

Navy News

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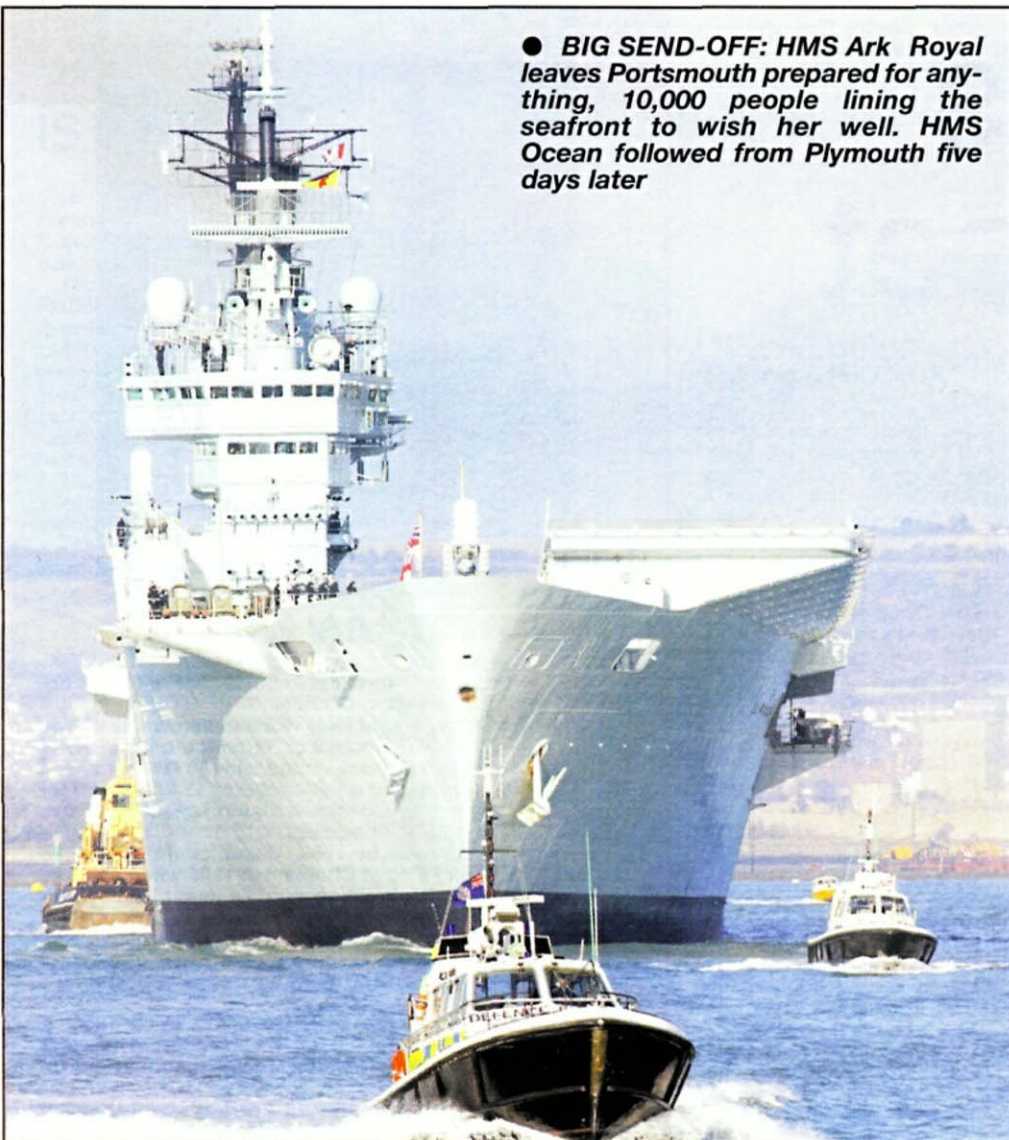
Thirty years of **JACK**
– a celebration, p21

**Gibraltar
in the
front line
against
terror
– p13**



'HOPING FOR BEST BUT PREPARED FOR WORST...'

● **BIG SEND-OFF:** HMS Ark Royal leaves Portsmouth prepared for anything, 10,000 people lining the seafront to wish her well. HMS Ocean followed from Plymouth five days later



Ark leads biggest task group in 20 years

MORE Royal Navy and Royal Fleet Auxiliary ships have deployed for exercises in the Mediterranean as the pressure on Iraqi leader Saddam Hussein increases.

Defence Secretary Geoff Hoon announced that additional ships would sail alongside the long-planned Naval Task Group 2003 (NTG03), giving the newly-strengthened group a potent amphibious capability.

And as the flagship HMS Ark Royal sailed from Portsmouth in the glare of publicity, her Commanding Officer, Capt Alan Massey, summed up the feelings of all on board when he said: "We always hope for the best but are prepared for the worst."

When the biggest task group sent out from the UK in 20 years gathers in the Mediterranean, it will give the Government a range of options – one of which is still to send the original group on its way to the Asia-Pacific region as planned.

But commanders of the group admitted that one of the other options would be to re-route the task group into the Gulf for operations in Iraq – although they emphasised that nothing has yet been decided.

Almost 150 broadcasters and journalists attended the press conference on the eve of Ark's departure, an event which featured Rear Admiral David Snelson, Commander UK Maritime Forces, Capt Massey and Lt Col Ben Curry, representing the Commandant

General Royal Marines.

Some of the questioning was politely rebuffed, as it strayed into the area of politics and speculation.

But other queries brought responses which gently reminded journalists what the Royal Navy was all about. When one journalist asked if the Ark was prepared for war, Capt Massey replied: "Well, as a warship, that's really what we are here to do..."

Capt Massey said the ship's company, average age 24, would be training for every eventuality – as usual – and the ship was well-stocked for the deployment, including thousands of chocolate bars and plenty of food: "When Royal Marines are involved, you can treble the amount of food needed."

Capt Massey himself is also well-prepared, having brought two electric guitars with him for relaxation "in case one breaks."

The composition of NTG03 was changed dramatically to boost the amphibious capability, and with helicopter carrier HMS Ocean added to the group, along

■ **Turn to back page**

■ **SEA HARRIERS PACK A PUNCH IN THE STATES – p22-23**

Somerset returns, Echo debuts

IN THE last days before Christmas, Devonport welcomed one ship home from deployment and another putting in her first appearance at her home port.

Type 23 frigate HMS Somerset was back after covering more than 20,000 nautical miles on deployment with SNFL, NATO's Standing Naval Force Atlantic.

Despite the name of the force, Somerset spent the majority of the four-months tour of duty in the Eastern Mediterranean on Operation Active Endeavour to monitor shipping as part of the international war against terrorism.

Exercises were conducted with other ships of the force, including units from Spain, Germany, Italy and the United States, and Somerset periodically acted as Flagship for the Commander of SNFL, Rear Admiral Otero from Spain.

Another visitor was the British Commander-in-Chief Fleet, Admiral Sir Jonathon Band, who as NATO Commander-in-Chief to the Eastern Atlantic, has responsibility for the SNFL task group.

Somerset also spent a day working alongside the American Nimitz-class nuclear-powered aircraft carrier USS George Washington. The carrier had a full air group of 75 aircraft, and can launch 48 of them in less than 14 minutes.

Lt Cdr Greg Davison and Lt Andy Dowling, Somerset's aircrew, visited the George Washington to watch the impressive air operations.

HMS Somerset's Commanding Officer, Cdr Keith Blount, said: "The operation in the Eastern Mediterranean has been a real success, with the many allied warships giving a sense of purpose to the global war against terrorism in the region."

"In addition, the presence of NATO in the area has provided assurance to the large number of merchant vessels that use these seas."

During the deployment the ship's company of Somerset have been raising money for their affiliated charity, the Bay Tree School in Weston-super-Mare, with a number of events including a golf competition and a gala evening on the ship's flight deck.

Following Somerset into Devonport a few hours later was HMS Echo, the Royal Navy's latest survey vessel, which was accepted into the Fleet in a ceremony at

Portsmouth in November.

The multi-role hydrographic and oceanographic survey vessel joined the other survey ships, which are all based in the West Country.

Echo will be available for operations for at least 334 days a year – a 50 per cent improvement on her predecessors – and her improved seakeeping means she can carry out useful work in the rough seas of the South West Approaches for 90 per cent of the year. Older vessels could only manage 13 per cent of the year.

She has a ship's company of 72 which, like the ocean survey vessel HMS Scott, are rotated, so that Echo will have 49 crew members on board while the remainder are taking leave or undergoing training.

The ship's Commanding Officer, Cdr Martin Jones, said: "All on board feel very proud and privileged to serve in this brand new ship."

"Having been away from our home port for nearly 12 months while the ship was being built, it is great to be bringing HMS Echo to Devonport before Christmas."

Echo, which has an all-electric propulsion system, was built at Bideford in Devon by Appledore Shipbuilders, under sub-contract from Vosper Thornycroft Shipbuilding.

Sister ship HMS Enterprise is currently undergoing construction at the same yard, and is due to



enter service later this year.

Echo is currently undergoing sea training and trials and will formally enter service later this year.

● **AVAILABLE: HMS Echo arrives at Devonport**

Scott rows Red Sea

ALTHOUGH current security measures prevented HMS Scott from undertaking the 'Row the Suez Challenge' during the ship's transit just before Christmas, the ship's company took it up during passage through the Red Sea instead.

Best time was recorded by CPOMEA 'Chippy' Pritchard at 7:17 – and most honorable by Wren SR Rachael Small at a little under ten minutes. Final time was 10hrs 53min 9sec – and the ship's charity, the children's ward of Scott Hospital, was boosted by £180.

● **POMEM 'Mac' McNally completes one of his three stints on the rowing machine**

Busy times for Portland as tankers meet

THE FORMER naval base of Portland saw more activity from ships of the Royal Fleet Auxiliary in December than in any single month since the Navy departed in July, 1995.

It was the culmination of a busy year, in which the total number of warships and auxiliaries of all nations entering Portland Harbour limits exceeded 2001's record of 98 by almost 50 per cent.

Most prominent visitors in

December were the RFA's two new Large Fleet Tankers, Wave Ruler and Wave Knight, which were berthed on Outer Coaling Pier and Deep Water Jetty respectively for post-acceptance maintenance and defect rectification.

Wave Ruler, commanded by Capt D. Worthington, and Wave Knight (Capt A. Roach) are the largest single-role tankers specifically built for the RFA in more than 30 years – at 30,000 tonnes fully loaded, they displace nearly three times the Rover class.

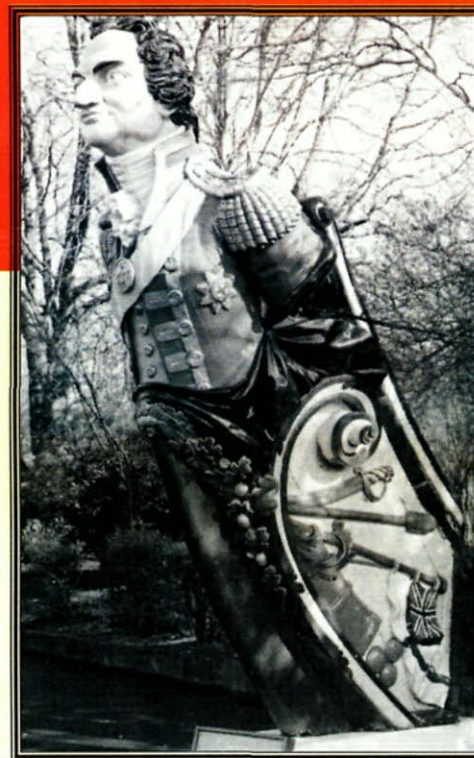
The Wave sisters have a total liquid cargo capacity of 16,000 cubic metres, including up to 3,000 cubic metres of aviation fuel, and they can also carry eight 20ft refrigerated containers and 500 cubic metres of solid stores.

Rupert Best, the Portland Port Director responsible for developing defence business, said:

"We have been very pleased to see these two modern ships in Portland together, and we would like to think that their presence has highlighted Portland's great strength as a secure, deep water harbour on the South Coast with very easy access to the open sea."

Wave Ruler spent Christmas and the New Year in Portland, where she was joined by mv Hurst Point, another new vessel, and one of six Roll-On, Roll-Off (RORO) heavy lift ships built and operated by Andrew Weir Shipping for the Ministry of Defence

FIGUREHEADS



HMS DUNCAN

AT JUST over 15ft, this formidable three-quarter length figure is one of the largest to survive.

It was taken from the 1st Rate wooden screw line of battle ship HMS Duncan, launched at Portsmouth in 1859.

The 5,724 ton Duncan was armed with 38 8in guns, one 68pdr and 62 32pdrs, had a top speed of 13 knots and for many years served as Coastguard ship at Queens Ferry and then as flagship at Sheerness.

Re-named Pembroke in 1889, disarmed in 1890, she became a receiving ship at Chatham in 1906 when she was known as Tenedos II, a training establishment for boy artificers.

Finally sold and broken up in 1910, her figurehead was removed and placed on display in the Royal Dockyard, where it could be seen for many years on the Admiral's Walk.

Resited on the closure of HMS Pembroke in 1984, it moved to Scotland to stand on the compound of HMS Camperdown, the Tay Division RNR Headquarters in Dundee.

It had been carved to represent Admiral Adam Duncan, who defeated the Dutch off Camperdown in 1797 and became a national hero. The original carver's drawings and estimate survive in Admiralty records and show that members of the well-known Hellyer family were given the commission and charged £54 for the job.



● Admiral Datuk Mohd Ramly Bin HJ Abu Baker, Chief of the Royal Malaysian Navy, with Commodore Charles Johnstone-Burt after taking the salute at the passing out parade of term 02/3 at Britannia Royal Navy College Dartmouth

Picture: LA(PHOT) Shaun Barlow



Neptune's solitary survivor swam to stay fit

SOME 61 years after HMS Neptune was sunk by mines in the Mediterranean with the loss of 764 lives, she at last has her own association – with her sole survivor as founder member.

Author Nixie Taverner, niece of her commanding officer, Capt Rory O'Connor, made an appeal for relatives which brought a "remarkable response" from descendants throughout the UK – and from New Zealand, whose loss of 150 men in her represented the country's worst single Naval disaster of World War II, and South Africa, which lost 37.

With the son of Neptune's Paymaster, Cdr John McGregor, she had the idea of forming an association, inspired by the mass of memorabilia she had obtained on loan in writing her book *Neptune's Legacy*.

As a result, thanks in large measure to the efforts of their secretary Claire Spraggs, the Neptune Association now has 90 members, including some from New Zealand and South Africa.

Sixty of them held their inaugural meeting at the Union Jack Club, Waterloo, on December 20 – the 61st anniversary of the sinking.

Among them was the sole survivor of the cruiser, Norman Walton.

Also present were Cdr Scott Rennie of the New Zealand Defence Staff and Col Desmond Barker from the South African High Commission, with Cdr David Heley of the Director Corporate Communications (Navy) staff representing the RN.

And from HMS Neptune, the Clyde Naval Base at Faslane, came a Neptune crest mounted on a wooden plinth.

On December 19, 1941, Neptune led Force K out of Malta to intercept an enemy convoy taking supplies to North Africa.

She struck a mine 14 miles off Tripoli and Walton and his CO both jumped into the sea from the bows.

Walton recalled: "She went down so quickly they only had time to launch one carley float . . . There were 19 men around it to start with, including me and the Captain, but as the days went by, they died one by one.

"I was fit and a boxer, I kept getting off the raft and swimming around to keep my body going and stay awake. If you go to sleep, you give in."

Walton was eventually picked up by an Italian warship and taken to hospital in Tripoli. After treatment he spent 18 months as a POW.

"The Italians treated me as a bit of a hero – they were amazed that I had survived."

Submarine 'in the vanguard' of underwater warfare capability

Torbay back after £240m upgrade deal

HMS TORBAY has rejoined the Fleet after refit – and points the way to future submarine operations after an upgrade which effectively gives her many of the capabilities of the next generation of Royal Navy boats.

Torbay has had her reactor refuelled, and been re-equipped with the world's most advanced sonar system, Sonar 2076, hi-tech combat equipment and stealth measures in a £240 million package that makes her one of the Navy's most potent attack submarines.

The T-boat was accepted back into the Fleet in November having received the first stage of the update during her refit. She has just returned from months of intensive trials of new combat equipment at the AUTECH underwater test ranges in the Bahamas.

Defence Procurement Minister Lord Bach said, after spending a day at sea in the submarine during exercises off South-West England: "HMS Torbay is the first of our Trafalgar-class submarines to be given this extensive upgrade. I have been hugely impressed by the demonstrations of the boat's upgraded capabilities that I have witnessed, allied with the professionalism and efficiency of her crew.

"HMS Torbay is an immensely powerful weapon of war and she, along with her three similarly-

modified submarines, will be in the vanguard of our underwater warfare capabilities for many years to come."

The refit and reactor refuelling of HMS Torbay cost about £160 million and the update of the boat's combat equipment cost a further £80 million – work which was carried out at Devonport Naval Base, and managed by the Attack Submarine project team based at Defence Procurement Agency headquarters at Abbey Wood in Bristol.

The prime contractor is BAE Systems Electronics Ltd.

Torbay has not yet been equipped with Tomahawk Land Attack Missiles.

The other three submarines to be upgraded as part of the £600 million Swiftsure and Trafalgar Update Final Phase are HMS Trenchant, HMS Talent and HMS Triumph, and the programme should be completed by the end of this decade.

Trafalgar-class submarines displace 5,200 tonnes dived, have a top speed of around 30 knots, and have a crew of 130.

HMS Torbay now has effectively the same very advanced combat capabilities intended for the much larger Astute-class boats, now in

build at Barrow-in-Furness.

The next submarine to rejoin the Fleet will be HMS Trenchant, which is due to be ready for operations this October.

Together, these four boats will provide a core of very advanced military capability until the Astute Class enters service, carrying the very latest weapons and equipment.

The update is being carried out in stages. The first covers the installation of hardware, particularly the new hull-mounted acoustic sensors that can only be installed during a refit docking.

Subsequent stages are largely concerned with software engineering to exploit the full potential of the new sonar equipment, which is composed of a bow, flank and towed array.

The first three boats of the class, Trafalgar, Turbulent and Tireless, have already been upgraded under an earlier phase of the Swiftsure and Trafalgar Class Update programme. The last four boats of the class, Torbay, Trenchant, Talent and Triumph, are being upgraded to a more advanced standard under the final phase of the project.



● **UPGRADED:** HMS Torbay arrives back in Devonport after trials. Inset: Lord Bach joins her at sea off Plymouth.



● **Casing Officer Lt Phil Dawson (foreground) and the Casing Party of HMS Turbulent plumb Challenger Deep in the Pacific**

Turbulent plumbs the depths

NUCLEAR submarine HMS Turbulent had a chance to plumb the depths on her most recent deployment east of Suez.

The Trafalgar-class boat passed over Challenger Deep in the Pacific, the deepest part of any ocean in the world.

At this point there is 10,909 metres of water – far beyond the limit of any submarine.

Since sailing in June last year, Turbulent has visited a number of ports, including Souda Bay in Crete and Singapore.

She also visited the US territory of Guam – the first visit by a British submarine in five years – and the British Indian Ocean Territory of Diego Garcia.

Turbulent, which is expected back in UK waters in the near future, spent part of her deployment on Operation Veritas, the global fight against terrorism.

Albion trials

THE first of the Royal Navy's two new amphibious assault ships was due to complete her second set of contractor's sea trials as Navy News went to press.

HMS Albion left Barrow on December 16 for her first trials, with her RN ship's company providing emergency party cover.

After five days at sea the ship docked in Inchgreen at Greenock for the Christmas period.

She is shortly due back in Barrow on completion of the New Year trials and to continue her fitting out.

Further details on the trials will be reported in next month's Navy News.

Type 22 frigates are sold to Romanians

Foreign warships arrive for training

THE FIRST foreign ships of the year to undergo training with Flag Officer Sea Training (FOST) were due to arrive in Plymouth as Navy News went to press.

FGS Niedersachsen of the German Navy and HNLMS Karel Doorman of the Royal Netherlands Navy arrived for a five-week Basic Operational Sea Training programme.

The ships have both recently completed their own national training periods, and will continue their work-ups off the British coast before deploying later in the year.

Capt Matt Parr, Deputy Flag Officer Sea Training, said: "FOST is responsible for the operational sea training of all Royal Navy ships and submarines."

"We also train ships from all over the world. The arrival of these ships will start off another busy year for us."

"Last year alone 11 vessels from five foreign navies came to Plymouth for training and work-up alongside 26 ships of the Royal Navy and 13 auxiliaries."

Belgium, Germany, Greece, Italy, the Netherlands, Portugal, Sweden and Turkey are regular FOST customers, but training is not limited to European or NATO nations.

Ships from Brazil, Oman, Malaysia, Qatar, Singapore and Saudi Arabia have also been trained in Plymouth.

Additionally, in the near future, FOST is expecting to welcome units from Poland, Romania, Brunei and Chile.

HNLMS Karel Doorman was commissioned in 1991 and is the first of the eight M-class frigates belonging to the Royal Netherlands Navy.

She is named after Rear Admiral Karel Doorman, who led a task group in the Java Sea during World War II.

FGS Niedersachsen is the second ship of eight F122-Class frigates, and was commissioned in 1982.

FORMER Royal Navy Type 22 frigates HMS Coventry and HMS London are to be sold to Romania following the signing of a £116 million sale agreement in Bucharest last month.

The agreement was signed by Defence Procurement Minister Lord Bach and the Romanian State Secretary for Armaments, Gheorghe Matache.

Under the first phase of the agreement both frigates will be modernised and re-equipped in Portsmouth during an upgrade programme to meet the requirements of the Romanian Navy.

Other phases of the agreement include an industrial partnership programme involving the UK prime contractor, BAE Systems, and Romanian industry – including technology transfers, orders placed with Romanian companies and help in marketing overseas.

The agreement includes a significant training programme through the Navy's Flag Officer Sea Training organisation (FOST).

Lord Bach – the first British minister to visit Romania since her invitation to join NATO in November last year – said: "I am delighted to visit Romania to sign such an important agreement, which will lead to the Romanian Navy acquiring two highly-capable and NATO-compatible fighting ships."

HMS London decommissioned in 1999 at Devonport after 12 years of service, one of five ships nominated for disposal under the Government's Strategic Defence Review.

HMS Coventry returned to Devonport to decommission at the end of 2001, having been at the heart of operations right to the end – that same year she was involved in a busy anti-drugs deployment in the Caribbean, making the headlines for a high-speed chase which recovered £80 million worth of cocaine.



● **Ships of the Royal Navy and RFA prepare to deploy to the Med as part of the newly-reinforced Naval Task Group 2003. Above, RFA Argus embarks Sea King helicopters of 820 Squadron in Southampton, and (right) HMS Ocean sails from Plymouth to join the task group on exercises.**



Tyne handed to new owner

THE FIRST of the three new River-class offshore patrol vessels has been handed over to the Royal Navy by VT Shipbuilding.

Having successfully completed her trials programme, HMS Tyne was accepted by the Navy at a ceremony in Portsmouth Naval Base.

The 80-metre OPV represents a unique procurement for the Royal Navy, as they are believed to be the first ships built and funded by industry for charter by the Ministry of Defence.

Under the agreement, VT will finance the £60 million build of the three ships and will charter them to the MOD for an initial five-year period.

At the end of that time, the MOD can extend the charter, buy the ships outright, or just hand

back the keys to VT.

VT Shipbuilding Managing Director Andrew Bunney said: "HMS Tyne and her sister ships are an excellent example of industry and the Ministry of Defence working closely together to provide the Royal Navy with the resources it needs through innovative means."

"These vessels will be a major improvement on the current fishery protection vessels and we hope that the RN will commit to further ships of this class in the future."

Tyne will join the Fishery Protection Squadron and is due to undertake a programme of trials and training before being commissioned into the Royal Navy next year.

Sister ships HMS Severn and HMS Mersey are due to be handed over in the spring and autumn.



● **The Colin Grazier Committee admire the memorial by sculptor Walenty Pytel on the night that the floodlights were first switched on, marking the 60th anniversary of the day the Enigma codes were retrieved from the sinking U-boat U-559. The memorial, in Grazier's home town of Tamworth, was made possible by an award-winning campaign spearheaded by the local paper, the Tamworth Herald**

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Ships of the Royal Navy No 567



Big Apple beckons ice breaker

FROM the cold and the snow of the frozen South, HMS Endurance, the Royal Navy's icebreaker, is scheduled to wend her way back to British shores along the west coast of South America through Panama to the Caribbean and up the eastern coast of the USA to the excitement of Fleet Week in New York.

HMS Endurance tackles the long journey from the UK down to the South Pole and back again from October to June each year. This schedule ties in with the austral summer when ice conditions are at their optimum.

The ice ship brings together an eclectic mix of specialisations in the 120 men and women who serve on board her. Military teamwork and the ability to adapt,

improvise and overcome, as well as balance risk, are all necessary ingredients for successful deployments.

Her work is broad-ranging but with three main customers, the Foreign and Commonwealth Office, the British Antarctic Survey and the United Kingdom Hydrographic Office.

Last year a total of nine detailed plans were completed for the Hydrographic Office to the fine-tuned accuracy required for hydrographic charts, including a new ferry route between West and East Falklands, a survey of Port Stanley and surveys of the tourist passages of the Gerlache Straits and around James Ross Island.

At her return to Portsmouth in the summer of 2002 Endurance had spent 226 days deployed with 196 of them at sea. She had clocked up a massive 34,736 miles on the clock – over one and a half times the circumference of the globe.

Originally built by Ulstein in Norway for Reiber shipping to operate under the name mv Polar Circle as a passenger and scientific support vessel, she was just one year old when bought by the Navy in 1992.

Initially commissioned as HMS Polar Circle in November 1991, she was re-commissioned as HMS Endurance in 1992 and lives up to that name. The ship has a range of 24,600 nautical miles at 12 knots on a fuel tank capacity of 1,200 cubic metres. She makes 50 tonnes of fresh water per day and can carry 270 days worth of dry and frozen provisions.

Vital elements of the Endurance package are made up of two Lynx helicopters and seven boats, including two specialist nine-ton survey motorboats that are capable of detached operations.

The mix on board is made up with a few of the rarer specialisations – the diving team is led by a specialist diver, a Royal Marines detachment trained in cold weather survival, Royal Naval Hydrographic Surveyors and a Navy photographer with facilities for stills and video work.



● HMS Endurance alongside at Grytviken on the island of South Georgia over Christmas



The third ship to bear the name, the modern icebreaker continues the tradition begun by the very first, the vessel chartered by Sir Ernest Shackleton on his famous Imperial Expedition to the Antarctic in 1914-16.

The three-masted steam ship was trapped then crushed in the ice of the Weddell Sea. Shackleton led his men across the ice to Elephant Island, then set off in one of the ship's small boats with a few men to summon help for the remaining crew.

This boat is called the James Caird and is on display at Shackleton's old school, Dulwich College. Three of the modern Endurance's boats are named after the originals carried by her famous ancestor: James Caird, Stancomb Wills and Dudley Docker.

The second Endurance came into the limelight

during the Falklands Conflict. Formerly a Danish vessel called Anita Dan, Endurance had been patrolling the waters around the Falklands and the Antarctic since 1968 and the announcement of her withdrawal was one of the triggers of the Argentinean invasion. During the conflict, the Royal Marine detachment on board played a pivotal role in reclaiming the island of South Georgia from the Argentines. For her part in the war, Endurance was awarded the Wilkinson Sword of Peace for 1982 and won for the ship her first Battle Honour.

BATTLE HONOURS

South Atlantic.....1982

Facts and figures

Class: Ice Patrol Ship – DNV 1A1+ Ice-Breaker; capable of breaking 1.5 metres of first year ice
Pennant number: A171
Launched: 1990 as mv Polar Circle
Commissioned: October 1992 as HMS Endurance
Displacement: 6,500 tons (registered)
Length: 91 metres
Beam: 21 metres
Draught: 8.5 metres
Speed: 16 knots
Complement: 120 including four aircrew and six-man detachment of Royal Marines, specialist LA(PHOT) photographer and specialist LS(D) Diver
Aircraft: Two Lynx Mk3 ICE
Boats: Seven: two Survey Motor Boats; one Workboat; two RIBs; two MIBs; one Gemini
Main machinery: Two Bergen diesel engines with shaft generators, 950 kW bow thruster and 650kW stern thruster

AIRCRAFT OF THE ROYAL NAVY No 76



● Kingfisher seaplane

Picture: Fleet Air Arm Museum

Vought-Sikorsky Kingfisher

THIS successful American reconnaissance aircraft was supplied to the Fleet Air Arm under Lend-Lease arrangements.

Over in the US numbers in excess of 1,800 dwarfed the British order of 100 Kingfishers that the FAA used both as landplanes and seaplanes with interchangeable undercarriages from 1942.

The two-seater all-metal aircraft first arrived in No.703 Squadron and spread to other areas of the Navy.

At sea they were launched by catapult from armed merchant cruisers and the light cruis-

ers HMS Emerald and Enterprise. Kingfishers were also used as trainers in the West Indies.

Powered by a 450hp Pratt & Whitney Wasp Junior R-985-SB3 engine, the Kingfisher stretched its wings to almost 36ft.

The seaplane variant was slightly larger than its land-based sister though their maximum speeds were comparable at 171 and 172mph respectively.

The Kingfisher was armed with a fixed 0.30 calibre gun forward and a free-mounted gun aft. Bombs could be carried externally under the wings up to a weight of 240lb.

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Letters

JACK

BY TUGS



Irregular feature?



I WAS disappointed with *Navy News* following the story of 'Bandit' Berryman (December issue).

Having this rating in the news just because of his strange face abilities does nothing to enhance the reputation of the Royal Navy.

Does the officer class of the Navy see ratings like this, i.e. sticking a tongue out with an ugly mug?

This feature only serves to annoy me and all the members of my mess in HMS Nottingham.

If ratings are going to be stereotyped as stupid looking gimps, why not even the score with a stereotyped chinless officer with pink gin in hand? - **POMEM(L) Hunter**, HMS Nottingham

Lively in Liverpool

IN ST Margaret's Church, Liverpool, there is a magnificent stained glass window commemorating the men who were lost in the sinking of HMS Lively in the Mediterranean on May 11, 1942.

There is also a mural tablet, an oak plaque bearing the names of all who died in her together with a three-page citation delivered by Admiral Sir Harold Burrough, Commander-in-Chief 'The Nore' in 1947.

Apart from being built "over the water" at Cammell Laird in Birkenhead, I wonder why the ship and her men are commemorated in this church, in Liverpool?

And how were funds raised to pay for the window, which must have been costly even in 1947 when it was unveiled - **G. A. Donnison**, Wirral, Merseyside

Whooping siren gone like so much else

AFTER reading in *Navy News* that the Royal Navy must make do with 31 hulls for numerous duties instead of 32 I realised that this was the thin end of the wedge. It seems that, by stretching refit and repair schedules, ships can remain on duty longer.

However, if it can be seen that the Navy can operate for longer with less, then less is what it will get.

The Government has noticed this during the firefighters' strike. The Armed Forces have done so well with fewer staff and less equipment.

Though perish the thought that the country will ever have a huge disaster like September 11 and fight a war at the same time.

The Royal Navy's frigate and destroyer fleet is already reduced by two, HMS St Albans and HMS Nottingham being on the casualty list.

So we are down to 29 hulls. Reduce that by a generous half, due to refits, repairs and manning problems, and it will be seen that the Navy can do perfectly well with 15 frigates and destroyers and that is all the funding it will get.

Any shortfall over duties will of course be taken care of by foreign navies. The precedent for this is under way in the fishery protection area.

On a much less serious note, I would like to know when and why the Royal Navy, and I think the US Navy too, did away with the whooping siren on warships.

I remember it when I was young and one hears it on the old war films. What one hears now is the standard foghorn siren used by all ships. - **C. W. Childs**, Halemere, Surrey

Master of disguise

A REUNION of the HMS Bulawayo Association was held at the Royal Sailors Home Club, Portsmouth - of which I cannot speak too highly.

It proved to be one of the best venues we have ever had, the food, accommodation and facilities all of the highest standard.

Bulawayo was one of the Royal Navy's least glamorous of warships, a ship of many names, disguises and flags that started life at Elbing in Germany in 1937 as the commercial tanker *Westerwald*.

But that same year she appeared on the German Naval Estimates and was fitted out to be a supply ship for German raiders, in particular the pocket battleships *Ltzw* and *Scheer*, plus U-boats.

She became a floating supermarket, supplying anything from eggs to oil and ammunition and her name was changed to *Nordmark*.

She left Bremerhaven in 1940 disguised as the Norwegian supply ship *Thorshoevdi* and during her sorties became the American ships *Prairie* and *Dixie*.

Besides supplying stores, she also took on board large numbers of prisoners taken from sunken merchant ships, victims of the raiders.

From 1942 she spent her time in various locations off Norway as supply tanker to German naval units including the *Tirpitz*.

After the war she became a British prize and became the *Northmark*.

In 1946 she was renamed *Bulawayo* as a Fleet Tanker and with the oil shortage at the time in the UK in 1948 she did four transatlantic trips and brought back 36,000 tons of oil from Trinidad to Sheerness.

She continued to serve with the Home and Mediterranean Fleets until going into reserve at the

Gareloch in 1950.

She was sold in 1955 to the British Iron and Steel Co for breaking up.

At our reunion we had a representative of the German *Marinekameradschaft* in attendance, Herr Wolfgang Paul, who served in the ship when it was with the German Navy and who had met up with a former British naval rating, Norman Gifford, who had spent time on board as a prisoner-of-war.

The story has now been printed in *Leinen Los*, the journal of the *Deutscher Marinebund*, who thought it was an important issue. - **J. Miller**, Nottingham

'I'm just a matelot, old and grey . . .'

WITH reference to Ginger Patterson's request for help with the words to an old sailor's song, these are those I sang to members of the HMS Glory Association at their reunion at Torquay:

"I was wandering round the Dockyard in a panic
Oh! I'm just a matelot, old and grey.
On me back I've got me bag an' me 'ammick
Now hear this what I has to say
Oh I wonder, yes I wonder
Did the Jaunty make a blunder
When he gave this draft chit up to me?
For I've been a barrack stanchion
Way down in Jago's Mansion
An' always said Good Morning to the Chief
(Chorus: Good Morning, Chief)
Oh! A million miles I've travelled
On oceans a-galore
Oh please don't give me a draft chit anymore"
- **Larry Golding**, Member of the Pearly Guild, London E11.

"IN THE Street of a thousand arseholes
By the sign of the Swinging Tit
Lived a slant-eyed Chinese maiden
By the name of Who Flung S**t"
There was also a delightful quatrain:
"It was on the good ship Venus
By hell you should have seen us
Her figurehead was a whore in bed
And her mast was the Captain's penis."
- **T. Lyness**, Bellshill

We were supplied with numerous variations of "I wonder". Steve Cooper of *Huntfield Heights*, South Australia, tells us it was a "navalised" version of an old pre-World War I song that went something like this:

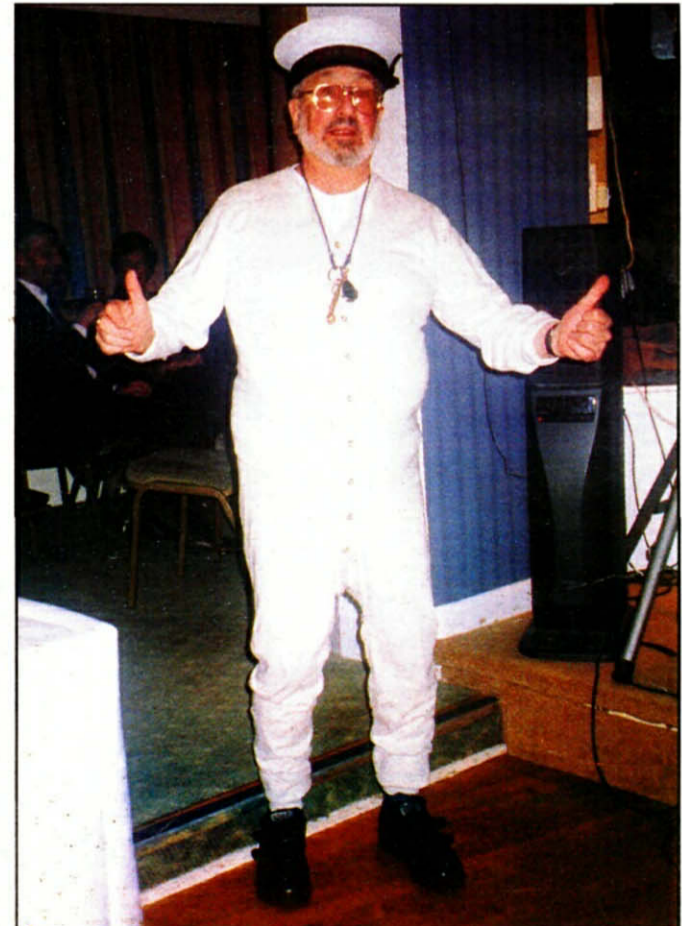
SOME ditties are NOT for printing, but one that was often repeated (name your own ship) was:

"Side, side, Nelson's ship's side
Jimmy looks on it with pride.
He'd have a blue fit if he saw any s***
On the side of the Nelson's ship's side.
This is my story, this is my song,
I've been on the Nelson too b***** long.
Roll on the Rodney, Repulse or Renown
This one-funneled b***** is getting me down."
- **F. Edwards**, Shildon, Co Durham

"I was walking through a churchyard in a city
When I saw an old man, old and grey,
With his hands outstretched he asked the world for pity,
And this is what I heard him say
"I wonder, yes I wonder,
Will the angels play up yonder,
Will the angels play their harps for me,
I wonder yes I wonder, will the angel sing a song for me.
For a million miles I've travelled and a million sights I've seen
And I'm waiting for the glory to begin,
Oh I wonder, yes I wonder, will the angels play up yonder,
Will the angels play their harps for me?"

THE BOOK *Grey funnel Lines - Traditional Song and Verse of the Royal Navy 1900-1970* by Cyril Tawney (ISBN 0-7102-1270-4) contains numerous songs and ditties, including 'I wonder, yes I wonder' - **B. J. Gladwin**, Fakenham

● **PEARLY KING:** *Larry Golding sings I wonder, yes I wonder for the HMS Glory Association*



DITS of the lower deck in my day (the war years) were full of crude humour and expletives. I can't imagine they would be suitable for today's unisex ships, so here's one that is (with apologies to John Masfield):

"I must go down to the sea again
(Though I'd rather stay on the beach)
So steer a course for the southern climes
Far from the Stuka's reach.
And all I ask is a fortnight's pay
A song, a girl and some wine
And a refit that will last until
The lights of Glasgow shine.

Then I will go back to the beach again
And never a wistful sigh
Shall cross my life when I think of ships
Or the wind or the seagull's cry.
And all I ask is a cosy fire
And a wife and a pub next door.
There I'll sit and drink an' make them think
That through me they won the war
- **P. Burgess**, Southend-on-Sea

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.



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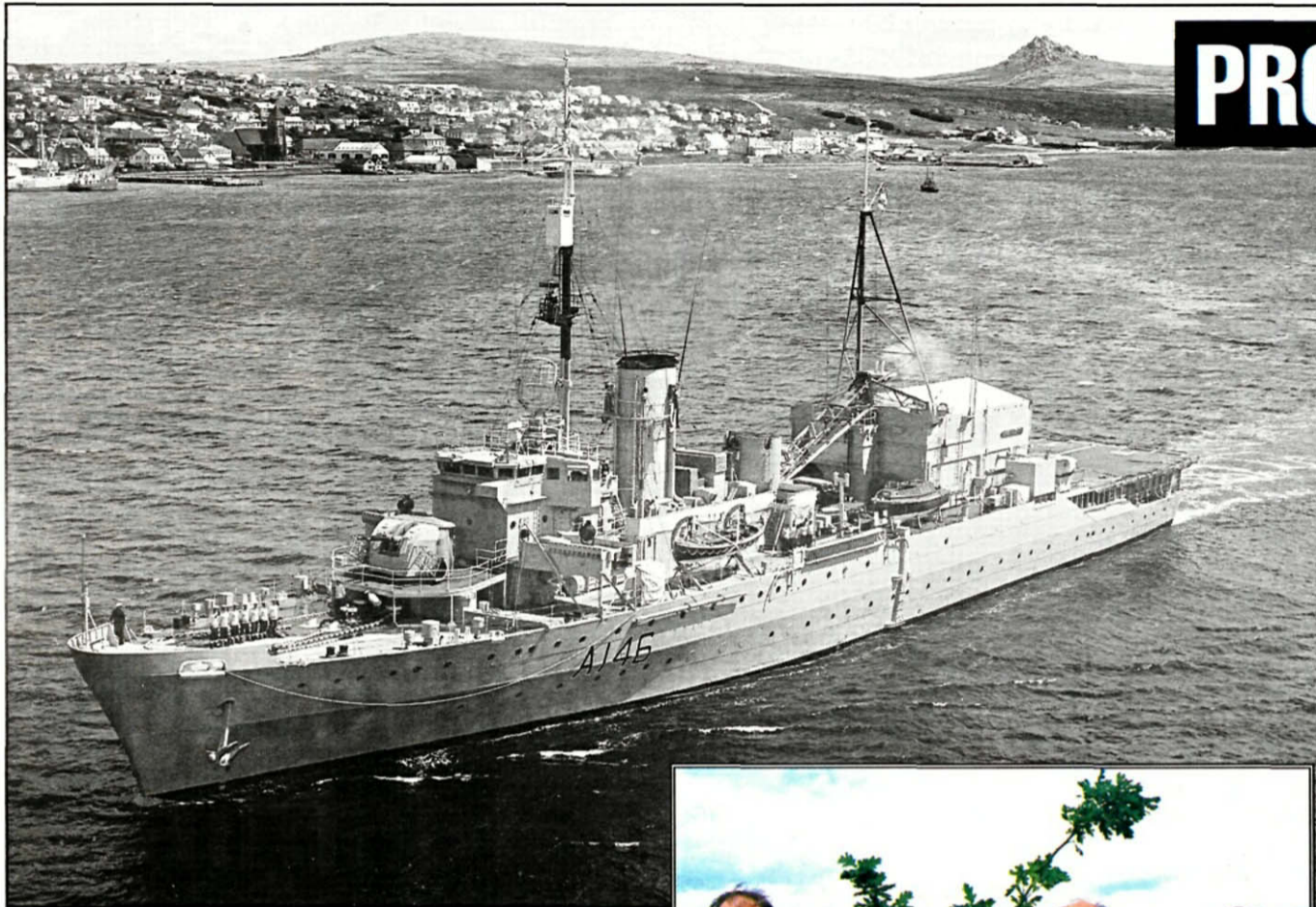
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PROTECTED SPECIES

FORMER crew members of the Antarctic Patrol Ship HMS Protector met at the National Memorial Arboretum at Alrewas, Burton-on-Trent to plant an oak tree in memory of a much-loved ship and all the men who served in her from 1934-68.

What is so nice about this arboretum is that there is a tree planted for every merchant ship sunk during the last war. These are planted in such a way that they form a 'convoy' and all Royal Navy trees are planted so they act as escorts.

If any other Naval associations would like a permanent memorial to their ship there they can contact the Arboretum on 01283 792333. - Bill Bartlett, Christchurch, Dorset.

● PROTECTORS: HMS Protector (left) with Lichfield Cathedral's Rev John Ridyard and Association president Harry Pinkerton (left) and treasurer Bill Bartlett after the tree dedication.

Green light was all of Autolycus

IN RESPONSE to the enquiry from R. Hanley, ex-HM Submarine Termagant (January issue) I can tell him that he would have participated in the trials of the airborne equipment known as 'Autolycus'.

Autolycus was the "snapper up of unconsidered trifles" of Greek mythology, the unconsidered trifle in this case being the ionised particles present in diesel exhaust emissions.

The theory was simple. An installation in the aircraft (initially the Avro Shackleton MR2 in about 1952) sampled the air. It gave an indication when ionised particles were detected and thus the snorting diesel submarine could be located upwind of that position by radar or "hemstitching" up the trail.

Dedicated trials were successful, but despite an improved version in the MR3 and its use until the end of the maritime Shackleton era in the early 1970s, tactical use was limited because of false alarms.

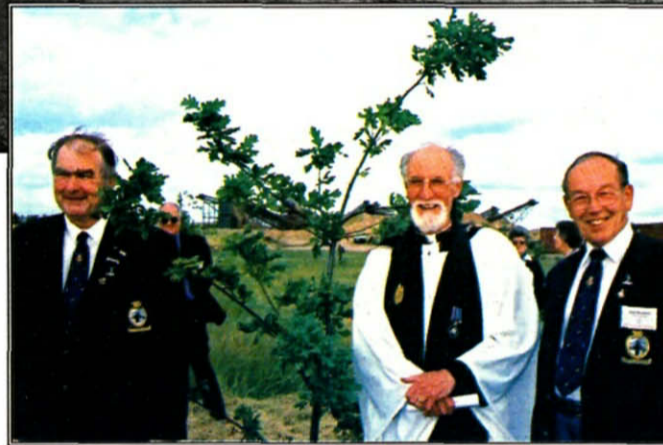
The system had a propensity to detect any motor vessel up to 100 miles upwind, and a friend of mine based in Ballykelly told me that

you could home on Londonderry, Liverpool and such conurbations from a similar distance.

The system was intended to be fitted to the Nimrod aircraft, and when I joined the Nimrod fleet in 1979 there was an Autolycus Detection light on the tac nav's panel which would shine green when "pressed to test". The light was, I believe, the only part of the system to be installed!

At the time of its inception, conventional submarines needed to snort continuously for quite long periods and this might have given Autolycus a chance. Not so with modern conventional submarines, as used by those navies lucky enough to have them, which snort for much shorter periods.

Add an Air Independent Propulsion (AIP) cell or similar and they might not need to snort in the tactical area at all. - **Sqn Ldr I. Coleman**, St Austell, Cornwall.



Gliders fell short

JUST a slight correction to the letter by E. Fletcher (January issue) under the heading 'Genuine Charles'.

It was not late June 1943 that Sicily had been cleared of enemy troops, as the airborne invasion by glider troops of the British 1st Airborne Division, named operation Ladbroke, prior to the seaborne invasion named Operation Husky, took place on July 9-10.

I was on that fateful Operation Ladbroke, when most of the gliders were cast off too early by the inexperienced American tug pilots which resulted in most of the gliders crashing into the sea miles from their objective, with the loss of 300 airborne soldiers and their glider pilots.

Some of the survivors, after clinging to the wreckage of their gliders in heavy seas for several hours, watched some of their mates slipping away, unable to cling on any longer.

Most were picked up by the RN and auxiliary ships taking part in the main landings. - **E. J. Peters**, Ipswich.

Walrus pilot trapped in the cross wires

HMS SHEFFIELD's Walrus tragedy (December issue) reminded me of another that occurred in 1943 or 1944.

I was a chippy in HMS Kent and we were in Scapa Flow.

Our Walrus had flown on a mission of mercy to Edinburgh Airport, and on her return, as she prepared to land near the Kent, we could see that her landing wheels had not been retracted.

Despite frantic waving from the ship, she touched down and immediately flipped over on to her back.

I was in the emergency boat and within a few minutes we had picked up the observer and air gunner, both alive, but no sign of the pilot.

Assuming him to still be in the cockpit, I jumped on

to the upturned fuselage and attempted to cut a hole in the vicinity of the cockpit with an axe.

One of the boat's crew then dived under the plane and confirmed the cockpit to be empty.

I was picked up by a fleet drifter and the plane towed to the ship where the hoist commenced to lift her from the water tail first.

The drifter stood by and from where I stood in the bows I had a good view between the wings as they emerged from the water.

I spotted a booted leg trapped in the cross wires and shouted "stop hoisting". The officer in charge on deck later told me he hadn't heard my shout, and the lifting continued. The leg pulled free and disappeared. As far as I know, the pilot's body was never found. - **J. A. S. Roberts**, Wembury, Devon



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Helping Hands

Glasgow's cuddly comfort

WITH armfuls of cuddly toys, sailors from destroyer HMS Glasgow visited physically-impaired children at Kelbourne School at their affiliated city.

Tackling the ten-mile Great South Run last summer, crew member Chief Petty Officer Andrew Keay talked his fellow Glaswegian shipmates into sponsoring him for a total of £300 which was also handed over to the school.

The cuddly toys are a regular yearly donation by a long-standing friend of the ship, Betty Hockey of Bournemouth. Every Christmas she supplies the ship with suitably-dressed teddies for the sailors to pass on to their favoured charities.

LPT David Wilson and LWEM Angus MacDonald handed over the goodies to the excited children.

The children from the school may well remember the warship's last visit to the city back in March when they were welcomed on board the destroyer for guided tours and waved the Type 42 away from Yorkhill Quay as the ship departed.

Since then HMS Glasgow has gone into a period of maintenance and is alongside at Portsmouth Naval Base getting herself ready for her planned deployment at the end of the year.

● LPT David Wilson and LWEM Angus MacDonald with children from Kelbourne School



Challenge set to Naval foes

THE CHALLENGE was thrown down in HMS Cumberland – who could run the furthest distance, the Navy or the Marines?

So up to the line stepped fearless OM(C) Michelle Bowen to take on the race against Marine Dave Reid.

Pounding their feet on the treadmills of the running machines for over 50 miles, the two scooped over £1,500 for a charity that supports research in spina bifida.

No stranger to the running game, Michelle ran a full 26-mile marathon in a personal best of 3 hours 43 minutes.

Dave clocked up his marathon distance in just 3 hours 15 minutes, then Marine that he is, not to be outdone he ran a further four miles to 4 hours 10 minutes.

Both runners were pleased with their results – but happy that the ordeal is now over.

Michelle's long-distance legwork has seen her through the London Marathon and an HMS Cumberland running event from Blackpool to Barrow to pull together over £1,500 for the premature baby unit in Barrow.

Michelle said: "I am glad I was able to stay fit enough to complete the run. It would have been impossible without the good

sports facilities and circuits on board. Thanks, Clubs! [LPT Rob Greatham]"

Dave was boat coxswain to the Royal Marine Protection Team on board and has specialised as a landing craftsman. He has run thirty-mile stretches in his training as a Royal Marine yomping across Dartmoor. He said this time round was a lot easier minus the 40lb weight of weapon and webbing.

He revealed his secret: "The sausages and rice washed down with Red Bull that I had for breakfast gave me the boost I needed to run Michelle into the ground."

"I am paying for it now, because I can hardly walk! It was worth it."

As reward for their efforts, each runner was allowed to soak their weary bones in the Commanding Officer's bath. Both happy in the knowledge of the money raised for such a worthy cause.

● IT WAS not just charities back home who gained from Cumberland's long deployment.

During her recent visit to the Seychelles, a group of local children from the Convent St Elizabeth Orphanage were welcomed on board.

The children had visited French, US and recently an Indian warship, but told that HMS Cumberland was their favourite.

They said: "It is like a Christmas present – we loved the boat trip from the shore to the ship!"

Collingwood day for KIDS

A PART of the proceeds from the HMS Collingwood Field Gun Day was handed over to people from the KIDS Family Centre in Fareham.

The £300 cheque will go to help the centre that provides care and support for children with special needs.

The long-running relationship between Naval base and centre was set up by Lt Mike Osborne whose six-year-old son Thomas attended the centre.

Mike said: "On behalf of everyone involved with the Field Gun Day held here annually, I am delighted to be able to present this money which I know will be invaluable to KIDS."

The centre is only one of local charities to gain from the day.

Signing up benefits St Dunstans

THIS STUNNING print of the World War II HMS Newcastle under attack by the German E-boat S56 has won a boon of £750 for St Dunstan's.

The Military Gallery who are publishing the print by artist Robert Taylor contacted the HMS Newcastle Association to help in a project to find ex-crew who had served in the wartime cruiser at the time depicted in the painting.

They tracked down four crew members: Lt John Baber RNVR; Signalman Arthur Deakin; AB Wilf Marriott; and CPO Robert Stant.

All four agreed to take on the two-hour marathon signing session for the 500 prints along with Admiral of the Fleet Sir Henry Leach, and to hand over their fees to a nominated charity.

And St Dunstan's was the obvious choice.

Christmas help

STAFF from the Physical Training Centre at HMS Raleigh stopped off at their adopted charity, Children and Mothers in Need in Plymouth, to deliver Christmas presents to the children.

The PT staff called upon all at Raleigh for donations of toys and games for the appeal. Organiser LPT Rob Hallam explained why they had chosen this charity: "We decided that with a little kindness from HMS Raleigh ship's company we could make a difference and brighten up a child's Christmas."



● KIDS Family Centre children at HMS Collingwood

News in brief

■ A BIDDING war for a black-tie dinner with the Governor of the Falkland Islands escalated from £100 to just over £1,100. The military were up against Stanley civilians for the dinner do. CWEM Tam Daly of the JCUFI Ops Cell in Mount Pleasant Complex promptly rang up the BFBS radio DJ Steve Britton and suggested that he call the Governor and propose two black-tie dinners for a cost of £1,200 each.

So the BFBS Wireless for the Blind Appeal profited by £2,400 and both groups were treated to a prestigious dinner party.

■ ROYAL Naval Reservists from HMS President paddled into the money in the annual cayaco race when they rowed along the Panama Canal.

Sponsorship made up a winning total of £2,222 which has gone to the Attlee Youth and Community Centre in the City of London.

Cdr Peter Baker, CO of President, said: "It was wonderful to see a development for children in such an unexpected area. It is a tremendous community project which the RNR is delighted to support – but don't ask me to row the canal again – just yet!" Plans are in hand for another team from President for this year's event.

■ MA Colin Jones of Derriford Hospital has been presented with a Heart of Gold in recognition for his help with a children's hospice, Derian House.

Colin first got involved with the hospice when sister Vicky became a patient. He said: "The hospice aims to make their patients last days as pleasurable as possible. It's rewarding for me to give them something back as they gave to me in my time of need."

■ A MEGA Christmas haul of tinned food, biscuits, Christmas puddings and all sorts of other goodies has been pulled together by the civilian and service personnel of HMS Collingwood. The annual event fills hampers for elderly people and others in need in the local Fareham and Gosport communities.

■ THE final deployment of HMS Sheffield to the Mediterranean gave the Petty Officers mess a chance to gather together cash to be put to good use by the Child Development Centre at Scott Hospital. Mess member PO Simon Forbes said: "We chose to raise money for the hospital because the daughter of one of the Petty Officers on board was supported by the centre."

■ CARLTON TV's Lucy Alexander drew the winning tickets in the King George's Fund for Sailors 2002 raffle. Winning tickets: £3,000 – No.0494609 (Norwich); £2,000 – No.0473745 – (Havant); £1,000 – No.0488964 (Newport); £500 – No.0026186 (Ludlow); £250 – No.0262256 (Pitlochry).

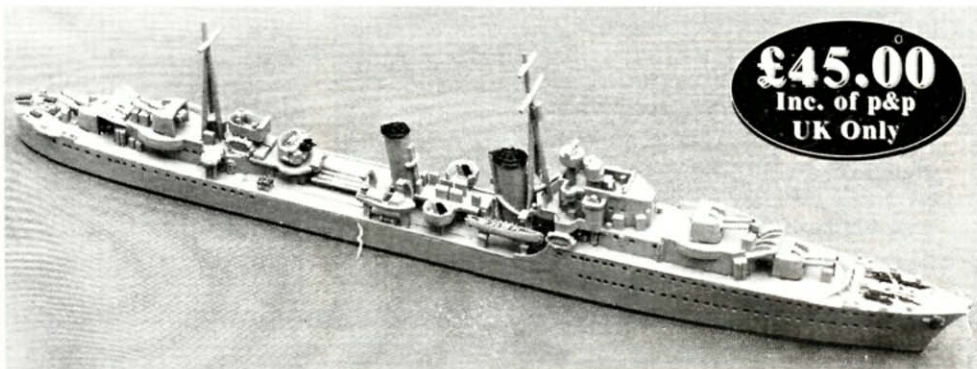
■ THE British Lung Foundation are looking for volunteers to make a fundraising parachute jump for the charity. For more information, telephone 0117 925 5810.



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People in the News

First RFA Flags for 1SL

FOR THE first time, a Royal Fleet Auxiliary Officer holds the coveted position of Flag Lieutenant to the First Sea Lord Admiral Sir Alan West.

Second Officer Peter Thornton hit the ground running with his second week in the office seeing him jet off to Japan then return to look after a visit by the Chief of the Naval Staff of Argentina.

Peter said: "Most of my time is taken up with ensuring visits and events run smoothly. The job entails many other aspects and is definitely busy."

"I think that working within such an environment in the Ministry of Defence keeps me working hard and gives me a boost so I do very much enjoy it. Although working hard may have something to do with the importance of not getting it wrong!"

Peter joined the RFA service in 1995 and has served in a number of RFA vessels including Black Rover, Diligence, Sir Bedivere during Argonaut 1999, Oakleaf and Brambleleaf.

● 2/O Peter Thornton



Vengeance men bag awards

SUBMARINERS from HMS Vengeance have scooped a bundle of awards after a visit from Vice Admiral Mark Stanhope, Deputy Commander in Chief Fleet.

Spending time in restricted conditions for his day job has obviously bled over into his leisure activities as CCMEA Charlie Milton was presented with the Meritorious Service Medal for two-fold reasons; not only his 27 years service in the Navy, but also his immense contribution to the development of the Combined Service Caving Association.

Charlie was a member of the team that were sent to Malaysia in 1994 to rescue the Army Caving Expedition who had notoriously got stuck in Low's Gully. Charlie said: "I feel honoured to receive the MSM in part recognition of my contribution to the CSCA; especially as the Royal Navy has allowed me to pursue my passion for caving."

Two of Charlie's fellow submariners were recipients of the Herbert Lott awards instituted in 1930 to reward those who have made a significant contribution to improving Naval systems.

LSA Greg Burrows received the award for his outstanding contribution to improve the efficiency of the stores support on board and LWEM(R) Colin Jackson for his improvements to the internal communications system.

New Year Honours

THE full list of recipients of New Year Honours from the Queen appears on page 26.

ROYAL Marine Warrant Officer Neil Langridge received the MBE for his work to improve qualifications for the Armed Forces and to help prevent youngsters re-offending.

Neil is a leading expert on training and qualifications for personnel in the Navy and Marines.

His longstanding conviction that military personnel deserve civilian qualifications has led him to create an entirely new Public Services NVQ level 2.

Neil is now in demand as a consultant to the Defence Training Review, Defence Accreditation Board and to the RAF and Army.

CDRE Geoffrey Edwardes has been awarded the OBE after devising and organising the spectacular Golden Jubilee event staged by all three of the Armed Forces for the Queen.

The summer event had military action by all three Services complete with warships, landing craft, fighter jets, helicopters plus noise pyrotechnics.

The celebrations were unlike any other tri-Service display that has been done before.

The day won enthusiastic support from the highest levels of the Ministry of Defence, Buckingham Palace, police and local councils.

LT Shayne Hussain has been granted the MBE for his work in widening the appeal of the Royal Navy to ethnic minority communities.

Since 2000 he has given outstanding service as the Diversity Action Officer for the Directorate of Naval Recruiting, promoting the Royal Navy as a career to people who might not normally consider the Service.

The result of his innovative approach has been a rise of 25 per cent in entrants to the Royal Navy from ethnic minority communities.

A major achievement was a successful recruitment programme on the islands of St Vincent and Grenadine.

THE OBE has been bestowed on the Reverend Peter Sefton-Scott.

Peter was for more than two years stationed at the Commando Training Centre for the Royal Marines at Lympstone.

He joined the Navy in 1991 and is now in HMS Albion, the Navy's newest amphibious assault ship, currently in build.

CDR Bryant Sanders of the Royal Naval Reserves has merited the MBE for his dedicated work inspiring generations of youngsters with his leadership of a school cadet force.

For 36 years Bryant has been the contingent commander of Bournemouth School's Combined Cadet Force.

Under his direction the cadet force have won national acclaim for their performance.

Maintaining the highest standard of Royal Naval professionalism afloat and ashore, Bryant has involved the Cadets in community work.

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JULIE, 22, G.S.O.H., sporty. Enjoys socialising, music. Seeks honest, genuine penfriend. Box Feb 5

YOUNGER VERSION OF Catherine Zeta Jones. Seeks males aged 18-21, Tall, Dark, Intelligent. Box Feb 6

FUNTIME MALE 25. Seeks female 18-28. Attractive. Fun/who knows? Photo please. Southwest. Box Feb 7

FEMALE, 43, SLIM, no children, G.S.O.H. Seeking Serviceman for friendship/relationship. Plymouth area. Box Feb 8

18, CHARLOTTE, FUNLOVING, sporty and a lifeguard. Please write. Box Feb 9

ROMANTIC SAILOR, 33, told good looking. Seeks slim-ish homely girl for friendship/relationship. Single mums welcome. Box Feb 10

SLIM, PRETTY AIR HOSTESS (26). Needs kind, caring Sailor/Officer for friendship/relationship. Box Feb 11

PERSONAL

MY NAME IS TRINA, 30, I'm single with brown hair and green eyes, 5' 3". I like going to the pub, sometimes clubbing, reading. Anyway enough about me, what about you? Box NN Feb 12

BUTLINS, SKEGNESS, DECEMBER 2002, 60'S WEEKEND. Were you in a party of submariners from Devonport? We are the 4 ladies from Bedford MS Therapy Centre. We would like to make contact. If you know of this party, especially the kind gent who bought us drinks, please contact: Maureen, Beds & Northants MSTC, C/o 18 Dines Close, Wilstead, Bedford MK45 3BU.

-PEN PALS- LINK LINE is a British Registered Charity committed to bringing people together as pen friends. Get to know a companion or partner, like yourself, before you meet. Just exchange letters until you feel comfortable with your new friend. Details: SAE; Linkline (NN), Box 7358, LONDON N1 5QF.

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FOR brother and sister pair Joe and Karen Boxall, it seems there was no other life than the Regulating branch.

Karen has just handed over her job as the Regulating Petty Officer in the Discipline Office at HMS Collingwood to brother Joe.

Joe joined the Navy in 1984 as a Junior Marine Engineering Mechanic and flipped to the Reggie life in 1993 after spending a spell working in the Provost's office in Portsmouth where he got a taste for the law.

Since then he's kept order in naval ships HMS Richmond and Invincible, as well as spells at the Naval Base in Scotland.

He arrived in Fareham establishment HMS Collingwood after completing a nine-month tour in Kosovo, his second stint in the country.

Karen followed in her brother's footsteps by joining the Royal Navy but took the lead by choosing the Regulating Branch as her initial entry. She has racked up 15 years with the Naval service.

She has been working at the Fareham establishment since May 2001 but after handing over to her brother, she can be found in Type 42 destroyer HMS Glasgow from February.

The siblings have worked together all too briefly once before for six weeks at the Provost in Portsmouth Naval Base, but at the time Joe was still a stoker and had not taken up the badge of regulatory power.

It seems the staff at the Disciplinary Office were somewhat amused to hear their new boss taking over from RPO Boxall was RPO Boxall - but there might be a few matelots perplexed by the sudden change from female to male. And think of the savings on the stationery bills!



● Joe and Karen Boxall in the Discipline Office at Collingwood

Sports winners

THE RN & RM Sports Lottery has brought some Christmas cheer.

CPO Simon Mills, serving with Naval Engineering Falkland Islands, received a cheque for £1,500.

This was a welcome break from a two-week work period on HMS Leeds Castle.

The arrival of Christmas down in the South Atlantic has brought a few days off to relax and enjoy some seasonably warm weather in a setting resembling the West Indies (see picture).

Another big winner was the Navigator Giles Palin of HMS Newcastle who has had £5,000 to enjoy the festive season.



People in the News



New Year Honours

■ THE MBE has been given to WO Master at Arms Ian Rigby who is based at HM Naval Base Clyde.

He received the honour because of his outstanding performance as the Assistant Naval Provost Marshal (Scotland) since March 2000 and his loyal service.

Ian followed in his father's footsteps and joined the Navy in 1975 as a Junior Operator before switching to the Regulating Branch in 1980.

■ CDR Karl Evans has been recognised with the OBE. Karl was Commanding Officer of HMS Vanguard before she headed down to Devonport for her long maintenance in February 2002.

He can now be found serving with the British Defence Staff in Washington USA.

■ CDRE Laurie Brokenshire, the Commodore of HMS Raleigh, is the recipient of a CBE in the Honours list.

The award marks his contribution to the significant developments made in the personnel arena through his 27 year career.

He has recently managed a significant change programme at HMS Raleigh and as the 'champion of the people pillar' of the Navy Strategic Plan, has made a huge impact on the development of Naval Personnel Strategy.

He said: "The award came as a wonderful surprise for the whole family. We very much look forward to going to Buckingham Palace for the investiture when perhaps the reality of this tremendous honour will finally sink in."

New man at the helm of Mary Rose

THE MARY Rose Trust has announced the appointment of Rear Admiral John Lippiett as Chief Executive (Designate) who will take up the post in March 2003.

Chairman Admiral Sir Kenneth Eaton said: "The Mary Rose Trust has reached a critical stage. John will oversee the challenge to secure consistent and national funding for the Designated collection, enhance the fundraising capability of the Trust and help achieve our long-term ambition of co-locating the hull and collection in a purpose-built museum."

"We also need to ensure the Mary Rose plays an integral role in the future developments within Portsmouth Historic Dockyard and in the wider museums and archaeological community."

FAA scale peaks

A GROUP of Culdrose airmen and women have scaled the Appalachian peaks over the course of a ten-day hike across Shenandoah National Park in Virginia.

The 12 people from the Fleet Air Arm started their US voyage in the sophistication of Washington DC and ended their trip in the log cabins of Virginia.

MBA merited

THROUGH hard work and effort, POWWTR S. Brown has achieved an MBA from Glasgow Caledonian University. She is currently serving on the staff of the Captain of the Faslane Flotilla at Barrow.

Drinking record

HMS CARDIFF has added another record to the list. Stan Mortensen from the Type 42 destroyer is now the proud holder of the British Royal Navy Fosters Challenge run by the George and Dragon pub in Dubai, United Arab Emirates. Stan downed a third of a yard of Fosters in the quickest time to win himself a keg of Fosters and the 2002 title.



● World War II pilot John Moffat with his Piper Colt aeroplane

No age limit for high flyer

FOR the man who flew the Swordfish from HMS Ark Royal that crippled the German battleship Bismarck in World War II, it seemed destiny.

As John Moffat flicked through the pages of an aviation magazine, his eyes were drawn to an advert for a Piper Colt aeroplane, registration number G-ARKM.

John said: "I wonder if by any chance that could be meant for me..." As soon as he saw the little aircraft he knew he was right.

At age 84, there's no stopping John Moffat. He still flies very week from Scone airport, the continuation of a boyhood interest in flying that was developed during his time in the Navy from 1939-46 where he first trained as a pilot.

John was serving as a Sub Lt with the RNVR in 818 Squadron when he took part in the attack on Bismarck led by Lt Cdr T. Coode.

"The conditions were unbelievable - force ten gale, 30ft high waves. It was difficult enough to take off, let alone get back. The worst storm I ever saw," said John.

With directions signalled by HMS Sheffield, the Swordfish aircraft climbed up through the clouds to 6,000ft to make their way to the enemy ship.

Even above the clouds, the Fleet Air Arm aircraft were being fired upon and once the aircraft dived down to 600ft the storm increased.

"This bloody great battleship firing at us. Tracer bullets were coming at us like hail," said John.

The observer H.I. 'Dusty' Miller had realised that the torpedo needed to be dropped into the trough between the waves and was peering over the side of the Swordfish shouting "Not yet, not yet" to his pilot, before he gave the signal: "Let her go, Jock."

The two men saw the torpedo take to the water and as the aircraft turned away for cover, the Bismarck also turned but they had no way of knowing if their torpedo had struck - until the next day when they flew to attack the German ship again and saw the Bismarck turn on to her side.

"There was no chance. And we thought, 'There but for the grace of God'," remembered John, "They were sailors and so were we." John makes little of the fact that his torpedo was the first to strike the Bismarck: "There were fifteen of us, all having a go. There wasn't much between us."

John finished his career at Cowdray Park, part of HMS Daedalus, then left the service for an apprenticeship in the hotel trade. His days of flying became a bygone memory until a visit to his daughter in the US brought an opportunity to take to the skies again - in his late sixties.

With US licence acquired he returned to the UK to gain his British licence and has been flying regularly since then.

John said: "I still think there's nothing like the Navy - and the

Fleet Air Arm has the edge on that other crowd."

■ John is keen to hear from anyone from Cowdray Park who remembers him. Please send your letters to *Navy News* to be forwarded.

Prince of Wales recreated in smaller scale

IT SEEMS hard to believe but there's a man inside this 16ft model of the Prince of Wales.

And the man is model-maker Harry Woodall who built this superb vessel over the course of ten years.

The 48:1 scale model is made from reinforced fibreglass on a timber frame with other materials. Fine details include the 14 inch gun barrels that fire rocket motors.

The model is driven by two electric motors controlled by the one-man crew, who lies within the bowels of the ship with views provided by a

camera mounted in the bridge window and beamed down to a monitor below deck. The model when fully manned weighs in at 700lb.

The Prince of Wales was centre of attention at the reunion of the Prince of Wales and Repulse Association reunion at Plymouth last year.

Harry Woodall said: "It was built as a tribute to these guys, my heroes, if you like. I anticipated some creative criticism but didn't expect the emotion it aroused."

Harry plans to take the model to Scarborough for the next reunion.



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THIS PIECE of artwork on display at the Defence and Political Studies department at HMS Collingwood was created by the daughter of civilian member of staff, Hazel Thomson.

Daughter Louisa produced the project on the events surrounding September 11, 2001, as part of an art project at her Fareham college.

Amazing what you can pick up here ...

Packed programme for Cumberland

ALTHOUGH there is plenty of work to be done, there is also plenty of time to be filled away from family and home.

Two of the officers on board Cumberland took to collecting, both to remind them of the deployment, and to provide a memento for younger members of their families.

In the case of Executive Officer Lt Cdr Duncan Thomson, it was wild flowers.

Duncan collected one example from each of the places he visited, which were then carefully pressed between the pages of his two weightiest books – the 490-page *Stalingrad* by Antony Beevors or the 736-page *Complete Works of Shakespeare*.

Once the flowers are dry, they are sent home to his daughter Alice, aged seven.

On much the same lines Lt Cdr Ian Cowper, the ship's Marine Engineering Officer, has been gathering examples of sea-shells from the beaches of the countries visited.

His daughter Sian, aged six, on receiving them in the post, has decorated home-made photo frames, early examples of which are displayed in his cabin – and forcefully remind him of home when they fall on to his head during rough weather.

THE SHIP'S company of HMS Cumberland will know they have been in a deployment by the time they return to Devonport this month.

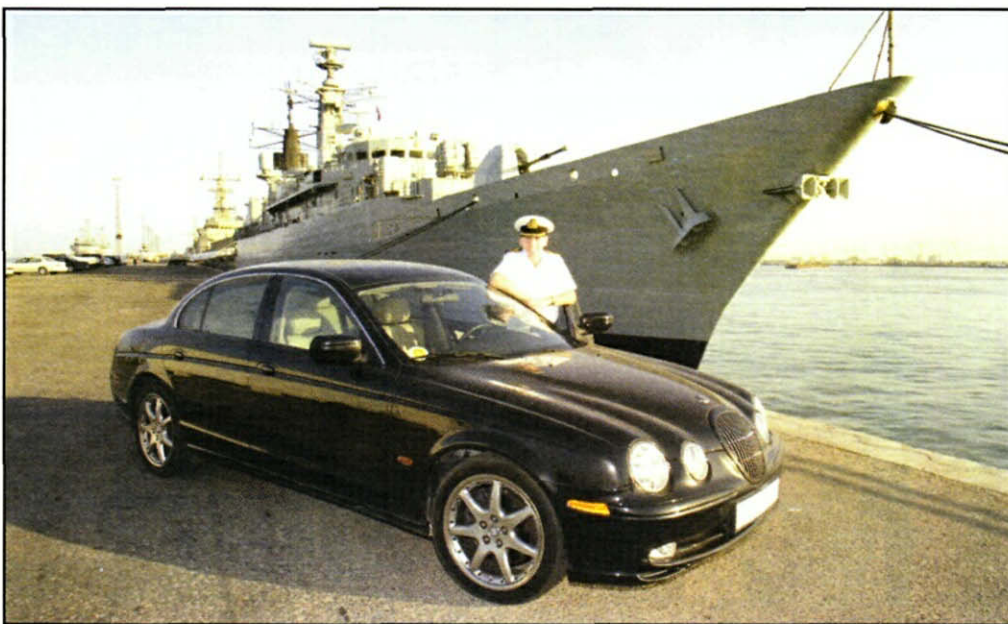
The Type 22 frigate left the West Country at the beginning of June last year to begin her contribution to Operation Oracle, the UK's contribution to the war against terrorism.

And since she left home waters she has ranged far and wide across the Indian Ocean and the Gulf region, including tasks in the Gulf of Aden and off the coast of East Africa, both blocking the routes of Al Qaeda terrorists and helping enforce United Nations sanctions against Iraq.

But the frigate, a capable and versatile platform which is well-suited to operating alone far from home, also had a major role to play in defence diplomacy, showing UK support for allies and friendly nations in the region.

Among the early visits were those to Aqaba in Jordan, allowing bilateral exercises with the Jordanian and Saudi Arabian naval forces, and Karachi in Pakistan, when high-level guests were invited on board the warship.

In such visits, the ship's company also gets a chance to sample



● The Commanding Officer HMS Cumberland, Capt Ian Corder, pictured with the ship's transport, a S-Type Jaguar supplied by Jaguar Bahrain to help promote the car

local culture – from Aqaba, parties of RN sailors visited the ancient city of Petra and the old haunts of Lawrence of Arabia, while many of the other port visits allowed for social and sporting contacts with local communities.

An essential maintenance stop at Mombasa allowed some members of the ship's company to go on safari, deep-sea fishing or diving, and an expedition headed off to climb Mount Kenya.

Christmas Day was spent at sea – Cumberland was the only Royal navy surface unit on duty away from land that day (see right) – and by the time she gets back to Devonport she will have been away 250 days, of which 182 will have

been at sea, with 68 alongside in various harbours.

The frigate's Lynx helicopter achieved its 1,000th landing since build during the deployment, and the ship's divers have spent more than 30 hours under water undertaking various tasks in support of the deployment.

To date, Cumberland has replenished from seven different tankers from five countries – the UK, the United States, Germany, Canada and Japan.

Her most recent port visits have included a maintenance stop in the United Arab Emirates, during which time one of the ship's Rolls-Royce Tyne gas turbine engines was changed, and Commander-in-

Chief Fleet, Admiral Sir Jonathon Band, and UK Maritime Component Commander Gulf, Rear Admiral David Snelson, both visited the ship.

Cumberland's Commanding Officer, Capt Mike Mansergh – who took over from Capt Ian Corder in the middle of December – said: "Following Christmas at sea, this visit has provided a very useful opportunity for some essential maintenance work to keep the ship fully capable of meeting her role as part of coalition forces in the region."

"It has also enabled some of the ship's crew to take a short period of well-earned leave after more than six months away from home."

Santa Claus learns trick from Royal Marines

WHEN you spend Christmas Day far from home, every little detail can be invested with a certain poignancy, emphasising the disparity between a family holiday at home and working on the high seas.

So it is no wonder that the festive season on board HMS Cumberland had a strange edge to it.

Executive Officer Lt Cdr Duncan Thomson did his best to maintain an air of normality by secretly arranging for families back home to send presents to the ship's company.

These gifts were stashed away on board, unseen by the majority of sailors on board, and the ship's Santa only brought the goodies out of his Grotto at the appropriate moment.

A service of carols and readings was held on the flight deck on Christmas Eve, led by the ship's chaplain, Fr Simon Bradbury RN, with musical accompaniment from Lt Cdr Richard Bywater on the piano and Lt Bill Thomson on guitar.

During the interval the Royal Marines performed a spirited enactment of the poem *The Night Before Christmas*, which involved Santa Claus entering the proceedings by rapid-roping from the hangar roof – a handy trick for chimneys he may encounter in the future.

The service concluded with mince pies and mulled wine, and a number of hardy souls returned to the flight deck later that night to celebrate Midnight Mass under the stars.

Christmas Day saw the traditional swapping of jobs for the serving of Christmas lunch, when the ship's officers assumed the duties of the stewards and dished up the festive fare for the ratings.

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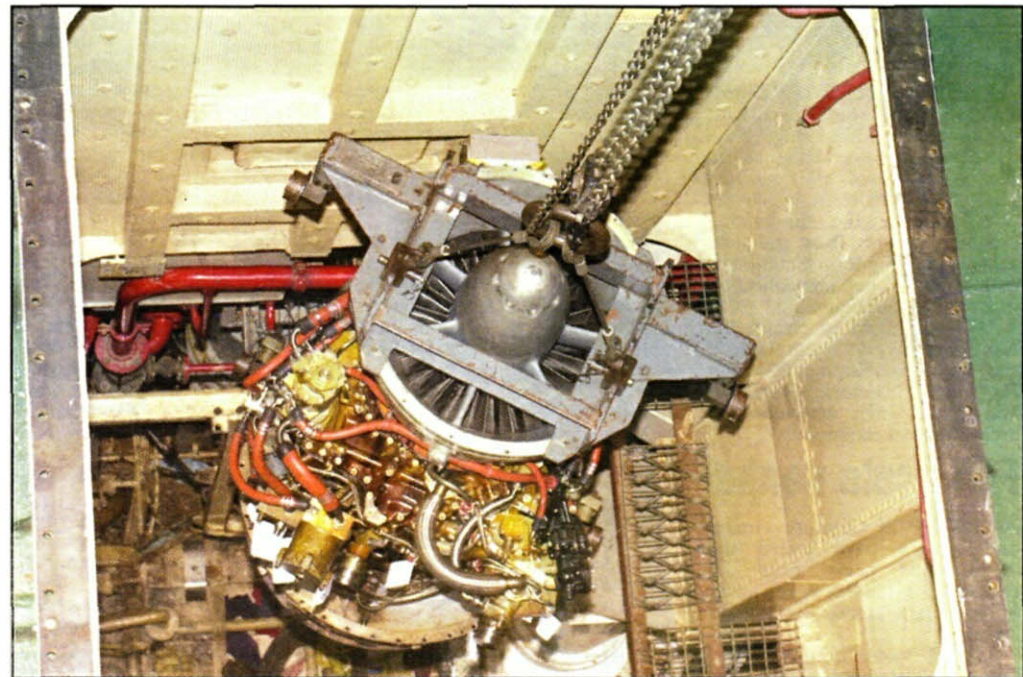
Allied cause

CUMBERLAND has to date operated with 16 other nations during her deployment, and visited ten countries in three continents.

Her boarding parties have checked out more than 70 ships – a busy schedule for Cpl Nick Tryon, the Team Commander, and his RM Boarding Party.

The ship's doctor, Surg Lt Sarah Wilmott, put her Advent calendar to good use in December, awarding the chocolate from each day to the most worthy patient.

For the old hands in Cumberland Christmas at sea is nothing new – she has spent three of the last five away from home.



● The defective starboard Tyne engine from HMS Cumberland is hoisted from the ship – part of the engine-change work that was carried out over five days, in temperatures that exceeded over 90 degrees with an average 60 per cent humidity.

Tom's catch of a lifetime

FOR one group of sailors on board HMS Cumberland, a deployment such as this gives them the chance to add a new dimension to a favourite pastime.

Tom Worthy said: "When the ship anchored in 19 metres of water sitting off the tropical islands of the Seychelles in the Indian Ocean, it filled me with anticipation and excitement as to what fish lay beneath the hull."

Tom contacted the Seychelles Ministry of Fisheries, as well as local tackle shops, and ended up sending his hook down from the frigate in search of new catches.

And Tom and his mates were not disappointed. The first bites were pretty aggressive, and yielded emperor fish – like bream but with bigger teeth and an attitude.

After that came a variety of fish, from red snappers to barracuda – around 13 different species in the space of two hours.

But the next bite was more like it. A ten-minute fight resulted in Tom landing a hammerhead shark – "no monster at 3ft long," but his first-ever shark, nonetheless.

When the fishermen had had enough for the day, after around six hours, they had landed three different species of sharks – five hammerhead, ten thresher and 15 black-tipped reef sharks.

All 30, plus 25 assorted other fish, were returned to the deep unharmed, but slightly bemused by their brief visit to a Royal Navy frigate.

The fishermen also chartered a deep-sea fishing boat for the day while in the Seychelles, bagging box-fuls of bonito but failing to spot the prized sailfish or black marlin.

But the scorching weather and a crate of cold beer helped ease the disappointment.

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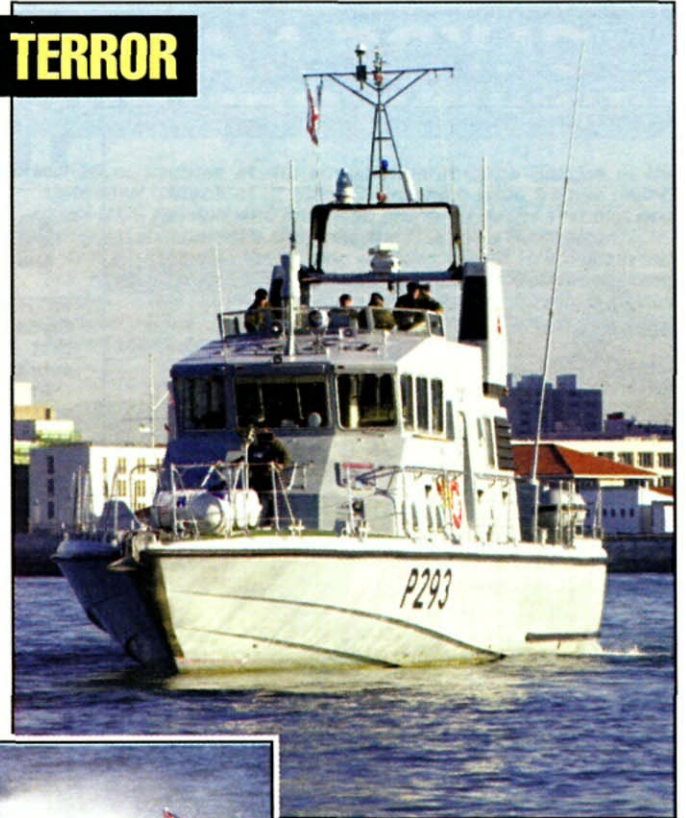
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GIBRALTAR SQUADRON'S OPERATIONAL ROLE IN WAR AGAINST TERROR



● Gibraltar Squadron ships, HMS Trumpeter and Ranger, with the Rock of Gibraltar



● Top: HMS Ranger, one of only two armed P2000s
● Left: One of the Squadron's Arctic RIBs on patrol
● Bottom: Some of the Squadron's Clearance Diving Element

Patrolling the Mediterranean frontline

Global events of the past 18 months have meant that one small Naval unit based at the edge of a foreign land has had to transform itself to meet the fast-paced changes that followed from September 11, 2001, reports Helen Craven.

Bearing on their shoulders a new operational role that takes up 24 hours of every day, the men of the Gibraltar Squadron are working to the limit to protect the Naval ships of Britain and the rest of the world that arrive at this British territory.

Historically Gibraltar was important as a crucial stopping point and little has changed; it is still a key strategic chokepoint through which the world's shipping passes on its long journey from East to West and back again along this narrow passage between the continents of Europe and Africa.

A traditional sight familiar to the visitors to the high vantage point of the Rock for over a decade, small grey ships continue to patrol the Mediterranean Sea. But where once the White Ensign flew to mark the limit of British rule, now post-September 11, a new chapter has begun in the life of the Gibraltar Squadron.

The threat of terrorism is being focused down on to nomadic groups operating around the world from the hills and valleys of the remote Middle East and Africa, and now Gibraltar has a new prominence.

As Lt Cdr Chris Pillar, Commanding Officer of the Gibraltar Squadron pointed out: "We're at the strategic crossroads of the world." And so the role of the Squadron has changed, just over a year ago its operational function was important but gentle, now it is vital and pressurised.

Cdr Andy Johnson in charge of Operations in Gibraltar explained: "The tempo was moved up after September 11. Anybody coming out to the Squadron now wouldn't recognise it."

He added: "There is nowhere safer to come because they have worked incredibly hard to keep Gibraltar safe."

For a majority of each day, the

Royal Navy team is patrolling the waters of Gibraltar checking vessels and escorting warships and auxiliaries of all nations into the busy harbour. For the 19 men in the unit, the work is hard with long cold hours spent on the water.

Lt Cdr Pillar described Gibraltar's importance as an operating base: "We are 1,000 miles up-threat. We are four days sailing and 1,000 miles closer to the likely trouble spots."

In the summer last year a suspected Al Qaeda terrorist cell was arrested in North Africa. This highlighted the ready danger to Gibraltar and shipping in the straits from terrorist units coming from the shores of Africa, just 14 miles away. As a result, the work of the Squadron became more intense and the hours on the water longer as Operation Lonigan called the boats into almost non-stop operational patrols.

"We went for it hammer and tongs," said Lt Cdr Pillar, "and established a level of force protection that makes everybody happier."

"There's been a quantum change in activity on the water. This is a very busy anchorage and ships need to be protected."

The Squadron has two ships, currently the P2000 Archer-class Patrol Ships HMS Trumpeter and Ranger, the first P2000s in the Royal Navy to be armed with General Purpose Machine Guns.

But two Lifespan Patrol Vessels (LPV), Grey Fox and Grey Wolf, have arrived from Northern Ireland. The two vessels will be commissioned into the Navy to fly the White Ensign as Navy News goes to press, and will bear the names HMS Scimitar and Sabre.

The new ships – because of their former lives in the inland waterways of Northern Ireland – have different capabilities to the existing P2000s, and the decision is yet to be taken over the eventual size and shape of the Squadron.

The grey ships are supported in their patrols by three 24 Arctic Rigid Inflatable Boats (RIBs) crewed by armed personnel. The RIB patrol is wet and windswept but these little craft soar and swoop on the crest of waves with a remarkable turn of speed.

Over the course of the past September visiting ships were alongside at Gibraltar for 29 days, with the P2000s and LPVs spending 137 hours on the water and the RIBs racking up a massive 334

hours, and each ship, each berth, each tug were checked by the unit's small diving team.

On limited resources and limited manning, this small unit is winning the praise of tough and demanding customers.

The diligence and support on the water of the Gibraltar Squadron has won them acclaim from visiting warships, particularly American ships sensitised from the events of September 11 and the attack on the USS Cole in Aden.

USS Mahan sent a message in July: "Host nation force protection was outstanding"; reinforced by USS Vicksburg a month later: "Host nation escort of Vicksburg into Gibraltar was exceptional".

British ships have added their praise for the hard work of the Squadron; HMS Sheffield: "Best force protection seen in the Mediterranean"; and HMS Ark Royal: "Shielding of exit track was efficient and impressive".

Even in this distant corner of the British military, the operation has a very joint aspect. Army men from the Royal Gibraltar Regiment are now on the boats patrolling and watching the waters around the Rock with their Naval colleagues. The Gibraltar Service Police patrol the harbour and jetty once the Squadron's divers and RAF firearms and explosives dogs have given the all-clear.

This focus on security has seen other paybacks. The increased time on the water has seen a growth in the assistance offered to the local civil organisations, particularly the Royal Gibraltar Police.

One of the Squadron's RIBs recently played a role in the capture by the Customs authorities of a suspected drug smuggler, hauling his dirty trade between the coasts of Africa and Europe. In November the Gibraltar authorities called for help to recover the body of a Spanish diver.

The Squadron Clearance Diving Element form a small 8-man unit of six divers and two engineers, their numbers bolstered by a further two Americans loaned to the unit on a six-month basis.

Very little of their work is taken up with explosive ordnance disposal with only two incidents over the course of 2002, and the majority of the divers' time is spent supporting Operation Lonigan.

CPO (Diver) Hank Hancock who heads the Clearance Diving Element said: "We do work hard here, but it's a good draft."

The long hours and big changes have had an impact on the lives of all those in the Squadron and their families, the support from whom is a debt that everyone fully credits.

"It's not what I expected," said CPO Garry Henderson, MEO of HMS Trumpeter who joined the Squadron soon after the changes, "what I expected was easier than this. But I suppose if its operational, it's going to be hard. But it's not what the families expected."

CPO Simon Oughton, MEO of Ranger, added: "We were used to a different, more manageable routine before September 11 – because it's been such a drastic change is what's made it harder for the families."

Lt Cdr Pillar concluded: "We are a professional bunch doing a fine job in a real operational situation but with long hours and limited resources."

"We're successful and here to stay. The metamorphosis of the Squadron is ongoing and the future shape of the unit is not yet clear. But we will change and

adapt to meet whatever the future brings."

The world stands braced for the next events in this complex conflict against an unseen enemy. But one prediction seems certain – all in the Gibraltar Squadron will match pace with the changing global climate to protect the Naval ships that enter their realm.



Pictures: Cpl Martin Sadler RAF

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CLYDE NAVAL BASE - SEPARATE ELEMENTS ALL PULL TOGETHER TO MAKE ONE BASE, ONE TEAM



● MCM ships leave Gareloch through Rhu Narrows

Lock, stock and barrel

WITH THEIR brooding presence at the Clyde Naval Base, it is easy to forget that it is home to more than just submarines.

In addition to the four Vanguard-class and five Swiftsure submarines, the Faslane Flotilla consists of nine mine-countermeasure vessels (MCMVs), six of which carry out the conventional MCM and fishery protection roles, and three converted Hunt-class ships that are the Northern Ireland patrol vessels.

Capt Pat Walker is Captain of the Faslane Flotilla. A submarine man, he had been Captain of the First Submarine Squadron but moved into the broader role with Fleet First.

He sees the big advantage for the smaller ships with the changes that they now have a four-ring captain permanently on hand to champion their cause.

Capt Walker said: "Fleet First has had tangible benefits to provide greater integration at the waterfront - all are now playing in the same level playing-field."

Capt Walker outlines his responsibilities as acting on the ships' and boats' behalf to negotiate the right level of support from the Naval Base and to provide advice and guidance.

"So I am looking after their interests lock, stock and barrel," he concluded.



● Vanguard-class submarines alongside at Faslane

Scotland stands out

THERE'S just something that little bit different about Scotland and HM Naval Base Clyde stands apart from its southern cousins.

Well-known for its key role in national defence as the home of the Vanguard-class submarines that bear the burden of Britain's nuclear deterrent, it draws together distinct strands of the Royal Navy, set among the stunning countryside of the Clyde estuary.

Royal Marines are based alongside surface ships, and the underwater realm encompasses the full range from big bombers through hunter-killer submarines of the Swiftsure class and right down to the divers who keep our coastlines safe.

HM Naval Base Clyde is the only base that is still under the command of a Flag Officer, Rear Admiral Derek Anthony, Flag Officer Scotland, Northern England and Northern Ireland (FOS-NII).

His interests extend from Liverpool around the coasts of northern England, Scotland and Northern Ireland.

"FOSNII actually has a regional responsibility for more than half the land mass of the UK," explained Adm Anthony.

In addition to the Faslane site, the Royal Naval Armament Depot at Coulport just six miles away is part of the Clyde Naval Base.

"That in area is bigger than Faslane," said Adm Anthony. Coulport is responsible for the storage and issue of the Trident weapon system and other ammunition.

Recent changes have transformed the working lives of the 7,000 people employed within the base, of whom about 4,500 are civilians, employed by the Ministry of Defence or Babcock Naval Services under the new partnering agreement.

"Warship support modernisation is the most important single thing that has happened in my time here," said Adm Anthony. "Everyone in the base has been affected from the Able Seaman to the Admiral, from the riggers to senior civil servants."

A huge amount of credit to the individuals in the base and senior management here that people have adapted so well.

He is positive about the changes and the end results that will come:

"We're going to be much more dynamic in our management of business, much more entrepreneurial, much more innovative, and that's exciting - it can only be good."

Within the military aspect of the base, Fleet First has brought about changes for Naval personnel's ways of working. "That's been a huge success. It's gone very well indeed. There's an even greater sense of belonging among the ships and submarines up here to one entity than there was before."

Adm Anthony holds special praise for the minor war vessels of the MCM group that have forged a strong identity since their arrival at the former submarine base: "They're fantastic with dedicated ship's companies."

He sees the mix of boats and surface ships, Royal Marines and divers a bonus for all at the base: "It provides a richness of life in this base that stimulates it in a way that it has never been stimulated since it got going in the 1960s, and I absolutely welcome that."

With the changes already under their belt, what is next on the Clyde's list? "The introduction of

Astute is a hugely important even in the future of the base," predicted Adm Anthony.

In preparation for the arrival of the latest submarines, new build planned for the base including "finger" jetty and an Astute training facility.

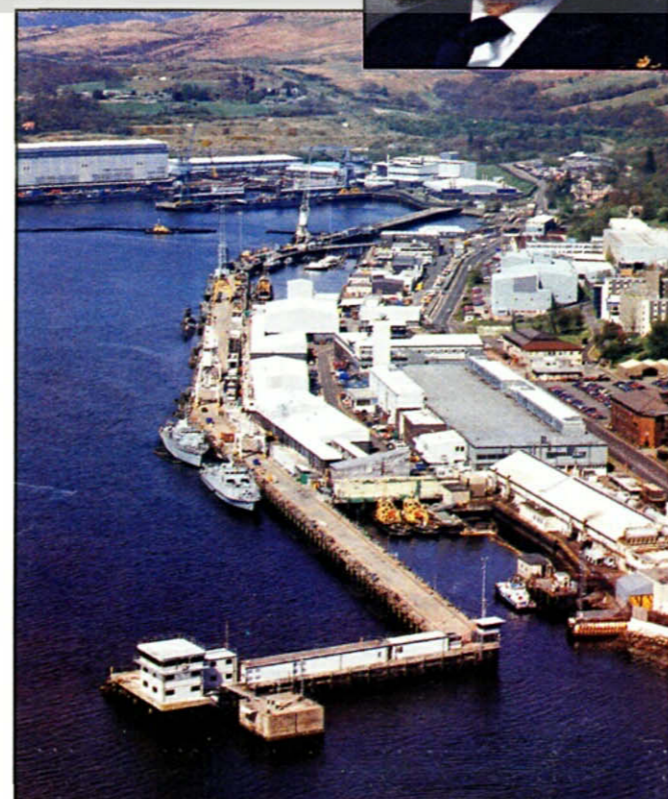
Adm Anthony is scheduled to move on from his northern posting in May this year. He said with genuine regret: "I shall be sorry to go. I like it here, it's a good place to be."

"We've gone through some difficult times but I think we're on the road to a good future here."

● Rear Admiral Derek Anthony, FOSNII



● The Faslane site of Clyde Naval Base



Safe by all their strength

SO HOW does HM Naval Base Clyde prepare the most advanced Trident submarine in the world for a deterrent patrol? writes Lt Johnnie Collacott, Supply Officer in HMS Vengeance (Port).

HMS Vengeance along with her three sister Vanguard-class submarines, five conventional-armed Swiftsure-class submarines, eight minehunters and patrol vessels form the Faslane Flotilla based at HM Naval Base Clyde.

Commanding Officer of HMS Vengeance (Port), Cdr David Balston explained: "The nuclear deterrent programme is a unique and demanding cycle.

"The ultimate success of the patrol starts months before with an enormous amount of training, maintenance and careful preparation back in the base port."

The flotilla is supported by the waterfront representatives who ensure that all the different types of services required by its vessels when at sea and in harbour are provided.

This also includes the new Waterfront Manning Office, an intrinsic part of the Topmast scheme.

Vengeance has two crews to maximise hull availability at sea. When the submarine returns from patrol, the two crews swap over so that the team that has been away becomes the support crew.

When the boat then sails for its next patrol, the support crew use their time to enjoy well-earned leave, catching up with families and friends after only having very

limited contact with them during the previous months, restricted to one forty-word 'familygram' per week while at sea.

They are also encouraged to use this time to participate in sport, adventurous training and attend professional courses.

But it is crucial that the submarine's crew hits the ground running at the beginning of the cycle. To do this means that all members of the ship's company must receive the right type and amount of training.

As custodians of a formidable nuclear ballistic submarine, Vengeance's crew expects to be pushed.

Every single member of the ship's company has his part to play, not only in his own part of ship but also his contribution to the overall safety and security of the Trident missile system.

"There is a strong safety culture inherent in the submarine world and we are continually educating ourselves," said Cdr Balston. However, so that the crew continue to achieve all their aims there is also reliance upon external assistance from the support crew. The relationship is extremely important. Only once these milestones have been achieved will the team be ready to go back 'on crew' again.

Once the submarine returns, the first few days are extremely busy during crew change and again the FOST trainers are there to make sure that the on-coming crew are able to operate the submarine safely when in harbour.

What usually follows is two days of safety harbour training, the duty watches make sure that they can tackle any eventuality ranging from a small flood to a major fire.

The submarine will then be allowed to start the maintenance that keeps Vengeance's highly

complex weapon and ship's system in first class operating condition.

Here they turn to the Naval Base and the Warship Support Agency who provide high quality engineering, logistic, and administrative support.

The new partnering contract with Babcock Naval Services enhances this one base, one team approach.

HMS Vengeance's motto reads 'Safe by our strength' but this could be read 'Safe by their strength' as only with everyone's efforts will the operational commitments be met.

With the engineers busy engineering, the Supply Department busy supplying, the Royal Marine Protection Group busy protecting and MOD Guard Service busy guarding, the Warfare Department on board starts drawing up the plans, in consultation with the operating authorities in Northwood, for the return to sea.

This normally starts with an Independent Exercise (INDEX) to shake the crew down, usually followed by a period with FOST's training staff.

The aim is that by the end the crew will be at the highest state of preparedness before going on different patrol.

The syllabus is enormous, covering every aspect of submarine life from whole ship management to fighting the submarine through periods of simulated action damage to our water environment with the trainers presenting many complex and challenging scenarios.

The pressure to perform well during this time can be enormous and a team that is not working together will struggle.

But the aim is not to break people, it is to make sure that the submarine can operate safely, cohesively and effectively as the UK's strategic nuclear deterrent. It is a real opportunity for each individual to prove himself to his peers and seniors alike.

Once all this has been completed the submarine usually returns to Faslane and any new defects are rectified.

The final provisions will then be obtained; the crew will expect to consume approximately 15,000 eggs, 8,400 sausages and 6,500 rashers of bacon over the forthcoming weeks with no chance of a top up at the local supermarket or a friendly Royal Fleet Auxiliary.

Vengeance is then at last fully ready to relieve one of her sister submarines that has been out on patrol keeping the country safe.

The lengths of patrols can vary but have all been achieved successfully over the last 34 years - a reflection of the hard work and professionalism of everyone involved.

There is however one thought never far from the Vanguard-class submariner's mind and that is returning home, crew change, seeing family and friends, leave - and then of course training and the next patrol!



● HMS Splendid leaves Faslane on patrol

Bringing the Clyde bang up to date

CDRE John Borley, Director Naval Base Clyde, has a definite vision for the future of the site.

"The business of looking after the people and not just the kit is very important to me," said Cdre Borley who looks after the day-to-day running of the Clyde Naval Base.

He has been a key element to the success of the Warship Support Modernisation pushing the concept of 'one base, one team' for everyone whether Service, civil servant or Babcock Naval Services (BNS) employee.

Now he has turned his attention to his next focus: "I want to rebuild Neptune in a way that suits the real wishes of the seagoing sailor."

Accommodation, recreation and administration buildings are all up for transformation. Only the excellent sports facilities at Neptune, that include swimming pool, boxing ring and dry ski-slope, pass the modern standards test.

"I'm absolutely committed to a programme that improves the quality of life for servicemen and their families here.

"The biggest single thing we've done is the partnering initiative itself, and the partner, BNS, understands the need to provide good facilities, good care, and good straightforward service for the seagoer."

"My personal feeling is that we are on the cusp now, starting to turn this into a base that sailors want."

He added: "There are some fantastic jobs to be done here with instant rewards."

Scottish coast holds special challenges for diving teams

THE NORTHERN Diving Group is based in Faslane under the command of Lt Cdr John Burden.

It is split into two units co-located in Faslane and covers the whole of the north of England, Scotland and Northern Ireland.

"My line of responsibility runs from the Wash - a line drawn out of Humberstone off Spurn Head and goes all the way round the top of Scotland taking in all the outlying islands, Shetland, around to the Wrral. Northern Ireland is also mine for Navy bomb disposal," said Lt Cdr Burden.

The Group is responsible for all maritime bomb disposal operations in this area - that encompasses the disposal of World War II munitions to the destruction of time-expired pyrotechnics such as alert flares - and all explosive ordnance disposal (EOD) operations in the naval base and at Coulport.

There are effectively 30 divers within the Group whose work ranges from underwater engineering to bomb disposal. "Because we're so small everybody gets to do everything. We mix and match because we need the flexibility," said Lt Cdr Burden.

"The British laid over a million mines around their own coast during World War II, and we've nowhere near dealt with all of them," said Lt Cdr Burden.

"There's tons of it left out there, and of course it comes to light every now and then as the tide runs over it. You get a good storm come through and it disturbs something, and you'll get a few shells on the beach."

"In an average week a bomb disposal team will get a call perhaps one day to go to Stornoway and deal with a smoke float on the beach.

"While they're out they might get a call that says 'Come down to Humberstone. The coastguard down here has got a fishing boat with a mine in its net.' So that team will then drive down to Humberstone and deal with that."

"The weeks are busy. The team is on the road every day."

Fishermen tend to find the bigger items, and notify the coastguard who'll get in touch with the Joint Service EOD tasking centre for call out.

The northern divers operate in a different terrain to the southern units. They can be working in outlying Scottish islands with a lot of open-sea jobs.

"A lot of our stuff is found in places where access is abysmal. Even getting a landrover down the track can be a nightmare."

The arrival of the new Pinzgauer six-wheel drive trucks with the Diving Group early in 2003 will ease some of the problems of getting to remote spots.

Teams from one of the two Northern Diving Units consist of four people, an EOD operator plus support crew.

In addition to their ordnance clearance role, some 50 per cent of their workload is underwater engineering in and around the base. The divers work with the engineering section at the Naval Base to take on heavy and light underwater engineering with transferable elements to their operation role.

"We do it from the perspective that in time of war or crisis we have a role called battle damage assessment and repair. By doing underwater engineering we are training for that role," said Lt Cdr Burden.

"We save the Navy money because they don't need to get in contractors or haul the submarines out of the water either here or in Russia."

"The real driver for us is the V-boats, keeping them at sea and operational."

The group is a Commander in Chief Fleet unit, under the line of the Commodore Portsmouth Flotilla, lodging within HM Naval Base Clyde.



● The Northern Diving Group deal with a World War II bomb



● Royal Marines from the Fleet Protection Group during a training exercise

Global role exercises Fleet Protection Group

THE FLEET Protection Group Royal Marines moved into the Clyde naval base in May 2001 from Arbroath, and the move has proven a success for all concerned.

One of the key factors was that the force protection role had become focused on the Royal Navy's nuclear assets, and transfer times to and from Britain's nuclear base had eaten into valuable man-hours and budgets.

"The re-location of the group and integration into the base has gone well," said Lt Col Trevor Sawyer, Second-in-Command of the Fleet Protection Group (FPG), who was also project officer for the re-location.

Formerly known as Commacho Group RM, the unit stands at 460 strong, increased from numbers of just 320 in 2001.

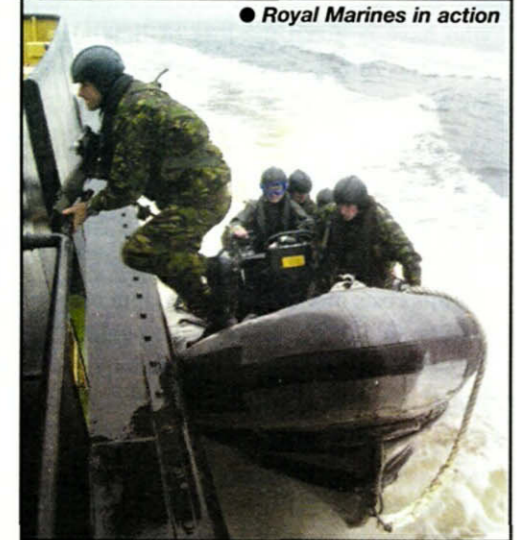
The Royal Marines provide force protection for both Faslane and RNAD Coulport, and supply men for the JSU Northwood headquarters. Inside the naval bases teams of men are ready to leap out at short notice and provide final denial to postulated threat.

Marines from the FPG can be found supporting the Northern Ireland patrol vessels and conducting maritime boardings. They also provide protection for military road convoys around the UK.

At the more obvious frontline of the Group's activities stand the Fleet Standby Rifle Troop, with a flexible and short notice call-up. Lt Col Sawyer said: "We have a certain number of teams at the right readiness to deploy global to provide protection for Royal Navy and Royal Fleet Auxiliary assets - recent world events have increased the activity of these personnel."

These teams have been called in to provide support when evacuating British personnel from places like Sierra Leone and can be found in the Arabian Gulf enforcing UN embargo operations. With the Marines and the Navy side-by-side, for certain operations the teams have joint exercises together before they deploy.

The group is split into four squadrons O,P and R and an HQ element. The three squadrons spend



● Royal Marines in action

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Paradigm Services provides welfare communications services which link UK Forces on operational duty with their families and friends back home



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Calling Old Shipmates

WWII Dental Staff: If any Dental Surgeons, Attendants or Mechanics who served between 1939-45 at HMS Drake, Raleigh, Cormorant (Gib) or Turtle would like to renew old friendships, contact Alan Norton, 104 Fossdale Moss, Leyland PR26 7AT, tel: 01772 454620, email: alan.norton@arnserve.net

HMS Leander: Seeking Barrie (Paddy) Richie, who left the mob in the 1980s. He was at the wedding of Steve and Christine Rowbottom in 1980. Steve has contacted some of the boys and they hope to meet at the Leander reunion in April. Contact Steve at 10 Ben Jonson Way, Newport NP20 3JJ, email: s.rowbottom@ntlworld.com

HMS Scorpion: Smudger Smith joined Scorpion in 1961 as a young ME1 and would like to hear from anyone who remembers him. Names he recalls are: Nulty Morris and Hutch Hutchins. Contact him at Apartment 201, 22235 119 Avenue, Maple Ridge, BC, Canada or email: SmithSmudg@aol.com

HMS Albion 1962-64: Grey Ghosts are invited to contact Keith Ridley regarding reunion. Write to 18 Littlewood End, Offord Darcy, St Neots PE19 5RA, tel: 01480 810848, email: hmsalbiion@hotmail.com

HMS Cumberland 1958-59: Fred Bartholemew would like to contact ex-members of 24 mess, ex-colour guard on the last commission. Contact Fred at 5 Nesbit Road, St Mary's Bay, Kent TN29 0SF, tel: 01303 872543 or email: eagle18@btinternet.com

HMS Achates: Seeking info from survivors of sinking (1942) or family and crew members prior to mine explosion (1941), particularly Fred (Chuckles) Wesley or Westley, last heard of in Brighton, and an oppo nicknamed 'Dopey'. Contact Ernest Storky, 68 Kennersdene, Tynemouth NE30 2NG.

John (Johnny) Hogg: Seeking Johnny, who served as Writer in the Supply and Secretariat branch on a Special Service engagement (1946-54), and after discharge in the Hampshire Constabulary. Last known to be in the Portsmouth area. Contact Keith Foyston on 01482 376587 or email: keithfoyston@hotmail.com

French SMS Naval and Archimede 1943-5 and HMS Tiptoe 1946-8: Seeking SMR and Simon Baird, who served with EGR Hancock during these dates. Contact Mr Hancock, 49 Church Rd, Burnwood, Staffs WV9 9EA, tel: 01543 672068.

HMS Brave 1987-90: Chris (Paddy) Tinsley is hoping to get in touch with POWEM Smith or anyone else who remembers him. Contact Paddy on 028 9266 6148 or email: Chris.Tinsley@eircom.net

HMS Whitesand Bay Association: seeks shipmates 1945-56. Reunions held annually. Contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel: 01442 263405.

HMS Raleigh, May/June 1943: Frank Hawthorth would be interested to hear from any member of this class who trained under the instruction of PO Mulholland. Contact Frank at 14 Toun Crescent, Bury, Lancs BL8 1JB or email: fphaworth@talk21.com

HMS Cossack Association: seek shipmates from Tribal-class Cossack 1938-41. Stoker Wright, CPO Stoker F. Pearce and O/S D. Baleman and from Cossack D57, 1947-59. Stokers 'Happy' Day, Taylor, Wilkinson and McKai and Writer Alan Golden. Contact G. Toomey on 01754 872116.

HMS Ameer: Archie (Mac) McElheran and his colleague Joseph McKeown served as photographer in Ameer from 1943-45. Archie would like to hear from Joe or anyone else who was on the ship at that time. Contact Archie at 1885 Charland Avenue, Coquitlam, BC, Canada V3K 3M2 or email: mac@amac@telus.net

HMS Beagle 1944-45, HMS Hogue 45-47: Seeking shipmates of Roy Fudge. Contact Roy on 01454 72671.

National Malaya & Borneo Veterans Association: Membership open to all who served in Malaya and Borneo - HM Forces, Commonwealth Forces, Royal Federation of Malaya Police, Civil Services, St Johns Ambulance Brigade, Auxiliary Forces in WWII, the Malayan Emergency and the Borneo, Indonesian Confrontation up to 1970. Include name, address, tel, unit or organisation at the time of service and a SAE if you require a reply. Write to Branch Secretary, Arthur Hewitt, 38 Porteous Crescent, Chandlers Ford, Hants SO53 2DH, tel: 023 8026 8413 or email: hewittaj@aol.com

HMS Duchess Association: All shipmates from all commissions are welcome to join the Association. Newsletters and annual reunion. Contact Gordon Phipps (Secretary), 6 Dyrham Close, Burnham-on-Sea, Somerset TA8 2TT, tel: 01278 785742.

HMS Raleigh: Spencer (Ceefax) Luford seeks old pals from Cunningham 49 Class of 1996, especially Paul Proctor and Barry Tiernan. Contact Spencer at 44 Walton Avenue, North Cheam, Sutton SM3 9UB, or tel: 020 8287 1368 or mobile: 07780 677926 or email: srluford@yahoo.co.uk

8th Destroyer Association: Shipmates who served in HM Ships Cassandra, Caprice, Cambrian, Carysfort, Caesar, Cavalier, Carron and Cavendish are invited to join the 8th Destroyer Association. Details from Cliff Longfoot, 50 Graylands Road, Walton, Liverpool L4 9UQ, tel: 0151 226 3675 or email: onfgoo50@hotmail.com

HMS Narvik: The following are still sought: John Arncliffe, Dixie Dean, David Grant, Major J. Hardiman, Mr Luck, Taffy Cloke, Capt Charles Scott, Keith Williams, Contact Rod Jenkins, 33 Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.

HMS Raleigh May 1959: New entry class 618, Frobisher Division. Seeking Andy Brown, Frank Horrell, Brian McCarthy, George Willis, George Walsh, Eddie Cunningham, Paddy Little etc. Contact Ted Wyatt, 27 Malvern Rd, Gosport PO12 3LH, tel: 023 9235 8526 or email: edward.wyatt@ntlworld.com

Jeff Pinder ex-CPO 1963-1980, would

like to hear from shipmates who remember him, having served in Ganges (Hawke Division), Jaguar, Iveston, Hydra, Cleopatra, Dryad, Norfolk and NHTU. Contact Jeff at 13 Nyranng Circuit, Woodcroft 5162, St Australia, email: pinders@optusnet.com.au

Buck Taylor served in the FAA as a Naval Air Mechanic from 1954-62. He seeks anyone from class 45/54 or anyone who knew him from HMS Bulwark, Albion, Goldcrest, Fulmar, Gamecock and Blackcap. Write to 172 Standon Road, Sheffield S9 1PH, tel: 01142 491976, email: Ennavymann@aol.com

HMS Fearless 1977-80: Seeking shipmates, in particular LMEMs NP Barnes and Mick Palin, MEM Mick McCarthy and other stokers who knew Graham MacCloud. Contact Graham at 16 Wilby Rd, Eccles, Quidenham, Norfolk NR16 2PF, tel: 01953 887139, email: graham@grahamcloud.com

HMS Invincible 1982: Lynda Cash, formerly known as LMA(O) B Waling, hopes to organise a reunion in June for all medical personnel on board in the Falklands War. Contact Lynda at 10 Drake Hall, Daisy Hill, Westhoughton, Bolton BL5 2RA, tel: 01942 810314, email: cash.lynda@virgin.net

HMS Cockade: Did you serve in Cockade at any time and any rank? Come and join the Association. Check out your old shipmates, enjoy the reunions and newsletters. Contact Mick Wyr, 47 Rotherham Road, Coventry, CV6 4FF, tel: 024 7672 1433 or email: mick.wyr@ntlworld.com

HMS Mohawk 1963-65: Dave Follitt would like to hear from anyone who may remember him, especially Alan (Smudge) Smith. Write to 12 Allyn Saxon Drive, Shepton Mallet, Somerset BA4 5QH, tel: 01749 343959 or email: denise.f2@ukonline.co.uk

HMS Edinburgh: Arty Shaw AB(EW) seeks anyone from 3 Romeo or 3 Q (Zoo) who was on the 'Cheers Easy' New York Gulf War Parade 1991. Contact Davey Shaw, 14 Maxwell Drive, Bailiefeary, Inverness, Scotland IV3 5EX, tel: 01463 721436.

HMS Blake 1961-72: LA Marshall (Tex) wants to hear from Ken (Tony) Dodd and Terry Armstrong. Write to 18145 Gault Street, Reseda, California, USA or email: calannmar@msn.com

HMS Alacrity 1977-8: Seeking George McDonald, who served on HMS Alacrity. He got married to a girl from Plymouth in 1978, she worked in Guiz shipyard. Contact Trevor 'Paddy' Phillips, 10 Crewe Park Road, Glenavy, Crumlin, N.Ireland, tel: 0771 060756 or email: mistynet1@tiscali.co.uk

HMS Loch Achray (1945): Seeking Les Martin, who was best man at the wedding of Syd Wagstaff in Newcastle-upon-Tyne. His

parents had the fish and chip shop in Eastney Road, Portsmouth. Syd stayed there when on leave from HMS Indomitable. Contact Syd at 2 Wenlock Road, Handsworth, Birmingham B20 3HN, tel: 0121 356 9901, email: wagstaff@mike1.evesham.net

845 Squadron (Lee-on-Solent) 1955 on: Seeking information about Wally Robinson; loved a game of darts and a pint, frequenting the Old Vic at Lee and often seen chasing Bluebird Lil down by the pier. Contact Wally Gent, PO Box 3114, Mandurah, Western Australia, 6210, email: gents@inet.net.au

David John (Boegey) Knight served as an engine room Artificer (Coppersmith) from 1950s to 1970s aboard Adamant, Exmouth and Endurance as well as Osprey in Portland and Tamar in Hong Kong. Robert Wheeler would like to hear from you. Contact Robert at Old Tite Hall Cottage, West Tapshouse, Lostwithiel, Cornwall PL22 0RP, tel/fax: 01208 872212 or email: robcog2@aol.com

Arthur (Archie) Furnidge lived in Alverstone. He was an apprentice at Fisgard and then Caledonia in Grenville Division. If anyone knows his whereabouts could they contact John Watts, PO Box 40-376, Glenfield, Auckland, New Zealand, email: j-watts@clear.net.nz

Ken (Darby) Allan or Allen originally from Hull, Yorkshire. Served in HMS Ceres together with Larry (Mac or Jock) McCaffrey as well as in Ark Royal. Had a photo taken in the NAAFI Club, Plymouth, in 1957 with two Brazilian sailors. Write to Mac at Via Monte Cencio 3, Lago, (Cosenza), Italy 87035.

Bob Parkin served at HMS Excellent with 'Spike' Hughes in 1984. Bob lived in Plymouth until late 2001. If you can help with Bob's whereabouts, contact Chris 'Spoke' Hughes at 12 Raines Ave, Workop S81 7PB, tel: 01909 488017, mob: 07814 048209.

Far Eastern Fleet 1947-9: Seeking two stokers with whom Fred Walker did his training at HMS Impetuous, Devonport: Bill Barrow, HMS Amethyst, and Roy Percival, HMS Consort. Contact Fred Walker, 25 Rushmore Walk, Havant PO9 4LY.

HMS Sea Eagle, Londonderry, 1954-6: What happened to the Officers' Cooks and Stewards, especially Jock McFarland or McFarlane from Glasgow? Contact George Murray, 84 Green Rd, Stubbington, Fareham PO14 2HB, tel: 01329 663632.

RNH Haslar SBA(F) 1951-6: Geoff (Tubby) Richardson wants to contact those that knew him, especially Eric Burrows, Don J. Smart and Keith Nicholls (Geoff was best man at his wedding). Contact Geoff at 3 St Monica's Garth, Easingwold, York YO61 3GZ, tel: 01347 821642.

MOD plea over D-Day plans

LARGE numbers of veterans and their families are expected to attend the 60th anniversary commemorations of the Normandy landings in June next year – and the Ministry of Defence would like to hear from groups intending to visit France to take part in the ceremonies.

Services and parades will take place in Bayeux, Arromanches and Colleville Montgomery on June 6 and 7, 2004, and in order to assist with planning, particularly the control of traffic in France, the MOD is seeking any details of trips which are being arranged.

Likely numbers of people, numbers of coaches, locations and dates would be helpful, but as arrangements are likely to be in the very early stages, any indications at all would be welcome.

Information should be sent to the Defence Services Secretary (Secretariat), 1st Floor, Zone A, St George's Court, 2-12 Bloomsbury Way, London WC1A 2SH.

Navy News on tape

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

Reunions

March

HMS Illustrious Association, Southern Branch reunion and AGM, March 21-24 at Smoke House Hotel, Beck Row, Mildenhall. Includes visit to Duxford Air Museum. Contact June Hurrell on 020 8290 6775.

HMS Glory Association 1943-56: Reunion at Trearcon Hotel, Babbacombe, Torquay March 28-31. Details from T. Stallard, 18 Sandwich Close, Folkestone CT20 3QG, tel: 01303 256457.

Submarine Coxswains Association family weekend at the Trearcon Hotel, Babbacombe, Torquay, March 28 to 30. Details from Andy Verdi, 7 St Christopher's Gardens, Gosport PO13 0QT, tel: 01329 237505 or email: Andyverdi@btopenworld.com

HMS Indefatigable Association reunion in Birmingham March 29. Details: H. Evans, 3 Oldwell Close, Totley, Sheffield S17 4AW.

Plotting & Radar Instructors Association 42nd Annual Matapan Dinner will be held at the WO & SFRs mess HMS Dryad March 29. This will be the last time this dinner will be held at HMS Dryad. Contact Paul Phillips 01329 847276 or email: Paul.Phillipsmbe1@btopenworld.com

April

Survival/Safety Equipment Branch reunion at HMS Sultan on April 5. All serving or ex-branch members welcome. Details from Eamonn McGrath, 023 9251 1716 or Pixie Parkes, gordon.parkes@ntlworld.com

HMS Decoy Association last commission 1967-70 reunion at the Belgrave Hotel, Blackpool, from April 11. Contact Alf Singleton, 42 Uplands Crescent, Fareham PO16 7JY or email: alf@single42.fsnet.co.uk

HMS Illustrious Association, Northern Branch reunion, Hacketts York House Hotel, Blackpool (01253 351465: book direct with hotel before sending in booking form), April 11 to 14. Contact Dixie Dean, 01204 300162.

HMS Danae, First Commission 1967-70: First reunion arranged for April 12. Contact Brian Newsham on 020 8653 2945.

480 Kings Squad Royal Marines: 56th anniversary reunion at the Home Club, Portsmouth, April 21-23. Details from Len Holmes, 57 Jones Lane, Hythe, Southampton SO4 6AW, tel: 023 8084 2284 or Peter Hodges, 11 Goffton Ave, Cosham, Portsmouth PO6 2NG, tel: 023 9237 5621.

LCG & F Association: It is 60 years since HMLCGs 15 and 16 sank off Milford Haven with the loss of 73 crew members and six seamen off HMS Rosemary. In liaison with Haven RNA, Haverford West and Milford Haven British Legion, a memorial service has been arranged for 11am on April 25 at Thornton Cemetery, Milford Haven, and a service at the Memorial in Freshwater West at 3pm. Contact Vernon Copeland, 82 Clifford Bridge Rd, Binley, Coventry CV3 2DZ, tel: 02476 451645.

HMS Whitesand Bay Association reunion at the Home Club, Portsmouth, on April 29. Still seeking anyone who served on board. Details from Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel: 01442 263405.

May

HMS Narvik 1955-59 reunion on May 2. Further details from Rod Jenkins, 33 Paston Ridings, Paston, Peterborough PE4 7UR, tel: 01733 751019.

HMS Cavalier Association reunion from May 2-6 at the Burlington Hotel, Eastbourne. Booking details from David Thompson, 18

Over to You

Thomas D. Wallace: Margaret Keen, whose maternal grandmother was a Wallace, seeks information about Tommy, who features in a photo album, along with Mrs Wallace, a young boy, James and Lillian (Lily in the photo). Tommy was stationed in India going out on HMS Norfolk – photo dated June 24, 1930. Stationed near Diyalatala in 1932. Any info to Margaret Keen, 9 Whitelock Ave, Carsie, Blairgowrie, Perthshire PH10 6QG

Hospital Ship 'Amsterdam': Sgt Edward Watson of X Cpy Scots Guards was wounded near Vire, France, in WWII and was put aboard the Amsterdam to be brought home. The ship was sunk by the Germans. He was plucked from the sea by the crew of a destroyer (possibly Canadian), taken to the South Coast of England and hospitalised. Edward, now 85, would love more information about that night. Contact Mrs L. Waite (daughter), 1 Knighton Bridge Cottage, Knighton, Broad Chalke, Salisbury SP5 5EA.

MOD Range, Luce Bay 1968-69: A decommissioned HMS Loch Fada was used as a test bed for launching Sea Wolf missiles. During this period another source says "A small RN crew was retained who engaged in considerable free enterprise." For historical reasons can anyone supply anecdotes of this period, such as who was running the Dnoby firm for the locals, Haymaking or anything else? Also any details of storm damage encountered during this period. Contact Bob Harris, 12 Alandale Rd, Sholing, Southampton SO19 1DG, tel: 023 8039 1848 or email: bobharris390@tiscali.co.uk

HMS Taurus Association: If anyone has a current address for this association could they send it to John Crimp, 17 Bongaree Drive, Pelican Waters, 4551, Australia or email: jcc50@doggy.com.au (Could you also send details to edit@navynews.co.uk to allow us to keep our records up to date).

HMS Treant: Paul Wickers has set up a website for the RNA branch in Llanelli. He has developed a page on the town's adopted ship, Treant, and would like to know more on towns adopting ships. Email him at: paul.wickers@nep.co.uk The website is: http://beehive.thisissouthwales.co.uk/ma-llanelli

HMT Bradman: Mike Lewis seeks a photo of this armed trawler, lost off Norway on April 25, 1940. Contact Mike at 70 Broadstone Close, Bransholme Estate, Hull HU7 6AZ, email: taffy_ojones@hotmail.com

Tankard Inscription: Seeking info on a WWII tankard inscribed with Commando insignia and names but no dates or locations. Names include Major Skitch (151 Ind Para Commando), Capt Alcott (Gurkha Rifles), Lt Sayer, Lt Day, Sgt Vivier, CPO Towell, Mr Skinner (Security Locks Inc, USA), BSM Wata, S/SGts Strawbridge & Biscoombe, Sgts White, Bennett, Branch, Gorman, Probert, Batten, Little. Contact Henry Blackwell, 'Wahroonga', Cadogan Rd, Beacon Camborne TR14 7RY, tel: 01209 713971.

Guy Lammiman aka David: Seeking former shipmates for a surprise party. Guy was on the Challenger (1980 onwards), based in Scotland and Gibraltar, in Mine Warfare. Contact his partner, Lindsay Holtham, on 01452 722861 or email: lindsay.holtham@agw.nhsdirect.nhs.uk

George Ernest Rooke: Seeking info from anyone who knew him. He originally joined the Army and on his discharge joined the Navy. He became a CPO Cook aboard HMS Orion. He was wounded aboard ship and returned home in 1950/51. He was born September 10, 1914. Contact Pete Rooke, C-76159 E-112, PO Box 689, Soledad, CA, 93960-0689, USA.

John Ward Meadows retired in 1960 as Commander of HMS President. Born in 1911 in Oakham and died in Canberra, Australia, in 1996. His daughter, Mrs Pitt, is anxious to trace photos of him during his Naval career and info regarding him from Naval colleagues. Contact Mrs Pitt at Wilton Cottage, Wildhern, Andover SP11 0JE, tel: 01264 735233 or email: primrosepitt@hotmail.com

James Watson Taylor was killed on May 11, 1943, aged 21. He was based at HMS Hamlicar, Djedjelli, and served in HMS Vetch (corvette) as an ERA 5th class. His death was attributed to 'running into a bomb'. He had a friend called Vic who possibly came from Ashton-under-Lyne, Lancs. If anyone can shed any light on the incident or knows of Vic, contact Brian Cooke, 43 Greenway

Road, Timperley, Cheshire WA15 6BD.

HMS Crane Association are seeking a photo of the Honours Board, made in Hong Kong in 1954. All expenses will be paid. Contact the Secretary on 0161 736 4918 or email: cranebird@compuserve.com

HMS Zanzibar: If anyone can supply a photograph of this WWII American-built Colony-class frigate, or one of the other ships of the same class, David Dykes would be very grateful as it is the only ship photo missing from the ones in which he served. Contact David at 8 St Mary's Close, Platt, Sevenoaks TN15 8NH, tel: 01732 883315.

Staff Chief PTI Bill (Slab) Atherton: Bill's son Vic in researching his father's career has come across a period in his father's records of which there is no information. From October 1941 to October 1947 the records are incomplete, even though his promotions have been recorded. Bill was in the Far East, possibly on Admiral Mountbatten's staff. He was with the first medical teams to enter Changi POW camp. If anyone has knowledge of Bill and what he was doing at this time, contact Joann Atherton, 35a Stanley Avenue, Greenford, Middlesex UB6 8NJ.

HMS Romney J77, Bangor-class minesweeper: Seeking info from anyone who served on board with AB Thomas Gibson between 1940-44. Believed to have been a gunner-come-cook. His CO was Lt Cdr 'Dickie' Bird or Baird. He saw action in Operations Ironclad (Madagascar 1942), Husky (Sicily 1943), Neptune (Normandy landing 1944). Possibly involved with Russian and Malta convoys. Contact his grandson, Craig Gibson, on 07968 439132 or email: brave202@hotmail.com

Frank Henry Elkes: A member of staff of Thomas Alleyne's High School is researching the Roll of Honour. Rev Jones would be interested to hear from anyone who served with or knew Frank, who died during an air attack on HMS Nith on June 24, 1944, aged 22. Contact P.R. Jones (Rev'd), 4 Cross Rd, Uttoreux, Staffs ST14 7BN.

HMS Llandaff (F61): Mike Brady is researching the history of HMS Llandaff, handed over to Bangladesh and renamed Umar Farooq (F16) in 1976. He is seeking the movements of the ship during her time with the Bangladesh Navy, as well as ship's badge and home port. Contact him at 146 Western Boulevard, Nottingham NG8 3NW or email: mike@brady1937.freemove.co.uk

HMS Lynx 1st commission 1957-8: Does anyone have a copy of the ship's magazine to

be copied? Dave Raiston had one but it was lost. Contact Dave at 9 Melba Way, Birrill, Leicester LE4 4GT, tel: 0116 267 1561.

HMS Victorious 63-4 Commission: Jim Emberson ex-AA1, 25 mess and chief in charge aircraft hydraulic workshop, is seeking a copy of the commission book to copy or purchase. Also would like to know the whereabouts of Roy Leele, last seen at Lissiemouth on the AHU in 1961. Contact Jim at 6 Westlands Avenue, Shiffield, Reading RG2 8EB, tel: 0118975 3348 or email: embersonjim@aol.com

HMS Astute: Mac Flowers would like to contact Maureen Jones (nee Evenden), widow of Gordon Jones (1963-64. Mac has some property that he would like to pass on. Anyone knowing her whereabouts contact Mac on 01773 78757 or 0780 8563021

Ken Stuart seeks two Shipwright Officers, **John Herriott** and **Anthony Taylor**, both well into their 70s. Write to Ken at Villa 233D, Jolly Harbour, PO Box 1793, Antigua, WI, email: ken-cath@candw.ag

HMS Lincoln one of the 50 American four-stackers, transferred to the RN on April 6, 1941, rescued survivors from the AMC HMS Comorn. Is there anyone serving in Lincoln at that time who can recall details of this incident? Contact John Kenny, 40 Alver Quay, Gosport PO12 1 SR

HMS Agincourt (D86) 1957-59: Ann-Marie Alderslade seeks anyone who knew her father, Leonard Hayward, a stoker originally from Shropshire. If you knew him or have photos of the ship at that time, contact Ann-Marie on 01926 424364 or email: ann-marie.alderslade@uk.ngrid.com

FEARLESS & INTREPID 1965-2002.

Author researching material for a book about the two assault ships, would like to hear from anyone who served aboard *Fearless* and/or *Intrepid* during the last 37 years. Would like memories, and also the loan of photographs/commission books. Write to

Neil McCart,
17 Wymans Lane, Swindon Village,
Cheltenham, Gloucestershire
GL51 9QA.



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Please send me details and a membership application form:



At your Service entries

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

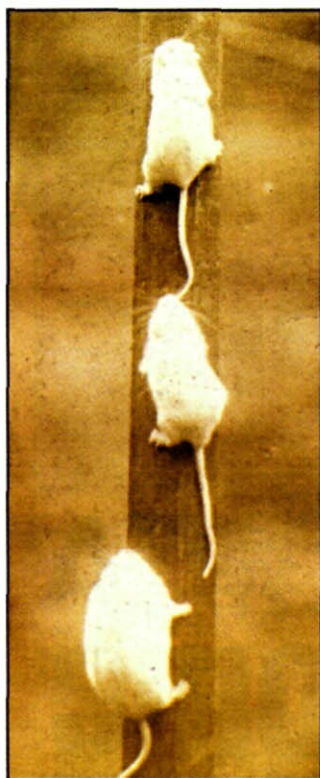
■ Please send in Reunions at least three months (preferably four) before the month of the event.



● This cartoon from *Told at One Bell* in 1907 is captioned: "It is rumoured that greater encouragement is to be given sailors for keeping pets on board ship."



● A pet jackdaw gives a peck on the lips to its sailor buddy



● The guardian mice of the submarine service

Birds and beasts lived nautical life

THERE has long been a tradition within the Royal Navy of keeping animals on ship for purposes many and varied.

For some the role was purely nutritional, while others protected lives with their very presence. Of course, a significant number were there as friends and companions to the sailors on board.

Sadly the only pet to be found on board a current Royal Navy warship is Sunny, the ship's parrot of HMS Lancaster. Sunny's cage stands proudly in the officers' wardroom, and from within issues a steady stream of *Fast Show* quotes and comments.

The motley collection of animals shown in these postcards from pre-World War II show the Navy's eclectic taste in pet portfolios.

The white mice served as 'Guardians' of the submarine service, serving the same role as canaries taken into the coalmines of the country. If the mice ever stopped running around, this was a signal to aim for the surface and fresh air.

Cats and dogs served an obvious role as pest control on board Royal Navy ships throughout the last century, keeping down the numbers of rodents and lizards that happily dined on Naval fare.

And the goat being so closely hugged in the bottom left of the picture below will have provided a supply of fresh milk to supplement a shipborne diet.

It's difficult to know what purpose HMS Kent's gazelles Jack and Jill served, and the jackdaw from HMS Agamemnon except as friends and companions to RN sailors around the world.

■ Postcards courtesy: George Malcolmson, Royal Navy Submarine Museum



● A sailor's hat makes a comfy bed for a cat



● The pet menagerie of one Naval ship, featuring dogs, cats and an obviously much-loved goat

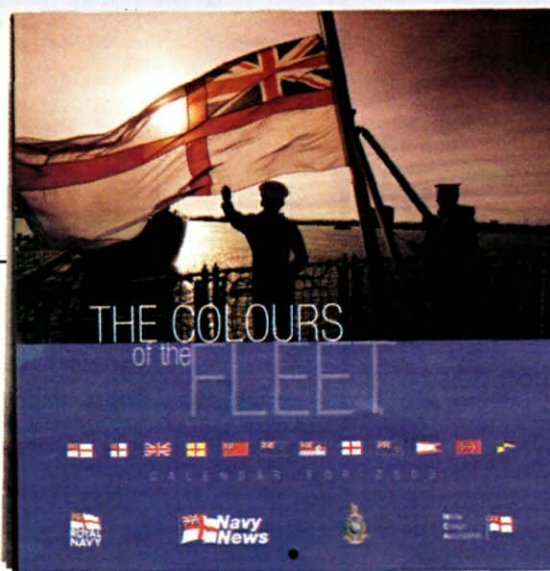


● Jack and Jill, the two gazelles of HMS Kent

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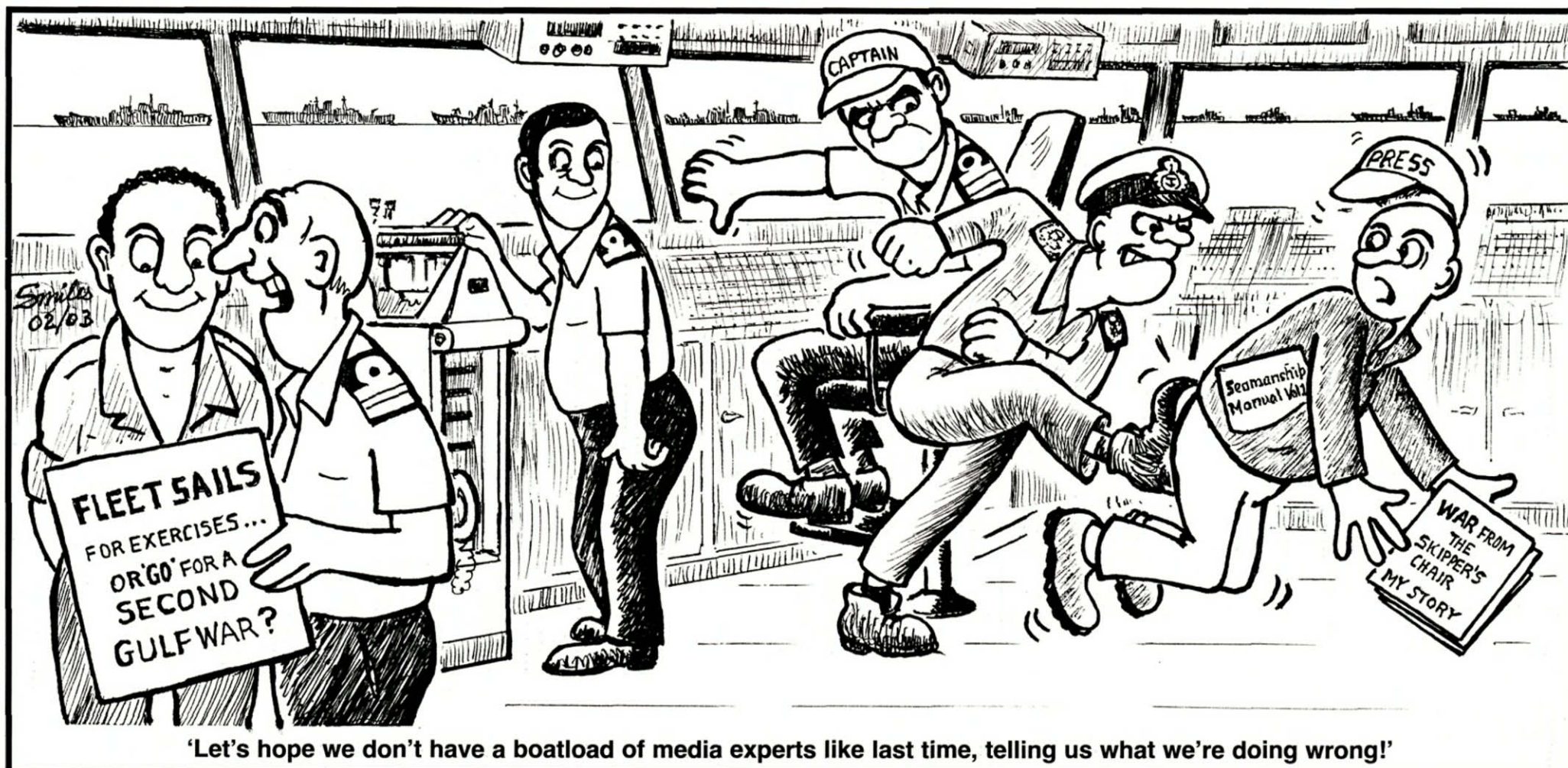
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The theme for the 2003 calendar is – Colours of the Fleet. Twelve different flags are depicted, together with potted history.

Tastefully designed, and finished with high grade gloss cover and matt coated inner pages this year's new format is practical, informative and modern.

The ships featured are:–

HMS Glasgow, HMS Cornwall, HMS Iron Duke, HMS Invincible, HMS Trumpeter, RFA Orangeleaf, HMS Fearless, HMS Endurance, HMS Vanguard. Also, FA2 Sea Harrier, Merlin helicopter and the Royal Marines in action.



NEWSVIEW

Chips off two old blockbusters

HIGH spot of the seasonal TV fare was a new version of James Hilton's classic tear-jerker *Goodbye Mr Chips* – this one pointing up a number of issues apposite to present situations, both domestic and international.

There was a strong pacifist element in *Men Behaving Badly* star Martin Clunes' portrayal of Chipping, the diffident minor public school classics master who finds a core of steel through his tragically brief marriage to a feisty proto-feminist.

As World War I looms, Chips objects to his new headmaster's new broom measures – particularly the introduction of a CCF corps, which he abhors as encouraging bullying.

Also, he protests at the persecution of his best pal on the staff, the thoroughly decent German master who, more of a realist than the unworlly Chips, himself realises that his position will soon be untenable.

Main theme is the preservation of traditional values (including bursaries for pupils with parents of slender means) in the face of inexorable change. Here Chips is shown at his most naive, maybe – but the Board of Governors decides he has got it right.

Later on Chips, in the role of temporary HM for the duration, reads out the long, sad roll call of former pupils who have made the ultimate sacrifice (underlining the fact that the public schools lost proportionately many more pupils than did those run by the state).

Hilton's most famous book was his Hawthornden Prize-winning morality tale *Lost Horizon*, published 70 years ago this year, which lives on in popular memory in the idea of Shangri-La, a Tibetan Utopia run by a bunch of monks who have found the secret of eternal life.

In fact, the oldest of them, the High Lama, is a mere two hundred-something – not so far-fetched in view of current predictions of our potential for longevity.

The central point here, though, is that Shangri-La's whole purpose is to act as the sole repository of all the world's cultural treasures, soon to be threatened by weapons of mass destruction.

Lost Horizon starts with diplomat Hugh Conway, British Consul at Baskul (Kabul?) evacuating a small group of disparate westerners (including a dodgy financier on the run after mismanaging a trust fund) endangered by a local revolution.

The last flight out is hi-jacked to Shangri-La by a pilot specially trained at an American flying school with the express purpose of hi-jacking Conway in particular, since the High Lama is convinced he is the best choice to be his successor in the Valley of the Blue Moon.

The High Lama turns out to be the original founder of the monastery, Father Perrault, a Capuchin friar who is also a devotee of Yoga, a bit of a junkie, and entirely devoid of prejudice of race, religion or creed: "Te Deum Laudamus and Om Mane Padme Hum were heard equally in the temples of the valley."

Perrault explains his role as prime conservator thus: "He (Perrault) saw the nations strengthening, not in wisdom, but in vulgar passions and the will to destroy; he saw their machine power multiplying until a single weaponed man might have matched a whole army of the Grand Monarque. And he perceived that when they had filled the land and sea with ruin, they would take to the air... Can you say that his vision was untrue?"

*From *Lost Horizon* by James Hilton (Macmillan 1933). A DVD of Frank Capra's masterpiece 1937 film of the book, painstakingly restored and reassembled over 25 years, is available in the Colubia Classics series. It was reissued in 1943 as *Lost Horizon of Shangri-La* following President Roosevelt's joking answer to a reporter's question as to where a major US air strike against the Japanese was mounted from. The wartime version was cut to tone down its pacifist message and the introduction changed to show the evacuation of Baskul under the advance of "Japanese hordes". – Ed

NEW ACCOMMODATION TO HAVE MORE PRIVACY AND INDIVIDUALITY

THOUSANDS of sailors can look forward to hotel-standard single living accommodation under a ten-year £1 billion tri-Service scheme which was officially launched just before Christmas.

It is hoped the programme will have a significant effect on retention of Service personnel across all three Armed Forces as the general trend moves away from barrack-room layout to individual rooms for greater privacy and individuality.

The SLAM (Single Living Accommodation Modernisation) Project was initiated to bring outmoded military accommodation up to date, and is the largest Ministry of Defence construction project since World War II. It will deliver primarily single-room, en-suite accommodation for both men and women.

Cdr Pat Lacey, the Royal Navy staff officer on the SLAM customer focus team, said: "The new, single living accommodation is a fantastic improvement, and has been reflected by the reactions of the people who are very enthusiastic about what is soon going to be built.

After consultation with all the three Services we have devised accommodation that is hopefully going to be rooms ratings will be pleased to call their home from home.

"We've made a huge effort in designing somewhere which is as unlike typical MOD institutionalised property as possible."

Designers believe that the attention to detail is the key to the new facilities, which have a more homely feel and are of hotel standard.

Beds will be three-quarter size, ceilings will be plastered, there are varying colour schemes for curtains, beds, carpets and walls, and good-quality textiles, softer lighting and wall mirrors will give an impression of space.

Screens replace curtains for showers, and desk units will be moveable to allow the occupant of the cabin to adapt the layout for his or her needs.

Increased storage space for kit was a major factor, and consultation is continuing with ratings.

Television and phone/modem points will be built in, and it is planned that ratings will have access to pay-per-view electronic information and entertainment services from cable and satellite

Single living rooms for ratings 'home from home'

providers. Cdr Lacey said: "We would like sailors to be proud of their new homes and be able to take friends and family back to show them – at present they are too often, quite rightly, ashamed to."

"Military single living accommodation has failed to keep up with standards of multiple living in places like colleges."

LW Dental Surgeon Assistant Amanda Watson viewed a mock-up of the new room space and said: "The new flat is absolutely amazing compared with the old billets."

"I have to inspect the old rooms because I am an instructor, and it is difficult to criticise trainees' tidiness when the standard of accommodation is below standards acceptable to most of us."

"This is a good move as far as retention goes. One of the main reasons people leave after basic training is because of the quality of the accommodation."

The contract for the first phase of the programme was awarded to Debut Services, a Birmingham-based consortium led by Bovis Lend Lease and Babcock Support Services.

It will upgrade progressively the worst accommodation to Grade 1 physical condition over five years, involving some 16,000 bed spaces

and ancillary accommodation.

In the first year of rebuild projects, Royal Navy sites affected are at RN air station Culdrose and HMS Raleigh (for senior rates), both in Cornwall, Britannia Royal Naval College at Dartmouth in Devon (for junior and senior rates and officers), HMS Excellent in Portsmouth and HMS Collingwood in Fareham, both in Hampshire, and the Royal Marines Commando bases at Chivenor,

Taunton, Plymouth and Poole.

The total number of new bedrooms for the first two years' rebuild for the Navy is around 2,000.

The rebuild of single living accommodation at HMS Nelson in Portsmouth, which began last year, and HMS Drake in Plymouth, which starts this year, is being undertaken under separate projects.



● HOTEL-STANDARD: Ratings' new accommodation will also have a more homely feel



Jack's a 30-something

PROBABLY no other individual in the post war era has done more for the morale of the Royal Navy than Tugg Willson, MBE (seen above left in pensive mood!) whose cartoon character 'Jack' first appeared in Navy News 30 years ago this month.

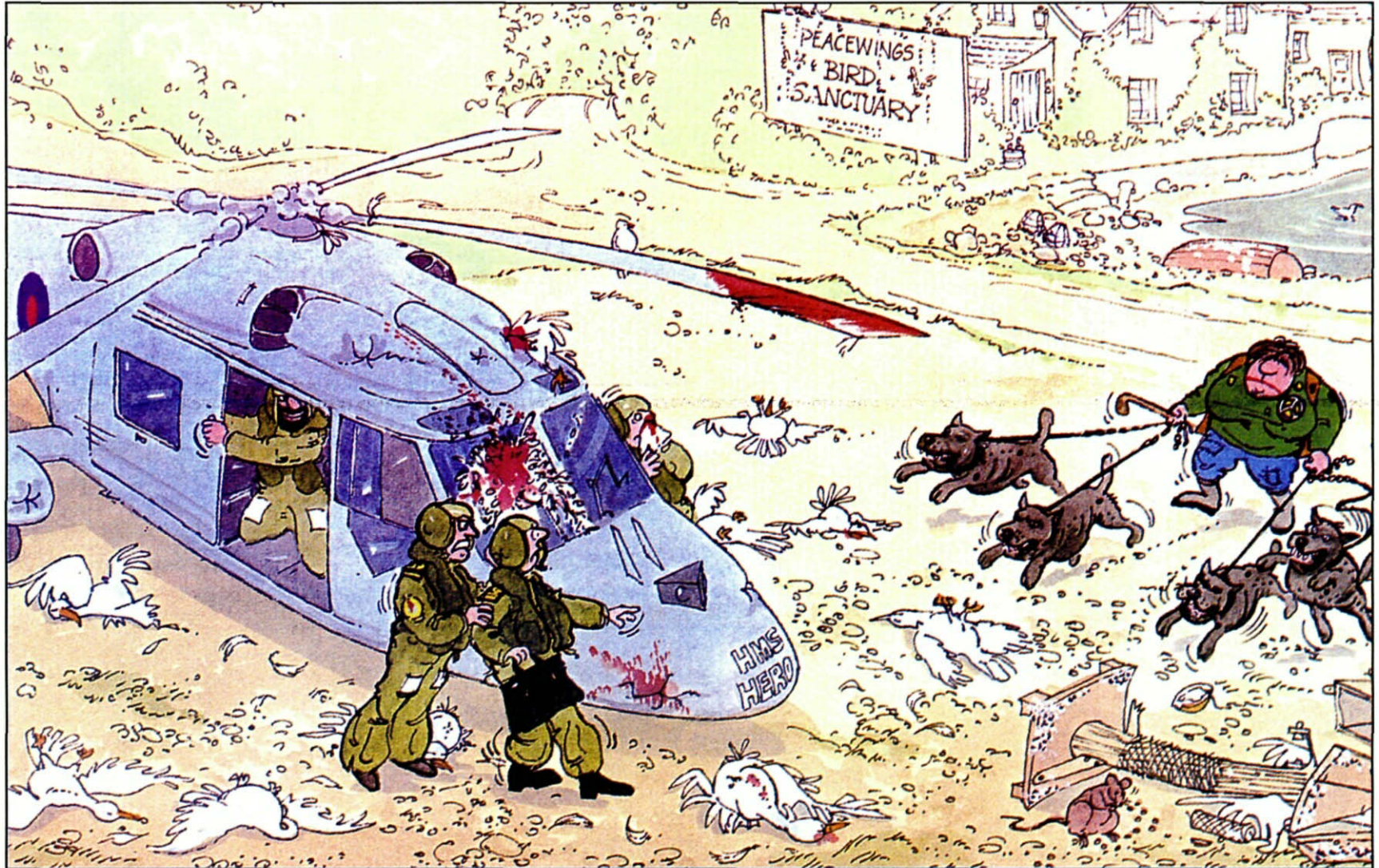
Jack is still with us today, frozen in rank and age as an AB of 20 or 30 or so, always the loser but unbroken in spirit - the embodiment of the universal sailor who from time immemorial has always had something to moan about...

His creator's ability to touch the sharp chord of Naval humour, at once timeless and strongly contemporary, has never faltered. Educated at the Royal Hospital School, Holbrook, Tugg joined the Royal Navy as an armourer in 1947. In 1964 he received a com-

mission on the Special Duties (Aviation) List and left the Service in 1971 to concentrate on an already blossoming career as a cartoonist.

As the Prince of Wales - himself the subject of several of his sallies in the course of his own RN career - noted in a foreword to a collection we published in 1983: "If you have served in the Navy, then his cartoon characters are only too possible... he has the uncanny ability to evoke through his pen the kind of situations and personal characteristics that are so totally a part of the Royal Navy."

So here we pay tribute to Tugg with a few personal favourites - including one of his very latest, in full colour, a gloriously un-PC item culled from the 2003 RN Flight Safety Calendar.



'Well go on, Public Relations Officer! Make with the smooth chat!'



Sea Harriers pack a punch

THE SEA Harriers of 801 Naval Air Squadron have been going through their paces in the United States.

The Naval fighter squadron undertook trials on behalf of the Sea Harrier Operational Evaluation Unit, with one half of the squadron on AMRAAM (Advanced Medium Range Anti Air Missile) firings at Point Mugu, a range to the north of Los Angeles, and the other half operating out of Naval Air Station China Lake, the US Navy's weapons testing range.

As part of the China Lake detachment, 801 Squadron undertook a variety of trials which would benefit not only the Sea Harrier, but also the

fast jet aircraft of the RAF.

Members of the squadron also made the most of the visit to California, with adventurous training in the Grand Canyon and Mount Whitney and visits to other cultural sites – including Las Vegas and Los Angeles.

The missile trials – officially the 2002 Sea Harrier In-Service Firings – at Point Mugu were designed to enhance knowledge of the Raytheon AIM 120B AMRAAM missile system that has equipped the FA2 Sea Harrier for 15 years.

This air-intercept missile has a range and capability far in excess of anything else in the UK air-to-air missile inventory – hence the need to detach the squadron to the wider air spaces of the Western United States to conduct the trials safely.

The trial concentrated on five different scenarios designed to stretch the missile to the limits of its performance, including shots

against a jamming target and the first-ever Sea Harrier firing performed over land. The missiles performed as expected.

At around £750,000 per missile AMRAAM firings are infrequent so for Lts Stembridge, Arkle Segebarth (801 NAS), Gotke (801 NAS) and Tidball (899 NAS) it was a rare opportunity to experience the sight and sound of a 3.5 metre missile thundering away from the aircraft at incredible speeds.

When not involved in live firings, or flying chase sorties for other shots, the pilots undertook affiliation training against a variety of American fighters, including the F-14 Tomcat and F-16 Fighting Falcon.

801 NAS also attended the air show at MCAS Miramar near San Diego – the only foreign unit to be invited to this high-profile event.

In the final week of the visit, with the trials successfully completed the squadron had the opportunity to use 1,000lb and 540lb bombs which allowed the aircrew to refresh air-to-ground skills.

China Lake includes a vast area to the north of the airfield which is dedicated to air-to-ground operations – part of the range is a dry lakebed that has a variety of targets for training purposes, including old trucks and vehicles, against which the Sea Harriers practised their operational steep-dive profiles.

801 worked with the US Marine Corps AV8B Harriers, based at China Lake as a test squadron.

They acted as airborne close air support (CAS) controllers, using rockets to provide smoke on the assigned targets.

For the more junior pilots who had done little CAS and only dropped practice bombs it was an invaluable experience to work with the Americans and to be involved in realistic air-to-ground scenarios. Non-flying aircrew and engineers were able to watch the action from a nearby hillside, which only served to increase the concentration of the flying pilots.

Results were impressive with the

longest bomb only 50ft from the target and many direct hits.

The accuracy that the squadron was able to achieve was great testament to Sea Harriers diverse capability and once again proved the multi-role capability of the much-admired aircraft.



● AEM Chaggor loads a missile on to a Sea Harrier at Point Mugu (above). Squadron support crews worked through the night to prepare the Harriers for action the following day, with tools and spares being transported by C130-J aircraft (right)

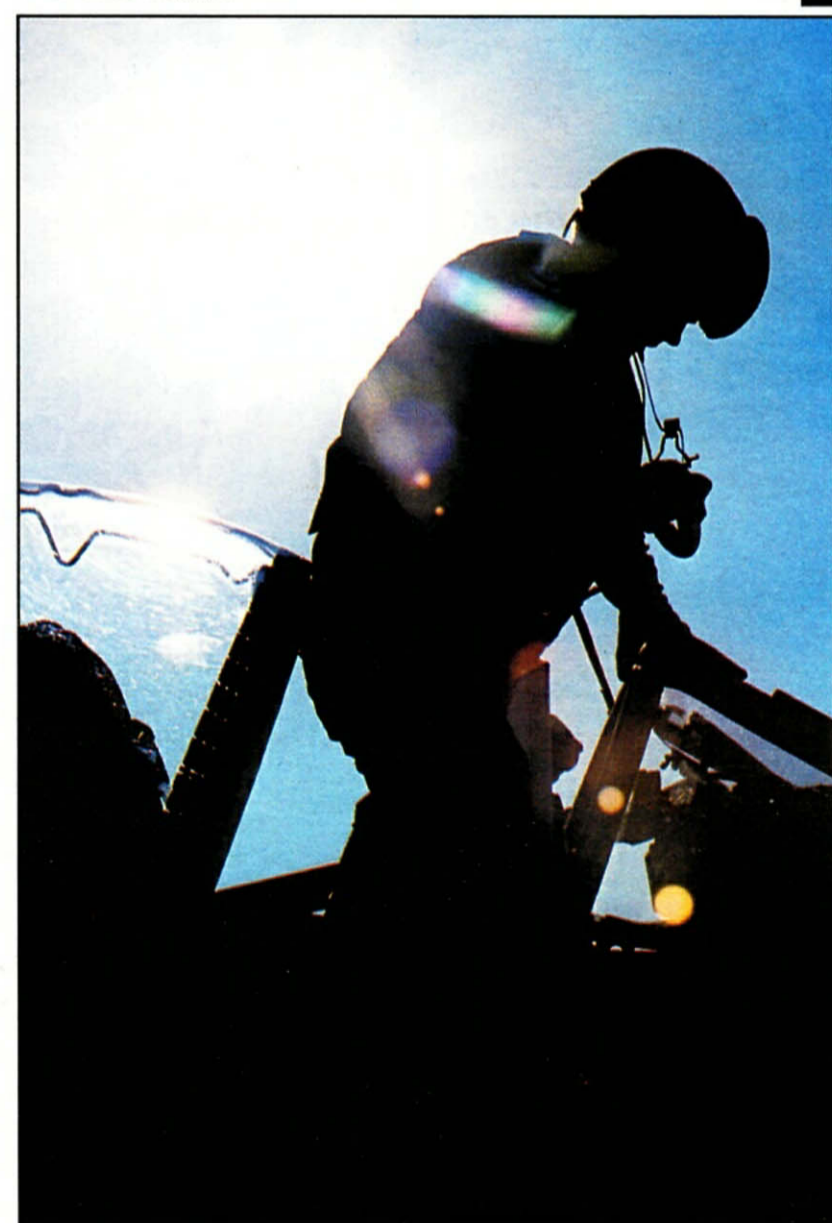


● One of 801 Naval Air Squadron's FA2 Sea Harriers in California loaded with 3,000lb of bombs

**Pictures:
LA(PHOT) Brad
Bradbury**



● This is what happens when your vehicle is caught in the blast of a 1,000lb bomb. (Inset below left) Pilot Lt Nicholas Arkle checks an AMRAAM missile prior to take-off



● Maj Phil Kelly RM climbs into his Sea Harrier before a bombing run (above) and later discusses the results with LA(SE) Paul Harfield over the remains of a 1,000lb bomb on the China Lake range (right)



● The view of the landing strip in the Azores from the cockpit of one of the three RAF VC-10 tankers used to refuel the Sea Harriers of 801 Naval Air Squadron during their Atlantic crossing



At Your Leisure

Voyages of the damned

IN THE summer of 1942 Britain and the United States jointly agreed to provide massive quantities of arms and other vital war supplies to bolster Soviet Russia's struggle against Hitler's invasion.

As might be expected, the bulk of these cargoes was carried in British and American merchant ships, with naval escorts.

Equally predictably, the Nazis ordered that these convoys were to be continually harassed and destroyed by naval and air attacks.

There followed a ferocious and prolonged campaign made the more deadly by the extreme weather conditions of the Arctic Sea.

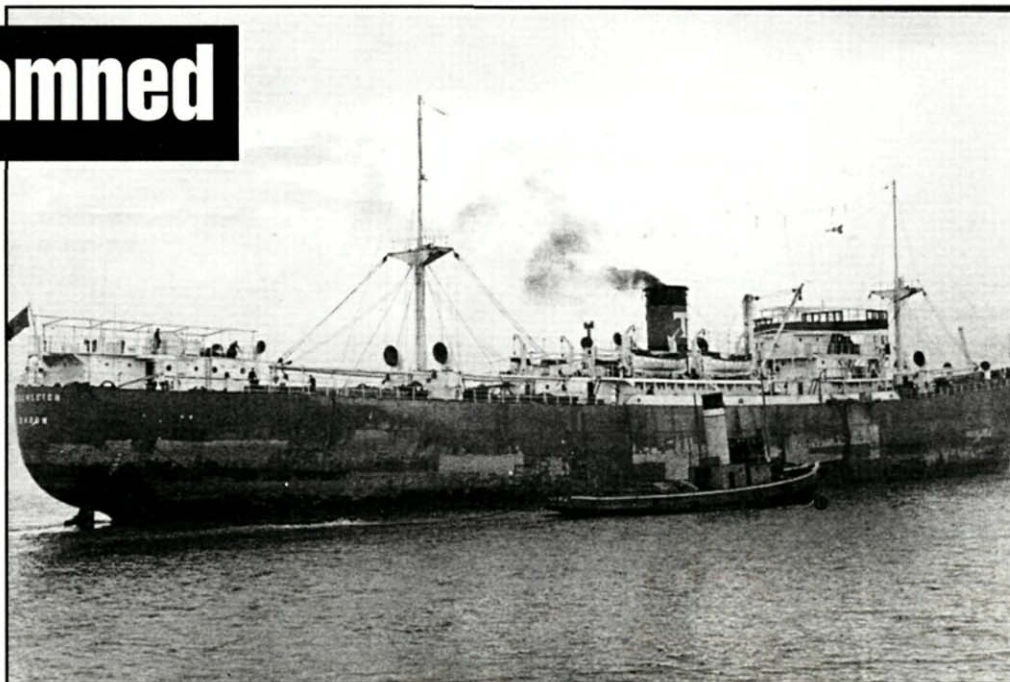
In **The Road to Russia - Arctic Convoys 1942** (Pen & Sword £19.95) Bernard Edwards has researched the fate of Convoys PQ13 and PQ17, bound from Iceland to Northern Russia, and the westbound Convoy QP13.

Attacked relentlessly by aircraft and U-boats, the former lost a total of 30 ships while QP13 ran into a British minefield off Iceland, losing seven vessels.

In a single voyage, the men who sailed the convoys to North Russia faced more dangers than many others did in six years of war.

The author himself served as an officer cadet in merchant ships towards the end of the war.

● **DOOMED: The British ship Chulmleigh, lost off Spitzbergen in Operation 'FB'**



Forgotten flotilla in Russia

A CLASSIC memoir of World War I, **Forgotten Flotilla - British Submariners in Russia 1914-1919** by Vice Admiral Leslie Ashmore, is published in association with the Royal Navy Submarine Museum by Manuscript Press of Southsea at £25 (tel 023 92 863 799 for details).

It gives a unique perspective into Russian society and the unfolding of the 1917 revolution while vividly describing the grim conditions in which they operated.

Zeebrugge - a failure that belonged to Keyes alone?

DURING the Spring of 1918 the situation from the Allied viewpoint was black indeed. Resources were dwindling, the German Spring Offensive causing huge alarm and the U-Boat menace threatened the UK's very survival.

British morale was low and a success was needed. Did Admiral Roger Keyes, commander of the Zeebrugge and Ostend raids of 1918, provide that much-needed morale-boosting victory?

Lloyd George said so, the Admiralty said so and so did the press - and therefore the public believed so.

But were the raids a success or failure? And was Keyes worthy of the praise and honours heaped upon him - or was this charismatic leader impetuous, foolhardy and an indifferent planner?

In **The Zeebrugge and Ostend Raids 1918** (Pen

& Sword £19.95) Deborah Lake uses first hand accounts and research material from previously unpublished sources, both Allied and German, to address these questions.

She concludes that his operations against the North Sea ports were no military success. They failed in their ultimate aim, even though they had the chance to destroy the Zeebrugge lock-gates - and their failure belonged to Keyes alone. No deeds of valour - and no less than 11 Victoria Crosses were later awarded - can hide that single unpalatable truth, she says.

Behind the "grossly exaggerated claims of success" lay "desperately inadequate planning, a deadly lack of attention to detail" by one who "possibly never stopped being a midshipman with a midshipman's values."

FROM the beginning of the 18th century pirates used personal flags to identify themselves when approaching their victims.

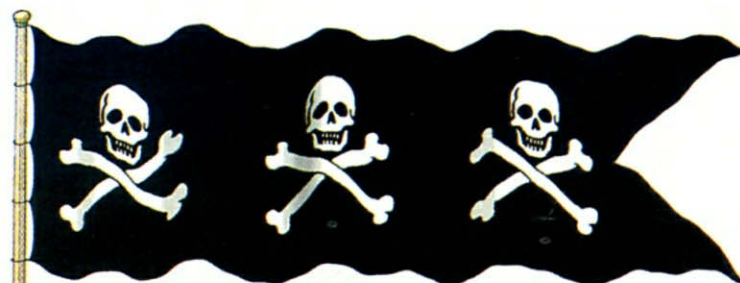
The idea was to cause terrible fear and thereby secure a rapid surrender without having to fight.

The adopted symbols were associated with death - their victims had little time to surrender to the pirate's strength and the red, black and white colours used to represent blood sent an unequivocal message to the hapless crews of merchant ships.

Interestingly, Royal Navy submarine crews employed the same colour scheme for their own Jolly Roger flags - which became a tradition in World War II after first being introduced by Max Horton in World War I - using white blocks to denote merchant ships sunk and red ones for warships.

- From **Pirates of the Caribbean** by Cruz Apestegui (Conway Maritime Press £30).

Caribbean pirates show their colours



Christopher Condent



Edward Teach 'Blackbeard'



Jack Rackham 'Calico'



Thomas Tew



Captain Thomas 'The Pirate Lord' and Captain Edwards



The Jolly Roger or Black Flag - the banner of the King of Death



The Barbary pirates



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Robert's pennant of Captain Bartholomew Roberts - ABH: A Barbadian's Head - the head of the Governor of Barbados - AMH: A Martinian's Head - the head of the Governor of Martinique

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Collision with history – the search for Kennedy's PT 109

●PRESIDENT AND WAR HERO: an artist's impression of the ramming of PT 109 by the Japanese destroyer Amagiri with the message "Sincere congratulations" and "best wishes for success" expressed alongside the signatures of the surviving captain and crew in a greeting sent on the occasion of John F. Kennedy's Inauguration in 1961 – at which a replica of PT 109 passed the reviewing stand

AUGUST 2, 1943, shortly after 2am. The night is as impenetrably dark as only a tropical night can be, a velvety blackness interrupted only by flashes of gunfire and the stab of searchlights far to the west.

Somewhere, fighting is raging, but for the crew of the 80ft patrol boat idling in the oily swell of the Solomon Sea it is quiet, almost peaceful – until the lookout shouts: "Ship at two o'clock!" just seconds before a huge, shadowy shape slices their wooden hull and races on towards Rabaul at almost 40 knots.

A young US Navy lieutenant is suddenly swimming for his life. His name is John F. Kennedy, and the smashed, flaming wreckage is all that remains of his first command, PT 109.

What followed was an epic tale of courage and endurance that became a famous naval episode of World War II – particularly as it helped catapult Kennedy to the White House as the most charismatic US President of the 20th century.

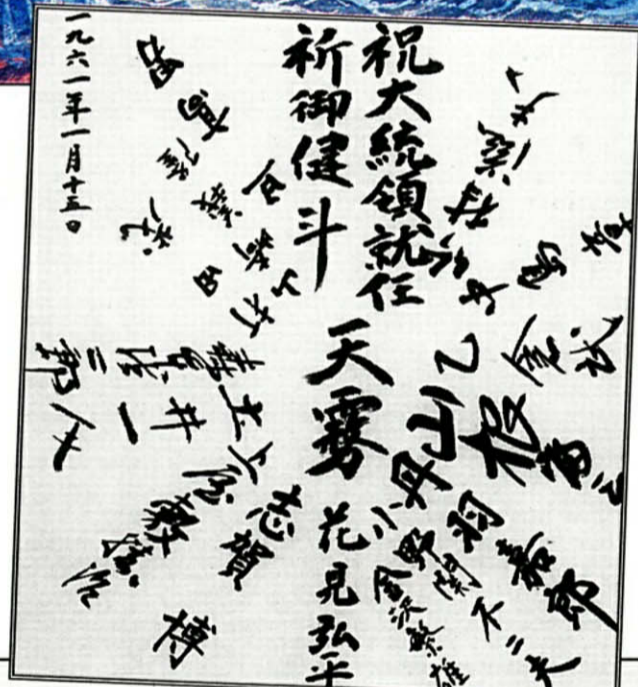
The story inspired Dr Robert Ballard to go in search of the wreck nearly 60 years after it sank in 1,300ft of water.

One of the preeminent undersea explorers of modern times, Ballard's discoveries include the liner Titanic and the German battleship Bismarck. He has also discovered the barnacle-encrusted remains of the aircraft carrier Yorktown, sunk in the Battle of Midway, and dived on the hulks that litter the seafloor of Ironbottom Sound off Guadalcanal.

But those were enormous ships, with steel hulls that offer ideal targets for the hi-tech sonar rigs and unmanned submarines he uses to relay live video from the depths to state-of-the-art monitors on the surface.

By comparison, finding PT 109 was like looking for a needle in a haystack.

The story is told in Collision With History – The Search for



John F. Kennedy's PT 109 (National Geographic £19.99) which also describes the destruction of the boat by the Imperial Japanese Navy destroyer Amagiri, Kennedy's heroic efforts to save the surviving 11-man crew and their rescue after six days.

Interwoven with the story of the search are a comprehen-

sive history of PT boats and the Solomon Islands campaign, as well as an eyewitness account of the PT 109 sinking by a crew member aboard another PT boat and Kennedy family members' personal recollections.

A foreword is provided by Senator Edward Kennedy.

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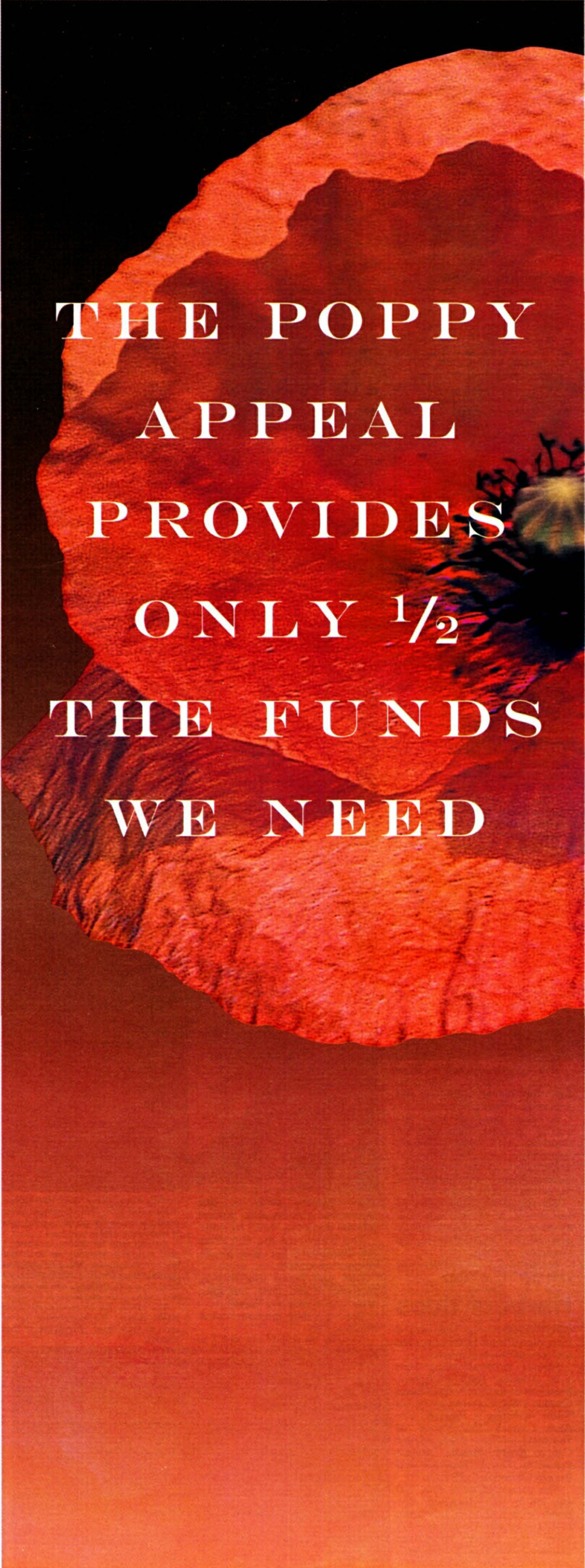
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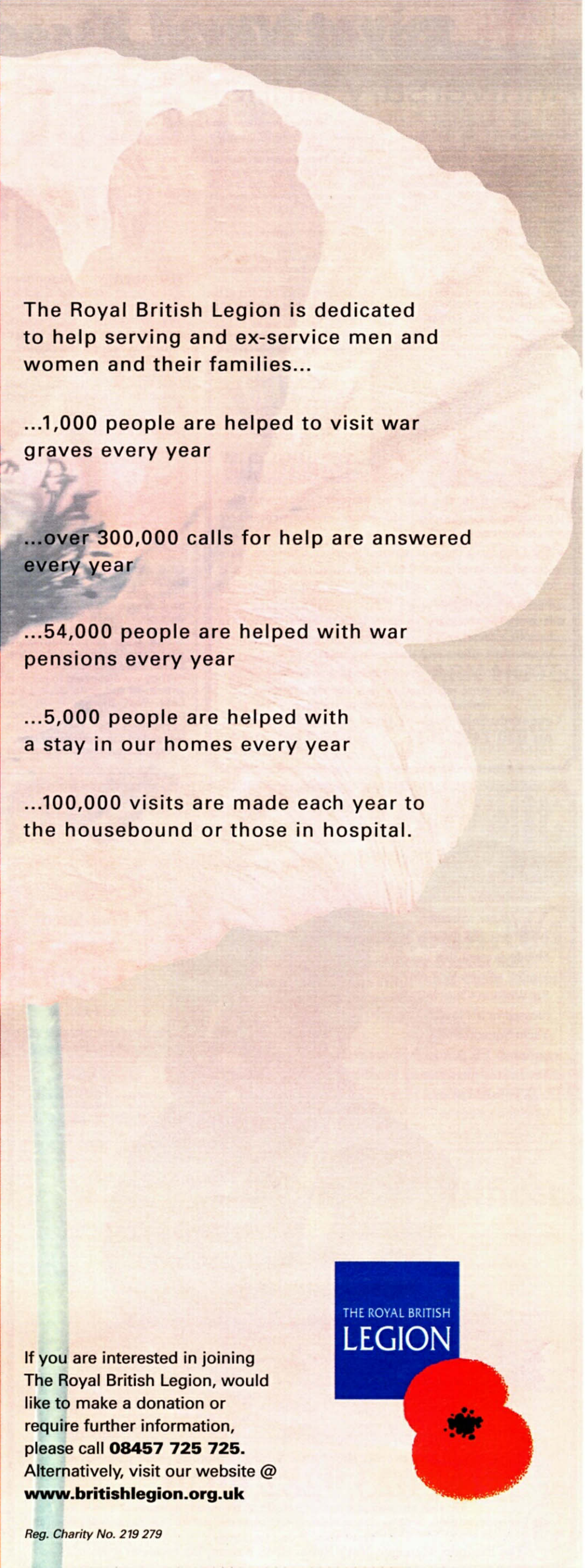
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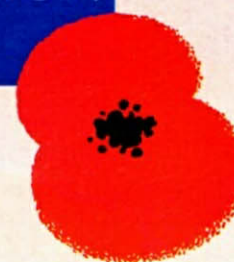
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Royal Naval Association

Anniversary dinner

THE 20th anniversary of Falmouth branch was celebrated in style at a dinner dance at the Royal Duchy Hotel enjoyed by 85 members and guests.

A warm welcome was extended by chairman S/M Harold Thompson to the Guest of Honour, Capt Peter Harris RN (retd), the first President of the branch, who was accompanied by Mrs Harris.

During the evening, toasts were proposed by the President, Vice Admiral Sir James Jungius, and Vice Chairman, S/M Peter Giles.

The occasion also marked the

birthdays of the President and Chairman, each warmly congratulated by members.

As S/M Thompson was celebrating his 80th birthday, he was presented, on behalf of the branch, with a computer printer in recognition of his 16 years service as Chairman.

There were numerous raffle prizes organised by social secretary S/M Stevenson, and flowers were presented to Lady Jungius and Mrs Harris.

Among the prizes on offer at the raffle was a painting by fellow shipmate Joan Kipling.

Last victims of war recalled

THE ANNUAL Aldenham get-together included a social event for members and visitors, followed by a service of remembrance in the village church of St John the Baptist.

HSM Aldenham was lost on December 14, 1944, taking 121 souls with her - the last British warship to be sunk during World War II.

Her sister ship, HMS Atherton, picked up 65 survivors, a group

now dwindling in numbers. They were represented this year by S/M Harold Maurais.

Accompanied by S/M Douglas Coxhead, who served in the Aldenham before the sinking, he placed a wreath in memory of those lost, close to the ship's Battle Ensign and a memorial window.

Other visitors included Shipmates George Dewett and Birt Mason, author of *The Last Destroyer - HMS Aldenham, 1942-44*, who travelled from his

home in North Wales.

The service was also attended by members of Luton and Watford branches and Sea Cadets from SCC Atherton, who travelled from Clacton-on-Sea.

Following the service refreshments were served in the RBL.

Lucky bags

FOLLOWING the rededication of the **Crieff and District** branch standard in the local parish church, a very happy ceremony took place.

To the delight of all present, S/M Matt McKean, branch chairman, presented a lucky bag to all the Sunday School children.

The RN carrier bag contained a variety of gifts - posters, pens, rulers, key-rings and so on, donated by the Navy News Young Readers Club, RN Rosyth and the RN and RM recruiting office at Dundee.

Beaten OAP dies aged 81

SHIPMATE Reg Lockwood, the vice president of **Clacton** branch has died in hospital just days after being allowed home as he recovered from a beating.

As reported in December's *Navy News*, 81-year-old Reg suffered a burglary, during which savings and personal papers were stolen - including his war medals.

A few weeks later, a man knocked at his door and carried out a brutal attack on Reg, leaving the imprint of a milk bottle on his face.

Reg, who served in L-class submarines and a cruiser, and saw service on Russian and Malta convoys, managed to fight off his attacker as he held a cushion over the veteran's face.

The pensioner spent weeks recovering from severe head and facial injuries, and had only been home a few days when he was taken ill and had to return to Colchester Hospital, where he died on December 21.

A first class engineer, Reg was also a talented painter, and many of his works helped raise money for the RN and Naval charities.



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Somme visit to be repeated

LIKE other visitors to the battlefields of the Somme, members of the **Cork and County** branch were so impressed that they plan to return to Northern France and Belgium in 2004.

The Irish shipmates were singularly honoured by the Menin Gate Committee.

They were allowed to place a wreath at the Gate during the Last Post ceremony at the memorial in Ypres, Belgium, performed by five buglers instead of the customary one. Permission was also granted

for a trumpeter, a serving member of the Irish Army, to play *Off in the Stilly Night*, played so memorably by the Band of the Irish Guards at the Queen Mother's funeral.

On return home they paid a visit to Co Kerry to place a wreath on the grave of Tom Crean.

As a petty officer in the Royal Navy he made three trips to the Antarctic, with both Scott and Shackleton, and accompanied the latter when the small boat party sailed to South Georgia and made the heroic trek overland to the whaling station where help was to hand.

The trip was made after Shackleton's ship *Endurance* became caught in the ice and crushed during his abortive trip to the South Pole in 1914-16.

Service is held for lost boat

THE submarine P222, adopted by the Borough of Swindon during Warship Week 1941, was commemorated at a service at St Mark's Church, conducted by Wing Commander Rev John Hughes.

The guests included Rear Admiral Nicholas Wilkinson, Swindon branch president and Alderman Arthur Clarke.

A dozen standards were displayed, including the national standard of the WRNS Association.

During the service, veteran submariner Robert Farley-Hulse read the names of those lost in P222.

The submarine, commanded by Lt Cdr A.J. McKenzie, was sunk by depth-charges from the Italian destroyer *Fortunale* off Naples on December 12 1942.

Lt Cdr McKenzie and her crew of 46 were lost.

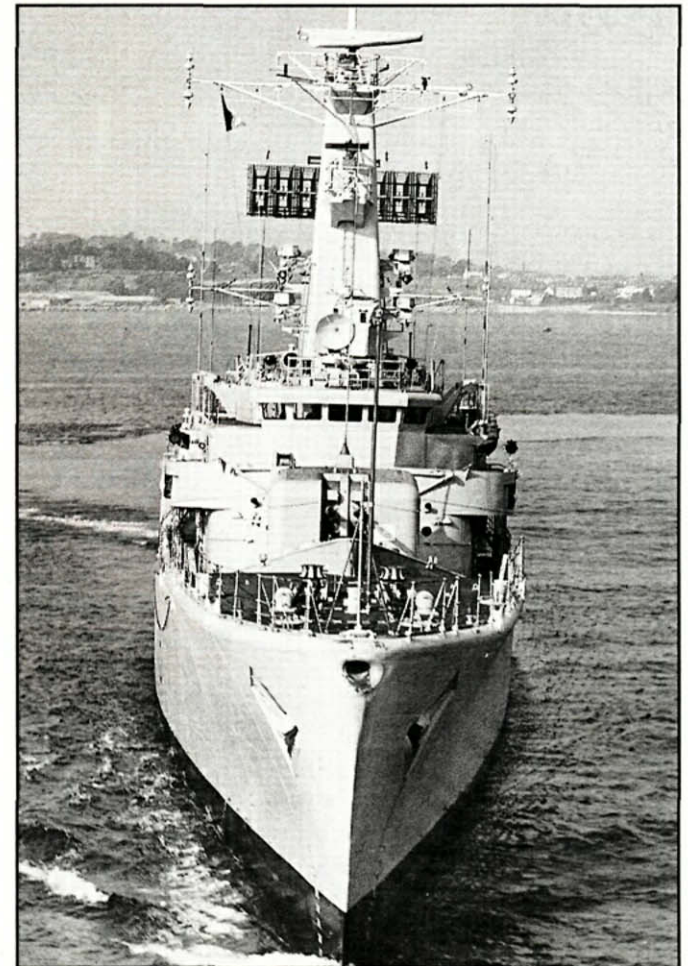
Harbour dues

SOUTHEND branch have staged their annual Pearl Harbour parade and service of remembrance.

Among those attending were Vice Admiral John McAnally, President of the RNA, Capt Mike Crockett USN, Commander of US Naval Activities in the UK, Cllr Alan Crystal, the Mayor of Southend-on-Sea, ship's padre Canon Roger Mason, Branch President Derek Dawson and Branch Chairman S. Horner.

The parade of more than 200 was led by the Rochford pipe Band, with colour guards from HMS *Implacable*, US marines, US Navy, the USAF, the Area Standard, and 20 other standards from various areas and branches.

£50 PRIZE PUZZLE



The mystery ship in our December edition was guided missile destroyer HMS *Norfolk*.

The winner of the £50 prize for identifying her was Mr W. Haggard of Suffolk.

Can you name this frigate, pictured in the 1964, not long after she joined the Fleet?

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Closing date for entries is March 7, 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 March edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 96

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Branch News

ALL praise to the **Woking** branch for raising a total of £20,000.97 for the Royal British Legion Poppy Day Appeal.

The total was £868 up on that of last year.

CAPTAIN Paddy Vincent and his wife were guests of honour at the **Mitcham, Morden and Wimbledon** branch **Trafalgar Night** dinner which raised £300 for charity.

MEMBERS of the **Swaffham** branch (Norfolk) are justly proud to have achieved a brand new standard, considering it is a mere five years since the branch was formed.

THE 82nd annual service of remembrance for the Dover Patrol, will take place on **July 27 2003**, at 1500 at **St Margarets Bay** near Dover, with the **Lord Lieutenant of Kent** in attendance.

Further details are available from **Mr M.R. Jarrett**, 11 **Delane Road, Deal, Kent CT14 9BN**, telephone 01304 368554.

THE former General Secretary, **Capt Bob McQueen**, and his wife **Nadia** were guests of honour at the **Gravesend** branch annual dinner dance, enjoyed by 129 members and guests.

A presentation was made to **Capt Bob** to mark his retirement.

Congratulations to S/M Dick Farhall and his wife **Margaret**, members of **Swindon** branch, who recently celebrated their diamond wedding anniversary and received a telegram from the Queen.

A **CHARITY** bottle on the bar helped raise a total of £800 for the **Uxbridge** branch, which was donated equally to the 7th **Hillingdon Air Scouts** and to **Crossroads**, a local care group.

Gala occasion marks birthday

TO MARK the 18th birthday of the **Kingston-upon-Thames** branch, a gala dinner/dance was held, enjoyed by around 100 members and their guests, and presided over by **Admiral Bill Cook**, branch vice president.

The guests included **POs Alf Ramsey** and **'Cozy' Powell** from the **POs' Mess, HMS Richmond**, to which the branch is affiliated.

S/Ms Vic Peardon and **Leonora**

Powell received awards during the evening for services to the branch.

Bouquets were presented by chairman **S/M Len Stokes** to **Liz Cook**, and **S/Ms Rose Sherwood** and **Betty Stokes**.

Hands then 'danced and sky-larked' until 'boats alongside' at 2330.

Two days later, members of the branch with shipmates of **Hanworth** and their standards

paraded with the ship's company of **HMS Richmond**, when their ship received the **Freedom of Entry** to the **London Borough of Richmond-upon-Thames**.

The Mayor, **Clr Douglas Orhard**, accompanied by **Cdr Kenneth Keble**, the frigate's **Commanding Officer**, inspected the parade, after which the **Royal Marines Band** led the march to **St Mary's Church** for a service.



● **Bridgend** branch members present gifts to the **TS St David** Sea Cadet HQ at **Porthcawl**

Visitors bring gifts

WHEN members of **Bridgend** branch were invited to visit **TS St David** Sea Cadet HQ at **Porthcawl**, they arrived laden with gifts.

On behalf of her late husband, chairman of the branch for many years, **Mrs Lyn Dobson** presented the **Reg Dobson Memorial Cup**.

A ship's bell and gantry of teak was presented by **S/M L.J. Smith**, and a lithograph of shipwrecks

around the **Isle of Wight**, donated by **S/M John Joseph**, was presented by branch secretary **S/M Jean McPhail**.

Before leaving, the visitors watched a drill display and a mock rescue, followed by the **Sunset ceremony**.

A buffet provided for the visitors was also greatly enjoyed.

Thoughts turn to Conference

PLANNING for this year's Annual Conference in **Chatham** on **June 21** is already well under way – and the **Standing Orders Committee** will be meeting early next month to consider proposed motions.

Any motion should be for the good of the Association, and proposals should be sent on the appropriate form, which is available from Headquarters.

It is essential that all motions are received by **Friday February 28**, as the **Committee** meets on **March 8** to look through those that have been received.

The procedure governing such motions is contained in **GSM 56**, which is amended to include the resolution (No 4 of 1995) that a motion must be seconded by another branch.

It may be helpful in the prepara-

tion of any motion to discuss its wording unofficially with the **General Secretary**, to ensure clarity if the motion is discussed at **Conference**.

New standard

ON THE most auspicious day of the year, **Trafalgar Day**, the new **Rochdale** branch standard was dedicated by **Canon Alan Shackleton**, branch chaplain, following a meeting of the branch.

There was much to celebrate on this occasion, and an excellent buffet was provided by the ladies.

The standard dedication was well-timed, enabling **S/M Steve Law** to parade it at **Rochdale Festival of Remembrance** and on **Remembrance Sunday**.



Jubilee year will be remembered by members of **Bradford** branch for a great party held in the grounds of the **Sea Cadet unit headquarters**, and for the generous grant of £2,530, provided by the **National Lottery 'Awards for All'**. The grant enabled members to travel free to **Edinburgh** for an overnight stay and a visit to the former **Royal Yacht Britannia**. It also provided for an outing to **Hartlepool** to visit **HMS Trincomalee**. During their stay the visitors were royally entertained by the local **RNA Club**, for which they send their thanks. Pictured is **Bradford secretary S/M Andy Hargreaves** on board the **Trincomalee**

Naval Quirks



Parade members enjoy band concert

REMEMBRANCE parades at **Portreath**, **Illogan** and locally were attended by three standard bearers who, with members of **Redruth and Camborne** branch, enjoyed a concert in the **Regal Cinema, Redruth**, featuring the **Bodmin Town Band** and the **Cannon Male Voice Choir**.

They also attended a service of remembrance at the **Camborne Conservative Club**, followed by an evening's entertainment and the **Charity Singers**.

The year ended happily with seasonal Christmas cheer provided by the **St Austell** branch, followed by a social evening at the **Redruth Royal British Legion**.

The decision by members not to send each other Christmas cards but instead to make a donation for charity raised £60 for the **local Sea Cadet Unit**.

Chairman Vic honoured by Cheshunt

IN RECOGNITION of his 14 years as chairman, **S/M Vic Everest** was honoured with life membership and presented with a suitable plaque.

Members of **Cheshunt** branch joined the congregation at **Christ Church, Waltham Cross**, for the **Trafalgar Day** service, conducted by branch chaplain **Rev Martin Bannister**.

The standard was paraded once again by **S/M Harold Cornish** at a service in the crypt of **St Paul's Cathedral** for a wreath-laying on **Nelson's tomb** by **First Sea Lord Admiral Sir Alan West**, again in the **Lord Mayor's procession**

through the **City of London** and finally at a **Remembrance service**.

Big hearts

ALTHOUGH small in number, **Kenton and District** branch is big in comradeship, and a sustained effort by members raised in excess of £685 in the past year for **Naval and local charities**.

A bric-a-brac stall in **Stamford market** was one of the many activities which helped raise the cash.

Joined by their friends in the **RBL**, members brought a successful year to a close at an enjoyable dinner in the **Crown Hotel**.

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Fresco firefighters covered for free

NAAFI Financial is providing free accidental death cover for Operation Fresco firefighting crews.

All armed services firefighting crews who respond to emergency calls during the current dispute have been guaranteed free accidental death cover by the military financial services company.

Managing director Al Voice

said that the initiative will come into effect when the next firefighter strike on January 21 is due to begin and military emergency fire cover commences.

NAAFI Financial has announced the move to reassure military personnel providing fire service cover during the dispute.

Al said: "We only deal with the military and have a long history of working with the military."

"We maintained life and accidental death cover for our customers throughout the world following the events of September 11 when many other insurers withdrew support."

"The fire dispute is a very unusual set of circumstances. Members of the military are providing support in these out of ordinary times."

"We wanted to make sure that every member of the military firefighting crews involved in Operation Fresco knew that they were insured."

Al went on: "We have established a means of providing compensation on a 'no records' basis."

"This means that if a tragedy occurred, the Ministry of Defence will inform NAAFI Financial and £10,000 would be paid to an individual's estate."

The 'no records' approach ensured the military personnel involved in Fresco would not need to contact NAAFI Financial or the MOD to confirm cover.

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ONWARD CHRISTIAN SAILORS

OF 20 candidates at the annual Confirmation Service at the Cathedral Church of St Mary, Truro, nine were trainee sailors from HMS Raleigh who had been prepared by the Torpoint new entry establishment's chaplain, the Rev Mike Brotherton.

Left to right with the Bishop of Truro, the Rt Rev William In d, are Kevin Waugh, Nicholas Sinclair, Stuart Donovan, Lucky Briggs, Cdre Laurie Brokenshire, Martin Cowling, Claire Satterly, Mike Brotherton, David Wroe, Samuel Hawkins, Kieren Lovell and Daniel Beck.

Ontario town honours Ajax

SPECIAL guests at the 37th reunion dinner of the HMS Ajax and River Plate Veterans Association were the Mayor and Mayoress of Ajax, Ontario.

Streets in the town are named after crew members who fought in the 1939 Battle of the River Plate, which also has a fine memorial for the crews of HMS Ajax, Achilles and Exeter.

The Association is keen to attract new members of both the cruiser Ajax and the postwar Leander-class frigate. Contact Jack Quaintance at 10 George Street, Harwich, Essex CO12 3ND.

● Left to right are Mrs Rosemarie Parish, Mr Steve Parish, Mayor of Ajax, Ontario, Mr Ted Baker, Mayor of Medway Towns, Mrs Sylvia Baker, Mrs Patricia Jones and Mr Ken Jones, Chairman of the HMS Ajax & River Plate Veterans Association.

Britannia is kept busy with 'life downstairs'

SOME 302,171 visitors were welcomed on board the former HM Y Britannia during 2002, the second busiest year since the ship opened to the public in 1998.

This represented an increase of 21 per cent on 2001, and was eight per cent higher than 2000.

The increase in visitor numbers, which bucks the trend in Scotland as a whole, is due to a number of factors, including the opening up of more of the ship to visitors as part of the move to Ocean Terminal in Edinburgh's port of Leith; publicity surrounding the Queen's Golden Jubilee celebrations; and a continuing commitment by the operators towards improving customer service.

Opening of much of the main deck area in October 2001, allowing visitors to see life 'downstairs' has proved popular, and with improved audio tours, new signage and more interpretations, has helped Britannia to gain a 'Very Good' rating from 75 per cent of her visitors, compared with 54 per cent in 2000.

The 'Very Good' rating in terms of money has risen from 70 to 85 per cent.

Director Bob Downie said: "We are absolutely delighted that all of the improvements that we have made to the Visitor Experience as part of the move to Ocean termi-

nal have proved such a big hit with our visitors.

"There is no substitute for quality, and I would encourage all other visitor attractions to continuously reinvest in the quality of their visitor experience."

□ Visitors to the International Festival of the Sea at Leith on May 23-26 will be able to visit HM Y Britannia at a special half price rate.

Sudden death of tennis star Carolyn

OVER 580 family, friends and colleagues attended the funeral service at HMS Collingwood of Lt Cdr Carolyn Crumplin, who died suddenly in November.

A leading figure in the communications warfare fraternity and a former CO of HMS St Vincent, she represented the Royal Navy for many years at tennis. She was latterly Communications Staff Officer at Collingwood.



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Pump contract aids cash flow

THE VULCAN Naval Reactor Test Establishment in Scotland has assumed a third crucial role in the support of the Royal Navy's nuclear submarine fleet.

The first Naval reactor core assemblies, which powered the early generations of ballistic missile and hunter-killer submarines – including today's Swiftsure and Trafalgar-class boats – were all put through trials in the DSMP, or Dounreay Submarine Prototype at Vulcan, near Thurso in Caithness (see last month's Navy News).

With the completion of the testing of Core Z, and the commissioning of the Shore Test Facility (STF) for PWR2, DSMP was defuelled, decontaminated and brought back into service as the LAIRD, or Loss of coolant Accident Investigation Rig Dounreay, proving the soundness of the Rolls-Royce reactor and support systems under the most challenging of situations.

LAIRD was commissioned in June 1987, and shut down for modifications just over a year later on successful completion of the first phase of trials.

Restarted in July 1989, the LAIRD was the only full-scale plant in the world capable of doing this specialised task.

LAIRD ran more than 250 trials in five years, using a giant electrical heater to reproduce the conditions in a nuclear reactor at the point of shut-down.

And it is this ability, to create simulated nuclear power plant conditions, that has opened the door



to a third lease of life – one which not only provides work for the specialised equipment and the technicians who operate it, but which also saves the Ministry of Defence a tidy sum.

A major contract was awarded to Vulcan and Rolls-Royce in 1993 to refurbish the main coolant pumps from British nuclear submarines, a task which required the kind of precision and high levels of skill which Vulcan had in abundance.

Previously, these large pumps had been automatically replaced at approximately every ten years, at considerable cost, as they needed to be as close as is humanly possible to perfect reliability.

But the Vulcan organisation – currently headed by the Naval Superintendent Vulcan, Cdr Charles Hume, and his team of four uniformed staff, who work with around 300 Rolls-Royce

employees – saw an opportunity to land its first major commercial contract outside the operation and maintenance of nuclear reactors.

Pumps arriving at the MCP (Main Coolant Pump) facility at Vulcan from a submarine in refit – in recent months the site has handled equipment from HMS Spartan and HMS Trenchant – are decontaminated, then stripped and inspected in the designated decontamination area.

Vulcan then issues a report with its findings and recommendations to the Ministry of Defence.

The MOD will then, if all is well, reply with approval for the recommended course of action, and refurbishment begins.

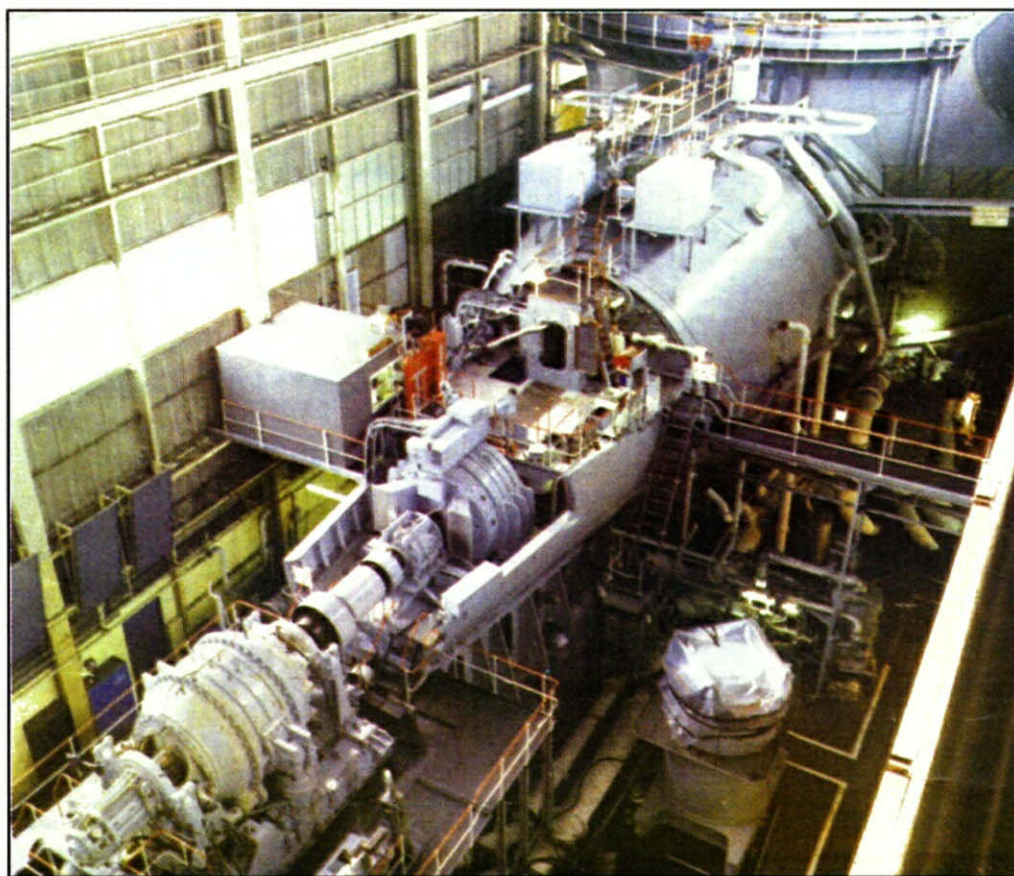
The pumps are brought back to original specification and then reassembled ready for testing on the LAIRD.

The tolerances to which the team work are staggering – down to 0.002mm in certain elements.

The pumps are also checked for stress and cracks by metallurgists.

They are balanced and endurance-tested – for as long as four to six weeks, 24 hours a day – before being returned to the workshop where they are again stripped down to the basic components and thoroughly inspected.

Any source of noise in nuclear submarines makes them easier to detect and less able to detect external threats, so Vulcan staff dynamically balance the coolant pumps under service conditions to minimise such noise.



● The original Dounreay Submarine Prototype (DSMP) at Vulcan as it looked before its current configuration. The facilities were built into a framework which resembled the aft section of a submarine

Each pump will undergo at least four calibration runs before computers work out the optimal number and positioning of counterbalances to keep the pump running smoothly and silently.

The components are then transferred to a clean room, where they are cleaned to a high standard, reassembled (a process which can take five days) and finally sent to the submarine for which they have been earmarked.

They do not have to return to the same boat – the reactor systems in every boat are identical, and by swapping sets around refits are not subject to delay by the

lengthy refurbishment process.

The painstaking nature of the work means Vulcan takes over a year to refurbish a set of pumps to the most exacting standards, and in the last year the team have just proved themselves capable of refurbishing pumps from the reactors on Vanguard-class boats as well.

The process is laborious, but necessarily so, eliminating any chance of error along the way.

Everything is done by the rule-book, and a Rolls-Royce expert will watch at least one reassembly for each set of pumps, as well as checking for the resolution of any

abnormalities identified at an earlier stage.

LAIRD's unique ability to simulate the conditions in a nuclear reactor allow the pumps to be tested safely in situ before they are refitted in the real thing.

Cdr Hume said: "This is a classic example of innovation in the use of Ministry of Defence facilities and the considerable skills base at our disposal, which has enabled significant cost savings to be realised."

"Not content to rest on their laurels, the local team continue to improve their processes year on year, and have won a number of industry awards in so doing."

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'I went from one of the best jobs in the Navy to one of the best jobs in the Navy ...'

Battle staff in great demand

RAPIDLY deployable and flexible maritime forces are at the heart of NATO planning – and the UK is at the forefront of this new configuration.

With fundamental changes in the so-called 'strategic environment' as the Cold War fades into history, NATO has

been carrying out a review of its force structures and how such forces could be employed.

The khaki side of things was resolved through the creation of six land formations, designated High Readiness Forces (Land).

When the focus moved on to the sea, three water-borne equivalents were selected as High Readiness Forces (Maritime) or HRF(M)s.

Three nations were selected to

set up the necessary headquarters and mechanisms; Italy and Spain are well advanced in the task, but the UK was the first to be ready for evaluation, and as *Navy News* went to press the man at the top was confidently awaiting confirmation of formal accreditation.

Rear Admiral David Snelson relishes the extra responsibilities.

"I went from one of the best jobs in the Navy to one of the best jobs in the Navy," said Admiral Snelson, Commander UK Maritime Forces (COMUKMARFOR) in RN circles, though awaiting a formal NATO title.

"Bringing Ark Royal out of refit was a fantastic job and a great honour, but to get to be the Royal Navy's only sea-going admiral, with a number of interesting deployments on the horizon, is marvellous. I'm very grateful to have the opportunity."

The new UK HRF(M) formation has its headquarters at the COMUKMARFOR base, the brand new Fleet Battle Staff HQ on Whale Island in Portsmouth, but the team are expected to adapt quickly to the nomadic life.

HRF(M) HQ staff are at seven days notice to commence operational planning and 20 days' notice to deploy for a NATO operation – although in one of the many overlaps between NATO and national responsibilities they are at much shorter notice, with just 48 hours to react to a UK alert.



● HMS Ark Royal leads a multinational force of ships

Each of the three HRF(M)s has a nominated command platform, with aircraft carriers being the preferred option as they must be able to absorb a large influx of HQ staff as well as being able to take a complex command and control equipment fit.

These command platforms could be home for HQ staff for prolonged periods, and this group is also expected to be able to move ashore if required.

Reading Ark for HRF(M) accreditation has been a significant achievement with many agencies, including the Fleet Battle Staff, FSL and ship's staff overcoming significant challenges to have her ready on time.

But people are just as important as the kit, and Admiral Snelson said that the UK need for a flexible Maritime Battle Staff HQ helped the Royal Navy swiftly adapt to the mix-and-match nature of the NATO structure.

"In this new Battle Staff building there is myself as the deployable two-star officer, and literally just across the corridor is Maj Gen Tony Milton, the Commander UK Amphibious Task Group.

"Then we have got Cdre Richard Leaman, Commander UK Task Group, Commodore Jamie Miller, who is Commander Amphibious Task Group, and Brig Jim Dutton, who is Commander 3 Commando Brigade.

"Between us we have more than 180 staff people, including 14 international officers.

"And out of all of them you can put together a whole range of staff combinations of operational commanders and groupings of staff officers. It all came out of the Fleet First review, and is working very well.

"We also have the responsibility to provide this HRF(M) for NATO, and we do that with most of the assets we already have for

the Maritime Battle Staff.

"What we are doing is providing NATO with a special tailored capability, but one which can also be used by the nation.

"One of the benefits it has brought is that it brings a big allied NATO dimension to this HQ in Portsmouth, and therefore strengthens our links with other European navies."

Admiral Snelson said that Naval Task Group 2003, which is in the process of deploying, showed many of the characteristics of both the national and NATO functions, being flexible and deployable anywhere at short notice – though he stressed that NTG03 is a national, not a NATO group.

The UK HQ was first tasked with developing NATO accreditation in April 2001, and after a good deal of hard work the full operational capability evaluation was conducted on board Ark Royal in early December 2002.



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Education

Pepys on show at Christ's Hospital



● Tudor-style uniform at Christ's Hospital

CHRIST'S Hospital, a charitable boarding school near Horsham, West Sussex, this year joins national celebrations with an exhibition at the school to commemorate Samuel Pepys.

Now 300 years since his death, Pepys, a governor and vice president of the school, instigated the opening of the Royal Mathematical School at Christ's Hospital in 1673 which was founded to educate children in mathematics for the practice of navigation.

Today, the mathematics department at Christ's Hospital is still known as the Royal Mathematical School and there is a special entry method for children of personnel who are serving, or have served, in the Royal Navy, Royal Marines or Royal Navy Reserve.

Christ's Hospital, a charitable foundation, provides free and assisted places to 825 boys and girls, according to their parents' means, and currently 40 per cent enjoy a free boarding education.

Applications are invited for entry into year 7 (age 11), September 2004, and the next open day for this entry is on Saturday, March 8, 2003.

The admissions office welcomes all enquiries, telephone 01403 247 409 for more information or visit the school's website on www.christs-hospital.org.uk.

To find out more about the Pepys' exhibition at the school, call 01403 211293.

Sport and school in Canterbury

PUPILS from St John's College Lower School in Southsea have been combining physical education with historical learning during a recent sporting tour in Canterbury.

After the football team won all seven of their matches, pupils brushed up on their medieval history with a visit to Dover Castle, also home to the evacuation of Dunkirk.

The children were shown the underground hospitals and the tunnels built into the surrounding cliffs.

The tour was open to St John's pupils aged 10 and 11, who were accompanied by staff and parents, for a great family atmosphere.

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YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

ANIMAL MAD

As you can see we've gone animal crackers in Young Readers.

This month's pages are all about the animals that the people in the Royal Navy meet in their travels right now and in the past.

If there is something you want to know about, write to us at the address above.

There is a story from the late 1880s about a llama who made a snack of an admiral's stripes. The llama lived on board HMS Warspite, and had been given to the ship by a foreign captain whose life the llama had saved.

In his autobiography, Lord Chatfield tells us about a memorable moment on board the ship:

"One day we were having daily prayers on the quarterdeck at 9am.

The Admiral was standing dressed in frockcoat and epaulettes, as he was just going to visit a foreign man-of-war.

While we were singing a hymn the llama strolled aft through the ship's company.

He had a curious, dignified gait and an enquiring look.

The Master-at-Arms tried to shoo him away in a reverent manner, but he dodged him and ran right aft until, to everyone's horror, he was behind the Admiral.

Seeing the bright gold epaulettes, which appeared to him to be some succulent yellow fruit, he slowly approached the Admiral from behind.

The ship's company, horrified, almost stopped singing.

With his eyes glued to his hymn card and unaware of his danger the Admiral stood his ground until he felt a sharp pull on his shoulder.

The llama had taken a huge bite and removed several of the tassels from his left epaulette. The pastor speedily pronounced the Blessing..."



Head south for animal wilderness

These photos of animals were all taken by the ship's photographer of HMS Endurance.

Endurance is the Royal Navy's ice breaker ship and each year she travels down to the South Pole to study the ice at the bottom of the world.

The ship gets to visit parts of the world that other Navy ships rarely see.

One of the big perks of the trip is getting to see all the wildlife that live down in the frozen south.

A stint on Endurance is a great bonus for Royal Navy photographers, who get to take stunning pictures of all the birds and

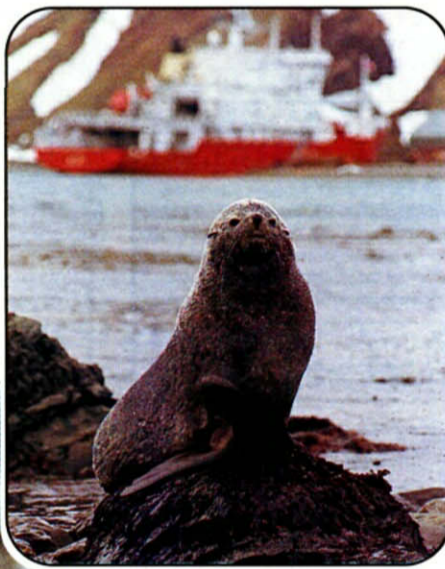
beasts, plus the huge icebergs that drift over the polar sea.

LA (Phot) Phil Wareing is the Navy's photographer on the ice ship right now.

He has taken lots of photos of animals like seals and penguins.

If you were wondering why there are no pictures of polar bears, that's because they live at the North Pole.

That's why polar bears can't eat penguins!



Pictures of penguins, seals and sea lions all taken by LA Phot Phil Wareing, the Royal Navy photographer on board icebreaker HMS Endurance

who is the 'pusser'? It's another name for the ship's Logistics and Supply Officer.

All sorts of beasts in Excellent zoo

Naval establishment HMS Excellent on Whale Island in Portsmouth has a long history that involves all sorts of animals.

For 120 years, all sorts of beasts were given a home in Portsmouth when they were brought back on Naval ships.

The 1930s was the busiest time for Whale Island zoo, with lions, monkeys, bears, deer, wallabies, parrots plus a mixed assortment of other animals.

The two polar bears in the picture on the right ended up on Whale Island after they were given to the British Consul in Norway in 1936.

Now the only animals you can find on Whale Island are a thunderbird and a killer whale - carved in wood.

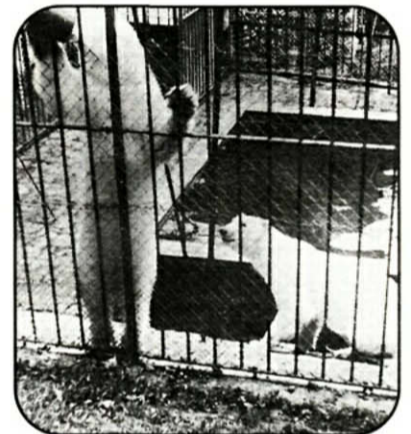
These animals feature on a totem pole called Hosaqami carved by Canadian Indians.

The killer whale stands for the sea; the thunderbird is the hunter; and the man on the bottom is the speaker holding the staff of

authority - this represents the instructors who teach at HMS Excellent.

The original totem was damaged by a bad storm in 1987 and was replaced by a shorter version, nicknamed 'Son of Hosaqami', which stands in the wardroom.

Pictures: HMS Excellent Museum



One of the lions who lived on Whale Island



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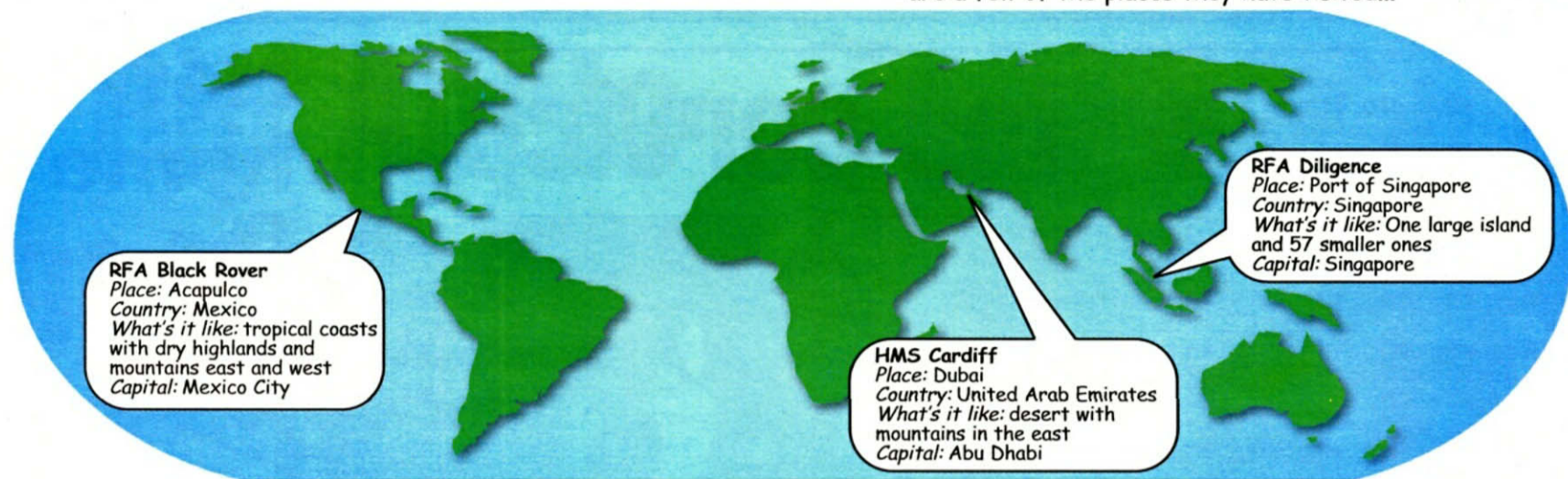
For a chance to win this very special experience answer the following questions and send your answers along with your name, address, age and membership details to the usual address or email.

1. What is the name of the Totem Pole kept at Whale Island?
2. Where does Sunny the Parrot live on board HMS Lancaster?
3. Name the only ship in the current Royal Navy named after an animal?

Normal Competition Rules apply, * age restrictions apply on some experiences. Winners will be asked to compile a pressgang report on the day.

Where in the world...?

Royal Navy and Royal Fleet Auxiliary ships have been travelling all around the world for the last month. Here are a few of the places they have visited...



RFA Black Rover
Place: Acapulco
Country: Mexico
What's it like: tropical coasts with dry highlands and mountains east and west
Capital: Mexico City

HMS Cardiff
Place: Dubai
Country: United Arab Emirates
What's it like: desert with mountains in the east
Capital: Abu Dhabi

RFA Diligence
Place: Port of Singapore
Country: Singapore
What's it like: One large island and 57 smaller ones
Capital: Singapore

why does the Navy celebrate October 21? Because this is Trafalgar Night, named after the Battle of Trafalgar in 1805 when Admiral Nelson died defeating the French and Spanish.

Lancaster's last of the mascots



The only ship in the Royal Navy that still has an animal mascot is the Type 23 frigate HMS Lancaster.

Sunny is an African grey parrot

and she lives in the officer's wardroom. As you can see in the pictures, Sunny has a bright red harness that she wears when she goes out and about on board ship to help people in their everyday jobs.



Ship names are animal crackers

In the Navy there are lots of ships that have been named after animals.

There used to be an HMS Leopard and an HMS Tiger to name but two. Right now there is only the one ship named after an animal.

That is HMS Roebuck, which is a coastal survey vessel that travels around the world collecting chart information.

This little ship is the 17th to bear the name and so has the longest list of battle honours of any ship in the Royal Navy.



Two shore bases still have the names of animals.

Those are HMS Heron, the Royal Naval Air Station at Yeovilton and HMS Seahawk which is the Royal Naval Air Station in Culdrose.

Animals often appear in the badges of ships, and some of the squadrons of aircrafts have nicknames that involve animals.

The 'Flying Tigers' is the name of 814 Squadron. They used to fly Sea King helicopters that were painted up with the fierce face of a snarling tiger.

YOUNG READERS CLUB MEMBERS ONLY COMPETITION DESIGN US A BIRTHDAY CARD!!

We are looking for a new birthday card for the Young Readers Club and we would like one of you to design it.

The design must be A5 Size (148mm wide and 210mm high) and feature 'Techno Cat' along with the Young Readers Club Name. The more bright and colourful it is, the better.

The best designs will be published in the Young Readers pages and the winner will have their design made into a birthday card. This will become the official Young Readers Club birthday card and will be sent to all Young Readers Club members on their birthday for the next year.

Entries must be in by 28th February 2003 and should be sent to the usual address. All entries will receive a prize from the Young Readers Club goodie bag!!

(We regret we cannot return any drawings sent in for this competition)

- ### MEMBERS BIRTHDAYS
- | | |
|-------------------|---------------------|
| Katie Adams | Phillippa Keeble |
| William Arkesden | Alexander Lang |
| David Bell | Claire Legg |
| James Blanchett | James Leggat |
| Ryan Bradley | Jeremy Mackey |
| Matthew Bragg | Mark MacNaught |
| Iain Broadley | Grace Lily Maycock |
| Emily Broome | Matthew Miller |
| Keane Challoner | Robert Myers |
| Thomas Coole | Timothy Norton |
| James Cox | Hannah Peters |
| Benjamin Davis | Vanessa Pullen |
| Amy Enright | Oliver Rees |
| Sophie Enright | Connor Reid |
| Margaret Forbes | Robert Robertson |
| Jennifer Fox | Mollie-Grace Rowe |
| Dan France | Laura Scarborough |
| Emma Gevaux-Ross | Ashley Smith |
| Edward Goates | Guy Temple |
| Daniel Graffham | Luke Thackham |
| Thomas Harding | Catherine Thackham |
| Charlie Hayes | Mason Ward |
| Chelsea Helliwell | Robert Wilson |
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| Madeleine How | Sam Woolley |
| Lucy Jackson | Lee Woolstan-Holmes |
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YOUNG READERS CLUB

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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)

On this day:

- 2 February 1867: Writer rating introduced
- 5 February 1902: First dive by the Royal Navy's first submarine
- 5 February 1990: Decision announced in House of Commons that women could serve at sea
- 9 February 1937: First flight of the Fleet Air Arm's first monoplane, the Blackburn Skua
- 10 February 1715: First diving equipment demonstrated in the Thames and accepted into service
- 10 February 1906: Built in a year and a day, the massive ship HMS Dreadnought was launched by King Edward VII
- 14 February 1942: First Royal Marines Commando formed, now 40 Cdo RM
- 15 February 1968: First British Polaris missile fired
- 22 February 1862: First officers commissioned in Royal Naval Reserves
- 25 February 1966: Minewarfare and Clearance Diver Branch formed
- 26 February 1935: First British seaborne radar tested

Horrors of history

If you are interested in the history of war, tune in to the BBC on January 27. This is Holocaust Memorial Day and the BBC have planned a whole schedule of programmes to mark the occasion. The BBC's Newsround programme will be running a special series of bulletins on the day on BBC1 and CBBC.

NEXT MONTH

Next month our issue will be all about sport in the Navy.

Young Readers Club

Competition Rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees and their families of Navy News or any company associated with the competition. The decision of the judge is final. Full competition rules are available by contacting us at the usual address. 1 entry per person.



Sea Cadets

Mantle deliver top service with a smile!

A MESSAGE from the Queen was read at a dinner at the Masonic Hall, Yeovil held by Royal Naval Lodge No 2761 and their sponsored unit TS Mantle VC.

Guests included the Commanding Officer RN air station Yeovilton Commodore Bill Covington, the Mayor and Mayoress of Yeovil, Cllr and Mrs Julian Freke – and so many serving and retired officers of the Royal Navy that the Hall was bathed in 'gold'...

Through auction, raffle and donations the evening raised a total of £1,000.

● **SERVICE WITH A SMILE:** TS Mantle VC cadets who served the top table were complimented on their smartness and ability



New home for Mary-Rose bell

SHIP'S bell of the Mary-Rose has been presented to TS Mary-Rose at Basingstoke.

No, it wasn't the one from the pride of Henry VIII's fleet, which sank in the Solent in 1545 and was raised from the seabed in 1982.

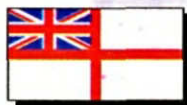
This one came from the World War II minesweeper and when the unit named the four watches after Algerine minesweepers Bramble, Espiegle, Pluto and Pincher, its owner, Cdr Derek Edleston, was asked for a photo of it.

He responded saying that instead of waiting for the bell in his will they could have it now!

The Algerines Association met up with him and took charge of the bell, transporting it to Basingstoke where, still covered in anti-dazzle lacquer, it was stripped and polished before going on permanent display.

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● Latest in our past photos series shows 30 members of Kingston upon Thames unit TS Steadfast, who in 1948 appeared as Naval cadets at Osborne in the film of Terence Rattigan's play *The Winslow Boy*, made at Shepperton Studios. They were seen for about ten seconds when star Robert Donat looked out of his office window... In the foreground are unit D/I Lt A. Beale and the Commanding Officer, Lt Cdr J. Read.



Nuts and bolts stuff

LONDON Area cadets are seen here hard at work – and play! – at a Class 1 Marine Engineering (Mechanical) course at Gannet Search and Rescue, Prestwick.

This is the third year in a row that London Area instructors have organised the course there – and the next one's dates have already been booked.

Lt Cdr Donald Briggs, Superintendent of the Cadet Training Centre there, arranged visits to Troon lifeboat where cadets had the chance to go out on exercise with the Arun class vessel.

A trip in one of the SAR Sea King helicopters stationed at Gannet also went down well with cadets and staff alike.

All the cadets, from Bromley, Sunbury & Walton, Orpington, Thurrock and Walton-on-the-Naze units, passed the course with flying colours.

● **FIXED SMILES:** A/Cs Calver and Parker enjoy their Sea King flight – honest!



● **FINDING FAULT:** A/C Smith works on an outboard engine with a problem



● **PAY ATTENTION:** CPO(SCC) gives a class on the Enfield VS1 engine



● **BAD TURN:** PO(SCC) Twinn and MC1 Susans try to put life into a stubborn HO2



● **LIFESAVER:** Troon lifeboat crewman Andrew Limond explains the electronic chart system to A/C Parker (left) while engineer Callum Anderson demonstrates the engine controls to A/C Calver, hanging on tight as the lifeboat manoeuvres





Sport

Services regatta will be in Solent

THE SERVICE Offshore Regatta 2003 is to be held in the Solent and English Channel in May.

The event, to be organised by the Army Sailing Association on behalf of the Association of Service Yacht Clubs, will be based at the Joint Services Adventurous Training Centre (JSASTC) in Gosport.

The regatta aims to encourage participation in Services offshore sailing by giving the opportunity for inter-Service competition, raced individually and with representative Service teams.

According to the outline programme, the first day is set aside for the assembly of crews and the taking over of JSASTC yachts as required.

This is followed on days two and three by a series of up to five short inshore races in the Solent area for the Household Division Yacht Club's Princess Elizabeth Challenge Cup and other prizes.

A prizegiving will be held on the evening of the third day.

The fourth and fifth days see the Services Offshore Race from the Solent to Cherbourg, using a variety of courses depending on class, giving a race mileage of between 100 and 150 miles.

There is no official return race in the programme.

Prizegiving for this race will be held in Cherbourg on the sixth day, and the regatta officially ends after the prizes are distributed.

For the team competition, each Service will be represented in the Princess Elizabeth Challenge Cup and the Services Offshore Race by a team of three yachts - Sigma 38 (RN Sailing Association), Prima 38 (Army Sailing Association), Beneteau 36.7 (RAF Sailing Association) and two Victoria 34s.

Team yachts may be skippered and manned by regular serving personnel.

However, individual entries to the regatta are encouraged, and vessels entered may be JSASTC boats, yachts owned by Service establishments, sailing associations or Service yacht clubs, or privately-owned yachts.

Crews may be found from serving or retired Service personnel and their immediate families, Officer Training Corps members, University Service Bursary holders, current members of the Reserve or civilians currently employed in the Armed Forces.

Completed entry forms, declarations and a copy of rating certificate, if applicable, should be sent to the Secretary of the regatta by April 30 together with entry fee.

Sailing instructions will be issued on acceptance of the entry.

The Regatta Secretary is Maj Adrian Pery LD, ILSM 6 ILSST, Birch 3a #3319, MOD Abbey Wood, Bristol BS34 8JH, tel 0117 913 2539, fax 0117 913 2961.

Sultan to host Rugby League nines event

HMS SULTAN has been chosen to host the expanded 2003 Rugby League Nines competition.

The competition has been extended this season to 20 teams, and for the first time both the Army and RAF Rugby League Associations have been invited to enter two teams in the competition.

Ships and units are all encouraged to enter teams of a maximum of 15 players per squad.

The competition will be held on Wednesday May 7, and for the second year in succession it is being organised and run on the day by LPT Mark Brocklesby.

Any team wishing to enter should contact Mark at the SARC, HMS Sultan, for further details.



● Mne Kev 'The Baby-Faced Assassin' Green takes advice from Royal navy boxing coach Q Shillingford during last year's Inter-Services Championships at HMS Nelson gymnasium

Injuries hit RN hopes of championship title

ROYAL Navy boxing coach POPT Q Shillingford is having to make tactical decisions in this year's first round of the ABA National Championships - and it already looks a lost cause as injuries have weakened the squad.

With Scottish internationals Mne Kev 'The Baby-Faced Assassin' Green and Mne Jim 'The Thin Destroyer' Cusick still recovering from broken jaws sustained earlier in the season, and Mne Dave 'The Hurricane' Tang being eligible for the Welsh Championships, the Navy coach's approach to this year's nationals is somewhat different.

Regrettably, the Navy's chances

of winning the Inter-Service title will be dashed before the event has started, said Q.

Green and Cusick will be entered into the Scottish Championships in March, giving their injuries longer to heal.

And as the weights have changed in the amateur ranks, with light middleweight and cruiserweight having been removed, Tang will challenge for the Welsh title, allowing OM 'Mac Attack' Macdonald to compete for the English version at the same category of middleweight.

But there is better news on the ratings front, where both new boys to the team, OM Macdonald and Mne Stuart 'The Bull' Elwell, have been ranked nationally, adding to the Navy's high standard in the sport.

Another of the RNBA new stars is OM Neil 'Bazooka' Suku, who

has come on leaps and bounds since joining the Navy team and is definitely one for the future.

The four boxers entering this year's Inter-Services Championships will be Elwell at welterweight, Macdonald at middleweight, Mne Mick 'The Irish Hammer' O'Connell (heavyweight) and Suku (super heavyweight).

The night should prove to be a lively one, with all four Navy men taking on the Army champions, all of whom have represented their countries.

POPT Shillingford said: "The lads have worked very hard in preparation, from training to dieting over Christmas and the New Year.

"I have full confidence in the boxers who represent the Navy -

their commitment and dedication to Navy sport is second to none.

"I am sure the Inter-Services will be a very exciting and action-packed evening of entertainment."

The Inter-Services Individual Boxing Championships will be staged at the gym of HMS Nelson in Portsmouth on Thursday, January 30, with doors open at 1830. Boxing commences at 1930.

Tickets at £5 can be obtained from the HMS Nelson Main Gate.

Current English rankings: MA Ahmed 'Shere' Khan (flyweight) 9th; Mne Green (lightweight) 5th; Mne Cusick (light welterweight) 6th; Mne Elwell (welterweight) 6th; OM Macdonald (middleweight) 11th; Mne Tang (middleweight) 12th; OM Tony 'H Bomb' Hindley (cruiserweight) 3rd; Mne O'Connell (heavyweight) 3rd; OM Suku (super heavyweight) 11th.

Overseas date gives Sean his chance

WITH the absence of the men's current leader, the third round of the South West United Services League was set for a new winner.

Hosted by CTCRM at Woodbury Common on a clear and bright afternoon, the race was missing Stuart Hall (Devon Fire and Rescue), who was racing in the Singapore Marathon.

And POPT Sean Childs (BRNC) duly claimed his first win of the season by the narrowest of margins from Lt Tony Dunn (RNAS Culdrose) in a sprint battle to the finish.

WO Steve Payne (42 Cdo RM) was third with Maj John Rye (CTCRM) fourth.

BRNC took their first team win of the season from CTCRM.

The ladies race was easily won by the new South West Counties champion Sharon Coyne (RNAS Culdrose), who took a minute out of second-placed Flt Lt Wendy Houvenhagel (RAF St Mawgan), with Lt Linda Lawrence (RNAS Culdrose) in third.

RNAS Culdrose again took the ladies team win from BRNC in second.

Round four was hosted a week later by Cdo Logs RM at RMB Chivenor.

The day of the races proved to be extremely cold as temperatures were close to freezing.

In the men's event Tony Dunn gained revenge on Sean Childs by taking his first win of the season.

Third place went to L/Cpl Brian Cole (CTCRM), just ahead of Cpl Gary Gerrard (Cdo Logs RM).

The men's team event saw a fourth winner in four races as Cdo Logs RM beat BRNC and CTCRM into joint second.

Sharon Coyne took another clear win from Wendy Houvenhagel and Linda Lawrence, while RNAS Culdrose again won the ladies team event.

With three rounds remaining the tables are as follows: Tony Dunn leads the men's league from Sean Childs and Gary Coles (Devon Fire and Rescue). The men's team title is still up for grabs, with BRNC narrowly leading CTCRM and Devon Fire and Rescue.

The ladies' individual has Sharon Coyne just ahead of Wendy Houvenhagel, with RNAS Culdrose dominating the ladies' team.

Chris bags top trophy

THE PROFILE of Royal Navy and Royal Marines rugby league has been given another huge boost by the award of the Royal Marines Sportsman of the Year trophy to Sgt Chris Richards (UPTI CLR).

The award, known as the

Bristowe Trophy, was presented to Chris at the RM Sports Association AGM to mark his outstanding achievements in Royal Navy and Royal Marines rugby league over the past season.

The award caps a massive season for Chris in the sport.

Besides leading the Royal

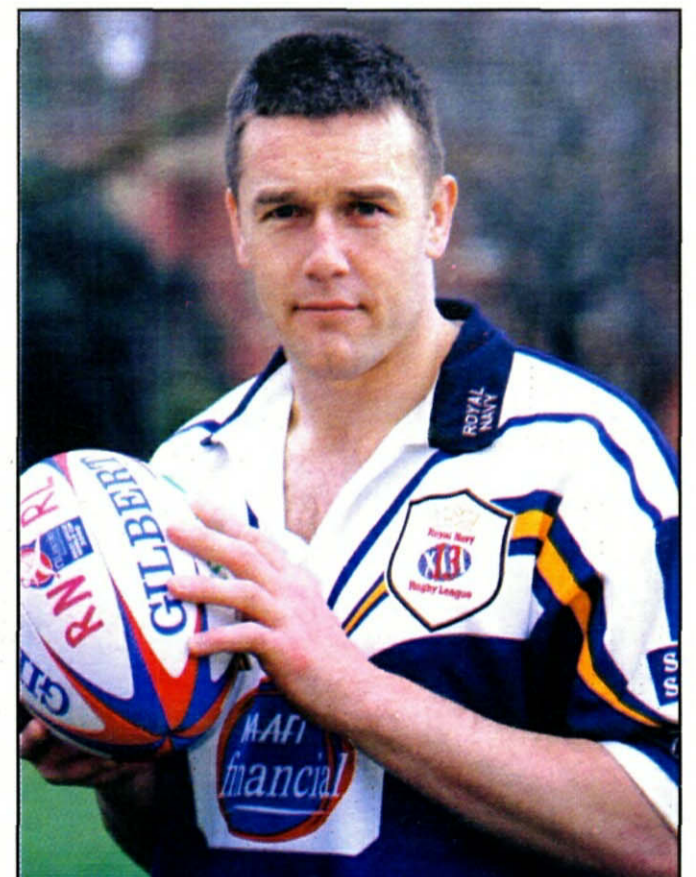
Navy rugby league team on the field during their successful tour of Australia, he coached the Royals team to a second consecutive victory in the 2002 Inter-Command competition.

The Royals left it late to clinch their second successive title, scoring the vital points in the final minutes of the final game against Fleet, topping Portsmouth Command by just a single point after an exciting tournament at HMS Dryad in the summer.

Chris is also a member of the civilian side Gloucester Warriors in the TotalRL.com Conference, and as a result of his performances throughout the season was selected to represent England in the amateur home international tournament.

The amateur authorities also recognised Chris's contribution over the season by awarding him the Conference Player of the Year award at the end of the 2002 season.

The Bristowe Trophy is named after Col F.H. Bristowe, who inaugurated the award on his retirement from the Corps.



● Sgt Chris Richards

RN seeks mascot for match at Twickers

THE ROYAL Navy Rugby Union is on the look-out for a mascot to lead the Dark Blues out in the biggest services rugby fixture of the season.

The Navy take on the Army at Twickenham on Saturday May 3, and the Navy mascot for the day will again be selected through a competition.

The lucky winner will, with his or her parents, be invited to join the Royal Navy squad.

Mum and Dad will be invited to lunch in the Royal Navy box, and the mascot will spend time with the team talking tactics.

The chosen mascot, kitted out in full RN kit, will then lead the Navy players out on to the hallowed turf of Rugby Union Headquarters.

Team photos, featuring the mascot, will be taken before the 1500 kick-off, and during the game the mascot will sit on the Navy bench, running on to the pitch with water for the players during breaks in the play.

Last year's game attracted 42,000 spectators, and it is hoped to surpass that figure this year.

Any youngster, interested in rugby or not, is eligible between the ages of eight and 12.

The question you need to answer correctly to have a chance of going into the hat for this prize is:

Who won the Army v Navy game of 2002?

Answers on a postcard, with your own name, age and contact details, to: Lt Cdr Charlie Neve, Room 119, West battery, Whale Island, Portsmouth PO2 8DX.

Answers must be received before Friday April 4. Good luck!

Everest trip launch is planned

THE official launch of the Senior Service's first assault on Mount Everest is due to be held in London early this month.

The Royal Navy and Royal Marines Everest North Ridge Expedition 2003 is one of the most ambitious mountaineering trips planned by the Navy, and if all goes well, the team should conquer what is regarded as a very steep and technically-demanding route.

The North East Ridge provides a sting in the tail, where the approach to the summit is made across an exposed ridge at more than 28,000ft, battling all the rigours of wind, cold and high altitude.

In addition to the main two-month expedition, which involves ten Service climbers and four high-altitude porters, three support treks will offer more than 50 men and women from the Naval Service a chance to undertake a 16-day venture through spectacular country from Kathmandu in Nepal to the Tibetan Everest Base Camp at 5,200 metres.

Cricket course

AN ECB Level 2 coaching course will be held at HMS Temeraire on April 2-5.

The course will be conducted by the Combined Services Cricket Coaches Association and is open to Service EB Level 1 qualified coaches.

Suitably-qualified personnel wishing to attend the course are requested to contact the Royal Navy Cricket Club Secretary, Lt Cdr David Cooke, on 9380 ext 23741 for further details.



Carrier forges link with Leeds United

A DOZEN members of the ship's company of HMS Ark Royal made the trip to Elland Road during the aircraft carrier's Christmas leave to pick up a new set of football kit.

Most of the 12 were from the Leeds area, and United supporters as well, so they made the most of the chance to take in a Premiership match against Southampton at the same time.

The group - one lieutenant, three senior rates and eight junior rates, including three women - met a number of Leeds players and the United chairman, Peter Ridsdale, who presented the 15 Leeds United first team football strips and 17 female polo shirts for the Ark's female sports teams.

● Visitors from HMS Ark Royal, with Leeds United tour manager Peter Lockwood, are introduced to the crowd at Elland Road before the match against Southampton

Lt Shaun Quinn presented Mr Ridsdale with a ship's crest and a framed print of the carrier signed by her Commanding Officer, Capt Alan Massey.

The sailors were introduced to the 38,500 crowd just before the kick-off, and Lt Quinn was interviewed on the pitch over the Elland Road public address system.

Those who visited the club hope it marks the start of a long and successful affiliation with Leeds United, as the carrier already has strong links with the City of Leeds.

The football strip will be used by the carrier's team when it plays matches at home and abroad.

Picture: Varley Picture Agency

Highs and lows for endurance athletes

THE SECOND half of the season has brought highs and lows for the RN Triathlon team.

The Inter-Service Standard Distance Championships (1500m open water swim, 40km bike and 10km run) was hosted by the RAF at Tallington Lakes.

It was going to be a difficult time for the Navy Elite team, as four of their top athletes were sidelined through injury and illness, including defending men's champion Cpl Gary Gerrard (Cdo Logs RM).

Sgt Mark Goodridge (42 Cdo RM) was the strongest of the Navy Elite team in tenth.

In the ladies' event current champion PO Vicki Norton was not at her healthiest and lost the title to Sgt Sonja Hurst (Army) over the last 4km to finish runner-up.

There was some consolation as the men's veteran team reclaimed the title that has eluded them for a couple of years with good individual efforts from CPO Eamonn Masson (HMS Sultan) and Mne Joe Kerrigan (RM Stonehouse).

The Inter-Services Long Distance Championships (1900m open water swim, 90km bike and 21km run) was held in conjunction with the Half-Ironman UK at Llanberis, North Wales.

The harsh wind and rain added to the long distance, and undulating Snowdonia course proved to be a real challenge to the hardiest of endurance athletes, but this did not deter the Senior Service, who went one better than in the previous year to take the team title from last year's winners the RAF.

This was matched by good per-

formances from Mark Goodridge, third in the men's Inter-Services competition, and Vicki Norton, who easily defended her ladies' title and in the process finished seventh elite female from the main HIMUK race - quite an achievement, considering the calibre of international triathletes on show.

Navy Number One and current Combined Services sportsman of the year Gary Gerrard still managed to have a great season when he represented GB in the World Duathlon Age Group Championships in Georgia, USA, where he won silver in the 35-39 category. Three weeks later he finished sixth in the World Triathlon Age Group championship in Cancun, Mexico.

Ironman specialist and 2002 RM Sportsman of the year, Sgt Mike Beaton (CTCRM), represented

Great Britain in the World Long Triathlon Distance championships (4km open water swim, 120km bike and 30km run) in Nice, France, where he finished 43rd in the 30-34 category.

Closer to home POPT Sean Childs (BRNC) was selected to represent Wales where he finished fifth in the Home Nations Duathlon Championships at Skelmersdale.

Throughout the season, other athletes put in strong performances abroad and around the UK, included CPO Jason Sawyer (HMS Heron), CPO Craig Spring (HMS Nelson), Musn Phil Sykes (RM Band Portsmouth) and L/D Billy Holman (HMS Hurworth).

The AGM will take place in conjunction with the first training weekend at HMS Temeraire. Training weekends are confirmed and will take place under the supervision of team coach Stuart Dinwoodie as follows: January 25-26 (HMS Temeraire), February 22-23 (CTCRM) and March 29-30 (RNAS Yeovilton).

Further information regarding Triathlon in the Royal Navy is available from POPT Sean Childs on 93749 ext 7185 or 7186.



● From left: Cpl Lee Norris, CPO John Utley, Sandal Rugby Union Club president Henry Eberett, and club captain Gary Swift

Picture: Wakefield Express

Sponsorship deal signed

A RUGBY team in West Yorkshire is proudly playing in new strip thanks to a sponsorship deal with the Royal Navy.

CPO Careers Adviser John Utley and Cpl Lee Norris officially handed over the playing strip to Sandal Rugby Union Club on the occasion of the club's 20th annual reunion lunch and in its 75th anniversary year.

Cpl Norris, who like CPO Utley works at the Armed Forces Careers Office in Leeds, is a reg-

ular first team player for Sandal, who play in the Powergen North League Division One, and the Royal Marine took up the challenge when the club were discussing sponsorship.

A three-year deal was secured through the Directorate of Naval Recruiting, which is hoped will boost interest at the Leeds Careers Office.

Before the afternoon match, CPO Utley and Cpl Norris were entertained at the club luncheon.

Venturers seek Bounty

A TEAM of Royal Navy and Royal Marines divers set off for the isolated Pitcairn Island in the Pacific, where they hope to find evidence of the mutineers from the Bounty.

Exercise Bounty Bay will see the team of more than 20 live on the South Pacific island for around a month, carrying out scientific research on the wildlife around its coastline and updating charts which were first mapped out in the 19th century.

They also plan to dive on the Bounty, deliberately wrecked by mutineers led by Fletcher Christian after they had wrested control from her much-maligned commanding officer William Bligh.

The majority of the Pitcairn Islanders are descended from the original mutineers, who made their way across the Pacific via Tahiti.

Spanish option for cyclists

PLANS have been made for the Royal Navy and Royal Marines Cycling Association to conduct a warm weather training camp in Spain during March.

The camp, based near Benidorm, will be for up to 14 personnel, and will be run on three separate weeks for volunteers, be it racing or aspiring race members of the Association.

Personal contributions will be in the order of £210 to £260.

Anybody interested should contact CPO Blagg on 93255 ext 4407.

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ARK HEADS TASK FORCE TO MED

From page one with more destroyers, landing ships and mine countermeasures vessels, as well as two Royal Marines Commandos (40 Cdo and 42 Cdo) and 3 Commando Brigade headquarters, the exercises to be undertaken in the Mediterranean mean that the group will have a much wider range of capabilities should it be called upon to undertake operations in the Gulf.

Ark Royal herself sailed with around 100 Royal Marines on board, and has been configured as a helicopter carrier, in much the same way that Capt Massey's former command, HMS Illustrious, was reconfigured while at sea during operations against the Taliban in Afghanistan last year.

Ark sailed first for Scotland to load supplies, then headed back to the South-West Approaches where other elements of the extended group were due to meet her before they sailed into the Mediterranean.

Destroyers HMS York, HMS Edinburgh and HMS Liverpool sailed from Portsmouth shortly after the carrier, while Type 23 frigate HMS Marlborough was expected to sail as Navy News went to press.

Mine countermeasures vessels HMS Grimsby and HMS Ledbury are also included in the new-look task group.

HMS Ocean left Devonport a day after aviation training ship RFA Argus and landing ships Sir Percivale, Sir Galahad and Sir Tristram sailed from Southampton Water.

Also involved in the task group are supply ships RFA Fort Victoria, Fort Austin and Fort Rosalie, while tankers RFA Orangeleaf and RFA Oakleaf were already in the Mediterranean.

The newly-constituted task group was announced in the House of Commons by Defence Minister Geoff Hoon at the same time as he announced the precautionary call-out of a number of Reservists, giving them time to train, equip and get their affairs in order before they may be needed.

Mr Hoon emphasised that operations against Iraq are by no means inevitable, but that such preparations were necessary to underpin the continuing diplomatic efforts to secure full Iraqi compliance with United Nations resolutions on weapons of mass destruction.

He said that details of numbers and possible roles would depend on how contingency plans took shape, but he believed that sufficient notices would be sent out initially to secure some 1,500 Reservists.

Mr Hoon said that "the Task Group will conduct training in the Mediterranean with a view to proceeding to the Gulf region if and as required," but that these preparations were not necessarily a prelude to war.

"The objective is to ensure the readiness of a broad range of military capabilities," he said.

"Preparatory steps of this nature are necessary in order to keep military options open. It is likely that we will want to make further deployments in the coming weeks for this same purpose."

More pictures page 4

Last RNAS pilot dies at 106



ASTONISHINGLY, a man believed to have been the last surviving fighter pilot of World War I lived into the centenary year of powered flight.

Henry Botterell, who died in Toronto on August 3 at 106, was certainly the last surviving Royal Naval Air Service pilot from 1914-18.

His single outstanding performance – and sole 'kill' – was a balloon he shot down near Arras on August 29, 1918. This was a much more impressive – and courageous – effort than it sounds.

Botterell had seen the balloon, used for artillery spotting, on his way to bomb the railway station at Vitry. On the way back he discovered its ground crew hastily winching it down, but managed in time to fire into it some 400 rounds from his Vickers machine-guns and set it on fire.

Its observer also had time to parachute out of his basket – and he received a reassuring wave from Botterell as he headed for home, nearly out of fuel.

Shooting down balloons in fact counted as genuine 'kills' since they were usually heavily defended by anti-aircraft batteries – and since the gunners knew the exact height of the balloons, they could put up a pretty accurate fire against incoming aeroplanes.

Botterell travelled from his native Canada to join the RNAS, shortly after his older brother was killed in the trenches.

On his second operational flight in a Sopwith Pup, he stalled just after take off at Dunkirk, crashed the aircraft, broke his leg and gashed his head.

After six months in hospital he was invalided out of the RNAS – but managed to requalify at Manston and went back to France with 208 Sqn, RAF.

An intense period of operations saw him fly 91 sorties in 60 days, a total of 251 combat hours including seven dog-fights, from each of which he returned with bullet holes or flack damage to his aircraft. He crashed and overturned in a new Camel – but was able to play rugby the following day.

During World War he was OC of an air cadet squadron at Lachine, Quebec.

In 1999 he was guest of honour at a dinner to celebrate the 75th anniversary of the Royal Canadian Air Force.

Henry Botterell's wife Maud, whom he married in 1929, died in 1983. He is survived by a son and a daughter. His sister Edith – who was a year older than him – died last September.

Lt Cdr Charles 'Pat' Kingsmill, DSO, a Fairey Swordfish pilot who was one of only five survivors of the Channel Dash attack on the Scharnhorst on February 12, 1942, died on January 1 aged 82.

NAAFI makes £500,000 – and Navy gets a cut

NAAFI has announced a profit of £500,000 for the past financial year.

This was achieved as the result of "a number of positive actions to improve the company's performance", including reducing operational costs by £10.6m, reducing cost of sales by £5.6m and increasing income from joint ventures.

Work was also carried out on a strategic review of the business expected to reflect a further improvement in performance.

Said new Chief Executive Chris Reilly: "The nature of the Armed Forces means that NAAFI faces an increasingly challenging business environment. We are confident that the changes we have made will provide a profitable future for the company and for the Armed Forces who benefit from NAAFI's welfare dividend."

NAAFI – established in 1921 as the Navy, Army and Air Force Institutes – provides leisure and retail services to the British Armed Forces and their families stationed in the UK, Germany and Cyprus, and its Naval Canteen Service (NCS) provides leisure and shop facilities in a number of RN war-

ships. NAAFI also supplies films for ships and submarines.

Its Expeditionary Force Institute (EFI) does the same job in theatres of military operations, including Afghanistan, Sierra Leone and Kosovo, and on major exercises such as Saif Sareea in 2001.

NAAFI also ploughs a welfare dividend back into the three Services, based on a formula which takes into account the size of each Service and its contribution to the profit by usage.

The Navy's latest cut was £92,016 – an important source of funding for welfare services and sports sponsorship.

Said Chris Reilly: "I am delighted that NAAFI is now able to return this money to the Royal Navy as a result of their use of NAAFI and the NCS both at home and at sea. The welfare dividend has always been a valuable source of income to individual units."



Cool cat!

ONE of HMS Endurance's pair of Lynx helicopters hovers under a spectacular ice arch in the Southern Ocean – see Ship of the Month, p5

Queen to present new Navy Colour

THE QUEEN will present a new Colour to the Royal Navy at a Fleet Assembly off Plymouth on July 23.

Planning is underway for the presentation ceremony to take place on board an RN ship in Plymouth Sound, with the Hoe providing a spectacular viewing point and back-drop to the historic event. There will also be a sail past.

C-in-C Fleet Admiral Sir Jonathon Band said: "It will be a huge honour for the Fleet to receive the Colour from Her Majesty and we are all very much looking forward to the event."

Colours have become the symbol of the spirit of a Service, Corps or Regiment. The Queen has approved the use by the RN of Colours known as The Queen's Colour, a double folded silk White Ensign.

It measures 44x36in with a crown and Royal Cypher embodied with yard-long gold and blue silk cord and gold tassels. Unlike the Colours of the Army, which carry battle honours and vary in design from regiment to regiment, the Queen's Colours of the Royal Navy do not vary.

There have only been two previous presentations, the first by King George V in 1926 and the second, by the Queen, in 1969.

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