwhile, Service Families Accommodation is provided for married personnel. Rent is significantly lower than for privately rented accommodation of a similar standard.

For example, a rating with two children would pay £280 per month for a family quarter. The commercial rate for a similar property in the Portsmouth area is upwards of £600, only slightly less in Devonport.

□ Copies of the booklets will be distributed to all units this month.



Queen speaks of her admiration for Navy

THE CLOSE links between the Sovereign, the Royal Navy and the security of the nation were highlighted by the Queen as she presented a new Colour to the Fleet in Plymouth on July 23.

In a ceremony on board helicopter carrier HMS Ocean – a relatively young ship, but with two major campaigns already under her belt off Afghanistan and Iraq – the old Colour was marched off, to be replaced by an identical new one.

The Queen told the ship's company, and those watching the live TV link on large screens placed on the Hoe, of her admiration for the Navy and its sailors – and again had sympathy for the families and friends of those killed in action in recent months.

The Queen arrived in Plymouth by train, and was taken to the waterfront where she was ferried out to HMS Ocean, more than a mile off the Hoe – the ship could not be brought in any closer as that was the closest mooring to the shore for a vessel of her size.

Before the Queen and the Duke of Edinburgh arrived on board, the old Colour – presented by the Queen on board the aircraft carrier HMS Eagle in Torbay in 1969 – was marched off to the strains of *Auld Lang Syne*, in the hands of Colour Officer Lt Hugh Saltonstall.

With the arrival of the VIPs, a 21-gun royal salute was delivered by Type 23 frigate HMS Norfolk, and after the Queen inspected the Guard of Honour and the Royal Marines Band, the new Colour was marched on, uncased and placed on a drum pile.

Watched by the First Sea Lord, Admiral Sir Alan West, and Commander-in-Chief Fleet Admiral Sir Jonathon Band, the



● The Colour

Chaplain of the Fleet, the Venerable Barry Hammett, consecrated the Colour, and the Queen presented it to Colour Officer Lt Steven Berry.

The Queen then addressed the gathered parade, saying that as Lord High Admiral, she took "great pride in this link between the Sovereign and the Royal Navy" which stretched back to King Alfred.

The Queen noted that it was appropriate the ceremony was in Plymouth as it was the 415th anniversary of the defeat of the Spanish Armada.

"That decisive battle thwarted an attempted invasion and secured the vital interests of the nation. Ever since then the safety of all those who 'pass on the seas upon their lawful occasions' has continued to rest on the broad shoulders of the men and women of the Royal Navy," said the Queen.

"In recent years, their courage and dedication have been tested many times and never found wanting.

"Yet success has its price, and I would like to express my sympathy once again to the families and friends of those who have recently given their lives on active service. "As a daughter, wife and mother

of Naval officers, I want to pay tribute to the families for the support they give to those who are serving far from home.

"I hope this Colour will be a symbol of the Fleet's enduring spirit and devotion to duty in times of stress and danger. I trust it will inspire you as you face the challenges of an uncertain world.

"I give it into your care as a token of my admiration and trust in each and every one of you, and in the Fleet in which you serve."

The Royal party then watched a sail-past of four ships, led by Type 42 destroyer HMS Newcastle, followed by Type 23 frigate HMS Portland, River-class patrol ship HMS Severn and Sandown-class minehunter HMS Walney.

The four ships slipped by the assembled flotilla, comprising Ocean, Norfolk, assault ship HMS Albion, Type 23 frigate HMS Grafton, RFA's Argus, Sir Bedivere and Wave Knight, survey launch HMSML Gleaner, and six of the Archer-class patrol boats, HM ships Blazer, Tracker, Raider, Puncher, Explorer and Express.

But with the low clouds which had been threatening for much of the morning finally blown in by strong, gusty winds, the fly-past had to be amended – though it still featured the spectrum of Naval aircraft, from fast jets to the venerable Sea King helicopter.

As the Royal party had lunch on board, those still braving the rain on the Hoe lost sight of the flotilla – the largest such gathering in the Sound since June 1905 – in the drizzle, so had a chance to see various aspects of the Navy as a range of displays and exhibitions had been set up by the Senior Service.

The Queen was then brought back to shore, where she went to the gate of the Citadel to touch the keys, presented to her by a member of 29 Commando Royal Artillery, before she went to meet Servicemen and women and members of their families.

The Queen and Duke of Edinburgh also managed to catch a brief break in the weather to meet some of the soggy onlookers – the remnants of a crowd of up to 15,000 who had gathered that morning to watch the Colour ceremony before the wind and rain set in.

The old Colour was laid up in St Nicholas' Church, HMS Drake, the following day, after being marched from HMS Ocean through Devonport Naval Base to the church, escorted by the Queen's Colour Guard and Colour Party.

Each Naval Colour is identical, a double-folded silk White Ensign with a crown and Royal Cypher embodied, and with gold and blue silk cord and gold tassels.

A Colour is a traditional military rallying point, originating in the badges and banners of medieval warlords and monarchs who needed a reference point in the confusion of battle.

They came to symbolise the gal-



● Crowds watched the Colour ceremony on large screens on Plymouth Hoe (above) and later greeted the Queen, who met Naval families (top) before conducting a brief walkabout on the Hoe, accompanied by Commander-in-Chief Fleet Admiral Sir Jonathon Band (right)

lanty and spirit of a corps or Service, and are usually replaced when the old Colour is worn out.

Planning for the event was led by Cdr Gordon Graham, who joined the staff of Flag Officer Sea Training at Devonport in January.



● The Queen spoke of the strong links between the Sovereign and the Royal Navy – and paid tribute to those who died on active service in recent months

Veterans gather in London for Korean War service

THE 50th anniversary of the end of hostilities in the Korean War was marked by a march-past of veterans on Horse Guards Parade and a service of thanksgiving at Westminster Abbey in London.

The Duke of Edinburgh took the salute at Horse Guards, where more than 1,000 veterans from the British Korean Veterans Association (BKVA) and other regimental and ex-Service organisations mustered on parade for the march-past.

Afterwards, the Queen, Prince Philip, the Duke and Duchess of Gloucester, Prince Michael of Kent and Princess Alexandra attended the service of thanksgiving in the abbey.

Twenty standard-bearers from branches of the British Korean Veterans Association lined the

route into the abbey, and inside the Union Flag, the national flag of Korea and the BKVA standard were solemnly processed.

During the service, the Ambassador of the Republic of Korea delivered a message of thanks, and a pipe major played a lament at the Tomb of the Unknown Warrior, while the Ambassador and Major General Sir Peter Downward of the BKVA laid wreaths of remembrance.

Defence Secretary Geoff Hoon and Service Chiefs of Staff afterwards hosted a reception for representatives of the BKVA, and ambassadors and high commissioners of some of the countries that sent troops and units to fight with the UN force in Korea.

■ Two die as Korean War plane crashes – p44

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● The Commanding Officer of 801 NAS, Cdr Jon Lawler, waits in the cockpit of his Sea Harrier at the start of a sortie from the Finnish air base of Pirkkala



CDR J A LAWLER

Harriers o

The Royal Navy's front-line fighter squadrons have been training in Finland and Spain

THE ROYAL Navy's two Sea Harrier squadrons have been flying the length and breadth of the continent in a series of exercises with European air forces.

Following on from recent trips to Poland and Portugal, the seven Sea Harrier FA2s of 801 NAS deployed to Pirkkala air base in southern Finland for ADEX 03, involving three squadrons of Finnish F-18s and Hawks, four Swedish Ja37 Viggens and two FRA Falcon jamming aircraft.

The main effort each day was focused on opposing forces of eight to 12 'blue' and 'red' aircraft, mixed in with other sorties which allowed the nations a chance to overcome language and tactical differences.

Several squadron personnel managed to complete their PADI open water divers course, while others visited local attractions in Tampere, enjoying 24-hour daylight.

The Finns proved friendly hosts - their command of English was a good deal better than 801's Finnish - and the hard work of the squadron's engineers meant only one sortie was lost to unserviceability.

Planning is now under way for

the squadron to visit Sweden next year to work with Viggens and Grippens.

Meanwhile, at the other end of Europe, 800 NAS managed to combine a limited amount of deck time on HMS Ark Royal, returning from the Gulf, with a Spanish-led multinational air defence exercise.

The curtailment of Naval Task Group 03 as events unfolded in Iraq had left the squadron with an uncertain forecast, but detachments to RAF Lossiemouth and Leuchars in the early part of the year allowed the pilots and ground crew to keep their skill levels up before they deployed south.

Five of the Sea Harriers met the Ark in the Mediterranean, allowing for nine flying days before they disembarked at Torrejon, a Spanish

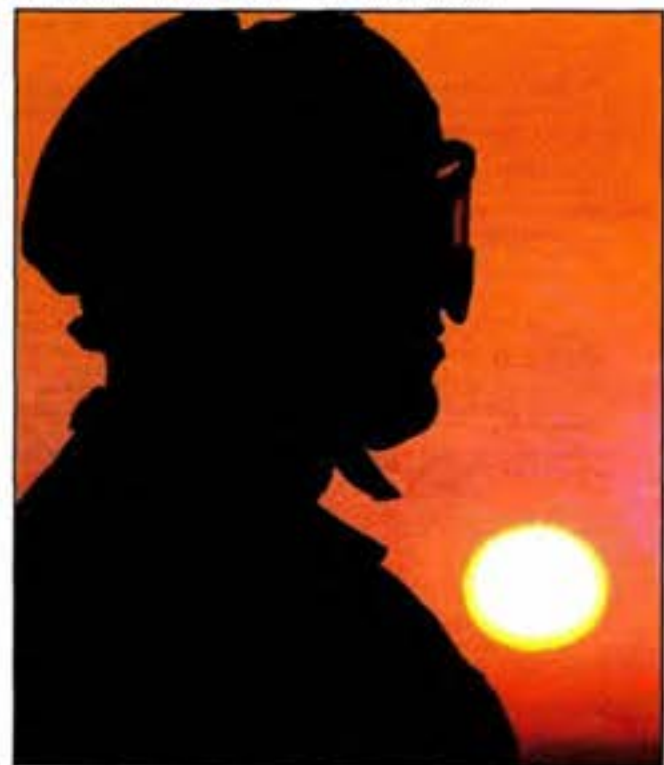
Air Force base outside Madrid.

DAPEX 03 was a two-week exercise including French Mirage bombers and Spanish Mirages and F-18 Hornets, with the Sea Harriers stepping in for F-3 Tornados.

A combination of area defence, escort duties and 'swing roles' (fighting their way in to a target and bombing it) increased in complexity, with the Harriers again proving their versatility against aircraft which were, on paper, more modern and sophisticated.

And the proximity of Madrid allowed staff the chance to make good use of their leisure time.

Then it was back to Yeovilton for a ten-day turn-around before deploying to Exercise Flying Fish in the Far East.



● (Above) A Sea Harrier of 800 Naval Air Squadron hovers during exercises in Spain

● (Left) A Sea Harrier pilot of 801 Naval Air Squadron waits on the taxiway for his turn to take off during air defence exercises in Finland

● (Right) A member of the flight deck crew on board HMS Ark Royal turns away from the jet blast as a Sea Harrier of 800 Naval Air Squadron takes off from the carrier

**Pictures by
LA(PHOT) Bernie
Henesy (800 NAS)
and LA(PHOT) Brad
Bradbury (801 NAS)**



over Europe



● (Above) A Finnish F-18 (left), a Royal Navy FA2 Sea Harrier (foreground), a Swedish Ja37 Viggen and a Finnish BAE Hawk (partly obscured) fly over Tampere in Finland

● Sea Harrier tail fins of 800 NAS (right) and 801 NAS (above) lined up at their respective bases in Spain (800) and Finland (801)

● (Left) A member of 800 NAS silhouetted against the Spanish sun



● A Sea Harrier of 801 NAS on last-minute checks before joining a sortie with Finnish and Swedish jets



● The Fleet Air Arm gains two new supporters - members of 800 NAS at Torrejon air base in Spain



At Your Leisure

● A reader has asked us to identify the people with Winston Churchill in this picture – and the answer comes with a book published by the Imperial War Museum on July 24, *Churchill at War – His finest hours in photographs* (Carlton Books £16.99).

The photo was taken on board HMS Duke of York on December 13, 1941 as Churchill set off across the Atlantic to visit President Roosevelt for the second time in the war. Left to right are Roosevelt's special envoy Averell Harriman; Churchill's daughter Mary (then a lance corporal in the ATS); and his personal secretary Kathleen Hill, who had joined him as his first resident secretary in 1936 and who remained at his side until the end of the war. "Her discretion was absolute, and her mastery of Churchill's working methods was total."



Churchill's obsession with Greece

IN 1943 the Greek islands of the Dodecanese were the scene of the last successful German invasion of World War II – and also of the last great British defeat.

In *Churchill's Folly: Leros and the Aegean* (Weidenfeld & Nicolson £20) Anthony Rogers draws on British, German and Italian records as well as interviews with former combatants on both sides to uncover the truth behind this embarrassing and all but forgotten episode in our military history.

Most of the islands had been occupied by the Italians since 1912 but this was to change with the Italian armistice of September 1943.

After the downfall of Mussolini, Churchill seized the opportunity to open a new front in the eastern Mediterranean, thereby adding to the pressure being applied against Germany by the Soviets and at the same time providing encouragement for Turkey to join the Alliance.

Rejected by the Americans, it was a proposal fraught with difficulties and, ultimately, one that

was doomed to failure.

Spearheaded by the Long Range Desert Group and Special Boat Squadron, British garrison troops occupied territory with the help of naval forces, but with little or no air cover.

However, the planners misjudged their opponents and they came up against some of Germany's finest, including units of the elite Brandenburg Division, with ample air and sea support.

In three months of operations, Britain lost an entire Brigade, plus numerous warships and aircraft, and the campaign ended in a British defeat, with the Aegean under German occupation until the end of the war. There were around 500 dead or missing naval personnel.

And all because of Churchill's enduring obsession with the region – begun 28 years earlier with his biggest ever blunder, Gallipoli.

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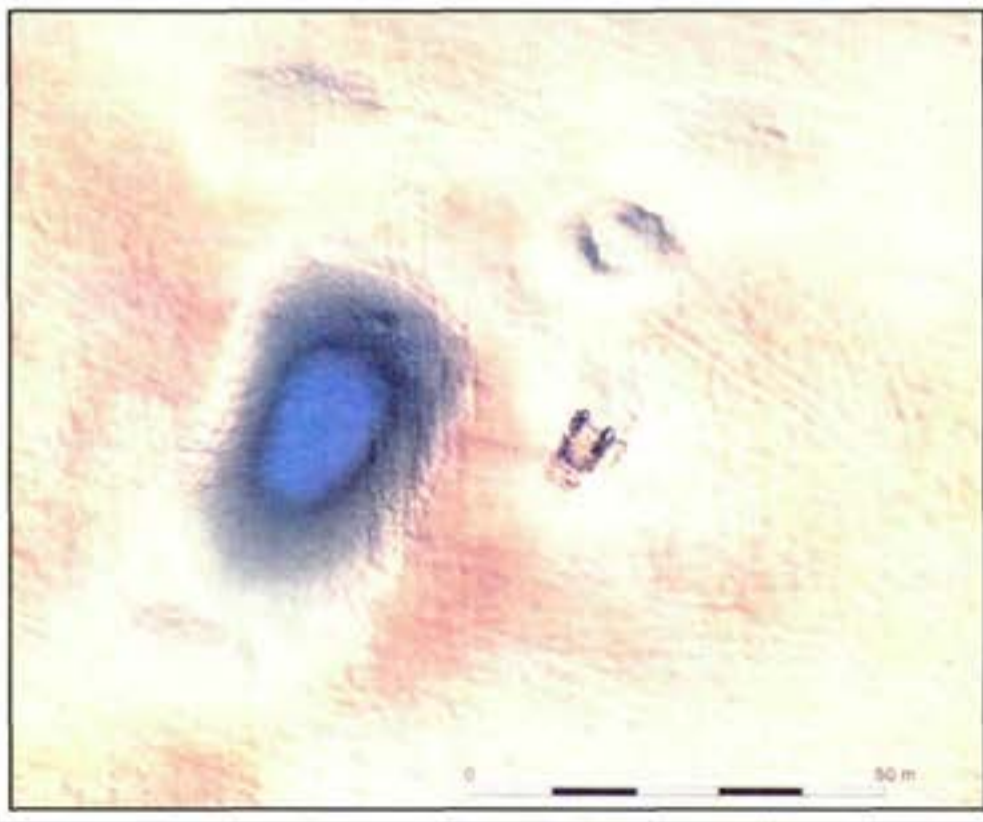
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THIS computer-enhanced 'bathymetry' image (courtesy of the Archaeological Diving Unit and Reson Offshore Ltd) of the Mary Rose wreck site in the Solent was taken last year using Multibeam Sonar. North is to the top. The blue-shaded deep pit is where the ship lay and the feature to its right is a sunken diving boat.

Score marks on the seabed are caused by trawling the site.

From *Sealed by Time: The Loss and Recovery of the Mary Rose* (Oxbow Books £19.95) by Peter Marsden

False colours



Falklands backdrop to crime thriller

NAVY NEWS readers with service in Type 21 frigates provided much useful background for Graham Hurley's fourth Portsmouth-based detective thriller *Deadlight* (Orion £9.99).

This one finds D/I Joe Faraday thrown into a violent legacy of the Falklands War.

When Prison Officer Sean Coughlin is found brutally murdered, Faraday is called in to drive the investigation.

As the inquiry begins to probe Coughlin's naval service, he becomes uncomfortably aware that the trail leads back 20 years, to when Coughlin was serving aboard the (fictional) frigate HMS Accolade, bombed and sunk by Argentinian Skyhawks in San Carlos Water.

19 lives were lost to enemy action, a tragedy which may – two decades later – mask another murder ...

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At Your Leisure



● HMS Ark Royal IV is celebrated in artist Philip West's portrayal of a Phantom jet launch. Prices for the print, carrying nine crew signatures including three former captains, the pilot who flew the very same Phantom shown, and the Master at Arms who featured in the now legendary BBC TV documentary 'Sailor', start at £90 plus £6pp. Contact Sean Whyte at SWA Fine Art Publishers on 01225 444929 for details.

Three more who survived Hood

IN 1940, after watching HMS Hood getting a buffeting in rough seas in a cinema newsreel, a young lady wrote to the Paymaster, asking if she could correspond with a sailor and send wartime comforts etc.

Len Williams was chosen – and when on leave went to Wembley to meet his penpal Kay.

They became engaged and he married his 'Girl of the Storm' on January 19, 1941 when London was being heavily blitzed.

On February 28 he was promoted Petty Officer and at the same time received a Draft note to the torpedo school at HMS Vernon.

Next day he left the Hood with Bill Fairchild, who had been his Best Man, and another messmate, Matt Reed.

Twelve weeks later she was sunk with only three survivors.

In his memoir of his life in the Navy self-published by his niece, Len wrote:

"As an ex-member of Hood's crew I can recall numerous discussions we had in our mess about a possible meeting with either Bismarck or her sister Tirpitz. We were not at all happy about such a prospect. We knew our weakness and the risks of not having an armoured deck.

"We thought that with 23 years between the two wars, our older ships should either have been scrapped altogether, or at least modified to meet modern gunfire methods... Even when Nelson and Rodney were built, the design fell short on the speed requirement... with only 23 knots as a maximum speed, what use were they against the fast ships then coming into use with other navies?"

Gone a Long Journey is available at £12 from 3 Hillmead Gardens, Bedhampton PO9 3NL.

How Kuki got all cut up over the natives

AS ADVENTURE novelist Alistair MacLean complained at the beginning of his attempt at a biography of Captain James Cook, while much is known about his achievements, little is known about Cook the man.

In *The Trial of the Cannibal Dog: Captain Cook in the South Seas* (Allen Lane £25) Polynesian culture expert Anne Salmond goes some way to bringing this hitherto elusive personality to life.

The story of 'Kuki', as the natives called him, may have ended in tears – he was murdered as the result of a local misunderstanding in Hawaii – but the lengths he went to to promote goodwill are extraordinary.

On one occasion his officers may have felt he went too far, as he allowed himself to be stripped to the waist and ceremonially smeared with chewed coconut.

But Cook was nearly always doing his best to follow the wholly admirable advice or 'Hints' given him by the Earl of Morton, president of the Royal Society which sponsored the 1769 voyage:

"To exercise the utmost patience and forbearance with respect to the Natives of the several Lands where the Ship may touch.

"To check the petulance of the Sailors, and restrain the wanton use of Fire Arms.

"To have it still in view that shedding the blood of those people is a crime of the highest nature: – They are human creatures, the work of the same omnipotent Author, equally under his care with the most polished European; perhaps less offensive, more entitled to his favor."

Cook tolerated the natives light-fingered habits – they would pinch anything that wasn't firmly pinned down, including, on one occasion,



● GODLIKE: James Cook, from the portrait by William Hodges

the ship's anchors – and resisted (unlike his men) the attentions of the women.

But maybe he got just a little too close to them, even so – and was too tolerant for his own good.

Professor Salmond shows that, ironically, by not punishing the people who stole from him he was seen as lacking in spiritual power and so lost some of the reverence that was his due as Lono, the god (again ironically, given his celibacy) of fertility he had become by the time he reached Hawaii.

This fascinating book spares no detail of the natives' more offensive habits, such as cannibalism

(Cook's companion ship on his second voyage to the South Seas, the Adventure, had ten of her crew consumed when she stopped on the New Zealand coast in 1774).

But even here, Cook insisted that the natives only ate enemies killed in battle, purely in ceremony (that's all right, then). The truth was, as some of his officers noted while watching one of them tucking into a human forearm with every sign of enjoyment, they simply liked the taste.

When charred bits of Cook's own bones were eventually returned to his ship, his men thought he had been eaten, too.

More likely, apparently, his body was just burned as a sacrifice and his limbs distributed among the chiefs as souvenirs.

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RNA Conference 2003



Request for help on pool shares

KIDLINGTON and District branch succeeded in getting the National Council to take another look at pool shares for travel to Conference – though the national Council threw the subject back to the floor with a request for ideas to tackle the perennial problem.

S/M Barton (Kidlington) said: "We do not think the system is fair," explaining that smaller branches, such as his, paid the same as much larger branches, and that "we should be relieved of some of the financial burdens imposed on us."

S/M Barton pointed out that on a flat-rate basis, the 15 members of his branch had to pay more than £2 each, whereas a branch of 400 members would pay 7.5p each, and that in future the system should be based on per capita rates rather than a flat rate – an idea supported by **York and District** branch, among others.

The motion was seconded by S/M Sylvia Cousins, of **Dartford**. But S/M John Stewart, of **Saltash** branch, opposed the motion, saying only 35 per cent of the Association's branches were represented at Conference, and a change to the system may result in even poorer attendances – or a demand by bigger branches that they should have a bigger vote to reflect their larger membership.

"Is the system really broken? I don't believe it is broken, so let's not waste time trying to fix it," he said.

The National Council view was that they recognised an "under-swell of discontent", and that smaller branches feel they are being "seen off," but that "no one has been able to come up with a better system than paying per member."

"We have come to the view that this would be less satisfactory because it would result in large bills for large branches."

They also feared such a change would result in pressure to change voting systems to reflect the size of the branch.

The motion was carried by 104 to 48, and National Council promised to look into the present system and the per capita alternative, but the President urged all branches to "put their thinking caps on, and try to think of any alternative versions to the pool system or the per capita system."

"At our next meeting I will be asking all members of National Council if they have, or have been advised of, any new ideas, or strong recommendations that it should be changed."

Phased rise in subs will soften the blow

ANNUAL subscriptions are to rise by £4 – but the increase is to be phased in over three years.

Delegates at the Association's annual conference at the Central Theatre, Chatham, were persuaded that the annual subscription, set at £6, was insufficient to safeguard the reserves.

The motion to put the subscription up from £6 to £10 with effect from next January was put by the National Council, who stated that the background to the proposal was falling membership and a projected deficit of £28,550 for this year, with income from subscriptions dropping from £191,000 in 2001 to £185,000 in 2002.

The delegates were offered the opportunity "to give the RNA a position of strength financially."

The original motion – to raise subscriptions by £4 in one go – was seconded by **Brighton and Hove** branch, who rehearsed the arguments which were expected to follow – a 67 per cent increase, but it only amounted to the price of two pints of beer, was one example.

The bottom line was clear: "We have to realise that if we do not take immediate and effective steps, we will not have an Association – that's it."

But an amendment for a three-stage rise was put by **Boston** branch delegate S/M George Holmes, who said: "We all realise that everyone has to have money to keep going."

"We must have cash, but we feel a 66 per cent increase in one jump is something members will not accept, but in three years you will have the £10 subscription the National Council wanted."

Wigston and District branch confirmed that view, when S/M Ivan Batt said they didn't want a rise to £10, but felt they could support the stepped rise proposed in the amendment.

A number of branches still opposed any rise, with **Chester** branch delegate S/M Ron Farr explaining that his members felt that with the Association's reserves standing at over £1 million they should get some of the benefit back, not dig deeper in their pockets – an argument also voiced by **Cardiff** branch, for who S/M Kenneth Higgins said "when you have got three-quarters of a million pounds in the kitty I think you should not be asking members,

some in the last years of their lives, to pay more."

Tamworth branch also opposed any increase, citing similar fears to those of Chester that the move would result in a loss of members.

S/M Farr described the proposed £4 increase as "a horror", adding that "my branch is against any increase whatever."

S/M Jan King, delegate for **Clacton-on-Sea** branch, said that

her branch could support the amendment but not the original.

City of Ely branch (S/M Strawson) felt the same way – "a £4 increase will frighten the troops to death" – and said in the midst of the pension crisis the amended motion was the right way ahead.

The amendment was put to a card vote, and carried by 124 votes to 34 – well over the 106 required.

A further amendment, for a £2

rise, proposed by West Lothian branch, was at first withdrawn, but was reinstated as a further amendment to the amended motion, supported by the **City of Edinburgh**.

But this amendment was heavily defeated, so the motion as originally amended – for stepped rises of £2, £1 and £1 over three years, bringing the annual subscription in 2006 to £10 – was carried by 137 votes to 23.



● First Sea Lord Admiral Sir Alan West meets sea cadets from the Medway Towns before the official opening of the RNA Annual Conference at Chatham

Picture: Alan Eastbrook

Navy 'is in good shape' says First Sea Lord

FIRST Sea Lord Admiral Sir Alan West gave delegates the benefit of a glimpse into the Naval planners' crystal ball as he spoke of how he expected the Senior Service to develop over the next 20 years.

The senior serving member of the Association – and a strong supporter to boot – recapped on how the RN has changed since the 1998 Strategic Defence Review, saying that progress has been made from a Cold War static defence posture to expeditionary warfare, where "deployability, flexibility and sustainability are key."

Admiral West said there was a tendency to underestimate the importance of maritime power. He

had 32 ships deployed East of Suez, with 60 merchantmen contributing to the effort, and some 96 per cent of the materiel used by the Army, Royal Marines and RAF was delivered by sea, which had to be escorted.

He spoke of the "remarkable" accuracy of the British submarine-launched Tomahawk cruise missiles, landing on target or within 8-10ft of the spot after travelling more than 1,000 miles.

He also paid tribute to the air squadrons involved in the most extensive helicopter assault since the Suez crisis, the Royal Marines and the mine countermeasures vessels which each contributed to the success of the operation.

The First Sea Lord then outlined the current procurement and build programme, including new aircraft carriers and associated aircraft, Type 45 destroyers, Bay-class landing ships, assault ships, Astute-class submarines, survey vessels and River-class patrol ships, in some cases taking the Navy to the middle of the century.

But Admiral West also spoke of some of his concerns, including manpower and public profile.

He also spoke of the need to remain "professional masters of our environment."

"First and foremost we must be able to operate our ships and aircraft safely and effectively wherever we are in the world – seamanship and airmanship are all-important."

The Admiral said he felt the Navy was in good shape, offering good value for money, and he believed that the Government values the Navy as such.

"I have yet to meet the head of another navy who operates almost 130 front-line ships and 300 combat aircraft, and who can put a Commando brigade into action, all from a 40,000 uniformed manpower total," said Admiral West.

"In summary, I think those people who questioned the relevance of a strong navy following the end of the Cold War have been proved comprehensively wrong."

"The nature of that power has changed, and will change further, but the basic principles of being able to project force where and when it is required are as central to our needs today as they have ever been."

"Quite simply, the British Army has been unable to campaign without maritime support since the Battle of Culloden in 1746."

But as technology changes, he concluded, the essential element remains the people who make up the Navy, who retain the courage, professionalism and dedication which has always made Britain one of the great seafaring nations.

Top recruiters rewarded

THE PRESIDENT'S Awards for Recruiting were awarded as follows:

● Sword of Honour (area with greatest increase in full members in 2002): **No 4 Area**.

● Brigs Dirk (for large branches of 30 plus members): **Plymouth branch**

● Brigs Bowl (for small branches under 30 members): **Stafford branch**

● Overseas (large branches over 30 members): **Port Phillip Bay branch** in Australia

● Overseas Certificate (small branches under 30 members): **Moraira and District** in Spain

Conference notes

A PROPOSAL by **City of Inverness** branch that the Association's rules be changed to include former members of the Royal Naval Auxiliary Service (RNXS) was carried by 155 votes to three, with one abstention.

S/M Bob Coburn said that the RNXS had always come under the wing of the Navy until it was disbanded in 1994, and that his branch felt it was time the Association showed its support.

The motion was seconded by **Stirling** branch.

The Second Sea Lord's representative said that as was the case with the proposal to include RFA staff last year, he did not envisage any objections from the Navy.

An application will now be made to the Privy Council to change the rules.

● The Mayor of Medway, Cllr Nick Bowler, who opened the Conference, was presented with a decanter "to be filled with something appropriate for when you and your father are filling out your application forms."

Cllr Bowler's father was a member of the Fleet Air Arm between 1944 and 1953.

● Association President Vice Admiral John McAnally, in his address to Conference, observed that "the forces in the Gulf played an absolute blinder", although he took issue with the *Daily Telegraph's* view that the RN only played a symbolic role.

He also mused on the role of the RNA today: "What does the RNA want to be? Not just a convivial drinking club, and honouring the past."

"There's much more to the RNA than just reminiscing over Pussers' Rum."

"It is regarded by everyone as the main association of the Royal Navy", and the fact that the Navy's footprint is getting smaller means that the RNA and Sea Cadets are often the only reminder of the Navy.

"Perhaps this is another pointer to the type of association we should be."

● A TOTAL of 166 delegates registered with organisers at the start of the Conference.

A number of them took the opportunity to visit the RNBT's Pembroke House care home at Gillingham during the weekend.

Farewell from Fred

NATIONAL Council Chairman Fred Chambers announced to Conference that he is to stand down later this year.

Fred Chambers thanked **Chatham** branch and **No 2 Area** for organising the conference, and delegates and observers for attending.

S/M Chambers joined the RNA in the early 1960s – "I'm sure some of you will say 'get some time in!' – and was a National Council member for 17 years and branch secretary for 28 years.

He has been in the position of National Chairman for eight years.

"Shipmates, my term of office ends in September this year, and I do not intend to stand stand as chairman, so this is my last report to Conference as chairman, and my last attendance as a member of the National Council," he told delegates.

Pompey, then Bridlington

A MOTION of urgency by **Bradford** branch, seconded by **Keighley**, proposing that the National Conference in 2005 be held at Bridlington, was carried almost unanimously.

Conference was last held there in 1995.

Next year Conference is hosted by Gosport branch, and will be held in Portsmouth.



● Arthur Gutteridge (Plymouth branch) receives the Sword of Honour for Area 4 from the President of the RNA, Vice Admiral John McAnally (right)

Picture: Alan Eastbrook



Royal Naval Association

Bridge is named

DOGGED determination by S/M Keith Crawford, Chairman of Spalding branch, has led to a foot-bridge over the River Welland being named Taku after the wartime submarine adopted by the town in June 1943.

A riverside dedication ceremony (below), performed by Rev John Moon, was attended by former crew members of the Taku S/Ms Bill 'Boots' Douglas and Alec Wingrave, and the widow of S/M George 'Janner' Sidwell, Mrs Nancy Radway.

A letter from S/M Bill 'Speaky' Lowe, who could not attend, was read out.

The branch supplied two inscribed plaques for each end of the bridge, which was installed and named by Lincolnshire County Council.

Tartan yields funds

THE RNA's very own tartan is proving very popular in Scotland – and has resulted in a tidy sum being donated to Association funds.

The new tartan – in the red, white and blue colours of the RNA tie – was the brainchild of former Warrant Officer Granville Cooper, a member of the RNA and the RBL Arbroath branch.

To mark the Golden Jubilee and the Queen's patronage of the Association, Granville decided that Scottish ex-naval personnel should have their own tartan.

He took his idea to Perth-based tartan weavers Macnaughtons, who came up with a short-list of six patterns based on Granville's specifications and design.

The final design was approved by the Scottish area committee and endorsed by the National Council,

and received its first public viewing at the National Conference last June, hosted by Perth.

The spin-off to the RNA was a cheque for almost £260, presented at the Area quarterly meeting at Lossiemouth.

Managing director of the weavers Blair Macnaughton said: "When Granville first approached us in connection with this we were delighted to be of assistance, and when he suggested we might make a donation to the RNA we were equally pleased."

"What we have done is take a percentage of non-tartan products – jackets and so on – which were bought by people buying kilts and plaids."

The tartan can be worn as a traditional kilt, as trows or a long evening skirt, and is registered with the Scottish tartans authority, which means that for the initial five-year period only members of the Association and their partners are allowed to wear it.

Jo'burg visitors were no strangers

MEMBERS of the Cheltenham branch were delighted to welcome S/M Bill Keeble, President of the Johannesburg branch in South Africa, and his wife Yvonne, and they organised a social in their honour.

S/M Bill, known as Admiral, was no stranger, having met S/Ms Jim Swain, Chairman, and Bob Wheatley, Secretary, in South Africa on separate occasions.

Regrettably, S/M Swain was unable to attend the social, due to illness.

After a gala lamp-swinging session enjoyed by all, and a short talk by S/M Bill on his work for the Royal Navy, the RNA and the Naval Cadet Force in South Africa, he requested members to be seated and proposed the toast to the Queen.

The occasion was attended by the President, S/M Ken Gough, and President No 7 Area, S/M George Davidge.



S/M Granville Cooper (left) presents a cheque for £258.31 to the Scottish area, with the RNA tartan very much in evidence

Gala dinner marks anniversary

A GALA mess dinner was the choice of members to mark the 35th anniversary of the formation of the Hereford branch.

Guest speaker at the event was Lt Cdr Steve Taylor, of Type 23 frigate HMS Monmouth, who was accompanied by his wife Sheila.

Members and guests were piped to dinner by Leading Cadet B. Tomkin of Hereford Sea Cadets, and after an excellent meal, traditional toasts were proposed by Chairman S/M Nigel Trigg and Vice Chairman S/M Bill Sabel.

Lt Cdr Taylor spoke entertainingly about the year the branch was founded and his life in the Service, and he finished by toasting the branch.

S/M Roy Wood, Branch President, thanked all who contributed to the success of the evening.

A few weeks later at the Sea Cadets Annual Inspection, S/M Nigel Trigg presented Cadet Tomkin with a bosun's call, engraved by the branch, in recognition of his contribution to the mess dinner.

S/M Trigg was at the inspection in his role as President of the Hereford Sea Cadets.

S/M Nigel Trigg, Chairman of Hereford branch of the RNA and President of Hereford Sea Cadet Unit, presents the engraved bosun's call to Cadet Tomkin.



Seafarers cheque

BRANCH members of Bristol joined S/M Ron Tremlett, Life Vice President of No 4 Area, and Bristol branch President, in presenting a cheque for £1,000 to the International Seafarers centre at Portbury Docks in Bristol.

The cheque was presented on behalf of No 4 Area from proceeds of the charity collections donated by members attending the Area reunion weekend at Sand Bay, Weston-super-Mare.

This year more than £3,000 was collected and distributed to worthy causes.



Naval Quirks

JELlicoe wondered after JUTLAND if at 56 he was the right age to lead a BATTLEFLEET.

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– JELlicoe could only have meant he was TOO YOUNG!

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Eric heads for warmer climes

AREA 7 said goodbye to their stalwart Secretary S/M Eric Hirst, who has served the area well over the past 20 years.

Eric is seeking warmer climes, and will shortly be heading for Cyprus, where no doubt the flourishing RNA branch will welcome him with open arms.

At the Area's second quarterly meeting, held at Llaneli, Area 7 Chairman Mervyn Hodge said he was saddened at the thought of Eric's departure, and bid him farewell with the following ode:

A weary man stood at the Pearly Gate, his head was bowed real low.

he meekly asked the man of God the way he ought to go.

"What have you done," St Peter asked, "to seek admission here?"

"I was No 7 Area Secretary down below, for many a year," St Peter opened wide the gate,

and quickly pressed the bell. "Come in," he said, "you're welcome here, you've had your share of hell."

Meanwhile Monmouth branch is looking forward to hosting the third quarterly meeting of Area 7 on September 13.

It is an even greater honour than usual, as the President of the RNA, Vice Admiral John McAnally, will be in attendance, and a good turnout is expected at the Royal British Legion to welcome the special guest.

On a sadder note the Town and branch remember the loss of HMS Monmouth with all hands on November 1, 1914, at Coronel, on the Pacific coast of Chile. The cruiser Good Hope was also lost.

The branch raised funds over the years and has erected a screen at the local Church of St Mary's in remembrance of this loss.

£50 PRIZE PUZZLE



The mystery ship in our June edition was HMS Vigo, and the unfortunate commander of the defeated Franco-Spanish squadron at the engagement off Vigo was Vice Admiral Conte de Chateaufort.

The winner of the £50 prize was Mr D. Waller of Mold in North Wales.

This month's ship – which ought to be well-known – was a U-boat killer which had to be extensively repaired after running aground with another destroyer off Durham early in the war. She was later sold to a foreign navy.

Can you give her name

while she served with the RN, and the first name given to her by her new owners in 1949? Her pennant number has been removed in this picture.

The correct answer could win you £50.

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

Closing date for entries is September 15, 2003. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 102

Name

Address

My answer: 1

2

Royal Naval Association



Warship thanks its city



● Liskeard S/M and Town Crier Frank Beer and his wife Beryl

Oyez, oyez – branch is proud of Frank

LISKEARD branch is justly proud to boast as a member Town Crier S/M Frank Beer.

With his wife Beryl as escort, they represent Liskeard at all civic functions.

The pair made a big impression in the 2003 World Town Crying Championships, which were held in the nearby Cornish town of Newquay earlier this year.

Liskeard's finest were awarded third best in the dress category – no small achievement against 91 competitors.

Branch President S/M John

Lennon said that the pair "are to be congratulated for this achievement and for the honour they have brought to the Town and to the Branch."

At a recent branch meeting, Chairman S/M Gordon Studwick presented a cheque to Mr Eric Perrin, area treasurer for Cancer Research UK.

The money was raised at No 4 Area's reunion weekend, where the total raised for charity by branches from Penzance up to Bristol and down to Bournemouth was £3,000.

Plaque is now in place beside oak

LATE last year Sittingbourne branch planted an 8ft English oak tree at Tonge Mill Countryside Park, near the town, with plans for a memorial plaque later.

The plaque, fitted into a stainless steel frame, mounted on a concrete plinth, has now been dedicated by branch padre Rev Bernard Foulger.

It was unveiled by Mrs Miranda Rees, wife of the branch Chairman Surg Lt Cdr John Rees.

Around 80 shipmates and

friends with their standards, including those of the Royal British Legion and local ex-Service associations, were present.

Sea Cadets from TS Wyvern provided the Guard of Honour.

The branch thank all who attended, especially Mr Christopher Wicks, owner of the countryside park, for his permission to have the tree planted and the plaque erected.



● SKIPTON branch standard bearer S/M Tim Brunt is pictured off duty in a cafe in Liverpool, swinging the lamp with another seafarer. Tim is the one on the left.

Retirement is end of an era

ACCORDING to S/M Dickie Wardrope, the Rosyth and West Fife branch historian, the retirement last month of Lt Cdr Alan Bayliss sees the passing of an era.

A much-loved and respected officer, he served 49 years in the Royal Navy and as an RO2.

He joined at HMS Ganges in 1954 and was promoted to Lt Cdr at HMS St George in 1971.

On retiring in 1993, he took up duties as Route Survey Officer to COMMW, and, in 2000, the post of AGHM at Rosyth.

He served in HM ships Superb, Apollo, Troubridge and Countdown, as well as being boss of the Scottish bomb disposal team.

His many friends wish him a well-deserved, happy retirement.

THE Commanding Officer of HMS York and two of his officers visited the ship's adopted city and the York branch of the RNA.

Cdr Richard Powell and Lt Cdrs Andrew Kobler and Andrew Murdoch had recently returned from duties in the Gulf, and travelled to Yorkshire to express their thanks for the support the ship received during the conflict in Iraq.

In his brief account of Gulf conflict, and the part of the Type 42 destroyer in it, Cdr Powell had the

highest praise for the ship's company and their dedication to duty under very difficult conditions, saying they were a credit to the ship and the Royal Navy as a whole.

At the start of hostilities, the ship was, according to Cdr Powell, in an area where Scud missiles were predominant, and for almost three weeks the sailors on board had to wear protective clothing in case of chemical attack.

They were confined at Action Stations below decks with the access hatches closed and sealed, and despite the intense heat, not one word of dissent or complaint was heard.

The relief was great, said Cdr Powell, when the danger was judged to be over, the hatches were opened and a wave of fresh – if warm – air swept through the ship.

Cdr Powell said he was more than pleased with the personnel under his command, with both their attitude and performance.

Banner plea

TO RAISE funds for charity, S/Ms Bill Mavor and Percy Thomason helped members of Grantown-on-Spey branch, their wives and families set up a gazebo in the town's square to coincide with a vintage car rally.

Having borrowed the large RNA display banner, which had to be returned for this year's conference, they hope to have one produced for themselves by an RNA member in the Scottish area.

If any other branch is of similar mind, contact S/M Geoff Warner on 01479 872414.

Bench is tribute to veteran

AT AN Ipswich care home where wartime veteran S/M Frank Jackson spent his last days, a bench has been dedicated in his memory.

The cost of the £300-400 seat was donated by Ipswich branch and Howard Court, where he lived until his death at the age of 78 at Ipswich Hospital on New Year's Eve.

S/M Jackson, who had no relatives, spent more than 60 years in care due to severe mental disabilities suffered in a car accident in 1940, when he was on his way to join his ship in Boston, in the United States.

Howard Court held a coffee morning for the dedication of the bench, attended by over 100 friends and fellow shipmates.

Those present included the Mayor, Cdr Richard Risbrow, the Rev John Waller, S/Ms Bill March and Peter Thompson, of the Ipswich branch, and Sea Cadets Brannum and Buffery.

Music was provided by Terry le Travers, and the occasion raised £160 for the Ipswich Second War Memorial Fund.

PR profiled

AREA public relations officers of the RNA held their biannual meeting in London, where guest speaker Capt Alistair Halliday, Assistant Director of Corporate Communications Navy, outlined particular aspects of the Royal Navy's public profile, and how the subject is approached from the perspective of Fleet Headquarters on Whale Island in Portsmouth.



● Lt Cdr Nobby Hall (right) and John Hewitt of the Royal British Legion examine the model yacht

New yacht for Cyprus

CYPRUS branch is now the proud custodian of a splendid model yacht, presented by John Hewitt, Chairman of the Cyprus branch of the Royal British Legion.

The yacht took Tom Jones, of Vasa, aided by his wife Gladys – who made the sails – three years to complete.

It was originally a model of a

Norwegian yacht called the Dragon, but in its new role has been named the Legionnaire.

Accepting the yacht on behalf of the Royal Naval Association branch, Chairman Lt Cdr Nobby Hall assured everyone that it would be kept shipshape and treasured whilst in the keeping of the branch

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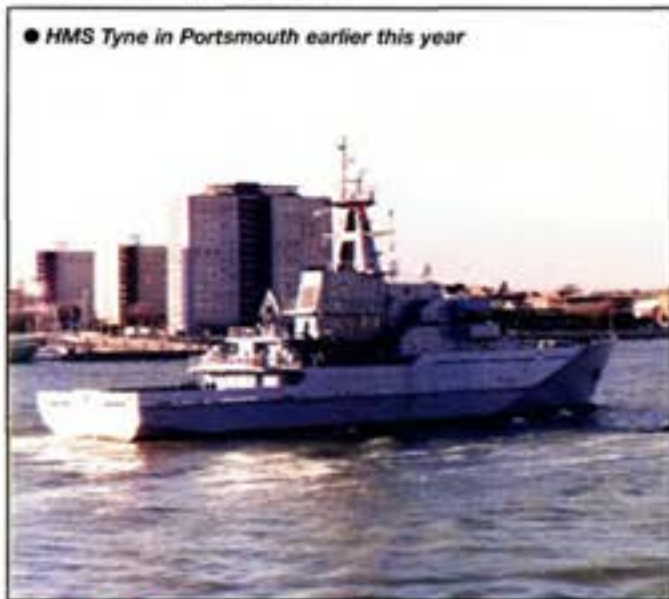
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● HMS Tyne in Portsmouth earlier this year

First of class enters Fleet

IN A RARE honour, HMS Tyne was commissioned into service at Tyne Commission Quay in North Tyneside. Few ships are commissioned in their affiliated area, and Tyne's big day proved a resounding success, strengthening the solid links between ship and local area. The commissioning ceremony drew a number of high-ranking dignitaries from civic and military life, including Commander-in-Chief Fleet Admiral Sir Jonathon Band, Chief of Air Staff Air Marshal Squire along with the ship's sponsor Lady Squire. Cdr Craig Gilmour, commanding officer, said: "The commissioning of HMS Tyne here in North Tyneside is the highlight of what has been a very busy six months, a culmination of all the hard work and effort put in by everyone involved. "The ship has already developed a very strong relationship with the people of North Tyneside and it seemed only appropriate to conduct the ceremony on our namesake river."



● (Right) Adm Band is piped on board HMS Tyne

Blitz is back in Liverpool

AN EXHIBITION 'Spirit of the Blitz' has opened at the Merseyside Maritime Museum in Liverpool. The museum is bringing to light images and stories of how the people of Liverpool survived through World War II as German planes kept up a massive onslaught on the northern city. More than 4,000 people died, 10,000 homes were destroyed and 70,000 people made homeless during these harsh times. This new show will run alongside existing displays on 'Lifelines' and the 'Battle of the Atlantic'. For more information, telephone the museum on 0151 478 4499.

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'Ladies in Red' scoop top award for NAAFI

NAAFI Financial's 'Ladies in Red' have helped the UK military's financial services provider scoop the British insurance industry's equivalent of an Oscar. The distinctively-dressed representatives provided the 'friendly face' of NAAFI Financial's campaign that led to it winning the Marketing Initiative of the Year in the British Insurance Awards 2003. The award-winning campaign saw NAAFI Financial recruit 7,000 new customers out of 18,000 new entrants to the Armed Forces in just 18 months. Managing Director Rod Breeze said: "Our 'Ladies in Red' are the figureheads of the programme. They are a permanent presence at bases helping customers sort out their personal finances." Twenty per cent of new entrants arrive without a bank account and with inadequate personal insurance.

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● The Submarine Escape Training Tank (SETT) at Gosport are invited to a celebration of the tower's 50th anniversary next year.

Escape tank staff to mark anniversary

FORMER staff members who worked on the Submarine Escape Training Tank (SETT) at Gosport are invited to a celebration of the tower's 50th anniversary next year.

The Gosport landmark was built between 1949 and 1953, being commissioned in July 1954.

The first student training began on July 13 that year, with submariners being taught Compartment Rush Escape techniques, where the escape compartment is flooded and the hatch opened, allowing men out in rapid succession. They were then required to exhale all the way to the surface as the air in their lungs expanded as they rose.

The tank itself is 30 metres deep, and contains 900,000 litres of water at a temperature of around 33 degrees Celsius.

It is thought more than 125,000 students have passed through the SETT in the past 49 years.

For more details of the reunion, to be held on Saturday July 10, 2004, send an SAE to: 50th Anniversary, SETT, Fort Blockhouse, Gosport PO12 2AB.

Everest winners

THE following readers have won themselves a prize for correctly identifying Sir Edmund Hillary, conqueror of Everest 50 years ago, as being a New Zealander.

Two RN/RM Everest Expedition 2003 signed T-shirts: Mr J. Stroud (St Davids) and Mr P. Parkes (Fareham); two khada scarves: Mr G. Watkins (Thame) and Mrs D. Webb (Fareham); two pieces of Everest rock: Mrs M. Eanor (Denton) and Mr N. Leslic (Bangor, N.I.); five signed First Day Covers: Mr P. Heaps (Beckenham), J. Harris (Nottingham), Mrs M. Bolton (Gravesend), Mr B. Drake (Fareham) and J. Bowen (Aylesbury).



● Almost 200 members of the Supply Department of HMS Nelson – just about everyone bar duty staff – took part in a social day, including it's a Knockout, sports and a BBQ, with the bouncy castle proving popular (above). The day was organised by POSA John Waltham, POCA Joey Murray, POWTR Ian McHugh, LWTR Claire Meneage, WTR Louis Summers, LWTR Kelly Legg and POWTR Les Dickens.

Wartime training centre honoured

THE ROLE of a former training centre for Naval air engineers in the Midlands has been marked by the presentation of a commemorative bench to the school which now occupies the site.

HMS Daedalus II trained Naval Air Apprentices from 1940-45 at Clayton Hall in Newcastle-under-Lyme, not far from the WRNS equivalent – HMS Fledgling – at Mill Meece.

Clayton Hall is now the home of Clayton High School, and with the co-operation of

headmaster Mark Heuston, the bench was officially unveiled in the refurbished gardens by former Flag Officer Naval Aviation Rear Admiral Iain Henderson (retd).

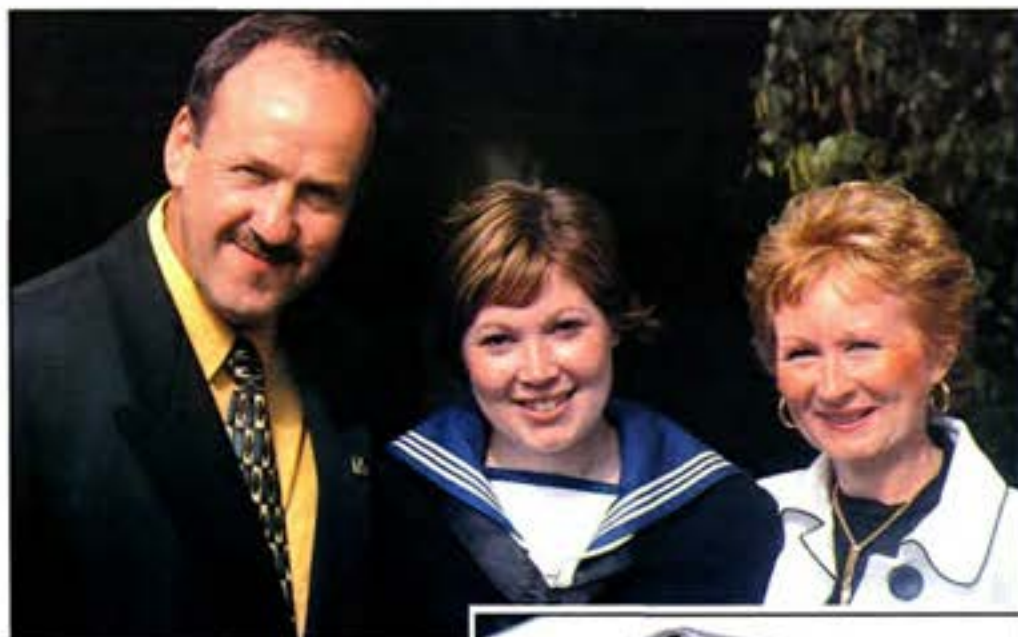
Among those attending were the mayor and mayoress of the town, and 16 former apprentices representing seven of the 12 training divisions based at Clayton Hall during the war.

The bench was funded from an appeal launched by Graham Bebbington, author of *Ship without Water*, the story of Daedalus II.



● POPT Q Shillingford (left) explains the new fitness facilities at HMS Nelson's gymnasium in Portsmouth to Second Sea Lord Vice Admiral James Burnell-Nugent

Clouds thwart pilots at Culdrose Air Day



● Dental Surgery Assistant Leanne Melish, with her parents Darren and Pamela, at one of the parties. Leanne served on board RFA Argus during the Iraq conflict

Party time for unsung heroes

SECOND Sea Lord Vice Admiral James Burnell-Nugent has hosted two garden parties to thank some of his 'unsung heroes'.

Held in the grounds of Admiralty House in Portsmouth, the informal parties were to recognise the hard work of junior staff working at the 'coal face'.

Vice Admiral Burnell-Nugent said: "It's all too easy to forget to say 'thank you' to people doing a small job which is nevertheless crucial to the Navy."

"So we sent out invitations to get the right people here and say 'thank you' to those who have made a contribution."

Entertainment included a performance of club-swinging and the hornpipe by PTIs and music from the Royal Marines School of Music.



● Second Sea Lord Vice Admiral James Burnell-Nugent with Cadet Dean Vallis of TS Alamein, Portsmouth Sea Cadets, at a 2SL garden party

Hi-tech battle waged across cyberspace

FIGHTING better, fighting quicker through technological exploitation – that is the essence of JWID (Joint Warrior Interoperability Demonstrator) '03, writes Thomas Hiney.

The US-led initiative, started in 1989, has been backed by the UK for the past eight years, and this year sees the participation of ten nations, including Sweden, Thailand and New Zealand, and NATO acting as a single entity.

The JWID program is aimed at enhancing interoperability and UK forces capability during the preparation, conduct and sustainment of deployed operations, through the use of networked computer-based technologies, either independently or as part of a joint, combined or coalition force.

Lt Col Tim John, the JWID project manager, believes the programme to

be a 'unique opportunity to integrate a common information system with a commercial stance' – a view shared by many of the representatives present at the event, which in the UK was staged by DSTL (the Defence Science and Technology Laboratory) on Portsdown Hill in Portsmouth.

"The Battle Lab's flexible design now has the capability to represent the land, air, maritime, special forces and logistic component commanders in simulated battlefield exercises," added Lt Col John.

The 'battles' raged across satellite links and wires between various countries taking part, and the exercise was also a chance for contractors and suppliers to demonstrate the way that emerging, often commercial-based technologies can be adapted to the needs of the military

■ www.dtals.mod.uk/jwid

POOR weather brought disappointment to both crowds and performers at the Culdrose Air Day – but there were still thousands of visitors who made the most of the opportunity to visit the air station.

With low cloud obscuring the skies over the Lizard Peninsula, the centrepiece of the day had to be largely restricted to helicopters – including a Westland Wasp, although 'flattened' displays by an RN Sea Harrier and an RAF Tornado still thrilled the crowds.

A Royal Navy spokeswoman said that the pilots waiting to perform – including the Red Arrows, the Black Seahawks and the Polish Bialo-Czerwone-Iskry (White and Red Sparks) acrobatic teams – were just as disappointed that they could not get airborne.

Indeed, the Seahawks took off, but could not perform, the Poles had fired up their aircraft but were thwarted by the weather, and the Red Arrows flew in but, despite waiting until the last minute, finally had to cancel the display.

The new Taste of Cornwall and Cornish Pavilion proved popular with the crowds, estimated at up to 15,000, and it is hoped they may get a chance to see the Poles in action in 2004, as an invitation has been extended for their return.

New recruits can prepare their fitness

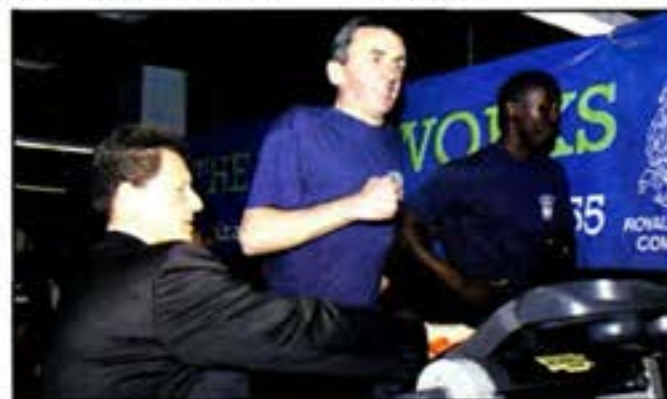
A NEW physical fitness programme and assessment is being introduced by the Royal Navy to help would-be recruits prepare for naval training.

To ensure new recruits are fully prepared to undertake the Royal Navy's basic training, the new Pre-Joining Fitness Test has been devised to help them measure their level of physical fitness before they start new-entry training.

The new system was demonstrated by Rear Admiral Peter Davies, Flag Officer Training and Recruitment (FOTR), at the national launch of the programme at the LA Fitness Centre in Victoria, London – and the admiral passed the test with flying colours (see below).

Potential recruits have always been encouraged to prepare for life in the Royal Navy by inviting them to achieve basic fitness targets before joining – the new process allows them to check they meet the requirements for the job, before having to take the major step of committing themselves to the Navy.

Potential recruits will have up to three chances to pass the test, which will be run in partnership with the company LA Fitness through their chain and sub-contracted gyms.



● Rear Admiral Peter Davies (FOTR) undergoes the Pre-Joining Fitness Test

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SCOTT'S 4th JULY GOES WITH A BANG

SHIP's company of Devonport-based survey ship HMS Scott took part in explosive 4th July celebrations shortly after arriving in Boston, Massachusetts.

The day's grand finale was a huge choreographed pyrotechnics display on the Charles River as several tonnes of fireworks were timed to explode to the 1812 Overture, last number on the programme by the world-famous Boston Pops Orchestra.

Recognised as THE place to be in the USA for Independence Day, Boston was welcoming back the Royal Navy 228 years after the locals were boycotting all things British and throwing tea into the harbour.

Unlike the days when privateer John Paul Jones, founder of the US Navy, was harassing the Royal Navy at sea, the 21st century finds the USN and RN very closely aligned in all operations.

Said HMS Scott's Commanding Officer Cdr Derek Turner: "These days the talk is not so much about independence as interdependence."

Cooperation in oceanographic studies was a

typical example – many key scientists from the city's university took the opportunity to tour the ship which, using state-of-the-art sonar can gather data in a range of up to 21 nautical miles wide and down to the deepest parts of the world's oceans.

Built at Appledore, North Devon in 1997, HMS Scott is the Royal Navy's largest survey vessel and although she has a ship's company of 63 only 42 are ever on board at one time, with one of her three watches away on leave or under training in the UK.

This allows her to remain available for operations 300 days a year.

After the Independence Day parade, HMS Scott saluted the USS Constitution, the world's oldest commissioned warship still afloat and herself a veteran of post-revolutionary conflict between Britain and America, as she made her annual tour of Boston Harbour, passing close by the survey ship's berth.

● SALUTE: MEM Glyn Gwyer stands by to pay marks of respect to the USS Constitution



Seahawk makes the best music

THE ANNUAL RN Volunteer Band Festival saw a hard-fought battle between amateur virtuosos for the top titles in music performance.

The event at Portsmouth Guildhall brought together nine bands, made up of both military and civilian volunteers, from Naval establishments across the country.

Best Overall Performance came from the band of HMS Seahawk, who were also the second placed concert band and were presented with the Willis Trophy as winners of the Best Marching Display.

HMS Collingwood won first place as Best Concert Band while HMS Nelson shone in the drum display section, tanks in no small part to the efforts of RPO Perrin, who won the Kenneth Alford Trophy for Best Drum Major.

Colin Dance of HMS Drake's Volunteer Band netted the Manadon Trophy for Best Solo Performance. A policeman from Exmouth, he played his own arrangement of *Demelza* on a soprano cornet.

Finally, the HMS Daedalus Trophy that rewards the band that best reflects the spirit and enthusiasm of the Volunteer Band Movement was presented to HMS Neptune.

New phase for Naval base upgrade plan

NEXT phase of a multi-million pound plan to upgrade Portsmouth Naval Base has begun with discussions as part of an environmental assessment.

The plan, which could cost up to £200 million, includes the dredging of a deeper channel approaching the narrow harbour mouth – and may even require dredging a completely new channel.

The main channel in the harbour itself and the refurbishment of several jetties is also on the agenda, all of which would prepare the base for the arrival of the new Type 45 destroyers, due to enter service in 2008, and the two giant aircraft carriers which are expected to enter service in 2012.

Portsmouth has been recognised by the MOD as being of environmental importance for a number of reasons, including nature conservation, fisheries and archaeological sites.

Accordingly, the Warship

Support Agency has commissioned a firm of specialist consultants, Posford Haskoning, to undertake an environmental study in preparation for a more detailed environmental impact assessment later this year.

The WSA – part of the tri-Service Defence Logistics Organisation – has already started discussions with several organisations including English Nature and the Environment Agency, and Posford Haskoning will be consulting with the statutory regulators and key stakeholders, including local authorities.

A much wider consultation exercise will be undertaken as part of the environmental impact assessment.

As part of the jetty refurbishment, due to begin next year, South Railway Jetty and Fountain

Lake Jetty are due to be rebuilt, with others in line for possible upgrades.

New facilities will include aircraft carrier mooring off Stokes Bay, an upgrade of Naval Base facilities, including buildings, car parking and roads, and improved access into the base's largest basin, No 3.

Portsmouth Naval Base Commander Commodore Amjad Hussain said: "The start of this consultation process is an important and significant step in the plan for the regeneration of Portsmouth Naval Base, and demonstrates our commitment to minimising the effect of the work on both the historical and natural environment.

"The economy of Portsmouth can only benefit from the carriers base-porting decision, which ensures the continuation of Portsmouth Naval Base – the city's largest direct and indirect employer – for the foreseeable future."

'Magnificent' fire dispute cover wins wide praise

WITH the end of the almost year-long Firefighters' dispute – in which the Navy provided widespread emergency cover – came a vote of thanks for the Armed Forces from Deputy Prime Minister John Prescott.

"Their professionalism and dedication was a major factor in bringing this dispute to a satisfactory conclusion," he wrote to Defence Secretary Geoff Hoon, confirming that Operation Fresco could now be stood down permanently.

Said Mr Hoon: "I join the Deputy Prime Minister in thanking all those personnel – both Service and civilian – who have contributed either directly or in support . . . This task, stretching over almost a year, was done in a manner that reflects the greatest credit on all those who took part.

"In all phases of the operation, whether during training, deployment or recovery, you rose to the challenge and endured the disruption this brought to your regular duties and to your personal and family life.

"Your commitment to this additional task and your achievements in saving lives in fires and other incidents throughout the

United Kingdom deservedly earned the gratitude of the Government and of the public. Well done."

Chief of Defence Staff General Sir Michael Walker added: "Although the original remit of the Armed Forces was to provide life saving cover, this has been exceeded throughout the Armed Forces with the professional response to the full range of fires, road traffic accidents and miscellaneous incidents that have been faced.

"The actions of all our deployed Fresco elements, across all three Services and the Defence Fire Service, have been magnificent and widely praised.

"In all four areas of our deployment from the defensive firefighting of the green, yellow and red goddesses, the offensive firefighting of the breathing apparatus rescue teams and regional equipment support teams, to the coordination by the Joint Operations Control Centres and security personnel, all played their part in minimising danger and loss of life to the public.

"Although the Armed Forces could not seek to replicate the firefighting capabilities which are provided by the local authorities, the desire of our men and women to do their best with their normal steadfast resolution and 'can do' attitude has impressed both the public and Government alike."

Gen Walker concluded that he was "keenly aware" that it had been another major commitment at a time when the operational tempo of the Armed Forces was at an unusually high level.

"You met the demands placed upon you. I congratulate all on their contribution to the successful support to the civil authorities, enhancing the reputation of the Armed Forces along the way."



'Geordie Gunboat' brought to book

SOMETHING of a best seller during HMS Newcastle's visit to her namesake adopted city was *The Geordie Gunboat*, a special book to mark the Type 42 destroyer's 25 years of continuous service.

The longest-serving of her class, Newcastle recently provided emergency cover during the Firefighters' dispute – and did the same during the last strike in 1977 when she was in the final stages of her construction on Tyneside.

Recent highlights of her career include providing humanitarian aid to the volcano island of Montserrat in 1995 – which erupted again in June this year – and her global deployment in 2000.

Copies of the book are available from The 25th Anniversary Book Officer, HMS Newcastle, BFPO 343 at £8 inc pp. All proceeds to the ship's charities.

Education



Yorkshire idyll for northern school

A FULLY co-educational boarding and day school, Queen Ethelburga's College has the benefit of being ideally situated for main motorway links A1, A59, M1, M62 and M18.

Sitting between the spa town of Harrogate and the ancient city of York, it nevertheless enjoys panoramic views of the Howardian Hills with the famous 'white horse' to the east and the picturesque Yorkshire Dales to the north-west.

Thorpe Underwood estate accommodates the Senior School from the age of 11 to 19, and Chapter House Preparatory School takes children from three to 11.

A separate Kindergarten takes small children and babies from three months to three years.

The main grade II listed building built in 1902 holds the formal teaching rooms, libraries, studies and administration areas.

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Also at the top of this building is the sixth-form common room which has a fully-fitted kitchen, TV and video, CD music centre, networked computers and comfortable sitting area.

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JOUST A GREAT SHOW AT SULTAN

AN exciting array of arena events, fun-filled attractions and hands-on entertainment proved to be the perfect recipe for success at this year's HMS Sultan Summer Show.

Billed as the biggest and best show ever, over 23,000 visitors to the Gosport engineering school seemed to agree.

Medieval jousting (left) from the Devil's Horsemen, stars of *Braveheart* and *Ivanhoe*, helicopter rides and field gun competitions were on the programme.

The Firebird aerobatic display aircraft, flown by world-record holder Brian Lecomber, thrilled the crowds with some of the most difficult manoeuvres in modern aerobatic flying, including the 'torque roll' in which the aircraft falls vertically backwards through its smoke

trail, and the weird and impossible-looking 'knife edge flick'.

Another breathtaking moment came when members of the Royal Navy Raiders parachute team descended from the skies into the main arena.

As well as new additions to the line-up, old favourites such as the Steam Fair and the ever-popular Royal Marines Band pleased the public, backed by the children of the Tigers Motorcycle Display Team and the Portsmouth Area Volunteer Cadet Corps.

The event was promoted farther afield than ever before and brought visitors from as far away as London, Bournemouth and Brighton.

Last year's show made nearly £22,000 for charity and the organisers expect this year's total will be "well in excess" of that figure.

Largs Bay takes to the water

RFA Largs Bay, first of a new class of four Amphibious Landing Ships for the Royal Fleet Auxiliary, was floated out of Swan Hunters dock in which she was built into the waters of the Tyne.

The first ship to be built on Tyneside for ten years, the 16,000 tonne vessel was built in sections over two years and assembled in the floating dock.

Designed to deploy troops, vehicles and equipment directly into operational areas, she has a large stern internal docking area to enable craft to load up and a very large flight deck area to operate all

types of RN, Army and RAF helicopters.

Along with her three sisters, RFAs Lyme Bay, Cardigan Bay and Mounts Bay, she will be an integral part of future Amphibious Task Groups, working alongside HMS Ocean, Bulwark and Albion. All four are expected to be in service by 2005.

RFA Largs Bay was due to be officially named on August 1.



● TYNESIDER: RFA Largs Bay is launched from Swan Hunters yard

NEWS IN BRIEF

THE MOD is to set up an industry partnership with BAE Systems and other leading defence companies to explore networked warfare in a £50 million project based at Farnborough, Hants. It will bring together manpower and resources from MOD and industry.

□ □ □ □

CARRIER HMS *Invisible* took a short break in the Firth of Forth in the middle of trials following a £60 million refit that will lead her to be unveiled as the Navy's flagship next month.

□ □ □ □

UP to 500 240ft giant windmill-powered turbines are planned to be set up at sea at Trafalgar, site of Nelson's famous 1805 victory against the combined French/Spanish fleet, to generate electricity for around 700,000 homes in Southern Spain.

□ □ □ □

CAPTAIN Walker's Old Boys Association, named for the commander of the famous U-boat hunting group that operated out of Liverpool in World War II, has held its final annual meeting at Bootle Town Hall.

□ □ □ □

INTERNATIONALLY renowned artists Kate Denton and Kenneth Potts have been selected by the HMS Cavalier (Chatham) Trust to develop designs for a memorial to the RN destroyers lost during World War II.

□ □ □ □

NEW All Arms Veterans Motorcycle Club is open to all serving and ex-serving RN personnel. Contact Paul Macdonald at <http://aavmcc-homestead.com>

Peru – the longest trek



PERU is not often visited by RN trekkers from the UK – not surprisingly, since it takes almost 24 hours to reach Lima from Portsmouth.

But after six months of planning (and an excellent training week-end in North Wales) a party of 12 Artificers from HMS Collingwood and staff from the Second Sea Lord's headquarters set out in search of relatives of Paddington Bear.

No sightings were made in the wild, though the group did manage to meet two examples who were part of a small scale breeding programme in the village of Aqas Calientes, at the foot of Machu Picchu, home of the famous 'lost city'.

Having reached Cuzco, the ancient capital of the Incas, the team had to spend 48 hours acclimatising to the altitude before touring the sacred valley and starting an eight-day trek around Mount Salcantay.

The Royal Inca Trail led them through a number of ruins (Runkurakay, Sayaqmarka, Phuyupatamarca, Intipata and Winaywayna) before culminating in Machu Picchu.

Last day was spent back in Cuzco in white water rafting and cultural visits.

Then the long haul home was made even longer when Lan Peru chartered their scheduled flight, resulting in a 48 hour delay before they could be rebooked.

Third gig for BRNC

BRITANNIA Royal Naval College is delighted to be getting a third Cornish pilot gig, a type now raced throughout the West Country.

The Britannia Association, made up of alumni of the College as well as those who became officers through other routes, has already donated *Leander* (below) and *Bacchante*. The new gig should be out of the builders by April next year.

Crafted from English oak and Cornish elm, they are traditionally designed and locally built rowing boats designed to deliver pilots to incoming merchant ships.

The Dartmouth College has a dynamic and committed club ready to take part in all aspects of pilot gig racing and trainees are now volunteering for boat pulling at 0600, we are told!



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Steady supply from Ceres

JACK Dusty's Training School – officially known as HMS Ceres – flourished in the late 40s and 50s, but can trace its lineage back to the training conducted at the RN Barracks in Portsmouth in the 1930s.

Much of the training for the Navy's Supply and Secretariat (S&S) Branch was based in the city, but the outbreak of World War II put such pressure on space that training was switched to HMS President V at Highgate in London, while a new site was being set up in Wetherby, in Yorkshire.

Another strand of the story saw HMS Cabot, commissioned in July 1940 in Bristol, move to Wetherby in September 1942.

Stone Frigates: HMS Ceres, Wetherby

And although Cabot paid off less than two years later – to be recommissioned in July 1944 as HMS Demetrius – the former Bristol stone frigate made her mark.

When the first sailors arrived, the rum ration could not be issued as the perimeter fence was not secure, as regulations required.

This information, garbled in transmission, found its way to the office of Nazi propaganda mouthpiece Lord Haw Haw, who announced that HMS Cabot had been sunk, causing some amusement in Yorkshire.

Training in S&S continued

at Demetrius, split between two sites on York Road and at nearby Moorlands, and on October 1, 1946, the establishment was renamed HMS Ceres – it was at that point that the name of the cruiser became available to use.

The establishment trained personnel in a range of skills, including basic or Part I training, and Part II advanced training for specialists including Writers ("Scribes") and Stewards, Cooks and Stores ("Jack Dusty") ratings, and Supply Officers ("Pussers").

Ceres was in commission for just under 12 years, and a farewell parade on March 14, 1958, heralded the establishment's closure on the 31st of the same month – the end of the last Naval establishments in the North of England.

The school officially reopened as the RN Supply School a fortnight later in

the old Gunnery School buildings at the RN Barracks Chatham.

In its lifetime, it is estimated some 25,000 officers, ratings and Wrens passed through the gates of Ceres to be taught a wide range of skills from counting nuts and bolts to the making of plum duff, as well as general Naval training and drill.

In its time, Ceres was adorned as a Butlins camp and a motor racing track for the departure of specific courses or individuals, and the presence of a race course across the road proved popular.

There was also a corner of the camp devoted to a small farm – pigs were kept near the ship's company blocks, and on at least one occasion a porker was discovered to be sleeping contentedly in an officer's bed early one morning – it is believed that the National Service Upper Yardmen, or Hoods, had a hand in that incident.

The echoes of Ceres can still be heard in Wetherby, where the camp site is now the Wetherby Young Offenders Institution.

A school stands on the Moorlands site, and Ceres Rd, McBride Way and Braine Rd hark back; Capts McBride and Braine were ex-Commanding Officers.

Part of the site was still referred to by officers as "the ship" in its early years as a borstal, and accommodation blocks bear the names of Admirals Anson, Benbow, Collingwood, Drake,

Exmouth and Frobisher.

And the newly-titled RN Logistics and Supply School at HMS Raleigh in Cornwall also pays homage to the past – Part III specialist training for ratings in logistics and supply is carried out by Ceres Squadron.

An HMS Ceres reunion is held every two years, the next being this month.

For details, contact Richard Knight at 41, Glenfield Ave, Wetherby LS22 6RN, tel 01937 581404, or email him at knight@cores53.fsnet.co.uk



● HMS Ceres in Wetherby (above, top of picture) and issue of the rum ration at the establishment in the 1950s (right)



● The day starts for the Royal Navy Supply and Secretariat trainees at HMS Ceres in Wetherby, Yorkshire, with Divisions and the Colour ceremony on the Quarterdeck (above).



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IN ADDITION to their extensive range of Naval books, Maritime Books of Cornwall have lately started to sell a wide range of collectable items on Naval memorabilia on the Internet via E-bay - the online auction site.

They seem to be having a major clear-out of their office and estimate it will take a year to sell all the items they have accumulated over the years.

Each Friday they add new items ranging from HM Ships' bells, deck plates, nameboards to cap tallies and even much sought after ships postcards - and of course there is always a selection of new and second-hand Naval books on offer.

If you have access to the web it is easy (and FREE) to register with www.ebay.uk. You will then have access to the items they are selling and a whole range of other businesses and collectors worldwide, too.

It is probably best to search on 'Naval' 'HMS' or 'Royal Navy' or even tap in your old ship's name and see what souvenir is on offer this week.

Maritime Books say it is always worth checking this site once a week to see what has been added worldwide.

There are many hundreds of items of Naval memorabilia sold on E-bay each week - see if there is a bargain for you.

Sarah paints submarines - that's all

MARINE artist Sarah Burbridge paints submarines - only submarines. Her paintings span the entire period of British submarine history from its birth with Holland 1 in 1901 through to the most up-to-date nuclear submarines protecting our shores today.

Succeeding in capturing the true personality of submarines, her artwork portrays the boats both as hunter-killers in action during times of conflict as well as gently sailing the world's oceans in peacetime.

Unusually, many of the paintings show the boats beneath the surface - being an active scuba diver, the artist wonderfully catches this atmospheric setting.

Anyone who has served in submarines will not fail to appreciate the attention to detail Sarah shows in her work - especially considering she has never been to sea in a submarine, a long-held ambition she hopes to realise one day.

Sarah's 'hobby' has become her full-time career and she now paints submarines from all seafaring countries and covering all eras. Working best with acrylic paints on canvas, she has undertaken

in many commissions, including from highly decorated World War II submariners and publishers.

Her art has also been on display at the Royal Navy Submarine Museum, the RN Dockyard in Portsmouth, Germany's U-Boat Archiv and several UK art galleries.

However, she says the most rewarding part of her work is the reaction she gets when submariners, both serving and retired, see their special submarine painting for the first time.

To enable more people to see submarine history preserved on canvas, Sarah has founded the website www.SubArt.net which is proving very popular with submariners and military collectors worldwide.

It was exactly 100 years after the Royal Navy commissioned Holland 1, now preserved at the RN Submarine Museum, that Sarah was commissioned to paint this historic craft.

And the RN diver who requested the painting wanted her portrayed as he had first set eyes on her - resting on the bottom of the English Channel in murky waters not far off the Eddystone lighthouse, where she had sunk on her way to the breakers' yard in 1913.

In 1982, after much preparation by the RN Clearance Diving Team, she was carefully raised to the surface.

She has spent the past two decades undergoing intense rust treatment and delicate reconstruction work.

As most divers will appreciate,

the English Channel is not generally known for its good underwater visibility, when seeing more than two square inches of a shipwreck often denotes a good day.

Therefore, after careful consideration by all parties concerned, it was decided a bit of artistic licence would be required to do the painting justice...

Making music for RNLI

CLOVELLY Recordings Ltd is a recording and distribution company formed in 1993 mainly to assist the Royal National Lifeboat Institution to record its special music.

Through the 1990s most Clovelly recordings were made at Abbey Road Studios, London, specialising in military bands, organs and choirs, with recent recordings by Ely Cathedral Choir, Port Isaac's famous Shanty Crew 'Fishermen's Friends' and 'The Sherringham Shantymen' from Norfolk.

Today the company has expanded to incorporate mobile and studio digital recordings (including 5.1 Dolby Surround Sound) in a wide range of styles, including orchestral, military bands and speech.

Clovelly continues to support and sponsor recordings for the RNLI, sales of which have raised over £100,000 in recent years.

Trophy wife?

THE PICTURE FRAMER of Sunderland has had some strange objects offered him to put behind glass - but his personal favourite was a pair of black silk knickers that now apparently decorate the wall of a flat in Portsmouth.



Photographed in the State Drawing Room on board Britannia.

The Royal Yacht Britannia 1953-2003 50th Anniversary China Collection

To celebrate the 50th Anniversary of the launch of The Royal Yacht Britannia, this official commemorative fine bone china range was commissioned exclusively for The Britannia Collection. The combination of Britannia's crest, the crisp blue of the Bridge and Laundry Room and the gold and brass ornamentation throughout the ship was the inspiration for the design.

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The designers have taken her understated elegance as their inspiration – the fresh blue of the Bridge and Laundry Room, the gold and brass detail of her decor as well as the official crest adorn the intricately crafted pieces.

All items are hand-finished and individually gift boxed complete with certification.

These and other unique Britannia mementos are available from the official website www.royalyachtbritannia.co.uk or via mail order by calling 0131 555 8811.

There are more surprises in store when you visit the Britannia Collection Gift Shop, next to the Visitor Centre in Edinburgh.

Prints from a great era of marine art

THE CLOSING years of Queen Victoria's reign up until the final years of World War II was an age when the Royal Navy's battle fleets were at their most spectacularly impressive.

At times over 70 cruisers kept lonely vigils on the world's trade routes, dockyard ports were chock-a-block, carriers and submarines were in the ascendancy and getting bigger and bigger.

It was an era made for marine artists – and celebrating everything from the grand fleet occasions to the minutiae of shipboard life were the likes of Wyllie, Cull, Dixon, de Martino, Wood, Langmaid, Bevan, Pears and Dawson, all of them eminently collectable today.

They went to sea with the fleets (Wyllie narrowly avoided going down with HMS Invincible at the Battle of Jutland, having had his engagement cancelled at the last

moment), sketching from bridge and quarterdeck, and they painted the huge dreadnoughts and the early, tiny submarines as they sailed from, and returned to, their lairs.

(The tradition continues. The presentation of new Colours to the Fleet by the Queen on July 23 has been painted by top marine artist Mandy Shepherd and will shortly be available as a limited edition print.)

But with the originals now fetching huge sums at auction, few people are able to afford them these days.

With the risk of so many of these wonderful pictures therefore 'dropping below the parapet', the RN Trophy Centre has got together with Maritime Prints to produce high quality limited edition prints of some of the RN's most prized pictures of the 1890-1940s period.

They are now available at modest prices to serving or retired per-

sonnel – and, for a less modest price, to the general public, too.

Maritime Prints has its own collection of historic and rare pictures and there are now around 50 from this era available as prints.

Nautical Tawney sings 'em again

FOR some 15 years now the Neptune Series of tapes comprising mainly maritime songs recorded by veteran folk singer Cyril Tawney has proved popular with Navy News readers.

To satisfy popular demand, many of his best tracks have now been transferred to two CDs.

The first, *Navy Cuts*, consists entirely of Cyril's own RN compositions, many of which have become so well-established round the world that they are often mistaken for traditional Navy songs.

The second disc, *Nautical Tawney*, really is devoted to the traditional repertoire of old time seafarers.

All tracks have been completely remastered and display Cyril's singing and guitar technique to their best advantage.

A limited number of copies of Cyril's 20th century compilation book *Grey Funnell Lines* is also available. Please contact the author for details.

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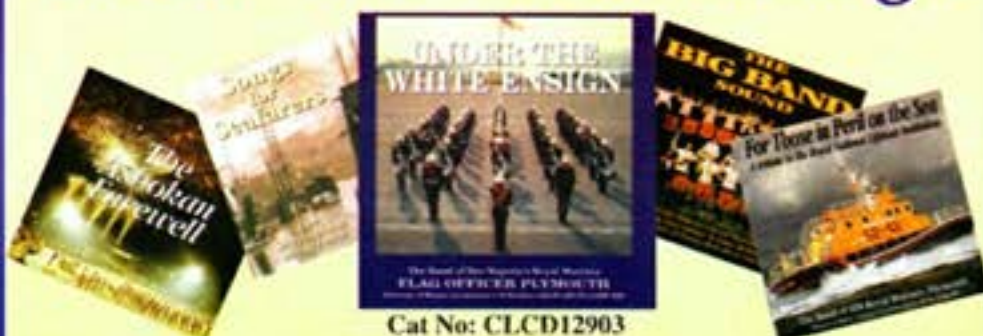
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Sea Cadets

Jack hands over another big cheque

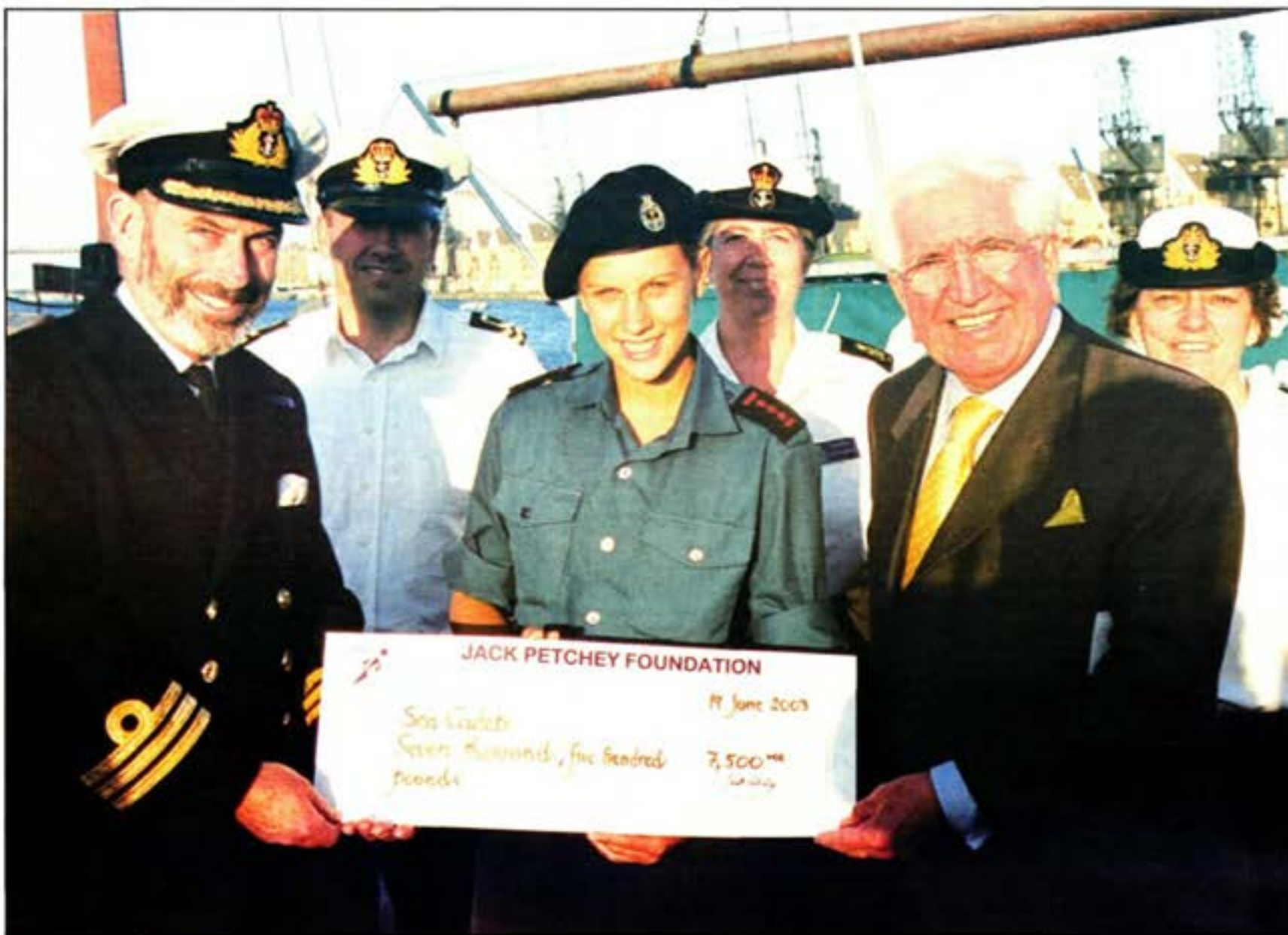
LATEST gift to the Sea Cadets from Jack Petchy is a Laser Stratos sailing craft – and Jack came down to the London Area Boat Station at Victoria Docks to personally hand over the £7,500 cheque to cover the cost.

Via his Jack Petchy Foundation, the successful local businessman and philanthropist has made all kinds of financial awards in recognition of youth personal achievement and adult leadership.

And this is not the first time that East London and Essex units have benefited from his generosity.

During his visit, Jack spoke about his and his father's experiences in the Royal Navy – his father having served during World War I in HMS Thunderer, now coincidentally the name of West Ham Unit.

● **CHEQUE MATE:** Cdr Colin Watkins and A/C Hannah Brown receive a generous donation from Jack Petchy on behalf of London Area Sea Cadets



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Kingfisher has a nest of five . . .

I AM an avid reader of *Navy News* and receive a copy every month, delivered to my house, writes James Mitchell, of Redditch.

In your April edition you noted that TS Collingwood at South Shields had four sisters on the strength and then last month you had a picture of TS Aberconwy's identical quads.

Well, we currently have five members of the Jezzard family with us at TS Kingfisher – Cadets Aimee, Ben, Lee and Scott Jezzard and their dad, PO Steve Jezzard, who is our Cook/Stewarding instructor.

We have also had four other brothers and a sister on roll, the Dixon family, but they didn't stay at the unit for very long.

Thanks for letting us know, James – are there any more big families out there? – Ed

Best feet forward on the Hoe!

THE QUEEN handed over new colours to the Fleet at Plymouth on July 23 (see page 21).

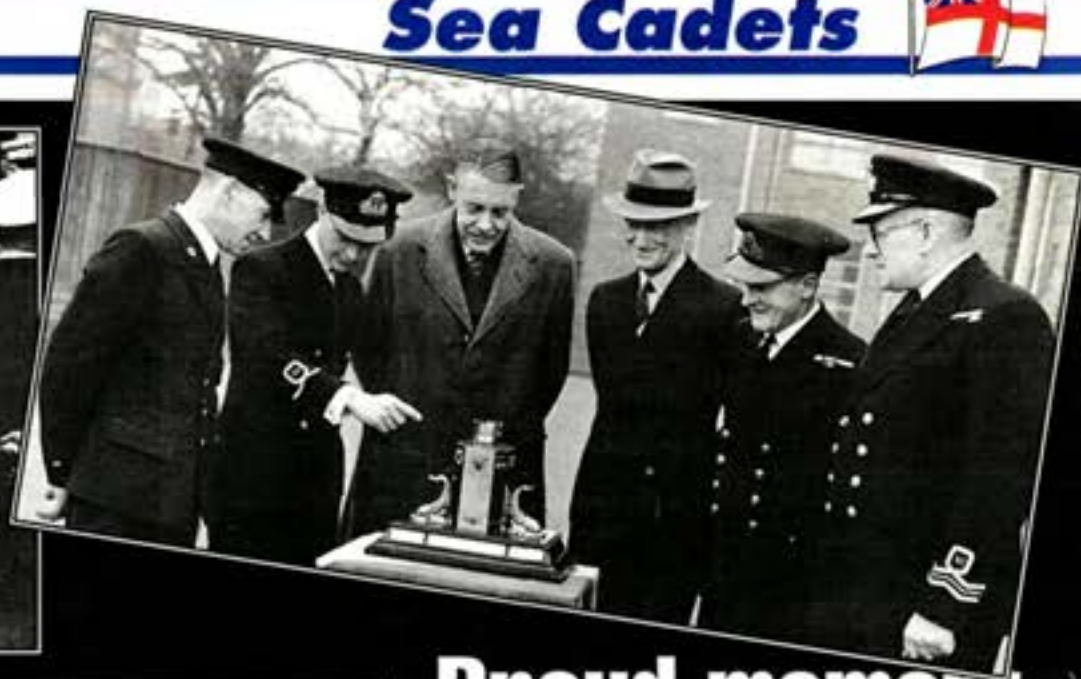
There was another big parade on the Hoe some time around the World War I period at which a whole contingent of girl Cadets was present, as shown in this picture sent to us by Mr A. D. Berriman of Braunston, Northants.

Note the variety of footwear!

Does anyone know what this one was in aid of?



Sea Cadets



Proud moment at Luton, 1949

HAVING had the Navy News since its inception, I was very interested in the article about the Canada Trophy in last month's issue, writes R. A. W. Howe of St Asaph, Denbighshire.

The Luton Sea Cadets, TS Keyes, which was started in 1942, was the first unit to be awarded this trophy. It was presented by the late Vice Admiral Sir Gilbert Stephenson on July 1, 1949.

The first Commanding Officer, Cdr Keyes, is pictured (above) wearing a Trilby hat. The gentleman in the overcoat, Mr Hyde, was First Lieutenant, later our second C.O., while Mr Bone (far right) was to become our third.

I was then First Lieutenant (I am second left in the picture, pointing to the trophy). I joined in 1942 and left in 1958, taking time out to serve in the Royal Navy.

I will once again be in Portsmouth in September for the 17th Destroyer Flotilla Association 25th reunion.

VICE-ADMIRAL Sir Gilbert Stephenson was one of the most colourful characters in the Royal Navy of the first half of the 20th century.

As Commodore HMS "Western Isles" "Puggy" or "Monkey" Stephenson, as he was popularly known, earned his nickname "The Terror of Tobemory" when he made an important impact on the Battle of the Atlantic by the miraculous results achieved through the men he trained in Tobemory Harbour on the Isle of Mull.

Over a thousand uncoordinated groups of mainly inexperienced landlubbers passed through his hands, and in the incredibly short time of two weeks were welded into a disciplined ship's company, good enough to take an immediate part in the war at sea.

Some 130 enemy U-boats were sunk by Tobemory-trained ships, which also accounted for 40 enemy aircraft.

Stephenson's story - he was Honorary Commodore of the Sea Cadet Corps after the war, during which he was recalled to duty in his sixties - is told by broadcaster Richard Baker, himself a former RNR officer, in *The Terror of Tobemory* (V. H. Allen, 1972). - Ed



'A CREDIT TO HER CORPS AND COUNTY'



SELLING poppies, distributing Christmas hampers, filling emergency boxes for a disaster relief fund and building a bonfire to help buy an artificial limb for a local girl - all these good deeds helped appoint Chorley Unit's PO Emma Dovaston Lord Lieutenant's Cadet for Lancashire.

Her duties will include assisting the Lord Lieutenant at a series of military and cadet functions in the county.

Watched by her parents and brother James and sister Sarah, Emma received her certificate from the Lord Lieutenant, Col The Rt Hon The Lord Shuttleworth, at a special ceremony held at Kimberley Barracks, Preston.

The citation for her appointment, read by Lt Col Ian Sawers, Deputy Chief Executive of the Reserve Forces and Cadets Association for NW England, described her as being a credit to her Corps and to Lancashire.

Emma is currently working as a trainee for a local firm of solicitors.

Castle helps band contest go public

LINCOLN Castle's walls echoed with the sound of music as Sea Cadet bands from Harrogate, York, Lowestoft and Biggleswade took part in Eastern Area's annual contest.

There were also solo competitions for best drummer and best bugler which included entrants from Sheffield and Grimsby Units.

Running alongside the contest were a range of Field Craft displays by Scunthorpe Marine Cadets and a competition between three teams to see how fast they could rig a 'Topper' dinghy.

Northampton Unit showed how the famous field gun run should be done and there was poetry in motion on the programme with a drill display by home team Lincoln Unit.

This was the first time the event had been held in public and it provided extra entertainment for all visitors to the castle.

The good-natured rivalry culminated in an awards ceremony in the grounds from which all the Units marched away with some recognition of their achievements. They were presented by the Chairman of the Sea Cadet Association, Vice Admiral Sir Jonathon Tod.

A spokesman for the Sea Cadets said: "We were delighted to be working with the Castle on this important event and thank them for all their support."

"This was a real team event and it is to the credit of everyone involved that the day not only provided a great contest but also a great show."

"Our thanks go to everyone who made the event such a showcase for our young people."



Sport

Top coach Wayne is rewarded for effort

THE NAVY'S top rugby league coach CPOPT Wayne Okell has been recognised for his personal contribution to the sport by the RN and RM Sports Control Board.

Wayne was chosen as one of the top three individual winners in their annual awards – recognition of the effort Wayne has put into developing rugby league in the past five years at both RN and Combined Services levels.

Although currently serving in Tal-y-Bont, he continues to coach, working with Welsh youth teams and assisting with coaching duties at Gosport and Farcham Vikings.

Despite no first team action, the RNRL was represented at two high-profile 9s competitions.

The first was an international event at York, where the team swept through the group stage, beating everyone including Russian champions Stela Kazan.

But they could not maintain the momentum, and went out to York RUFC by 16-8 in the knock-outs.

The Royal Marines represented the Service at the first Middlesex 9s, at Haringey in East London.

The opposition was strong – including the Met Police and the Nigerian national team – and with variable quality refereeing the Royals found themselves in the Plate competition, where they convincingly beat the London Storm but were edged out 8-4 by the Oxford Cavaliers.

August is a traditionally quiet month, but September promises to be memorable.

The second Origin clash between the Eastern Commands (the Blues) and the Wests (the Maroons) at Burnaby Road on September 3 (1400 kick-off) is not just a trophy match in its own right, but is also a chance for all players to put themselves up for a place in the squad in time for the NAAFI-sponsored Inter-Services Challenge later in the month.



RN reclaim polo trophy from Army

RECORD crowds of more than 4,000 turned out at Tidworth to watch the Navy polo team regain the Rundle Cup from the Army by winning a tense encounter by the odd goal in 11.

Playing for the first time in years without the Prince of Wales, the Navy started slowly and saw the Army romp into a commanding three-goal lead in the first chukka, with Capt Mark Dollar making his presence felt.

But the Navy regrouped in the second chukka, and by half-time three goals by Capt Richard Mason – including two penalties – had restored parity.

A strong run by Lt Cooke-Priest in the third culminated in a fine cut shot to goal, and set up a tantalising final chukka in which the teams traded goal for goal.

Two neat shots in the goalmouth by Cdr Adrian Aplin rounded off the Navy's scoring to secure victory by 6-5 in a match which had spectators on the edge of their seats.

The Rundle Cup, sponsored by BAE Systems, was presented to Capt Mason by the Prince of Wales.

The second match of the day drew plenty of attention, as the Prince was joined by his two sons in a British Forces Foundation team for the Indian Cavalry Officers Association match against the Combine Services.

The Royal players combined well to help their team to a resounding 6-1 win in a match sponsored by Mr Humayun Mughal of Akhter Computers which raised money for the British Forces Foundation charity.

The victorious RN team (handicaps in brackets) was: Capt Henry Turner RM (0), Lt Nick Cooke-Priest (0), Cdr Adrian Aplin (1) and Capt Richard Mason (1).

● Lt Nick Cooke-Priest (left of picture) heads away from Capt Mason RN and Capt Dollar (red shirt) during the Rundle Cup match (left)

● (Top left) The Prince of Wales, in the colours of the British Forces Foundation team, presents the Rundle Cup to Capt Richard Mason



● The Irish Hammer – Mne Mick O'Connell

O'Connell steps up to box for England

NAVY boxer Mne Mick O'Connell has been selected to join an elite group on the England ABA world-class potential programme.

The Irish Hammer will attend training sessions at boxing schools of excellence all over the country, and be entered in major international tournaments all over the world.

O'Connell, the current England champion, is delighted with his selection, and has already been picked to represent his country in the third Commonwealth Championships in Kuala Lumpur, Malaysia, later this month.

Navy boxing coach POPT Q Shillingford congratulated O'Connell on behalf of the RN Boxing Association, and added that there is much more to come from the champion and his Navy team-mates.

Tennis tour is worth repeating

THE RN Lawn Tennis Association has completed a successful tour to Scotland, with matches against the David Lloyd Centre in Glasgow and Helensburgh Lawn Tennis Club.

The team – Lt Cdr Andy Mills (Director Naval Recruiting Northern England), S/Lt Ollie Craven (UCL), CPOPT Dolly Gray (RNAS Culdrose) and POPT Steve Losh (HMS Neptune) – had to put up a fight in the first match.

Steve Losh played a nationally-ranked Scottish teenager and did well to take him to two close sets.

Dolly lost a three-set cracker of a match, but Ollie Craven and Andy Mills were too strong for their opponents.

Losh and Mills also combined to win the doubles comfortably, but Gray and Craven lost out, bringing a fair 3-3 result after a series of high-standard tennis on very good indoor carpet courts.

The second match was played on artificial grass on a hot, sunny day.

Steve Losh is the Helensburgh club coach and Mills had been a member of four years when he was recently based at Faslane, so there were some old scores to settle.

The Navy won 5-1, though the local players put up a fight. An old friend of Navy tennis, former singles champion Austin Coventry, appeared on Sunday as a guest.

This is the first time for years that the RNLTA has been able to convene a fixture away from the Home Counties, and it may be the start of an initiative to tour round the home nations.

The players now move on to the RN championships at Temeraire, the Inter-Services at Wimbledon early this month, then the men's team leaves for a ten-day tour of America.

Falcons tame the Dragons

THE rugby team of HMS St Albans took on a team of Moscow ex-pats while the frigate was visiting St Petersburg (see page 15).

The Moscow Dragons had to travel for 17 hours by train to meet the St Albans Falcons on a pitch which was tough on the knees.

The Dragons started strongest, scoring a try in the opening ten minutes, but spurred on by captain POWEA Si Burns – a Royal Navy team player – the Falcons gradually

found their rhythm, and were ahead by half-time thanks to a try by LPT Sean Cole converted by LREG Jim Houghton, whose kicking and domination of midfield won him the man of the match award.

The Dragons scored first after the break, but the Falcons kept their Baltic tour winning streak going by running in a converted try, scored by Burns, as well as two penalties to end 20-12 ahead.

Archers prepare for battle

NAVY archers are re-establishing their sport on the Services calendar, with the first outdoor championships to be held in several years being organised at HMS Collingwood.

Run alongside the Solent Archers competition, the gents shot a York round and the ladies a Hereford, with LS Dave Baron taking the Gents recurve

and Archer Supreme titles and comparative novice Ian Gray, in his first event, the Gents compound.

Julie Payne was top in the Ladies recurve competition.

Teams are now preparing for the Inter-Services outdoor championships next month, with the Navy having proved their worth earlier this year in

the national indoor version at Lilleshall, when the Senior team – S/Lt Jonathan Parker, Dave Baron and Lt Darren Hemingway – taking second place to the RAF and handing out a rare beating to the Army.

For more details of the RN Archery Association, contact S/Lt Parker at the Wardroom, HMS Collingwood.

Scott finally fulfils his promise



● King of the course: LMA Scott Gilbert, the new Navy golf champion

ANOTHER busy period culminated at Broadstone Golf Club in Dorset with a successful Navy Championships week, writes RNSA Secretary Cdr Gary Skinn.

In the individual strokeplay event LMA Scott Gilbert (DMTC Fort Blockhouse) at last managed to lay to rest the ghosts and fulfil his promise by becoming Navy Champion for the first time.

His win was based around two sub-par rounds, the first a magnificent three under of 67.

The course is a deceptively strong par 70 with a standard scratch score to match and some players found it difficult.

Gilbert, however, showed everyone the way with a dream start.

His three under the card first round was made in the first few holes, when he found himself six under after just five holes with two eagles and two birdies.

Had two putts of 6ft each dropped he could have found himself eight under after six.

Following a competent second round 74, he again beat the par in

the third round with 69, effectively sealing the championship.

Leading by 12 shots, he was able to take his foot off the pedal to record a final round 78, still winning by a substantial margin.

Gilbert described his first round as "one of the best I've ever played". While not able to match Gilbert, the joint runners-up, Cpl Fred Lomas (HMS Raleigh) and MEA Adam Hawkins (HMS Sultan), played steady golf.

Lomas, who played below handicap, took the consolation trophy by means of a superior last nine.

All three are rewarded by automatic selection to the Inter-Services team for Saunton.

The leading individual entry prize for non-Command selected players went to CPOCT Jumper Collins (JSSU Oakley), while the non-qualifiers greensomes was won by the PT pairing of WO Duncan Roberts (Tal-y-Bont) and CPO Derek Nordon (HMS Neptune).

The Inter-Command Strokeplay event predictably went to the Royal Marines, who won by one

of the largest margins ever recorded.

With six scores counting from eight in each of three rounds, for the first time in memory the RN's counting scores were all sub-80.

Portsmouth were runners-up, but turned the tables on the sartorially-elegant Marines in the Inter-Command matchplay championship, this despite Portsmouth losing a key player through injury.

Match Four was the key game and the Pompey hero turned out to be POWTR Steve Searle, who put a miserable week behind him by upsetting the form book to beat RN squad member Sgt Ned Kelly.

All in all an excellent week, with good weather, an excellent course and a hospitable club.

Salutary lesson of the week was supplied by Lee McCallie, who after rounds of 76 and 77 thought he had recorded a third round of 76 which would have put him in the top six, but then found he had signed for a wrong score at one hole and was disqualified. Always check your card before signing!

The RN ladies team wrapped up their programme of friendlies with an excellent 3-1 win against Cams

Hall ladies at Southwick Park, with wins from OM Claire Jones (HMS Collingwood)/Lt Cdr Isabel Kent (DNR), POWTR Helen Wright (HMS Exeter)/WO Pauline Last (DDA Aldershot) and Capt Angela Muxworthy (AFPAW Worthy Down)/PO Wally Dommerhuizen (MCTC Colchester).

The season record of two wins and one halved match represents the best for many years.

A team of four men represented the Navy in the Graham Butler Trophy at Ferndown.

The pairings of Hawkins/MEM Mike Setterfield (RM Poole) and Lomas/CWEA Steve King (SFM Portsmouth) carded rounds of 77 and 73 to lie second after the first round, but poor second rounds put paid to hopes of success.

A minor recovery in the final round saw them climb to seventh, the highest since 1993, which assures a place next year event.

Thoughts now turn to the Inter-Services championships next month.

For information contact the Secretary on Temeraire 27880.



● HMS Norfolk supplied a player in both the men's and women's rugby teams – and although they couldn't muster a win, the frigate is very proud of them. LAEM Chas Channing (above right) played in the Navy v Army match at Twickenham, while LPT Jane McAllister (above left) featured in the women's Inter-Services competition, picking up a player of the match award against the RAF. Chas and Jane have now hung up their boots for the summer to concentrate on Basic Operational Sea Training (BOST) as the ship works up.

Ark team win fencing title

HMS ARK Royal took the team honours at the RN fencing Championships, with S/Lt K. Bowers, Lt M. Russell (849 NAS) and LAEM M. Needham (814 NAS) the winning team.

Needham and Russell represented the Naval Air Command team that won the Command title. Bowers won the men's sabre and took silver in the foil, which was won by Needham, but because he only managed bronze in the epee it was Bowers who was Champion at Arms.

Lt Will Hale RMR won the epee, while the ladies' winners were S/Lt Sasha Brooks RNR (epee), S/Lt Amanda Hale RNR (sabre, foil and Champion at Arms).

Lt Cdr Barton has stepped down after eight industrious years as secretary of the RNAFA, and all his efforts have been greatly appreciated by Naval fencers.

Combined win

A COMBINED team from the Royal Marines and Scotland proved too strong for the opposition at the RN Inter-Command tennis championships at HMS Temeraire.

RN tennis coach and top singles player POPT Steve Losh never dropped a set, while Mne Martin Air and the doubles pairing of Lt Cdr Andy Mills and Sgt Liam Devine provided strong support to take the prizes.



● Navy coaches with children from St Julian's International School in Portugal

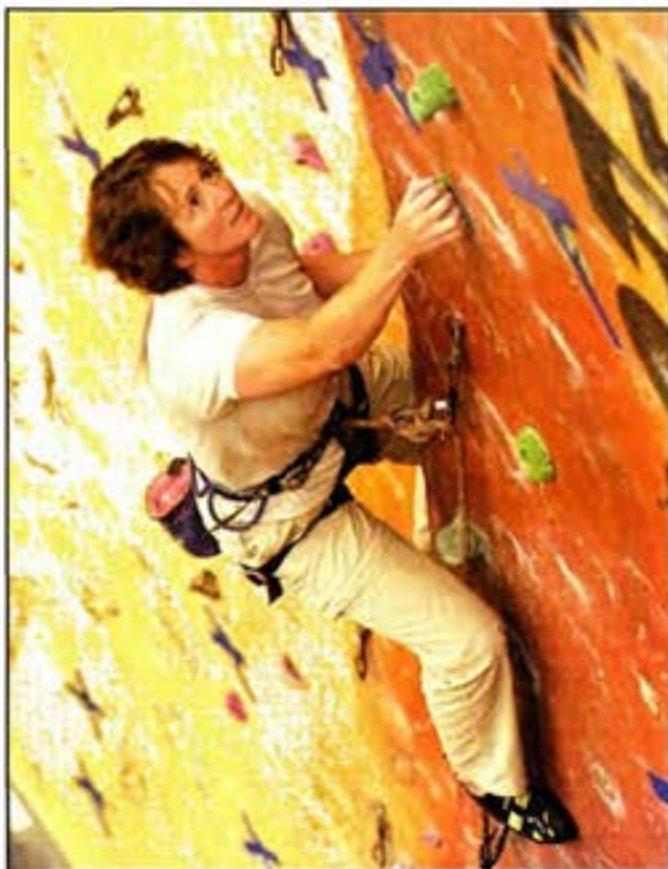
Tour is a triumph

THE ROYAL Navy's football squad swept through a triumphant tour of Portugal – and managed to deliver coaching clinics along the way.

The first of three full matches was against the SOUTHLANT NATO base near Lisbon, which was comfortably won 7-2, with the three youngest members of the party – LMÉA Allen, WEA Lister and OM Preston – all scoring twice, with one from Cpl Foster.

The second match, against the U19s of Portuguese Division 2 side Odivelas, proved technically challenging, but after an hour the sailors had worked out the patterns, and their superior strength saw them to a 2-0 win, with goals from CCWEA Johnson and Capt Price RM.

Disappointing end to U25 cricket festival



● POAEM Ruth Heath, of RNAS Culdrose, on the wall

Picture: JSOP, RAF Costford

Navy fail to knock Army from summit

ONCE again the Army dominated the results at the Inter-Services sports climbing championships, though the RN and RAF managed to get more people into the final rounds than has been the case in the past.

Held at the Rockface Climbing Centre in Birmingham, heats were held concurrently to provide spectators with a lively display.

But it was L/Sgt Loz Owen who excelled again, winning the Open and Clamber of the Day titles with an outstanding show of ability and strength.

A climb-off for the women brought success for Maj Leanne Callaghan, and O/Cdt James Moore in the U25s completed an Army clean sweep.

Best veteran was the RAF's Val Singleton, and the sole RN/RM success came from best super veteran C/Sgt John Snowden.

The event was sponsored by Cotswold, High Places, Entre-Prises Climbing Walls and HB Climbing Equipment, and organised by the three Service mountaineering clubs.

Swimmers at Bala gala

RNAS CULDROSE produced more than half of the RN Open Water swimming teams which competed in the tri-Service event at Lake Bala in North Wales.

Led by Rear Admiral Peter Davis, RNASA President – who came a respectable 11th in the 3km (short course) – the Culdrose contingent greased up and produced a commendable set of results:

Short course (3km): Lt Healy (1st RN, 2nd Tri); POAEM Clark (2nd RN, 6th Tri); NA(SE) Louks (5th RN, 40th Tri).

Long course (5km): LA(AH) Seaton (2nd RN, 11th Tri) 1hr 24mn; LA(AH) Turrell (3rd RN, 15th Tri) 1hr 29mn – both men on the White Crew at the Culdrose fire station.

After a shower and a bite to eat, Turrell and Seaton decided they may be back next year after all, to improve on their times.

A DISMAL batting performance in the crucial match consigned the Navy's U25s to second place in the Inter-Services cricket festival.

The Navy team, playing on home soil at Burnaby Road in Portsmouth, were fielding seven new caps, and the run-up to the competition had been inauspicious to say the least – one win in six matches.

But with their strongest squad to pick from, confidence was high.

On Day One, the RAF scrambled to 173-9 off their 50 overs, a total which the Army passed for the loss of six wickets in just 39 overs.

Day Two saw the RAF again put in to bat, and with S/Lt J. Parker (Collingwood) taking a wicket with the first ball, the signs were good.

Steady bowling by Parker, CH G. Chandler (Raleigh), POAEM A. Troughton (Heron) and POWEA P. Firth (Drake) saw the airmen dismissed for 128 in 41 overs, and despite a middle-order wobble, the Navy reached its target with three wickets in hand and more than 16 overs to spare.

STD K. Bute (Invincible) smashed a rapid 38 to set the Navy back on course, but Chandler's 4-38 in ten overs won him the Man of the Match award.

The Army was invited to bat on the final day, and early breakthroughs by Troughton, Parker and Bute reduced the soldiers to 66-5,

but a stand of 90 for the sixth wicket restored confidence in the visitors and they finished at 207 all out in 49 overs.

The Navy was penalised four overs because of their slow bowling rate, but it was never going to be a decisive factor as the batsmen failed to get into their stride, with only OM C. Penner (Exeter) reaching double figures with a creditable 51.

The Navy collapsed to a dismal 87 all out, which was a great disappointment to the team and its supporters, having had the Army on the rack earlier in the day.

So a 120-run victory for the Army also delivered the U25s trophy for the third successive year.

On completion of the matches, Air Vice Marshal Clive Loader, chairman of the Combined Services Cricket Association, thanked NAAFI for their sponsorship of the event, the Naval Base Commander, Commodore Amjad Hussain, for the use of the facilities, and the RN Cricket Club for its organisational skills.

■ The RN cricket team plays the Lashings international stars at Burnaby Road on July 31, starting at 1300.

The Lashings side contains current and former test players from the West Indies, Pakistan, Zimbabwe and New Zealand, and currently includes Jimmy Adams, Richie Richardson, Sherwen Campbell, Junior Murray, Stuart Williams, Shoab Akhtar, Grant Flower and Chris Harris – promising a fine afternoon's entertainment.

■ THE Senior Inter-Services Cricket Festival takes place at the Army Ground, Fleet Road, Aldershot, on August 4-6, with spare days if required on August 7 and 8.

The Navy open the tournament against the RAF on Day One (August 4), with the Army playing the losers on Day Two, and the winners of the opening clash on Day Three.

Play continues from 1100 to 2000 daily.

Coaching courses

THE FOLLOWING ECB cricket coaching courses will take place at HMS Temeraire: Introduction to Level 3: September 1-2; Level 1: November 5-9; Level 1: March 31-April 4 2004; Level 2: November 3-7 2004.

Anyone interested in qualifying as a nationally-approved cricket coach or upgrading their present qualification should contact Lt Cdr David Cooke, Secretary RNCC, on 9380 23741 or 023 9272 3741, or email TEMERAIRE.RNSO4

Seahawk claim trophy

THE AIRMEN from HMS Culdrose have bounced back from cup-final defeat in 2002 to beat HMS Sultan in the final of the Navy Cricket Knock-out Cup.

On a Burnaby Road wicket which looked flat and dry, but with the threat of heavy showers, the engineers won the toss and elected to bat.

An opening partnership of 39, followed by one of 33 for the second wicket, indicated that the Sultan captain had made the right decision.

But the Cornish attack stuck to their task, and with Lt D.

Whitehead (2 for 32 in eight overs), AEM K. Jones (3-25 in eight overs) and skipper PO J.J. Walker (3-21 in five overs) bowling very well, the training establishment was reduced to 129 for 9 in the allotted 35 overs.

Seahawk's response was steady, with opener PO 'Boiler' Bonnet laying a solid foundation of 41 runs, winning him the Man of the Match award.

And although there was something of a late-order collapse, the air station still reached their target for the loss of seven wickets with seven overs to spare.



● Five teams battled it out at HMS Collingwood in the annual RN Cliff and Chasm Challenge, with JSU Northwood claiming the title from the Defence Diving School in second place. HMS Heron were third, with the home team in fourth and HMS Raleigh fifth.

Thales are on the ball

DEFENCE contractor Thales has provided a new bag of rugby balls for every club under the RN Rugby Union umbrella.

HMS Ark Royal took one of the first distributions when Cdr Chris Alcock, Commander (Air) and RNRU Director of Rugby, signalled the launch of the initiative with a punt or two to welcoming hands.

The balls, made by RNRU kit sponsor Rhino, will be delivered to units in time for the new season.

This contribution at grass roots level provides a clear indication of the RNRU's intention to invest in the future of the game.

■ BAHRAIN rugby club won a tournament featuring HMS Sutherland and HMS Triumph.

Sutherland took on the ex-pat hosts first, conceding two converted tries in the first half, but closing out the hosts in the second.

Triumph had the better of possession against Bahrain but couldn't finish, and conceded five tries.

After a short break the two Navy teams took the field, and the frigate won a tight match 14-0.

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● From page one

Gloria Ademokun and LNN Jennie Wolfe played a key role in the team which administered life-saving treatment to the casualties.

When she is not serving with the RNR, LNN Ademokun works as an intensive care sister at the Royal Free Hospital in Hampstead, North London.

Her RNR colleague LNN Wolfe is also an intensive care specialist, based at the Chelsea and Westminster Hospital.

The medics, led by Sqd Ldr Tom Day of 612 (Air Transportable Specialist) Surgical Team, split into groups so that all the injured could receive treatment simultaneously.

The four most seriously injured Paras - two had head wounds - were immediately put on ventilators to keep them breathing and attached to drips to replace lost

fluids. The three less critically hurt were treated outside. They included anaesthetist Sqd Ldr Gavin McCallum who himself administered first aid to the other casualties in the Chinook despite suffering a gunshot wound in his ankle.

The dramatic situation demanded split-second decisions. "We thought there might well be more casualties on the way, so we made the decision not to operate immediately," Sqd Ldr Day recalled.

"Instead, once we had got the patients on ventilators and drips, we put the three worst injured back on the Chinook to be taken to the field hospital for surgery."

The four other patients were then transferred in a second helicopter.

The whole process, from arrival

at the dressing station to take-off for 202 Field Hospital at Shaibah, was completed in less than 40 minutes, a critical period which almost certainly made the difference between life and death for the most seriously injured pair.

One had a plate inserted into his head and the other lost the use of his right eye before being transferred for further treatment at the US combat hospital in Kuwait.

An eighth casualty, wounded in the abdomen during the initial Para patrol which sparked the inci-

dent at Majar al-Kabir, was also later treated at the dressing station.

That all the casualties lived to tell the tale was in no small part down to the professionalism of the A&E team in Al Amarah, reports Capt Dennis Abbott, with Media Operations at HQ 19 Mechanized Brigade.

All the casualties have since been flown back to the UK where, in the words of Sqd Ldr Day, they are doing "remarkably well".

RNR NURSES IN IRAQ



● LNN Jennie Wolfe



● LNN Gloria Ademokun

Iron Duke in another big drugs bust

A ROYAL Navy frigate on patrol in the Caribbean has helped block more than three tonnes of drugs thought to be bound for Europe.

The Type 23 frigate HMS Iron Duke has been on Atlantic Patrol Tasking (North), which sees her operating in both the Caribbean and off the west coast of Africa.

Earlier in the deployment she was required to dash eastwards across the Atlantic to show the White Ensign in Sierra Leone.

Now back on the western side of the ocean, Iron Duke was alerted by British Customs and Excise officials and intercepted a Panamanian-registered merchant ship some 400 miles off St Lucia, using her Lynx helicopter during the operation.

The frigate put a team of US Coast Guard law enforcement officers on board the mv Yalta, and a team of Royal Navy personnel helped the Americans make a thorough search of the 11,450-ton ship.

During the search more than three tonnes of cocaine were discovered - valued at more than £250 million - hidden behind false bulkheads and decking, and the American team arrested the 17-man crew of the Yalta, believed to be from Estonia and Lithuania.

The seizure continues a run of successes by Iron Duke. As reported last month, in June she helped track and chase two 'go-fast' speedboats in the space of three days. She is expected home at the end of August.

At the beginning of May Type 22 frigate HMS Cumberland made a fast passage 1,500 miles into the middle of the Atlantic from Devonport to help Spanish and British Customs officers intercept a converted German Jaguar-class Fast Attack Craft which was found to be carrying 3.5 tonnes of cocaine en route to Europe.

That operation was supported by the new RFA tanker Wave Knight and helicopters of the Fleet Air Arm.

Iraq medal approved

A CAMPAIGN medal is to be awarded for services during recent operations in Iraq, Defence Minister Ivor Caplin has announced.

In a written statement to the House of Commons, Mr Caplin confirmed that the Queen had approved the award of a specific medal to mark Operation Telic to Service personnel and entitled civilians.

Detailed eligibility criteria are being determined and will be published in due course.

Around 45,000 people served on Operation Telic in Iraq and surrounding areas.

Two die in Korean War Firefly crash



TWO men died when a Fairey Firefly of the Royal Naval Historic Flight crashed at an air show at the Imperial War Museum Duxford on July 12.

The pilot was Lt Cdr Bill Murton, Commanding Officer of 727 Naval Air Squadron based at Roberorough, Plymouth. With him was Mr Neil Rix, a civilian aircraft fitter with the Historic Flight.

They were killed when the aircraft dived into the ground near the Cambridgeshire airfield during the Flying Legends Air Show.

A very experienced pilot, Lt Cdr Murton (45) had 21 years service with the Royal Navy and had flown with the Historic Flight for three years. He was married with three children.

Neil Rix (29) had worked for the Flight for five years.

Commodore Bill Covington, Commanding Officer of RN air station Yeovilton, where the Historic Flight is based, said: "Bill Murton was a most experienced and respected Naval pilot with well

over 5,000 hours flying time to his credit.

"He was a wonderful man, a fine Naval aviator who lived for flying. All of us are devastated by his death.

"Neil Rix loved aircraft and flying, and was particularly proud to be associated with the Firefly. He was a most popular member of the Flight."

A full investigation into the accident will be held. The Fairey Firefly lost was built in 1949 and had seen active service during the Korean War. It had formed part of the Historic Flight since 1972.

Duxford houses a major historic aircraft collection of the IWM. The RN Historic Flight, its aircraft including the Swordfish torpedo bomber, is a regular feature at British air shows.



School outing for 2SL

SECOND Sea Lord Vice Admiral James Burnell-Nugent - the Navy's principal personnel officer - inspected the ranks of potential new recruits when he was guest of honour at the Royal Hospital School speech day.

After inspecting the guard of honour and band of the RN section of the Ipswich school's Combined Cadet Force (above) he had tea with pupils and families and was entertained by the highly acclaimed choir and orchestra in the chapel before rounding off his day by taking the salute at Sunset.

The school takes sons and daughters of Armed Forces serving personnel and is an

independent school administered as a non-profit making charity. But although it favours children with seafaring family connections, it will take young people from any background.

It has preserved its unique naval traditions and although normal school uniform is worn daily, pupils are also issued with a full Naval uniform worn for Divisions, the short fortnightly parade.

From this month Boarding School Allowance is paid at up to £4,020 per term for Serving parents' senior school pupils. These parents make a 10 per cent contribution.

Full details can be found in Naval Pay Regulations (BR 1950 Chapter 28). The school can be contacted on 01473 326 200



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YOUNG READERS CLUB



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Well fed in Navy life

It takes a lot of people and a lot of food to make sure that the Navy is kept well-fed so that it can perform at its best.

This month in the Young Readers Club we'll be telling you a bit about food and drink, the funny names that food has, and some of the history.

Top chefs are cooked up down in Cornwall

The Royal Navy Cookery School is based in HMS Raleigh.

HMS Raleigh is in the southwest of the country, down in Cornwall.

It is the new entry training establishment, and everyone who joins the Royal Navy has to go to Raleigh for their basic training.

Once the first seven weeks of basic training have been survived, if a trainee decides he or she wants to be a chef, then the next destination is the Cookery School.

Here she or he will go through 19 weeks of training in food preparation and basic cookery.

Once the basic qualification in food preparation is achieved, the trainee chef is sent to do a bit more training about life at sea, before being drafted to a ship.

On a ship the chef might be working in the galley, which is the Navy's name for the kitchen, or he or she might work in the catering office, helping to prepare food orders for everyone on board.

If you would like to find out more about becoming a chef, visit the website on: www.royalnavy.mod.uk



Raleigh cooks set out for South Africa

Seven chefs from HMS Raleigh in Cornwall are setting out for South Africa to help raise money to feed children in the area.

The trip is part of the 2003 World Cooks Tour for Hunger. There are already 22 different countries taking part.

The chefs will cook meals for events such as children's street parties and festivals.

Civilian and Navy chefs from the Royal Navy Cookery School will be taking part.

They are already practising cooking exotic menus for their foreign diners.

In the photograph you can see: WO Graham Wilkinson, Rod James, CPO Tim Jessett, Rod Naylor, Trainee Chefs Gemma Burvill, Gemma Lawry and Samuel Nash.

A brief history of Navy nosh

Although the Navy was started in the ninth century by King Alfred, it was not until the 1500s that a formal arrangement was made to supply Navy ships with food and drink - or victuals (pronounced like 'vittals').

In 1565 each man in the Navy was entitled to a gallon of beer, 1lb of biscuit or 20oz of bread, and either 2lb of fresh beef, 1/2lb of salt beef, 1/2lb of bacon, 1/4lb of stockfish or four herrings - along with butter and cheese.

But the supply of food was often badly handled - and sometimes sailors died of malnutrition because of the poor quality of the food.

In the 1700s the provision of food to the Navy started to improve. It was decided that for the men to perform at their best, they needed to be well fed.

One big problem in the 1700s that a better diet helped solve was scurvy. When Commodore Anson led a small squadron around the world in 1740, he lost 1,050 of his 1,955 men to scurvy. Dr James Lind, a Naval

physician, suggested in 1753 that drinking lemon juice might stop the illness.

By the 1790s lemon juice was issued to ship doctors as a cure for scurvy, and later lemons were a regular part of shipboard diet.

Scurvy was caused by a lack of vitamin C - this vitamin can easily be found in fresh food, but the Navy's shipboard diet had to be stored for a long time.

In the 1740s the Admiralty decided that fresh meat and greens should be supplied to the ships when possible, and it was not unusual for live bullocks to be rowed out to ships and hoisted on board.

Livestock like chickens, goats and pigs were kept on board to keep the men fed with fresh meat, milk and eggs.

In the 1800s, the standard ration was hard ship's biscuits, salt beef or pork (which could be years old) and 'burgoo' - a sort of porridge of oatmeal and molasses. Fresh food might arrive if the ship visited a port or shore.

Pick up your pens and get in touch

We've had loads of letters from Young Readers Club members, telling us about yourselves and what you've been up to. And we at YRC just love reading about all of you.

So send us in your letters, photos and drawings - and we'll print the best ones in the paper.

We also need to find our journalists of the future, so if you think you could join the Press Gang, write to us here.

What do you need to be a good journalist? Well, do you ask lots of questions? Because if you do that's the most important thing.

Then you need to be able to write in, telling us clearly what you did and found out on the Press Gang mission you get sent out on.

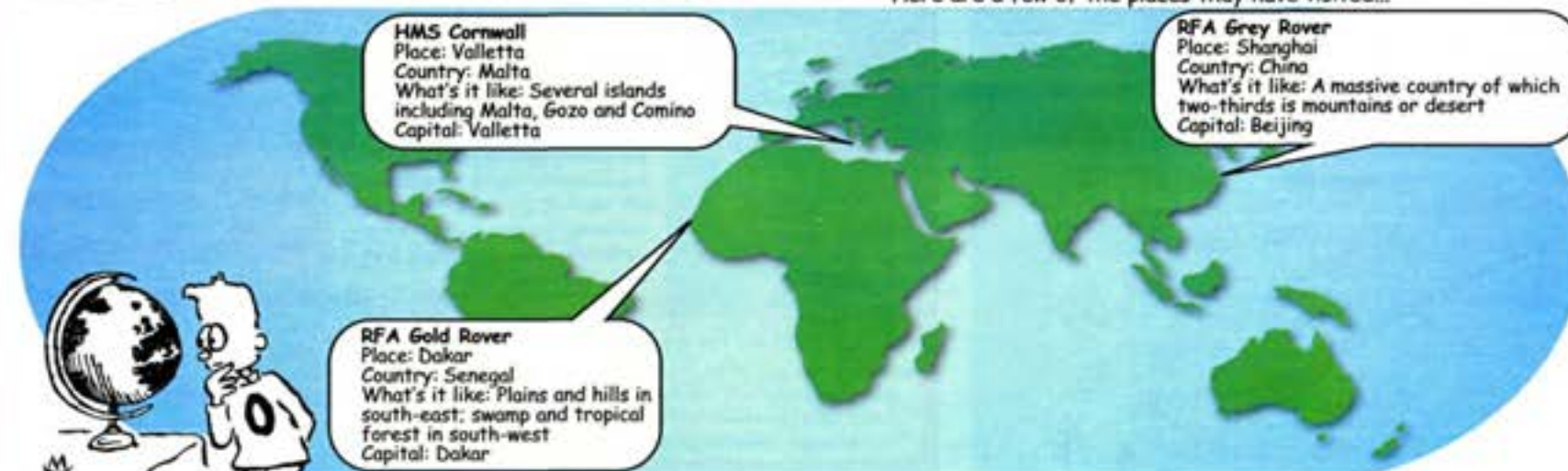
You can find our address at the top of this page, so get in touch!

what is the connection between London department store Liberty's and the Royal Navy? The Tudor shop on Great Marlborough Street was built in 1924 from the timbers of two warships, HMS Hindustan and Impregnable.



Where in the world...?

Royal Navy and Royal Fleet Auxiliary ships have been travelling all around the world for the past few months. Here are a few of the places they have visited...



club zone

Ben and Catherine set off to Paradise for a special day

Competition winners Ben Bingham (mem. no. 2895) and Catherine Thackham (1264) wrote us reports on their visits to Paradise Wildlife Park in Hertfordshire.

We're incredibly jealous here at the Young Readers Club because the two winners' days-out just sound wonderful. Here's what Catherine had to say:

"What a fantastic and memorable day I had! I was very privileged to go into some of the enclosures and hand-feed the animals. I was also able to touch and stroke many of them, and let them climb and sit on me.

carara reindeer, ostrich, an eight-week-old baby fox, ferrets, skunks, reptiles and spiders.

"They have over 100 different animals and all have their own names. We watched a falcon display and my dad and my brother as well as myself all got to feed and fly a falcon and an eagle from our hands - we all had to wear a big leather glove.

"My brother had to run from one end of the field to the other with a fluffy toy rabbit tied to a piece of string, and the eagle swooped down to pick it up.

"Our next stop was a parrot show, the parrots were clever, they rode on bikes, scooters, and rollerskates. They were even able to ring bells the number of times you told them with their beaks, another sorted shapes into their correct holders.

"I had the most wonderful day, it was a dream come true."

Ben also wrote and told us about what he got up to at the wildlife park, where he met lots of the animals too.

He seems to have been really impressed by feeding the lemurs, but he says that the cutest animal was the lemming, who was absolutely tiny. Just the size of a baby hamster when full grown, and with black and grey stripes.

For Ben it was a particularly special day because it was also his birthday. Read all about Ben's day on our website.

We can't promise a day as special as Ben and Catherine's but you could still have a great day out at Paradise Wildlife Park. Find out more about the park at www.pwpark.com.

Super submarine

Here's a brightly-coloured picture that Nathan Lewington, aged 5, (mem. no. 2940) has sent in of a Navy submarine:



Come meet Navy News

If you live down on the south coast or are visiting the Southsea Show on August 1-3, don't forget to come and visit the Young Readers Club on the Navy News stand.

If you bring your membership card, there'll be a free gift in it for you...

We can't tell you what the gift might be though, you'll just have to come along and check it out for yourself.



What does it take to keep a Type 23 fed?

Down at the Royal Navy Cookery School in HMS Raleigh they sat down and did some calculations on what it takes to keep one of the Navy's Type 23 frigate's fully-fed for a six-month deployment.

Here's what they found:

The ship is allowed to spend a grand total of

£200 per person per day on food.

This has to cover breakfast, lunch, dinner, all drinks and any sauces while the ship is away.

If the catering team on board were to buy everyone in the ship's company a fastfood burger deal for each meal, they would only be able to feed them for 33 days - instead of the 183 days needed!

Sausages, also known as 'snorkers' are the big part of breakfast.

Laid end to end the cooked sausages would go around a standard football pitch over 12 times.

The ship would need 1,440 chickens, laying eggs eight times a day, for eight and a half days to satisfy the need for eggs (or as they are sometimes called 'cackleberries').

To keep the ship's company fed on lean meat, 1,494 chickens would be needed to stop the people getting hungry.

If you think about normal size baked beans tins that you find in a



● To keep a warship like Type 23 HMS Marlborough at sea it takes a surprising amount of beans

supermarket, the ship's caterer would need to fill his trolley with 34,345 tins!

That's a whole lot of beans...

Milk, used in everything from tea to desserts, could fill the petrol tank of a large car over two hundred times.

On board the ship, the crew are offered 1,065 different menu choices to keep them going while on deployment.

What's your favourite

meal? Write in and tell us what you would like to eat if you were on a Royal Navy ship in the middle of the sea.

Of course, you might suffer from seasickness - when you don't want to eat anything at sea! But if you do, don't worry, you'll soon get your sealegs...

■ With thanks to: PO Caterer Quantrill and WO Caterer Wilkinson for doing all the difficult maths!

how did rum get the name 'grog'? Because Admiral Vernon, whose nickname was Old Grog after the program (a tweed-like material) coat that he wore, ordered that rum should be watered down - from which rum earned the name Grog.

D'ya fancy munching on babies heads?

Don't react with horror! This isn't an invitation to become a cannibal.

'Babies heads' is the Navy's nickname for steak and kidney pudding.

It really isn't a very nice name, is it?

There's also 'potmess', which is stew.

An 'oggie' is a cornish pasty, and the pastry on a pasty is also known as 'clacker'.

have 'snorkers' and 'cackleberries' - or sausages and egg.

Produce a big breakfastie fry-up with everything all mushed in together, and that's known as a 'trainsmash'.

If someone in the Navy offers you a 'spithead pheasant', they mean kippers.

To wash all this yummy food down you might want a 'goffa' - that's a can of drink.

There's one meal in the Navy you won't have to think very hard to guess what it's made of.

That's a 'cheesie hattie eggie' which is, perhaps unsurprisingly, a slice of toast, with a piece of ham laid on top, then cheese on top of that.

The whole lot is then grilled, before the finishing touch, a fried egg is heaped on top of the pile.

And there you have a 'cheesie hattie eggie' - easy, huh?

Of course, historically there are a few food stuffs that the Navy used to munch its way through that you would hope were nicknames but weren't!

Turtle soup was a regular part of the diet.

And these turtles, kept alive, were carried around the world on Naval ships as mobile larders, ready to be cooked up into a tasty stew when the occasion demanded.

What's your favourite meal? And do you have any food nicknames? Write in and let us know.

MEMBERS ONLY COMPETITION!



ALPHA ANIMALS CD ROM
Frenzied family fun! You might have to roar like a Lion, act like a Gorilla or hoot like an Owl! You can play with up to 5 friends, or solo against the computer, it also includes jigsaws, a glossary of animals, colouring pages and party invites!

To win one of these fantastic prizes send us a postcard or email with your name, address, age and membership number, marked 'Animals & Beasts' to the usual address.
Normal competition rules apply.
Closing date 31 August 2003.



WALKING WITH BEASTS BOARD GAME
In this game you have control of a number of beasts and only the fittest will survive. High quality graphics from the BBC television series, is your Smilodon strong enough to battle your opponents Entelodont?



Members birthdays

It's an impressive list of birthdays that appears for the month of August.

So for all our celebrating members of the Young Readers Club - happy birthday and have a brilliant day.

William Adams
 Claire Aspin
 Benjamin Barry
 Kieran Beek
 Sophie Beverley
 Mitchell Birch
 Sam Butt
 Tommy Carr
 Calum Cashell
 Abbie Chadwick
 Sam Cole
 Thomas Davis
 David Eldridge
 Joshua Forth
 Matthew Foxcroft
 Ryan Hartshorn
 Shaun Hearn
 Jack Hort
 Jessica Jermy
 Thomas Judd
 Stephen Mann
 Francesca Mason
 William Morton
 Phillip Murphy
 Tara Osborne
 Emma Overend
 Marco Palumbo
 Karl Partridge
 Joe Peake
 Matthew Pearce
 Adam Peers
 Krystina Preston
 Tristan Ridler-Lee
 Matthew Robinson
 Callum Sangwell
 Scott Saunders
 Jodie Savory
 William Short
 Philip Smith
 Jack Southall
 Connie Squibb
 John Stewart
 Harry Stileman
 Magnus Thompson
 Billy Turburville
 Nicole Walters
 Andrew Whapshott
 David Whitehead
 Michael Wilkes
 Sally Wilkinson
 Alexander Williams
 Daryl Williamson
 Bryce Wilson
 Katie Wingrove
 Hannah Wood

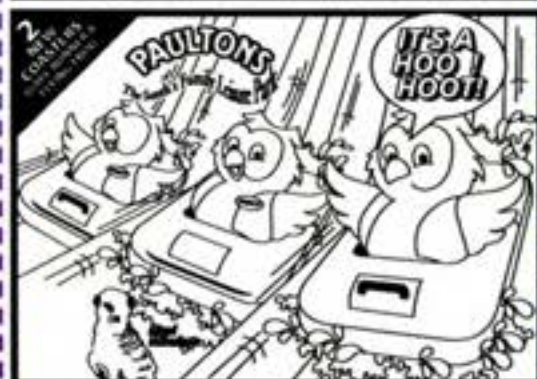
Here at Young Readers we would hate to think that we've missed anyone's birthday.

So if you're not on the list and should be, get in touch and let us know.

And if you move house we need to be told then as well, or who knows who might get your birthday card instead of you!

There's lots of ways to get hold of us here at Navy News, check out our masthead on the front page for our email or snail mail addresses.

We're always happy to hear from you...



Name: _____
 Address: _____

 Age: _____ Membership No: _____

SPOT THE DIFFERENCE & WIN A FAMILY TICKET TO PAULTONS PARK!

Percy the Paultons Owl is having a great time whoosing down the new Wave Runner ride, an exciting family water coaster, which is one of the new attractions at Paultons this year.

By entering this competition 10 lucky winners will enjoy a family day at Paultons - with over 40 different attractions to suit all ages, you'll have the time of your life!

Just off Exit 2 M27
 Open daily from 10am
 15 March - 2 November 2003
 Tel: 023 8081 4455 (24 hour)
 www.paultonspark.co.uk

To enter, mark the 10 differences between the two pictures. Cut out the competition and send it to us at the usual address.

Closing date 10 August 2003.

Normal competition rules apply.



● Stores being unloaded from RFA Fort Rosalie

RFAs - the supermarkets that float

If it takes all this food to keep one Type 23 going, where on earth does it all come from? Of course, while ships travel around the world, they stop off in ports and can buy their food there - but sometimes they haven't got time to stop and shop.

That's when Royal Fleet Auxiliaries, or RFAs, are incredibly useful.

In the RFA service are four Fleet Replenishment Ships - they are all called Fort something.

Fort Austin and Fort Rosalie are dedicated stores ships, while Fort Victoria and Fort George are also tankers which

means they can store fuel.

When Navy ships go around the world, there is usually a Fort RFA ship somewhere in the area.

So if the warship is busy, the RFA will bring the food and supplies to the Navy ship wherever it is.

Food and supplies are transferred between the Navy and RFA ships using a system called Replenishment at Sea, which is better known as a 'Ras'.

A rope is stretched between the two ships and the goods are then transferred by sliding them along this rope.



Who's who in Navy food

In the Navy you have working on board ship and in establishments chefs, caterers, stewards and supply officers.

Well, who is who?

The cooks are split into chefs and caterers. When you first join in that specialisation you start as a chef.

Once you get promoted to senior rate, you become a caterer.

The job of stewards is to look after the officers, that's not just when they are eating in the wardroom but stewards also look after their cabins.

On board the ship there is one steward whose job it is just to look after the captain.

The Logistics and Supply Officer, also known as the 'pusser', is the officer on the ship in charge of the supply department that includes the cooks, the stewards, the writers and stores accountants.

club zone

Sticky stamps

We've had letters from two of the winners of our special stamp collections.

Lawrence Haycocks (mem. no. 2844) says: "I am writing to say thank you for the stamps and first day covers you have sent me."

"I have a first day cover folder that I put them in, it is nearly full so I will have to get a new one."

"I collect first day covers and stamps, and go to the junior stamp active club in Lincoln."

"I have been going for about four years now, for my stamps I have been awarded the bronze, silver and gold award."

We also had a letter from the mum of Amy Morgan (mem. no. 2885) telling us about how pleased she was to win her prize Extreme Endeavour stamps.



Wheel power for Danielle

Danielle Dixon (mem. no. 2969) has written in: "I would like to say thank you for my Scream Machine prize that I won from the April edition of Navy News."



"It was a wonderful surprise to win it, and all of my friends are jealous. I am on the Scream Machine nearly every day when it is sunny."

Well, we at YRC hope that you are having a great time in this hot August sunshine.

Well done to Nathan

Congratulations to Nathan Raywood (mem. no. 3008) who is a member of TS Iron Duke Sea Cadet unit in Hull.

Nathan has just passed his Seamanship 3rd Class Test. He said: "I was over the moon."

"I really enjoy being a sea cadet as there is so much to do and enjoy."



"I am going to join the Navy as soon as I can because I want to see the world and have a good career, and the Navy will give me plenty of opportunities to do this."

Here at YRC we've also had letters from Tara Osborne (mem. no. 2729) who wrote in to tell us how much she enjoyed her Sitting Ducks video prize.

Jessica Jermy (mem. no. 3022) wrote in to say thank you for the goodie bag and to tell us about what it was like when her dad came home on HMS Ark Royal from the Gulf.

"The atmosphere was electric, people cheered as the Ark Royal came in sight. The flypast was a very emotional sight to see."

"The crew on board the Ark Royal rushed down the gangplanks as soon as they were placed. My dad is POM Jermy. That day I felt happy."

Don't miss out!

If you missed all our fantastic discount vouchers for members of the Young Readers Club in April's Navy News, don't worry.

You can find them on our website - check out www.navynews.co.uk/youngreaders.

There's loads of other great stuff on the website too, you can find more competitions, and picture galleries on there.

But if you haven't got the Internet, all you have to do is write in to us at the usual address and we'll make sure a set of our vouchers wing their way to you through the postal system.

club zone

William whisks us away to space

William Simpson just blew us away with his fantastic letter about why he should go into space. He entered our competition to win a real astronaut's badge from a NASA space mission. He says:

"I would like to go into space to discover what Jeff Ashby and his crew have seen and done on the International Space Station.

"After I recently completed a school project on space, which I thoroughly enjoyed, it would be so fascinating to actually see the spectacular star formations, planets, space shuttles and most of all 'The Blue Planet' - Earth from space.



Picture courtesy of NASA

"I can imagine being an astronaut orbiting earth seeing some of the most wonderful sights unseen by the average person. Living a life exploring the universe would be very exciting - discovering new things, floating in a gravity-free environment, whilst searching for life-forms or new information that would help science."

William, we're sure you will go far. So good luck with your ambitions and we really hope your dream comes true.

So once again, congratulations to William Simpson, aged 13, mem. no. 1559.

Stop, thief!

We'd been wondering here at the Young Readers Club what had happened to one of our regular letter-writers.

We were starting to worry that the pen of YRC's member Paul Kitching had dried up and he couldn't find a new one!

Well, it turns out that not only had Paul been slightly busy studying for his SATs, but he's also been putting his pen to good use as a budding author. Here's a taste of the thriller that he's currently working on. If you want to read more, check out our website at www.navynews.co.uk/youngreaders:

"The curtains waved with the breeze from the open window and the lamp swung from side to side and glinted as it caught the light from the setting sun. The room was empty.

"George Furtum smiled and looked across at the painting on the wall - a Monet, he thought. It was just as he had imagined.

"He took a few quick steps over to the painting and ran expert fingers around its edges until he found the catch. It was all too clichéd, and yet here it was; the mark VI fireproof safe behind the painting in the bedroom! Furtum smiled again and got to work.

"Within quarter of an hour the safe door was open and Furtum was putting the contents, a selection of valuable jewellery, into a black leather satchel. He closed the safe behind him and started for the door when something caught his foot and a low-pitched alarm started to call out.

"A trip-wire! The oldest trick in the book and he fell for it! From the direction of the door and the staircase came the sound of running feet. Furtum slammed the door shut and shoved the bolt across.

"He ran for the window and as he was climbing out there came the sound of banging on the door and then a shot. The door swung open and the security guards burst in..."

why do the forts nicknamed 'Palmerston's follies' in Portsmouth have their back to the sea? Lord Palmerston had these forts built facing inland so that he could protect Portsmouth from a land invasion, rather than anything attacking from the sea.

Rum old history for Navy's grog

The Navy's tradition of rum-drinking began in 1655 in Jamaica.

But it wasn't until 1731 that the tot of rum became official.

Drinking at sea was part of life in the Navy and in the 1700s, men were entitled to a gallon of strong beer each day.

But in the hot weather the beer went bad, so wine was the second choice. And in the West Indies wine was short, so rum became the tiple of choice.

Admiral Vernon decided that rum was too strong to be drunk neat, so ordered it mixed with water.

But 300 years of tradition came to an end in 1970 - it was decided



The Navy says goodbye to the last tot of rum in 1970

that the modern Navy and all the high-tech kit did not really suit the daily tot of an eighth of a pint of rum.

A tot of rum is still issued on special occasions.

For example when HMS Ark Royal was brought back into the Fleet in 1991, the Queen Mother, patron of the ship, said 'Splice the mainbrace' and everyone on board had a tot of rum!

WIN 1 OF 5 FAMILY TICKETS TO YEOVILTON INTERNATIONAL AIR DAY!

Air Day 2003 will be opened by His Royal Highness The Duke of York, KCVO, ADC and will be celebrating Aircraft Carrier Operations and the future of Naval Aviation.

The day will also pay tribute to the personnel and aircraft of the Royal Navy and the part they have played in shaping history during the past century. An extensive flying and static display is planned with military and civilian aircraft, historic and modern from around the world.

To be in with a chance of winning a family ticket send a postcard or email to the usual address with your name, address, age and membership number. Closing date 31 August 2003. Normal competition rules apply.

For more information on the air show visit their website www.yeoviltonairday.co.uk

ROYAL NAVY

YEOVILTON International Air Day

20th Sept 2003

YOUNG READERS CLUB

Join the Navy News Young Readers Club and you will receive a Goodie bag, Royal Navy Baseball Cap, Membership card and exclusive membership number, Birthday & Christmas Cards, Members only competitions, Exclusive Naval Visits, Discounts to local and national attractions and much, much more!!

I Would like

Membership until my 16th birthday and to receive a free one year subscription to Navy News (worth £20.50) for the price of £17.50

Membership for one year and to receive four copies of Navy News for just £5.00

Name

Address

Postcode

Tel No..... D.O.B.

E-mail address

School attended

Send your completed form to the address below with a cheque or postal order for the correct amount, made payable to NAVY NEWS:

'Young Readers Club' Navy News, HMS Nelson, Portsmouth PO1 3HH

Or for further information contact us on 023 9273 3558 or by email: youngreaders@navynews.co.uk

You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

- ### This month
- 1 August 1740: First performance of the song Rule Britannia
 - 1 August 1861: HMS Warrior commissioned, the first ironclad warship - still to be found on display at Portsmouth Historic Dockyard
 - 4 August 1914: Britain declares war on Germany - World War I
 - 4 August 1903: Royal Naval College Osborne opened by King Edward VII
 - 5 August 1583: The first settlers arrived in Newfoundland, Canada
 - 5 August 1980: HMS Glasgow helps Caribbean island of St Lucia after hurricane
 - 8 August 1914: Submarine U-13 made the first underwater attack of World War I
 - 9 August 1856: HMS Cambridge was commissioned as the Plymouth gunnery training ship
 - 10 August 1675: Royal Observatory Greenwich opened
 - 12 August 1812: First stone of Plymouth breakwater laid
 - 15 August 1938: HMS Sheffield fitted with first Royal Navy radar
 - 15 August 1945: The Japanese surrender and the end of World War II
 - 20 August 1896: HMS Defiance was the first Navy ship to receive a transmission in morse code
 - 22 August 1918: HMS Hood was launched on the Clyde
 - 24 August 1831: The Royal Navy Long Service and Good Conduct medal was introduced
 - 25 August 1972: The Royal Navy Museum in Portsmouth was opened
 - 27 August 1979: Admiral of the Fleet Earl Mountbatten was murdered

NEXT MONTH

The Royal Family have been connected with the Royal Navy for centuries.

We'll take a look at some of the different Royals and their history within the Senior Service.

Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person. The decision of the judge is final.

Full competition rules are available by contacting us at the usual address.