



50TH ANNIVERSARY YEAR

# Navy News

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Earthquake island revisited - p31



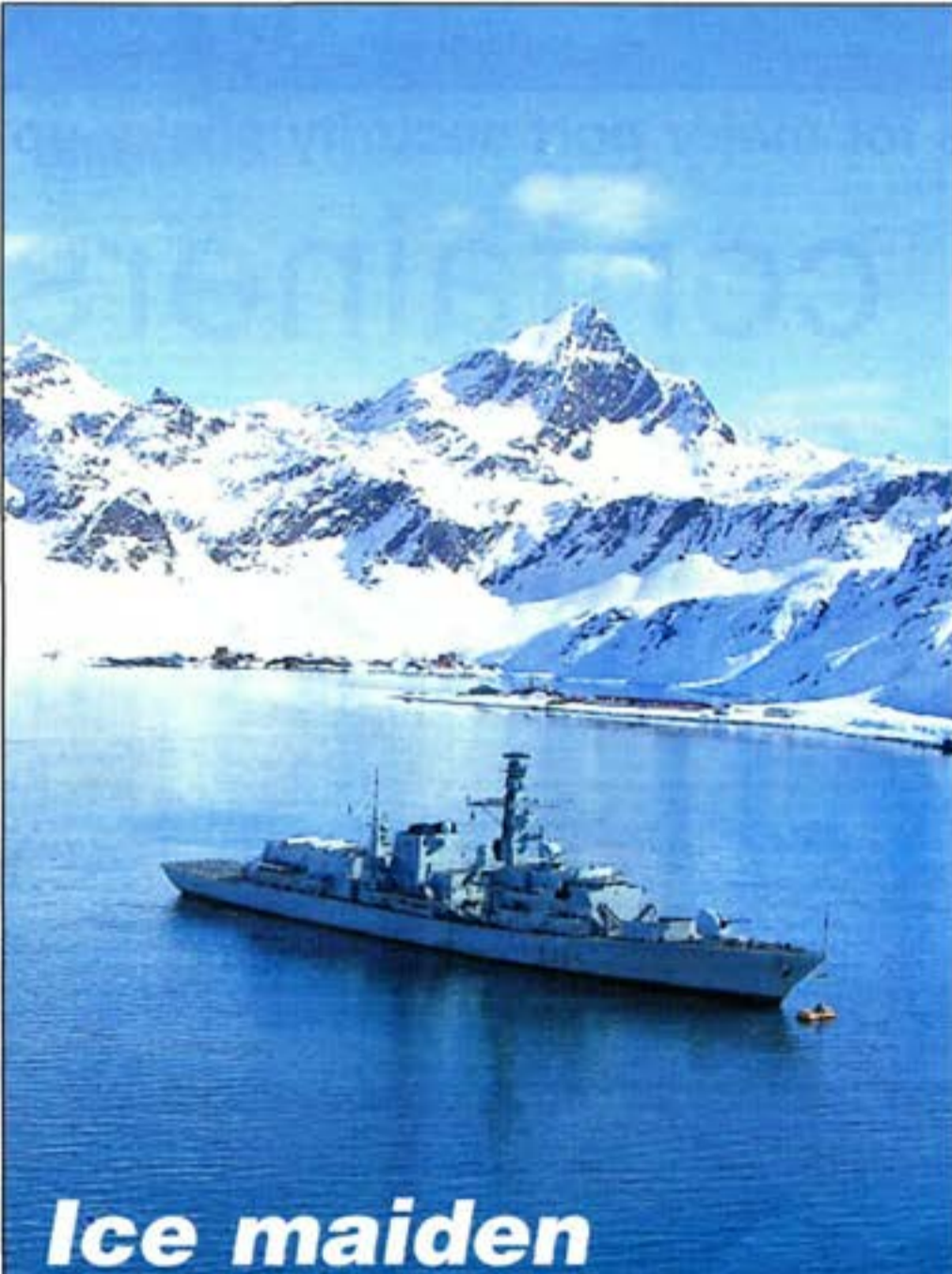
Free Albion cutaway



Inside the new assault ship



'Soggy' cap? What do you think? - p6



## Ice maiden

HMS Lancaster is seen at Grytviken, South Georgia, visited midway through her Atlantic Patrol Tasking (South) deployment which has taken her to Sierra Leone, Ghana, St Helena and Port Stanley in the Falkland Islands. The Type 23 frigate arrives back in the UK in December after further scheduled stops at Montevideo, Rio de Janeiro and Fortaleza.

# UNIFORM NEEDS TO BE SEEN, SAYS 2SL

A PLEA to Naval personnel to wear uniform in public whenever possible has been made by the Second Sea Lord - though the current security climate should always be borne in mind.

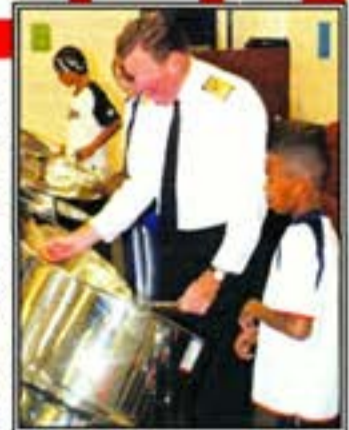
In a personal message to all members of the Naval Service, Vice Admiral James Burnell-Nugent stressed that the terrorist threat was kept under constant review and an assessment signal issued monthly.

Based on these and the advice of their commanding officers, personnel would be well-placed to draw their own conclusions.

Responsibility rested with COs to determine the balance

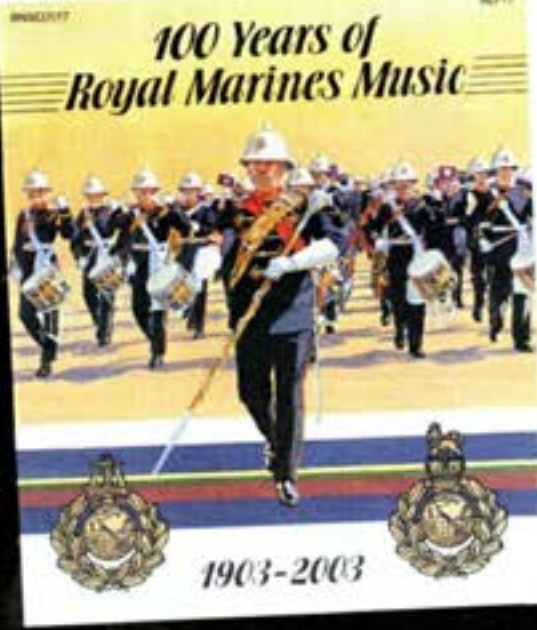
of risk and benefit in the light of local circumstances and they retained the right to implement restrictions in response to specific threat intelligence.

● Turn to back page



● DRUMMING UP SUPPORT: 2SL gets in rhythm with Southampton's ethnic communities (see page 20)

■ NEW PENSION AND COMPENSATION SCHEMES - p 3



# NIGHTMARE SITUATION

'THE NAVAL Bandsman's Nightmare in the Transmitting Station' is the title of the grotesquely macabre 1917 cartoon on the right, taken from John Ambler's excellent history of *The Royal Marines Band Service*.

It underlines the grim reality of the experience of Bandsmen in both World Wars, who were also trained in gunfire control and were responsible for manning the Transmitting Station when their ships went into action.

Since this was located in the very bowels of the ship, below the water line, when closed up at action stations they knew there was little chance of escape should it go down – and indeed many ships sunk at Jutland and elsewhere lost all their musicians.

Why were the men of the bands chosen for this particularly dangerous task? One theory is that they were desig-

nated as Lower Quarter Ratings, so were to be part of the ship's gunnery system. The logical use for these 'spare hands' would be ammunition handling, but since this could have put hands and fingers in danger they were given the task of working in the Transmitting Station.

RM Bandsmen have recently seen active service in a military role during the Falklands, Kosovo and Iraq campaigns. They have also been providers of music for the Royal Navy since 1903 and their story is published by the Royal Marines Historical Society, available from the RM Museum, Eastney, Southsea, Hants PO4 9PX at £19.95 plus £4.50 pp.

• The RN Philatelic Society has produced a special cover to mark their centenary (above). Tel Bob Fosterjohn on 01730 231666 for details

## FIGUREHEADS



### HMS LEANDER

LIKE many vessels of the Royal Navy during the 18th and 19th centuries, HMS Leander's name was taken from a classical subject.

In Geek mythology Leander was the lover of Hero. He swam the Hellespont each night to visit her until he was drowned in a storm.

Armed with this information, the carver has produced a fine-looking three-quarter bust with a ribbon sash worn over the right shoulder.

HMS Leander, the third ship to bear the name, was laid down in Portsmouth Dockyard in 1845 and launched on March 8, 1848.

Built from the design of Richard Blake, the yard's Master Shipwright, she was a 50-gun 4th rate carrying ten 8in cannon and 40 32pdrs.

She saw action in the Crimean War in the Black Sea in 1854-55 and in 1861 was converted at Sheerness as a screw frigate. In 1867 she was removed from the Navy and sold to the long-established London ship breakers Castle & Beech.

For many years, her figurehead stood high on the wall of the company's head office at Millbank. In World War II the building was destroyed by the Luftwaffe – and Leander was the only figurehead to survive intact.

Rescued with several other fragments of carvings by Mr J. W. Thornycroft, it was moved to the company office in Hampshire and today may be found at HMS Collingwood at Fareham, Hants.

## Report calls for major port security shake-up

# Sea containers may carry next big terror threat

**T**ERRORISTS could use containers on ships to transport weapons and dangerous materials, or deploy the containers themselves as weapons of mass destruction.

The warning comes from RAND Europe, the highly respected think tank originally set up by the US Army Air Force in 1946 and now enjoying a worldwide reputation.

Its latest report notes that around 90 per cent of all cargo is shipped in containers, "amounting to some 250 million moves annually".

If sea-container traffic were interrupted – either by acts of terrorism or attempts by governments to counter terrorism – the global economy would be seriously damaged.

The report, "Security: A Stakeholder Consultation on Improving the Security of the Global Sea-Container Shipping System", states: "The potential threat of terrorists using containers poses a large risk to our economies and to our societies."

"Since September 11 2001 the awareness of terrorists' actions has clearly risen. This increase, however, has not been as substantial in all fields as it has been in the air trans-

port sector. Ultimately, this means that the marine sector – and specifically the container transport sector – remains wide open to the terrorist threat."

Kevin O'Brien, senior policy analyst at RAND Europe (Cambridge, UK) and one of the authors of the report, said: "It is generally acknowledged that the terrorists will choose the way of least resistance as well as choosing targets that result in widespread media coverage."

"This coverage is most likely to be provided through attacks resulting in many casualties. Although sea-containers have not been a target in the past compared with air travel, there is no reason why they shouldn't be targets in the future. In fact, some terrorist groups like the Tamil Tigers have actively attacked maritime targets as part of their overall efforts."

The report follows consultation with world maritime security experts at a workshop organised by RAND Europe in partnership with the Joint Research Centre of the European Commission.

It identifies one clear challenge – a container changes hands several times on its way from its origin to its destination, causing multiple parties to be responsible and liable for its contents.

Although forwarders, transporters and carriers do accept responsibility and liability for a container, they are dependent upon data provided in the bill of

lading, which can be falsified or otherwise fraudulent.

Tracking the whereabouts of a sea-container is also very difficult, the report points out.

Its real origin can be hidden from officials at the destination, helped by corrupt officials at intermediate ports who are willing to falsify documentation.

Policing ports is another issue, as ownership of ports is often vague. Most are not owned and operated by national governments, which makes the imposition of legislation difficult.

Cost is another problem. Due in part to the low margins within which the industry operates, the ports themselves are reluctant to undertake security measures, such as physically searching or X-raying containers, as this slows down business.

**E**stimates are that the contents of less than two percent of all containers are checked. This has serious implications in the light of new global terrorism, the report warns.

One solution put forward is a "risk analysis" software tool developed by the European Commission's JRC in partnership with the European Anti-fraud Office.

The package, called "Contra-traffic", is able to perform a risk analysis on the likelihood that a

container is transporting illicit material.

Another possible solution is to use "active" rather than "passive" seals, which the majority of containers currently use. Passive seals do not physically prevent entry into a container as would a lock, but merely indicate whether or not the container has been opened.

Active seals are more sophisticated, incorporating several options, from showing what is in the container to signaling its whereabouts using the Global Positioning System.

A possible solution to the problem of ownership could be found by making one party – either the shipper or the receiver – responsible for the container's transport.

This party would be present at the point of origin where the container is sealed and the point of destination where the cargo is received.

However, the main motivator for a private investor is theft prevention – there is little financial motivation to invest in the prevention of terrorism.

The report also suggests another solution may be to encourage companies with a vested interest in container security to invest in more sophisticated security such as seals.

One way of encouraging shippers to buy these may be to introduce a security tax, such as is already in place in airports.

## Brown study

THIS poignant portrait of John Adams, Boatswain's Mate in Nelson's favourite ship, HMS Agamemnon, is by George Cruikshank (1792-1878), an artist best known for his cartoons. It shows him in later life in his formal rig as a Greenwich Pensioner and is taken from HMS Victory Curator Peter Goodwin's new book *Men o' War* (see page 24)

# Big boost to widows' benefits

MAJOR improvements in widows' and widowers' benefits are included in the new Armed Forces Pension and Compensation schemes announced last month.

Pension and compensation benefits will also be extended to unmarried partners (including same sex partners) as part of a package of wider changes.

There are substantial new arrangements for dependants, including a death-in-Service benefit of four times pensionable pay – an increase from one and a half times.

Widow(er)'s pension goes up by 25 per cent and there is an extension of dependants' benefits to unmarried partners "where there is a substantial relationship".

And from now on widows' pensions will be paid for life – whether or not they remarry.

Announcing the new schemes, Defence Under Secretary Ivor Caplin said the changes reflected "key concerns raised during consultation" and addressed "the need to make proper provision for those who are left behind when personnel are killed in service."

The new compensation scheme would also provide better focus on the severely disabled.

For the first time, lump sum payments would be available for pain and suffering resulting from injury. In addition, a Guaranteed Income Stream (GIS) would be

awarded for more serious injury where there was a loss of earnings capacity.

Benefits would be provided for dependants but would be extended to include unmarried partners, where there was a substantial relationship.

The Ministry of Defence was also, with immediate effect, extending to all deaths due to service the provisions introduced on March 20, 2003 which provided benefits to unmarried partners for deaths related to conflict.

The new pension scheme will be introduced in April 2005 for new entrants as will the new compensation scheme for all injuries, illnesses and deaths due to service which occur on or after that date.

Members of the Armed Forces will be given the option of remaining in the existing pension scheme or transferring to the new scheme.

Key features of the new scheme are:

- Fairness and equal treatment, providing the same benefits for Officers and Other Ranks

- A pension based on final pensionable pay rather than representative pay, paying a pension of 50 per cent of pensionable pay after 35 years, with scope for earning more for long servers (up to 40 years)

- A tax-free pension lump sum at full career worth three times pension (no change from current scheme)

- Normal retirement for full career pension at age 55; this does not affect actual retirement ages which will continue to be tied to Service career structures (no change from current scheme)

- Preserved pensions will be payable at age 65

- A new system of early departure payments for those serving 18 years (and having reached age 40) to replace the current Immediate Pension, with a similar benefits structure, but better focused and with some reduction in cost to help fund improvements

In a message to all Service personnel Chief of the Defence Staff

General Sir Michael Walker said the important point was that current members who chose to remain in the existing scheme would have their pension rights protected and benefits would remain unchanged except that, for future service from a date yet to be decided, preserved pensions would be paid at 65 rather than age 60.

"Before the new schemes are introduced there will be plenty of material available, in paper and electronic form, to enable you to take an informed decision on whether or not to transfer to the new pension scheme.

"You do not have to take this decision yet. You will be advised when you do.

"The new Armed Forces Pension Scheme retains a number of valued characteristics of the current scheme, notably a package offering defined benefits, directly related to your pay, something increasingly under challenge elsewhere in the economy.

"It includes also a number of major changes. In particular, pensions will be based on final pensionable salary, unlike the current scheme, and will have considerably improved dependants' benefits.

"Some offsets have been necessary to fund these, in particular the replacement of the Immediate Pension with a lower value but better focused system of Early Departure Payments that will also enable the scheme to comply with prospective changes in pensions legislation."

□ The Royal British Legion has claimed that while currently unless the MOD can prove "beyond reasonable doubt" that an injury or illness was not caused as a result of time in service a claimant will receive a War Pension, the new proposal means that compensation may be denied if officials can show that on the "balance of probabilities" an injury or illness is not service-related and a claimant would have to prove it was.



## 'Trailblazer' joint force is 30-plus

UK and Netherlands celebrated the 30th anniversary of their unique joint Amphibious Force (UKNLF) with a ceremony hosted by HMS Ocean and HNLMS Rotterdam in Rotterdam Harbour on September 4.

The Dutch are the only nation with whom Britain has a fully combined amphibious force.

Defence Secretary Geoff Hoon, accompanied by First Sea Lord Admiral Sir Alan West, met their counterparts in the Dutch Defence Ministry, His Excellency Mr Henk Kamp and Admiral Ruurt Klaver, to reaffirm their commitment to the joint force.

UKNLF is designed to conduct operations and training as a single force under unified command and combines the UK's 3 Commando Brigade with the Royal Netherlands Marine Corps.

It regularly holds exercises for operations of all kinds – three are planned for next year, continuing to strengthen the relationships that allow our Armed Forces to work together effectively.

Mr Hoon emphasised the strength of the UK's defence relationship with the Netherlands, underlining Britain's commitment to the development of an amphibious capability within the NATO Response Force, in which UKNLF will play a leading part.

"We have common political and military perspectives and we work closely together on a number of key missions, not least now in Iraq, but also in Afghanistan and the Balkans.

"Both our nations share a commitment to European Defence and to NATO's Response Force.

"We will continue to co-operate closely during training and exercises and on operations across the globe."

Admiral West added: "In a

time of changing threats to our societies, the benefits of having such a close and integrated working relationship, and understanding each other's capabilities, procedures and ethos cannot be over-estimated.

"Perhaps the greatest strength of the UKNL relationship is the long-standing trust and friendship that has built up over 30 years of working together.

"It has been a trailblazer for the European military co-operation within the NATO framework."

The NATO Response Force is expected to be operational by October 2004.

The Netherlands has contributed around 1,100 troops to Phase IV operations in Iraq and holds responsibility for Al Muthanna province in SE Iraq under UK command.

## – while another is praised at Narvik

VETERANS Minister Ivor Caplin visited Narvik on September 2 to dedicate a memorial to over 3,500 Commonwealth Servicemen who died trying to protect Norway from German occupation.

It was the first formal commemoration of these losses since the battle in 1940. Mr Caplin, accompanied by C-in-C Fleet Admiral Sir Jonathon Band, was guest of honour at a series of ceremonies.

The day's events focused on Royal Navy losses on April 10 and 13, 1940. Mr Caplin visited the site where HMS Hardy and Hunter were lost, returning to shore to lay a wreath at the new memorial to British Forces. Some of the survivors of the campaign were also present.

The first VC of World War II was won at Narvik by Capt Bernard Warburton-Lee, who was killed leading a spirited attack on German ships in Narvik Harbour.

The Allied campaign in Spring 1940 was the first example in World War II of a multi-national amphibious operation and reflects the UK's close and continuous bilateral defence relationship with

Norway. Said Mr Caplin: "While the campaign did not achieve its strategic objectives, UK Naval forces sank ten German destroyers and it played a crucial role in rendering ineffective a large part of the German surface fleet.

"The daring, gallantry and enterprise of the Norwegian, British, Polish and French forces involved is unquestioned.

"Today, military forces from Norway and the UK continue to work side by side in a variety of multi-national alliances, most recently in Kosovo, Afghanistan and Iraq where we received support from 140 Norwegian engineers deployed in the UK-led sector.

"These troops are now fully integrated with the wider multi-national effort in bringing peace and stability to the people of Iraq."

□ See Newsview, page 20

## Pepper pipes a peck for Pickle

'BOSUN'S Mate' Willy Pepper pipes aboard guests at the unweaving of HMS Collingwood Senior Rates Mess' superb Pickle Night murals produced by Portsmouth artist Alan Smith.

Pickle Night is traditionally celebrated on or around November 6, the day the schooner HMS Pickle arrived in England with the first news of Nelson's Victory at Trafalgar on October 21, 1805.



# Heat is on for 846 Squadron

AROUND 60 Royal Navy personnel of 846 Naval Air Squadron are helping keep the peace around Basra in Iraq, but heat and dust are hampering their efforts.

The squadron's five Sea King Mk 4 helicopters, based at Basra airport, are supporting ground troops in their mission to maintain law and order.

Senior Pilot Lt Cdr Niall Griffin said: "We are effectively a force multiplier. We can move a small number of troops around to cover a large area, setting them down to set up random roadblocks to help in the prevention of smuggling, arms trafficking and so on."

"We are involved in reconnaissance sorties, covering oil pipelines and power lines to prevent sabotage and oil smuggling."

"Another important role is to be on standby for casualty evacuation. And the very presence of helicopters seen overhead has a great deterrent value."

Flying hours in Basra are considerably more than they would normally undertake at home, Yeovilton in Somerset.

But the heat limits the times when they can fly, the fierce midday sun effectively grounding them. Frequent sand and dust storms do not help.

The aircrew at least get a chance to see some of Iraq – the maintenance crews are largely restricted to Basra airport during their eight-week tour.

The Senior Maintenance Rating is CPO Derek Scott, who said: "Our task is to produce three serviceable aircraft each day – not always easy as there's a lot of pressure on engines."

"Although these Sea Kings were re-engined for desert operations, we still have to closely monitor them."

"The lads are working extremely well in these conditions, but it really takes four or five weeks to get over the heat stress and get fully acclimatised."

With temperatures still over 50 degrees centigrade, AEM Ben Naylor said: "All the metal is too hot to touch in the daytime. The aircraft don't fly when the temperature exceeds 45 degrees, but the servicing and maintenance still goes on."

AEM Craig Cairns, whose hands were blistered through handling hot metal, said: "The answer is to either wrap rags around the tools, or to keep the tools in a bucket of cold water."

Squadron personnel live in the Airport Hotel, which is plagued by lack of power, water and sewage systems.

Senior Pilot Lt Cdr Niall Griffin is proud of his team: "I'm actually staggered that they've all kept their chins up."

"We're working here with units of the Army Air Corps and RAF too, and all three services get on well – it's a truly joint services operation."

The current team will soon be relieved by squadron colleagues, and after one more stint there will be an abrupt change of scenery – in early 2004, 846 will be operating in Norway, swapping plus 50 degrees for minus 25.



● CPO Tel Terry and Lt Cpl Tom Phillips lead their trainees in formation on the river near the Basra Palace complex

# RN trains Iraqi river sentinels

WORKING and living in a tropical riverside palace sounds like the ultimate perk – but six Royal Navy personnel of the Basra River Service Training Team are not exactly in the lap of luxury.

Basra Palace is one of many built for Saddam Hussein throughout Iraq.

But with the temperature regularly hitting 50 degrees centigrade, and frequent power cuts, air conditioning is fitful and there is no guarantee of cold drinks in the fridge.

However, personal comfort is of secondary concern – the team was deployed to train local personnel, mainly ex-Iraqi Navy, to operate and maintain a flotilla of patrol boats which will eventually become the Iraqi Riverine Patrol Service.

It is seen as an important step towards a self-sufficient and independent Iraq.

The need for such a service is a pressing one – the canals and rivers of Southern Iraq are major lines of communication and, in the south of the region, form the border between Iraq and Iran.

They need to be monitored and policed to prevent illegal trafficking of goods and people – and it is seen as important that this service is one that can be operated by the Iraqis themselves.

The man commanding the team is Cdr David Lilley, who said: "Crucial to our success is the forming of a committed and loyal Iraqi workforce."

"We must foster their sense of purpose through pride of ownership and by strong leadership and example."

"Developing the relationship with the Iraqi personnel will enhance training, produce an effective Service and establish long-term links for the future."

Around 120 sailors are to be put through the current training programme, but the ultimate short-term aim is a Service of around 400 personnel, with 22 boats.

Cdr Lilley compares the way the Riverine Patrol Service will operate with the way the Navy's Fishery Protection Squadron works: "They will have powers of detention, but not arrest."

"Suspects will be detained and then brought in to be arrested and charged."

On the waters of the Shatt' Al Arab, CPO Tel Terry and Lt Cpl Tom Phillips RM put trainees through their



● The Royal Navy's Basra River Service Training Team in front of Basra Palace, recently vacated by Saddam Hussein – from left, CPO Tel Terry, Lt Cdr Lorne Robertson, Cdr David Lilley, Lt Cdr Gary Lewis, Lt Cpl Tom Phillips and CMEA Sid Lawrence

paces, watching them bring boats alongside each other in choppy waters – a skill they will need to perfect before boarding suspect vessels.

The team said a rapport has developed, with the Iraqis keen to start hunting the thieves who tap into remote pipelines and spirit oil out of the country via a network of road tankers, barges and coasters.

CPO Terry left his job as an instructor at the PO(S) Qualifying Course to come to Iraq, and said the Iraqi trainees are doing well.

"Although they were all in the Iraqi Navy, their knowledge and experience in boat-handling varies considerably," he said.

"But already we are identifying those with the potential to take on the roles of instructors themselves in due course. That's the aim – to help the Iraqis help themselves."

Lt Cpl Phillips – the sole Royal Marine, normally with the Raiding Instructional Team of 1 Assault Group at Poole – enjoys the work, but noted that they had occasionally been the target of small-arms fire and volleys of stones.

"We don't have any problems in the main training area – the river just off the Basra Palace site – but it is not advisable to go into areas

where there are bridges where stones can be aimed from," he said.

Training is done in a fleet of five dories with outboard motors, with a similar number awaiting work to bring them back into service.

The team works under a complex administrative structure – they provide their maritime expertise as part of the Army's 19 Mechanical Brigade, itself part of the Multi National Division (South East), under the US command of Joint Task Force Coalition 7.

Keeping the team supplied and funding flowing for the training programme is Lt Cdr Gary Lewis, while CMEA Sid Lawrence is responsible for the safety and servicing of the flotilla, working from manuals complete with Arabic translations for his trainees.

CPO Lawrence, who served on board RFA Diligence during the opening stages of Operation Telic, the assault on Iraq, said: "The main need is to introduce the required level of craftsmanship for the 18 to 20 engineering trainees."

He also needs to work on the health and safety regime – "they are not used to basic personal protection equipment."

The six are due to be relieved by another British team in December.



● A Sea King helicopter of 846 Naval Air Squadron covers an Army troop patrol in Southern Iraq



● (Above) The countryside of Southern Iraq, as seen from the cockpit of a Sea King helicopter of 846 Naval Air Squadron during a sortie

● (Above right) Providing top cover for Army patrols, a crewman of 846 Naval Air Squadron mans the Sea King's machine gun, while flares are fired as defence against possible missile attack

● (Right) A Sea King helicopter of 846 Naval Air Squadron provides top cover as an Army troop patrol is set down in Southern Iraq

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# Ships of the Royal Navy No 575



## Pembroke's shocking past

**B**EFORE even entering service with the Royal Navy HMS Pembroke survived a series of extensive shock trials assessing the resistance of her glass-reinforced plastic hull.

The Sandown-class minehunter has continued to prove her worth with most recently a successful deployment around the Mediterranean at the end of last year as part of the NATO MCM (mine countermeasures) Force Southern Region.

Operating with minehunters and sweepers from Germany, Holland, Spain, Greece, Turkey and Italy, HMS Pembroke's four-month deployment incorporated two exercises, Destined Glory off the coast of Sicily and Turkish Minex off Turkey. Both exercises proved successful with the discovery and clearance of a number of mines from the area.

Since then Pembroke has been through an upkeep period at Rosyth dockyard, followed by trials and a period of operational sea training. Her schedule for the remainder of the year features more training, including a period on the Joint Maritime Course off Scotland, and sonar trials.

The current mine countermeasures ship is one of many to bear the name Pembroke, the numbers bolstered by the succession of ships and hulks to be renamed Pembroke as nominal base ships



● Sandown-class mine countermeasures vessel HMS Pembroke

for the Naval depot in Chatham.

The very first HMS Pembroke was a 28-gun fifth rate, built in 1655 and lost in a collision with the Fairfax off Portland in 1667. The two successive Pembroke's also had unfortunate ends: the second, a 32-gun fifth rate, was built in 1690, captured by the French in 1694 and subsequently wrecked; the third, a fourth rate of 60 guns

built in 1694, repeated her predecessor's fate by being captured by the French in 1709, until she was recaptured, and then foundered in 1711.

The next vessel, a fourth rate of 54 guns, was built in Plymouth in 1710 and ended her days being broken up back in Plymouth in 1726. The fifth Pembroke of 1733, another 60-gun fourth rate,

foundered in the Medway in 1745. But she was brought back to the surface to continue her Naval career until finally being wrecked off the East Indies in 1749.

A captured Spanish sloop in 1740 was to become the Pembroke Prize until sold on four years later.

In 1757 a 60-gun fourth rate became the sixth in succession, but she became a hulk in 1776 before

her ultimate breaking-up off the coast of Canada in 1793.

The seventh Pembroke was a 74-gun third rate of 1812 that saw conversion to become a screw ship in 1855. She became the base ship at Chatham in 1873, and was renamed Forte in 1890. From this point a series of ships were to bear the name as the base port ship for Chatham.

### Facts and figures

**Class:** Sandown class single role minehunter  
**Pennant number:** M107  
**Builder:** Vosper Thornycroft, Woolston, Southampton  
**Launched:** December 12, 1997  
**Accepted:** December 1, 1999  
**Commissioned:** July 6, 2000  
**Displacement:** 480 tonnes  
**Length:** 52.5 metres  
**Beam:** 10.5 metres  
**Draught:** 2.4 metres  
**Speed:** 13 knots  
**Complement:** 34 (5 officers; 7 senior rates; 22 junior rates)  
**Machinery:** Two 500kw Paxman Valenta diesel engines; Slow Speed Drive (SSD) consisting of two 100kw electric motors; two Voith Schneider cycloidal propeller units  
**Weapons:** BMARC 30mm gun  
**Minehunting system:** Sonar 2093; NAUTIS M (Naval Autonomous Tactical Information System for the mine warfare task); RCMDS 2 (Remotely Controlled Mine Disposal System) – a small unmanned submarine

### BATTLE HONOURS

|                  |      |
|------------------|------|
| Lowestoft .....  | 1665 |
| Vigo .....       | 1702 |
| Marbella .....   | 1705 |
| Finisterre ..... | 1747 |
| Louisburg .....  | 1758 |
| Quebec .....     | 1759 |
| Havana .....     | 1762 |
| Baltic .....     | 1855 |

## AIRCRAFT OF THE ROYAL NAVY No 84



● A Grumman Hellcat landing on the deck of escort carrier HMS Empress. Picture: Fleet Air Arm Museum

### Grumman Hellcat

A SINGLE-SEAT carrier-borne fighter, the Grumman Hellcat was supplied to the Fleet Air Arm in early 1943 under the US Lend-Lease arrangements.

As the successor to the Wildcat in US Navy squadrons, it offered advantages in terms of speed, climb, range and power. It was better plated, offering improved protection for the pilot whose role was further assisted by a higher-placed cockpit and improved vision.

The wings of the aircraft were situated lower on the fuselage which meant that the undercarriage was retracted into the central section rather than the fuselage as in the Wildcat, giving a wider undercarriage track and therefore better ground handling.

Between the flight of the first prototype and the first production aircraft were a few short but highly efficient months, with XF6F-1 taking to the skies for the first time on June 26, 1942, and the production lines fitting out the first full Hellcat in November that same year.

Over the three-year lifespan of the Hellcat production cycle at the Grumman Engineering Corporation on Long Island in New York, over 10,000 were built and of these, almost 1,200

were assigned to the Royal Navy. These aircraft split into two groupings: 252 Hellcat I and 930 Hellcat II. Confusingly the Hellcat I were known as the Gannet I in the British Isles until standardisation of names across the allies brought titles into line.

Versions I and II differed in terms of power plant, with the latter kitted out with the 2,000hp Pratt & Whitney Double Wasp R-2800-10W and the former the R-2800-10.

Night-fighter capability was provided to 74 of the Hellcat IIs, flagged up by a radome mounted on the starboard wing and a mid-night-blue colour.

The last two of the many squadrons of Hellcats were disbanded in April and August 1946, and the aircraft were returned to their US home under the Lend-Lease deal.

The Hellcat II had a top speed of 331mph at sea level that increased to 371mph at 17,200ft. Its range with a full fuel tank of 332 gallons extended over 1,530 miles at 161mph.

As a fighter aircraft it was equipped with six fixed 0.50 calibre machine guns in its wings, and could carry either six 60lb rocket-projectiles or two 1,000lb bombs.

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## JACK

BY TUGS



### Survival of Greek hero

HAVING just sailed into Devonport with my ship for a six-week Flag Officer Sea Training period, I ran across an article entitled 'Churchill's obsession with Greece' in the August Navy News.

My ship, *HS Adrias*, bears the name of a Greek World War II destroyer built in Newcastle by Swan & Hunters in 1942.

That ship took part in the operations to free the Dodecanese after the Italian armistice of September 1943.

During these operations, *HS Adrias* in close company with *HMS Hayworth*, a British Hunt-Class destroyer, on the night of October 22 ran into a German minefield by the island of Kalymnos.

Both ships struck mines. *HMS Hayworth* immediately sank, taking with her most of her crew. *HS Adrias* lost her whole fore part from fore-castle to the bridge, but managed to stay afloat and, what's more, her propulsion plant remained intact.

The engine room bulkhead held, and the crippled ship was able to ground in a cove on the Turkish coastline nearby.

Turkey being neutral, the ship had to be made seaworthy as quickly as possible by her surviving crew without being spotted, and on December 6 she finally sailed into the Allied naval base of Alexandria in Egypt where she received a hero's welcome by Vice Admiral Willis' Middle East Fleet.

Military operations have to be judged not by their local success or failure, but by their broader results. The Dodecanese operations of 1943 pinned down large German first-class forces in the Balkans, permitting easier Allied progress up the Italian peninsula. Was the price paid too high? It is difficult to say.

It is sure, however, that these operations, together with the Battle of Crete, demonstrated Britain's involvement in the area and paved the way for Churchill's later agreement with Stalin on the future of my country. - **Cdr Constantine J. Mazarakis-Enlian**, CO, *HS Adrias*

*HS Adrias* sailed 370 miles without a bow. December 6 is the feast day of St Nicholas, the patron saint of the Hellenic Navy. - Ed

# 'Soggy' cap? Surely not!

REGARDING the letter from A. Campion defending the DCIPT department's procurement and development record regarding items of uniform and general kit (June issue), while I agree that in a few cases they have indeed got it right, the area they now need to look at is Junior Rates' headgear.

What was once a smart, distinctive, traditional piece of uniform has turned into a shapeless, ill-fitting piece of rubbish that even some civilians have negatively commented on.

Who the hell awarded the contract to the makers of the caps?

The cheap option seems to have been taken again and the resultant design looks like it's been put together by a blind Origami expert under the influence of strong ale who's used the Elephant Man as his model.

Not smart at all! - **CPO T. McCormack**, *HMS Nelson*

**A. CAMPION** of the Defence Clothing Integrated Project Team replies:

The current cap, far from being a "shapeless, ill-fitting piece of rubbish", has been deliberately shaped so as to sit more comfortably on the head and prevent discomfort and undue pressure around the temples - a complaint with the previous cap.

The cap has been approved into service by a representative committee of the Royal Navy, including Staff Officer Ceremonial and Training (Maritime Warfare School) with a full trial taking place prior to introduction.

It is worth adding that the majority of the trial subjects, both male and female, considered the cap to be comfortable and better in appearance than the in-Service cap.

The award of the contract for the manufacture of the new cap, as with the previous awards for the old cap, was placed by the DCIPT

and, far from taking the cheapest option, the DCIPT, along with any other MOD purchasing organisation, takes account of value for money for the UK taxpayer - this involves considering equally the quality, delivery and cost of any manufacturer's offer.

Additionally, the design of the

cap has taken account of the customer's requirements and is highly specified and patternised - as is the same with any other item where high uniform standards are essential.

Smart cap or 'soggy' cap? What do you think? - Ed



# Fighting fit? We should lead from the front

PERHAPS unsurprisingly the RN Fitness Test is proving to be a very contentious issue, sparking a considerable amount of debate around the mess bars and stand easy coffee tables. I for one find myself on the side of the fence that thinks that on more than one count we have got it wrong.

Firstly, I have always been one for the carrot rather than the stick. Therefore the question I would ask is, "In order to pass the test, have we got the incentive right?"

There is much griping about being "forced" into successfully completing the test. But what happens if we fail? We repeat it again and again and again...

How different the perception might be if the carrot was in the form of SSP (Fitness)? Dare I suggest the club swingers would be inundated with applicants whose approach would be far more positive in nature?

Secondly, being the 'wrong' side of 40, it was with some dismay that I read the RN Galaxy Briefing Note concerning the RNFT. It states that "Many in this group (40-49) have not taken exercise for some time and have sedentary jobs, and the normal RNFT which requires maximum effort would put them at increased risk of injury".

I take deep offence at this, and so should we all. Although I consider myself a sportsman, albeit with rapidly decreasing capability, this is irrelevant. We are all in a military, fighting service and as such the RNFT is not there to increase our sporting prowess - it is there to ensure that we conduct all our duties both to a high standard and safely.

In essence, we should all take personal pride in being able to conduct all our duties in this manner and only a certain level of physical fitness will allow us to achieve this.

This brings me on to my final point. Any single one of us at sea could be called upon to act in a damage control scenario such as fighting a fire or carrying an injured shipmate to safety.

Therefore, irrespective of whether we are an OM or an admiral, we should have a level of fitness that would ensure we could successfully complete such an action or something similar.

In short, any one of us who could not achieve such a physically demanding task is a danger to his/her ship and his/her shipmates, regardless of rank or position.

What I find disappointing is that if we all need a certain level of physical fitness and therefore we all need to complete the RNFT, why as an organisation have we not led from the front?

Why have senior officers not set the example and standards for others to follow?

Surely we should have started at

the top and worked down to the junior ranks instead of asking the younger, and probably fitter members of the RN to be the vanguards?

I think we have missed the leadership boat, somewhat.

And let us be truly honest with ourselves. If we are to implement the RNFT properly, then although the criteria for success may be different, the impact on promotion should be exactly the same for senior officers as it is for junior rates.

The alternative is to have no impact at all, and if that is the case, why are we bothering to implement the RNFT in the first instance?

No doubt there will be considerable counter to my comments. However, it would seem to me that it is all about a combination of personal pride in our own abilities and having the capability to ensure we never allow ourselves to be put into a position that could endanger the lives of others.

Incidentally, I'm 44 and I have successfully completed my 2.4km run. - **Cdr M. Doolan**, *HMS Dryad*

### Grave discovery

THANKS to *Navy News*, the Friends of the National Maritime Museum, the Commonwealth War Graves Commission and the Royal British Legion Scotland, the unmarked grave of a World War II Naval casualty has had a CWGC headstone placed on it after 63 years.

Stoker Jack Street was aboard the *ss Mohamed Ali el Kebir* in August 1940, bound for Gibraltar and his new ship *HMS Foxhound*, when she was hit by a torpedo from *U-38* 250 miles west of Malin.

Jack's niece, Mrs Maureen Bending of Chelmsford, advertised in your *Over to You* column for information and the Friends of the NMM were able to tell her I had researched the loss of the ship and discovered that when Jack was climbing into one of the lifeboats he was thrown over the davits and landed back on the deck and suffered multiple injuries, including having his leg torn off below the knee.

He was later picked up by *HMS Griffin* but died just as she entered the Clyde.

Mrs Bending was able to confirm with the MOD that he had been buried, as seemed likely, in Greenock Cemetery - and at a ceremony organised by May Peat, secretary of the Glasgow and Western Counties Area RBL, a headstone was dedicated by Naval chaplain David Wylie of *HMS Neptune*. A piper played a lament.

A full account of the sinking of the *Mohamed Ali el Kebir* can be found on the internet at [www.mohamed.ali.el.kebir.freewebbspace.com](http://www.mohamed.ali.el.kebir.freewebbspace.com). - **Dick White**, Lancaster.

• *'The Sinking of the ss Mohamed Ali el Kebir, 7 August 1940'* by Kenneth King, Glencolmcille, Co Donegal



No. 591 50th year

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# Taking a shine to Tito . . .

REGARDING 'Whaley's Shiny Blades' (August issue) I suppose that after 50-odd years memories are rather hazy, but C. Jenkins is three years too late.

This picture was one of three or four taken by HMS Excellent's photographer as a prelude to the 1949 Earls Court Royal Tournament. The Portsmouth Evening News also published a photo of the guard marching out of the gates of RNB, I was a member of this guard, having just qualified as an 'AA2'. The chromium plate work also included the metal work on the belt and gaiters and we were the first Naval guard to have the small white gaiters instead of the rather large green type.

I know it could not be 1953, because in 1952 I qualified at Whaley as a QLI and was a member of the funeral gun carriage crew for King George VI and in 1953 was Colours Escort in the Naval Guard for the Coronation ceremony in Nairobi, Kenya. - J. Chesterton, Wymeswold, Leics.

THE RIFLES pictured are Lee Enfield No 4s manufactured from November 1939 to replace the Short Metford Lee Enfield standard issue of World War I.

Perhaps the date C. Jenkins saw was 1941. I know from my time at Whaley in the mid-1950s the Andrew did some off things, but chromed rifles! Perhaps the Americans could have supplied chromed helmets to complete the spectacle. - **Bootneck**, Exmouth.

I WAS a member of the 1949 Royal Guard at Whale Island before leaving for HMS Whitesand Bay and I remember the words spoken by our POGI when these rifles were unwrapped at the stores. I can't repeat his words on paper, of course. - **T. R. Naish**, Bridgend, S. Wales

I HAVE a photograph taken in either late 1947 or early 1948 showing the HMS Victory Guard complete with their chromium-plated Short Lee-Enfield rifles.

The guard was for the Prime Minister of Iraq, Salah Jaber. All the metal parts of the rifles, bayonet and scabbard were chromium-plated. Also in the photo may be



seen Admiral of the Fleet Lord Fraser of North Cape.

We also mounted the Royal Guard for the visit of King Haakon VII of Norway. After the ceremony we were told the King was so impressed that one of the first things he would do on return to Norway would be to have his own Royal Guard to be equipped with chromium-plated rifles.

We were there for a parade and march-past for the Silver Wedding in 1948 of King George VI and Queen Elizabeth. We assembled in Waterloo Road and many were the comments from the Army lads taking part.

I remember marching from Waterloo Station to the very steps of St Paul's Cathedral without 'changing arms'.

Those of us wearing our tiddly skin-tight jumpers found that on arrival our left arms suffered a serious lack of blood supply, with the result that when we 'ordered arms' there was a very un-Navy-like clatter of rifle butts.

Finally we mounted a guard for A. V. Alexander. As he inspected us he stopped next to me and asked the killick of my mess where he earned his Mention in Dispatches.

The killick answered "The Hood, sir."

A look of astonishment crossed Alexander's face and he turned away and talked quietly to the Officer of the Guard.

Not until that moment did I know that the killick we knew as Bob (Lofty) Tilburn was one of the three survivors of the Hood. - **K. Mansbridge**, Tenby, Pembrokeshire.

THE CHROME rifles photo is similar to one I have when I was in the Guard of Honour on Westminster Pier for Marshal Tito in 1953. Before we went up from Chatham we had to march to the Wardroom to collect the Queen's Colour.

At the time all the papers were full of rumours that Tito was going

to be assassinated while he was here and we were told that if there was any gunfire we must stand fast and not move.

The police launch came alongside and they all trooped off, Tito, Prince Philip and Winston Churchill. As they started to inspect us there was a bit of a commotion behind us where a smoke bomb had been thrown.

There was a bit of a panic, but it all went off OK and they left by car.

As we marched over Westminster Bridge there was a young sailor leaning against the side with his girlfriend in front of him, his arms around her and his cap on the back of his head.

As the Queen's Colour passed him he didn't move - and the next thing was the Officer of the Guard shouting, 'PO, take that man's name!'

Next minute a GI with a cutlass charged towards him - must have put the wind up the poor devil! - **J. Rowlett**, Corringham, Essex

it along to the galley to be cooked. At the end of the month, when all the money had been spent, whatever was left on the shelf went into a pot - and at times that must have been a mess, all right. - **J. A. Parker**, Leicester.

## Fudging the issue

A LARGE White Ensign with the word 'Fudge' written on the white quarters was flown at Taunton Flower Show, which bills itself as 'The Chelsea of the West'. It was advertising the arena-side stall of Rose Cottage Fudge, who said they had received no complaints. - **L. Dopson**, Taunton.

was always hungry I can't remember if I put it to one side or not and drank the rest.

While in the submarine depot ship HMS Montclare in the early 1950s, I was helping to load casks of neat rum when one got dropped and burst open on the deck among the fag ends, matches and oil.

Two ABs immediately dropped to their knees and started lapping up the rum - as a 16-year-old Boy (a non drinker then) I was quite shocked. Later, both wildly drunk, they were arrested and did a spell in DQs. - **C. Taylor**, Ilford.

THE ORIGINAL pot mess was born at HMS Ganges, the boys training establishment at Shotley.

Each class had a sum of money to buy their own victuals. They then prepared their food and took

# Rum and roaches in old Montclare

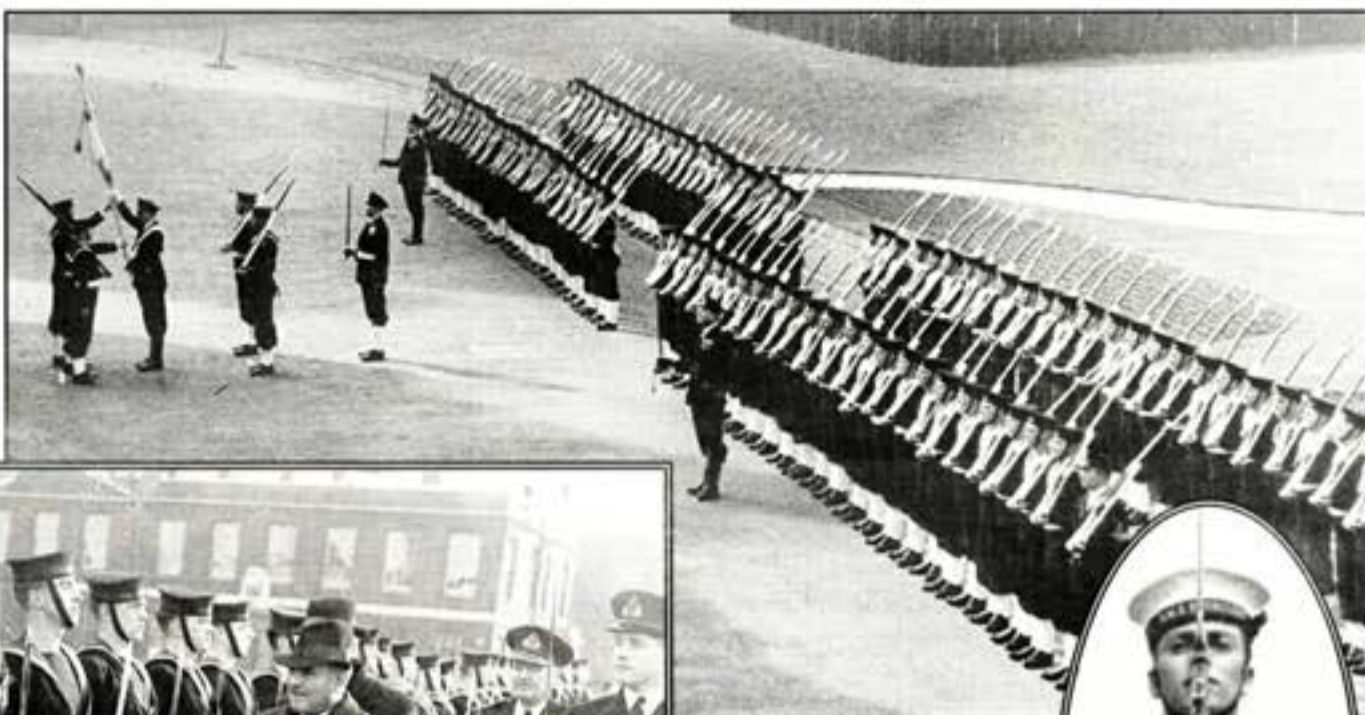
AMONG the nicknames for grub you left out in your Young Readers Club article on food and drink (August issue) was 'Red Lead' - tinned tomatoes and fried bread. That used to be tops. At nearly 80, your paper is a great read for me. - **J. Silcock**, Leeds.

SAILORS in sailing ships in the past had weevils in their food - we had cockroaches.

At lunch time they rushed out to join us and the older ABs would splash a spot of rum on the tables or the deck.

The roaches loved it - but it was their last drink as they were quickly despatched with the back of a spoon.

It was a bit off-putting to be drinking vegetable soup and find a roach lying at the bottom, but as I



### ● MORE SHINY BLADES:

Above - Receiving the Queen's Colour at Chatham Wardroom before going to meet Tito at Westminster Pier, 1953.

Left: HMS Victory Guard inspected by the Prime Minister of Iraq and Lord Fraser of North Cape, 1947 (Keith Mansbridge is the RH marker)

Right: Thomas Naish presents his chromium-plated weapon, 1949



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## Helping Hands

### Pembroke goes mad for marathons

TWO MEN from minehunter HMS Pembroke tackled the Edinburgh marathon this year to collect £2,000 for the Downs Syndrome Society (Scotland).

PO Diver Patty Donohue and PO (MW) Billy Connor finished the marathon one day and started tough operational sea training regime on the next.

Patty said: "My feet were in tatters. It was the first time we had ever run a marathon - and it wasn't the one to start with!"

He paid tribute to the little ship's big-hearted company who contributed over £500. Next year a team of eight plan to run the London marathon.

### Records broken at Faslane Fair

THIS YEAR'S successful Faslane Fair raised a record-breaking total of £25,000.

Personnel from HM Naval Base Clyde presented £5,000 of the proceeds to Knowetop Farm in Dumbarton. Other charities to benefit are the Clyde Sail Trust, Clydeview, Enable and Tulloch Trust.

The Fair attracted well over 20,000 visitors on a gloriously sunny day. Chairman of the Fair's committee, Cdr Bill Jones said: "We are delighted to be able to hand out £25,000

● Clyde Naval Base staff try to tempt Honey the goat at Knowetop Farm with hay - but she seems to have her eye on the cheque...

Picture: FOSNRE Fleet Photographic



to our five chosen charities, all of which are local and worthy causes." He told of his gratitude to sponsors, BNS and IMES, for their unyielding support.

He added: "We would also like to thank the public who came from miles around to enjoy this year's Faslane Fair - our most successful ever."

"It is a testament to them that we were able to raise the record-breaking sum that we did. We look forward to seeing you all again next year."

## Ledbury's long haul back home

THE LONG journey back from operations in the Gulf gave OM(MW) Si Backhouse of HMS Ledbury the ideal opportunity to set to work organising a charity rowathon for Cancer Care UK.

So good was the idea that Si was able to draft in willing rowers on the three other mine countermeasures vessels (MCMVs) in the group, HMS Grimsby, Shoreham and Ramsey, to set to with a will to cover 10,000 metres for their own ships' charities.

As the four small ships and their Royal Fleet Auxiliary companion, RFA Sir Tristram, wended their weary way back through the Mediterranean, each ship fielded a team of ten rowers who were prepared to put their best efforts into netting charity windfalls.

To the sight of the starting flare, the rowing race began, with each ship putting their heart into being first to complete the gruelling 10,000 metres and fire the finishing flare.

In the end the winner's laurels went to HMS Ramsey - but the true winners were the various



● HMS Ledbury's long-distance rowers take a break

charities who benefitted to the total of £1,600 from the rowers' efforts.

Ledbury's nominated good cause is Cancer Care UK - chosen because of the help the charity has given Si's father, John Backhouse, who is facing a daily battle against the condition.

HMS Ledbury alone raised half of the £1,600 total collected from all four ships. Other charities to benefit include St Dunstons and

the Child Development Centre, Grimsby.

Organiser Si said: "I thoroughly enjoyed the responsibility and felt I learnt a lot from the experience, especially because I am due to start the Physical Training Course early next year."

### Charity notice for FAA Trust

THE CHARITY Commission has sent out a notice (CHY-1161D) to confirm changes to the Fleet Air Arm Benevolent Trust, as reported in the July Navy News.

A copy of the new scheme with all the changes is available from Rm 204, Jago Road, HM Naval Base, Portsmouth PO1 3LU.

Alternatively visit the website at [www.charity-commission.gov.uk](http://www.charity-commission.gov.uk).

### On the hunt for Jay paintings

AN EXHIBITION of paintings by Lt Cdr Lawrence Jay will make a fleeting appearance at the Royal Naval and Royal Albert Yacht Club in Old Portsmouth on October 18-19.

Organisers of the display plan to share donations raised from the event with the King George's Fund for Sailors and other Service charities.

This retrospective of the Naval artist will include a number of paintings loaned by former and serving members of the Navy from their private collections.

An appeal has gone out for anyone living in the Portsmouth area who owns a painting to consider loaning it to the exhibition.

Lt Cdr Jay was a career Naval officer as well as a gifted amateur artist, and his last appointment in the Navy indulged his other passion - a lifelong interest in Horatio Nelson - by seeing him appointed the commanding officer of HMS Victory from 1986 to 1989.

For information contact the Royal Naval and Royal Albert Yacht Club on 023 9282 5924.

## Children's unit sets Norfolk's wheels spinning

THREE sailors from Devonport-based Type 23 frigate HMS Norfolk have cycled from Plymouth to Norwich to help raise money for a local hospital.

The purpose of the six day ride was to raise £1,000 for the Norwich Child Development Unit in Upton Road in the city. LPT Jane McAllister organised the 400 mile cycle ride and was joined by POs Jess James and Jed Stone.

Over the six days the team cycled through Yeovil, Portsmouth, London and Colchester along with a support driver.

Dr Sue Zeitlin from the Unit said: "We are delighted with our

association with HMS Norfolk which is of real benefit to the children who come to our unit. The money raised will be used to purchase special fibre optic lights and soft play equipment."

The team received sponsorship from local businesses in the form of kit and sports equipment.

"It will be hard work but we all enjoy a challenge," said Jane before the cyclists set off.

When the team reached Norwich they were warmly welcomed by their commanding officer, Cdr Tony Radakin, and children and staff from the unit.

The cyclists were presented with a special baseball cap to help remind them of their long journey.

Since this visit to Norwich HMS Norfolk has been involved in NATO exercises off Denmark called DANEX 03, with a number of allied navies working together.

The ship also visited Copenhagen and Aarhus for a festival and Danish Navy Days.

### Falcons fly to Wessex group

THE BIRD Control Unit from the Royal Naval Air Station at Yeovilton with their falcons paid a visit to the Wessex Scout Group at Behester.

Falcons, trained at the air station, are used to clear the air space of wild birds and creatures for aircraft to take off and land safely.

An affiliation has been set up between the Scout Group and Air Traffic Control at the air station.

The Scouts have been invited to the Air Department Families Day and have been offered space to run a fund raising stall at the Air Day on September 20.

### JSU turns soap suds to nursery PC

PHYSICAL Training staff at the Joint Services Unit (JSU) Northwood organised a carwash to gather money towards a new interactive computer and software for the children at the base's nursery.

It was a busy day with over 90 cars washed from 9am to 4:30pm, with the keen assistance of children from the nursery. LPT Tommy Godfrey said: "Without our little helpers we would have only managed half the amount."

The day's carwashing managed to raise an impressive £186.59.

● JSU PT staff and children hard at work on carwashing duties



### British Limbless Ex-Service Men's Association

BLESMA provide for those who have suffered the loss of limb(s) in the service of their country and also for their dependants, especially, their Widows. Whilst we do not wish to gain new Members, general service life, accidents and conflicts such as the current situation in the Gulf Region makes it inevitable that we do. We are here to offer advice and assistance in the rehabilitation and recuperation processes especially in the early days following their loss. For our elder Members our two nursing homes provide permanent residential and convalescent care for them and dependants alike.

At this time of Remembrance, please consider making a donation or organising a fundraising event or project on our behalf. We have much still to do and with your help we shall continue to do so.

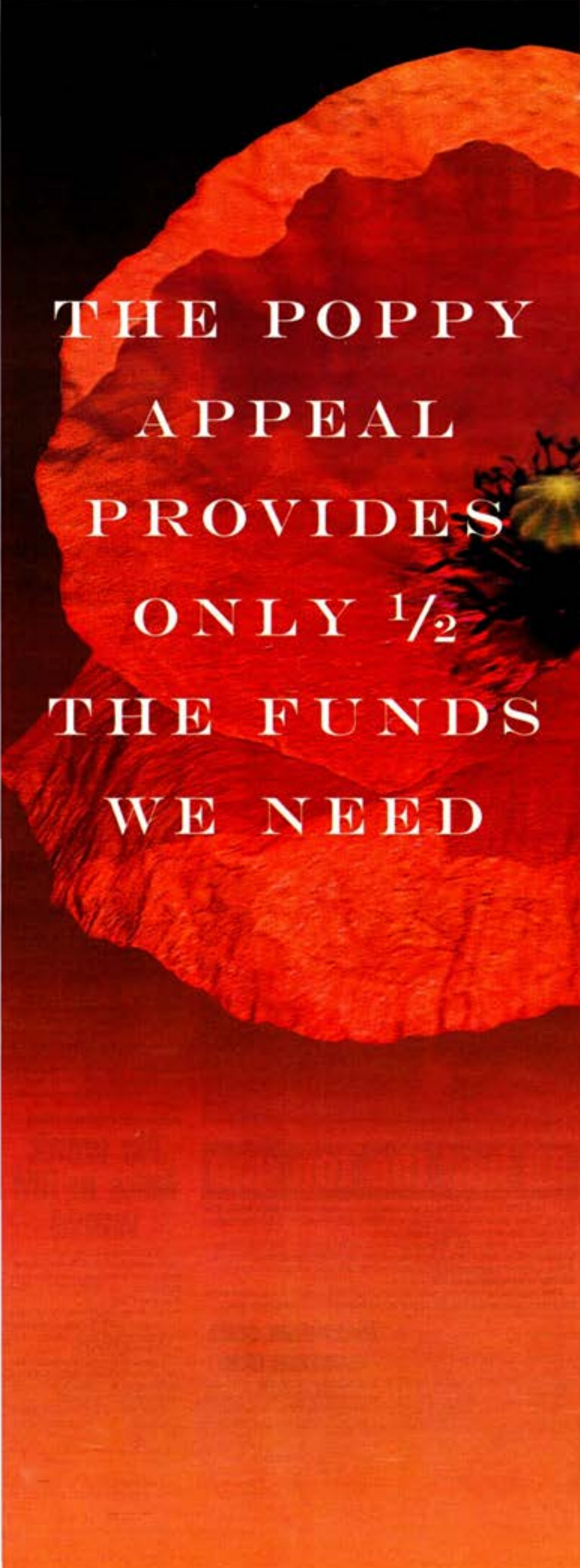
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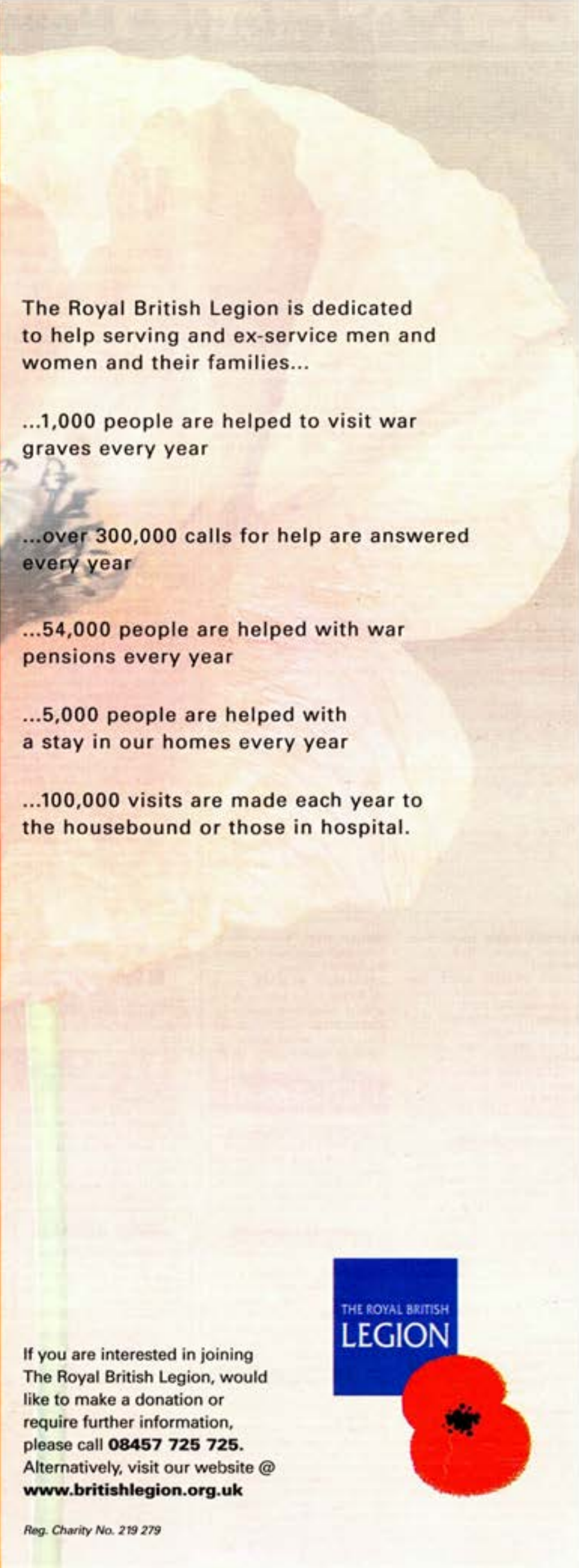
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## People in the News



● CPOMEA 'JJ' Swift of the HMS Sultan Scrapheap Challenge team seems unimpressed by the parts on offer

### Live to scrap another day

'THE DESTROYERS', the HMS Sultan Scrapheap Challenge team were victorious in their first round heat against their RAF challengers, 'The Squadron'. Keep watching Channel 4 to find out how the Navy's engineering experts get on.

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# Nifty brushwork wins day at sea

**SCHOOLBOY** Jordi Arino's artistic skill won him and his family a day at sea with the Royal Navy.

Seven-year-old Jordi, a pupil at Rhu Primary School, won this year's Faslane Fair Poster Competition, beating 640 other entries from 12 primary schools in the vicinity of Clyde Naval Base.

And not only did the picture of HMS Glasgow adorn the front cover of the Fair programme, being seen by around 20,000 visitors who enjoyed a day out in the sunshine in June, but it also won a prize of a day out with Hunt-class mine countermeasures vessel HMS Atherstone.

Commanding Officer Lt Cdr Nick Washer welcomed Jordi and his father Adolfo, mother Lisette and sisters Jessie and Stephanie on board Atherstone, one of five Hunt-class ships based at Faslane which are tasked with keeping ports and coastal shipping lanes open when threatened by mines.

They also have an important fishery protection role on behalf of DEFRA, the Department for Environment, Farming and Rural Affairs, which is what HMS Atherstone is currently undertaking - she was flagship at the annual Brixham Fish Festival over the August Bank Holiday weekend.

It was a very busy day for Jordi and his sisters, during which they saw a number of drills and practices, including a 'man overboard' drill with Jordi in charge of pointing out the 'victim's' position so that the diver could locate and recover the dummy.

They were given a VIP tour of the ship, witnessed a fire exercise, had lunch in the Wardroom hosted by the Commanding Officer and the Executive Officer, and when on the bridge took the wheel and issued instructions to the Duty Watch.

After a busy day, the family

### Richard gets lucky in last weeks

IN HIS LAST week of service with the Royal Navy, WEM(O) Richard Taylor entered a competition in the *Glasgow Herald*.

His prize is a supersonic flight over the Bay of Biscay in Concorde at the end of this month, the last week of the aircraft's service.

Richard said: "I've never flown in Concorde before, but always wanted to. My uncle's flown in it over a hundred times, and I was so jealous as a kid."

Richard is planning to share his day in the skies with his mother, Olwyn Taylor.

### Sandy siblings

Lt Caroline Clark RN meets up with her Army brother Capt Stephen Clark of the Royal Logistics Corps in the deserts of Iraq.



● Jordi Arino on the bridge of minehunter HMS Atherstone with commanding officer Lt Cdr Nick Washer

transferred to a SERCO launch and were taken back to the naval base. As he waved goodbye to the crew, Jordi said: "Thank you for a lovely day - it was a lot of fun and I had a great time."

"My favourite bits were the man overboard and giving out orders on the bridge."

Lt Cdr Nick Washer bade farewell to the family saying: "We are delighted to have welcomed the Arino family on board HMS Atherstone."

"It is good to have the opportunity to give something back to the

local community, and the chance to show young people what it is we do."

Towards the end of August, following her fishery protection patrol, the ship returned to Faslane where she will undergo her Operational Sea Training assessment, which brings no fears for her Commanding Officer: "As far as I am concerned, the ship is ready, the crew are ready and we are raring to go and keen to be trained."

■ Faslane Fair 2004 will take place on Saturday June 19 next year.



● Depth charge throwers in HMS Whitehall in 1940 trials

## Explosion brings to light lost inventor

EXPLOSION, the museum of Naval firepower in Gosport, has highlighted the career of the unknown inventor who was behind the depth charge, the depth charge pistol, Chariots, X-craft and a host of other weapons.

Herbert Taylor worked industriously at HMS Vernon designing weapons for use by the Royal Navy.

Curator Chris Henry said: "It is often overlooked how or where the depth charge was developed."

"It has only now come to light that the man responsible for their design was a frenetic inventor who is unknown outside the world of underwater weapons."

It seems the high value of the depth charge on the world stage was enough to obscure its inventor's genius.

"The depth charge was such a successful device that it attracted the attention of the United States who requested full working drawings of the devices in March 1917," Chris continued. "In a sinister sidestep the depth charge was patented in the US by Cdr Fullinwider of the US Bureau of Naval Ordnance and US Navy engineer Minkler."

"This unusual procedure was undertaken during the wartime to prevent the delay which would otherwise have occurred from negotiation at that time, and to effect a complete cooperation with the US."

■ Explosion! 023 9250 5600

## No weak links in RM world

IT WAS bound to be a battle for the toughest when a Royal Marine went head-to-head with Anne Robinson on BBC TV's 'The Weakest Link'.

Cpl Richard Jordan RM said: "She tried - but I'd been planning for months and knew all the stuff to give back."

"I gave her more grief than she gave me. Despite her fearsome reputation, she didn't rate anywhere on the fear scale."

After six years in the Royal Marines Richard is leaving the service to take on a medical degree and plans to return to the Navy as a doctor.

"There are only two things I ever wanted to do," he said. "One was to be a Marine, the other to be a doctor."

Once completed it is believed that Richard will be the first Royal Marine in history to leave and return as a Naval doctor.



● AEM Jim Stead carried aloft by the Royal Marines

## All hail the top gun

THE QUEEN'S medal that recognises the champion shot from the Royal Navy was won this year by AEM Jim Stead of 820 Squadron at Royal Naval air station Culdroe.

In recent years the Royal Marines have carried off the single-Service title from the Joint Services Skill at Arms meeting but Jim's expert marksmanship proved to be too much competition for the crack-shots of the Corps.

The winner is traditionally 'chaired off the range' - the first time for some years the Royal Navy chair has been called into use.

## Mauritius calls museum man

A FORMER weapons engineer who served in the Navy for over 30 years is jetting off to Mauritius.

Peter Ashley, who now works at the Royal Naval Museum in Portsmouth, has been studying explorer Capt Matthew Flinders of HMS Investigator for a Masters degree at Portsmouth University.

Peter has been invited to speak on his research at a conference in Mauritius, the 200th anniversary of Capt Flinders' arrest and 11-year detention on the French-held island.



# People in the News



## Unique mastery at MWS

A UNIQUE Master's degree programme, developed at the Maritime Warfare School (MWS) in partnership with Kingston University, has been launched by the First Sea Lord, Admiral Sir Alan West.

Through Kingston University's accreditation of the Principal Warfare Officer (PWO) course and the Submariners' Advanced Warfare Course (AWC), officers now have the opportunity to achieve an MSc Technology (Maritime Operations).

To achieve the degree, candidates are required to complete successfully the PWO or AWC course and additional work-based assignments.

The flexibility of the programme allows for retrospective achievement of the award.

For more information refer to DCI RN 61/03 or telephone 01329 333292.

## Andy is tops for degree

ACADEMIC excellence by MA Andy Miles has ensured him a first class honours degree in Applied Biomedical Science and a prize for being top student.

Andy is on clinical placement at Queen Alexandra's Hospital in Portsmouth where he is under training as a Medical Technician (Laboratory).



## Yeovilton Air Day hooks Laura

ALL IT TOOK was a day out last year at the Royal Naval air station Yeovilton International Air Day to get Laura Grey hooked on the idea of a life in the Navy.

Laura has now completed her basic training at HMS Raleigh, and is aspiring to reach the heights of Captain's Steward during her Naval career.

Laura says that the main reason she decided to join the Navy was Yeovilton Air Day where she was able to get an insight into all aspects of Naval life.

## Fancy dress and fancy guest for Naval families

CHILDREN from Naval families at the Phoenix Community Resource Centre at Hulsea welcomed TV personality Esther Rantzen to celebrate the last day of their dedicated play scheme 'Playdayz' over the summer holidays.

Run by Naval Personal and Families Service (NPFS) staff and volunteers the scheme brings Service children together for fun activities.

## Three generations

THREE generations of Naval lineage came together to celebrate when proud grandfather Fleet Air Arm veteran Nick Munro gathered his family together for his recent Diamond Wedding celebration.

Nick served in the Atlantic con-

voys from 1942-46, daughter Phyllis was a member of the Royal Naval Auxiliary Service for 12 years, and now grandson Christopher Simpson has signed up for the Naval life, following on from his time in the Sea Cadets.



● Lt Col Alan Newson revisits Stonehouse Barracks 75 years on

## Veterans step back in time

AGED 93, Lt Col Alan Newson DSO RM took a trip down memory lane when he spent the day at Stonehouse Barracks in Plymouth.

Exactly 75 years ago to the day the retired Lt Col joined the Corps at Stonehouse as an 18-year old.

"It's wonderful to be here. I could not have wished for a better way to celebrate the 75th anniversary of my career," he said.

After spending his initial months at Stonehouse, Lt Col Newson served on several ships before starting flying duties in the late 1930s.

During World War II he served on a number of aircraft carriers and saw action at El Alamein, Malta and with the Arctic Convoy patrols.

After the war he joined 45 Commando, then served in Malta. He retired at Chatham in 1958.



● Jim Goodchild

It was more than 50 years since Jim Goodchild was last at the Moray airbase RAF Lossiemouth, then known as HMS Fulmar.

Naval exchange officer Lt Stuart Jackson-Smith was on hand to welcome the former Leading Airman back to his old haunt in Air Traffic Control.

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● Lord Robertson and Admiral Edmund Giambastiani at the commissioning ceremony for ACT



● Lord Robertson, NATO Secretary General, hands the flag to Admiral Edmund Giambastiani, NATO's first Supreme Allied Commander Transformation



● The winning design for the new NATO HQ in Belgium

# Changes take shape at NATO

**E**ARLY September saw the NATO Allied Command Europe (ACE) re-named Allied Command Operations (ACO).

Less than three months earlier in Norfolk, Virginia USA, the Supreme Allied Command Atlantic (SACLANT) was formally decommissioned after 51 years in existence, and in its place arose Allied Command Transformation (ACT).

This is the most extensive structure revision in the history of NATO, marking the end of one era and the beginning of a new.

General James L. Jones, the Supreme Allied Commander in Europe (SACEUR), said: "ACO and its sister headquarters, ACT, reflect a fundamental change to the manner in which NATO's military command will operate in the future."

"The two new headquarters, one based on operations and the other based on concept and development, have distinct and urgent tasks, key among them being the creation of the NATO Response Force."

The Prague Summit held in November last year saw NATO leaders decide on a new military command structure for NATO, reflecting the changing world scenario with new missions and a need for smaller, flexible forces that can be rapidly deployed to crisis and conflict areas.

The agreement for change was reached in light of universal acknowledgement that NATO's structure had been crafted in the Cold War era, with infrastructure and equipment designed for traditional 20th century warfare.

The reconstruction of NATO sets out to convert the Alliance from a fixed force to a nimble one, flexible enough to run joint task forces of varying size and composition whenever and wherever the Alliance recognises a need.

At the ACT establishment ceremony in June, Secretary General of NATO Lord George Robertson said: "We have changed the purpose of the headquarters and are creating a whole new NATO Alliance altogether."

"Allied Command Transformation is making our new military capabilities a reality and will make certain NATO's transformation keeps in time with the United States, which will personify the Alliance's transformation into the 21st century."

The first non-American to act



● Admiral Ian Forbes, first Deputy of Allied Command Transformation, and Lord Robertson

as Supreme Commander in the Alliance, British Admiral Sir Ian Forbes served as the interim SACLANT from October 2002 to June this year, until US Admiral Edmund P. Giambastiani took over as Supreme Allied Commander Transformation.

Adm Forbes, who was instrumental in the implementation of Allied Command Transformation and its European footprint, is the first Deputy of Allied Command Transformation.

"Transformation means different things to different people," said Adm Forbes. "It is, above all, about true jointness at the front line, where land, sea and air capabilities are totally integrated, allowing for operations involving simultaneous rather than sequential activities to produce a rapid war-winning effect."

He added: "Transformation is also everything that underpins joint and integrated operations, including education, training and acquisitions programmes."

"It is managing the future in a joint and combined way that cuts intellectually, culturally and practically across the entire spectrum. It's an ongoing process designed to enable us to operate faster, quicker and with more effect on the battlefield."

"Very much what we saw in Iraq. And very much what the NATO Response Force will have to think about and execute in the future."

The NATO Response Force (NRF) will provide an integrated and fully interoperable sea, land and air capability, under one command, to prevent conflict or threat from escalating into a wider dispute. Other potential roles for the new force include humanitarian crisis, evacuation, counter-terrorism and embargo operations.

## What's what in NATO:

- NATO is an alliance of 19 permanent member nations with an additional seven invited to join
- The new structure involves the following changes:
  - Two operational strategic commands reduced to one (ACO), but the creation of a functional strategic command for transformation (ACT)
  - Five operational regional commands reduced to two Joint Force Commands (JFCs) – one in Brunssum, the Netherlands and one in Naples, Italy – and a Joint Headquarters in Lisbon, Portugal
  - Thirteen operational subordinate commands reduced to six Joint Force Component Commands (JFCCs) – Ramstein, Germany; Northwood, UK; Heidelberg, Germany; Izmir, Turkey; Naples, Italy; Madrid, Spain
  - A total reduction from 20 to 11 command headquarters
  - Number of Combat Air Operation Centres (CAOCs) reduced from ten to six (four static and two deployable) – Poggio Renatico, Italy; Uedem, Germany; Funderup, Denmark; Larissa, Greece (the first two also deployable)
  - ACO, Allied Command Operations – headquarters at Mons, Belgium (formerly Allied Command Europe, ACE)
  - SACEUR – Supreme Allied Commander in Europe
  - SHAPE – Supreme Headquarters Allied Powers in Europe
  - ACT, Allied Command Transformation – based at Norfolk, Virginia (formerly Allied Command Atlantic, ACLANT), co-located with US Joint Forces Command (USJFCOM)
  - SACT – Supreme Allied Commander Transformation
  - ACT will include the Joint Warfare Centre in Norway, a new Joint Force Training Centre in Poland and the Joint Analysis and Lessons Learned Centre in Portugal. Plans include a NATO Maritime Interdiction Operational Training Centre in Greece to be associated with ACT
  - NRF – NATO Response Force
- For more information visit the NATO website [www.nato.int](http://www.nato.int)

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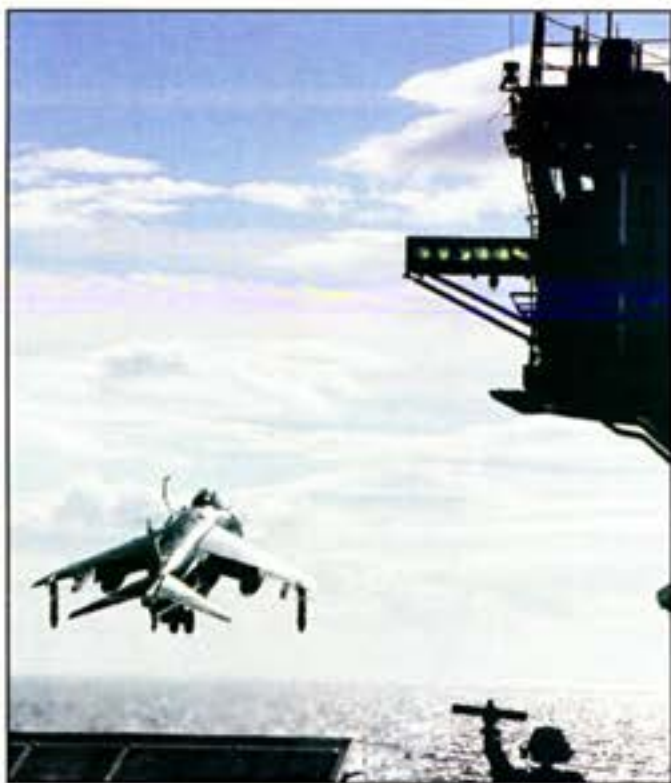
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Designed to be a robust, high-readiness, fully-trained and certified force that is prepared to tackle the full spectrum of missions, the NRF will be ready to deploy in five days and will be able to sustain itself for 30 days.

The NRF will stand up on October 15 as a small 'prototype' force. Initial operational capability is scheduled for a year later with the final full capability aimed to be reached by autumn 2006.

Adm Forbes concluded: "ACT is going to be a stimulating place to be. I look forward to working with the best and the brightest the Royal Navy has to offer as we take this significant bridge-building effort forward."





● Sea Harrier FA2s of 801 Naval Air Squadron operating from HMS Invincible

Pictures: LADPHOT/Brad Bradbury

# Sea training provides testing times for 801

SINCE returning from detachment in Finland, the focus of the Sea Harriers of 801 Naval Air Squadron has shifted to successfully integrating with HMS Invincible as part of her TAG or Tailored Air Group.

The squadron embarked for four weeks in July, together with elements of 849B Flight and 824 Squadron – the first full embarkation since

Invincible's extensive refit in Rosyth.

Despite the considerable experience throughout the squadron, few pilots or maintainers had participated in a period of Operational Sea Training (OST), making the embarkation all the more intensive.

Week One was spent operating in the South Coast Exercise Areas, south of Plymouth, where OST staff created fires, floods and battle damage incidents to test the ship's ability to cope.

For some of the junior squadron members this was their first time at sea, so it was particularly daunting – however, all of them enjoyed working on the flight deck during flying serials.

The remaining three weeks were spent in the North Sea, operating to the east of the Firth of Forth, for Phase 2 of Invincible's OST.

This marked a significant increase in the intensity and complexity of flying serials, challenging ship's company and TAG personnel alike.

A realistic scenario was followed throughout, meaning that 801's Sea Harriers came up against Dutch and American F-16s and RAF Jaguars in addition to British Hawks and Falcons, used in their role as simulated anti-ship missiles and missile carriers.

The three-week period culminated in Invincible's Operational Readiness Inspection, which test-

ed basic operating procedures in a 'free-play' tactical environment.

August brought some much-needed summer leave for members of 801 Squadron, and all personnel arrived back ready for the challenges of the autumn.

The fighter squadron has just completed three weeks of training

sorties operating out of their home base at Yeovilton, and is currently embarked for NATO Exercise Northern Light 03 – promising another intensive period of activity as the squadron and host ship build on the foundations laid during Basic Operational Sea Training.

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## Trophy win caps fine year for Lindisfarne

FISHERY protection ship HMS Lindisfarne may be approaching the end of her Naval career, but there is no let up for her ship's company – or for trawler skippers who flout the law.

The Island-class vessel, one of only two left following the decommissioning of HMS Anglesey last month, boarded more than 300 vessels in the 12 months to August, with seven detentions in the same period.

This made her the clear winner of the Jersey Cup, which is awarded annually to the fishery protection vessel which has made the greatest impact over the course of the year.

The cup, previously held by HMS Guernsey, is handed over to the recipient at a ceremony, then returned to its permanent home in a Jersey museum.

Besides her bread-and-butter deployments, often taking her out into the Atlantic or North Sea in foul weather, Lindisfarne acted as on-scene commander for an extensive search and rescue incident earlier in the summer.

A stowaway aboard a merchant ship had taken his chances early one morning in June and jumped overboard in the Channel, 14 miles south of Beachy Head.

Both the patrol vessel's boats were lowered and flanked Lindisfarne during the search to triple the area covered, while the merchantman and an inbound

Newhaven ferry and the local lifeboat also helped.

The man was spotted by the ferry then lost again, but a sailor on Lindisfarne spotted him again and he was hauled into a boat and taken to the ship.

He was given emergency first aid until he could be lifted off by helicopter, but despite everyone's best efforts the man – a 25-year-old from the Ivory Coast – was pronounced dead on arrival at hospital in Eastbourne.

That same afternoon Lindisfarne embarked two MPs from the Armed Forces Parliamentary Scheme and continued a mini-patrol to Brixham in Devon, giving them a good idea of what the Fishery Protection Squadron achieves.

During the same period in which she won the Jersey Cup, Lindisfarne visited three foreign ports – Cork, L'Orient and Scheveningen – and ten UK ports at least once: Portland, Brixham, Plymouth, Falmouth, Swansea, Milford Haven, Liverpool, Douglas, North Shields and London.

In three of them – Milford Haven, Brixham and Douglas – she



● One of HMS Lindisfarne's boats heads out to board a fishing vessel during one of the Island-class ship's patrols

was opened up to visitors, and welcomed more than 1,000 members of the public on board.

Squeezed in between have been the usual training and exercising requirements, making sure that individuals within her ship's company and the team as a whole are on top of their game.

Men and women in the Royal Navy and Royal Marines serve their country, often at times of national crisis and danger: the RNBT exists to serve them and their families at times of need.

All past and present RN ratings and RM other ranks, and their dependants, are members of the 'RNBT Family'.

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# SCHOOLBOYS SAW ACTION IN THE 'TIDDLY QUID'

IN THE Autumn of 1943, when there was a glimmer of hope that the war had turned the corner, 24 evacuee schoolboys were sent home from the USA on board the battleship HMS Royal Sovereign.

Maldwin Drummond, then aged 11, of The Manor of Cadland, Fawley, Hants and his brother Bend'or (10) were among them. They gave a radio broadcast beamed across the Atlantic a week or so before their departure.

"The argument went that if children could return to Britain, things must be looking up," remembers Maldwin, who is hoping to arrange a reunion of the boys.

"I think the whole idea was organised as a morale boosting exercise, for three journalists accompanied us.

"We slept on camp beds in the Captain's Dining Cabin. These slid easily on the polished linoleum in a sea and the grand piano slipped its moorings one night to our peril.

"We were sorted into four watches which were given a role in action. We were to act as runners in the event of a communication breakdown. I remember thinking afterwards that we were the final fling of Nelson's 'powder

monkeys' as, unlike midshipmen, we had no executive role.

"There was a fire in the boiler room, which reduced the ship to ten knots on October 22, the day one of our escorts, HMS Cooke, reported an anti-submarine contact and attacked a U-boat with depth charges.

"The pattern of three sent huge plumes of water into the air. My brother had heard a sailor gloomily telling another that he expected a 'tin fish' this voyage. 'What's a tin fish?' he asked, to be met with an embarrassed silence ..."

As a result of his voyage in HMS Royal Sovereign, Maldwin Drummond developed a lifelong interest in Naval matters. He was Chairman of the design committee for the Sail Training Association (and of the STA itself) schooners Sir Winston Churchill and Malcolm Miller and also Chairman of the Maritime Trust, Warrior Preservation Trust and currently of the Bronington Trust

● *Right: HMS Royal Sovereign, known as the 'Tiddly Quid'. Inset: Bend'or Drummond (right) and Harry Phipps with Rudolph Ganz, conductor of the Young People's Concerts in New York where they were evacuated*



## Directory

# of faiths

HM Forces Directory of  
points

the way

# for all

A DIRECTORY of religious advisers able to provide support to Armed Forces personnel of faiths other than Christianity has been launched by the MOD.

## Families survey Scott

FOLLOWING a visit to her affiliated city of Swansea, HMS Scott returned to Devonport with relatives of her ship's company on board for the overnight passage.

During the families' day that followed, guests were given a special presentation of the survey ship's role in gathering data from the ocean bed to update nautical charts and provide valuable oceanographic information to mariners around the world.

The ship sailed again on September 20 to continue survey operations in the Atlantic.

She has had a busy year since returning to work last autumn after a four month routine maintenance period.

In October 2002 she sailed to the Indian Ocean and the Gulf of Aden where she surveyed an area of over 26,000 nautical miles, the equivalent of well over one completed trip around the world.

The Chaplaincy Services already provide spiritual, moral and pastoral support to all Service personnel, regardless of religious beliefs.

Now a Directory of Local Advisors has been drawn up with the help of the MOD's Religious Advisory Panel, made up of leaders from the Muslim, Hindu, Jewish, Sikh and Buddhist faiths, which has informally advised the MOD since 1997.

Said Defence Secretary Geoff Hoon: "The Armed Forces are determined to become even more representative of our diverse society, harnessing the wealth of talent and skills of individuals from different backgrounds across all religious groups."

"This Directory is just one of the ways in which the Armed Forces are providing support to personnel from all faiths."

"I am very grateful to the members of the MOD's Religious Advisory Panel for their support and contributions to this worthwhile Directory."

The number of Armed Forces personnel with the following recorded religions are:

- Christianity: 191,985
- Islam: 280
- Sikh: 75
- Judaism: 65
- Hindu: 140
- Buddhism: 85
- Other: 765

## Watch your step, Dad . . .



WHEN sailors from HMS Superb exercised the Freedom of Stafford by marching through the town centre, OM Darren Craig's daughter Tykisha worried whether her dad (front row) would be able to keep in step . . .

The Faslane-based submarine was granted the Freedom on September 6 following a close association with the Borough dating back to 1977.

Mayor Cllr John Russell presented the Freedom Scroll to the boat's Commanding Officer, Lt Cdr Marcus Grimley, who handed over a cheque for £1,155 to the Stafford children's hospice run by the Donna Louise Trust.

For their parade, the ship's company of HMS Superb was accompanied by a platoon from Stafford Royal Naval Association and the Sea Cadets of TS Superb.

## Pearl River Incident recalled

MEMBERS of the Hong Kong Flotilla Association travelled to Hong Kong last month to mark the 50th anniversary of a clash with mainland Communist China that came to be known as the Pearl River Incident.

A ceremony was held at Hong Kong Cemetery in Happy Valley (right) with a service conducted by the Rev Peter Ellis of the Mission to Seafarers.

On September 9, 1953 HM Motor Launch 1323 commanded by Lt G. Merriman stopped to search a junk on the western side of Hong Kong when a Chinese landing craft was seen approaching them downriver from Canton.

As Lt Merriman ordered his helmsman to steer towards it to take photographs, the landing craft indicated that the launch should stop. Merriman ignored the order and the Chinese opened fire.

Seven on board HMML 1323 were killed, including Lt Merriman, and the rest wounded.

Six of the dead were RN seamen – the seventh, Capt Frank Gower, was a member of the Hong Kong Defence Force who had gone along as a guest.

One of the survivors, Gordon Cleaver, who travelled to Hong Kong with his wife for last month's ceremony, remembered that there had been other skirmishes in which shots were fired, but the situation would normally end with boats turning away from each other.

After the ceremony the Royal Naval Sailing Association's Honorary Local Officer for Hong Kong, Brian Skilton, entertained the 30-strong HKFA party in the Old China Hand pub in Lockhart Road, Wanchai.

Brian had earlier read a message from the Queen.





● Cdr Joe Da Gama

## Award for Diversity Officer

NAVAL Commander Joe da Gama has rounded off his stint as Diversity Policy Officer in style by winning the Endeavour Award at the GG2 Leadership and Diversity Awards.

Cdr da Gama already has a clutch of awards for his efforts as a catalyst for change within the Senior Service, seeking to "demolish barriers of inequality, attitudes of intolerance and acts of harassment", and he believes great strides have been made in the right direction.

See November's Navy News for a report on diversity in the Navy.



● Capt R.C. Garwood

## Navy News helps out

A SET of medals belonging to a wartime submariner have been returned to his family – thanks to Navy News.

The medals, belonging to Capt R.C. Garwood, were discovered by police amongst the proceeds of burglaries, and an internet search brought the Metropolitan Police some clues, but the trail went cold after records were checked at the RN Submarine Museum and his daughter's address could not be found.

An article in Navy News prompted a former student of Capt Garwood, Cdr Kenneth Schofield, to provide the police with more contacts – and the medals were formally handed back at Harrow Police Station at the end of August.

## Ships attend Royal Regatta

TWO naval vessels proved to be a major hit with locals and tourists alike during the Port of Dartmouth Royal Regatta.

Landing Ship Logistic (LSL) RFA Sir Bedivere was joined in the picturesque Devon town by the recently-commissioned offshore patrol vessel HMS Tynce.

With Sir Bedivere dressed over all, she formed a fitting backdrop to the events and competitions, as she was moored adjacent to the finish line for many of the waterborne races.

The ship's company entered into the Regatta spirit by entering the Naval Whaler rowing race.

The landing ship was opened to visitors over the course of two days, with members of the public and visiting guests ferried out to the ship from the Town Jetty by small river taxis.

With fine weather on much of the first day of Ship Open to Visitors – a sharp downpour in the second day failed to halt the steady flow of visitors either – a total of

## Gleaner probes Solent seabed

SURVEY launch HMSML Gleaner is helping to reveal the secrets of the Solent seabed during a series of sweeps which will be used in planning a new deepwater channel into Portsmouth Harbour.

Gleaner, the smallest vessel in the Fleet, is using new hi-tech equipment to examine an area of the seabed which includes part of the Mary Rose wreck site.

The Tudor ship's bowcastle is thought to be lying under the silt in the vicinity.

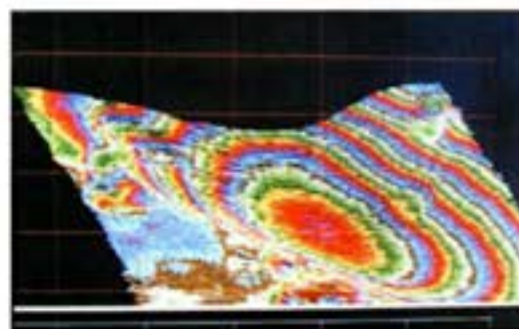
Using a multi-beam echo sounder and high frequency sonar, Gleaner is gathering a detailed picture of the bed of the Solent, and it is hoped that by the time the data has

been analysed she may have given archaeologists new information on the 174 known wrecks that litter the area, and possibly 'drowned' prehistoric settlements.

The work is being carried out by the Navy in association with Wessex Archaeology, and it is hoped that data gathered will be ready before the end of the year.

Gleaner's Commanding Officer, Lt Cdr Matt Syrett, said: "The key reason for our work is to discover the extent of the Mary Rose and other wrecks."

"Our work here is as much conservation as planning for a new channel out of Portsmouth Harbour."



● A 3D map of the area from where the Mary Rose was raised in 1982, as seen on the sonar display on board HMSML Gleaner during surveying operations last month.

# Wreck of Wakeful will not need to be moved



● Dr Jim Begg with one of the Gannet Search and Rescue Sea Kings

Picture: LA(FHOT) Shaun Preston (FFPU Clyde)

## Rescues 'read like adventure story'

A DOCTOR'S view of life with the RN's Gannet Search and Rescue (SAR) Unit at Prestwick has been published.

Rescue 177 is Ayrshire doctor Jim Begg's account of his life in the limelight as a SAR medic, and the GP refers to the book as a collection of Boy's Own adventures, flying at all hours and in all weathers on medical emergency missions with the Sea King, call sign Rescue 177.

The team has to be ready to

handle the unexpected on each flight, and to be ready to airlift an injured or sick patient at a moment's notice.

The Navy's Sea King is a vital emergency service for isolated communities in Scotland's highlands and islands, and for ships out to sea, often having to contend with atrocious weather.

The inside story of Rescue 177 is a tribute to the coolness, professionalism and courage of the naval and civilian crews who answer these emergency

calls round the clock.

As Rear Admiral Scott Lidbetter says in his foreword: "Many people owe their lives to the persistence and tenacity of Jimmy Begg... This book contains the true stories of some of his rescues; it reads like an adventure novel."

Rescue 177 was officially published in paperback on September 5 by Mercat Press, 10 Coates Crescent, Edinburgh EH3 7AL, ISBN number 184183 0542, price £12.99.

PLANS to move the wreck of destroyer HMS Wakeful out of a shipping lane have been amended to allow the ship to safely remain where she sank during the Dunkirk evacuation in 1940.

In 2001 salvage experts decided that the wreck of the World War I-vintage V&W-class destroyer HMS Wakeful would need to be moved as she presented a hazard to vessels using busy shipping lanes off the coast of Belgium, a move necessitated by the increasing tonnage of merchant ships.

The original plan was to lift the two pieces of the ship and place them in a specially-dug trench

The news was met with dismay by some survivors – not least because the remains of around 100 of their shipmates and more than 600 soldiers are still in the wreck.

Wakeful had already made one return trip from the beaches on May 28, taking around 630 men to safety, but on her second trip she was torpedoed, splitting in two and sinking within 15 seconds.

One of the survivors was Stanley Crabb, who had expressed his reservations about the original plan to the Ministry of Defence, and who has now been told that the Belgians are hoping to pursue a less intrusive course of action.

Under the new scheme, Wakeful will remain where she is in the shipping lane, but some three metres will be removed from the top of her superstructure.

Effectively, this means the funnels and communications mast will be cut from the wreck and secured to the ship's side, allowing shipping to safely pass over the site, and the remains of those who died in Wakeful will remain undisturbed once the work is complete.

The work was due to be carried out in August, but was delayed when another task over-ran.

Mr Crabb said he felt "a lot happier" about the amended plan.

## Norfolk back after exercise

HMS NORFOLK has returned to her home port of Devonport after taking part in a two-week NATO exercise run by the Danish Navy.

DANEX 03 saw the Type 23 frigate successfully fire her 4.5in gun and one of her SeaWolf missiles while training to work with ships from other friendly navies.

Type 22 frigate HMS Cornwall, also based in Plymouth, also took part in the series.

The exercise allowed NATO allies to get used to working together as a team of surface ships and submarines, with Norfolk and her allies practising fighting against enemies attacking her in the air, on the sea and underwater.

At one point the Admiral of the Danish Fleet visited Norfolk to see how the ship operated – in this case, an exercise which involved recovering the ship after a collision, umpired by the staff of Flag Officer Sea Training (FOST) which is based in Devonport.

Two port visits provided relief from the battle for the ship's company, with one call to the capital Copenhagen and the other to Aarhus for the 'Ship Ahoj' festival and Danish Navy Days.

The visit to Aarhus looked particularly spectacular, as the numerous ships in harbour were decorated with flags ('dress ship') and floodlit at night. Street entertainment, side shows and a rock concert all helped make it a memorable weekend.

With Norfolk now back home she is undergoing maintenance before preparing for her next deployment.

## Raleigh on the small screen

A SIX-part documentary looking at how HMS Raleigh turns civilians into sailors has been well-received in the West Country, and could be in line for a regional media award.

The series, produced by Infinite Pictures Ltd, is being screened solely in the West Country, but could be repackaged for the network if it continues to attract plaudits.

Director and producer Matt Richards and his team spent weeks at the Torpoint establishment, following a group of newcomers through basic training, and Lt Cdr Angie Hancock RNR, the base's PRO who acted as liaison officer for the crew, said they were given unprecedented access to the training process and were fully supported in the project by the Navy.

Raleigh, which has been entered into the Royal Television Society Devon and Cornwall regional awards, is screened on Thursday evenings at 7.30, and has been getting good reviews in the regional press.

## Ferry offer for veterans

THE MOD has obtained a 50 per cent ferry discount for Normandy veterans travelling to France next year for the 60th anniversary of the D-Day Landings.

The offer is from P&O Ferries for veterans groups travelling by coach to France.

Announcing the deal, Veterans Minister Ivor Caplin said many veterans use P&O Ferries on their annual pilgrimage to Normandy, and he warmly welcomed the "generous offer" by P&O.

Russ Peters, Managing Director of P&O Ferries, said: "We hope our gesture makes the journey easier, and we will do our utmost to extend the warmest possible welcome to these very special people."

The P&O 50 per cent discount will apply to group passengers and coach fares on certain services from Dover and Portsmouth, and conditions apply.

Details of the offer can be seen at the P&O Ferries website [www.POFerries.com](http://www.POFerries.com)



● Dunking, American style, during a visit to Virginia by a group of Royal Navy trainees

## Navy cross the Pond for a dip

A GROUP of Royal Navy trainees crossed the Atlantic to see how the Americans teach aviation survival techniques.

A class of Naval Airmen Survival Equipment ratings, and their instructors, travelled to the US Aviation Survival Training Centre at Norfolk, Virginia on a trip organised by Lt Andy Parkinson.

Staff and students witnessed dynamic survival training, including the underwater escape unit, and also enjoyed a tour of the aircraft carrier USS Theodore Roosevelt.

NA Horsburgh, one of the trainees, said: "It was a great trip, with a good insight into how other countries operate in a field for which I am currently being trained."

## Sales show draws crowds

FLYING the flag for the Royal Navy, MCMV HMS Bangor and Type 23 frigate HMS Grafton were tied up alongside the Royal Victoria Dock for the Defence Systems and Equipment International (DSEI) exhibition.

Over 1,000 companies from 24 separate countries gathered together for the exhibition, drawing in visitors from 65 different nations.

Over the course of the four-day display over 500 visitors toured minehunter HMS Bangor, and another 400 took the opportunity to see round the frigate HMS Grafton.

Alongside the Naval ships were the Coastguard cutter HMCC Searcher, the Sea Cadet training ship TS John Jerwood, and the French ship FS LaTouche Treville.

● HMS Bangor alongside in Docklands, East London

## Pacific Fleet says final farewell in Portsmouth

IN WHAT is likely to be the last annual reunion, 100 veterans from the British Pacific and East Indies Fleets Association gathered at Hayling Island in early September.

Unfortunately the passing years have taken their toll on the membership of the association, most of whom are in their 70s and 80s, and dwindling numbers paired with difficulties in travelling long distances have meant that this year will see the last gathering of men from 'The Forgotten Fleet' - the British warships that fought alongside the Americans in the campaign against Japan.

Chairman Gerry Purnell said: "Most of us are true friends and meet for comradeship. I think we will meet up in small groups from time to time, and perhaps somewhere central in the country to shorten the distance people will have to travel, but the reunion at Hayling Island this year will probably be our last major get-together in the Portsmouth area."

HELICOPTERS from 815 Squadron, the Navy's front line Lynx Squadron, were the first Naval detachment to visit the Czech Republic.

The visit gave a chance to exercise continental navigation training and self-deployment planning. It also allowed for two days of low-key exercises with members of the Czech Forces, including mountain flying and troop drills.

Cdr David Salisbury, Commanding Officer of 815 Squadron, said: "My team have participated in some real

time work with our NATO partners in unfamiliar terrain and without the immediate backup of an easily accessible logistical chain.

"In addition with the help of the British Embassy staff we have achieved some sound defence diplomacy that will undoubtedly serve a purpose as we try and forge stronger links with our newer NATO members.

"Finally, and possibly most importantly, this was achieved whilst keeping the focus firmly on the 'fun factor' of such an opportunity."

● 815 Squadron's Lynx helicopters in the Czech Republic



# New signs on horizon for Naval training

CHANGES are coming in the world of Naval training support. The traditional home of the function remains at Jervis Block in HMS Nelson, but from October 1 the Royal Naval School of Educational and Training Technology (RNSETT) will be no more, with two new organisations rising in its place, the purple Defence Centre of Training Support (DCTS) and the dark-blue single Service Training Technology Division (TTD) under the Director Naval Training and Education.

With the changes, the various capabilities of the old RNSETT will be shared between its two successors.

The suite of services within the DCTS, under the MOD's Director General Training and Education, will include: training the trainer; research and development into new and emerging training technology and methods; consultancy; the production of training videos; and media operations training.

The Navy's own TTD organisation will take on a sentinel role, monitoring quality and assessing need.

"Training the trainer" is not a concept confined to the world of the ETM (Engineer (Training Manager)) officer - every person in the Navy whether officer or rate who has to stand up in front of a class and deliver a competent lesson or who has to design or evaluate a course benefits from the existing training at RNSETT.

Although the DCTS will be centred at RAF Halton, a permanent trainer support centre will stay in Jervis Block in the heart of Portsmouth, keeping alive the training provision to the large percentage of RNSETT's current customers based in the Portsmouth area.

But the new purple organisation will also be set up to provide a flexible approach, deploying training to satellite units across the country to deliver focused training at the point of need.

Capt Mike Farrage, the Naval officer who will be heading up the



● The old RNSETT sign will soon be replaced by the Defence Centre of Training Support under Capt Mike Farrage (left) and the Training Technology Division under Cdr David Gordon (right)

Defence Centre of Training Support, said: "What this means for the individual on the ground is that he or she will be getting the best training they can get on their doorstep, or as close to their doorstep as possible - reducing travel and subsistence costs, reducing time away from home."

DCTS will be made up of elements of all three Armed Forces, with former RNSETT personnel joined by colleagues from the Army School of Training Support at Upavon and the former Training Development and Support Unit at RAF Halton.

Capt Farrage explained: "We're trying to create an organisation that genuinely does look across the board, looks at the functions of training support and says 'Right, what is the best way to deliver those functions?'"

The new centre will make better use of the existing staff to deliver more for the same by removing the current duplication of effort inherent across the three Services' individualistic approaches.

"Put simply, in defence it's all about operational capability and effective training support underpins this.

"We work in a joint environment now - therefore all we're saying is, rather than having these single Service stovepipes, let's put it all together, decide best practice and use that best practice across defence," added Capt Farrage. "Let's all work together."

"The vision is that the DCTS will be recognised nationally as the centre of excellence for training support. Not only will DCTS help to bring coherence to the dissemination of training support practice across defence, it will also have a key role in setting up alliances with commerce, industry and universities as part of achieving its goal.

"This is a good news story that

brings added value to defence and to the wider national training arena."

The roles of auditing, quality assurance and training needs analysis for the Navy will remain with the dark-blue Training Technology Division.

Cdr David Gordon, currently twin-hatted as Commanding Officer of RNSETT and Cdr TTD, said: "We will continue to conduct the training audits. We go out, we audit and follow up with consultancy to help establishments deliver the right training.

"This is an evolution from the old training inspections. We're much more proactive now. We look at the problems that they've got, help them produce an action list - then we help them deliver that."

Training needs analysis for new equipment remains a vital single-Service function within the TTD that has a key role in looking at the

best and most effective way to train people to use new bits of kit.

For many, the impact of the changes to the structure of Naval training support will be minimal at first glance.

Both organisations will still be found in Jervis Block in Nelson, as this will be the home for TTD and a permanently-manned DCTS training centre.

Benefits will be seen through the sharing of expertise across all three Services and through the flexible delivery of training across the UK.

Naval personnel will continue to benefit from the best training there is on offer, with new developments such as e-learning easily incorporated into the developing package - and TTD will be on hand to make sure that standards remain high.

DCTS with further details on both organisational changes will be issued in the autumn.

## Submarine museum notches up 40 years

THE ROYAL Navy Submarine Museum in Gosport celebrated its fortieth birthday in September.

Despite its humble beginnings in a small room located in HMS Dolphin, the museum has developed to become one of the main Naval tourist attractions on the south coast of England.

But its sights are set on further growth with a bid in with the Lottery Commission to build a new ultra-modern extension to house all the exhibits that cannot fit into the current packed quarters.

In October the museum will welcome acclaimed war correspondent Kate Adie who will be giving a lecture entitled 'Women and

War' to an invited audience.

The current museum exhibition, 'From domestic to destroyer: Free a man for sea' will provide the ideal backdrop for this talk, and Kate Adie will also be signing copies of her latest book 'Corsets to Camouflage' that has been produced in association with the Imperial War Museum.

Proceeds from donations at the lecture will go towards Dame Betty Boothroyd's charity, the Memorial to the Women of World War II. The charity aims to set up the first dedicated monument in this country to the 600,000 women who served their country in the Armed Forces during the war.



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# Fleet is well-connected

BETTER connectivity at sea and alongside is one of the early benefits being felt from the Fleet's Rebalancing Lives initiative.

A multi-track approach to improving both IT and television provision for warships has already paid dividends for some ships.

The Rebalancing Lives (RBL) initiative on Commander-in-Chief Fleet's patch, headed by Capt Simon Ancona, was started in late 2002 as an attempt to identify areas where Service life and work practices could be improved without compromising operational effectiveness.

One area of frustration was access to the NavyStar information network, which has been at sea for around five years.

Many users have been routinely thwarted by limited access for a wide range of tasks, especially Divisional Officers (DOs), and with Second Sea Lord Vice Admiral James Burnell-Nugent identifying DOs as a key element in his personnel strategy, this particular snag needed to be addressed.

As part of RBL, an order was placed for an extra 1,000 NavyStar compatible laptop computers, with the full software package being installed by the NavyStar Project team at Ensign.



## RE-BALANCING LIVES

The first 11 ships have already received their allocation - HM ships Cardiff and Gloucester have both received an extra 14 machines, for example, and HMS Leeds Castle and RFA Diligence got four each.

The plan is for the CINCFLEET CIS (Communications and Information Systems) division to distribute them across the Fleet as equitably as possible by the end of this month.

A similar lack of access was also blighting the CSS (Command Support System), which has helped boost the effectiveness of the Fleet. CSS workstations are in the Operations Rooms of frigates and destroyers, limiting the planning and off-duty access to the information carried on the network.

RBL has provided the opportunity to buy another 120 laptops, and the Frigate and Major Warships Integrated Project Teams have paved the way by extending the local area networks (LANs) on

ships wherever possible. As a result, all frigates and destroyers will get at least three RBL-sourced CSS laptops, which will go into the Captain's and Operations Officer's cabins and the communications office, while if possible the LAN will be wired into the Principal Warfare Officer's cabin as well.

These laptops are now available, and the infrastructure is being adapted as and when ships can be worked on. HMS Sutherland, currently on Armilla Patrol in the Gulf, is one of the first to benefit.

But while ships are becoming connected at sea, there is a need for better links while alongside the jetty, and although there would appear to be no instant fixes, RBL is providing opportunities for trials such as ISDN lines which have been funded and fitted to 20 berths at Devonport, while a similar scheme is being investigated at Portsmouth.

Full CSS connectivity cannot be carried out until plans to upgrade the infrastructure have been fully examined at Northwood.

There is also a minor trial looking at the possibility of providing walk-on connectivity, which could bear fruit next year, and would replicate satellite connectivity, providing CSS, NavyStar, secure and clear telephone services while alongside - and Faslane could also

benefit if this trial becomes a reality.

Turning to television, all surface ships currently have fixed satellite TV antennae and Sky decoders for when alongside in the UK, or in UK waters if the ship has an antenna that is fixed to a stabilising system.

Ships operating in Northern Europe, the Mediterranean and the Gulf have additional decoders to receive the two BFBS Forces' TV channels.

Another project, TV Over Military Satellite or TOMS aims to supply a single channel of recreational, sport and news programming to all SCOT-fitted Royal Navy ships through the military Skynet 4 system - HM ships Ark Royal, Invincible, Edinburgh, Liverpool, Norfolk, Richmond and York can already receive TOMS, while other ships are being fitted as their programmes allow.

Another scheme has been put to the Ministry of Defence which, if successful, may well see all Royal Navy and Royal Fleet Auxiliary surface ships, except the P2000 patrol boats, fitted with stabilised satellite TV antennae.

Minor trials using Type 22 and Type 23 frigates and Type 42 destroyers will begin shortly to identify a suitable location on ships for the equipment where it will not clash with existing equipment or essential sensors.

If successful, priority will be given to Minor War Vessels and



● A multi-track approach towards better provision of IT and television services, using new and existing capabilities on ships, is being driven by the Rebalancing Lives initiative

RFA's unable to be fitted for TOMS, after which frigates and destroyers will be considered if the trials are successful.

Capt Ancona said: "Making life easier and better for people is core business for CINCFLEET's No 6 division.

"Like many others, they have been working hard on a number of initiatives that may have a significant impact.

"When it comes to connectivity, whether shore telephone lines or TV at sea, there is often a misconception that a commercial solution is sitting on the shelf at Curry's. "Unfortunately, life is more

complicated than that; not least due to the impact systems can have on weapons and sensors.

"However, rest assured Fleet communications specialists are on to Rebalancing Lives problems and a great deal is being done."

# At Your Service

## Reunions

National Service Association, Blackpool Branch: Meetings every third Wednesday, TA Centre, Parkinson Way, Blackpool. Members from all services/arms welcome. Details: Mr M.P. Cooker, 10 Ellerbeck Road, Clewley, Lancs FY5 1DH, tel: 01253 865038.

## October

Exeter Fleet: Troopier Day service at Exeter Cathedral on October 19 at 11.30am. Address by the Ven B.K. Hammett, Chaplain of the Fleet. RM Band will play during the service. Further details from Lt Cdr Gerald Newton on 01392 860591.

HMS Speaker final reunion, St Margaret's, Westminster Abbey, October 20 at 11.30am. Preacher is the Chaplain of the Fleet, Baroness Betty Boothroyd will read the lesson. Reception afterwards at Speaker's House (by invitation). Details from Neville Jones, tel: 01278 785905 evenings or before 9am.

HMS Tracker reunion at the Thistle Hotel, St Albans, October 18-19 for those who served in Tracker, an escort carrier serving in the Atlantic, Pacific and Russian convoys. Contact Cherry Smalley on 01376 572529 or email cherry@smalley4876.finet.co.uk

## November

Weapon Mechanics Association weekend dinner, November 7-9 at the Bear Hotel, Havant. Contact Dave Green, 24 Leigh

## December

881 Combined Operation Bombardment Battery RA (TA) reunion at the Stag and Hounds, 327 St Leonards Road, Windsor on December 2 at 2000. Details from N.R. Feeley tel: 01753 866771.

Portsmouth Field Gunners Christmas reunion is on December 12 at the Gls Club, Whale Island, starting at 19.30. Details available from Rob Wyatt on 023 9235 8868 or email: rwb@wyatt@btworld.com

HMS Aldenham: In memory of the loss of Aldenham, the last British destroyer lost in WWII, a reunion will be held on December 13-14 at the RFL, Bushy Mill Lane, Watford. Details from W.H. Jones, 21 Besant House, Raphael Drive, Watford WD24 4GU, tel: 01923 444892.

RN Unit, RAF Tangmere: To any/all RN R50/51s/CTs who served at RAF Tangmere, the September reunion is a non-starter and has been re-scheduled for March 2004. Anyone not yet in touch, contact Pete Jackson, jackson@boakolene18.finet.co.uk, tel: 01607 361648 or write to 'Maplefinch', Berracoe, Wigton, Cumbria CA7 6BZ.

HMS Loch Fada reunion, Scarborough, April 2-5. Details: Bob Harris, 12 Alandale

## May 2004

HMS Ruler/885 Sqdn FAA reunion at the Royal Beach Hotel, Portsmouth, May 14-17. Details from John Robson on 028 9079 6538 or Ted Restall on 0117 932 7074.

HMS Forester (H74) reunion at St Ives Hotel, St Annes, Blackpool from May 23-28. Contact D. Headford on 01226 740637.

Laboe, Germany: Hubert (Harry) A. James served in the RN during WWII and since the war has worked to bring the two nations together. On May 30, Harry will donate his collection of plaques, documents and photos to the Naval Memorial at Laboe, an occasion to remember those who did not survive. If you would like to attend, contact Mrs Silke Hagemann, 78 Dunstan Street, Netherfield, Notts NG4 2NZ for details.

## Calling Old Shipmates

HMS Antelope, H36, 1941-44: W.M. Sanderson has replaced his address book which included his old shipmates. If you know Mr Sanderson, can you contact him so that he can rebuild the book. Contact him at Box 3A, CMP 15, Tulareme, BC, Canada.

HMS Constance Association 1945-51: Seeking ex-crew members - reunions and newsletters. Contact Eric, 01636 864279, email: emez@hmsconstance.finet.co.uk

Fast Minelayer Association: Anyone who served on the following ships are eligible to join: HM Ships Abdiel, Latona, Apollo, Westminster, Aradine and Manxman. Contact Jim Colcott on 01562 67822.

Figard, 713 Entry, September 1971: Jim Figard joined the RN at Figard, then served in HM ships Minerva, Gburka, Hermes, Wotton, Farnella, Caledonia, Gainton, Cochrane, Breton, Archer, RNH Dundee and Clyde as well as LFS Dominica. He would like to hear from former shipmates. Contact Jim at 34 Ashgrove Road, Aberdeen, AB25 3AD. Tel: 01224 464861 or email: jim@jimfigard.finet.co.uk

HMS Lavender K60 1943-44: John Welch seeks shipmates from the Lavender. Contact John at 39 Beatty Rd, Royal Oak, Newport NP19 9GY, tel: 01633 275302

HMS Londonderry, 1st Commission 1960-2: Still seeking elusive shipmates. Contact Dave Wickham, 12 Foxglove Close, Ringmer, Sussex, tel: 01273 812842.

HMS Norfolk 1975-6: Seeking Artiller 'Pinkie' Burnham and REM Phil 'Soapy' Watson, also LDEM Mick Nash from Ceapitua 1978-9. Contact Peter Collett, 268 Palm Avenue, Hale Town, St James, Barbados or email: pcollett@btinternet.com

HMS Sirius early 1990s: George Nesbit (PT), Brian Broomfield (Sonar), Ambrose (gunner), Whisky Walker (RO) and Mark (RAAF) were on a London visit with Ashley Saller on a tour they called 'Yide your gear in 1991'. Ashley has a couple of videos of you on that day that he is sure you would want to see again. Contact him at 21 Whitelaw Meadow, Great Boughton, Chester CH3 5SR or email: ashley.saller@virgin.net

Steve (Geordie), Screamer, Screaming Scull, Scullion, ex-cook, served 1975-89, in Ganges, Sultan, Pambouki, Collingwood, Diomedea, Cochran, Zulu, Eskimo, Hothelby, Rokee, 45 Cao. If anyone recalls him, contact him on 0191 469 8012 or email: stevescullion@hotmail.com

HMS Sumar, 'converted Yacht', Ray Woodard is seeking any shipmates from the Sumar, commissioned in 1943 Bermuda, de-commissioned 1946 Trinidad, then sold to America. What happened to her after that? Contact Ray at 18 Brewhood, Sale, Cheshire M33 6NA, tel: 0161 973 3060.

HMS Tally-Ho 1945-6: Derrick Allsopp would like to hear from Jack Macfarlane, who was named to Olga, lived in Stanley, Co. Durham. Contact Derrick at 8 Wren Park Close, Ridgeway, Sheffield S12 3XT, tel: 0114 247 5854.

Victory Barracks, Portsmouth, June 21 1955: Looking for classmates from Telegraphist initial training - Lotty Foote (Holborn), Paul Whitfield (Huddersfield), John Evans (Theorchy), Don McCarthy (Merthyr Tydfil), Paddy McKee (Waterford), Cyril Peacock (Norwich?), Rodney Beach (Bournemouth) plus others whose names escape but not the faces. Contact Robin (Taff) Whitchurch, 11-116th Avenue, Maple Ridge, BC, Canada, V2X 2X7 or email: b2menor@shaw.ca

Wentley Sea Cadet Band 1944-45: Seeking ex-members of the band or cadets stationed at the Wentley Arenas. John D. Morley wants to hear from you - write to 23670 36a Avenue, Langley, BC, Canada V2Z 2J6, email: john.d.morley@shaw.ca

HMS Whitesand Bay: Trying to contact AS G. Reid, who served on board about 1950-52. Contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead HP1 3LD, tel: 01442 263405.

## Over to You

HMS Albrighton: Does anyone recall Vernon Goodall, in the Albrighton in WWII? His daughter wants to hear from you. Contact Mr E. Smith, 29 Gilton House, Basingstoke, Hants RG24 4LL, tel: 0117 971 7788.

Phil Booth: Mrs Booth seeks a photo of her husband in uniform and hopes an ex-shipmate could help. Phil served in Drake, Ceres, Apollo, Raleigh, Cook, Goldcrest and Eagle. Contact Mrs Booth on 01925 723435.

HMS Doreen/Starline: Nicola Pollard seeks info about grandfather Thomas Pollard from Doreen/Starline, who served in HM ships Dorsetshire and Impregnable between 1937-47, and at Devonport. Contact Nicola at 99 Shady-side, Heathcote, Dorchester DN4 6DH, email: np0141@btinternet.com

Escort Carrier HMS Fencer: Mrs Silke Hagemann seeks anyone who served in HMS Fencer in April/May 1944 when near Bear Island and involved in the sinking of U277. Her uncle was in U277 and she wants to learn more of the incident. Contact her at 78 Dunstan St, Netherfield, Notts NG4 2NZ.

Land Rover: Do you recall a military lightweight 2A Land Rover, reg. 26FN85, in service between 1971 and 1980, contract number WV0383. There is evidence of two others with similar numbers at RNAS Yeovilton in 1978, all with no official records. Contact Mike Harrett on 023 8073 1389 or 07818 452131 or email: vedawork@bt.com

897 Squadron: Does anyone have an 897 enamelled pin lapel badge, approx 1.2in x 0.8in? Brian Surtees wants one to complete a collection. Contact Brian at 7 Tempo Place, Torbay, North Shore City, NZ.

Naval Station at Minard Castle, Minard Inlet, Co Kerry circa 1893: Gary Billington seeks info about this station which he has only found one reference for in a book about Tom Green, an Antarctic explorer. Contact Gary at 4 Lewis Gann Road, Norms Green, Liverpool L11 1EF, tel: 0151 733 3058.

HMS Monmouth: Does anyone have the video of the return of Monmouth from her 1995 global trip? Mrs Beadle and her husband were on board whilst the video was shot as their son was serving in her. Mr Beadle SR has since died, but his wife would love a copy of the video. Contact Mrs L. Beadle, 4 Pear Tree, Mead, Harlow CM18 7BY.

Newhaven Wren: Mrs J. Hamilton asks the Newhaven Wren quartered at Beaford who introduced her to Rex/74 of the Canadian Engineers and located in Regina/Saskatoon area to let her know his surname for a book dedication. Contact Mrs Hamilton, 13 Tatham Lodge, Richmond Rd, Wimbeldon SW20 0PF.

RNKS: Can anyone supply good photos of the sea-going tenders supplied to the RNKS Bikanerhead Unit, being HM XSV 174, 673 and 1068, preferably at sea. Contact Mr M.P. Cooker, 10 Ellerbeck Road, Clewley, Lancashire FY5 1DH, tel: 01253 865038.

Seeking RN/RM personnel who served

in China Station pre-WWII, Battle for Crete WWII, D-Day landings, Korea, Cyprus/EOKU Campaign 1950s, Hadfan/Aden Campaign 1960s, Northern Ireland and Gulf War 1991. Contact Carlo E. Mikkelson, 213 Charwell Ave, Glenfield, Auckland, 1310 New Zealand or email: carlonew@xtra.co.nz

Last Tot: Having long left the Andrew and living in Kuwait, Chris Day invited sailors from a frigate on Gulf patrol, which called at Kuwait, for a spot of refreshment. Chris was invited in return to be 'vocalised-in' for the last tot. What ship was it? Contact Chris (Happy) Day, 65 Avenue Road, St Neots, Cambs PE19 1LH, tel: 01480 472901, email: CDHDay@btworld.com

S/LI Timothy J. Turncroft was flying Barracudas with 615 NAS, based at Ayr-Mullaghmore. On patrol in the North Irish Sea on February 8, 1945, he saw below him HMS Loch Quoich on her way to the Firth of Clyde. A signal from an Aldis Lamp was passed when the plane plunged into the sea. A rescue boat was launched but to no avail. There were two others on the plane - S/LI F. Wilson and PO F. Johnson. The accident happened two miles off Arnan, opposite Kingscross. If you can shed any further light on this accident contact Timothy's brother, Revd Martin Turncroft, 202 Ralph Road, Shirley, Solihull, West Midlands, tel: 0121 745 6522 or email: martin@202rph.freeserve.co.uk

A/S Trawlers HMT Erin and Hongzi: Seeking anyone who served in these trawlers, and can speak of their loss in Gibraltar, January 1942 and the suspected bomb planted in Erin by a Spanish saboteur. Also photos of the vessels. Contact Nick Clark, Flat 2, 5, Wordsworth Rd, West Bridgford, Nottingham NG2 7AN, tel: 0115 981 6067 or email: nickclark@btinternet.com

John Trivet: Mike Saller seeks John Trivet, in the Navy in the 1950s and was a great friend of his father Brian and mother Frances. Contact Mike on 01275 832596.

HMS Venerable 1945-6: Seeking stoker Danny Graham, who lived at 43 Brown St, Cameton, Strathgairn, Darnley, around 25 at the time, was on board when he met F. Springer, the pseudonym of Dutch writer Carel Schneider, who was about 13 at the time. Carel was being transported from an internment camp on Java to Ceylon. Carel and Danny became friends. If anyone knows where Danny is, contact Linsbeth Dolk, Beeksteed 1, 2318, MA Leiden, Netherlands or email: lkdol@kpn.nl

## 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.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
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# Drafty

# Take command of your future

## Command Courses

YOU REMEMBER Leadership Courses don't you?

Well forget them! At the beginning of 2003 'Leadership Courses' became 'Command Courses' - the Senior Rates Command Course (SRCC) and the Leading Rates Command Course (LRCC).

Recognising the RN's duty of care required to ensure that those trusted with the command of our men and women are properly trained to exercise this responsibility, this training has been a mandatory requirement before promotion for a number of years.

It has, however, proved necessary in recent years to allow

## A message from the Drafting Co-ordination Office

waivers to this requirement because of a lack of training capacity.

Measures taken over the last year, however, have ensured that there is now sufficient capacity for the steady state requirement and to eliminate the backlog that has built up.

The SRCC capacity has been increased from 22 to 33 and the LRCC capacity, which was reduced to accommodate the uplift on the SRCC, increases from 22 to 35 in November with the provision of four extra instructors.

The message, therefore, is that Command Courses are the flavour

of the month and there is no escape for those selected for promotion from Able Rate to Leading Rate and from Leading Rate to Petty Officer.

The same applies to advancement to CPO Artificer, and, for those who escaped Petty Officers Leadership Course under the "old rules", consideration for selection for promotion to Chief or Warrant Officer (1 & 2).

Drafty is always looking for short-notice volunteers to fill last-minute vacancies on courses, so if you want to do yourself a favour, get in touch with the Course Co-ordinator - see the panel below left - and get your C240 on its way.

The Medical Downgrade (MD) variants of Command Courses are still available for those physically unfit for the rigours of the normal courses but there is now a more rigorous procedure for being put into one of the medical categories which qualifies you to attend an MD course.

Since June, only a Medical Board of Survey has the authority to excuse an individual permanently from the RN Fitness Test and the physical aspects of Command Courses (the new medical category



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'He wanted an OK for his old woman to do the course for him because she's so much better at bossing people about!'

P22) or just the physical aspects of Command Courses (P21.3 and P2U3).

You can read up all about Command Courses in RNTM 24002.

## Developed Vetting (DV)

With the demise of the RN Vetting Unit and the birth of the Defence Vetting Agency (DVA), the Naval Service has had to change the way in which the DV process is initiated.

The main hindrance to the DVA getting on with the DV process has often been the inordinate delay in

the DV subject returning correctly completed questionnaires.

To speed up the process, therefore, the questionnaires are now issued by the Naval Secretary's department, instead of DVA, for officers, Naval Ratings and RM Other Ranks alike, as soon as an appointment or draft order to a billet requiring a DV is raised; this also brings us into line with the Army and the RAF.

This alone would not speed up the process, and in parallel with this initiative, the post of Security Vetting Monitoring Officer (SVMO), working for the Naval Secretary, has been established in Victory Building.

SVMO is made aware whenever DV questionnaires are despatched to DV subjects, and there is a return slip enclosed with the questionnaires which is to be signed and returned to her.

As a DV subject, therefore, you can expect to be hassled if either you do not acknowledge receipt of the questionnaires, or they have not been received by SVMO within the stipulated six weeks.

SVMO is also the central Naval contact for all queries concerning the processing of Developed Vetting questionnaires, but not the vetting itself, which is the domain of the DVA.



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'Stores bloke thinks these first issue items must be past their wear-by date now!' (See centre pages)

## NEWSVIEW

### The politics of containment

**C**LOSE on the heels of last month's report on the alarming rise of piracy comes another with potentially much more chilling implications for the protection of our interests – on the use of container ships as vehicles for transporting terrorism.

Just because, post-September 11, all the attention has focused on air transport doesn't mean we should be blind to the fact that the issue of sea container vulnerability is clearly an accident waiting to happen.

Especially since the vast majority of all trade cargo, now as ever, is carried by sea. And latterly, of course, mostly in huge containers which are seen to be particularly difficult to safeguard from all kinds of misuse. You can pack an awful lot of Semtex into one of these big boxes.

The RAND Europe think tank study on 'Seacurity' shows that there is a long way to go to raise awareness of the threat. Above all, it demonstrates the need for governments and public and private stakeholders to work together to combat it.

When we learn that the contents of less than two per cent of all containers are subject to checks, alarm bells should be ringing loud and clear.

A major part of the problem is that there is currently a whole lot of confusion about ownership and responsibility. In the United States around nine governmental agencies have some role in national security regarding the marine sector – but so far none of them has taken control.

In Europe there is even less clear ownership, with each country taking responsibility for its own national security issues. There is no single European body that deals with port and maritime security.

So this is a wake-up call that all who have ears to hear should listen to if we are ever going to be able to prevent the expansion of our common enemy's seemingly implacable hostile intent.

**M**eanwhile we have just celebrated two prime examples of international co-operation – in Holland, with the 30th anniversary of the UK/Netherlands joint Amphibious Force, and in Norway, marking the joint enterprise British, Norwegian, Polish and French forces' attempt to avert Nazi occupation in 1940.

The latter campaign may have been a failure in the short term, but as our Greek visitor Cdr Cdr Constantine J. Mazarakis-Enian wisely notes, military operations have to be judged, not by their local success or lack of the same, but by their broader results. (See Letters, page 6).

The military forces of many of these countries have continued to work side by side in more recent, widespread theatres of conflict, including Iraq, the Balkans and Afghanistan.

They may not hope to achieve instant results – but once again we have to look to the long term.

□ In an interview with the magazine *Warships*, First Sea Lord Admiral Sir Alan West is quoted: "In an era where the maritime terrorist threat is a clear and present danger, it does concern me that we may be overstretched to provide escorts for looking after high value units and shipping. But we are looking at a range of options to tackle this... The threat of suicide boat attack is present beyond the Gulf, never mind in it."

# 2SL drums up diverse support

**THE SECOND** Sea Lord spent a day with Southampton's ethnic groups, talking about careers in the Royal Navy with elders and young people of the city's Afro-Caribbean and Muslim communities.

Vice Admiral James Burnell-Nugent called at the Wheatsheaf Trust which specialises in raising awareness of career opportunities, economic development and lifelong learning.

He then moved on to the African-Caribbean Centre in St Mary's and the Muslim Council of Southampton at their local mosque.

The Royal Navy's Diversity Action Team visits schools and colleges and multi-faith centres all over the country.

And the RN as a whole is more and more sensitive to the needs of people of different cultures, considers individual dietary requirements and clothing and puts aside time for prayers and religious observances.

Said Admiral Burnell-Nugent: "I am keen for today's Royal Navy to include as many young people as possible from culturally diverse backgrounds and my visit to Southampton has been a great opportunity to pass that on directly."

"I hope it has shown that the Royal Navy is sensitive to the needs of different faiths and ethnic communities and is always happy to listen to and address any concerns about perceived

barriers to joining the Service."

For more information about the RN's Diversity Action Teams, contact Lt Cdr Eme Onyike on 0207 305 3299.

● **TUNING IN:** 2SL takes steel drum lessons from Mark Forbes-Broomes (right) and (below) listens to Muhammed Miah and his sister Aleha

Pictures: PO/PHOT Gary Davies



## Huge bomb found close to gas pipe

A 1,000lb bomb lying close to a gas pipeline 35 miles off Cromer, Norfolk was successfully tackled by the RN Southern Diving Unit (SDU2).

The item was 90m from a gas pipe branch section, 70m from a supply platform and only 10m from a main supply pipe.

A team of five deployed to the scene and was ready to dive by 0700 the following morning.

Once personnel had been evacuated from the platform and gas pressure within the pipes reduced, the team attached a lifting bag to the bomb and moved it three miles to the west where it was safely detonated.

In the space of a single week last month SDU2 dealt with this and another 1,000lb bomb, a torpedo and a 1,600lb German parachute mine.

This is very much the norm, though – in an average year SDU2 handles over 270 call-outs which last year included 20 tasks involving 1,000lb bombs or larger ordnance.

# Freedom fighters honoured

AFTER distinguishing themselves in Iraq lately, 40 Cdo Royal Marines have received their home town's highest honour – the Freedom of the Borough of Taunton.

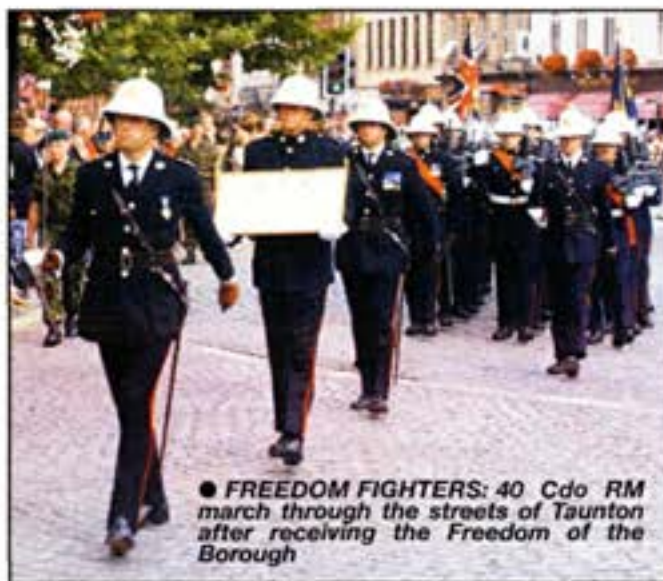
It was formally granted at a special Council meeting on September 8 and received by 40 Cdo Commanding Officer Lt Col Richard Watts from the Lord Mayor of Taunton Deane, Cllr Andrew Govier.

The award coincides with the 20th anniversary of the UUnit's presence in the area.

After much liaison with local Council officials by Maj Justin Holt, OC A Company, and rehearsals at Norton Manor Camp under the guidance of C Sgt Brum Warrington and his drill sergeants, the day came to proudly march through the streets of Taunton with drums beating, Colours flying and bayonets fixed as permitted by the Freedom.

The Parade, including the Band of the Royal Marines from Britannia Royal Naval College Dartmouth, was warmly applauded by spectators along the way, inviting comparisons with the Queen's Jubilee visit.

On returning to Camp, the Colour Party was invited to liquid refreshment in the Officers' Mess in recognition of their efforts.



● FREEDOM FIGHTERS: 40 Cdo RM march through the streets of Taunton after receiving the Freedom of the Borough

## Brecon beats the Bann

HMS BRECON became the first Royal Navy ship in nearly 20 years to call at Coleraine in Northern Ireland last month.

She arrived there after moving up five miles of the scenic but navigationally challenging River Bann to be greeted by the Mayor, Cllr Dessie Stewart, who had requested the visit.

Last ship in the area was HMS Shavington of the RNR in 1984. Ship's tours were organised for a variety of groups and Brecon's soccer team were narrowly beaten 4-3 by the local police.

Said Commanding Officer Lt Paul Stroude: "Let's hope it's not another 20 years before another RN vessel visits Coleraine."



## Model plans to save historic ships

HISTORIC ships are not treated in the same way as buildings, gardens and railways and generally the public are not as aware of the organisations behind their preservation as they could be.

This was the conclusion of an informal Historic Vessels Meeting at the Royal Naval College Greenwich, called to discuss problems facing those not yet listed on the National Register.

The group called for an action plan to ensure effective practical action to preserve ships and the development of a forum of different interest groups.

Specifically, it wanted the National Register's date criteria changed or a new category put in place so that ships of national interest were not lost and a fast track system if a ship becomes at risk – similar to the process used by English Heritage to prevent buildings being demolished.

Meanwhile Chatham Historic Dockyard Trust, the South East England Development Agency, the National Maritime Museum, the Imperial War Museum, and the Science Museum have announced a working partnership to secure funding for the preparation of a Lottery Fund application for the renovation of an historic building in Chatham to house the National Ship Model Collection – the Dockyard's 1806 No.1 Smithery.

Together, the three museums hold around 4,000 models dating from the 17th century, most of them in store with very limited public access.

# Whoops! That wasn't our 102!

THE MTB102 Trust was pleased to read the write up on the World War II motor torpedo boat last month – unfortunately she wasn't at Cowes Week this year...

To our eternal shame we mixed her up with another veteran, the RAF high speed launch which (deliberately to confuse people like us, we reckon) has the same pennant number.

Not quite the same thing, as all Coastal Forces men will point out.

This summer the Vospers-built MTB102 has continued to please the crowds at events on the East Coast, especially the Lowestoft and Oulton Broad Motor Boat Club centenary celebrations, shown here, and Great Yarmouth Maritime Festival.

The MTB102 Trust exists to operate, maintain, promote and fund her.

Details of the Friends of MTB102 may be obtained from



Chief Engineer Richard Basey at Hilltop, Castle Street, Wroxham, Norfolk NR12 8AB, tel 01603 782068. The Coastal Forces Veterans Association

would like to point out that Cdr Chris Dreyer, whose obituary we carried last month, commanded MTB 102 at the time of the Dunkirk evacuation.

# 'Jointery' spells the end for DNO

AFTER 91 years the Directorate of Naval Operations – memorably depicted on screen in the film *Sink the Bismarck* – has completed its final watch in the MOD.

Since its inception in 1912 the DNO has supported RN operations through two world wars and the more recent conflicts in the Falklands, Gulf, former Yugoslavia and Iraq.

But in a changing world and with the development of Joint Operations and Joint Headquarters along with predominantly coalition operations, a reorganisa-

tion has been ordered within the MOD.

This has created four new joint directorates in the Commitments Area to replace the single Service structures.

Said Cdre Peter Eberle: "It has been my privilege to lead DNO through a particularly rewarding and challenging period, but with all operations being intrinsically joint it is right to change and move on."

"I have the utmost confidence that the correct level of informed advice will be provided in the new look Joint Commitments organisation."



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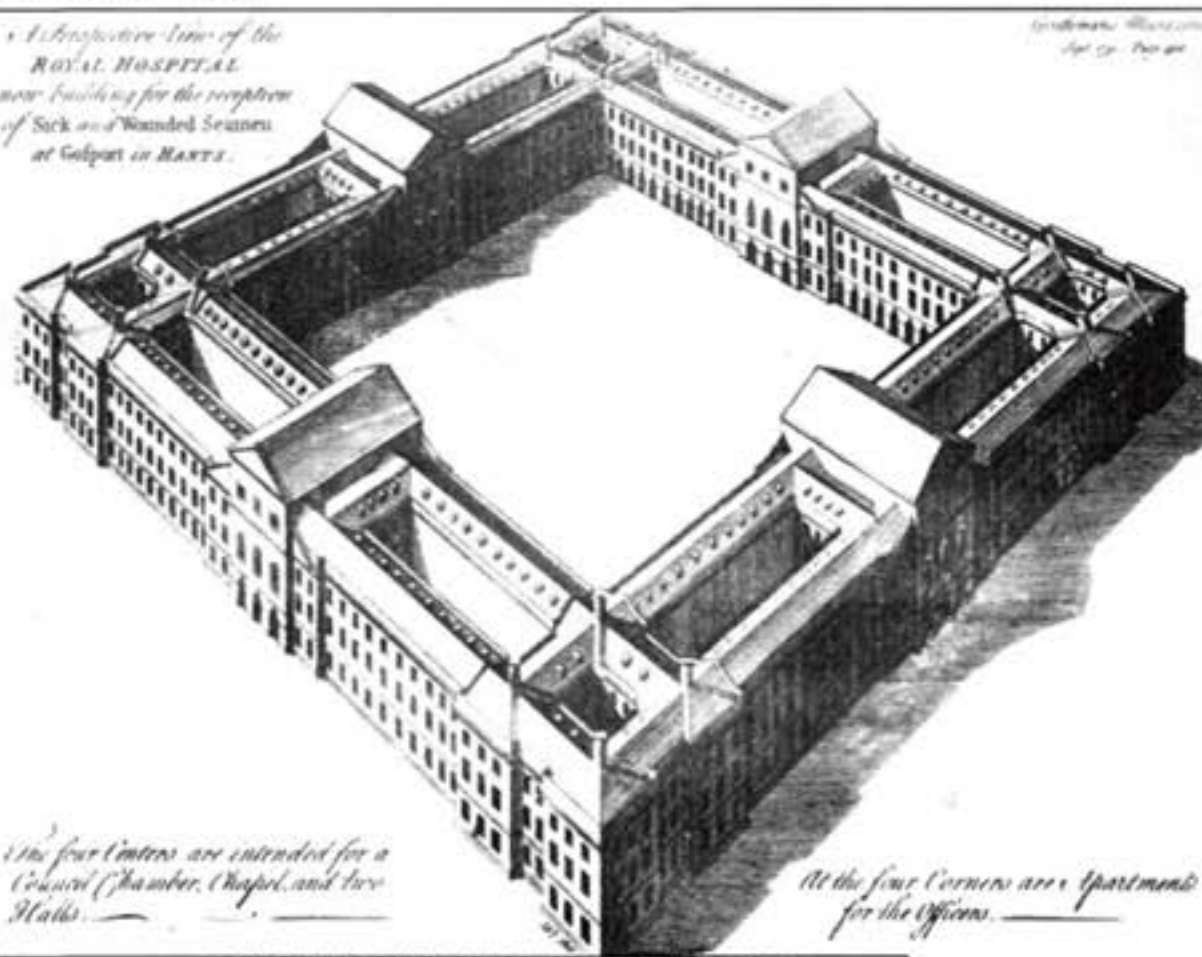
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The Admiralty Collection



*A perspective view of the ROYAL HOSPITAL now building for the reception of Sick and Wounded Seamen at Gosport in HANTS.*



*The four corners are intended for a Council Chamber, Chapel, and two Halls.*

*At the four corners are Apartments for the Officers.*



# Royal Hos still hale after 2

For 250 years the healing doors of Royal Hospital Haslar have been open to personnel due to war in the Gulf, Haslar's operating theatres are busier than ever. Service's recent push for Diagnostic Treatment Centres.

**T**HE FIRST of the Naval hospitals to open its healing doors, Royal Hospital Haslar admitted its inaugural patients in October 1753.

However it had been a long and winding road to reach that point, as the dire state of health care for sailors had resulted in the first proposal for a Naval hospital at Portsmouth being put forward by Dr Daniel Whistler in 1653.

But it was not until September 1744 that a formal submission was accepted by John, Earl of Sandwich, First Lord of the Admiralty proposing three Naval hospitals at Portsmouth, Chatham and Plymouth to be built - or at the very least one at Portsmouth that would be capable of receiving 1,500 men at an estimated cost of £38,000.

This decision was prompted by the paucity and poverty of the existing care provision that injured or sickly mariners received - where cure or recovery was a remarkable event.

The location of the proposed hospital became the next matter of concern. Portchester Castle had been previously considered, particularly in light of the benefits its walls offered in containing unruly behaviour and limiting escape.

But it seemed that the owners of the Castle did not wish to sell their property for this purpose.

Haslar Farm, over the creek from Gosport, was eventually pur-

chased in 1745 as a convenient site for the future hospital.

While the relative isolation of the location - which at that time lacked the handy entry point of Haslar bridge - might have seemed a drawback to many, the majority of Haslar's patients arrived by rowboat, brought from the Naval ships in the harbour.

Patients were transferred from jetty to hospital by carts, also known as 'cradles on wheels' - in time rails were put in to speed the transfers.

Another boon for the Admiralty of this lonely spot was the deterrent it might provide for deserters.

A specification for the design of the new building laid down that: "[w]e would have the hospital to be a strong, durable, plain building consisting of three stories; the same to form a large quadrangle with a spacious piazza within, the cut fronts to be decent but not expensive".

The intent was firm that priorities were light, air and cleanliness, and that no buildings were to be placed within the quadrangle.

So in 1746 the foundations were laid for what was to be the largest brick building in Europe.

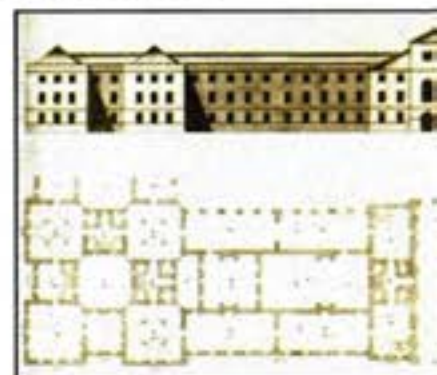
But even the builders had to be protected from the Press Gangs by order of the Admiralty - and one poor chap had to be fetched back from his drafted ship as he still had the hospital cellar keys in his pocket!

The original plan for the quadrangle building featured a fourth wall that was never built. Speculation runs that cuts in funding were even a problem for the Navy of the 1700s.

**W**hen Haslar did receive its first patients on October 23, 1753, it opened the front block of the hospital early at the urgent behest of the Admiralty.

Its first one hundred admissions had up to this point been accommodated in the builders' huts around the site.

Seven years later the two other wings of the hospital were completed and



● A front elevation of Royal Hospital Haslar

opened to the needy patients. The fourth missing wing of the quadrangle had been due to hold a chapel, but this loss was remedied when the Hospital Church of St. Luke was built in 1762.

From its hopeful inception Haslar Hospital descended into the pit of medical care then prevalent in the country.

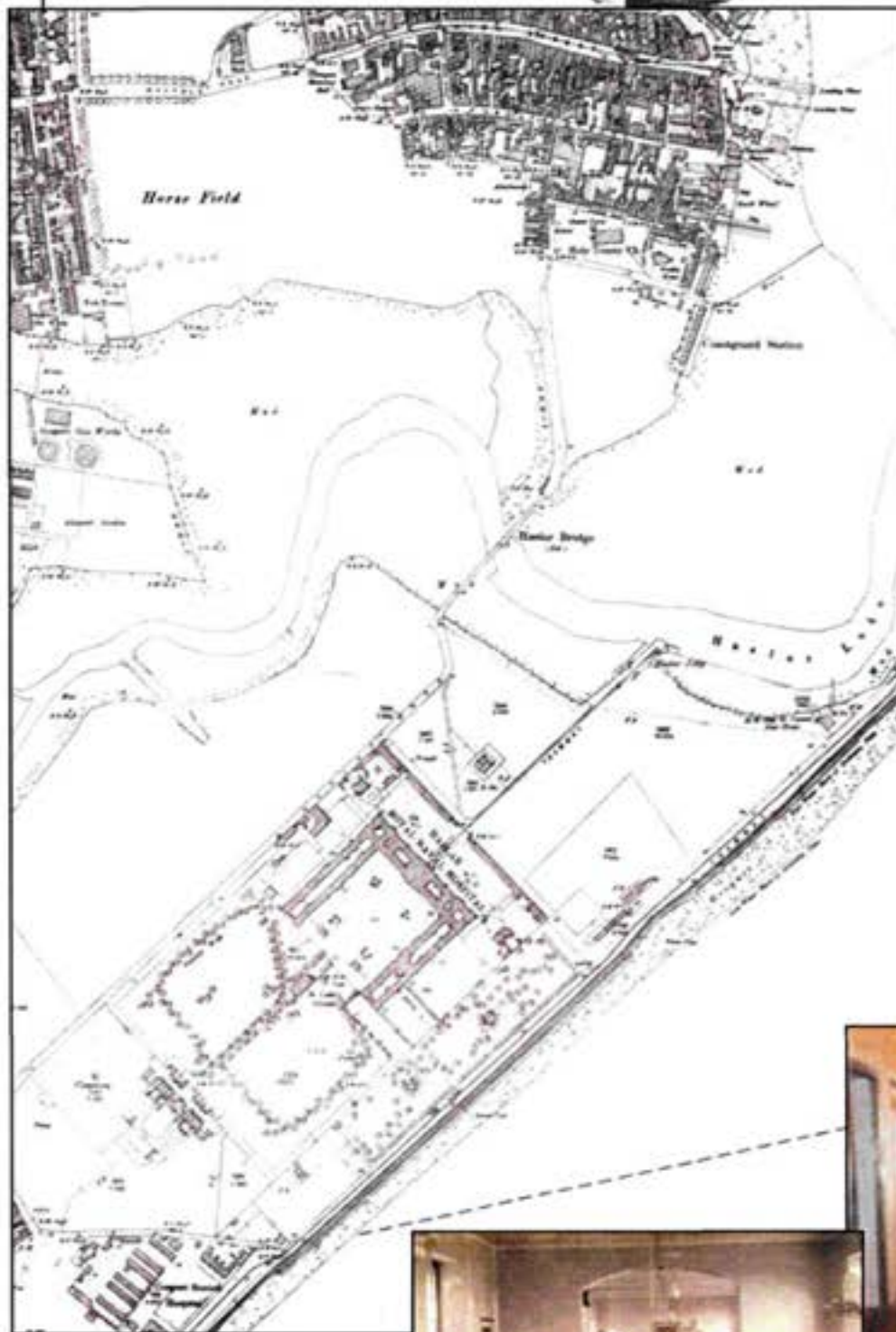
Medical staff were paid a pittance so doctors supplemented their income by spending increasing amounts of time in private practice in places such as the wealthy Meon Valley.

The scant pay only attracted those nurses who were unemployable elsewhere. Theft, drunkenness and general debauchery were rife.

The patients themselves, while intent on recovery, had only one goal - to be hale enough to escape the locality and the attentions of the dreaded Press Gangs.

The state of the care at the hospital drew the attention of its military masters, who in 1795 decided

● A Haslar operating theatre of around 19



● Top: A drawing showing the original quadrangle design for Royal Hospital Haslar from the Gentlemen Magazine of 1751  
● Above: A map showing Haslar bridge in place and the open square at the heart of the hospital  
● Right: A surgical ward of the early 20th century

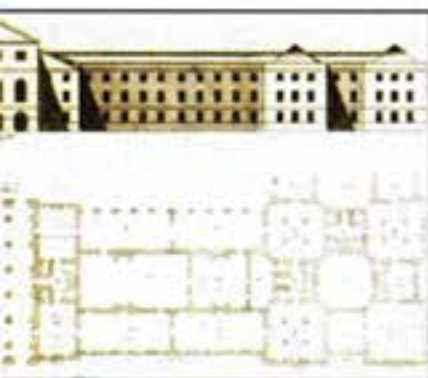


● Right: The rail tracks inside the central arches that were used to transfer patients and kit around the hospital



# Hospital Haslar and hearty 50 years

to tend to the sick and wounded. This year, despite the demands on Service men ever and the military hospital is at the forefront of the National Health



of the 18th century

that executive command of Haslar would be better in the hands of Naval captains.

Capt William Yeo was the first to take command in August 1795. He was followed in 1808 by Capt Charles Craven, in whose time Haslar opened its gates to other than Naval personnel for the first time, including Prisoners of War from America and Army men from the battle of Corunna.

It was not until 1795 that the first bridge was built over Haslar creek between hospital and town. It took some thirty years of pleading before the decision was taken in 1791 to approve the plans for the bridge.

In the meantime people had been carried from Gosport to Haslar and back again by means of an industrious and lucrative ferry-boat business.

With the arrival of the bridge a disgruntled former ferryman, losing out on his previous income, decided to build a pub on the Gosport end of the new crossing,



which did wonders in recovering his lost fortunes.

This led to an ongoing battle of wills between publican and hospital Governor, with increasingly desperate efforts to reduce drunkenness among staff and patients.

The situation was resolved in 1801 when the bridge was destroyed for unspecified reasons.

In its place a new temporary wooden footbridge was constructed by the Royal Engineers in 1811. This also proved ill-fated and collapsed three years later.

In 1835 another road bridge was completed, and this was to be adapted, renovated and rebuilt, with passage between town and hospital firmly established.

In 1848 a review of the hospital found that there were more pensioners than seamen being tended to within the grounds. And further investigation revealed that many of these were not even Naval pensioners, merely old folk who uncaring relatives had dumped on the hospital as a convenient tending ground.

**A**fter 75 years the medics once more wrested control of the hospital back to the doctors with the top position going to a Medical Officer in Charge.

It was not until 1916 that the first Surgeon Rear Admiral took command of the Haslar site.

As a curious corollary as to the survival of so much of Haslar's antique buildings despite the heavy bombings of the Portsmouth area in the two World Wars, it seems that the hospital escaped much of the Luftwaffe's attention deliberately; its water tower was considered a handy navigational aid by the enemy pilots trying to locate their Portsmouth targets.

Contrary to the original plans of the 18th century, the open piazza was eventually to be developed, and in 1984 the Cross Link was opened in the heart of the hospital.

Medical need overrode the original artistic vision, with the benefits of moderni-

sation, communications and additional facilities forcing new build to accommodate the expanding requirements.

For the past year a successful Diagnostic Treatment Centre (DTC) has been operating from within Royal Hospital Haslar, its nine operating theatres have been working to full capacity, and a comprehensive suite of hospital services are on offer at the Gosport site.

The DTC offers a fast-track surgery centre, protecting scheduled routine operations from the abrupt cancellations of pressing emergency priorities.

Royal Hospital Haslar continues to provide care to the military and local communities, in partnership with Portsmouth NHS Trust.

The successes of this year have been despite the demands on the military personnel at the hospital with a number of people deployed to Iraq and Kuwait as part of the war against Saddam Hussein.

It is thought that the current commanding officer, Surg Capt Lionel Jarvis, is the first CO of Haslar Hospital to have deployed to a theatre of operations.

Events have been going on all year, including a special Haslar celebration ale brewed by the local Gosport Oakleaf brewery.

October 23, the actual day of the 250th anniversary of the admission of the first patient, will be the occasion of this year's celebratory Trafalgar Dinner, with Prince Michael of Kent, Commodore of the Royal Naval Reserve, as guest of honour.

The day before a ceremonial march will take place through the streets of Gosport to mark the anniversary with colours to be presented to the Mayor of Gosport.

**■ For more information, write to: Lt Col Phil Ward, RH Haslar 250 Committee, Royal Hospital Haslar, Gosport, Hampshire, PO12 2AA**



● Top: Aerial views of Royal Hospital Haslar, taken earlier this year  
 ● Top right: The 1885 water tower that helped guide German aircraft in to attack Portsmouth  
 ● Below: The latest in early 20th century clinical practice on proud display



● Top: St Luke's Church photographed in the early 20th century

With thanks to: Eric Birbeck, RH Haslar 250 Committee, and RH Haslar MOD Photographic Department



# At Your Leisure

## Of wine and weevils



In the Wardroom by Edward Peiham Brenton shows officers drinking wine at a light framed table. It is one of many charming and unusual illustrations in Men o' War (Carlton £16.99) by Peter Goodwin, the Keeper and Curator of HMS Victory.

Between March 15 and May 23 1810 HMS Theseus carried 2,801 gallons of wine. It was issued as a substitute for beer for ships serving in the Mediterranean, each man receiving two pints daily.

Above: a 200-year-old ship's biscuit. Baked twice for hardening, these biscuits could last indefinitely, provided they were kept dry. The author points out that it is a misconception that they were always full of weevils and maggots: "Weevils can be found in flour even today, but being so minute they simply blend during the cooking process." That's alright, then...

### Old Lochinvar recalled

HMS LOCHINVAR, the minesweeper base at Port Edgar, South Queensferry quit by the RN in 1975, is now a yacht and repair marina.

When Reggie Ash revisited the place in April this year he found that physically there was little change. In a foreword to his memoir *The Saga of HMS Lochinvar* Admiral of the Fleet Sir Julian Oswald remembers a lot of hard work by the support staff, though, of which Reggie was a leading member.

"To exaggerate, only slightly, we used to beat the hell out of our ships at sea, return thankfully to harbour, collapse alongside the jetty and invite the support boys to sort everything out - usually by 0800 the following morning! What is remarkable is how often they did just that.

"We don't have wooden ships any longer, equipment is now much more reliable, embarked technical staffs are much stronger both in skills and in number, and we might, just, forget about the days when the shore support team were very much front line players. I hope we won't."

The Saga of HMS Lochinvar is available at £7 plus 60pp from Reggie Ash at 36 Bridges Avenue, Cosham, Hants PO6 4PA. All proceeds will go to a children's charity.

Authority was strict in the old Artificer Apprentices training establishment at Rosyth - so it became a challenge to get the better of anyone in charge.

In *HMS Caledonia - The Apprentices Story* Alan Maryon remembers that even civilian instructors were subjected to practical jokes:

"One of them in the workshops (a lathe instructor I believe) was quite small. He was also bald and very conscious of his baldness - he would put his head inside the lift-up top of his desk to put on his working bowler hat.

"His habit of having his hair cut at regular intervals gave the

# Caledonia dreaming

apprentices the chance to play a trick on him by gradually adding pieces of thin paper inside the bowler hat to make it feel tight.

"They would then remove them all just before he had his hair cut, making the hat drop down over his eyes."

Apprentices tried to retain some of their individuality by distorting their caps, Ian Rogers recalls.

"Authority had come to accept this as inevitable, and no-one was forced to buy a new one unless they had taken the process too far.

"Thus I gave mine the treat-

ment, which was to cut down the stiffer at the back, re-sewing the lining, and soaking in a bowl of water. The top was then pulled so that it sloped downward at the back. It stayed that way when it dried.

"A final touch was to bend the peak somewhat downward as well."

The book, marking the centenary of the training of boy artificers in the RN, is available at £19.50 inc pp from OCAAAA Book Offer, PO Box 100, Bredbury, Stockport SK6 4WY. Cheques

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**HMS Repulse Refuelling at the Point, Durban Harbour, October 1941.**

The watercolour by Nils Severin Andersen is one of 72 Paintings of The Bay of Natal by Nigel Hughes, available at £45 from Conance Ltd, 15-17 Wood Street, Barnet, Herts EN5 4AT.

They cover the years 1845-1982 with explanatory text and British Admiralty Charts showing the development of Durban Harbour.

The battlecruiser Repulse arrived at Durban on October 3, 1941 with a West-South convoy. Soon after, she was detached to the East Indies Station and on November 28 was met by the new battle-ship HMS Prince of Wales in Colombo, Ceylon.

As a deterrent against further Japanese aggression, both ships departed in company for Singapore where they lay when war broke out with Japan on December 7. Accompanied by four destroyers, they sailed the next day with the intention of cutting off the Japanese line of supply in the north-east of the Malay Peninsula.

Air cover requested failed to materialise and Admiral Sir Tom Phillips decided to return to Singapore.

But the Fleet was attacked by some 30 Japanese bombers and 50 torpedo bombers off Kuantan. Both capital ships were lost.

**Doomed ship at Durban**





## ALL-ELECTRIC WARRIOR

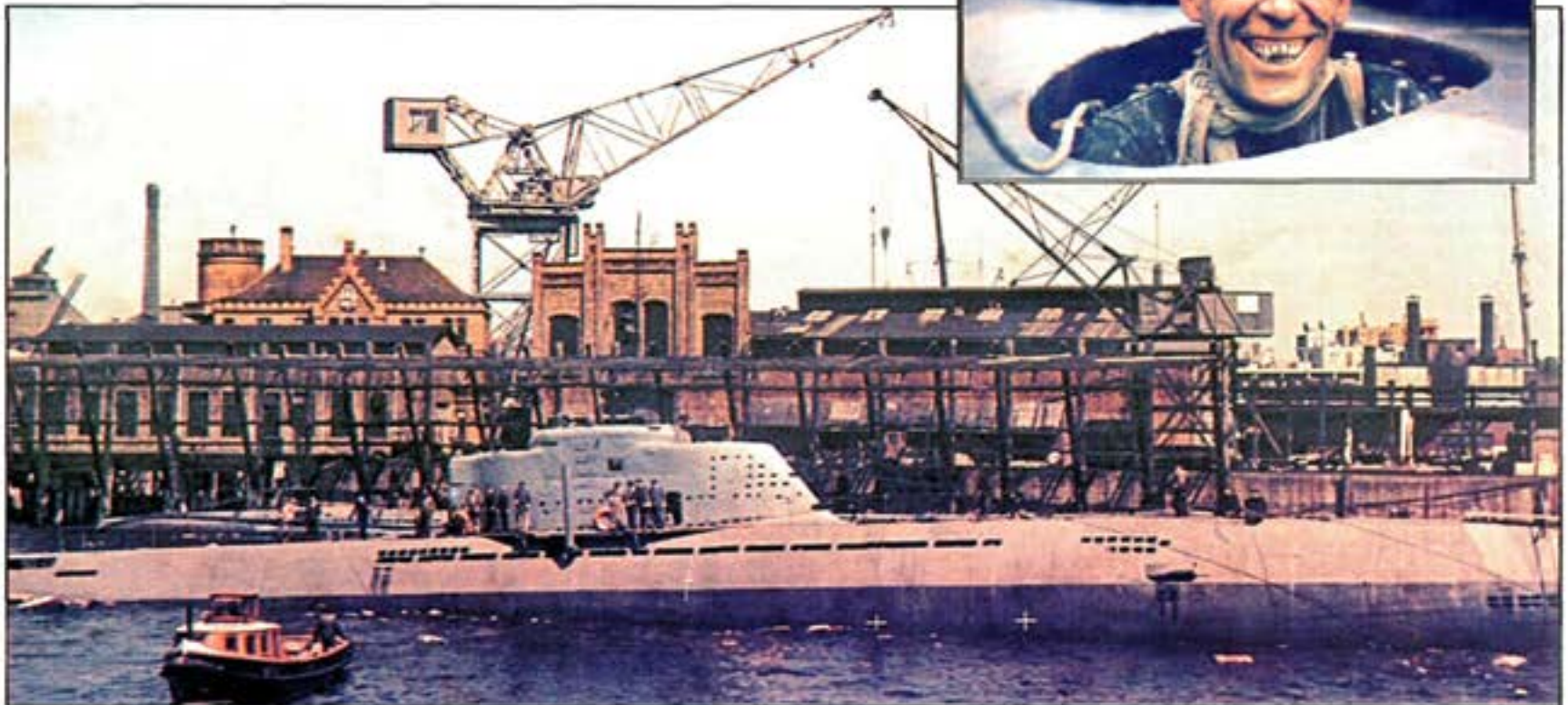
BLOHM and Voss shipyard in Hamburg began construction of U-boats relatively late in World War II, but soon was the most efficient in Germany.

The reason for their success was the introduction of a production line for the revolutionary all-electric Type XXI submarine (right) of which 119 were built.

Few saw much action, but they greatly influenced post war submarine designs in terms of streamlined hulls, simple uncluttered conning towers, enlarged batteries and mechanical loading of torpedoes.

Inset: A cheerful worker at the Blohm and Voss works, Hamburg.

— From *Germany at War – Unique Colour Photographs of the Second World War* by Lt Col George Forty with picture research by Joanne King (Carlton £25)



## Vertical take-off

A de Havilland Sea Venom is hoisted aboard the liner Clan MacLennan at Avonmouth, August 1959. The aircraft was being shipped to East Africa, possibly to join British forces engaged against the Mau Mau uprising in Kenya.

— From *The Port of Bristol* by Andy King (Tempus £12.99)

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### NEPTUNE'S LEGACY

by Nixie Taverner

The first book to be published in Britain about HMS Neptune, lost with all but one of her crew on the night of 19 December 1941. A major naval disaster of WW2, it has been strangely neglected until the present author (daughter of Neptune's last Captain, Rory O'Connor) determined to write this biography of the ship and as many as possible of those who sailed in her.

302pp, 7 illustrations and 106 portraits of crew members on 13pp. 2 maps. With Appendix by Cdr John McGregor on the loss of HMS Kandahar which attempted to go to Neptune's assistance.

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## Rough, tough rider

MODERN special forces have always made use of small water-borne craft for their operations and they still play a vital role, even though helicopters have largely replaced them as the primary means of troop delivery.

Fast assault boats like the Royal Marines' 1985 Rigid Raider, illustrated here, are used in amphibious landings, for river patrols, to guard against terrorist attacks and to chase down drug smugglers.

Powered by a 250hp engine, the Rigid Raider can carry eight fully armed Royal Marines and has a range of 230 miles.

— From *Ultimate Special Forces* (Dorling Kindersley £17.99) by Hugh McManners



# NoticeBoard

## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the October headlines of past decades...

### 40 years ago

A NAVY man was heralded for his part in saving the life of a child who was in danger of drowning.

LEM John Hurst received the Commendation of CinC Plymouth for rushing to the rescue of the young boy who had got into difficulties in the sea at Ilfracombe.

The citation read: "Hurst dived straight in from the jetty, fully clothed, swam to the boy's rescue and returned him to the beach.

"Although both the jetty and the beach were crowded at this time, he was the only person who appreciated the boy's danger and went to his rescue."

### 30 years ago

THE COMMANDING officer of submarine HMS Churchill, Cdr C.P.R. Belton, took up a machine gun in defence of his crew.

The enemy attacking the nuclear-powered submarine was, in fact, an inquisitive shark who had decided that the invitation 'Hands to bathe' included the finned variety.

Submarine Churchill was at rest in the warm, calm sea off Gibraltar, taking a break from its busy trials programme.

Once a few carefully-placed bullets from the CO's



● Nuclear-powered submarine HMS Churchill faced shark-infested seas in 1973

gun had chased away the shark unharmed, the ship's company took to the balmy waters of the Mediterranean once more.

This time swimming continued in the company of a school of pilot whales, who were judged a far more conducive set of swimming partners than the previous uninvited guest.

### 20 years ago

THE QUEEN'S Gallantry Medal was presented to PO(D) Michael Harrison for his part in a hazardous operation to recover classified codebooks from HMS Coventry off the Falklands.

Michael was one of a team

of 26 Naval divers who worked to recover vital material from the warship. At one point he was trapped for an hour, but still volunteered to dive again because he knew the layout of the ship better than anyone else.

## Deaths

OM(EW) Elizabeth 'Liz' Hunt, HMS Manchester, September 8.  
MEA APP Stuart Thomas Moran, HMS Sultan, September 13.

Cdr Stanley Gordon 'Stan' Orr DSC and two bars, AFC. Destroyed 17 enemy aircraft during WW2, and saw action as a pilot in Norway and Dunkirk (1940), Mediterranean (1940-41), attack on Tripoli in Kua Ford (1944), and as Lt Cdr (flying) of HMS Ocean during Korean War. Joined IAA in 1939 after initially failing eyesight test for entry to RAF. Served with Argus, 806 Squadron (Skua, Roc, Fulmar aircraft), Bluthorn (Mediterranean Fleet), defence of Malta, Formidable (battle of Matapan and bombardment of Tripoli), Deltahel near Alexandria (Hurricane aircraft), RNAS Weynton as flying instructor, 896 Squadron as CO (Martlet fighter aircraft), Victorious, 804 Squadron as CO (Helicats), Emperor (first attack on Tripoli), test pilot at Boscombe Down; Naval Test Squadron (later to become CO), Interservice Hovercraft Trials Unit at Lee-on-Solent as CO. Left service in 1966 to join Vespers. Aged 86, August 11.

Adrian Seligman DSC. Served in RN during WW2 with distinction in command of minesweepers, a corvette and a destroyer but particular in special operations: plotting Russian tankers through the Axis blockade of the Aegean and commanding undercover operations in the Greek islands. Author of book on experiences 'War in the Islands'. Aged 83, August 6.

Henry Pownall QC. Circuit judge who joined Navy in 1945 and served on lower deck until 1948, during time in the Eastern Mediterranean he got involved with a number of ships carrying Holocaust survivors to a new life outside Europe which made a lasting impression in his legal career. Aged 76, July 29.

Ted Fairmyer. Stoker. Survivor of the loss of Royal Oak in 1939: swam half a mile to shore then climbed 50ft cliffs to be found by crofters. Joined Navy aged 25 along with younger brother Hill. Ships and establishments included: Iron Duke, Cyclops (Malta), Royal Oak, Nelson (torpedoed in Atlantic), Birmingham (Malta convoy duty); and saw service in Korean War. Left Navy in 1963. Aged 83.

W.S. 'Wireman' Bennett. 6th Destroyer Flotilla Association (1944-46). Served in Cavendish in home waters and south-east Asia 1944-46. Aged 79, August 10.

Ernest Newcome. Founder member of West Riding Yorkshire branch, Russian Convoy Club. Ships include SS Peter de Hoch, Lapland, Clan McInnes, Lake Chelan. Aged 81.

Reg Ralph. West Riding Yorkshire branch, Russian Convoy Club. Ships include Cockatrice. Aged 85.

Roger 'Happy' Day. Aircraft Handlers Association. Served in branch 1959-63. Aged 7.

Harry Scholes. Algerines Association. Served in Loyalty. Aged 8.

Roland 'Bob' 'Doc' Baldock. FCMA. Served 1936-48 and 1953-74. Aged 85, September 2.

Sydney 'Syd' Stevenson. Master at Arms. Aged 65, August 18.

Peter 'Bonar' Johnson. FCPO. Served 1954-82 in HMS Ceylon, Gardeness, Devonshire, Antrim and Blake. Aged 64, May in France.

George Lamb. Leading Seaman. Served in Ark Royal, Theseus and Illustrious. Aged 24.

P. 'Peter' Braithwaite. CPO ME. Submariners Association, Barrow branch. Served in submarines 1956-64 in Token, Trump and Tabard. Aged 65.

L. 'Leslie' Fuller. AB TD3. Submariners Association, Dolphin branch. Served in submarines 1948-54 in Alcide, Ambush and Acheron. Aged 73.

Capt C.W. Leadbetter RNR. Joined RNR in 1935, and saw active service with RN from 1939-46. Ships included: Norfolk, Blanche, Royal Sovereign, Oxlip (1st Lt and CO); also CO of Pevensey Castle, Loch Scavaig (twice), and Papua. Twice Mentioned in Despatches and awarded Reserve Decoration. Flower Class Corvette Association and Russian Convoy Club. Aged 16.

James 'Jim' Pickard. Able Seaman QFD. 10th Destroyer Flotilla and Tribal Class Destroyers (1939-45) Associations. Veteran of D-Day, Atlantic and Russian convoys. Ships included: Ashanti and Tribal. Aged 28.

John Halley Cockburn. Cpl RM. Royal Marines Association, Edinburgh branch. Aged 24.

Ron Saville. Fast Minelayers Association. Served in minesweeper Fancy. Aged 78, August 18.

William Curt. AIB. HMS Bressenden Association.

Arthur Haynes. Leading Stoker. HMS Bressenden Association.

Sidney Houghton. Changed from LTO to EM1. HMS Comus Comrades. Served in the Mediterranean in Nile, Hotspur, Cloverhouse, Marlborough, Vernon, Comus (1946-47), and Mull of Kintyre. Aged 82, July 25.

Anthony Wakelin. LMEM. Served in submarines 1963-85 in Alliance, Andrew, Cochran, Olympus, Onslaught and Orpheus. Aged 56, September 2.

J.W.P. 'Jim' Hyde. SA. Served 1958-68. Ships included: Ark Royal, Tiger and Fearless. Aged 61, August 21.

Don 'Noisy' Parker. Aircraft Handlers Association. Served in branch 1944-47. Aged 11.

Peter Wood. Wireless/Telegraphist. Served in patrol service 1940-46. Former member of Royal Naval Patrol Service Association, York branch (now disbanded).

A.E.C.T. 'Berl' Jones. LEM. Served Ganges (1939-40), Sussex (1940), Mauritius (1940-41), Bessdale (1946-47), London (1947-49, including the Yangtze incident), Rocket (1951-53). HMS London (1947-49) Association. Aged 79, August 9.

John David Novice. Telegraphist. Served 1943-46. Trained at Royal Arthur, and veteran of D-Day. September 10.

### ASSOCIATION OF RN OFFICERS

Lt Cdr H.T.W. Ackland. Served: Antrim, Yarmouth, Tamar and Collingwood.

Cdr D.J.S. Ashley. Served: Devonshire, Glory, Orion, Zest, Galates, Osprey, Excellent and Dolphin.

Lt Cdr A. Cowan. Served: Alamein, Anson, Terror, Glasgow, Autonia and Collingwood.

Lt Cdr A.R. Fisher. Served: St Bride's Bay, Sylvia and Flanpua.

Lt R.A. Harvey. Served: Ganges, St Angelo, Hermes, Cambridge and Cochrane.

Lt Cdr A.R.C. Jenks. Served: Shalmar, Loch Fada, Abercrombie, Royal Albert, Lemoor, Terror and Dolphin.

Lt Cdr W.N. Jones DSC RNR. Served: Heron and Tamar.

Capt D.T. McKeown. Served: Indomitable, Concor, Fulmar, Anzio, Gurkha, Dardanel, Heron and Drake.

Cdr R.H. Mercer DSC. Served: Carlisle, Apollo, Fg, Pathfinder, Nile, Vanguard, Duke of York, President, Mauritius and Cochrane.

Lt T.B. Murrell. Served: Devonshire, Sea Eagle, Nubian, Pembroke, Caladonia, Forest Moor.

Lt P. Phillips. Served: Defender, President, Excellent and HM Dockyards Chatham and Portsmouth.

Capt J.W. Rayner RMR.

Cdr K. Schofield. Served: Lion, Ark Royal, Devonshire, Victory, Osprey, Mercury, Drake, Rook and Nato.

Cdr P.D. Sturdee. Served: Crispin, Defiance, Falcon, St Angelo, President and Eagle.

Cdr E.G. Sutton. Served: Erebus, Neptune, Devonshire, Vixen, Anson and Excellent.

Lt Cdr R.S.J. Wightman. Served: Goskin, Falcon, Goldcrest, Vernon, Concor, Dardanel and Victory.

### ROYAL NAVAL ASSOCIATION

Edward A. 'Ted' Freeborn. POREMAW. Laughton. Fleet Air Arm Association, Essex branch. Served 1941-46 with transfer to FAA in 1943. Wounded in Cowdray and torpedoed in Mediterranean in WW2. Aged 81, August 21.

S.J. 'Stan' Thompson. EHA3. Swinton. Served 1941-46. Ships included: Cleopatra (1941-43), Brigand, Aphis and Superb. Aged 83, August 14.

Tom North. Grantham. Served in minesweepers during WW2. Aged 84, July 2.

Derek Gunnell. Darlington. He and founder member, vice president. Aged 9.

Robert Bailey. North Manchester, committee member and official.

Edmund 'Ted' John Porter. Chatham. July 31.

Derek Almond. AB. Perth (Western Australia). Standard bearer and assistant secretary. Served 1953-60 in Implacable, M1192, Barflex, Terror and Devonport Field Gun Crew. Aged 8.

Ken Bayliss. AFOEM. Perth (Western Australia). committee member, branch Master at Arms, music coordinator. Served 1948-56 in Royal Arthur, Collingwood, Implacable, Victory, Vanguard, Excellent, Fraser Battery and Gossamer. Aged 17.

Ruth Gray (née Fisher). L/Wren. Brentwood. Served 1941-45.

Thomas 'Tommy' Henry Dorman. Congleton, secretary Driver to the late Lord Louis Mountbatten in India. Aged 80, August 18.

Robert 'Bob' Bailey. North Manchester. Served 1940-46 in HMS Newfoundland as a cranesman/boilerman. Resident of Broughton House. July 23.

Pat Doren. WFRS. City of Glasgow. Served 1940-45 in Orlando (1940-42), SBHQ Broom (1942-44) and Spartiate (1944-45). Aged 83, August 19.

Lt Ronald Patrick 'Mr Noise' or 'Freddie' Fox. Weymouth. Association of Royal Naval Officers. Served 1932-80. Joined as Boy at Ganges, and worked as torpedoman and gunner before being commissioned as Lt in 1960, retired from Navy in 1966 then joined ALWE Portland as a retired officer and conducted self-noise trials on 123 surface ships in total. Ships and establishments included: Vanoc, Comus, Crispin, Centaur, Lagos, Vernon, Leopard, Neptune and Rook among many others. Aged 86.

Dennis Chalk. Loughton. Served in Ubiquity, Hokitait, Pluto, Pipeline, D-Day veteran. Aged 76, August 5.

P.R. Jones. POEM. Sidcup. Ships include landing craft. Aged 79.

G. Porter. Sidcup. Associate.

Roy Crossley. LAM(AE). Harrogate and District. Served 1953-66. Ships included: Gamecock, Seahawk, Dardanel, Natch, Bulwerk, Sandefling, Concor, Falcon, Fulmar and Victorious. Aged 66, August 26.

Leslie 'Les' Frank Burgess RM. Sergeant Drill Instructor. Royal Marines. Crecenator, branch secretary and standard bearer; also No.7 Area deputy standard bearer. Served 1954-63. Ships and establishments included: 45 Comarado, Ocean and Tamar. Aged 65, August 19.

Cdr R.S. Ainsley to be promoted Rear Admiral and to be Flag Officer Sea Training in May 04.

Surg Cdr M.A. Farquharson-Roberts to be promoted Surgeon Rear Admiral and to be Medical Director General (Naval) on 9 Dec 03.

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Surg Capt P.J. Raffaele to the Institute of Naval Medicine (Royal Hospital Haslar) as Medical Officer in Charge in the rank of Surgeon Commodore on 16 Dec 03.

Col R.P. Stearns RM to Commando Logistics Regiment RM as CO on 16 Dec 03.

Capt A.A.S. Adair to Directorate General Corporate Communications as Director Corporate Communications (Navy) on 4 Nov 03 and to be promoted Commodore.

Lt D.M. Crowe to HMS Trumpeter as CO on 25 Aug 03.

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## Swap drafts

LSTD Halstone. Draft: HMS Inevitable, Jan/Feb 04. Contact: SACT HQ USA 001 757 445 3214. Will swap for: any Type 42 destroyer.

POSEA) Hirst. Draft and contact: HMS Exeter, BPFO 278, 07711 626333. Will swap for: any ship not deploying or Scotland. Specialist: ADLEE

LOM(UW) 'Frankie' Howard. Draft and contact: HMS Portland. Will swap for: any Portsmouth Type 23 deploying or not. Trained: SSCS, 2050, 2031.

LS(R) Ellis. Draft and contact: HMS Ocean. Will swap for: any Portsmouth-based Type 42 or carrier.

OM(C) Dryden. Draft: HMS Dumbarton Castle, Oct 03 (left in Scotland to Apr 04). Contact: HMS Westminster, 9335 62427. Will swap for: any Portsmouth sea or shore draft, except carriers.

LCH Kelly. Draft and contact: HMS Richmond, catering office, ext 244. Will swap for: any small ship, Scotland or Portsmouth.

WTR Sam Connell. Draft: HMS Argyle, 28 Oct 03. Contact: 9380 20368 or 0781 107 1146. Will swap for: any Portsmouth big ship.

2 Aug 03: £5,000 - Bd Sgt M. Boland, RMEM; £1,500 - CPOWEA E. Bridgen, HMS Inevitable; £500 - Lt D. White, HMS Seahawk.

9 Aug 03: £5,000 - Sub Lt A. Auerbach, SFRIC; £1,500 - WEA M. Harrison, HMS Collingwood; £500 - POMEM S. Keane, HMS Trump.

16 Aug 03: £5,000 - Cpl P. Dobner, RM Stonehouse; £1,500 - ALWA A. Lewis, HMS Neptune; £500 - Lt Cdr S. Howells, Fleet HQ.

23 Aug 03: £5,000 - Lt Cdr L. Johnson, HMS Collingwood; £1,500 - LWEA M. Brampton, HMS Norfolk; £500 - Mne D. Bryce, FPGIM.

30 Aug 03: £5,000 - Lt Cdr D. Griffiths, BFFI; £1,500 - MEM R. Woods, HMS Cornwall; £500 - WO(AEM) D. Davie, HMS Collingwood.

For more information on the RN & RM Sports Lottery, call 023 9272 3806.

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## Appointments

Cdr T.J.H. Laurence to be promoted Rear Admiral and to be Assistance Chief of Defence Staff (Resources and Plans) in Jul 04.

Cdr A.J. Rix to be Commander UK Task Group at UKMARPATSTAFF on 6 Nov 03 and to be appointed aide-de-camp to HM The Queen on 3 Sep 03.

Cdr P.L. Wilcocks to be promoted Rear Admiral and to be Deputy Chief of Joint Operations (Operational Support) in Jun 04.

Surg Capt J.K. Campbell to be Commanding Officer of Royal Hospital Haslar and Fort Blockhouse on 9 Dec 03.

Col J.M.F. Robbins RM to FMS Stonehouse as CO on 7 Oct 03 and as

Deputy Brigade Commander, 3 Commando Brigade Royal Marines

Cdr D.B. Axon to HMS Somerset as CO on 9 Dec 03.

Lt Cdr I.E. Graham to HMS Marlborough as CO on 16 Dec 03.

Lt Cdr A.A. Hills to RAF Cranwell EFS as CO 703 Squadron on 17 Nov 03.

Lt Cdr N.F. Lee to 727 Naval Air Squadron, RNAS Weynton, as CO on 1 Sep 03.

Acting Lt Cdr S.P. Kirkham to 727 Naval Air Squadron, RNAS Weynton, as CO on 24 Nov 03.

Lt Cdr H.A. Stacey to 700M Merlin OCU as CO on 12 Sep 03.

Cdr R.S. Ainsley to be promoted Rear Admiral and to be Flag Officer Sea Training in May 04.

Surg Cdr M.A. Farquharson-Roberts to be promoted Surgeon Rear Admiral and to be Medical Director General (Naval) on 9 Dec 03.

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Submissions for the next edition of Navy News must be received before: October 13



● The former HMS Sheffield, now the Chilean frigate Almirante Williams

## Frigate handed to Chilean Navy

A DECOMMISSIONED Royal Navy frigate has been formally handed over to the Chilean Navy in Devonport.

The former HMS Sheffield was put up for sale by the Ministry of Defence a year ago, and after discussions between the British and Chilean governments, agreement was reached between the MOD Disposal Services Agency and the Chilean Navy by the spring of this year, the papers being signed in March.

Sheffield, a Batch 2 Type 22 frigate, was launched at the Swan Hunter shipyard in March 1986, and joins her Batch 1 sisters and many other former British warships operating in South American waters.

Chile has three former County-class destroyers – Capitan Prat (ex-HMS Norfolk), Almirante Cochrane (ex-HMS Antrim) and Almirante Blanco Encalada (ex-HMS Fife) – and the Leander-class frigate Ministro Zenteno, formerly HMS Achilles.

Argentina has two former Ton-class ships, the Chaco and Formosa (formerly HMS Rennington and HMS Ilmington respectively), while all four Batch 1 Type 22 frigates are operated by the Brazilian Navy – Greenhalgh (ex-HMS Broadsword), Dodsworth (ex-HMS Brilliant), Bossio (ex-HMS Brazen) and Rademaker (ex-HMS Battleaxe).

On handover Sheffield took on the new name of Almirante Williams but retained her old pennant number 96. She was named after Vice Admiral Juan Williams, a former Commander-in-Chief of the Chilean Navy.

Since March she has been undergoing a 'regeneration' package of work with original equipment manufacturers and Devonport Management Ltd, while training for her new owners has been organised through International Defence Training (Navy), part of the Naval Recruiting and Training Agency (NRTA).

And before undertaking the homeward voyage at the end of the year, the newly-formed Chilean navy ship's company of 226 will undergo operational training, conducted by teams from the Flag Officer Sea Training (FOST) organisation at Devonport Naval Base.

Cdr Sim Taylor, Chief Executive of the Disposal Services Agency, welcomed the handover, saying: "I am delighted that agreement was reached to hand over this ship to Chile, and I wish her well in her future role in the Chilean Navy."

"The UK and Chile have a long-established relationship, especially between the two navies, and the handover is a reflection of this friendship."

# Trenchant rushes to rescue of feathered friend

AN EAGLE-eyed sentry aboard one of the most capable nuclear submarines in the Royal Navy saved the life of a stricken budgie in Devonport Naval Base.

The bright yellow bird was scooped from the water by LOM Jan Brennan, who was on duty on the casing of HMS Trenchant.

The bedraggled budgie was taken below to the Wardroom, where the boat's officers took it under their wing.

Fed on bread and milk at the Wardroom table, the bird quickly recovered from its ordeal and was initially named Ed, after the Executive Officer of the submarine, Edward Ahlgren.

It was subsequently taken ashore, renamed Bobby, and is making a new life for itself at the home of Trenchant's Deputy Marine Engineer Officer Lt Cdr Mark Prince, who said: "Bobby is now keeping my wife company and is the perfect pet. She loves any bird or animal."

Lt Dan Simmonds said: "It might seem a bit soft for any of us to look after a budgie when we're running a Royal Navy nuclear submarine, but none of us wanted to see the little bird die."

"We looked after it in the Wardroom, fed it and it gradually got its strength back."

The crew decided they could not keep the budgie on board, as it

would struggle to adapt to the lack of space and light and pressure changes with depth of water.

Trenchant is just starting a programme of sea trials following a ground-breaking refit which has set the standard for other submarines.

She is the fifth Trafalgar-class boat to be refitted by Devonport Management Ltd in the Plymouth naval base, but the first to undergo the new type of programme called Long Overhaul Period (Refuel), which included a new digital internal communications system, a nuclear reactor refuel, improvements to make her quieter underwater, and a new chilled water plant.

The programme, a partnership between DML, the Warship Support Agency and Royal Navy staff, aims to reduce costs by identifying and eliminating non-essential work which would traditionally have been carried out as part of the refit – a principle known as de-scoping.

Production Manager Phil Smith, of DML, said: "Although de-scoping removed a significant amount of traditional refit work, Trenchant's refit remained a highly-complex and intensive work package."



● Bobby the budgie with Matthew Prince, son of Lt Cdr Mark Prince

Around 17,000 items were worked on in the submarine, and more than 120 contractors involved.

Trenchant is now capable of fulfilling a wide range of tasks. She has the Navy's most advanced sonar suite, allowing her to gather enormous volumes of information from her environment, detecting and tracking surface and subsurface vessels without them being aware of her presence.



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# Royal Naval Association



Members of Bishops Stortford branch at Pembroke House

## Replica corvette is big hit

THOUGH depleted in number, members of Bishop's Stortford continue to raise funds for charity, care for the less fortunate, organise musical evenings and other events.

Their biggest recent challenge was building a 30ft replica of the town's adopted wartime corvette HMS Clover, escorted by Sea Cadets from TS Adventure, which made a big hit in the local carnival.

In recognition of fund-raising for the RN Benevolent Trust, members were invited to Pembroke House to witness the unveiling of a plaque commemorating the sponsorship of a room.

The occasion, also attended by the General Secretary Commodore Barry Leighton, was greatly enjoyed and the branch thank Pembroke House for the welcome and hospitality extended.

# Four tallies more for complete set

WHETHER it is stamps, autographs, coins or naval memorabilia, collectors tend to be obsessive about the items they collect.

And the Stourbridge branch is no exception.

As collectors, members are in there with the best, and have amassed a treasure trove of wartime naval memorabilia which includes more than 700 RN cap tallies.

"We have thrown open the challenge to others, to see if they have more cap tallies than us, but no one has responded, so we assume we have got the most in the world,"

says chairman S/M Mick Coyle, with undisguised pride.

Tallies have come from many sources, he says, including the USA.

The rarest date back to before World War I, and the branch believe they are only missing four ships from their collection.

Tallies are but part of the treasure in the Stourbridge Aladdin's Cave.

It has rare officers' caps, uniforms, ship's plaques and some superb ship's models, crafted by S/M Dave Weaver, some of which took more than four years to complete.

Admitting to being an obsessive about cap tallies, S/M Coyle hopes to be able to add the four missing from the extensive collection he treasures.

Meantime, those who have not discovered the wealth of wartime memorabilia collected by Stourbridge will be amazed when they do.

The four missing tallies are HM ships Portland, Severn, Shoreham and Blyth.

## Portland's Nobby celebrates his 101st

CONGRATULATIONS to S/M Francis Joseph Clark of Portland branch, known to friends as Frank, or Nobby, on celebrating his 101st birthday recently.

A grand old man of the sea and ex-Ganges boy, he was present at Scapa Flow when the German Fleet surrendered to Admiral Beatty.

As an Ordinary Seaman he served from 1918 to 1932 in a variety of ships, including HMS Resolution.

Recalled for service in September 1939, he served throughout the war in destroyers and Combined Operations.

S/M Frank, now a widower, was married for 65 years and has one son, Derek, who with his wife and children were with Frank to celebrate his birthday at the Woodside nursing home at Hailsham, near Eastbourne, where he now lives.

## Memorabilia sale

AN AUCTION/sale of memorabilia from Battersea branch will be held at the Uxbridge RNA Club on Sunday November 16, starting at 1300.

RNA shields and ship's crests, pictures and books are among the items which will be on offer, with all money raised going to No 1 Area charities, as was the wish of the branch.

For those who wish to help keep the spirit of the branch alive, the nearest Underground station to the Uxbridge RNA Club is Hillingdon.

## Ceremony to honour battle date

SALTASH branch is organising the planting of a silver birch tree to commemorate the 60th anniversary of the Battle of the Atlantic.

The planting will take place on Sunday October 12 at Greenwich Place in Saltash, a block of warden-controlled flats occupied by ex-RN, RM and WRNS personnel and their dependents, several of whom served in World War II.

It is hoped that people from the Greenwich Trust, RNA Area 4, the Corvette Association, the Merchant Navy Association and other naval groups as well as local dignitaries will attend.

For further details, contact branch secretary S/M R. Marshall, on 01752 318554.

## Naval Quirks

FOR THE GERMAN NAVY, 1939 WAS FAR TOO EARLY FOR THE SECOND WORLD WAR TO START..



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## Special welcome for RN frigates

NUMBER 5 Area branches and their standards have had a busy programme of events, being represented at Ipswich for the arrival of Type 23 frigate HMS Grafton, the town's adopted warship.

In the fictional role of HMS Suffolk, she stars in the new Royal Navy drama series *Making Waves*, which is due to be shown next year on TV.

The same Royal Navy welcome was also extended to Grafton's sister ship HMS Norfolk.

Hundreds of members, and a number of branch standards, attended the funeral of S/M Cedric Haynes, chairman and former vice chairman of Frinton and Walton branch.

Cedric was piped into the service by Peter Piper of the Clacton branch.

They also turned up in strength for the Clacton-on-Sea Sea Sunday service and were also present when a £1,900 cheque was presented to SSAFA Forces Help - money raised by the golf tournament organised by the Rayleigh branch.

Around 150 players had taken part in the annual fund-raising event earlier in the year.

At an Open Fun Day organised by Clacton Police - and attended by more than 10,000 people - the branch had a recruiting stall which attracted many visitors, and hopefully a handful of new members.

Branch treasurer S/M Fred Bishop and his wife Alice attended a garden party at Buckingham Palace sponsored by the Not Forgotten Association.

## £50 PRIZE PUZZLE



The mystery ship in our August edition was HMS Fame, later sold to Dominica where she became the Generalissimo - although we accepted the alternative spelling of Generalissimo.

The winner of the £50 prize was Mr F. Wright of Hackney in London.

This month's mystery ship is pictured during a rescue operation off Ramsgate in 1964.

She was one of a small class of inshore minesweepers, and our pictured ship and her sister HMS Brinkley were used as diving and frogman tenders from early in their careers.

When she was approved for disposal by scrapping in 1967,

just three of her sisters remained in service - one at Dartmouth, one at Plymouth and one with London Division RNR.

Her pennant number has been removed from our picture.

The correct answer could win you £50.

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The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 104

Name .....

Address .....

My answer: .....

# Royal Naval Association



## Service attracts crowds

THE WAR in Iraq, and its cost in lives, attracted a bigger attendance than usual at the Falmouth branch Sea Sunday service, held in Falmouth parish church.

The service was conducted by the Rev Barrington Bennetts, and the Very Rev Michael Minton, Dean of Truro, who preached the sermon, paid a special tribute to the men of 849 Naval Air Squadron, RNAS Culdrose, who were killed during the Iraq War.

The Lessons were read by Branch President Vice Admiral Sir James Jungius and Capt Mike Knowles, Commanding Officer of Culdrose.

The Colour Party was provided by the Joint Maritime Unit US Navy, St Mawgan, with Falmouth and Penryn Sea Cadets and Falmouth Sea Scouts in attendance.

At the parade the Culdrose Band, 23 standards were displayed.

The salute at the march-past was taken by Capt Knowles.

# Plymouth recruiters target serving Navy

HOW to get serving members of the Royal Navy interested in the Association is a task RNA branches have been working hard to achieve.

But none more successfully than the Plymouth branch in No 4 Area, which has won many recruiting awards.

Its success is due in no small measure to notifying RNA overseas branches of a pending ship's visit and the welcome Devonport ships have experienced from such branches when deployed abroad.

The Association has more than 30 overseas branches in places as far removed as Vancouver and Malta, and provided advance notice is received, overseas shipmates welcome those from the UK.

The Plymouth branch has got this message across to the Fleet

and overseas branches such as Doha are high in the esteem of Guv ships on Gulf deployments.

What has helped the branch also in its recruiting drive is having CPO(AWW) Alan Tonge, now serving in HMS Cumberland, on the Plymouth branch committee.

He represents serving personnel, members of the RNA, in 15 Devonport ships, one submarine and several naval shore bases, including FOST, HMS Vivid and MDHU Derriford.

Plymouth believes this is the key to getting and keeping serving personnel interested in the Association – and the branch should know.

In three successive years it has won the Briggs Dirk at the RNA Conference for recruiting, and has played a big part in helping No 4 Area win the Sword of Honour twice at Conference.

## Bill returns to Canada for a visit

HAPPY memories were recalled when S/M Bill Keeble and his wife Yvonne, of the Johannesburg branch, paid a return visit to their Canadian shipmates at the Southern Ontario branch after an interval of 12 years.

S/M Bill, who joined the Navy in South Africa in 1933 and trained at HMS St Vincent, was delighted to meet three other ex-St Vincent boys – S/Ms Chris Sheppard (1952), Norrie Millen (1957) and Colin Jones (1950), now living in Ontario.

What followed was a gala lamp-swinging session after which home-made Oggies were served, which went down such a treat that an urgent request has been sent from South Africa seeking the recipe.

Before leaving S/M Bill was issued with a birthday tot, as he announced that he would shortly be celebrating his 86th birthday. Bill was also presented with a Southern Ontario crest with an engraved plate.



Shipmates from Plymouth proudly display trophies recently awarded to the branch

## Jim's loyalty is rewarded

IN RECOGNITION of long and loyal service to Chard branch, president S/M Jim Noble has been honoured by his fellow shipmates with life membership.

Jim has been a member of the branch for more than 16 years, and for nearly eight years has been area delegate for the branch.

A reader of Navy News since the 1950s, Jim – who served in HM ships Magpie and Newfoundland among others – said the event when he was presented with his Life Membership was a very special occasion for him.

## An auction/sale

of ex-Battersea Branch memorabilia will be held at Uxbridge RNA Club on Sunday 16th November, 03 from 1300hrs; many R.N.A. shields and ships crests, pictures, books and other special items etc.

Don't let Battersea RNA disappear, it was an excellent Run-A-Shore.

All monies raised to go to No1 Area Charities, this was Battersea's wish.

Nearest station - Hillingdon (L.T.)



RNA standards are paraded at Portchester Crematorium at the funeral of former Association General Secretary Capt Jim Rayner RMR, who died at the age of 73. Capt Rayner, who was General Secretary from 1986 to 1993, was educated in Cairo, Hong Kong and Reading, and joined the Royal Marines in 1947; his first ship was the light fleet carrier HM Warrior. Capt Rayner was wounded in action in December 1952 in Korea with 41 Independent Commando Royal Marines. He retired in 1972 and was commissioned into the RMR the following year.

## Dunedin memorial dedicated

NINE standards from ex-Service associations were paraded at the National Memorial Arboretum in Staffordshire at the dedication of the HMS Dunedin memorial Plinth and Oak.

The event attracted almost 200 members of the Dunedin Society to Alrewas.

The service was led by Cdr David Childs, and included a Guard of Honour of Sea cadets and the Royal British Legion, a piper and a bugler from the Royal Marines.

HMS Dunedin was launched in 1918, and spent the 1920s and 1930s as part of the New Zealand Division.

She left the UK for the last time in April 1941, and spent her last eight months on the South Atlantic Station before being torpedoed by U-124 close to the Equator and sinking in less than 20 minutes.

Almost half her ship's company of around 500 escaped the sinking, on November 24, 1941; but all except 67 succumbed to injuries, exhaustion or attacks by sharks before they were picked up by the American merchant ship Nishmaha, en route to Trinidad.

## Fishy business at Redcar

A FISHY tale comes from Redcar branch concerning Warship Week 1942, and how the Borough of Redcar happened to adopt the R-class destroyer HMS Skate.

The Mayor at the time of the adoption was William Arthur Plaice, who agreed to adopt a warship, provided it had a name associated with his surname.

It so happened that the Skate was undergoing repairs at Middlesbrough Docks, so the

Mayor got his wish.

After the ship was scrapped in 1947, the newly-formed Redcar branch got custody of the ship's plaque, and it remained on display until the closure of the RNA Club due to redevelopment of the area.

The plaque was recently presented to the curator of the local Kirkleatham Museum, on behalf of the branch by S/M George Wanless, a native of Redcar, who served as an ERA in the Skate.



Members of Blandford branch visited their affiliated establishment of HMS Collingwood in Fareham, viewing the training facilities and museum. They were welcomed by the then Commanding Officer, Cdr Andrew Trevithick, and the group is pictured with museum curator Lt Cdr Bill Legg (rtd), on the left of the group.

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www.royal-naval-association.co.uk



Picture: LA Phot Amanda Reynolds

## New rules for Service families accommodation

NEW procedures have been introduced by the Defence Housing Executive (DHE) to make lives easier for Service families on the move.

Once notice has been received of their new draft, applicants can submit MOD Form 1132 to get their relocation started.

DHE aims to process applications that are received up to four months in advance of the required date within ten working days.

This means that families can be told of their address well in advance of their move, allowing arrangements to be made for schools and medical care much earlier than before.

As DHE does not have an abundance of empty houses awaiting allocation, the new system relies on all involved to play their parts and allow occupied properties to be pre-allocated to incomers.

Outgoing occupants need to inform DHE of their intention to move within 14 days of receiving their draft. The date need not be exact, but just provide a rough estimate for planning purposes.

Before leaving, a Pre-Move Out Advisory Visit should be arranged to allow the property to be assessed for necessary repair work and advice on moving.

To find out more, contact your appropriate Regional office.

## Centenary starts early for RNFA

THE CELEBRATIONS have started early for the Royal Navy Football Association (RNFA).

LEX Defence UK have provided a car for the RNFA to use to travel the country encouraging football development.

Founded in 1904 the RNFA celebrate their centenary next year.

● Barry Winship of LEX Defence UK hands the keys to Cdr John Renwick, vice chairman of the RNFA along with team players POPT Fraser Quirke and POETS Ann McCaffery

# New ship hall opened in Portsmouth

DEFENCE Secretary Geoff Hoon heralded "a new era for Portsmouth as well as its Naval Base" as he officially opened the new shipbuilding facility which VT Group claim is "among the most advanced naval shipbuilding yards in the world."

The £50 million scheme is expected to yield productivity improvements of up to 20 per cent through increased levels of automation in both the fabrication of component parts and in the construction process itself.

VT are in the process of closing their yard at Woolston in Southampton, which should shut its gates in March. Up to 1,000 skilled personnel have relocated along the South Coast in the move.

One of the first tasks for the new facility will be to build blocks of the new Type 45 destroyers for the Royal Navy, but there is still potential for expansion on the 33-acre

site, and VT have an eye to building large blocks for the future carrier programme.

There will still be capacity for the yard to handle work for overseas navies.

The new yard consists of two newly-built large assembly halls, 130 metres in length, with associated workshops and ancillary buildings having been refurbished from existing property.

One of the buildings, the Ship Assembly Hall, is 42 metres high, and where final assembly of the ship will take place, using units which have been fabricated from decks, panels and bulkheads in the adjacent Unit Construction Hall, which is ten metres lower.

The project has involved extending a quay wall by seven metres, and filling in Dry Dock 13 with around 100,000 tonnes of marine dredged material to provide the floor of the Ship Assembly Hall.

There is at least one dry dock on site that can be used specifically for ship outfitting.

Workshops throughout the site

are linked by fibre optic cables to VT's computer aided design areas, enabling data to be sent electronically.

The Steel Production Hall on site allows the cutting of 13m x 3m steel plates and the profiling of 13 metre steel bars using laser and plasma cutters.

Much of the equipment is new, but a major logistics operation was mounted to transfer machinery from Woolston - including a steel plate rolling machine which is more than 100 years old.

One of the benefits of the new facility is that ship sections are built on a level floor rather than an inclined slipway, and with space to expand - Phase 2 of the development should see the Ship Assembly Hall extended by a further 70 metres, and if VT get major work on the future carrier, a third shipbuilding bay of 190 metres could be built on the current Dry Dock 12, which would also be filled in.

VT Shipbuilding is one of two divisions of VT Group, the other being VT Support Services. Together they employ more than 10,000 people, with turnover of around £600 million.

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● **FIRST ASHORE:** HMS Gambia brought humanitarian aid to the Greek island of Zakynthos, devastated by an earthquake in 1953. Inset: Les Newman was there – and back again 50 years on

# Quake relief that was hit by grenades

**T**O MARK the 50th anniversary of the earthquake on the Greek island of Zakynthos, the Mayor invited the Athens Embassies of those who had provided humanitarian aid to a weekend of commemorations.

Through *Navy News* reunions column the British Naval Attache Capt John Wills was able to contact the Association of an RN warship that had taken part in the relief operation, HMS Gambia.

And within a few days it was arranged for the World War II cruiser and the Royal Navy to be represented by the Secretary of the HMS Gambia Association, Les Newman.

Les had been a young regular sailor on board at the time of the disaster and this was his first visit back to Zakynthos (also known as Zante).

"The most rewarding aspect of the whole weekend was the opportunity to talk to the earthquake survivors and their families, of which there were plenty," Les told *Navy News*.

"I was particularly pleased to have the chance of a long chat with the curator of a private museum dedicated to the earthquake.

"Despite obvious language difficulties, the warm reception and genuine gratitude displayed by the local Greek people meant a great deal.

"I am particularly proud of HMS Gambia's achievements at the time of the disaster and the memorial weekend served to reinforce the strong ties between the ship and the island."

The weekend featured a number of exhibitions and services, including the unveiling of a memorial to the victims – of which Les received a miniature copy.

On the day of the earthquake, August 12, 1953, HMS Gambia was returning to Malta from a tour of duty in the Suez Canal. Signals were received from C-in-C Mediterranean instructing the ship to sail to Zakynthos and provide emergency disaster relief.

The island was sighted at 0700 hrs the following morning – the town itself hardly discernible through a thick haze of smoke which hung like a shroud over the still and silent streets.

Zakynthos had been on fire since the earthquake and was still a blazing mass when Gambia arrived.

First ashore were the Royal Marines and two platoons of seamen, who landed with the objective of clearing a road through the town to enable casualties and supplies to be moved.

The work of all parties was made extremely danger-

ous by the presence of hand grenades which were stored in practically every house and used by local fishermen to stun fish! These exploded continuously in the heat of the fires.

From time to time earth tremors still shook the ground and could even be felt on board ship, as if depth charges were being exploded in the sea.

Each tremor brought fresh destruction to the area, piling debris upon debris until most of the narrow streets were buried to the height of 10ft with fallen bricks and shattered timber.

By late afternoon, the landing party had succeeded in cutting and blasting a road through to the south of the town and casualties could be taken to the temporary hospitals for treatment.

On August 15 an American landing craft and HMS Bermuda arrived from Malta loaded with jeeps, helicopters and large amounts of medical supplies and food.

To HMS Gambia this was a welcome sight, as she had been coping with the aftermath of the disaster almost single-handedly over the previous two days.

**R**emainder of the day was spent in turning the job over to HMS Bermuda and landing fresh equipment and stores. Amongst the new arrivals were many bell tents which were soon erected to form small villages to house the homeless population.

Even more welcome were the large field kitchens needed to cope with the feeding arrangements.

Early on August 16, HMS Gambia began to withdraw her equipment and rescue squads. Most of the sailors were asleep on their feet, having preferred to carry on the rescue work throughout the night.

At 1200hrs the cruiser sailed for Malta and received a message from the MP for Zante: "Having just come back from Zante and having worked side-by-side with the CO and ship's company of HMS Gambia, I would like to commend them for their gallantry and services rendered beyond the call of duty.

"We Greeks have a long-standing tradition with the Royal Navy and it lived up to every expectation in its infallible tradition of always being the first to help.

"The high degree of discipline and training of HMS Gambia's complement produced magnificent results, felt all through the island of Zante.

"May I also convey to you as the Head of Her Britannic Majesty's Naval Mission here our heartfelt gratitude."



● **RELIEF:** HMS Bermuda at Zakynthos (Zante) where she arrived on August 15, 1953 to take over earthquake relief work from her sister ship HMS Gambia

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# Workforce invites Naval people to call

FIRST established in 1977 at Helensburgh, Workforce has a long history of assisting Service personnel who are looking to commence a new profession when they finish their Service career.

A branch of Workforce opened in Rosyth in 1998, and both offices have been successful in the placing of both Service personnel and civilians in temporary or permanent employment with companies requiring skilled and experienced staff.

Workforce says that it is always delighted to receive a call from Royal Naval or Royal Marine personnel who wish to have an informal meeting in their offices to discuss the transition from Service to civilian employment.

The agency is able to offer advice in the presentation and layout of personal information to the best advantage, and trained consultants are on hand to compile professional CVs to potential employers.

Workforce has experience that many companies are particularly interested in Service personnel who have the skills and disciplines they need - indeed, many employers consider that Forces personnel have the quality of 'going the extra mile' which is so essential in today's fast-paced working environment.

The company's teams of professionally-trained recruitment consultants are headed by Margaret McDonach and her area and quality manager Bev Leatherby with extensive experience in personnel recruitment.

## Technical skills make technical authors

THESE days everybody uses a number of technological devices from simple gadgets such as calculators to complex hi-fi and computer systems.

One thing they all have in common is the 'instruction manual'. At best the instructions are easy to follow and allow equipment to be set up quickly and used.

Unfortunately experience predicts badly-written manuals that cause frustration and wasted time.

Every conceivable type of equipment or plant requires technical documentation to ensure that it is used efficiently and safely. Clearly this documentation must be produced by those with a thorough understanding of the equipment in question.

What is less obvious however is that as well as technical expertise the authors of such documents must be able to write clearly and logically. This is the job of the technical author.

Technical authors come from many different technical backgrounds, including among others, mechanical, electronic and electrical engineering, computing, shipbuilding and aerospace industries.

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The RNR has introduced a policy of routine notification of reserve service to civilian employers. You will be required to provide full details of your employer on joining the reserve forces and you will then be expected to advise them of your reserve liability. Records are normally British or Commonwealth subjects, aged between 16 and 40 (41 for ex-RNR), male or female and physically fit. A number of career paths however, are only available to British Citizens. DBS disclosure procedures may be required in certain cases.

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## Courses help in hunt for jobs

BriMap was founded three years ago by John Bricknell and Alistair Mapperley. Alistair is a recruitment office manager of ten years experience dealing with the telecommunications and IT sectors and ex-Forces, while John has over eight years experience within the Armed Forces as a recruitment adviser helping ex-Service personnel find worthwhile training and jobs, as well as ten years IT/Networking/programming and two years recruitment agency experience dealing with ex-Forces.

BriMap's main customer base has always been ex-Forces personnel and over the past two years has built a number of courses to help students obtain worthwhile well-paid jobs.

The BriMap policy is very simple:

- Analyse the market/industry sectors and determine where weaknesses are in terms of trained/experienced personnel
- Create a BTEC course that provides students with the required qualifications needed to help them obtain a job
- Contact companies who are looking for robustly-trained individuals
- Arrange a two-week on-job training schedule (where possible)
- If candidate is successful, full-time arrangements are made (position pending).

John said: "Ex-Forces personnel are highly trained in their given field of expertise and gain years of practical experience, sometimes under the most arduous conditions that anyone will ever experience."

"They have no concept of failure or clocking off early and they will stay until the job is finished."

"These guys are mentally and physically strong, enjoy challenges and are used to travelling abroad if necessary. What more could an employer ask for?"

BriMap has been approached by a company who will be looking for future candidates to be trained as installers of a new micro wind-powered generator, normally installed on top of office buildings and domestic houses.

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If you have a technical bias, ie electrical and would like to be involved in a brand-new product that will not only save people money but also dramatically help the environment, then please email [jobs@brimap.com](mailto:jobs@brimap.com) along with your CV, or telephone 0845 230 2302.

## Reward for application

Settling into Civvy Street can be more daunting now than it was a few years ago - these days there are so many other issues to contend with.

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Contact Judith Dodson at Working Partners, tel 01283 217422, email [judith@start2liveit.co.uk](mailto:judith@start2liveit.co.uk), or see [www.start2liveit.co.uk](http://www.start2liveit.co.uk)

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delegates can achieve either a level 1 skiing or snowboarding qualification or both. Level 2 is also possible in Canada.

The pass rate is exceptionally high (currently 97%) with many delegates going on to find work throughout the world, with potential opportunities also offered by the ski/snowboard schools which trained them.

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For more details contact: The International Academy plc, St Hilary Court, Copthorne Way, Culverhouse Cross, Cardiff, CF5 6ES, tel: 029 20 672 500, fax: 029 20 672 510, email [info@theinternationalacademy.com](mailto:info@theinternationalacademy.com), or see [www.theinternationalacademy.com](http://www.theinternationalacademy.com)

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The Royal Hospital School is the only full seven day a week boarding school remaining in East Anglia and, whilst demanding high academic standards, places a great emphasis on the development of individual potential and, of course in having fun, whether it be in games, drama, sailing, outdoor pursuits or any of the impressive list of extra-curricular activities that take place after school or at weekends.

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# YOUNG READERS CLUB

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## THE HEROIC NELSON

At just 18 years of age, Horatio Nelson promised: "I will be a hero and, confiding in providence, I will brave every danger."

More than 200 years later, Admiral Nelson is still held as a hero by the modern Royal Navy.

This month in the Young Readers Club we'll tell you some of the reasons why...

## Flying the flags of war

One of the most famous moments of the Battle of Trafalgar was when Nelson ordered a signal to be flown in flags that said: "England expects that every man will do his duty".

Apparently when the flags started to go up the response of Nelson's second-in-command Vice Admiral Collingwood was to say: "What is Nelson signalling about? We all know what we have to do." But once the message was finished he made it known to all in his ship.

Originally Nelson had intended to signal: "England confides that every man will do his duty".

But his signal lieutenant suggested that he change it to "expects" - a word that already had an entry in their flags codebook.



## The triumph and the tragedy of Trafalgar

The Battle of Trafalgar took place on October 21, 1805, as part of the great war against France that raged from 1793 to 1815.

Horatio Nelson led his fleet of 27 British ships against a French and Spanish force of 33 battleships.

Nelson had a plan of battle that he carefully taught to his ships' captains in advance.

Nelson aimed to produce a chaotic fight, where the superior ship-handling and gunnery of the

British would bring victory.

The battle was a fierce and bloody one, but the British proved triumphant.

However Nelson himself was shot down on the quarterdeck of HMS Victory - and died at 4:30pm.

Nelson was such a popular hero with the British public that the celebration of his victory was balanced by the sadness over his death.

The battle proved the

strength of the British training and tactics that was to set it apart from its enemies for the next century.

## Nelson's flagship Victory

HMS Victory is the oldest warship still to be in service with a navy.

For she is still a commissioned ship in the Fleet of the Royal Navy and remains HMS.

She is now the Flagship of the Second Sea Lord, and can be found at Portsmouth Naval Base, where she is open to visitors.

She was designed by Sir Thomas Slade, launched in May 1765, and commissioned in March 1778 with 104 guns, four acres of sail and 27 miles of rigging.

Victory became Nelson's flagship in 1803, and in 1805 she led his line on attacking the enemy fleet at the Battle of Trafalgar.

The captain of HMS Victory at Trafalgar was Thomas Hardy, who had served with Nelson for many years.

After Trafalgar Victory eventually came to be permanently harboured off Portsmouth. It wasn't until the 1920s that she was moved to a drydock in the base.

## Members birthdays

Best wishes from YRC to everyone with an autumnal October birthday. Hope you have a great day:

Ryan Ashworth  
Christopher Barnes  
Matthew Barrott  
Owen Baxter  
Jack Best  
William Britton  
Joseph Buttrick  
Louise Carle  
Michael Carr  
Ian Carter  
Megan Cox  
Alexandra Cox  
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To win a copy of this brilliant new book just tell us who Artemis is plotting to do a deal with?



Send your answers on a postcard or email marked 'Artemis Fowl' to the usual address. Closing date is 31/10/2003. Normal competition rules apply.

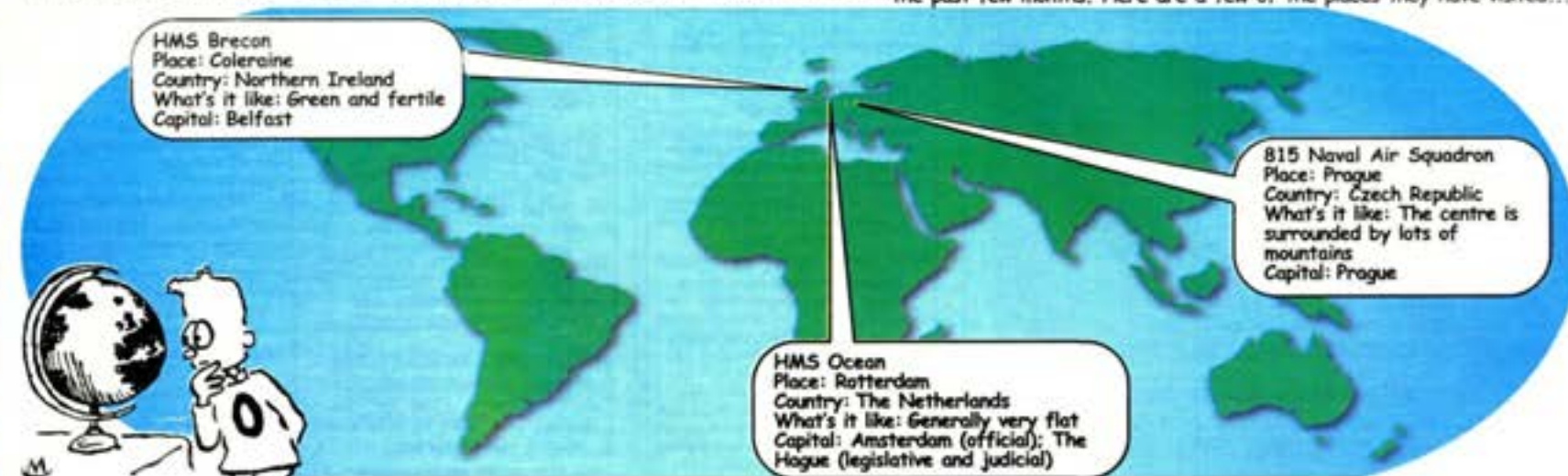
## NAME THE PIRATES COMPETITION

www.navynews.co.uk/youngreaders



## Where in the world...?

Ships from the Royal Navy and Royal Fleet Auxiliary, and aircraft from the Fleet Air Arm, have been travelling all around the world for the past few months. Here are a few of the places they have visited...





## Behind every great man stands several great women...

In March 1787 Nelson married Fanny Nisbet on the West Indian island of Nevis.

But Fanny or Lady Frances Nelson was not to be the great love of Nelson's life.

Because in 1798 he met in Naples the wife of Sir William Hamilton, Emma.

The two, Horatio Nelson and Emma Hamilton, fell wildly and totally in love despite their existing marriages.

On his return to Britain in 1800 Nelson separated from Fanny, and the two never met again. Fanny had been a loyal and supportive wife and she stayed devoted to Nelson even after the marriage break-up.

Emma Hamilton gave birth to Nelson's only child, a daughter Horatia in January 1801.

The unfortunate nature of the lovers' relationship meant that Nelson was unable to claim his daughter as his own, and so he called her his goddaughter.

In 1803 Sir William died, and Nelson and Emma lived together as if man and wife, and exchanged rings in a private marriage-like ceremony in 1805.

After his death, Emma's world fell apart, and in 1815 she died in debt and driven to despair.

**why** is rum known as 'Nelson's blood'? Because rumour had it that after the Battle of Trafalgar Nelson's body was brought home preserved in a barrel of rum - it was, in fact, brandy.

# The man behind the name

So who was Horatio Nelson?

He was born on September 29, 1758, in a little Norfolk village - the middle child of a family of seven.

He joined the Navy aged 12 in 1771 and started his career in HMS Reasonable the ship of his uncle, Captain Maurice Suckling.

By the time he was 16 he had been to the West Indies, the East Indies and up to the Arctic.

In the cold northern Arctic, Nelson decided that it would be a good souvenir to take home for his father the skin of a polar bear.

Nelson and his friend set out with their musket guns to shoot a bear - but the gun would not fire.

So the young Nelson took up his gun like a club and decided to clobber the bear rather than shoot it.

Fortunately for the future of the Navy, Nelson was on one side of an ice chasm and the bear on the other, and before he could clamber across to get to the bear, the ship fired a gun and the bear ran for cover.

By the time he was 21 Nelson had been promoted to the rank of captain.

Over a number of years and many famous battles, including Cape

St Vincent, the Nile Campaign and Copenhagen, Nelson proved his impressive Naval abilities and won himself a famous name.

In the meantime however, he also lost the sight of his right eye and his right arm - the stump of which he nicknamed his 'fin'.

Aged 39 Nelson was an admired and respected admiral whose path to glory was assured.



## This month

2 October 1901: The Navy's first submarine Holland I launched at Barrow-in-Furness

3 October 1990: HMS Temeraire became the last major warship to enter harbour under sail

4 October 1912: Submarine B2 was sunk by enemy attack and became the first submarine to be lost and never salvaged

7 October 1769: Captain James Cook discovered New Zealand

7 October 1980: HMS Coventry was the first ship to take up Armilla Patrol in the Gulf

8 October 1884: Launch of HMS Rodney, the last battleship to have a figurehead

8 October 1990: Women in the Womens Royal Naval Service (WRNS) first served with ships at sea

12 October 1847: In place of rum, tea and sugar were made available

14 October 1939: HMS Royal Oak sunk in Scapa Flow with the loss of 786 lives

17 October 1884: Sick Berth branch formed

20 October 1914: The merchant ship Glitra was the first non-military vessel to be sunk by a German submarine

21 October 1805: The battle of Trafalgar

21 October 1950: The Navy's first nuclear-powered submarine HMS Dreadnought launched

23 October 1753: The Royal Naval Hospital Haslar in Gosport admitted its first patients

28 October 1664: The birth of the Royal Marines Corps under the title the Duke of York and Albany's Maritime Regiment of Foot

30 October 1942: German submarine U559 sunk giving the British access to their codebooks

## NEXT MONTH

The sea has long been a source of legends and ghost stories. Starting from the tales of Ancient Greece through the ghostly Flying Dutchman and to the mysterious Bermuda Triangle.

## Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person.

The decision of the judge is final.

Full competition rules are available by contacting us at the usual address.



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Entry to the park is free, with ride wristbands available at £14.99 each. For more information tel 01278 751595 or visit [www.brean.com](http://www.brean.com)

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You can also enrol online at [www.navynews.co.uk/youngreaders](http://www.navynews.co.uk/youngreaders) or over the phone

by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

## Win 1 of 10 Shaker Maker Kits!



Shaker Maker is back - a must have toy from the 70's (ask your mum or dad). The contemporary arts and craft toy, that allows you to shake and make a range of figures in moments. Simply add the magic powder to water and give it a good old shake in the special shaker. All you have to do is paint them with the paints provided and you've got a great gift or ornament.

To win one of these fabulous kits, answer the following question

Q. On what day was HMS Victory launched? (clue - look on YRC website)

Send your answers on a postcard or email marked 'Shaker Maker' to the usual address. Closing date 31/10/03. Normal competition rules apply.





## Sea Cadets

### SUPPORTING ROLES

Cadets from TS Revenge are joined by First Sea Lord Admiral Sir Alan West at the Royal Philharmonic Hall, Liverpool for a concert in aid of King George's Fund for Sailors.



### Ex-Cadet killed in Iraq

RUSSELL Beeston, the 50th British Serviceman to be killed in the present operations in Iraq, was a former Sea Cadet.

The 26-year-old Territorial Army soldier went to Iraq in June. He was killed after being lured into an ambush in Ali al-Sharq in the south of the war-torn country.

Russell's late father, John Beeston, was an instructor at Fort William unit.

Russell later trained at the Nautical College in Glasgow and served for a while in the Merchant Navy, then the Royal Navy from which he received a medical discharge.

He joined the Territorial Army in 1997.

A memorial service in Fort William's Macintosh Memorial Church was attended by 180 family and friends.

Earlier at the funeral service, his family had been joined by 50 members of the 52nd Lowland Regiment and from the King's Own Scottish Borderers, to which he had been attached.

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## Trinco's new home gets royal approval

OVER 80 cadets were on parade when the Duke of York arrived at Hartlepool Marina to dedicate TS Trincomalee's new HQ – and he found time for a word with almost every one.

Hartlepool unit was founded in 1938 and based in the old Dock Master's Office until 1991 when it was moved into temporary premises while the Marina was revamped.

The new 2,500 sq ft purpose-built headquarters boasts four classrooms, a boat deck, galley and boat repair and storage facilities.

Prince Andrew, who arrived at the marina by helicopter, also handed over the keys of a refur-

bished training vessel, Bathsheba, donated by the Adventure Youth Training Trust.

The Admiral of the Sea Cadets received a cheque for £5,000 from Abbey National before unveiling a plaque to mark his visit.

Said the unit OIC CPO Dave Wilson: "It's been a great honour to have Prince Andrew dedicate the unit and I'm really proud of all the cadets here."

"Bearing in mind the heat, everyone did very well."

● **TIME FOR A WORD:** The Duke of York shares a joke with MC2 Andrea Lamplough





# Sea Cadets



## South West still best!

ALL FOUR pulling teams in SW Area's entry in the National Combined Regatta came from Port Talbot Unit – and they were determined to make a name for themselves.

Open Boys won the Hornblower Cup, Open Girls carried off the Burton Cup and the Junior Boys and Girls both gained second place in their respective leagues.

Here a 16 point lead ensured that the Dawson Trophy for the over all winning area went to the South West.

Birmingham Stirling won the power boat handling, Sutton Coldfield took Silver in sailing boat

handling and a very creditable fourth place by Coventry in the pulling boat handling also helped ensure final success.

The canoeists were not going to release their grip on the Armitage Trophy and so a massive 234 point lead meant that cup was staying in the South West for another year.

All of which meant that the impressive Navy League Cup for the regatta champions was staying put, too.

● **STAYING POWER:** Port Talbot pulling teams with their prize 'pots' (above). Right: Lord Mayor of Birmingham Cllr John Alden presents the Navy League Trophy to SW Area



# Rebel racers' international regatta debut

## Water, water everywhere . . .

Well, actually no. AC Rachel Page of the City of London unit is pictured on board its headquarters – HMS Belfast.

The World War II cruiser is berthed in the Pool of London by Tower Bridge and has been open to the public as a museum since 1971.

She is also home to the White Ensign Association (see ad opposite).

HMS Belfast's forward 6in guns were fired to celebrate the ship's 65th birthday earlier this year. They were last fired in anger off the west coast of Korea in 1952.



LONDON Area Sea Cadets have for the first time taken part in a prestigious international yacht regatta and a national championship – and managed sixth place in one of the races.

They are all members of the TS Rebel specialist London Area Sea Cadet Racing Squad who took part in the International Yacht Regatta during Ramsgate Week.

Selection for the squad is taken from aspiring cadets who have attended keelboat racing and off-shore courses provided by TS Rebel's RYA Cadet Sea School at Walton-on-the-Naze, Essex.

The cadets crewed on TS Rebel's racing yacht *Beeste*, a Hunter Impala supported by a Walton-based charity, the Rebel Trust.

*Beeste* was invited to take part in the Impala National Championships held during the week's racing.

Said TS Rebel's Commanding Officer Lt Cdr Nick Moulton: "It is the very first time that young London Area Sea Cadets have taken part in a prestigious interna-

tional yacht regatta and a national championship.

"The youngsters all enjoyed the terrific opportunity of a week of some very exciting racing in quite windy conditions, at times against some very experienced crews."

□ Lt Cdr Moulton was awarded the Freedom of the City of London as *Navy News* went to press. Special feature next month.

● **BEESTED:** (left to right) POC Stuart Burns (Waltham Forrest), PO(SCC) Lea Thurlow (Rebel Staff), POC Dean Woodbury (Waltham Forrest), OC Jimmy Johnson (Brentwood), LC Philip Parker (Thurrock) and LC Daniel Cowler (Walton-on-the-Naze) relax on the foredeck of *Beeste* after racing in the Ramsgate Week International Regatta and Impala National Championships



## BEXLEY BURNS BRIGHT

BEXLEY unit have been doing well lately.

They won four out of five classes in their District Pulling Competition.

Then the Under 15 boys and Under 12s went on to become London Area champions while the Under 15 girls were runners up.

Under 18 Boys came in a very close third after two extra races had to be run to split the first three places in the London Area Pulling Regatta.

Some of Bexley's brightest stars are seen here with the Mayor and Mayoress of Bexley, receiving their Duke of Edinburgh Awards.

In just over a year the unit has netted one Silver and 12 Bronze Awards and currently has 18 cadets working in the scheme.

Said Commanding Officer Lt Trevor Eaton: "I

am very proud of all the cadets at Bexley Unit.

"They have all worked incredibly hard and achieved the best that

they can in the Duke of Edinburgh Awards, in the pulling competitions and in all other activities this year.

"They are among the keenest and most dedicated cadets I have ever worked with."



**Sport**



● Mne Olly White of the Fleet Protection Group Royal Marines at the helm of Adventure with the Fastnet Rock behind him

**Double success for Adventure**

A COMBINED team consisting mainly of submariners and Royal Marines took two trophies at this year's Fastnet Race in the Ministry of Defence Challenger 67 yacht Adventure.

The team - nine out of the 15 work at Clyde Naval Base - won the Culdrose Trophy for the first Service vessel to reach the Fastnet Rock on corrected time, and the Inter-Regimental Cup as the first Service vessel to finish on corrected time.

This was the first time that a Royal Navy crew has won both trophies since 1987.

Adventure came sixth in a division of 23 and 34th overall in a high-class field of 244 finishers.

The Challenge 67 yachts were bought by the MOD over the past year to replace the ageing Nicholson 55 fleet, and the Fastnet gave the crew their first opportunity to race

them in a prestigious event against commercially-operated Challenge vessels.

Adventure, skippered by Lt Cdr Richard Tarr (FASFL0T) has now set the standard - she was the first Challenger boat to finish, beating all the other 67s and the larger and faster Challenger 72s.

**Honour for ref**

THE RUGBY Football Union have announced that RN referee Lt Cdr Geraint Ashton Jones has been selected for the elite Zurich Premiership Panel.

Though Geraint has already refereed a number of Zurich matches the selection gives him the opportunity to establish himself as a regular at the highest level.

**Rugby Union fixtures**

**RN 1st XV:** Nov 19 (1930) v Dorset and Wilts (US Portsmouth); Nov 26 (1930) v Devon (D'port Services); Dec 2 (1930) v Cornwall (Hayle RFC); Jan 7 (1930) v Combined London Old Boys (Fitchmond); Jan 17 (1930) v Jersey (Jersey); Jan 28 (1930) v Somerset (Taunton); Feb 4 (1415) v RAF 'A' (RAF Halton); Feb 18 (1900) v Cambridge University (Cambridge); Feb 25 (1915) v Oxford University (US Portsmouth); March 5 (1930) v Irish Defence Forces (London); March 10 (1930) v Esher (Esher); March 17 (1930) v Rugby (Rugby); March 24 (1930) v Plymouth Albion (D'port Services); March 31 (1930) v RAF (D'port Services); April 7 (1930) v Hampshire (US Portsmouth); May 1 (1500) v Army (Twickenham).

**RN Women:** Oct 29 v Dorchester (Dorchester); Nov 19 v Petersfield (US Portsmouth); Dec 10 v Cullumpton (Cullumpton); Jan 14 v Seal Hayne (D'port Services); Feb 4 v Exeter University (Exeter Uni); Feb 25 v Southampton University (Southampton); Mar 10 v Trojans (US Portsmouth); Mar 31 v RAF (D'port Services); April 31/May 1 v Army (Aldershot/Kneller Hall).

**RN Youth:** Oct 5 (1400) v Devonport Services (BRNC Dartmouth); Oct 19 (1400) v Taunton (Yeovilton); Nov 2 (1400) v Winchester (US Portsmouth); Nov 16 (1400) v Brixham (BRNC); Nov 22 (1400) v Harlequins (US Portsmouth); Nov 29 (1400) v RAF (RAF Halton); Dec 6 (1400) v Army (US Portsmouth); Feb 14 (1200) v Harlequins (London); Feb 29 (1400) v Taunton (Yeovilton); Mar 13 (1430) v Exeter (BRNC).

**RN Veterans - the Ancient Mariners:** Nov 7 v Winchester (US Portsmouth); Dec 1-6 Dubai 10s (Dubai); Jan 28 (1930) v Havant (US Portsmouth); Feb 27 (1930) v Weston-super-Mare (Weston-super-Mare); Mar 7 v Hampshire (US Portsmouth); Mar 31 v RAF Vultures (D'port Services); May 1 v Army (Ibc).



● Geraint Ashton Jones

Geraint spent his pre-season refereeing in the Argentinean club championship.

"The trip was a perfect opportunity to referee a different style of rugby in a highly-charged and competitive environment rather than the traditional pre-season friendlies," he said.

"The Latin temperament certainly lends itself to some fiery encounters which fully tests your game management skills."

Being a member of the Elite Referee Unit takes up a great deal of time, including travel, so Geraint is pleased that Vauxhall sponsor the RNRU, allowing him to cover more than 20,000 miles a year in comfort.

The RNRU Referees are always looking for new members and anyone interested should contact the Training Officer, Cdr Baileiff, on 07793 884230.

The RNRU is seeking a serving volunteer with website knowledge to be the webmaster for the RNRU internet site.

Lt Cdr Charlie Neve runs the intranet site, and it is intended to duplicate a lot of his output on to the wider internet.

Contact either Lt Cdr Neve (RNRU PRO) on 93832 7568 or 023 9254 7658, or Lt Cdr Ashton-Jones on 9380 27094.

**Triathletes end season on a high**

THE LATTER part of the triathlon season has been one of the most successful in the Navy club's history.

More than 120 athletes turned out for the Navy's championships at HMS Raleigh, with home runner POPT Sean Childs taking the men's open title with the fastest time, ending a series of silver medals.

Sgt Mark Goodridge was second, with CPO Eamonn Masson third and Veteran Over-35 champion. Mne Joe Kerrigan took the Over-40 title, and Raleigh the men's team event. PO Vicki Norton cruised to her sixth women's title, from Surg Lt Cdr Wendy Scott and PO Lindsey Gannon, who took the Over-35 crown.

Lt Len Louw and S/Lt Penny Armand-Smith took the novice titles, while Plymouth were the top Command.

Five RN athletes entered the Longest Day Ironman, with Childs finishing ninth, CPO Carl Harewood 11th and CPO Jason Sawyer 13th, giving the RN the team title.

Cpl Gary Gerrard finished runner-up in the Inter-Services, with Childs 7th and Kerrigan 10th, while Norton finished second in her event. The veterans took their team title, the Elite and Women teams finishing runners-up to the Army.

Childs later took the individual title in the Services Long Distance event.

■ See Navy News Online for a full report

**Tourists overcome feet of clay**

AFTER a positive performance in the Inter-Services the RN Tennis Association sent a team for an end-of-season tour to the USA.

The party of ten players was based at Dover AFB in Delaware and played five fixtures against the biggest and best of the state clubs.

Most of the fixtures were played on clay courts - an unfamiliar surface to Servicemen, and accordingly the team were soundly beaten before finding the timing and style required to master the surface.

The team then triumphed in emphatic fashion, by nine rubbers to nil, against Wilmington on clay, just as a whitewash looked on for the American hosts.

The host clubs - including the state champions - won the other four highly-competitive fixtures against a mix of RN players, ranging from the full Navy team and veterans to new players making their debut this season.

Clubs visited included the Du Pont Country Club, Greenville, Deerfield and Wilmington - prestigious clubs, some hosting major championships on the US circuit.

Cdr Peter Eberle, Chairman of the RNLTAA, said: "The tour was a fabulous experience for the mix of players, and a fitting way to end a solid season of Navy tennis."

Thanks were due to Lt Cdr Mike Wojcik USN, a former exchange officer, for his work co-ordinating the American side of the tour - and persuading his parents to host the end-of-tour prize-giving at their Wilmington home.

**New obstacles are welcomed**

The RN and RM Equestrian Association Bickleigh Saddle Club has a new set of obstacles and jumps funded by the RN & RM Sports Lottery.

The club is situated within the RM Barracks in Bickleigh, home of 42 Cdo, and provides teaching, hacking and livery facilities to members of the RN, RM and MOD Civilians and dependents.

Members of the thriving Pony Club held a showjumping competition to celebrate the arrival of the new jumps.

Anyone interested in the club and its facilities should contact Cdr Mullen on 9375 65501 or Stable Manager Joan Golightly on 01752 727038.

**The look, feel and performance of a timepiece costing thousands**

Wm. Forbes remarkable new Lunar Moonphase Calendar wristwatch at a very special introductory direct price of £139\*.

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blued steel hands in the traditional clockmaker's design. Finally, the Wm. Forbes name appears on the dial and is engraved on the backplate. The watch glass is of course genuine mineral glass.

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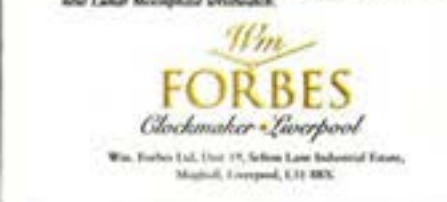
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**Easts retain Origin trophy**

THE EASTS retained the Origin Trophy in a fast, open rugby league contest in Portsmouth.

The State of Origin Trophy match ("Origin II") attracted more than 40 of the Service's top players and a large crowd of spectators.

The first half belonged to the Eastern Commands - the Blues. Led by LPT Knocker White, they put together some excellent moves spreading the ball out to the wings making for an exciting spectacle.

After a penalty goal on five minutes, the Easts went further ahead with a brilliant try by AEM Dave Roberts, following a break through the centre by OM Marc Warren.

The Wests replied with a penalty but despite strong defence the Easts continued to press, scoring three more tries including a brace for OM Dane Smallbone.

With Scott Partis kicking another two goals it was not looking good for the Wests and their coach Sgt Chris Richards, but as the break approached they grabbed a try to set up a great second half.

The Wests began the second half strongly, but the recovery stalled when LMEA Matt Beattie gathered the ball on his own 30 metre line and raced through to score the try of the match in the corner.



● Cpl Al Sullivan of the Wests (maroon), scorer of two tries in the Origin II match, breaks through the Easts' defence

The Wests replied with a try to keep them in the game at 26-10.

A flurry of tries, one for the Easts and two for the Wests' Cpl Al Sullivan, left the score at 32-20, and the final ten minutes were scoreless apart from a Partis drop goal, making it 33-20 to the Easts.

Denise Shepherd manager of Nelsons Bar in Gosport, who sponsored the match, presented the

Trophy to LPT Knocker White. Man of the Match trophies went to LWEA Tom McKenna (Easts) and Mne Taff Parry (Wests).

Plans for the Australian Combined Services tour to UK in November are in the final stages and full details will be in next month's Navy News, along with reports on the Inter Services matches.



## Collingwood take football tournament

HMS COLLINGWOOD won an eight-strong women's inter-unit six-a-side football tournament at HMS Sultan.

The hosts, Nelson, Collingwood, Drake, Raleigh, RMB Chivenor, Heron and HMS Southampton contested the tournament, with each 20-minute game played on a full-size pitch.

Heron and Collingwood met up in the final, with the young Collingwood team taking the lead in the first half before being pegged back.

The more experienced Heron six then went ahead, but Collingwood deservedly levelled, and as the players tired the score remained locked at 2-2.

Collingwood retained their poise during the penalty shoot-out to take the honours 3-2.

OM Natalie Bavister was Player of the Tournament.

The event, organised by POPT Bowen, allowed many players to drop hints to the Command selectors for the Inter-Command competition this month, with a few being offered the opportunity to join the RN Representative side.

## Records fall in cycling competition

THE 2003 Inter-Services 10 and 25 Mile Time Trial cycling championships, incorporating the RN championships, saw POPT Sean Childs take both titles in the shorter race with a new Navy championship record time of 20m 28s.

Sean last won the event in 2001, and was runner-up last year.

Capt Ian Houvenhagel RM was seventh overall but runner-up in the RN event (21m 06s) and fellow Royal Chris Smart was 11th overall, third in the Navy (21m 47s).

The 25-mile championship saw the top two placings reversed, with Houvenhagel taking the Navy title by finishing fourth overall, setting a new RN championship record of 54m 41s, and Childs the next Dark Blue rider in, taking sixth place (54m 54s) and Smart ninth overall (RN 3rd) in 56m 05s.

Other notable rides over the two days came from Capt Mark Fieldsend, CPO Vellacott and Sgt Edwards.

One rider not available for the event was CPO Aran Stanton, who was riding in the Open event. Stanton has had an outstanding season, and has broken the majority of the RN Open records over 10, 25, 50 and 100 miles within the past 12 months.

For more details on RN cycling see [www.navycycling.org.uk](http://www.navycycling.org.uk)

## Women golfers lose on tie-break

THE NAVY golf season closed with the premier event of the year, the Inter Services Championships at Saunton Golf Club, writes RINGA Secretary Cdr Gary Skinnis.

Both ladies and men's events were won by the RAF with the RN second, but the Navy ladies produced a major upset by beating the RAF on the final day, only to lose under the tiebreak rule.

The RAF won both matches on Day One, pitting the Navy against the Army the following day.

The men's match was close, with the foursomes at 2-2 at lunch, Navy points coming from MEM Mike Setterfield/MEA Adam Hawkins and RINGA captain Lt Guy Norris/Cpl Freddie Lomas.

With two wins from Norris and Lt Cdr Mark Taylor and a half from Mnc Richard Baker from the first seven singles, things looked bleak.

However, shrewd captaincy from BC/Sgt David Sharp yielded the final three points - Lomas, Hawkins and CWEA Steve King

## Divers conquer Ben Nevis

A JOINT RN/Army team from the Diving Training Unit (Army), which forms part of the Defence Diving School, won a trophy at the gruelling Ben Nevis Race 2003.

The school conducts deep diver training at the Underwater Centre in Fort William, and when Sgt Paul Farrell suggested entering, fellow Royal Engineer L/Cpl Scott Goddard and Diver Paul Meads-Wooley volunteered.

Don McGregor, head of the Underwater Centre, sponsored the team, which set off in

sunshine to tackle the mountain.

A series of climbs which gradually became steeper soon sorted out the athletes, and by the time Sgt Farrell reached the summit the first runner had completed the event and got his breath back as well, finishing in 1h 29m.

All three finished - Paul Farrell in 2h 23m, Paul Meads-Wooley 2h 34m and L/Cpl Scott Goddard 2h 36m - and their reward for their efforts was the Lochiel Cup, awarded to the fastest Forces team.

# Army bowlers thwart Navy

AGGRESSIVE bowling by the Army left the Navy's cricketers in second place in the Inter-Services competition.

The Navy began against the RAF in fine style, limiting them to 149 in 50 overs in hot, dry conditions, then rattling off the required total for the loss of only one wicket in 28 overs - OM Penner scoring an unbeaten 71 to take the Man of the Match award, while AEM Robinson scored 51 not out.

On Day Two the Army, on home soil, notched a huge 299 against the RAF and dismissed them for 205, setting up a last-day decider.

After winning the toss on a perfect batting wicket, the Army raced to 127-1 in 21 overs, and another massive score looked inevitable.

But fine bowling from Mnc Stuart Phelps - who was named Man of the Series - with 3-13 in 10 overs, and PO Troughton, with 2-28 in 10, slowed the run-rate, and the soldiers were eventually dismissed for 209 - a tempting target.

But fast, accurate and aggressive Army bowling kept the Navy in check early in their innings, and despite attempts by Penner (26), Phelps (22) and PO Rouse (39 not out) to take on the attack, the Navy never really got into their stride and fell 83 runs short, being bowled out for 126.

■ A RN officer has been selected for a women's indoor cricket tour to Australia next month.

S/Lt Ursula Frost, an ECB Level 1 cricket coach, took up the game in 1999 following encouragement

from her father, and has enjoyed a meteoric rise since.

She is stalwart of the HMS Collingwood First XI, has toured Luxembourg with the MCC, managed Hampshire in the National County Championships, and is the current RN Ladies captain.

### Cricket course

SPACES are still available on the next ECB Level 1 coaching course, which takes place at HMS Temeraire in Portsmouth from November 4 to 8.

Anyone interested in becoming a fully-qualified Level 1 coach should contact Lt Cdr David Cooke, RNCC Secretary, on 9380 23741, 023 9272 3741, or via the intranet at TEM RNSO4

## Mick takes silver at Federation Cup

ROYAL Navy and England heavy-weight boxing champion Mick O'Connell landed a silver medal in his first major international tournament - but was disappointed not to take gold.

Mick - known in boxing circles as The Fish - fought in the Commonwealth Federation Cup in Malaysia, and the benefits of good preparation became clear as he made steady progress through the quarter and semi-finals.

A stocky, aggressive South African was beaten on points in the quarter-finals, and he also overcame an awkward southpaw Indian in the semis.

His preparation for the final was not so good; Mick admitted his lack of international experience had perhaps let him down.

"I had been warming up for about two-and-a-half hours, and I think I warmed up for too long," said Mick, a Royal Marine who is currently with 1 Assault Group Squadron at RM Poole.

He started slowly against his Australian opponent, who caught him with a heavy punch in the first round, but Mick said he felt comfortable and was looking to engineer a big finish to the fight when the referee controversially stopped it at the start of the third round on the maximum point rule - invoked when a fighter is 20 clear points ahead.

"Obviously I was very happy to win silver in Kuala Lumpur, but a bit disappointed not to get the gold, under the circumstances," said Mick, who has just attended a training weekend at Crystal Palace with the England world-class potential squad.

■ POPT O Shillingford improved his credentials with an England ABA Advanced Coaching Course and becomes the Combined Services Boxing Coach - the first time a Navy coach has taken up this prestigious position. He also becomes RNBA Team Manager.

In a number of other changes, Lt Mickey Norford is relieved by Lt Jack Daniels (HMS Sultan) in



● The record-breaking RN Masters swimmers: from left, Geoff Bishop, John Harrison, ASA Midland District president John Russell, Len Rosindale and Phil Merryweather

## Swimming squads prove hard to beat

THE Inter-Services aquatics competition saw the Royal Navy retain their swimming title from last year - and bring some long-abandoned trophies back to the fold.

The swimming was a close-run thing, with the result in the balance until the final relay was finished; all that was needed was a steady swim, with no disqualification, and with the RN squad finishing second to the Army, the title was secured by eight points.

The women's team performed particularly well, winning more medals than in previous years, and their divers took the Inter-Services title for the first time since 1992.

Leading the way was WEA Becky Kerchey, who took gold in springboard and highboard, winning her the coveted LWREN Tina Childs Memorial Trophy.

To complete a fine all-round performance in the pool, the Navy men took the Inter-Services Water Polo trophy for only the third time since 1981, beating the Army 5-3 and the RAF 10-8.

■ The Royal Navy's oldest Masters

swimming team has set a new British record.

The Navy needed four swimmers with an average age of 80 plus to enter a 320-359 short course relay race, and to find a competition convenient to all, so the Midlands Masters at Leamington was chosen.

The four who managed two 4 x 50m relays - medley and freestyle - were Geoff Bishop (67) from Portsmouth, Len Rosindale (82) from Leeds, Phil Merryweather (83) from Kenilworth and the Navy's oldest registered competitor, John Harrison (89) from Elstead, Surrey.

The quartet just missed out on the European record, and had to be content with setting a new British standard.

■ OM Ian Fairhurst has been awarded the NATO Trophy as the outstanding RN/RM Sportsman of the Year for 2002.

Despite plenty of recent scuttling, including patrol vessel HMS Lindsfarne, Ian (27) has managed to supplement his 'land training' with visits to local pools.

And the results have been spectacular, with a flurry of RN and Inter-Services records to his name.

He has also made his mark in European and World Masters competitions, with the peak coming last autumn at the World event in Melbourne, when Ian was not content with three silvers and two bronzes, but powered his way to gold in the 100m backstroke.

■ For a full account of the Navy's success, see [NavyNewsOnline](http://NavyNewsOnline)

### On the run

KAREN Joynton, who was injured when thrown by a whirlwind across 34 Field Hospital in Iraq during Operation Telic, has made another big step forward in her recovery.

Karen ran the Great North Run on Tyneside in 2h 23m - only eight minutes slower than last year.

Karen, who broke eight ribs and a collarbone in Iraq, ran in a T-shirt which warned runners that she was a 'Casualty of War - can't run fast - please pass carefully!'

Exclusive for the \*sports pages !!

*The sexy bits of a letter written to Jack by his 'pash'*

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● Exercise Topsail, which is giving Topmast ratings - and others - a taste of offshore sailing in a challenging environment, is up and running. The expedition, organised by the CINCFLEET Physical and Adventurous Training Cell and supported by the Joint Services Adventurous Sail Training Centre, is split into two-week legs, with each crew a mix of novices and more experienced sailors. The first leg departed from Gosport, bound for Vilamoura in Portugal, and COS(W) Rear Admiral Tim McClement was there to see them on their way. The Challenger 67 then sailed on via Malta to the Greek Islands. The trip will be repeated in the spring. Spaces are still available - contact your EWO, PTI or WMO for details.

## UNIFORM NEEDS TO BE SEEN

### From page one

Based on these and the advice of their commanding officers, personnel would be well-placed to draw their own conclusions. Responsibility rested with COs to determine the balance of risk and benefit in the light of local circumstances and they retained the right to implement restrictions in response to specific threat intelligence.

"The decision to wear uniform in public is a personal one and vigilance must be maintained at all times," Admiral Burnell Nugent warned.

"However, there are benefits to being seen, along with our sister Services, wearing uniform in public and I strongly encourage all personnel to do so when and where possible.

"We take great pride in being members of the Naval Service and I believe that it is important that we should be able to express this pride in a visible way.

"Promotion of the Service in the public eye is another key reason why we should wear uniform when conducting domestic business in the communities where we work.

"The pool of talented young people from which the Service can recruit is growing smaller and the competition is increasing. Using ourselves to increase the visibility of the Service will help to fill gaps."

Admiral Burnell-Nugent added one further caveat, though: "Wearing uniform in public brings with it a responsibility to maintain the highest of standards and care must be taken to avoid doing anything which might bring the Service into disrepute."

## New look HQ this month

THE SECOND SEA Lord has completed the consultation process with civilian members of staff over a major reorganisation of his headquarters, designed to put the needs of sailors at the heart of his HQ operations.

MOD Council of Civil Service Unions has now provided its comments on his Headquarters Review, in time for the new organisation to come into operation on October 1.

The headquarters had not altered since the combined 2SL/C-in-C Naval Home set up in 1994, despite great changes in the front line.

In future, work will be organised into three main business areas - management of sailors' careers and conditions; strategy, planning and budgeting; and the Naval Recruiting and Training Agency.

From the outset Admiral Burnell-Nugent was keen to dispel fears of compulsory redundancies and job losses among his 508-strong civilian team.

At a meeting with them earlier in the year he said:

"The Navy is a leaner, more adaptable, efficient, flexible and professional force that can respond quickly to demands in its role world-wide. This headquarters needs to change to reflect this.

"It does not mean more work for fewer staff. It does mean the work will be more efficiently brigaded to reduce potential duplication, with the needs of the individual being the focus of our efforts."

# Nottingham four 'negligent' verdict

THE COMMANDING Officer of the Type 42 destroyer HMS Nottingham, which was seriously damaged when it struck rocks at an island off the coast of Australia, has been reprimanded for neglecting his duties.

Cdr Richard Farrington and three of his officers from the stricken ship pleaded guilty at Courts Martial in Portsmouth on September 11 to charges arising from the incident on July 7 last year when Nottingham ran onto Wolfe Rock, close to Lord Howe Island, while on passage from Australia to New Zealand.

The incident occurred after a formal visit to the island's Marine Services Manager, who made it known that he wished to meet the ship's Commanding Officer and later entertained him to tea.

A hole was torn in the ship's hull which caused several compartments - including the Sea Dart missile magazine and a junior rates' mess - to flood.

It was only the bravery and skill of the ship's company, working in near-darkness and in a heavy swell to shore up the hull and bulkheads against the cold

seawater, which prevented the possible sinking of the destroyer.

Cdr Farrington was charged that he was negligent to perform the duty imposed on him by the Queen's Regulations for the safe direction and management of HMS Nottingham by failing to properly delegate conduct of the ship to his Executive Officer.

Executive Officer Lt Cdr John Lea and Navigating Officer Lt Andrew Ingham pleaded guilty to negligence in allowing Nottingham to be stranded.

And Officer of the Watch Lt James Denney admitted that by negligence he caused HMS Nottingham to be stranded.

The verdicts were: Cdr Farrington received a reprimand, Lt Ingham was given a severe reprimand and Lt Cdr Lea and Lt Denney were dismissed their ships.

Following the Courts Martial at HMS Nelson in Portsmouth, the Ministry of Defence issued the following statement:

"At today's Courts Martial following the grounding of HMS Nottingham, four of the ship's officers were charged, pleaded guilty and have been sentenced accordingly.

# Front Line should get 'better support'

REPLACING the 1st Battalion Royal Green Jackets as the high readiness Spearhead Land Element are 42 Commando Royal Marines

Defence Secretary announced the deployment of IRGJ to Iraq to help increase force protection there.

Meanwhile around 30 Royal Marines from 539 Assault Squadron have been sent to Iraq to help the Iraqi Border Riverine Service with anti smuggling operations - a deployment planned before the latest reinforcements announced on September 8.

At the same time Armed Forces Minister Adam Ingram said a review of logistic support to the Armed Forces had concluded that changes were needed to better meet the needs of front line operational commanders and the demands of expeditionary warfare.

These included:  
● Logistic support to be configured for the most likely operational scenario but also to have

flexibility to cope with the most demanding

● Support facilities to be concentrated where they can deliver the Armed Forces' needs most effectively

● The supply chain to be streamlined to reduce excess capacity and duplication

● A permanent joint organisation to be set up to deliver a single supply chain for operations, driven by the priorities and requirements of the operational commander. The organisation would be responsible for ensuring the right things go into the supply pipeline in the right order and priority, and emerge in the right place in theatre

● Deployed logistic support to be kept to the minimum necessary to achieve the task, drawing resources back to where they can be used most effectively.

## DUKE BACK



HMS Iron Duke gets the traditional welcome home from the Round Tower, Portsmouth as she returns from a seven-month deployment during which she made one of the biggest drugs seizures in Service history.

## Taxpayers' nuclear bill 'unacceptable'

COMMITTEE of Public Accounts Chairman Edward Leigh MP has said it was "unacceptable" that the taxpayer was footing a bill £300 million more than expected for the building of nuclear submarine facilities at Devonport.

Speaking as the Committee published its latest report, he urged the MOD to get a proper grip on the final phase of the project. The report said that by its own admission the MOD had partly funded poor performance by Devonport Management Ltd, the prime contractor; met the cost increases resulting from nuclear safety regulation; and borne the cost of all other risks originally transferred to DML.

## LAND STORAGE: NEW ROUND

A FURTHER round of public consultation on outline proposals to store radioactive waste from redundant nuclear submarines on land was announced by Defence Procurement Minister Lord Bach - close on the heels of the loss of the Russian submarine in the Barents Sea.

An MOD study concluded in 2000 that the current practice of storing submarines afloat at Devonport and Rosyth remained safe, but the lack of alternative afloat sites meant that storing the radioactive components on land was the best option for the longer term.

Lord Bach made it clear that he was anxious to hear the public's views. "Other options may yet arise," he said.

## FINN BACK

Visiting Scotland for the first time since 1985 was the Finnish Naval Training Ship Pohjanmaa, seen here at Leith with HMY Britannia in the background



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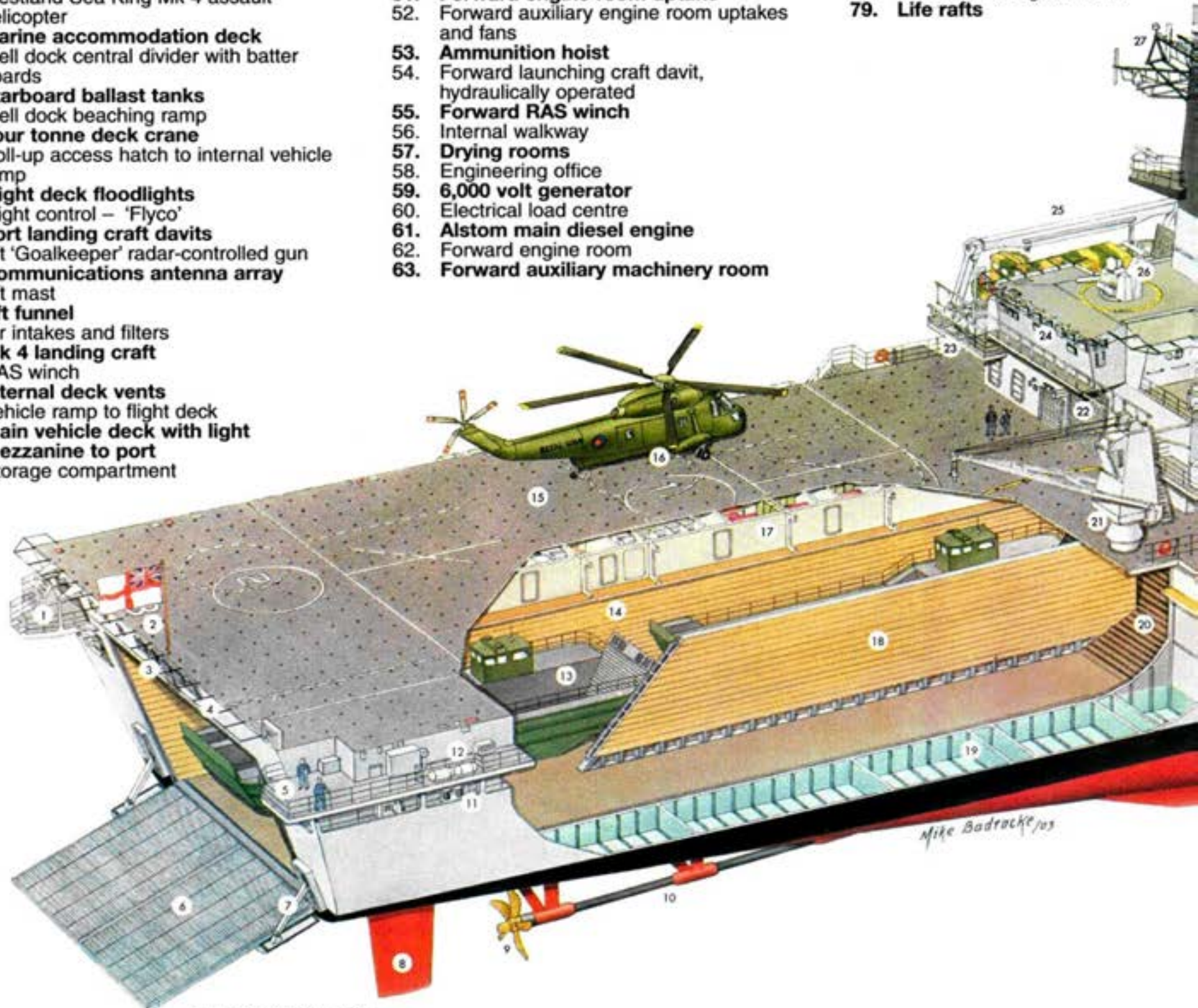


# INSIDE HMS ALBION

## The Landing Platform Dock Ship

A massive step forward from their steam-driven predecessors, HMS Albion and sister ship HMS Bulwark are bringing incorporating in one package the latest in 'stealth' hull-design, an up-to-the-minute electric propulsion system, an air and sea and air – and in the customary LPD role rapid off-load of large numbers of troops, vehicles and equipment from

- |   |  |  |
|---|--|--|
| <ol style="list-style-type: none"> <li>1. Towed sonar platform</li> <li>2. Jackstaff</li> <li>3. Docking control office</li> <li>4. Folding guard rail and safety net</li> <li>5. Starboard side walk</li> <li>6. Stern ramp, lowered</li> <li>7. Ramp actuating links, hydraulically operated</li> <li>8. Starboard rudder</li> <li>9. Starboard propeller</li> <li>10. Propeller shaft and bearing supports</li> <li>11. Aft mooring bollard</li> <li>12. Life rafts</li> <li>13. Mk 10 landing craft</li> <li>14. Boat well dock</li> <li>15. Flight deck</li> <li>16. Westland Sea King Mk 4 assault helicopter</li> <li>17. Marine accommodation deck</li> <li>18. Well dock central divider with batter boards</li> <li>19. Starboard ballast tanks</li> <li>20. Well dock beaching ramp</li> <li>21. Four tonne deck crane</li> <li>22. Roll-up access hatch to internal vehicle ramp</li> <li>23. Flight deck floodlights</li> <li>24. Flight control – 'Flyco'</li> <li>25. Port landing craft davits</li> <li>26. Aft 'Goalkeeper' radar-controlled gun</li> <li>27. Communications antenna array</li> <li>28. Aft mast</li> <li>29. Aft funnel</li> <li>30. Air intakes and filters</li> <li>31. Mk 4 landing craft</li> <li>32. RAS winch</li> <li>33. Internal deck vents</li> <li>34. Vehicle ramp to flight deck</li> <li>35. Main vehicle deck with light mezzanine to port</li> <li>36. Storage compartment</li> </ol> | <ol style="list-style-type: none"> <li>37. Aft auxiliary machinery room</li> <li>38. Starboard electric propulsion motor</li> <li>39. Aft engine room, main diesel engine and generator to port</li> <li>40. Auxiliary machinery room uptakes</li> <li>41. Bilge keel</li> <li>42. Centre auxiliary machinery room</li> <li>43. Pallet loading door with integral hoist, open</li> <li>44. Pacific 22 sea boat, port and starboard</li> <li>45. Officers' cabins</li> <li>46. Main mast</li> <li>47. IFF antenna array</li> <li>48. SCOT antennae, port and starboard</li> <li>49. Emergency conning position</li> <li>50. Forward funnel</li> <li>51. Forward engine room uptake</li> <li>52. Forward auxiliary engine room uptakes and fans</li> <li>53. Ammunition hoist</li> <li>54. Forward launching craft davit, hydraulically operated</li> <li>55. Forward RAS winch</li> <li>56. Internal walkway</li> <li>57. Drying rooms</li> <li>58. Engineering office</li> <li>59. 6,000 volt generator</li> <li>60. Electrical load centre</li> <li>61. Alstom main diesel engine</li> <li>62. Forward engine room</li> <li>63. Forward auxiliary machinery room</li> </ol> | <ol style="list-style-type: none"> <li>64. Forward end of vehicle deck</li> <li>65. Air treatment unit and ducting</li> <li>66. Bridge wing extension</li> <li>67. Seagnat decoy launchers, port starboard</li> <li>68. Signal deck</li> <li>69. Forward mast</li> <li>70. V/UHF antennae</li> <li>71. Weather radar</li> <li>72. 20mm cannon</li> <li>73. Weapons direction platform</li> <li>74. Bridge</li> <li>75. Planning office</li> <li>76. Commanding Officer's day cabin and dining room</li> <li>77. Commanding Officer's cabin</li> <li>78. Starboard navigation unit</li> <li>79. Life rafts</li> </ol> |
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# ALBION

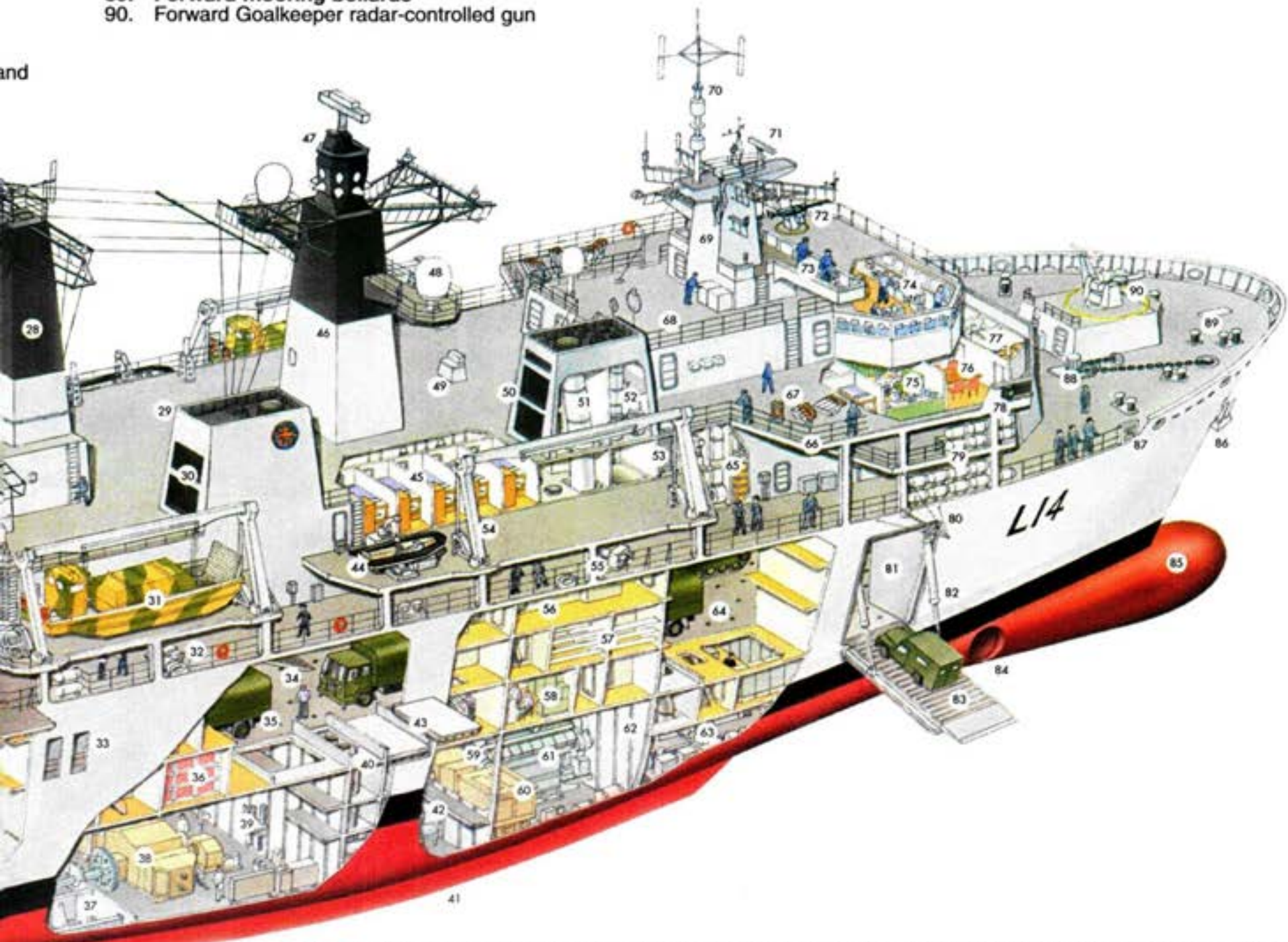


# Navy News

## (LPD)

giving impressive new capability to the Royal Navy, innovative command and control suite for land, from sea to land.

80. Sea boat towing boom
81. Forward vehicle deck entry hatch
82. Ramp hydraulic actuators
83. Forward vehicle loading ramp
84. Bow thruster
85. Forepeak hydrodynamic fairing
86. Twin anchors
87. Fairlead
88. Anchor winches
89. Forward mooring bollards
90. Forward Goalkeeper radar-controlled gun



The new 18,500-tonne assault ships HMS Albion (L14) and Bulwark (L15) will have a major impact on the future of British amphibious and expeditionary warfare.

From within the heart of the ship, the Commander of Maritime Forces positioned in the 72-workstation Command Support System will be able to see a complete battlefield picture of air, land and sea components across a 1,500-mile domain.

This suite of technology is backed up with a sophisticated internal and external Integrated Communications System (ICS) that will ease fluid information flow between the various military forces of land, sea and air.

Troop and equipment movement remain the other main role of the new LPDs with vehicles, landing craft and helicopters all deployable at speed and on command.

The standard ship's company of 325 can be bolstered with 305 troops for operations, with capacity when circumstances dictate for an additional 405.

Four state-of-the-art 120-ton Landing Craft Utility (LCUs) are housed in the belly of the floating dock that will take on some

3,000 tonnes of water when flooded. These craft can carry up to 120 troops and are big enough to move a Challenger 2 tank.

The LCUs are supplemented by four Landing Craft Vehicle Personnel (LCVPs) on davits that can carry vehicles or a rifle troop of 35 Royal Marines and more than a tonne of equipment.

The extensive 64-metre flight deck of HMS Albion operates two Sea King helicopters in the Support and Amphibious Battlefield Rotorcraft role, with additional space for a third to be stowed.

Vehicles are loaded on to the LPD through a roll-on roll-off system, with trucks and assault vehicles taken on through an entry ramp at the front of the ship, then driven on to the vehicle deck primed and ready for transfer straight on to the LCUs as required. There are 500 lane metres of vehicle stowage in Albion, a significant increase in heavy-lift capacity on her predecessors.

These new 176-metre assault ships are the Navy's first integrated Full Electric propulsion ships, with two 6.26MW and two 1.56MW diesel generators driving two AC motors through twin shafts and a bowthrust unit.

HMS Albion was commissioned on June 19, 2003.