

Navy News

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Extreme ironing – p16



Comic legends – p7, 24



Testing time in 'the most challenging of conditions' as –



Royal date for 'Sunny'

THE QUEEN, accompanied by the Duke of Edinburgh, visited HMS Lancaster at Portsmouth Naval Base on March 5. And yes, she did meet 'Sunny', the Type 32 frigate's parent after all. See also:
• Page 2 – Parrot on parade
• Page 5 – Ship of the Month
• Page 28 – Newsline

WAR GAME GOES BACK TO WINTER

THE BIGGEST Arctic exercise of the century is being played out by the Royal Navy and Royal Marines as the Senior Service revisits its Cold War roots in the icy wastes of northern Norway.
• Turn to back page
• See also centre pages

Classic cutaway free inside with Young Readers supplement



ARGUS BACK IN THE PICTURE



AMAZON Training Ship RFA Argus, will be returned to Devonport on February 2 after a five month and four day deployment, currently conducting Operation Sea King.

The ship has received her primary role in providing essential training and experience to the Fleet Air Arm.

Last year she had 100 Fleet Air Arm Squadron members throughout the month of July, providing a realistic and enjoyable environment for the training of 1000 personnel, including 17

crewed by a total of 1000 personnel.

Although the ship is a training ship, it will also be used as a command ship, for example, with the ship's crew and other personnel, for example, for the purpose of the 1000th anniversary of the Battle of Humber.

Commander CD Capt Peter Jones: "It's a great privilege to be able to provide the ship with the support of the Fleet Air Arm. I look forward to providing a realistic and enjoyable environment for the crew."

Diamond day for Britain's last wartime destroyer

THEIR previous commanding officers celebrated their 50th birthday party last on the HMS Cavalier - Britain's sole surviving World War II destroyer - at Chatham Historic Dockyard on May 2.

LAST YEAR'S 50th birthday party for the ship's crew was held at the Chatham Historic Dockyard on May 2. The ship was then commanded by the late Lord Admiral Sir John Jellicoe, who was the first commander of the ship. The ship was then commanded by the late Lord Admiral Sir John Jellicoe, who was the first commander of the ship.

Commander, Cavalier was also present at the 50th birthday party last on the HMS Cavalier - Britain's sole surviving World War II destroyer - at Chatham Historic Dockyard on May 2.

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The ship was then commanded by the late Lord Admiral Sir John Jellicoe, who was the first commander of the ship.



Sunny did meet the Queen

CONTRARY to some media reports Sunny, HM Coastguard's beloved first-pet parrot, was not allowed near the queen when she visited the ship on the 10th of August.

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Navy rescued Queen Juliana

THE MUCH-LOVED Queen Juliana of the Netherlands, who has died at 91, was evacuated to Britain with members of her family from Breskens to Harwich in the Royal Navy destroyer HMS Cockburn on May 12, 1940, two days after The Fall of Rotterdam.

While the Dutch Royal Family evacuated to London in the middle of the war, Queen Juliana, who was in Canada with her daughter Beatrix and her son, the Dutch crown prince, Prince Friso, was evacuated to Britain in the Royal Navy destroyer HMS Cockburn on May 12, 1940.

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'King Billy' dethroned

HMS ROYAL WILHELM, the flagship of the German fleet, was dethroned as the last of her kind in the world.



Maldivian Islands



It follows into a break from the May 21st picnic area at Maldivian School in Plymouth

Can you dig it? Yes we can say sailors

FOURTEEN at one time County school can enjoy picnic facilities this spring and summer thanks to the efforts of sailors from Devonport. The school and women's organization have given Maldivian School in Plymouth, Plymouth, who received in part of their parents' time to maintain the site for the school. The school's maintenance team would have been a day-long party of 12 sailors from Devonport who completed the work in two hours, leveling ground and paving in picnic benches for youngsters to enjoy facilities.

The Royal Navy & Royal Marines Children's Fund
 From World War II to Now
 Founded by HM Coastguard

DEVONPORT
 Children of the Royal Navy and Royal Marines have enjoyed the benefits of the fund since its inception in 1945. The fund has been instrumental in providing financial support to children of the Royal Navy and Royal Marines who have been killed in action or who have been injured in service. The fund also provides financial support to children of the Royal Navy and Royal Marines who are in need of financial assistance.

What is the purpose of the fund?
 The fund provides financial support to children of the Royal Navy and Royal Marines who have been killed in action or who have been injured in service. The fund also provides financial support to children of the Royal Navy and Royal Marines who are in need of financial assistance.

How can I apply for financial assistance?
 Applications should be made to the fund's office in Devonport. The fund's office is located at the Devonport Naval Base, Devonport, Plymouth, Devon PL2 1YD. The fund's office is open from 9am to 5pm, Monday to Friday.

What are the criteria for financial assistance?
 The fund provides financial assistance to children of the Royal Navy and Royal Marines who have been killed in action or who have been injured in service. The fund also provides financial assistance to children of the Royal Navy and Royal Marines who are in need of financial assistance.

The Royal Navy & Royal Marines Children's Fund
 111 The Royal Naval School, Devonport, Plymouth PL2 1YD.
 Telephone: 01752 233111
 Fax: 01752 233112
 Email: childrens@navyandmarines.org
 Website: www.navyandmarines.org

Marc marks first race milestone

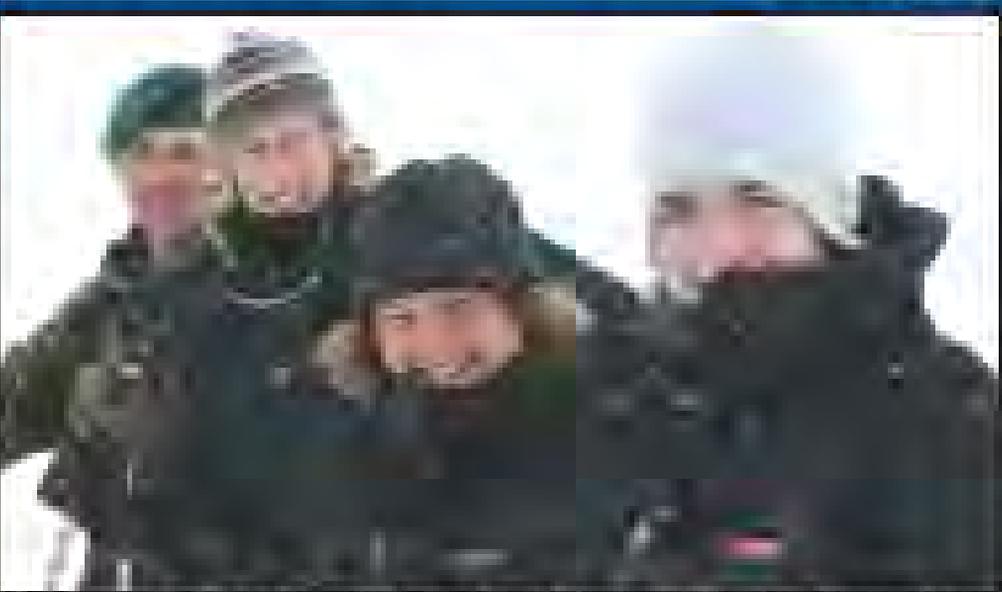
DEVONPORT employee Marc Gray marks his first stage of the 100-mile run challenge for charity in Plymouth in 10 weeks. Marc, 37, has chosen to run for BRACE Forth Hope (Stroke, Breast, & Prostate Cancer), dedicated to help by our independent cancer awareness of the Devonport Forum, and their families, in times of need. Over the following months Marc is scheduled to take part in races across Devon, Cornwall and Somerset. Children will range from a few months old to 100 years old in September in the Exeter and Plymouth half marathons. Marc is also part of the Devonport and Plymouth half marathons. Marc is also part of the Devonport and Plymouth half marathons. Marc is also part of the Devonport and Plymouth half marathons.



Making a dash for charity: Marc Gray and Devonport Forum members at the Devonport and Plymouth half marathons

Careers team was physical

MALE staff in the Careers Office in Devonport have 1000 hours of physical activity in their work. The careers team has been busy with the 1000 hours of physical activity in their work. The careers team has been busy with the 1000 hours of physical activity in their work. The careers team has been busy with the 1000 hours of physical activity in their work. The careers team has been busy with the 1000 hours of physical activity in their work.



It's a little bit of winter... a few snowflakes have landed! Philip Thompson, Clare Kewenig and Jane Robinson join a Mountain Leader's course with all Devonport staff

Marine help for Arctic's angels

THE NAVY's elite fighting force finally cast their net for 'white' angels - while they found members of the elite who love arctic temperatures as much as they do. The first of these have to attempt the 100-mile trek to the rugged North Pole.

Approved in the US Coastguard is that in October 2011 to take up the challenge. The first of these have to attempt the 100-mile trek to the rugged North Pole.

They will have to be in the best of health and in the best of health. They will have to be in the best of health and in the best of health. They will have to be in the best of health and in the best of health.

Look who's tacking

CRUISE of the Devonport Harbour School has been a busy one for the school's sailing club. The school's sailing club has been a busy one for the school's sailing club. The school's sailing club has been a busy one for the school's sailing club.

From police station to PlayStation

DEVONPORT police are looking to take the profile of their own volunteer police in the Devonport area. The police are looking to take the profile of their own volunteer police in the Devonport area. The police are looking to take the profile of their own volunteer police in the Devonport area.

The importance of being UNITE

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Awesome fun for Ledbury's Alistair

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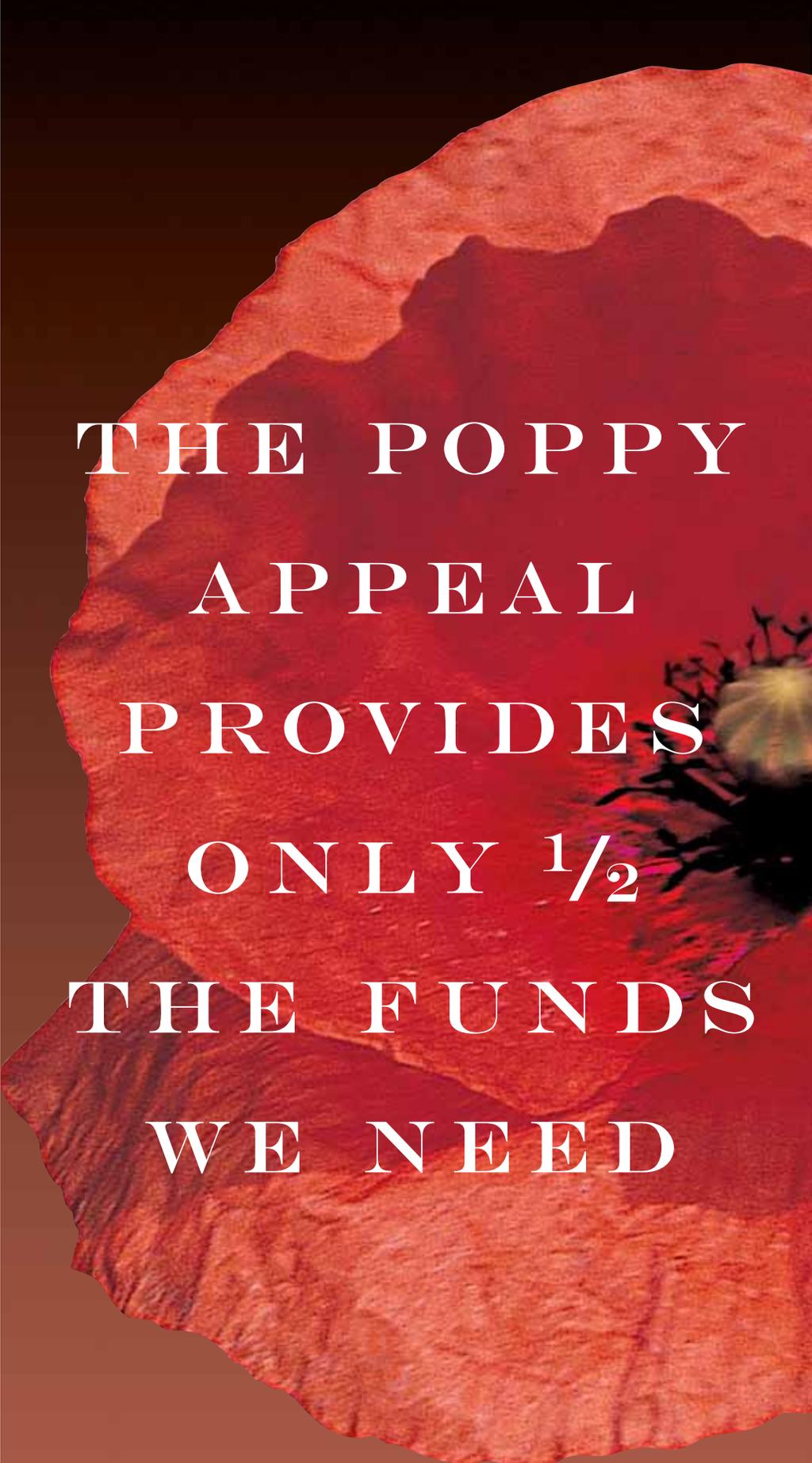
British Limbless Ex-Service Men's Association

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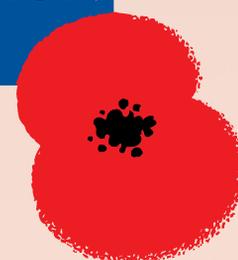
...100,000 visits are made each year to the housebound or those in hospital.



THE ROYAL BRITISH
LEGION

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Zulus – thousands of 'em... and one British sailor

A CENTURY and a quarter after war raged over the land of the Zulus, Lt Paul Frisby made history at official commemorations marking the Royal Navy's role in the conflict.

Not since Queen Victoria sat on the throne has a Naval officer laid a wreath at the graves of Senior Service casualties in the Zulu wars, it is believed.

Lt Frisby, normally serving at the Maritime Warfare School in HMS Collingwood, joined King Goodwill of the Zulus and Deputy British High Commissioner to South Africa Andy Sparks for 125th anniversary events.

Ceremonies centred on the former battlefield at Isandlwana, where incompetent British generalship led to a massacre by Zulu warriors on January 22 1879.

Among the 1,300 casualties for Queen and Empire that day was the sole sailor at Isandlwana, Signalman 2nd Class William Aynsley.

Aynsley, from frigate HMS Active, was acting as batman to Lt Berkeley Milne – who on the fateful day of battle was away with British commander Lord Chelmsford, leaving the rating behind to tend to his kit.

Instead, Aynsley found himself

confronted with comrades by an overwhelming Zulu force.

According to official reports, he was last seen "his back against a wagon wheel, keeping the Zulus at bay with his cutlass – but a Zulu crept up behind him and stabbed him through the spokes".

The crushing defeat at Isandlwana was largely obscured by the heroic British defence of Rorke's Drift which was championed by the press and Government of the day – a bit of 19th Century 'spin' which has endured to this day.

After the official commemoration, a British military party moved on to other battlefield sites from the Zulu and Boer conflicts in the KwaZulu-Natal region, including the memorials to HMS Boadicea and Dido at Mount Prospect which lie next to the final resting place of Cdr Francis Romilly.

Romilly was the first British casualty of the Battle of Majuba Hill, against the Boers, on February 27th 1881 and at the time led the attached Naval brigade.



● (Top) Lt Paul Frisby lays a wreath on behalf of the RN at the memorials to HMS Boadicea and Dido and (above) Boadicea's Gatling gun crew pose for the Victorian cameras

Brownies ham it up on air

YOUNGSTERS from Gosport learned the old way of communicating before the advent of mobile phones when they visited HMS Collingwood.

Brownies from 6th Alverstoke West pack dropped in on the RN Amateur Radio Society, based at the RN's home of communications and warfare, so they could chat to fellow brownies over the airwaves.

The hams at the Fareham establishment linked up with fellow radio buffs from Lyndhurst, Cardiff, Powys and Surrey to allow various Brownie packs to chat.



● Admiral West chats with 17-year-old Thomas Emmerson, son of Lt Cdr Graham Emmerson currently serving in Oman, as he inspects the guard at the Royal Hospital School

Admiral cements historic links with Suffolk school

YOUNGSTERS at the Royal Hospital School in Suffolk were treated to a visit by Britain's most senior sailor.

First Sea Lord Admiral Sir Alan West dropped in – literally – on the co-education boarding school at Holbrook for a weekend of events.

Admiral West was flown into the school by a Lynx piloted by Lt Cdr Mike O'Riordan, who has three children attending RHS.

The Sea Lord joined an audience of 800 people in the school chapel for a gala concert on behalf of the Burned Children's Club, and the fol-

lowing morning inspected the school's marching band and guard in the first ceremonial parade after the winter break – a tradition which dates back to 1712.

"We very much value the strong links between the Royal Hospital School and the Royal Navy and so we were delighted to have Admiral and Lady West with us for the weekend," said headteacher Nick Ward.

"Sir Alan certainly seemed to enjoy taking the salute at our formal ceremonial parade on Sunday morning."

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MG range - Fuel consumption mpg (L/100km) ranges from: Urban 15.8 (17.9) - 39.2 (7.2), Extra Urban 27.2 (10.4) - 68.3 (4.1), Combined 21.5 (13.2) - 53.8 (5.2). CO2 emissions range from 150 - 314 g/km.

Sir Henry answers radio call

THE Navy's leader through the Falklands conflict will perform the honours this month when a radio museum is opened in an historic fort.

Former First Sea Lord Admiral of the Fleet Sir Henry Leach is principal guest as Worthing and District Amateur Radio Club unveils its labour of love.

The radio hams have spent around a year clearing out and refurbishing a former armoury under a gun emplacement at Newhaven



● Admiral Sir Henry Leach

Fort Museum in East Sussex. They have gathered radio kit from bygone decades to create a 'working museum' with items on show and two operational radio shacks. The museum is opened on Sunday April 25 at 3pm.

Their names shall live on

EXTRA money is available to preserve the nation's war memorials for future generations.

English Heritage, the organisation dedicated to maintaining the country's architectural history, has set aside £60,000 to assist groups and enthusiasts care for monuments.

Until now, only memorials classified as 'listed buildings' were eligible for a grant.

In future, grants will be offered to fund up to half the work involving: urgent and necessary repairs, making inscriptions legible, replacing decorative features, cleaning and landscaping.

Details of the grants, which will be awarded at the end of April and end of October, are available through the Friends of War Memorials on 0207 259 0403.

Interest Mounts up

THE latest stage of the transformation of Britain's amphibious forces takes shape this month with the launch of new amphibious ship RFA Mounts Bay.

Lady Sarah Band, wife of CINC Fleet Admiral Sir Jonathon Band, is due to perform the honours as the ship's sponsor at BAE Systems' Govan yard on the Clyde on April 9.

Mounts Bay is the second of four new vessels ordered by the RFA to replace its aged Knights of the Round Table which – except Sir Galahad – have served since the 1960s.

Unlike her sister Largs Bay, built on the Tyne, Mounts Bay is being launched conventionally down the slipway.

Lyme and Cardigan Bays will complete the quartet.

● Who pulled the plug out? The surprisingly rakish bow of HMS Illustrious in dry dock at Rosyth



A big fish out of the water

BOTTOMS up.

This is HMS Illustrious as you've probably never seen her before – from below.

And you won't see her like this again for some time to come either.

In a 270-metre-long dry dock at Rosyth dockyard the 26-year-old flattop awaits being flooded up as the latest stage of her refit is completed.

'Lusty' is the last of the Royal Navy's three aircraft carriers to be converted to operate the Merlin helicopter.

That conversion – as well as other upgrades and overhauls for the veteran of the Afghanistan campaign – has reached the half-way stage.

Before opening the sluices to flood up the dry dock at Rosyth, staff from Babcock Engineering, who are revamping Illustrious, celebrated with a tea party on the dock bed alongside crew.

Guests enjoyed tea under the carrier's bow, then walked under the ship – yes, she has a flat bottom which surprised many people – to the stern for some

short speeches to celebrate the progress on the ship.

"A warship which displaces 20,000 tonnes, sits 210 metres long and measures 36 metres across is a spectacular and unforgettable sight out of the water," said Archie Bethel, Babcock's Managing Director.

Cdr Mike Martin, Illustrious' CO during her refit stage, added: "This is a very significant moment for Lusty as there are certain functions which can only be commissioned when she is in her natural habitat – at sea.

"The closer she gets to sea readiness, the more the Royal Navy and the crew of Illustrious play a hands-on role."

This has been the first refit for Illustrious in 10 years and will help her continue service into the next decade until the first of the next-generation of flattops enters service.

She should be ready for trials at sea in the late summer.

● Illustrious as she normally appears



● ST VINCENT and Windward Islander MEM Ahshawn 'Bungy' Williams enjoyed his first taste of snow when his ship was caught in a blizzard off Scotland.

A snow flurry engulfed Type 23 frigate HMS Portland as she refuelled from RFA Fort George during a Joint Maritime Course.

Bungy, pictured here with Std Janine Sinnett, joined the RN 14 months ago and has already spent a sizeable chunk of his career with Portland in the Mediterranean – where the Devonport ship is about to return.

At the climax of the course, Portland commanded a task group.

"Now that we've successfully topped-up for operational capability, everybody on board is looking forward to returning to the warmer climes of the Mediterranean," said Portland's CO Cdr Richard Thomas.

Extensive gunnery firings will be carried out in the Mediterranean to train prospective warfare officers.



● HMS Beagle as she appeared in Darwin's day

Watch out... Beagle's about

BOFFINS behind Britain's ill-starred search for life on Mars have found the namesake vessel which changed science.

The team heading the Beagle 2, the £50m probe which disappeared on Christmas Day last year, set out to find the remains of the ship which served as its inspiration: HMS Beagle.

The 10-gun brig took Charles Darwin around the world in the 1830s – a voyage which led to his revolutionary thesis *On the Origin of Species*.

After her service as a hydrographic survey vessel, Beagle served as a coastguard watch ship off Essex, keeping an eye on smuggling activities for a quarter of a century.

She was sold for breaking-up in 1870 for a mere £525.

Evidence unearthed by Prof Colin Pillinger and Dr Robert Prescott suggests Beagle spent her final years in a dry dock on the River Roach.

What is believed to be Beagle's anchor has been found; other remnants are the ship are thought to be buried by nearly 20ft of mud.

As for Beagle 2, she's still lost in space.

Ark grabs a glimpse of the future

CREW of Operation Telic flagship HMS Ark Royal had the chance to thank shipwrights, engineers and weapons experts for the behind-the-scenes support which gave the RN the cutting edge in combat.

Senior officers from Ark, led by Commanding Officer Capt Adrian Nance, visited BAE Systems' Naval Ships' facilities on the Clyde when the flat-top called in at nearby DM Crombie before she sailed back to Portsmouth last month.

And for the first time the carrier

crew had the chance to see the vessel which will be shepherding Ark in the future by seeing the progress made on the first of the Type 45 destroyers, HMS Daring.

"It is fantastic to be able to see the Type 45," said Cdr Paul Cook, Ark's second-in-command and a former Type 42 destroyer CO.

"We have heard so much about it, but to be able to actually climb over her, to touch and feel, makes it all so real. These ships will be the backbone of the RN's future fleet."

For Capt Nance, the visit to the Clyde was an opportunity to thank the unsung heroes who "contribute massively to the future capability of the Royal Navy".

He added: "Workers should be proud of the work they are doing. The quality is there for all to see and it is important that we thank them for it."

The Scottish visit also allowed Ark's crew to inspect the second of three patrol vessels built for Brunei, KDB Bendahara Sakam.

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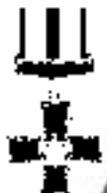
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THE LOGO specially commissioned by the MOD for World War II 60th anniversary events has been unveiled by Veterans Minister Ivor Caplin.

Available free of charge for use by any organisation arranging commemorative events, it is provided in full colour and in an equally effective black and white format.

The logo is intended to be used on stationery, promotional, memorabilia and merchandising material, lapel/beret badges and the like.

Designed by Roger Payne in association with Cortexx Ltd, it incorporates two main elements, reflecting both the achievement and sacrifice of the people of Great Britain and the Commonwealth.

The memorial stone effect and the bronze lettering, in the same font as that used on the Cenotaph, represents the sacrifice of those who gave their lives during the war.

The 'V' shape makes reference to the 'V for Victory' trademark two-fingered sign of Sir Winston Churchill, whose determination and resolve inspired millions.

Said Mr Caplin: "The 60th anniversary logo will bring continuity to all of the commemorative events which will be taking place this and next year.

"I hope that everyone will choose to use the logo and identify their own commemoration and remembrance activities with official commemorations across the country."

Both versions of the logo may be downloaded free of charge or requested on a CD-ROM through the Veterans' Agency website:

<http://www.veteransagency.mod.uk/remembrance/intro.htm>

They may be reproduced freely on signs, literature and web-sites connected with commemorative events. If used on literature or web-sites, use is on condition that it is accompanied by the following:

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Two major events are being planned for the last formal public funded commemoration of World War II.

These will both take place on July 10, 2005, the mid-point between Victory in Europe (VE) and Victory in Japan (VJ) days. Further details can be found on the Veterans Agency website.

Invitations to both will be coordinated by the Confederation of British Service and Ex Service Organisations with help from the Royal British Legion.

● **TWO FINGERS:** Churchill gives the 'V for Victory' sign in Downing Street on June 5, 1943, on his return to London from Washington where he had discussions with President Roosevelt



Escort duty in dire straits

HMS NEWCASTLE has been doing her bit in the war against international terrorism by escorting merchant shipping through the Straits of Gibraltar – seen as particularly vulnerable to sea-borne attacks.

The Type 42 destroyer detached for a fortnight from her NATO task group Standing Naval Force Mediterranean to share the duty with the Spanish frigate SP5 Extremadura as part of Operation Active Endeavour. During this period she was based at the Spanish naval port of Rota.

The operation is a multi-national effort under Spanish command and each time Newcastle sailed she embarked the Spanish Task Group Commander Cdre Lopez and his staff.

A number of German Navy Fast Patrol Boats also provided support.

On Newcastle's initial arrival in Rota there was no time to rest for the Marine Engineering department, as the port Tyne gas turbine engine needed to be replaced.

Ship's staff had detected signs that one of the internal engine bearings was starting to break up.

If this had been allowed to continue it would have resulted in a "catastrophic failure", so it was decided the engine should be replaced before the ship could begin the first of her escort duties.

A team of 12 from the Superintendent Fleet Maintenance's organisation at Portsmouth flew out to Rota to



● **ESCORT DUTY:** HMS Newcastle leads a heavy lift vessel through the Straits of Gibraltar with a German Fast Patrol Boat in company

meet the ship on arrival and was soon at work removing the air intakes to allow the engine to be lifted out from the depths of the Aft Engine Room.

By the end of the first day the old engine was out on the tyne jetty and the new one being prepared for installation.

On the second day the new 5,000hp engine, capable of powering the ship along at 14 knots, was lowered gently down into its new home under the watchful eye of head of the propulsion section

CPOMEA Magill and the Charge Chief CCMEA Compton.

After just 25 hours of work the engine change team had completed their task and earned a well-deserved day in the sun of southern Spain before heading back to Portsmouth.

Luckily they had been able to find a few sets of golf clubs thoughtfully packed in the Engine Change Box to allow them to make full use of the naval base's own golf course...

Hover boys mark 20 years of ever readiness

THE WATER-BORNE punch of the Royal Marines celebrates its 20th anniversary next month with a celebration for personnel past and present, plus loved ones.

539 Assault Squadron, Royal Marines – currently on exercise in northern Norway with 3 Commando Brigade (see centre pages) – is a wing of the RN called upon to be ready for deployment at all times.

The RM Turnchapel-based unit uses a mix of raiding craft, landing craft and hovercraft intended to land commandos on hostile – or friendly – shores as well as conduct sea and riverine patrols.

The squadron was formed in April, 1984, drawing upon lessons learned in the Falklands two years before.

Although a Royal Marine formation, it draws some of its personnel from the RN.

539 deployed to Iraq for Operation Telic last year – and remained behind beyond the fighting to support Royal Marines boarding operations in clamping down on smuggling and illegal activities in the wake of Saddam Hussein's fall.

When Norway's exercises are over, the squadron will hot foot over to the eastern seaboard of the USA for further war games and training.

But not before a birthday party, to be held at the squadron's Plymouth home on Thursday, May 6, combined with a families' day.

The event is open to all former members of the squadron as well as any members of 539 Flotilla.

Details from C/Sgt George Dobie, 539 Assault Sqn RM, RM Turnchapel, Barton Road, Turnchapel, Plymouth PL9 9XD.



D-DAY
60th Anniversary
6th June 2004

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Diminutive by name, distinguished by deeds



● The impressive Royal Naval Headquarters, Merseyside... better known as HMS Eaglet, which was opened in 1998.



● (Above) Coronation salute for King George VI in 1937 in the centre of Liverpool

ON two immaculately maintained carved rolls of honour are engraved the names of volunteer sailors who died for their country.

In two world wars, the nation called upon the crew of HMS Eaglet.

As the 21st century opens, that tradition has continued. No reserve unit of the Royal Navy, say the men and women of Eaglet, has shown greater commitment to the White Ensign.

On its 100th birthday – the Royal Naval Volunteer Reserve unit on Merseyside, the true precursor of today's RNR, was founded in January 1904 – Eaglet stands more than 280 men and women strong.

Across the Mersey lie the dormant sheds of Cammell Laird, where once great names such as Ark Royal and Prince of Wales hurried down the slipways.

The docks too in this part of Liverpool no longer thrive with merchantmen. The boats here these days are yachts and pleasure cruisers – and the University training vessels HMS Biter and Charger serving students of Manchester and Liverpool respectively.

Grandier than Victory Building – the Second Sea Lord certainly thought so on a recent visit – it's surprisingly easy to miss Eaglet. The three-storey building blends in with modern brick town houses a mile or so to the east of Liverpool's greatest landmark, the Liver Building.

Eaglet is a beacon for the RNR as the reservists begin their second century – a modern building with modern-thinking sailors espousing the world-renowned traditions of the Royal Navy.

The backgrounds of the men and women at Eaglet are as varied as you'd expect in any part-time unit – banker, building surveyor, insurance assessor, assembly line worker, body shop foreman.

And in a new world order after the events of September 11, Britain is turning increasingly to these reservists in time of crisis.

Throughout the Cold War era, the RNR was seen chiefly as a counter to the Soviet threat, running convoys across the Atlantic and minesweepers.

The collapse of the Eastern Bloc has seen not less but greater use of reservists, tapping their knowledge and expertise. For the part-time sailors, it has been a chance to prove themselves in Afghanistan and most recently Iraq.

"For most of my career, the RNR had been designed to counter the Russian threat. If someone had said I'd be mobilised for Afghanistan and Iraq, I would never have believed them," said intelligence officer Lt Cdr Simon Ryan, who relished the chance "to do something I'd been trained for at last".

War has naturally been an eye-opener... but not just for the RNR.

"We were amazed at working side-by-side with regulars – there was no difference," said logistician LS(L) Gary Doke, by day a bank manager. He was mobilised for Operation Telic alongside 30 Eaglet shipmates.

"People just saw the hook on my shoulders. A lot of the time people didn't realise I was RNR. I was surprised how good the training was."

It's a view shared by PO Adrian

Jones, one of the handful of full-timers at Eaglet.

"It's been an eye-opener for me," he conceded. "I didn't know this place existed before I came here."

"You see that it's exactly the same as being in the mainstream Navy. And you can also see that the RNR is becoming more and more specialised."

Some 30 Eaglet crew were mobilised during last year's campaign in Iraq – medics, intelligence experts, logisticians, upholding a tradition which began in the Great War.

Then, most of Eaglet's complement was fed into the Royal Naval Division in Gallipoli and later the Western Front.

A generation later, sailors of the North West again served their country proudly – many as gunners in anti-aircraft cruisers.

Telic – perhaps surprisingly – has not brought a flood of new recruits through the RNR's doors, although interest is picking up.

But in a region traditionally seen as a heartland of RN recruiting, Eaglet's presence is vital.

"We are the Royal Navy in the North West," said support manager Lt Cdr Brian Murphy.

He's spot on. The nearest Naval enclaves away from the three main bases are RNR units in Birmingham, Nottingham and Greenock on the Clyde.

It's not surprising that Eaglet spreads her net far and wide.

The majority of ratings live relatively close to Eaglet; most of the officers live far from Merseyside. Preston, Blackpool, Manchester, Harrogate, North Wales – all fall within the unit's catchment area.

"We are a high profile unit – and our building is the jewel in the RNR crown," Lt Cdr Murphy said. "Although we're based in Liverpool, we're not Liverpudlian. We represent the North."

"You only have to look at our boards of remembrance to see the commitment Eaglet has made. That's continued. We had more people mobilised than any other RNR unit for Operation Telic."

What frustrates Eaglet's complement probably frustrates every RN reservist.

"We are the silent few but we do the best job," said AB(MW) Paul Lee. "Everyone knows about the Territorial Army, they certainly know about the Army and the Royal Marines and the Navy, but the RNR? Who are they?"

S(MW) Lennie Bragg added: "Eaglet is a good community – there's great comradeship here."

"Everyone in the RNR knows of Eaglet. We do a bloody good job. We don't try to be better than anyone else."

Eaglet's building is home to more than just the RNR. Royal Marines Reserves, Sea Cadets, senior officers and recruiters all call the ship their home.

Cdre John Madgwick, the RN's regional officer, says Eaglet's footprint in the North West is vital for the Senior Service.

It is his task to ensure visits by RN vessels in his patch – from the Mersey eastwards to Hull, north to Northumberland and back west to the Scottish borders – run like clockwork. Last year he had to ensure 150 visits were accommodated.

"This is one of the most fruitful areas for recruitment for the Royal Navy, so Eaglet is very special to us. It's a terrific centre," the commodore added.

"This is a prestigious building, we're close to the community and together, we do a hell of a lot."



HMS EAGLET'S CENTENARY EVENTS

May 8 Centenary concert by the Band of the Royal Marines at Liverpool's Philharmonic Hall
May 9 Centenary service at St Nicholas Parish Church and

blessing of Eaglet's new bell
May 15-16 Sports weekend
June 16 Ceremonial divisions and parade of Sovereign's Colour
July 3 Ship's company ball

Two ships, two shore bases, two names



THE original Royal Naval Reserve unit on Merseyside, HMS Eagle was founded in the 1860s, and the sailors were given the Georgian fourth-rate ship of the same name as their base – the ship's wheel can be found proudly on display in today's Eaglet.

The Royal Naval Volunteer Reserve was added to the Eagle family in 1904 – hence this year's celebrations.

The hulk served the reservists well for more than six decades until, showing signs of decay, she was paid off in the mid-1920s.

The copper protecting her wooden frame was stripped off by breakers, but the ship herself burned before anything of use could be taken off her.

By the time the ship was towed away, Eagle had become Eaglet. The 't' was added when the RN commissioned the aircraft carrier HMS Eagle in 1918.

And so it has remained ever since, first in the hulk, then a WW I sloop Sir Bevis which became the second Eaglet in 1926, then a four-storey land-based HQ by the Mersey's edge in 1971, and finally in the purpose-built centre in the heart of Liverpool's reborn docklands which was opened by the Duke of Edinburgh in 1998.

And although there has been no Eagle for three decades – and no ship in the RN's impending arsenal likely to bear the name – Eaglet is unlikely to lose that 't' she gained nearly 90 years ago.

The name Eaglet is too well established in the North West to change it now.



● (Above) The first reservist ship on Merseyside, the 1804 fourth-rate HMS Eagle... which became Eaglet in 1918. She was replaced by the former Great War sloop Sir Bevis (left) in 1926



● The Eaglet has landed: The first truly shore-based Eaglet, a triumph of 1970s stylish architecture... The blurb of the day described it as a "superbly equipped modern four-storey shore headquarters". Still, the views from it were stunning.



● (Left) Distinguished visitor: Lord Mountbatten drops in on Eaglet in the 1960s.



● QUITE possibly the luckiest 'sailor' to wear the Eaglet cap, AB Tramp poses for the camera in the late 1960s.

Tramp was a mongrel who was found starving and in a very bad way in a puddle under the yacht Faraway which was stored in one of the sheds alongside Eaglet at Salthouse Dock four decades ago.

Sailors being sailors, the dog was adopted, given a rank, put on the Admiralty books and fed as well – if not better – than his human shipmates.

He lived to a ripe old age, initially in the shipkeeper's cabin under the care of Fred Dalton and CPO George Williams MBE.



● Put your best foot forward: A light-hearted moment for Eaglet's wrens on a visit to France in the 1970s.

Red arrow Sea Harrier closes squadron chapter

A QUARTER of a century of Naval aviation has been consigned to the history books in style with the disbanding of the first of the Senior Service's two FA2 Sea Harrier squadrons – but it is not the end of the story.

In the skies above Devon and Cornwall, 800 Naval Air Squadron's Commanding Officer Cdr Paul Stone took up his jet for almost the last time.

Not any old Harrier, mind you, but one specially painted in 800's famous red livery, complete with squadron badge, to commemorate the occasion.

The farewell flights of the squadron, which officially decommissioned on March 31, should have reached their zenith with an FA2 roar over Portsmouth on March 17 as the squadron's 'mother ship', HMS Ark Royal, entered harbour for the last time before going into extended readiness – but it was cancelled because of fog.

So the exercise pictured here brought to an end 24 years of service with the squadron by the Sea Harrier in its two guises, the FA2 and FRS1 – the latter last flew in 1995 – with the Yeovilton-based squadron.

Cdr Stone said his squadron was disbanding on a high note.

"The last year of 800 as a Sea Harrier squadron has been amongst its busiest yet," he explained.

"2003 saw the squadron detached to



Malaysia, the USA and embarked upon Invincible and Ark Royal.

"During this time we've flown with French supersonic Mirage bombers against Spanish F18s and alongside Malaysian Mig 29, Australian F18 and Singaporean F16s."

Of the squadron's jets, seven are going to other units, but two will be scrapped.

But this is not the end of 800 NAS –

motto *Nunquam non paratus*, or 'never unprepared' – as it will stand up again on April 1, 2006 at RAF Cottesmore as a Royal Navy GR9 squadron, operating the upgraded bomber variant of the Harrier.

Nor too is this the end of the FA2 just yet.

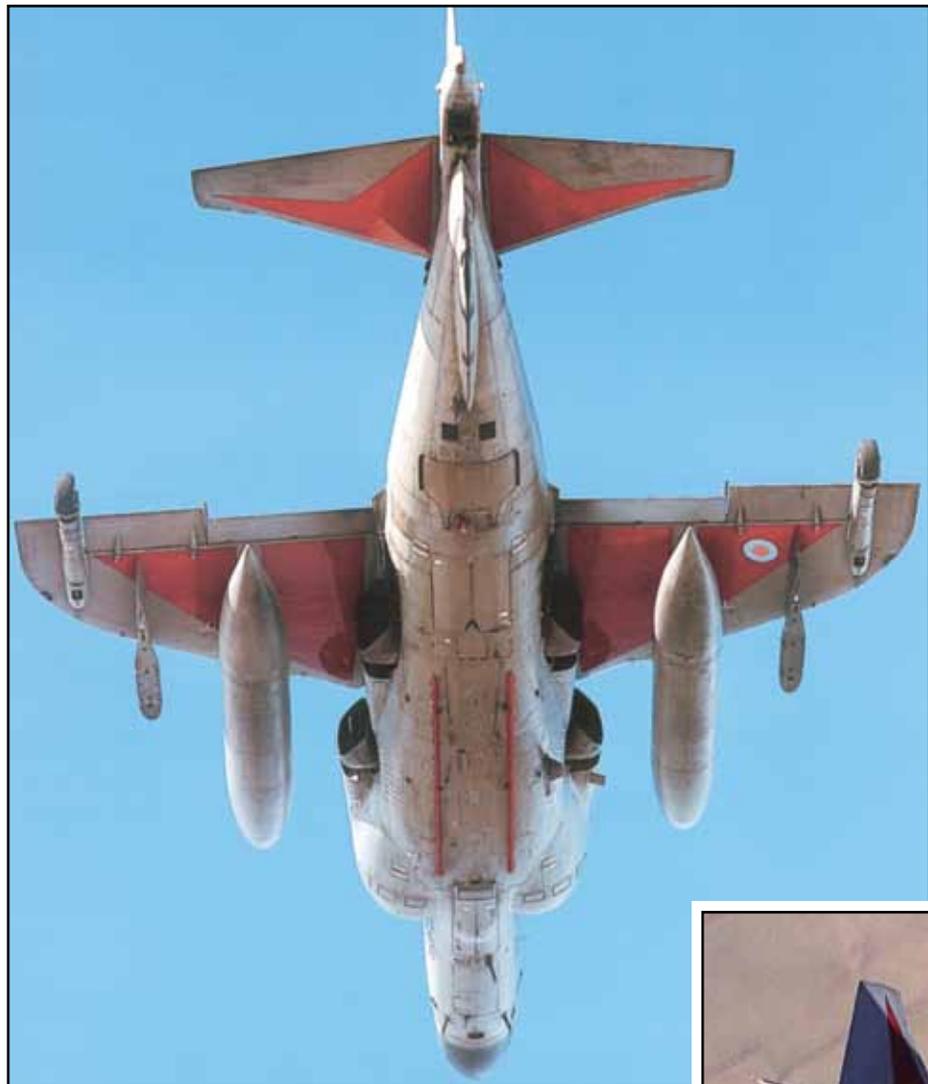
The Sea Harrier will continue to serve the Fleet Air Arm until 899 NAS, the training unit, and front-line sister squadron 801 NAS pay off in March 2005 and 2006 respectively.

The Sea Harrier is being retired as the Fleet Air Arm and RAF prepare for the introduction of the new Joint Strike Fighter, and the conversion to the common upgraded Harrier is a major step in the process.

From the early days of the Strategic Defence Review in 1998 it was recognised that closer links between the Fleet Air Arm and the RAF would pay dividends in the future – but that integration of the two Harrier types was not feasible.

Although they share a name, less than ten per cent of the airframe and avionics are common, and the Sea Harrier, which has a less powerful engine than the RAF version, could not be adapted to take the new Mk 107 jet which powers the uprated GR9.

Pictures by LA(PHOT) Bernie Henesy (800 Naval Air Squadron)



● Cdr Stone flies his Sea Harrier above the Royal Navy Hawk jet aircraft from which LA(PHOT) Bernie Henesy took these pictures (left)



● Sea Harrier ZD613, flown by 800 Naval Air Squadron's Commanding Officer Cdr Paul Stone, heads straight for the sky over the West Country (above)

● Cdr Stone in the cockpit of Sea Harrier ZD613 over the West Country (left)

● Cdr Stone puts his Sea Harrier through its paces over the West Country (below)

Pilots blazed a trail

800 NAS – which with sister units 801 and 824 NAS is the oldest of Naval Air Squadrons – has served the Fleet Air Arm on and off since 1933, distinguishing itself in the Norwegian campaign, Malta convoys and attacks on Bismarck and Tirpitz.

Post-war it saw action over Korea, flying more than 350 combat sorties without losing a single man or aircraft, and in the Suez crisis, and later flew Buccaneers before being disbanded in 1972.

It was reformed within a decade to become the first FAA unit to operate the Sea Harrier, which it did with aplomb during the Falklands Conflict from

HMS Hermes, destroying 13 Argentine aircraft.

In its lifetime the squadron has achieved some notable maritime aviation firsts, including being the first to fly jet aircraft (the Supermarine Attacker) and the first high altitude interceptor squadron, as well as the first to be equipped with the Grumman Hellcat.

From the first days of the Hawker Nimrod and Hawker Osprey to the FA2 Sea Harrier the squadron has flown 15 different aircraft types in operations around the world, from Scandinavia to Burma during the war and just as widely in times of peace.



A test of Endurance in the deep South



● **Mirror image:** (Above) Endurance's form is reflected in the brilliantly clear Antarctic waters and (below) best buddies: HMS Glasgow's Lynx (foreground) accompanies one of Endurance's distinctive Lynxes over the ice floes



● **(Below) A stunning Antarctic sunset**



BRITAIN's brightest warship has boldly gone where she has never gone before – almost to the foot of the world.

In the most southerly deployment in her career, icebreaker HMS Endurance has helped support research in Antarctica until the end of the decade.

The 'Red Plum' – so named for her distinctive livery – used the ice as her berth as she delivered vital fuel supplies to the British Antarctic Survey on the Flichner Ice Shelf.

Crew predicted the mission to the bottom of the world would prove hazardous before the survey ship sailed from Portsmouth in October.

Those hazards became all too apparent when one of



six nautical miles farther south than the Red Plum sailed in January 1994.

"Soon after arriving a lone Emperor Penguin approached the rear of the ship and was so enthralled by the red hull that he didn't leave for the duration of our stay," said Lt Boardman.

The penguins were also fascinated – well, they stood and sometimes watched – games of 'ice cricket' during a two-day stand-off for crew.

Other Endurance sailors staged a volleyball match and school sports day for grown-up kids, some found time to ride on Snow Cats to the research station, and all crew took part in the ship's most southerly barbecue on the quarter-deck, joined by colleagues from the Ernest Shackleton and Halley.

With the fun over, the resupply of the fuel dumps used by the BAS' Twin Otter aircraft began, with 250 barrels of aviation fuel transferred from Ernest Shackleton by Endurance's Lynxes.

As this mission was being completed, Lynx 435 crashed on the ice not far from Endurance, injuring three of her five crew, including LA(Phot) Phil Wareing, who took some of the photographs reproduced here; other pictures were provided by LWEM Snowden and Lt Boardman.

As last month's Navy News reported, the casualties were flown back to Blighty via Chile, before the ship herself resumed her operational duties.

Endurance was loaned a Lynx by veteran destroyer HMS Glasgow, on patrol in the South Atlantic, to provide the mutual search-and-rescue capability which is required to operate safely in the Antarctic.

Endurance's two Lynxes came down on the ice minutes after delivering the last barrel of fuel.

But the passage down to the ice shelf in the Weddell Sea was no less trying for the 120 sailors and Royal Marines.

Crew used satellite images to monitor the density and direction of the ice floes and find the best route to reach the ice shelf, accompanied by the BAS research ship Ernest Shackleton.

Once the duo found a suitable location, they used the ice as a berth – not surprisingly there aren't many major ports this far south.

"A team is sent across to the ice by the sea boat, carrying telegraph poles and an ice drill," explained Lt Sarah Boardman, deputy logistics officer.

"They make holes in the ice and wedge the poles in so that the ship can use them to secure herself parallel to the edge of the ice."

The berth picked was close to the BAS outpost of Halley – at 76°S 26°W – a research centre built on stilts 30 miles from the edge of ice shelf and a mere 14,255 miles from London.

For statistic lovers – and mariners – the southernmost point Endurance reached was 77°34'S 35°08'W at 9.20am on February 4 – 800 miles from the South Pole and

● **Constant companion:** This penguin was ever-present during Endurance's stay at Halley



● **'We're looking for some fine physical specimens but all we can see are two madmen.'** Halley's penguin population show remarkable disinterest in PO(AC) Staples and CPO(MEA) Parsonage partaking in their favourite pastime – 'extreme ironing'.

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A Naval Charity for ALL service and ex-service personnel of the Royal Navy, Royal Marines, QARNNS, and their Reserves

At Your Service



Reunions

April 2004

FAA Armourers Reunion in Coventry on April 2-4. Details from Mick Holdsworth, Aylesham Lodge, Adisham Rd, Barham, Canterbury, CT4 6EY, tel: 01227 832826 or mickhold@btinternet.com

HMS Duke of York mini reunion at Blackpool from April 16-18. All members, families and friends welcome. More info from R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester, CH2 4NQ, tel: 01928 725175.

HMS Ganges Association reunion/AGM at Pakefield, Lowestoft, April 22-24. Nearly 1,000 members and guests expected. Contact Reunion Secretary Dickie Doyle on 0121 747 3680 for details.

HMS London 1947-49 Association reunion in Coventry April 23-25. All former crew members from this commission and not in touch should contact Mike Overton, 80 Elm Park Rd, Reading, RG30 2TN, tel: 01189 674952, email: michael.overton@virgin.net

Fisgard Association and OCSEA reunion and lunch at Rosyth Civil Service Sports and Social Club on April 24 from 1200 to 1600. Non-members of either Association are also invited. Contact Des Goodwin, 36 Southbrook Rd, Langstone, Havant, PO9 1RN or tel: 023 9247 2384.

HMS Concord Association reunion at Royal Spa Hall, Bridlington, April 30 to May 2. Details from Peter Lee-Hale, 53 Shelburne Rd, Calne, Wiltshire, SN11 8ET, tel: 01249 811405 or email: Pleehale@aol.com

May 2004

HMS Myngs and Z-Class Destroyers reunion at Blackpool. Myngs, Zambesi, Zealous, Zebra, Zenith, Zephyr, Zodiac and Zest; graduates from Osprey welcome. Contact Alec Bernasconi on 023 9266 2487 for details.

HMS Royal Arthur (Skegness & Corsham) reunion May 6-9 in Skegness. Details from Rick Squibb, 01202 483485, email: rick.squibb@btinternet.com or see <http://members.lycos.co.uk/hmsroyalarthur/>

HMS Consort Association reunion at the Trecarn Hotel, Babbacombe, Torquay, May 7-10. Details from T.J. (Bud) Flanagan on 0151 425 2744.

HMS Widemouth Bay 1944-57 reunion, May 13-14, Angel Hotel, Royal Leamington Spa. Contact Bob (Topsy) Turner, 17 Mill Way, East Grinstead, RH19 4DD, tel: 01342 323801, email: regmoss@anros.fsnet.co.uk

WOSA/ex WOSA/FCPOSA reunion at WO & SR Mess, HMS Raleigh on May 13. Contact WO Sam Allardyce, NTE(RS3), Room 4, Jervis Bldg, HMS Nelson, Portsmouth, PO1 3HH, tel: 023 9272 0016.

HMS Hermione Association reunion, Quality Hotel, Glasgow, May 14-16, all commissions welcome. Details: Steve Brotherton, 37 McCarthy Close, Birchwood, Warrington, WA3 6RS, stevebrotherton@yahoo.co.uk or see www.hmshermione.co.uk

HMS Fleetwood reunion at the Royal Sailors Home Club, Queen Street, Portsmouth, May 16-19. All ex-ship's company welcome. Details: Keith Rayner, 11 Newfield Crescent, Acklam, Middlesbrough, TS5 8RE, email: krayners@ntlworld.com

Defence Dental Agency: The DDA holds a clinical day followed by a formal dinner at the JSCSC Officers Mess, Shrivernham, on May 21. Open to all serving military dentists, ex-military dentists, civilian dental practitioners and support officers who are or have been employed within Service dentistry. Details from Capt Paul Leighton on 01296 656407 or at dda-ppcc@defence.mod.uk

RNXS (Thames Region): Reunion on

May 22 at HMS President at 1700. Contact Colin Ash on 01892 834224 or Colin Rickard on telephone 01892 833181 or email: ash4382@tiscali.co.uk

HMS Antelope reunion at the China Fleet Club, Saltash, May 22, open to all ex-Antelopes. Contact Bob Hutton at 3 Agars Plough, Eton, Windsor, SL4 6HR, or at bobahutton@hotmail.com

HMS Ganges North American reunion on May 27-29, University of Toronto, Ontario, Canada. Contact Fred Walsh, 56 Brookhouse Drive, Newcastle, Ontario, Canada, L1B 1N8, email: fwalsh@rogers.com

HMS Warrior R31, 1946-58 reunion, May 28 to 30, Britannia Hotel, Coventry, for all ex-Warriors of any commission, RCN, Korea, Far East and Op Grapple. Contact John Carr, 91 Westley Rd, Acocks Green, Birmingham, B27 7UW, tel: 0121 624 4964, email: Jcarrwarrior57@aol.com

June 2004

598 Squad RM - June 1952: Reunion weekend in June. Any member or Instructor should contact Tony Pitts, 27 Solway, Hailsham, BN27 3HB, tel: 01323 844122.

RN/RM Memorial, Outstreham: D-Day+60, Tree Planting by VIP on June 5 at 1200 and Service of Remembrance at 1145 on June 6. Details from Maurice Hillbrand on 01395 442800.

HMS Tormentor Service of Remembrance at the D-Day Memorial, Warsash, on June 6 at midday. Those who served with the LC(S)s, LCPs, WRNS and Base Staff are welcome. If numbers justify, refreshments will be available nearby. Contact Ken Scott ASAP on 01202 889574.

HMS Sparrow Association reunion, June 7-9 at the Royal Sailors Home Club, Portsmouth. Contact Geoff Middleton on 01562 700689 for details.

Fast Minelayers Association reunion and AGM, June 11-13 at the Stretton Hotel, Blackpool. Details: John Lavis, 01383 851700.

Field Gun Reunion, all divisions, at the Stretton Hotel, Blackpool, June 11-13. Book directly with hotel on 01253 625688 or contact Tom Wallbank on 01524 840471, email: tomwallbank@fieldgunner.freemove.co.uk

Walton on the Naze and District Sea Cadets 50th anniversary reunion, June 11 at 1930 at Sea Cadet HQ. Contact Alan Rainbird, 01255 675075, email: elizabeth@rainbird.fsfile.co.uk

HMS Submarine Otter (1962-65) reunion at the RN Submarine Museum, Gosport, June 19. Contact Dave Hallas, 185 Arle Rd, Cheltenham, GL51 8LS, tel: 01242 580841 or email: davidhallas@blueyonder.co.uk

HMS Sirius, extraordinary reunion in Plymouth June 25-27. Contact CPO Ayres, FOST, UWW Office, HMS Drake, Plymouth, PL2 2BG, or see www.hmsirius.info

Russian Convoys Club (Yorkshire, West Riding Branch) mini-reunion June 30 at Eastborough Working Men's Club, Batty Street, Dewsbury, West Yorks at 12noon. Details from Cyril Gaunt, 5 Moorland Close, Gildersome, Leeds, LS27 7DH. Tel 0113 253 0596.

July 2004

FCPO(Radar) and WO(Radar)(AWT): AGM and dinner in the WO & SR Mess, HMS Dryad, July 9 to mark the closing of the establishment. All serving and ex FCPO/WO(R)s invited. Details from WO Kevin Brandon on 023 9228 4307 or email: fleet.n7.nav@gtnet.gov.uk fao Tazz Tarry.

Pembroke '84 Club: WO and SR Stewards reunion (serving and ex-serving) in

the WOs and SRs Mess, HMS Raleigh, on July 9. Details from WOSTD John 'Taxi' Carr on 01752 555434 or Mil: 9375 65434.

D-Boats Association reunion at HMS Nelson for all ex-Daring Class shipmates on July 10-11. Contact Ted Horner, 50a Woodside, Bridgeman, Gosport, PO13 0YT, tel: 01329 220028.

Capt Walkers Old Boys Association will be laying up their standard on July 10. Meet at Memorial Statue, Pier Head, 1000; Service at St Nicholas Church and Presentation to Mayor of Sefton to follow. Contact George Fancett on 020 8751 3917 or email: norah.fancett@tesco.net

Dover Patrol Memorial Service and Parade on July 25 at 1500 at Leathercote Point, St Margaret's at Cliffe, Dover. Any branch wishing to attend with Standard should contact E. Harwood, 40 Forelands Square, Walmer, Deal.

August 2004

HMS Stalker/809 FAA Squadron 1942-45 reunion, August 21. Waverley Hotel, Crews, CW2 7AA, tel: 01270 256223. Book hotel early, then send details to Jeep Holmes, Olde Rectory Cottage, Packington Lane, Maxtoke, Colehill, Warks, B46 2QP. 01675 463327.

September 2004

HMS Duke of York reunion and AGM at Coventry, September 3-5. All members, families and friends welcome. Details from R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester, CH2 4NQ, tel: 01928 725175.

8th Destroyer Association reunion at Ocean Spa Centre, Scarborough, September 3-5. Details: Cliff Longfoot, 0151 226 3675, email: ongfoos50@hotmail.com or Peter.Lee-Hale@1249.811405 or email: Pleehale@aol.com

HMS Porlock Bay Association 1946-48 reunion at the Savoy Hotel, Bournemouth, September 24-27. Ex-shipmates please contact Ken Faulkner on 0161 794 8962. In August members will be going to Helsinki.

October 2004

HMS Daring (1952-54) reunion at Nidd Hall, Harrogate, October 1-4. Details from Owen Simpson, 20 Green Close, Uley, Glos, GL11 5TH, tel: 01453 860564, email: owensimpson@tinyonline.co.uk

HMS Plymouth Association reunion on October 2. Lunch-time on board; AGM 1130. Evening at Police HQ Liverpool. Buffet, Entertainment. Details from Martin Suter, 44 Argo Rd, Waterloo, Liverpool L22 0NW, tel: 0151 286 6992, email: secretary126club@marjack44.freemove.co.uk

HMS Victorious Association 1956-68 reunion and AGM at the Britannia Hotel, Fairfax St, Coventry, CV1 5RP, October 8-10. Contact Doug Mitchell, 162 Lower Fairmead Rd, Yeovil, BA21 5ST, tel: 01935 477462.

HMS Ocean Association reunion at the Trecarn Hotel, Babbacombe, Torquay, October 8 to 10. Details from Don Lord, 74 Montague Close, Walton on Thames, Surrey, KT12 2NG, tel: 01932 241116.

HMS Llandaff reunion in Cardiff on October 9. Contact Slinger Wood, 020 8581 5693, email: kevin.wood@blueyonder.co.uk

HMS Diamond reunion October 24 at the King Charles Hotel, Gillingham, Kent. For details of the reunion and the Association, contact Ray Shipley on 01634 267084.

Survey Ships Association reunion at the Belvedere Hotel, Bournemouth on October 29-30. Details of reunion and membership (send SAE) from The Secretary, SSA, 20

Chilgrove Rd, Drayton, Portsmouth, PO6 2ER, tel: 023 9279 1258, email: secretary@surveyships.org.uk or see website: <http://surveyships.org.uk/>

November 2004

HMS Eskimo 1966-68 Commission reunion at the King Charles Hotel, Gillingham on November 13-14. All are welcome, over 100 in contact. Details: Keith (Lucy) Lockett on 01404 823143, email: Lockcontrol@aol.com

Calling Old Shipmates

HMS Albion: Ginge Connelly seeks old oppos Taff Dawe, Mick Livesay, Dolly Daltrey, Nobby Clarke and any stokers from the 1967-8 Commission. Contact Ginge at 113 Broadmead, Callington, Cornwall, PL17 7DE, tel: 01579 384895.

RNAS Anthorn 1956: If anyone remembers Dave Robinson of the firefighters mess, just behind the Guardroom at Camp 2, would they contact him, especially Charlie Harness, John McCormick and a Scots rating whose name escapes him. Contact Dave at 120 Northrop Rd, Flint, CH6 5LH.

HMS Arethusa, F38, 1979-80: Seeking anyone in the infamous stokers mess on the Far East/Australia trip who would like a 'get together'. Already in contact with Brum (Graham) Hart and Perry Mason. Contact Max (Ian) Wall on 01858 440333 or email: helenandianwall@ntlworld.com

HMS Ark Royal and Yeovilton: WAEM Sara Collins (Dummer), 1988-95 Yeovilton and Ark Royal, is looking for POWAEM Sue Scott (Furness). Sara has lost your address. Sara also hopes to contact anyone else who knew her. Telephone 01903 732939 or email: sara.collins1@virgin.net

HM Submarine Astute 1962-4: Mac Flowers seeks Ronald George Manison - Mac has papers re: his retirement pension which he is due to collect shortly. He may be in Singapore or Australia. Contact Mac on 01773 787857.

Anson Class 1944, HMS Caledonia: The class are proposing a 60-year anniversary reunion dinner to include wives and partners in Portsmouth on or around August 4. Further details forwarded when finalised. Please spread word to other 'Ansons'. Contact Eric Lack, 33 Farlington Ave, Drayton,

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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Herbert Lott Royal Naval Trust Funds

Charity: The Herbert Lott Royal Naval Trust Funds

Reference: 317685

THE CHARITY Commission proposes to make a Scheme to amend the trusts of these charities.

A copy of the draft Scheme can be seen at: **Room 207a, Victory Building, Portsmouth Naval**

Base, Portsmouth, PO1 3LS, or can be obtained by sending a stamped addressed envelope to The Charity Commission, Woodfield House, Tangier, Taunton, Somerset, TA1 4BL, quoting the above reference or visiting the website at www.charity-commission.gov.uk Comments or representations can be made by the end of April.

Portsmouth, PO6 1ER, tel: 023 9238 0287. Topsy Turner is seeking **LSTD Phil Hallett** (later CPOSTD), HMS Ceres 1957-8. Contact Topsy on 01775 725307 Tel/Fax.

HMS Chequers, Malta 1952-4: Seeking info on CPO Buster Brown, Coxswain in Chequers, ship's photographer and he also ran the soccer team. Contact A.M. Silversides, 13 Dresden St, Manchester, M40 0AX, tel: 0161 681 3903, email: Silversidesm@aol.com

HMS Diamond: Calling all ex-Diamond ship's company, all commissions, especially ship's cooks George Burns and Richard Anderson from the final commission. Contact Ray at 20 Winchester Way, Rainham, Gillingham, ME8 8DD, tel: 01634 267084.

HMS Leander 1968-70: Still trying to contact members of the TAS Dept. Ring 'Bunty' Edwards on 01304 212224 or Mike North on 01983 812184.

Royal Marines, 83 Troop recruit training, 1975 and one Troop Commanchio Coy, RM 83/6 and anyone else who recalls good memories etc. Contact Paul (Puff) Russell, 138a Long Road, Lowestoft, Suffolk, NR33 9DJ.

HMS Narvik: Still searching for the following: CERA King, Lt Olaf Mihalop, CPO Newman, Ralph O'Dell, Brian Peters, Lt R. Pryor, Mr Roberts, Capt Charles Scott and Perce Westmore. Contact Rod Jenkins, 33 Paston Ridings, Paston, Peterborough, PE4 7UR, tel: 01733 751019.

HMS Sherwood Association: Reservists and permanent staff who have served at HMS Sherwood RTC, HMS Ceres and HMS Hallam or their predecessor CTCs are invited to join the newly-formed Sherwood Association. Contact Lt Cdr

Rachel Farrand, HMS Sherwood, Chalfont Drive, Nottingham, NG8 3LT.

RN Signal School, St Budeaux: National Service Class of Hudson Telegraphists 1958: Tom Foster, Ron Fern, Allan Spencer and Trevor Skelton are looking for Gary Cope, Harry Hall, Ian Henderson, John Boston, Lloyd Woolner, David Barter, David Pool, Mick Blanchard, Jeff Moldon and Peter Jacklin for a get-together. Contact Tom Foster on 0191 5673606.

HMS St Vincent, Class 62 and Communications 255: Reg Swanborough purchased his discharge from the RN in Hong Kong whilst in HMS Adamant. He chose to be discharged in Australia, not UK and has been there ever since. He joined the RAN and is a member of the Arctic Convoy Veterans of Australia, having made four trips to Kola Inlet. In 1940 he was HMS Manchester. Reg would like to contact anyone who knew him. Contact him at Unit 13, 2 Barnet Road, Evanston, SA 5116, Australia or email: swannie@senet.com.au

Survey Ships Association: Any past or present members of Ships' Companies of any RN Survey Ship are eligible to join as full members as well as Associate and Honorary membership. Details of reunion and membership from The Secretary, SSA, 20 Chilgrove Rd, Drayton, Portsmouth, PO6 2ER, tel: 023 9279 1258, email: secretary@surveyships.org.uk

HMS Warrior Association seek shipmates who served at any time or commission 1946-58. Trooping during the Korean Conflict, the Far East and involvement in relocating refugees in Vietnam followed by the award of Presidential Citation and Op Grapple. Contact John at 91 Westley Rd, Acocks Green, Birmingham, B27 7UW, tel: 0121 624 4964, email: Jcarrwarrior57@aol.com

HMS INVINCIBLE 1978-2004 Daring-class destroyers 1950-70.

Author compiling histories of the current aircraft carrier **HMS Invincible**, and the eight **Daring-class** destroyers 1950-1970. Would appreciate the loan of photographs, commission books, also memories from anyone who has served in any of the above ships. Write to, Neil McCart, 17 Wymans Lane, Cheltenham, Glos GL51 9QA.

Over to You

HMS Argus: D.R. Wheelwright seeks info from personnel who served in Argus 1939-43. He is researching the Naval career of his father-in-law, Cdr R.E. Woodruffe. Contact Mr Wheelwright at 'Springfields', Victoria Rd, Haying Island, PO11 0LU, tel: 023 9246 0134.

HMS Excellent 1936: The late Stanley Edgar Bird was awarded the Royal Victorian Medal for duties at the funeral of King George V in 1936. His niece is trying to find out what his duties would have been on that occasion. Contact Christine Holliday, 12 Alderson Crescent, Scarborough, YO12 4JT, tel: 01723 863545.

Freetown 1959-61: Having served on the Staff of the Resident Naval Officer in Freetown, Patrick Brannen wants to know what happened to the small Naval Base, the Army HQ at Wilberforce (including the Military Hospital), Kissy Oil Depot, Cline Town Railway Club and even Kingsway Stores. Are there any pictures? Contact Patrick at 8 Lila Close, Worthing, BN13 3LR, tel: 01903 695351 or email: patrick.brannen@totalise.co.uk

HMS Heron: Seeking info regarding George Victor Dales, an Air Mechanic. He died at HMS Heron in 1944 at the age of 21. Contact great-niece Margaret Westoby, 8 Middleton Ave, Fensburg St, New Bridge Rd, Hull, HU9 2NS.

Home Fleet 1940: Anthony Cumming is researching aspects of our 'finest hour' and would like to speak with anyone serving in the Home Fleet in 1940, especially between the Norway campaign and October 1940. Of particular interest are anti-aircraft gunners, anyone who knew Admiral Charles Forbes or any sailor with an opinion on morale in the Home Fleet at this time. Contact Anthony Cumming, 28 Louville Close, Paignton, TQ4 6RB, tel: 01803 553718.

HMS Lamerton, L88 Destroyer 1940-46: Were you or a relative a crew member at this time and served with Fred Martin? Many already in touch. Contact Tony Martin, on

01273 493924.

HMS Leamington (G19): During winter 1942-3 off Canada, the ship returned to port from escort duty due to heavy list from severe icing; the incident was covered by the local press. A set of the photos was given to all the crew. If any surviving crew or their families have the photos, contact P. Marley, 23 Stonegate, Eston, Middlesbrough, TS6 9NP, tel: 01642 462659.

HMS Norfolk and BR passenger/RoRo ferry St George: Seeking photos of these two ships, built at Swan Hunters yard in Newcastle at the same time (1968) and on many occasions were berthed alongside each other. If you have any photos or info contact Stephen Gooch, Flat D, 27 Marine Parade, Dovercourt, Harwich, CO12 3RG.

HMS Renown, the battleship in 1946-7, was host to several hundred seamen from Nationalist China. Once trained by the RN, it is alleged they received two ships in which to return to China. It is further alleged that one sank on the way and the other sailed into a Communist port. Does anyone know the facts? Contact Tom Clarke, 3 Cornfield Rd, Northfield, Birmingham, B32 2EA.

Lt George Mercil RCNVR was on loan to the RN during WWII and served in ML114, 2nd ML flotilla at Gosport. After initial training at King Alfred in Hove, he was sent in 1941 to Fort William and Ardrishaig. He later went to Weymouth to work up the boat. His wife is writing a family history and wonders if anyone can tell her why, after HMS St Christopher, George would have spent time at Ardrishaig, where he was billeted in a pub. Contact Eileen Reid Marcil, 1216 rue de Maunne, Charlesbourg, QC, Canada, G1G 2J4 or email: eileen@marcil.net

RNB: In late 1956, M(E)1 Mike Petty was seconded from RNB to a film company to assist in making a documentary called *EFA* at Sea. He also appeared in a couple of scenes. He seeks a copy of this either on video or DVD. Contact Mike at 3 Crestland

Navy News on tape

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

Close, Waterlooville, PO8 9AG, tel: 023 9264 8599 or email: cowplainmike@cwctv.net

Scharnhorst: A watercolour of the Scharnhorst was bought in Southampton years ago. 'Tiffy' Pearce-Smith wonders who the German sailor was that painted it, if he is still alive, and why it was on sale in Southampton? He also wonders what happened to U124? Contact him at Harbour Lights, 75 Long Lane, Holbury, Southampton, SO45 2ND, email: capttiffy13@msn.com

HMS Sea Eagle: Seeking photos of HMS Sea Eagle and CND, Lythe Hill House, Haslemere 1959-62. Photos will be returned. Contact George Forward, 16a Kildare Street, Ardglass, Co. Down, BT30 7TR.

HMS Shropshire: A photo was picked up at a postcard sale which showed a group of 18 ratings, the majority in their No1 uniform, presumably on a run ashore. Some are seated and everyone is holding a 'pint'. One of the cap tallies is HMS Shropshire. Any ideas, contact Bill Burrage, 21 Cavendish Close, Goring-by-Sea, Worthing, BN12 6DP.

Capt T.I.S. Bell, DSC, RN: Seeking contact with Naval veterans who served with this senior officer during WWII. A former submariner, he was decorated early in the war whilst in HMS Foxglove, and later appointed Senior Naval Officer Saigon, in September, 1945. All correspondence, hopefully from members of his accompanying Port Party, gratefully acknowledged by Mike Fogarty, 3

Prout Place, Weston, ACT, 2611, Australia or email: mike.fogarty@bigpond.com

HMS Witch: Shona Stotts seeks info on HMS Witch, the ship on which her late grandfather, William Downard, served in WWII. He came from a small fishing village called Gourdon, on the East Coast of Scotland. She would like to hear from any of his old comrades or their families. Contact Shona at 33c Edinburgh Rd, Musselburgh, East Lothian, EH21 6EE or email: shonastott@aol.com

HMS Wolfe: Terry Woods is researching the war record of his late father (known as Slinger or Timber) and wants to talk/meet with anyone who knew of him during 1942-45; his service certificate states he was an AB and mainly served in submarine depot ship HMS Wolfe, although he was hospitalised in Scotland after being wounded in Norway and took part in the landings on Ramree Island from being based in Trincomalee. Contact Terry at Tiled Cottage, Sway Rd, Brockenhurst, SO42 7RX, tel: 01590 622051 or email: Trw2611@aol.com

Raymond Doyle, known as Paddy: Served from 1

Band on the march in Cologne

FOR THE 15th year the Massed RN Volunteer Band and RN Piping Society entertained millions through performances in the city of Cologne, Germany.

Over a five-day period the Band and Pipes, made up from members of HMS Heron, Seahawk, Drake, Sultan, Collingwood, Dryad and Neptune Volunteer Bands, performed at 21 separate engagements.

These included a live radio broadcast at the Deutsche Welle radio station in Bonn and the Rosenmontagszug main carnival procession, in which they were the only foreign band to take part.

In the evenings the band performed at carnival committee functions at venues all around the city.

The carnival procession saw them marching for four hours six miles around Cologne – watched by an estimated 1.5 million people lining the streets to watch an amazing collection of floats.

The Band and Pipes met up once again with their friends from the local Donstader Band.

Sad to say, though, it was Band Colour Sgt Phil Lambton's last visit as Bandmaster – he will be leaving the Royal Marines Band Service later this year.



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Dulverton does double duty in diplomacy



HMS DULVERTON's visit to her namesake 'home town' in Exmoor was her first in four years.

A cocktail party on board was attended by Dulverton Town Councillor Chris Nelder and the ship's sponsor, Mrs Edna Jaffrey – likewise making her first visit to the Hunt-class minesweeper since September 2000.

Meanwhile a work party was well occupied painting the Royal British Legion and gardening in the residential home. An

impromptu charity auction raised £600 for an ECG machine needed by the local surgery.

Over the weekend the ship's company were hosted by families in the town and treated to a whole variety of country pursuits, including clay pigeon shooting, fishing, riding, golf and following the Dulverton Farmers Hunt.

The visit was rounded off with a full house at All Saints Church and a reception at the RBL.

After refuelling at Portsmouth, next stop was St Helier, Jersey for another five days of diplomatic

'showing the flag'. Here a number of families took the opportunity to fly out to the island to join their loved ones.

The following wind and sea made for a speedy transit back to the Clyde Naval Base at Faslane where HMS Dulverton was set to return to operations following Easter leave.

● **FULL HOUSE:** HMS Dulverton's CO Lt Peter Laughton and members of his ship's company follow the Rev John Thorogood into All Saints Church



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Bowling the boss a few fast ones

AT THE French Island of Guadeloupe C-IN-C Fleet Admiral Sir Jonathan Band gets the lowdown from ship's company of HMS Monmouth, currently on anti-drug smuggling duties in the Caribbean.

The Type 23 frigate was later due to call at Barbados and Trinidad, where they were hoping to watch some test match cricket as England tours the West Indies.

April Fool's Day uniform?



FROM April 1 the rank of Charge Chief will become Warrant Officer 2. The change includes new hat and epaulette badges and the wearing of white overalls instead of blue – as demonstrated by charge chiefs at Superintendent Fleet Maintenance (Portsmouth).





NEWSVIEW

When the long trick's over

THE WINTER months see the most casualties among our older readers. Some of you may not be aware that your local RNA will be pleased to provide a standard bearer at funeral services. It is a duty they perform free of charge and with great dignity and panache.

We have lately received a number of requests from relatives for a few suitable lines to be read on these occasions. One of the most popular is for "the one that goes 'I must go down to the seas again'". It is *Sea-Fever* by the longtime sailor Poet Laureate John Masefield (1878-1967). So here it is in full:

*I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's
shaking
And a grey mist on the sea's face and a grey dawn breaking.
I must go down to the seas again, for the call of the running
tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the seagulls
crying
I must go down to the seas again to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a
whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.*

Parroted copy

'Mustn't grumble, Ma'am, mustn't grumble. Nice of you to ask. And yourself? Knee all better now, is it? Kushti. Me, I've got these feet. Comes from 'anging on to this f***ing perch all day, I s'pose. Whoops – sorry! 'Scuse my French. Mon Dieu, mon Dieu!

'Oh, they warned you about that, did they? Well, it's been in all the papers, 'asn't it? Still, you don't want to believe everything they say, do you?

'I speak as I find, I do. Any case, what can you expect, living with all these sailors? You pick up all sorts around 'ere – you ask your other 'alf, 'e's Navy, 'e knows what they're like.

'I know where I am in the pecking order – parrot definitely non grata, that's me. But I told 'em straight, I did. I said 'Er Majesty should be allowed to meet all 'Er people, she should.

'So I 'ad young Taylor spread fresh sandpaper over me best front parlour floor. 'E's a good boy, but I 'ave to watch 'im – I swear it's 'im what's pinching my sunflower seeds. You know what I mean, don't you Ma'am? You can't get the f***ing staff these days, can you?

'And I'll tell you something else – your dear old mum would 'ave been pleased to see me. 'Course she would 'ave. She was a game old bird she was, wasn't she?

'I 'ope I last as long. I could, too. I 'ear Winston's parrot's still going strong, still saying "f*** 'tler". And who minds about that, eh? F***ing nobody.

'But listen, while I've got you – I could tell you a thing or two about what goes on in this place. Nothing I'd want to repeat to anyone else, mind you . . .

'They think I know nothing, but I know f*** all! Why, only the other day I caught the Captain and –'

(At this point HMS Lancaster's state-of-the-art electronic scrambling suite cut in and the rest of the tape was lost. What remains is a parroted [sic] copy of the original, held at GCHQ Cheltenham. – Ed)

You're entitled to them

TWO more booklets detailing aspects of the current Armed Forces Pension Scheme have now been issued – on *Family Pension Benefits* and *Invaliding*.

They clearly set out all aspects of the benefits you and your dependants may be entitled to.

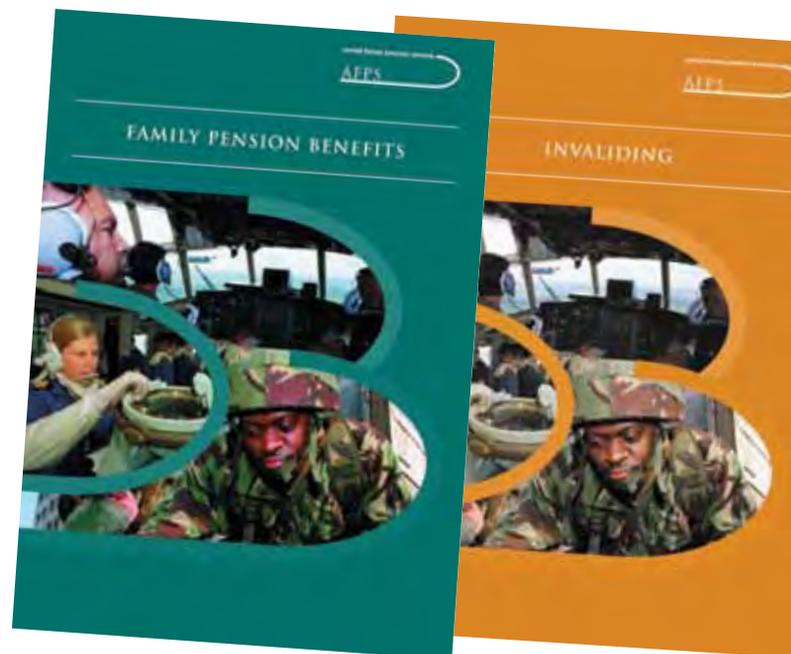
Family Pension Benefits lists entitlements in the event of your death while in Service or in retirement. It covers those available under Regular (AFPS) and Reserve (RFPS) services and the War Pension Scheme benefits paid by the Veterans Agency.

A copy will be provided to all Service personnel via their unit admin/personnel office.

Invaliding relates to benefits you may be entitled to if you leave early because of injury or ill health. This booklet will not be issued to all but can be obtained from DSDC(Llangennech) via the same office.

Both booklets contain a comprehensive list of organisations and charities, Service, ex-Service and civilian, that will be able to give help and advice to you and your dependants.

A further publication in the series, *Re-employment*, should be available by the end of the year.



Federation for plain speaking welcomed by 2SL

SECOND Sea Lord Vice Admiral James Burnell-Nugent and his wife Mary were met at Castaway House, Portsmouth by Naval Families Federation head Kim Richardson – who invited them to look over the Federation's quarterly magazine *Homeport*.

2SL welcomed the Federation as an independent voice for the families of sailors and Royal Marines, as this was one medium in which he would hear the plain-speaking views of families about Service conditions.

Tel 023 92 654374 for details or at www.nff.org.uk

Severn heaven in Dundee for Barry

WHEN Lt Barry Doig brought HMS Severn into Dundee for a weekend alongside, he had no problems recognising the landmarks of the city as he was brought up there.

Lt Doig is the Executive Officer of the new River-class patrol ship, but Severn operates on a three-watch system, which means that when her Commanding Officer is off watch, Lt Doig assumes command.

Severn, primarily a fishery protection vessel, had been operating off the north-east coast of England, and dropped in at Dundee for a break before the next patrol.

Before the visit, Lt Doig said: "It is purely a coincidence that we are visiting Dundee, but I am delighted to be able to bring the ship into my own 'home port'."

"Although Portsmouth based, we do have a number of Scots in our crew of 30 personnel, so I am not the only one paying a quick visit to family and friends over the weekend."

Although the ship visited Dundee, she and her sisters do not carry out fishery protection duties in Scottish waters as this role falls to the vessels belonging to the Scottish Fishery Protection Agency.

Free packet facility ends this month

THE FREE packet service to the Iraq theatre of operations will end on April 8 – although a special concessionary rate will still be available.

The free packet service was introduced as a temporary measure, and it is being ended as the number of personnel deployed is reduced and more items become available locally.

Individuals will be able to send parcels weighing up to 2kg from any UK Post Office at a rate equivalent to the UK inland First Class rate.

Military personnel in Iraq will still have the benefit of an extensive welfare package, including free letters (blueys and e-blueys), free Internet access, free phone calls (20 minutes per week to anywhere in the world), free books and newspapers, free radios and TV and BFBS radio and TV.

Armed Forces Minister Adam Ingram said: "The MOD accepts that the withdrawal of the free packet service will be unpopular."

"It should, however, be seen in the context of the good welfare package enjoyed by all Service personnel and the availability of consumable goods in the Iraq theatre."

"I would also like to stress that packets up to 2kg can be sent at a concessionary rate."

Using the special rate will save more than £10 – the standard rate of postage for a 2kg package to Iraq is £17.89, but the special rate is set at £7.23.

Survey ships rendezvous



● HMS Echo (left) meets up with HMS Scott in the Arabian Sea. Once the two ships had finished exercising together, Echo sailed to the Gulf, where she is carrying out inshore survey work, while Scott headed out to the Atlantic where she will gather data over the summer

Tankers head for Far East and West Indies

THE NAVY'S newest tanker, RFA Wave Ruler, has left Portland on a deployment to the Caribbean which will last for a year.

And the following day one of her older compatriots sailed from nearby Southampton on a mission to the East.

The new 31,500-ton Royal Fleet Auxiliary ship will be taking up the duties of Atlantic Patrol Tanker (North), operating around the West Indies and Central America.

The ship called in briefly at Portland to pick up essential stores and crew members, having just taken

part in Exercise Joint Winter (see pages 22, 23 and 44) off the fjords of northern Norway – so the transit south to the warmer waters of the Caribbean will be a welcome change.

Wave Ruler has three refuelling rigs, and is designed to resupply ships while under way at sea.

She will support Royal Navy and other allied navy ships while on task, and will also take part in counter-drugs operations in co-operation with the United States Coast Guard, intercepting and arresting drug-runners.

Equipped with a large flight deck and hangar, she will be able to deploy helicopters to achieve the kind of success gained by her sister, RFA Wave Knight, which helped seize

more than a ton of cocaine from a smugglers' 'go-fast' speedboat off the coast of Colombia in January.

Wave Ruler only entered service last April, and can refuel two ships at once, pumping fuel to them as they cruise alongside her.

She was built with a double hull, decreasing the chance of an oil spillage if she is damaged.

The ship is affiliated to the town of Scarborough, and recently hosted a visit by a group of dignitaries including Mayor Mrs Freda Coultas. Contacts between the Yorkshire town and the ship will be maintained while she is away.

Meanwhile RFA Grey Rover is currently heading for a rendezvous with HMS Exeter in the Mediterranean, as she will be supporting the destroyer's deployment to South-East Asia (see page 4).

Grey Rover will be away for around eight months, and her itinerary should take her to ports including Madras, Singapore, Brunei, Subic Bay in the Philippines, Shanghai and Hong Kong.

Rover is an apt name for the tanker, as she has seen much of the world on recent deployments.

Early last year she was in the South Atlantic, based in the Falkland Islands, from where she was despatched up the east coast of Africa to the Gulf, where she took part in the assault on Saddam's regime in Iraq.

On completion of the initial stages of the campaign, while most of the UK Task Force headed home, Grey Rover instead turned east and joined the truncated Naval Task Group 03 to the Far East, where she visited

Singapore, Tokyo and Shanghai.

She returned to the UK at the end of last year, having been on task overseas for two years.

The 11,500-ton ship is one of three Rovers serving with the RFA, and like the Wave-class can refuel two ships at once during a RAS (replenishment at sea). She also carries aviation fuel, lubricants, fresh water and some dry cargo and refrigerated stores.

She entered service with the RFA in 1974, making her one of the oldest vessels serving in the Fleet.

Concert will help charities

A CONCERT to raise funds for King George's Fund for Sailors and the Army Benevolent Fund will take place at the Guildhall, Portsmouth, on Sunday May 9 at 7.30pm.

The concert, entitled *By Land and Sea*, is part of the city's D-Day 60th Anniversary programme, and is supported by Portsmouth City Council.

The Royal Marines Portsmouth band, under Lt Col Chris Evans RM, will headline the concert, along with the Band and Bugles of the Light Division (Light Infantry and Royal Green Jackets), under Maj Calum Gray.

Tickets cost £6, £8, £12 and £15, and are available through the Box Office on 023 9282 4355.



● Lady Fieldhouse gets work under way on the building named after her late husband, assisted by RN Submarine Museum director Cdr Jeff Tall

Museum work begins

WORK has started on the £3.1 million project to expand the RN Submarine Museum in Gosport.

The linchpin of the project is the futuristic-looking John Fieldhouse Building, named in honour of the late Admiral of the Fleet Lord John Fieldhouse of Gosport, the most senior submariner in history.

And it was his widow, Lady Midge Fieldhouse, who officially got work under way when she wielded a pickaxe, with a little help from the Museum's director, Cdr Jeff Tall.

Resembling a submarine, the Fieldhouse Building will house the museum's educational collection, the historic X-craft mini-submarine HMS X24, a science gallery, additional space for exhibitions, and a

lecture/corporate entertainment area.

Lady Fieldhouse said: "The family were absolutely delighted when we first heard about the proposals, and I am thrilled that the project is going ahead."

"My husband was a dedicated submariner and would have been extremely proud that this new building, which is to be a major part of the submarine museum, will be named after him."

"We shall keep a close eye on the project, and I'm very much looking forward to seeing the work when it is completed."

The Heritage Lottery Fund gave a £2 million grant towards the cost of the building, which should open early next year.

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Return of the

"LAST year it was plus 30. This year it's minus 30. That's the Royal Marines for you."

Standing on a windswept Norwegian hillside with a snow flurry swirling around, C/Sgt Ed Stout, K Company, 42 Commando, neatly sums up life in the Royal Navy's elite fighting troops.

A few feet away, his men are blazing away with 5 calibre guns. The pfffrt, pfffrt, pfffrt rattle shatters the otherwise idyllic winter scene in the half-light of an Arctic dusk.

Welcome to northern Norway. Welcome to Exercise Joint Winter.

From the small Arctic port of Harstad in the west to Tromsø in the north east, the most important war games for the Royal Marines this century are being played out.

For more than three decades, the Royal Marines have enjoyed an international reputation as the UK's elite mountain and Arctic warfare specialists.

It's a 'badge' the green berets are rightly proud of. But it's a 'badge', too, which has needed cleaning.

Not since the late 90s has 3 Commando Brigade deployed en masse.

Crises at home – foot and mouth – and abroad – Afghanistan and Iraq – have kept the brigade away from the Arctic.

The absence means that the number of Arctic novices and first-timers is much higher than it has been for years – in some units as many as 70 per cent of the men have never exercised in northern Norway before.

Which is one core reason for Joint Winter: to re-establish the commandos' cold weather experience.

The second is the final 'tick in the box' for HMS Albion during the amphibious phase of the war games. If she comes through successfully, she will be declared fit for front-line duties.

For 3 Cdo Bde Commanding Officer Brig Jim Dutton, the £4.8m spent on Joint Winter will reap dividends around the globe.

"This is good, hard training for the Royal Marines," he said.

"It's probably the most unforgiving environment there is."

And 2004 has been the right moment to stage the Arctic exercise.

"Any longer than we have been away from Norway for would have been too long," the brigadier added.

"This has not been a cold winter, yet we have had some cold-weather injuries. It's down to lack of experience among the Marines, among the medics, among the trainers."

3 Cdo Bde is spread out around the fjords – the brigade HQ at Harstad, artillery a few miles to the south, 42 Cdo to the east in the tiny town of Bardu, 539 Assault Squadron around Tromsø. On the map these units look a stone's throw away, but in Arctic conditions along roads which wind around the fjords, it can take an entire day or more to get between the brigade's outposts.

In a sense, all of Norway is a training area. Where else would you find two 105mm artillery pieces a couple of hundred yards from a farmhouse, with the family dogs running playfully around the troops? Salisbury Plain or Dartmoor this is not.

There are restrictions: live and practice firing is confined to specific ranges, but otherwise the troops work side-by-side with the locals.

Perhaps it's not surprising that the locals don't mind. After all, Joint Winter is pumping an estimated £10m into the Arctic economy – taxis, hire cars, food, fuel, laundry, accommodation, and the odd run ashore. It all adds up.

In the past, the Soviets were always seen as the likely aggressors in Norway.

In Joint Winter, the fictitious Oplonia poses the threat as they swarm through northern Norway – renamed Blueland for the exercise.

The war games were reaching their climax as Navy News went to press with amphibious landings under way by the RN to help Blueland ruff the



● I see no ships: A commando takes a break from building a snow hole

aggressors out.

There will be doubters back home who regard Joint Winter as fun in the snow for the military.

It is not. It is deadly serious, from coping with temperatures which have nudged -26°C to the lessons it can teach the RN for future conflicts.

"The skills developed here in Norway are relevant," 42 Cdo Commanding Officer Col Buster Howes stressed. "Afghanistan was a mountain campaign. If you can soldier here, you can soldier there too."

The colonel and his staff have added their personal touch to Joint Winter.

At Bardu Hotel, taken over throughout the exercise as the HQ of 42 Cdo, portraits of the Queen and Duke of Edinburgh hang on the wall alongside paintings of exploits in the Falklands and Limbang.

There are distinctive RM touches to Joint Winter. Where else would you find a snowman stand-

ing guard with an SA80 in his 'hands'?

The green berets' conduct on – and off – the field of battle earned praise from Col Lars Sundnes, CO of the Arctic training centre outside Harstad, and Norwegian Defence Minister Kristin Krohn Devold, who visited the troops.

A few thousand testosterone-charged green berets descending on the small towns of northern Norway might pose a problem, but the Marines' behaviour off duty has been pretty much exemplary.

"Of course, we can always get our own back in the UK," said Col Sundnes with a smile. "You remember the Vikings don't you?"

The Marines are happy to learn from their Arctic friends; the Norwegians are delighted to work alongside the green berets.

"Our experience working with the British is first rate," said Ms Krohn Devold.

"We trust British troops and the Royal Marines really deserve their reputation."

Sub-zero heroes keep military machine ticking over

ANY exercise in the Arctic presents a logistical challenge.

Harstad, the centre of Joint Winter, is 2,000 miles from Plymouth.

Shipped to Norway for the exercise were 700 vehicles, 80,000 ration packs, personal kit, skis and cold weather

equipment, tents, communications kit – basically everything needed by a commando brigade to operate in the Arctic.

Many vehicles need snow chains or snow tyres and the fuel

needs special additives to ensure it doesn't freeze in the sub-zero temperatures.

Engineers and mechanics worked wonders to ensure two out of three trucks, Land Rovers, Pinzgauers and BVs were available on any day.

In these conditions, what would be a tiny problem back in the UK makes a vehicle in the Arctic unserviceable.

"Something as simple as a windscreen wiper or hot air blower not working is going to make a vehicle unfit for use out here," explained 3 Cdo Bde logistician Capt Steve Mellor.

There are also environ-

mental considerations to bear in mind.

Northern Norway is picture postcard country.

The Norwegians don't want to see piles of waste left by the Marines when the snow melts.

"We don't want to leave a bad smell," said Capt Mellor. "We like the Norwegians and we want to come back here. They've got a beautiful country with a wealth of wildlife, so we've got to tidy up before we go home."

Which means that all human waste is collected and taken to proper sewage works for treatment.



● (Top) Rigid raiders of 539 Assault Squadron on patrol in the fjords and (above) berthed alongside in a WW II bunker near Tromsø with a Norwegian diesel submarine in the background



● It's a lot less bover with a hover: A LCACS from 539 Assault Squadron on exercise on land near Tromsø



cold war

It's elemental, my dear Watson

FOR a force which has spent much of the 21st Century in the sands of the desert, life in the Arctic is taking some re-adjustment.

There are similarities between the two regions. Both are characterised by extreme temperatures; dehydration is a factor; each has its special demands which ensure survival.

A mistake in the desert will at worst – usually – lead to sunstroke, exhaustion or dehydration.

In the Arctic, mistakes mean death.

"If you give up out here, you die," explained Arctic survival instructor Sgt Adam Rutherford. "The main thing we bang on about is self-help. You cannot hold the guys' hands. They must learn to look after each other."

Arctic novices are put through a five-day course to teach them the basics of survival in this most inhospitable of environments, from the dangers of avalanches, to personal hygiene and creating a 'bed' for the night, be it in a tent or a 'snow hole'.

A tent is the preferred choice, but putting one up is not always an option.

In an emergency, green berets can resort to digging their own 'grave', literally a hole in the snow which will provide the most basic shelter – chiefly from the wind.

Preferable – if the men have five or six hours to spare – are 'quincies' or snow holes, a sort of green beret igloo.

The hole is a mound of snow piled up by the commandos, with 'living quarters' for four-six men dug out inside. A candle sits in the corner burning brightly – a primitive warning system to ensure there is enough oxygen inside the hole.

Temperatures inside hover above freezing, not that it improves a night's sleep much as the occupants must check outside regularly to ensure fresh snow isn't burying the hole, as well as standing on guard duty.

Instructors urge marines to drink five litres of water daily in the Arctic.

You cannot carry bottles of water around up here. Beyond the weight factor, the water would simply freeze.

Instead, it's a case of laboriously boiling snow. A lot of snow. It takes about 20 litres of snow – about five gallons – to produce those five litres of water.

Of course, you need something to heat the snow. A stove, naturally, but not fuelled by petrol – it too freezes in these tempera-

tures – but naptha.

Food comes in the form of ration packs – the consensus is that pasta carbonara is the best meal, closely followed by chicken balti – but the 3,500 calories each pack provides falls well below the 5,000 calorie intake recommended each day. Each pack is supplemented by extra rations – such as a chocolate bar, peanuts and noodles. And that means more weight.

On average, a Bergen – kit bag – in the Arctic nudges 120lbs on the scales. It has to be carried everywhere, unless there's one of the caterpillared BV vehicles to hand.

Movement generally is by ski, but this is not downhill country. It may take an hour to move just half a kilometre on skis. A five-kilometre yomp – all in a day's work back home – may be the sum total of a day's work here.

"The Arctic is the toughest environment we're going to operate in. You're exposed to the elements all the time, but it's not too bad living in the snow holes," said C/Sgt Mark Penny, of UKLFCSG at Stonehouse Barracks in Plymouth.

"In other respects it's no different from living in Iraq – camaraderie is the same, you're living and sleeping together. Only the terrain is different."

Of course, Marines have to adapt personal life out here.

"You try to maintain hygiene as best you can," explained Mne Alan Johnston. "You don't really wash much, you can try to shave, brush your teeth, but if you put cold water on your face then it's going to freeze – and that can lead to frost-bite."

If it's relatively cosy in a snow hole, then there are few things more daunting than icebreaking.

Take one frozen river, pond or lake; cut through the ice (it's probably a metre and a half thick); find a green beret in full kit with Bergen and ski poles, then drop him in.

The Bergen should float – and if sealed correctly, its contents should remain dry – while its owner should use the poles to haul himself out

Report by Richard Hargreaves in Norway. Pictures by PO(Phot) Tam McDonald and LA(Phot) Husbands

of the water.

It's not a sadistic initiation ceremony; it's a lifesaver. This is how the troops should react if the ice breaks beneath them.

Some things the men learn seem like military anathema. Like don't sleep with your rifle.

The difference between temperatures inside and outside a tent or snow hole can be so great that they can play havoc with weaponry. The guns stay firmly outside...

As any soldier will tell you, the terrain and weather can be used to your advantage. Positions in the snow can be wonderfully camouflaged – 105mm artillery pieces all but vanish under white netting and snow holes simply merge in with a hillside – while 1.5m of heavily compacted snow can halt a bullet and shield the marines from a mortar or shell near miss.

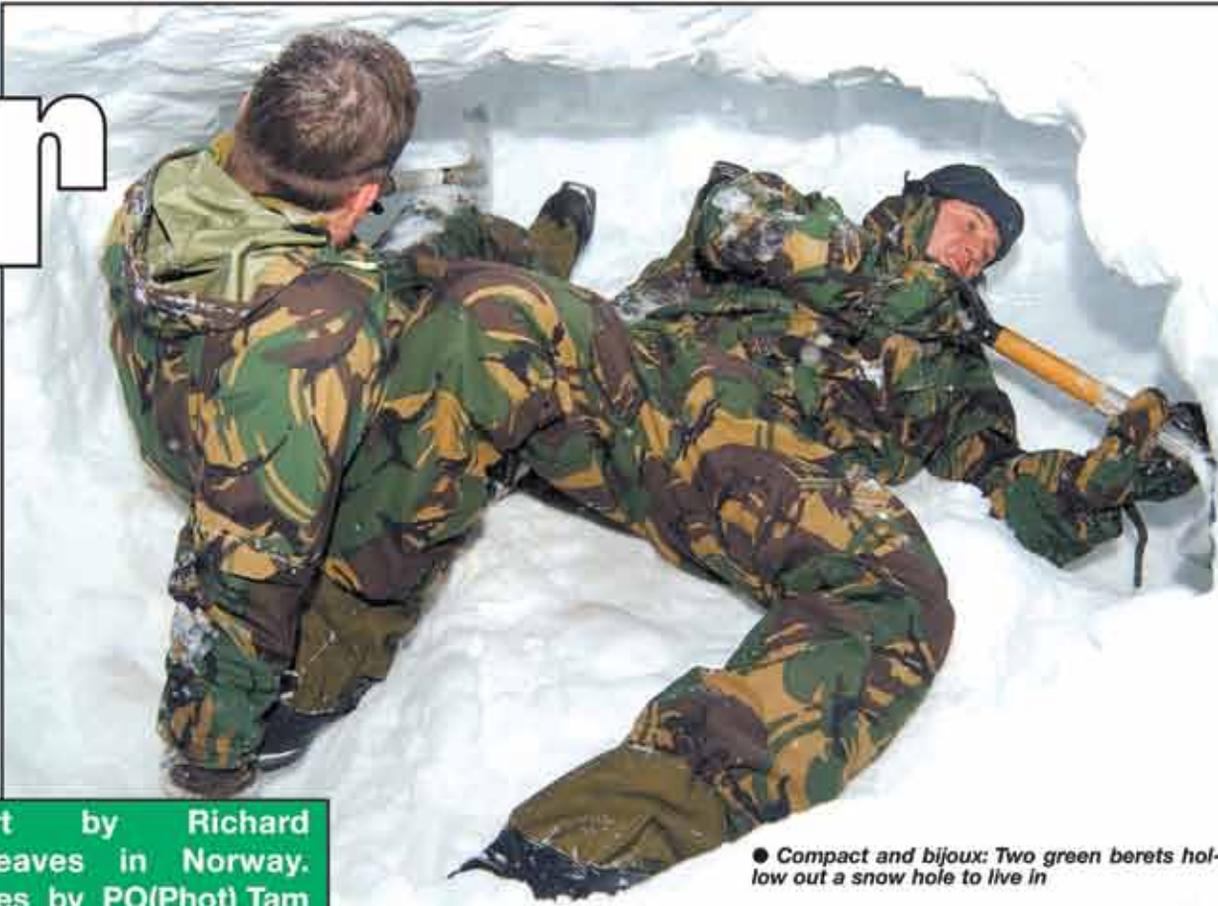
"You have to learn to adapt to the environment," said Lt Col Simon Wolsey, Commanding Officer of 29 Commando Regiment, Royal Artillery, the Plymouth-based Army unit affiliated to 3 Cdo Bde.

"Everything out here takes longer. If you want to start the day's work at 8am, you've got to be up at 6 to prepare."

"There's a cut-off point when even we stop – -30°C." At that point the soldiers and marines 'hibernate' in their tents and snow holes and wait for the temperatures to pass.

For Mne Michael Beeson, 22, of K Company, 42 Cdo, Norway has been a steep learning curve – "I've never seen proper snow before," he pointed out – but a vital feather in the Royal Marines' cap.

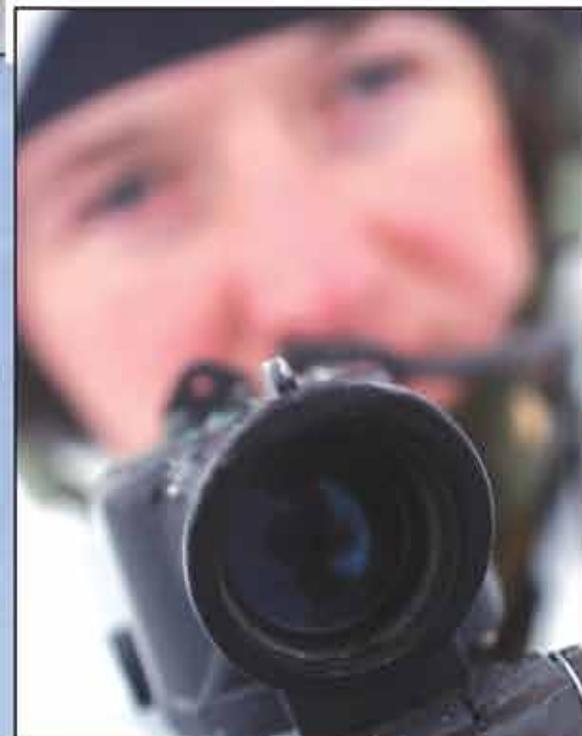
"It's made me a better soldier," he said. "You learn to look after yourself, to look after your mates. Working out here is our bread and butter."



● Compact and bijoux: Two green berets hollow out a snow hole to live in



● Would you like ice with your water, sir? The sheer hell that is the icebreaking exercise



● Fjord focus: A Royal Marine of 42 Cdo zeroes his weapon on the ranges near Bardu



● (Left) There's never a bus around when you need one. A BV hauls along lines of Royal Marines in full Arctic kit on skis and (right) gently does it: A Sea King is carefully guided down



At Your Leisure

Unsung heroes of naval aviation

DURING World War II and in the early post war years, the Fleet Air Arm struggled with many aircraft well past their "sell by" date and new models were rarely designed with ease of maintenance in mind.

As Rear Admiral Ray Rawbone points out in his foreword to *A Bit of a 'Tif'* Bill Drake's memoir of the key role of FAA's largely unsung Air Engineering personnel in those years, their watchwords were, of necessity: "Clear diagnosis, imaginative improvisation and a 'can do' attitude".

The Buccaneer, subject of our latest cutaway, designed in the 1950s and still performing effectively in the Gulf War of 1991, took a lot of effort to maintain, the author recalls, although it had rather fewer of the problems found on the much less complex Scimitar.

"It did not for example leak fuel and hydraulic fluid and the fuel balancing system was based upon calibrated pump chambers all driven by a common shaft, which avoided the earlier snags with electrical systems."

A Bit of a 'Tif' covers areas of aviation and naval history from a new and fascinating perspective. It is available from Platypus Books, Bobbins, Hoe Road, Bishops Waltham, Hants SO32 1DS at £12.99.

Comic book hero takes to the water

The Adventures of Tintin at Sea is the unusual subject of the latest exhibition at the National Maritime Museum which opened on March 31 to mark the 75th anniversary of Hergé's famous comic strip reporter.

Tintin's global adventures have taken him and his friends (including his dog Snowy and Captain Haddock, all pictured here) to sea on many occasions, with exciting and often perilous results.

They have pursued villainous drug smugglers in *The Crab with the Golden Claws*; joined expeditions to the North Pole in *The Shooting Star*; searched for sunken treasure in the Caribbean in *The Secret of the Unicorn* and *Red Rackham's Treasure*; and faced imminent death on a burning ship in *The Red Sea Sharks*.

These stories are featured in the exhibition, the text presented in both English and the original French (Hergé, incidentally, was Belgian, not French) together with the story of the development of the comic-strip. Star exhibits

include the oldest existing drawing of Tintin and a painting of his creator Georges Remi (Hergé) by Andy Warhol, on public display in the UK for the first time.

Twenty-three books featuring Tintin's adventures have been published and translated into over 50 languages. They have sold more than 200 million copies world-wide, making Tintin an instantly recognizable icon of popular culture.

NMM Director Roy Clare said: "We are delighted to welcome Tintin to Greenwich and to be working in partnership with the Fondation Hergé. This fascinating exhibition gives the National Maritime Museum a unique opportunity to draw upon its diverse collections to reveal the inspiration behind Tintin's adventures at sea, and to highlight the accuracy with which they were created.

"The exhibition will appeal to the young of all ages and deserves to be popular with families."

The Adventures of Tintin at Sea continues at the NMM until September 5. Admission for adults is £5, children go in free. Tel 020 8858 4422 to book tickets.



Copyright Hergé/Moulinsart - 2003-4

Unique picture parade of a U-boat at war

THE CO of U 564 takes advantage of a lull in the war in the Atlantic to spend a few moments soaking up the sun.

In *U-Boat War Patrol* (Greenhill Books £25) Lawrence Paterson draws on the photographic archive 'liberated' from U 564's concrete pen in Brest in 1945 (and kept in a shoebox under a bed for almost 60 years) together with assistance from the RN Submarine Museum to chart a complete history of a single patrol.

Photographed during the summer of 1942 by an onboard war correspondent, they show U 564 in action in the Atlantic and the Caribbean as the Kriegsmarine teetered on the verge of what turned out to be its ultimate downfall.

However, at this stage U-boats could still spend time surfaced without fear of Allied air attack in mid-Atlantic and were still raking in a considerable harvest of merchant shipping.

Most of these pictures are previously unpublished; many are taken from segments of newsreel shown as part of the weekly cinema record of the war for German theatre audiences; and a select few were taken by Joseph Goebbels' Propaganda Ministry for inclusion in the magazines *Signal* and *Die Kriegsmarine*.

The Three Black Cat motif of Reinhard 'Teddy' Suhren's U 564 is among the most famous of Doenitz's units and Suhren himself ranks in the top tier of U-Boat commanders.

Unlike most of them, he survived the war.



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Eve of Jutland, April 1916



Many tragedies of Cook's widow

CAPTAIN James Cook is almost as famous as Horatio Nelson – but the love of his life, while a still more tragic figure than Emma Hamilton, is virtually forgotten.

Cook married Elizabeth Batts after a two-week courtship on December 22, 1762. Socially they were poles apart and her acceptance of his proposal evoked in him a sense of wonder that would never pale.

The son of a farm labourer (though later made manager), Cook's background was humble, to say the least. Elizabeth, who was 13 years his junior, belonged to the merchant class, was light-hearted and romantic, while he was aloof and scientific.

But she enjoyed being the centre of attention and would relish meeting in all manner of grand people as her husband's career as an explorer and cartographer took off.

By all accounts, she worshipped him – and despite the long separations occasioned by his many voyages, he remained faithful to her, resisting the temptations of the beguiling native sirens he encountered on the way.

When Cook was murdered in Hawaii, Elizabeth was left a widow at 38 with three sons. She had not seen her husband for three and a half years. Their last child, Hugh, was a small boy while her other two surviving sons, James and Nathaniel, were also in the Navy, having completed their training at the Portsmouth Academy.

George III was greatly moved by the news of Cook's demise and granted Elizabeth a generous pension of £300 a year. One of Cook's recurrent worries had been his wife's financial situation, should anything untoward happen to him. Posthumous honours, pensions, and the income from the publication of Cook's journals removed that concern, at least.

Dressed in mourning for the rest of her long life, she was to endure many more tragedies, though.

Only a year after his father's death, Nathaniel went down with the ship in which he was serving as a midshipman, HMS Thunderer, during a hurricane off the coast of

Jamaica. The youngest son, Hugh, who was to enter Holy Orders, died of a fever while still studying at Christ's College, Cambridge in December 1793.

James, the eldest, who had just been promoted to Commander of HMS Spitfire, died one month later, apparently the victim of a robbery.

Elizabeth went to live with a cousin, Isaac Smith, a retired rear-admiral living in South London, and after he died returned to her own house at 6, Mile End Road in the East End.

She would outlive Cook by 56 years and never remarried. Shortly before she died at the age of 93,

she burned all her husband's and her personal letters to him, so taking to her grave the secrets of their long love affair.

She was interred under the floor of the Church of St Andrew the Great in Cambridge, along with her sons Hugh and James.

In over 16 years of marriage, she and Cook had spent just four years together.

Her sad story is included in **Captain James Cook – Seaman and Scientist** (Chaucer Press £25) by Bill Finnis, himself ex-RN, who with his wife Betty spent six years sailing in the wake of Cook's Endeavour in his yacht Hillyard. The book is superbly illustrated

with the author's own photographs, maps and evocative sketches from these voyages, as well as charts, paintings and engravings of the period.

He draws on first-hand knowledge and experience of sail to convey the mountainous seas, diseases, poor food and harsh discipline which threatened the lives of 18th century sailors.



● **Portrait in oils of Elizabeth Cook in old age by W. Henderson (1830) held by Mitchell Library, State Library of New South Wales, Sydney, Australia**

DETAILED study of the ships in this oil painting by Alma Cull together with close examination of the records of the period indicate that this scene, despite being dated 1919, almost certainly shows units of the Grand Fleet at sea off Scapa Flow during the period 21-26 April 1916, writes **Capt Rick Cosby**.

The composition of squadrons here, including as it does ships of the St Vincent Class, means it pre-dates the reshuffle that occurred after Jutland on May 31 that year, and as SUPERB became a flagship on May 22, it pre-dates that as well.

Yet it was not until April of that year that the Royal Sovereign Class battleship painted here (REVENGE) joined the 4th Battle Squadron and records show that the ships identified here had indeed gathered in Scapa Flow before sailing in company with the Commander-in-Chief Grand Fleet on April 21 for six days of exercising in the Scapa area.

Cull was not infrequently invited to sea to paint the Fleet at war and it is reasonable to assume that this painting depicts the scene sometime that week. Probably due to pressure of work, however, it wasn't finished and then dated until some three years later.

Dominating the foreground is IRON DUKE (Capt F. C. Dreyer) wearing the flag of the C-in-C Grand Fleet, Admiral Sir John Jellicoe. The Admiral had hoisted his flag in IRON DUKE upon assuming command of the Grand Fleet on the outbreak of war nearly two years previously and she was to remain his flagship throughout his entire appointment which terminated in November 1916 when he was relieved by Admiral Beatty.

Astern of the C-in-C and leading the 3rd Division, 4th Battle Squadron is REVENGE (Capt E. B. Kiddle) who had commissioned only three weeks earlier and had been working up all month in the Scapa areas.

Then comes SUPERB (Capt E. Hyde Parker) and, faintly discernible astern of her is the battleship that had been destined for the Chilean Navy but which was promptly commandeered on the outbreak of war by the First Lord of the Admiralty Winston Churchill – CANADA (Capt W. C. M. Nicholson). A rare bird indeed.

Out on the starboard beam of the C-in-C – to the left of the picture – are ships of the 4th Division of the same battle squadron, though their flagship BENBOW has not been included.

Leading the line here is BELLEROPHON (Capt E. F. Bruen) who is captured by TEMERAIRE (Capt E. V. Underhill) and VANGUARD (Capt J. D. Dick).

Over on the far right side of the painting is ORION (Capt Oliver Backhouse) the flagship of the 2nd Division, Second Battle Squadron (Rear Admiral Arthur Leveson); and to starboard of her appear to be THUNDERER (Capt J. A. Fergusson), CONQUEROR (Capt H. H. D. Tothill) and MONARCH (Capt G. H. Borrett).

One of the destroyers in the foreground is almost certainly DEFENDER (Lt Cdr L. R. Palmer) and the other is possibly OAK (Lt Cdr D. Faviell), though one entry in the Fleet Programme suggests that she may have been dry docked in Greenock at this time.

Capt Cosby's Maritime Prints & Originals Website www.maritimeprints.com shows the 60 or so titles now available or tel 01460 75924 to order a brochure.

...AND HOME THERE'S NO RETURNING.

Letters from John Iago, Lt RNVR, to his family from HMS Hood, Sept 1939 – May 1941.

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NoticeBoard

Deaths

ALS (D) Jeffrey Walters, North Diving Group, February 21.

Cdr William (Bill) Clark. First ship Renown 1938. January 5.

Lt Cdr RSC (Robbie) Robinson MBE. River Plate, Dieppe, D-Day, Indian Navy, Chosin, the Gulf, Aden, CO HMS Laleston and of Belfast for her final passage to the Thames. February 26, aged 82.

CPOAF(AE) Cyril Scott. Served 1940-47 and 1951-66. Ships included: Striker, Warrior, Centaur. February 12, aged 86.

PO Wren Writer (Pay) Mildred Mansfield (nee Brown). WRNS 1941-51. Served on Ferrit, Pembroke, Kestrel and Phoenicia. February 5, aged 80.

LAM (O) Ron (Maxi) Cording. 808 Sqn HMS Khedive. February 18, aged 79.

AB James Sprot. Served on HMS Cambrian in Arctic, Home and Far Eastern Waters with the Sixth Destroyer Flotilla 1944-46. January 20.

Cpl Bernard Roy Taylor RM. Served HMS Belfast 1946-47. 1 March.

AB Tel David Braybrook. HMS Punjabi 1940-42. Survivor of sinking of Punjabi in May 1942. Involved in the collision with 35,000 ton King George V.

Betty W Sherman. Served in WRNS during WWII and worked in Combined Operations HQ in London. January 26 in Southern Pines, North Carolina. aged 84.

Larry Farr. In RN 1940-46. Served on HMS Excellent at the gunnery school in Portsmouth. January, in Secheit, Canada, aged 79.

Ron Acourt. Served in the Aircraft Handler branch 1951-62. February 29.

Steve Bryant. Served 1952-1976. Ships and establishments included RN Hospitals Plymouth and Malta, HMS Fearless and NATO Lisbon. March 2, aged 69.

Jack Stafford. Served 1939-1945 on HMS Aurora and HMS Ilex. Atlantic, Spitsbergen, Mediterranean, Siege of Malta. February 26, aged 83.

Edward Raffle. CPO. Service included: St Vincent, King George V, Raider, Peacock, Mermaid, Meon, Daring, Illustrious (Pacific), Obdurate. In South Africa. Aged 78.

N J Biddlecombe. Ships included Acute, Clinton, Skipjack. February 15.

William Cable. HMS Fierce. February 20.

Ernest Short. HMS Acute. February 23.

ROYAL NAVAL ASSOCIATION

William "Bill" Harris. Soham and District. Served at Trincomalee on Sober Island and HMS City of London. February 6, aged 81.

Irene Blackwell. Brentwood. Wife of chairman. Leading Steward, served in HMS Ariel for most of Naval career. February 14.

Jeanne East. Nuneaton. Associate member. February 13, aged 71.

Clem Harrison. Redcar. Served 1936-1950.

Ships included Ramilles, York, Dundee, Daniella, Barneath, Barcarolla, Wellington. Russian convoys. Normandy veteran. February 23.

W Rowell. Darlington. Aged 78.

J (Jack) Niland. Wrexham. Served as gunner DEMS ships and BYMS minesweepers during WWII. February 18, aged 77.

Alfred Pettyfer. Sidcup. Ships included HMS Searcher. Aged 67.

Bill Cable. Chichester. Served 1946-1970. Ships included Ganges, Nereide, Vanguard, Terror, Bulwark. February 20, aged 73.

Tom Randall. Wansbeck. Ships: Drake and Medway. Aged 93.

Mattie Moses. Wansbeck. Ships:Sixth Destroyer Sqn. Aged 85.

Wally Phillipot. Wansbeck. Ships: Khedive. **Eddie Linney**. Wansbeck. Associate. Aged 67.

Dorothy Kendall. Peterborough. Ex-Wren. Aged 90.

Bob Fuller. Peterborough. February 28.

Hilda Garvey. Bury. Wife of chairman. February 17.

Wren Claire Luard, nee Highton. Aquitaine. Served 1943-1945 Liverpool, HQCinC Western Approaches and Troopship Louis Pastour, Atlantic crossings, as Cypher Operator. Halifax, Nova Scotia, February 18.

Ken Dunn. North Manchester. Served in Merchant Navy 1939-1946, mainly on Russian Convoys. February 29, aged 82.

Bill Gorham. Harwich. Founder member. Vice President. Life Vice President No. 5 (East Anglia) Area. March 5.

W Chambers. Harwich. Founder member.

Upright, Unshaken, Satyr, Sirius, Dolphin, Sea Eagle and HM Naval Base Rooke.

Cdr P J F Moore. Served Newcastle, St Vincent, President, Hermes, Daedalus, Dolphin and NATO.

Cdr J W E Moreton OBE. Ships included: Surla, Asonia, Ceres, Agincourt, St Vincent, Warrior, Collingwood and Dryad.

Lt Cdr M R Peacock. Served Turbulent, Defiance, Opportune, Upholder, Drake and HM Naval Base Devonport.

Lt F G Pope. Ships included Byrsa, Terror, Vernon, Forth, Sultan, Tamar and Dryad.

Lt Cdr J Rolston. Served Ganges, Drake, Raleigh, Osprey and RM Deal.

Lt Cdr J R Vickery. Ships included Lewes, Anthony, Montclare and Haydon.

Lt Cdr N J D Walter. Ships include Barrossa, Salisbury, Lion and Temeraire.

Lt Cdr P G Weston. Ships included Argonaut, Atherstone, Brazen, Mercury and Invincible.

SUBMARINERS ASSOCIATION

W H (Benji) Benjamin. Lt Cdr. Dolphin Branch. Service 1952-55. Served in: Tireless, Amphion. Aged 78.

J K (John) Brunt. ME1. Norfolk Branch. Service 1951-55. Served in: Tudor, Subtle, Tradewind, Aurochs. Aged 73.

F H (Frank) Curtis. AB ST. Cambridge Branch. Served in: H43 Selene. Aged 78.

S (Steve) Forward. MEM1. Basingstoke Branch. Served in: Artemis. Aged 55.

D R (Douglas) Harris. L/ST. Blackpool Branch. Service 1942-46. Served in: Sea Lion, Storm, Tabard. Aged 80.

M P W (Mike) Lurcott. Lt Cdr. Dolphin Branch. Service 1942-65. Served in: Tuna, Upright, Delfin, Unshaken, Unruffled, Sea Lion, Selene, Vivid, Scythian, Sleuth, Satyr, Token, Amphion. Aged 83.

D (Donald) MacLeod. ME (1). Scottish Branch. Service 1950-54. Served in: Tudor (50), Anchorite (50-52), Scotsman (52), Scorchers (53), Seraph (54). Aged 74.

B J (Ben) Page. AB Radar. Welsh Branch. Served in: Trident, Taku, Spur. Aged 78.

M R (Maurice) Perratt. CRS. Portsmouth Branch Submariners Association Secretary for 19 years. Service 1954-67. Served in: Solent, Scythian, Turpin, Tiptoe, Seascope, Thermopylae, Token, Olympus, Porpoise. Aged 78.

D Sanderson. AB ST. Blackpool Branch. Served in: Sea Lion, Trump, Sentinel. Aged 78.

L F (Les) Stickland BEM. ERA. Essex Branch. Service 1947-53. Served in: Osiris 1 (1942), Truculent, Alderney. Survived sinking of Truculent. Aged 78.

ASSOCIATION OF RN OFFICERS

Cdr E F S Beck. Ships included: Exeter, Protector, Indefatigable, President, Dryad and Victory.

Lt G W Blackman. Ships included: Forth, Helmsdale, Terror and Ganges.

Cdr A B Carpenter. Served: Victory, Sheffield, St Angelo and HM Dockyards Devon and Portsmouth.

Capt A K Dodds. Served: Cumberland, Legion, Fairy, Friendship, Ceylon, Ranpura, Saker, President, Victory, Dryad, Warrior and NATO.

Lt Cdr V Gunson. Served: Newcastle, Trespasser, Acheron, Tyne and Dolphin.

Lt Cdr D E Jackson. Served: Bulwark, Mercury, Dryad and Seahawk.

Lt Cdr C B Kennedy. Ships included: Siskin, Ulster, Bastion, President, Pembroke, Lochinvar and Heron.

Capt J F Lewin. Served: Ark Royal, Ilex, Theseus, St Angelo, President, Caledonia and HM Dockyards Malta, Singapore and Chatham.

Cdr J D'o C Lewis. Ships included: Loch Veyatie, Loch Quoich, Mars, Chichester, Russell, Gurkha and Osprey.

Lt Cdr M P W Lurcott. Served: Orion, Elfin,

Sports lottery

February 14: £5,000 — Lt K Wallace, AIB; £1,500 — POMEM T Carr, HMS Invincible; £500 — OM R Baskeyfield, FWO Portsmouth

February 21: £5,000 — Mne N Haigh, FPGRM; £1,500 — MEA C Overend, HMS Sultan; £500 — Lt Cdr J Wilkinson, HMS Drake

February 28: £5,000 — Lt Cmdr G Booker, HMS Heron; £1,500 LMEM P Whalling, HMS Ramsey; £500 LPT R Lemmon, HMS Sultan

Appointments

Cdre P Lambert to be Commander (Operations) Fleet, Rear Admiral Submarines (as Head of Fighting Arm), Commander Submarine Allied Naval Forces North, and to be promoted Rear Admiral on June 29 04.

Capt C H T Clayton to be Assistant Director Intelligence Division NATO International Military Staff and to be promoted Rear Admiral on August 30 04.

Swap drafts

LWtr Dimond: Drafted to HMS Kent, July 04. Swap for any Portsmouth-based ship not deploying till March 05. Contact Nelson Water Front UPO. Tel 07776 203 997.

OM (UW)1 Gallienne: Drafted to HMS Nottingham. Swap for any Type 23 deploying or not.

P.E.Betton (Fully-trained MEMOC): HMS York until Sept. Swap for any Portsmouth-based ship. Tel: 02392 349963

OM C2 Bavister: Drafted to HMS Illustrious June 22 04. Will swap for any Pompey-based ship. Tel 07708 964502.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.



Pen picture: Surg Rear Adml Farquharson-Roberts signs the visitors' book during his visit to RAF Halton.

Top medic goes in search of the tooth

STAFF at the Headquarters of the Defence Dental Agency at RAF Halton put on their best smiles as Medical Director General (Naval), Surg Rear Admiral Michael Farquharson-Roberts paid his first official visit.

Having first "done the honours" by signing the visitors' book, the admiral received briefings from his three directors before touring the headquarters and speaking to all members of staff.

Met Office replaced by RFA Office at Culdrose

In a building vacated by the RN School of Meteorology, the Royal Fleet Auxiliary Naval Support Unit (RFANSU) is celebrating the opening of its new offices at RNAS Culdrose.

Although part of the original building at the air station, the new accommodation — formally opened by Rear Admiral Adrian

Johns — has been completely refurbished and equipped to modern office standards.

One of the smallest units at Culdrose, with 144 personnel, RFANSU was formed in 1990 with the operational task to provide trained Royal Navy personnel to deploy with aviation-capable RFA ships.

Submissions for next month's Noticeboard must be received before April 16

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THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the April headlines of past decades...



Going through a rough patch: HMS Aurora shown during a Replenishment At Sea with fleet tanker RFA Olmeda en route to Okinawa.

40 years ago

THE first attempt to re-trace the route followed in 1916 by Sir Ernest Shackleton and two companions in their crossing of South Georgia was to be made by a combined Services expedition.

Scientific work was being undertaken by its ten members, led by Lt Cmdr Malcolm Burley.

Apart from geological and survey projects, they were to make an attempt on two major unclimbed peaks.

30 years ago

ROYAL Navy divers, wearing a new type of suit, broke a world record by descending to 1,000 feet in a simulated dive.

Undertaken at the Admiralty Underwater Weapons Establishment, Portland, this was more than double the previous record for atmospheric suits.

It was believed that the new suit could help North Sea oil divers to work at great depths, without having to spend several days in a decompression chamber on their return to the surface.

20 years ago

FORCE 6-7 monsoon winds battered HMS Aurora during the five weeks she spent heading through the North Pacific for visits to Okinawa and South Korea.

The vessel was one of the remaining ships of the Orient Express deployment.

She was accompanied by the fleet tanker RFA Olmeda and the replenishment ship RFA Regent as she headed north to embark Rear Admiral Jeremy Black, Flag Officer First Flotilla, at Okinawa.



Reserve judgement

THE WAR Drafting Control Office (WDCO) in the Naval Drafting Directorate, is sited in Centurion Building, Gosport and administers all RN Rating Full Time Reserve Service (FTRS).

FTRS for Royal Marines Other Ranks is administered by the staff of the RM Corps Drafting Officer, currently based at West Battery, Whale Island.

While the past year has been a busy one for call-out/mobilisation associated with Iraq operations, managing the FTRS scheme for ratings and RMORs still tends to be the busiest single task.

With its importance and a number of recent and imminent changes to the scheme, this Drafty's Corner article will concentrate on FTRS.

Frequently asked questions about FTRS for ratings and RMORs

Q. What is the FTRS Scheme?

A. The FTRS scheme enables members of the RFR and the RNR or RMR to volunteer to fill gapped ser-

Everything you ever wanted to know about FTRS ...

vice billets.

It involves drawing up a legal commitment (contract) between the MOD and the reservist, to fill a specific gapped billet for an agreed period of time.

By mid-February 2004, the rating total on FTRS had grown to 830, 60 per cent being Senior Rates and females making up about 12 per cent of the overall total. 78 per cent are Ex-regular and 22 per cent RNR.

Q. Do I have to be a reservist to do FTRS?

A. Yes. However, if you are an Ex-regular rating and were not enrolled into, or are no longer in, the reserve, you can sometimes be enrolled if a suitable billet is available – you can also apply in advance of reaching your Active Service Tx date.

Q. How can I find out about the

scheme?

A. If you're in the RNR or RMR, your Reserve Training Centre will have all the details, but if you're Active Service or an Ex-Regular Reserve, a comprehensive Information/Application pack is available through:

■ NDD WDCO section (02392 702252 or 702156 or mil 93844 ext 2252 or 2156)

■ CDO(WI) WO2 Admin (93832 7565) (WO2 Dave Hurl RM)

■ Establishment Release Offices

■ Naval Base, RN and RM (at CDO Whale Island) Regional Drafting Career Advisor offices at Portsmouth, Devonport, Faslane, Lympstone, Yeovilton, Culdrose and RAF Wittering (from 1 May 04).

Q. How do I apply?

A. RNR/RMR personnel must apply through their Reserve Training Centre but, if ex-Regular, you would normally apply on an RFR(NC) FTRS Employment Preference Form which is included in the FTRS Information pack mentioned above.

Q. Is the scheme pensionable?

A. Yes, as long as you complete 2 years FTRS, which can be aggregated if necessary.

Q. What if I was medically downgraded at Release?

A. Acceptance for FTRS in less than Medcat P2 can be approved by MDG(N) on an exceptional and case by case basis.

Q. What type of FTRS Commitment will be offered



and for how long?

A. Assuming a billet can be identified, the default is now Home Commitment, unless there are overriding reasons why it should be Limited or Full (all sea service or Crisis Donor billets will be FC).

The normal initial maximum period is 12 months, thereby providing manpower planners with the flexibility they need to manage the Naval Service strength within authorised limits.

Q. Can I apply for a shore job with no liability to be augmented for operations or exercises?

A. Yes, you could apply for Home Commitment if you wished but there would be no X-factor and a reduction

in certain entitlements.

Limited Commitment would carry a maximum augmentation liability of 35 days/year.

The Information pack provides all the details.

Q. Might I have to accept a liability for being drafted elsewhere?

A. Not if you are on a Home or Limited type of Commitment.

If you are on a Full Commitment however, it is probable that you will have to accept a liability to be draftable, within normal drafting notice of five months (sea) or three months (shore).

Whilst it is considered unlikely that "draftability clauses" be

invoked, they may be and thereby provides Drafters with a desirable degree of flexibility and, importantly, acknowledges the close relationship between Regular and FC FTRS personnel with respect to terms and conditions of service.

Drafty particularly welcomes applications from personnel seeking to fill a sea service/RM deployable Full Commitment Terms and Conditions of Service and currently an initial period of up to 2 years.

Q. Will I qualify for Specialist Pay whilst on FTRS?

A. Yes, if your billet is denoted with the appropriate SP on the Scheme of Complement.

THE TEAM:

Phone BT 02392-70 or Mil 93844 + extension:

WDCO and Registrar of Reserves: Lt Cdr Nigel Parry (ext 2384)

Assistant WDCO/Office Manager: POWTR Lisa Porter (ext 2105)

Office Writer/FTRS Admin: WTR1 Claire Wiggin (ext 2485)

Reserves Administration:

RN/RM Pensioners: Mrs Pauline Bennett (ext 2046)

RN/RM RFR (A - K): Mrs Jayne Attewell (ext 2253)

RN/RM RFR (L - Z): Mrs Gail Brooker (ext 2199)

FTRS (A - K): Mrs Kim Edwards (ext 2252)

FTRS (L - Z): Mrs Amanda Simpson (ext 2156)

DGHR(N) Whale Island:

CDO WO Admin: WO2 Dave Hurl RM (93832 ext 7565)

Plymouth training facility will cut travelling costs

A NEW computer-based training facility which saves on travel time and costs has been officially opened at Devonport by Second Sea Lord Vice Admiral James Burnell-Nugent.

The Waterfront Training and Education Centre (WTEC) is the first facility of its kind in the Navy, and as far as the RN's top personnel officer is concerned, it is "win, win, win."

The WTEC, set up in a building on Weston Mill Lake Jetty which was formerly used to train ladders, offers training in a range of areas using computers and specialist instructors.

These training facilities are designed to meet the requirements of the Topmast squadding system, providing sailors with a 'one-stop shop' close by the ships at the waterfront.

It also contains an internet café, allowing sailors to use the internet

for e-learning packages, research, or simply for leisure.

The big advantage to the Navy is that the provision of such training in Devonport means many sailors and officers will no longer have to travel to the Portsmouth area, with major savings in terms of travelling time and the cost of transport.

"As far as the Royal Navy is concerned, this really is win, win, win," said Admiral Burnell-Nugent as he performed the official opening ceremony.

"This allows us to meet our commitment to through-life learning, to continue to train and develop our people – and in particular it allows them to get home in the evening if they live down here, or get back to their ships.

"It shows our commitment to the Navy personnel and to their families."

The Admiral went on to explain that the WTEC was "trying to deliver as much as possible of the training in the West Country.

"Travelling time is wasted time for the people and for the taxpayer, so this is an ideal solution.

"People do a lot of separated time when at sea, so when in harbour we are able to deliver training here in the base port."

Up to 60 people can use the facilities at any time, and initially courses will be offered to sailors of the warfare branch, and in particular for communications specialists – who have in the past had to train outside the Plymouth area.

To learn communications skills, students will use a computer programme to learn visual signalling, and progress on to a simulation of their ship leaving the jetty just outside the WTEC, sailing down the Hamoaze and out to sea.

Other training will be available in soldering, simple hydraulic and pneumatic engineering, while some sonar training for Devonport sailors has been introduced at nearby HMS Raleigh, in Torpoint.

The WTEC building at Devonport, named Cambridge Building after the former gunnery school at Wembury, will blaze a trail for similar facilities which will be set up at Portsmouth and Faslane, in Scotland.

The opening of the WTEC also helps the Devonport Waterfront Manning Office (WMO), which books courses at the new facility – people are fresher when they take their courses as they will not have travelled nearly 200 miles beforehand.

WO Mark Mortimer, of the Devonport WMO, said the WTEC has already started to yield dividends in terms of man-hours saved, and is

kept that everyone involved in training should know what is on offer at Cambridge Building.

So much so that WO Mortimer has invited all commanding officers, executive officers, divisional officer, executive warrant officers and anyone else involved in task-book training to visit the WTEC and familiarise themselves with what training opportunities it offers personnel in their unit.



● Second Sea Lord Vice Admiral James Burnell-Nugent tries out the new WTEC training facility at Devonport for himself



● Second Sea Lord Vice Admiral James Burnell-Nugent officially opens the WTEC at Devonport

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Royal Naval Association

Scotland to stage standards contest

ALL ROADS will lead to the Royal Naval Association's Standard Bearers Competition next month, which this time is being held north of the border in Perthshire.

The event is sponsored by the **Scottish Area**, and the local hosts will be **Crieff and District** branch.

The competition is to be staged on Saturday May 22 in the Sports Hall of the Crieff Hydro Hotel.

The levels of skill on display are always impressive, with competitors going through a series of manoeuvres which will whittle the field down to a holder of the title National Standard Bearer – with all the high-profile work which it brings.

And for those who make an impact, the prizegiving will be held in the Royal British Legion club-rooms on the Saturday evening, with music for dancing provided by the Orwell Ceilidh Band.

On Sunday May 23 there will be a Church Parade with all standards from all branches and other organisations if they would like to join in.

All branches throughout the RNA are invited to attend the weekend event, and details can be obtained from the Scottish Area secretary.

Pride of Monmouth

BEFORE heading for deployment in the Atlantic, HMS Monmouth paid a visit to Wales to receive the Freedom of her namesake town, an event of great significance and pride for members of the **Monmouth** branch.

Prior to the visit, the Type 23 frigate – nicknamed the Black Duke – sailed from Rosyth, where she had undergone a major refit, to Devonport, for a rededication ceremony.

The ceremony was attended by Lady Eaton, the Mayor of Monmouth Cllr Susan White, S/M Chris Rogers, branch chairman, and S/Ms Geogh Peregrine and Tony Martin, who saw Lady Eaton launch the Monmouth in 1991.

Within hours of the ceremony, the ship was on her way to Cardiff, with the Mayor aboard, who enjoyed the opportunity to get her own 'sea legs' and to meet the ship's company.

The River Wye was too narrow for the Monmouth to make the trip right into the town itself.

The weekend visit to Cardiff was a busy one for the ship's Commanding Officer, Cdr Guy Haywood, and the ship's company, and it began with a cocktail party on board, enjoyed by local dignitaries and members of Monmouth branch.



● Type 23 frigate HMS Monmouth

The programme during the following days included a match against a team from Monmouth Rugby Club, attendances at a service in St Mary's church, a buffet reception hosted by the Mayor and members of the Town Council, and a visit to the RNA branch HQ.

Highlight of the weekend was the parade of the ship's company through Monmouth on Sunday, as they exercised the privilege of Freedom of the town.

Sea Cadets lined the parade route

and the townspeople turned out in strength to witness the event.

The parade began in Agincourt Square and worked its way down Monnow Street and Overmonnow before heading back uphill for the salute.

In a letter of thanks to Monmouth branch, the Mayor thanked members for their work behind the scene which contributed greatly to the success of the Black Duke's visit.

"I knew I could always rely on the RNA," she told them.



● Shipmate John Bolitho in the robes of the Grand Bard of the Cornish Gorsedd, seated on the throne in Truro Cathedral

Bard of Bude has dilemma

RECENT articles urging Servicemen and women to wear their uniform when going ashore, also promoted the idea to ex-Service personnel.

Bude branch has a shipmate with something of a dilemma – which uniform should he wear?

S/M John Bolitho – as the name suggests, a true Cornishman – belongs to the RNA, and is a town and district councillor, representing Mebyon Kernow.

John has also recently completed his three-year term of office as Grand Bard of the Cornish Gorsedd.

During his term of office he visited Australia and the United States twice – the Bardic Society is very strong in Western Australia.

During these trips John also promoted membership of the RNA.

John's other claim to fame is that he was one of the George Mitchell Minstrels of TV and radio fame – but first and foremost he is a loyal shipmate of the RNA.

TV historian is member of Dereham RNA

MEMBERS of **Dereham** branch have all been watching with the utmost interest the BBC series War at Sea, written and narrated by Professor Andrew Lambert, the Professor of Naval History at Kings College London – who for many years has been an associate member of the branch.

Long-serving members have seen Andrew, through the years, go from strength to strength in his chosen profession.

The branch is also happy to say that their vice president is Andrew's father David, who was in the Royal Navy during the Korean Conflict.

It is hoped by the branch that during 2005, Lord Nelson's Battle of Trafalgar bicentenary year, there will be many more programmes on the television presented by Professor Andrew Lambert.



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Flying visit to island branch

EN ROUTE for operations in the Gulf, Type 23 frigate HMS Grafton paid a brief, 24-hour visit to **Cyprus**, during which her Commanding Officer and two of his senior officers attended a monthly meeting of the **Cyprus** branch.

Cdr Adrian Cassar, in his address to the meeting,

stressed the high standard of the young men and women joining the Navy today, which he said augurs well for the quality of future officers.

As a memento of the visit, he presented the branch with a ship's crest which he handed to branch chairman Lt Cdr Nobby Hall.



● The Top Table at the Area 4 annual reunion: from left, S/M Gordon and Mrs Strudwick, reunion chairman; Brig Pounds and Mrs Pounds; S/M Howard Jefferies and Mrs Jefferies, No 4 Area president; S/M Richard Debenham and Mrs Debenham, No 4 Area chairman

Area 4 holds reunion

AREA 4 held its annual reunion at Sand Bay, Weston-super-Mare, which featured the area standard bearer competition.

This open event, judged by three Royal Marines drill instructors from CTCRM Lympstone, was won by S/M Joy Haskins (**Wells** branch), who was presented with the Lillian Florence Cup, with S/M Malcolm Day (**Chard** branch) picking up the Herbert Cup for second place, and

S/M Mike Gee (**Plymouth** branch) taking the Kennet Shield for the most improved standard bearer.

The annual dinner was held on the same evening, with guest of honour Brig Pounds, Commandant Royal Marines Training Lympstone.

All proceeds of the Friday night raffle, the Saturday night raffle and the collection at the Sunday morning church service went to nominated charities.

£50 PRIZE PUZZLE



The mystery ship in our February edition was HMS **Ferocity** – a fast patrol boat chartered for just three weeks from Vosper Thornycroft in 1967 to cover for one of the **Braves** which was being overhauled.

The winner of the £50 prize was Mr M. Hutty, of Portsmouth.

This month's mystery ship is one of a class designed to locate and destroy submarines in the approaches to defended ports.

She is pictured here on Belfast Lough during an exercise in 1955 which had an Orwellian title.

She took on a different name in that year, but reverted to her

original name ten years later. She later became a target vessel.

Can you provide us with her original and alternative names? Her pennant number has been removed from this picture.

The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is May 14. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our June edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 110

Name

Address

My answers: 1

2



Pub takes name of legendary submariner

NEWPORT RNA can now sup in true Naval style in the newly-named John Wallace Linton pub.

As reported in February's *Navy News*, it was a member of the branch in South Wales who came up with the idea of renaming a pub in honour of the legendary submariner, and J.D. Wetherspoon fully supported the plan.

Sadly, the originator of the idea, Albert Taylor, died just before Christmas, so he never saw his wish fulfilled.

But the change of name has now taken place – a little later than planned, as invitations were sent to members of HMS Turbulent to attend the ceremonies, although the nuclear submarine had by that stage already deployed east of Suez.

Cdr 'Tubby' Linton, who was born in the town, made his name with the wartime T-boat HMS Turbulent, which survived numerous near-misses (she was hunted 13 times and evaded 250 depth charges in her final year) before she was lost in 1943 in the Mediterranean.

Newport branch secretary Doug Piddington said that Wetherspoons had done them proud, and had paid for the brass plaque in memory of Tubby, thereby relieving the burden of costs on the RNA branch's funds.

A ship's crest was provided by Alan Dowling of Caldicot, and the wooden plinth on which the brass plaque is mounted was a joint effort by Mon Timber and Jayem Joinery.

Although the decision was made to avoid calling the pub the Tubby Linton, one corner of the building – where the montages, plaques and crests are displayed – has been dubbed Tubby's Corner.

Double honour

AT THE recent annual general meeting of Hereford branch, the president, S/M Roy Wood, presented chairman S/M Nigel Trigg with the Shipmate of the Year Award, and a Life Membership to the Association for all his hard work at branch and area level.

It was a complete surprise to S/M Trigg – but one he was honoured to receive.



● After a very successful season, the Hanworth club has brought down the curtain on its popular Sods Opera (pictured above and right), which netted a grand total of £1,601 for the following charities – Leukaemia and Arthritis research, Mencap and the Royal Naval Benevolent Fund. Considering that the artistes performed on at least four consecutive nights, and gave a show to raise cash for a Day Centre as well, they still managed to run a successful Burns Night.

War veterans can return as heroes



● Percie Cooke (88) talks to the two Commanding Officers of the Cyprus Squadron, Lt James Gould (left) and Lt Angus Essenhigh (right).

Percie drops in on Cyprus RNA

A FORMER sailor who enlisted in the Royal Navy 70 years ago was a surprise guest at the most recent meeting of the Cyprus branch of the Royal Naval Association.

Percie Cooke, aged 88, who joined up in April 1934 and whose first ship was HMS Venezia, transferred to the Submarine Service in 1938 and joined HMS Cachalot.

He is the Founder Chairman of the Submariners branch and a member of Bristol South

branch of the RNA, from whom he brought greetings to the Cyprus branch.

At the meeting he recounted some of his early experiences to the two newly-arrived Commanding Officers of the Cyprus Squadron, Lt James Gould (CO White Crew) and Lt Angus Essenhigh (CO Red Crew), who both joined the Navy in the early 1990s – 60 years after Percie joined the Service.

A £10 MILLION grant from the National Lottery Fund will enable World War II veterans to make 'Heroes Return' visits to overseas battlefields and cemeteries – without worrying about the travel costs.

They can mark the 60th anniversary of the war's end under a scheme launched recently as part of the New Opportunities Veterans Reunited programme, which ensures new generations learn from veterans' experiences, and have overseas travel costs met by Lottery funding.

The initiative is available to UK residents, who saw active service with, or alongside, British and Allied forces during the war.

In some cases, carers, widows and widowers will be eligible.

Veterans who avail themselves of the opportunity to make 'Heroes Return' visits will be provided with a pack explaining how they can link up with the Veterans Reunited programme to ensure their memories of war will be shared by schoolchildren and others.

Visits will be made until December 2005, and will largely be connected with events of 1944-45. Veterans wishing to return to other areas where they served during the war years will also be funded.

On verification of eligibility, applications will be assessed by the Awards for All and must be received not later than March 31, 2005.

The Passport Office is offering free one-year passports to veterans

attending commemorative events in 2004-05.

For further details, call the Veterans Agency free on 0800 169 2277.

Sadness in a successful year

SIDMOUTH RN Old Comrades Association have had a successful year – but one touched by sadness.

At the association's AGM, former chairman and leading light Lt Cdr Ray Colborne, who died during the year, was mourned.

Bill Craven, the longest-serving committee, who served as chairman for 28 years and latterly as secretary for six years, decided to retire.

Bill agreed to become president, and in appreciation of his work, he was given an engraved tankard.

For Association details, contact Richard Long on 01395 515817.



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Second home call for Ramsey

WHILE conducting route survey operations off the west coast of the UK HMS Ramsey took the chance to visit her namesake town on the Isle of Man.

The Sandown-class minehunter pulled in at Douglas, just south of Ramsey where the ship is a little to big to go alongside.

A full and varied programme included opening the gangway to visitors, rededication of the Royal Naval Association and a football match against a local Ramsey side.

Hosted to a reception at Ramsey Town Hall, the ship's company were particularly keen to make clear their appreciation of the many welfare packages the town sent out to them when the ship was deployed to the Gulf last year.

"It really has been a most successful visit," Commanding Officer Lt Cdr Tony Watt told *Navy News*.

"Everyone the ship's company have come into contact with has been positively interested in our presence. The warmth and enthusiastic reception received throughout the island and especially in Ramsey, marked it out as a very special place for HMS Ramsey to have her second home."

Ramsey's current tasking is to help the RN update hydrographic records held by the UK Hydrographic Office at Taunton – specifically for those waters that would be essential in keeping sea-lanes of communication open in time of conflict or in the event of terrorist activity in UK waters.

Explained Navigator Lt Matt Fairclough-Kay: "The work involves mapping the sea bed, exploring sonar contacts and taking measurements of environmental conditions. By creating this picture of the sea bed the task of finding mines at a later date becomes that much quicker, because if we know what is there now, we'll know what shouldn't be there later . . ."

● **SECOND HOME:** HMS Ramsey berthed alongside Victoria Pier at Douglas, Isle of Man. Inset: a young visitor tries out the Captain's chair for size.



Lusty pair take a winter break

CPOMEM Jez Marsh and CWEM Jesse James take time away from HMS Illustrious in refit at Rosyth (see page 12) to enjoy the limited amount of snow available in the Cairngorms.

Rare sighting of old warbirds



OPEN for the first time on May 29 will be the Fleet Air Arm Museum's reserve store of aircraft, artefacts and records.

Since the new Cobham Hall was completed in 2000, museum staff have been assembling some 30 aircraft, many of which have never before been on public display.

They include the Supermarine 510 – the first swept-wing jet in the world to land on an aircraft carrier; the Westland Dragonfly – the first helicopter built in the UK; and the Westland Wasp that attacked the Argentinian submarine Santa-fe with missiles in 1982.

Other open days are planned for July 25 and Sept 17. Tel 01935 842629 for details.

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Older, wiser engineers in support plan for young

YOUNG Engineer Officers in the RN are to benefit from a new, informal scheme to offer them support from their older, wiser colleagues.

The Royal Navy Engineer Officer Mentor Scheme was launched at the Chief Naval Engineer Officer's Conference at the Maritime Warfare School, HMS Collingwood last month.

With almost 2,000 Engineer Officers in the Service, it aims to spread guidance and advice to the Junior Officers within the branch. Capt Nigel Williams, head of

the Engineer Officer Career Management Division, said: "The concept is not new – most senior officers today will agree that they have benefited from some form of informal guidance from more experienced colleagues on their way up the ladder."

"The Mentoring Scheme we are launching takes this a significant stage further. I hope many will sign up. It has the potential to be hugely stimulating for mentors and, for their charges, a helpful, impartial sounding board for ideas and aspirations for personal and professional development."

The scheme aims to provide a more structured approach to stimulate individuals to discover more about themselves, their potential and their capability.

It is designed to be simple, "avoiding any notion of patronage or sponsorship", and building on the unique social networks created within the Service.

Further information from Lt Cdr Mark Ballard at MWS Collingwood Ext 2020.

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Medics go on the offensive

NAVY medics are going on the offensive in a concerted effort to improve the health of the Fleet.

In a package of measures which falls under the umbrella of Rebalancing Lives, the Medical Director General (Navy)'s Primary Care Team (PCT) is putting the emphasis on prevention, rather than cure, which will be felt across the Naval Service.

Surg Cdr Sally Ross, who heads the team, explained that the measures ranged from guaranteeing standards wherever Navy personnel serve, through mentoring and support of medical ratings at sea to taking services where they are most needed.

That covers a range of medical concerns, including the GP role, occupational and environmental health – virtually everything before hospital care.

"Over the past 18 months we have shifted our approach to proactive from reactive," said Surg Cdr Ross, who explained that the shift has been made possible because the new team has settled and been able to take stock of the wider picture.

"For example, if you had gone into a sick bay ten years ago you would have seen a lot of emergency and resuscitation equipment and procedures but nothing to help people stop smoking.

"We are trying to stop people from needing the ambulance and hospital care through promoting a healthier lifestyle."

There are a number of targets which the PCT, part of the Fleet organisation



RE-BALANCING LIVES

and working under the Director Medical Operations, hopes to hit.

The PCT has implemented a programme of inspections in its role as guardian of medical standards within the Royal Navy, the counterpart of a Flag Officer Sea Training (FOST) regime of ship inspections, and specially-tailored teams are constantly on the road checking out sick bays.

"We should expect the same level of care at any sick bay – we are looking at standardisation across the Navy as well as the quality of those standards," said Surg Cdr Ross.

The Navy and Royal Marines have a total of 26 sick bays, including Gibraltar, Lisbon and Naples, but the PCT's influence has spread beyond these as they have now begun to carry out advisory visits to non-Naval military medical centres such as Abbey Wood, looking at the level of care provided to Navy personnel.

"These advisory visits have been very well received," said Surg Cdr Ross. "Abbey Wood were delighted, and Baird (in London) have asked us for a report as they were so pleased with the visit."

Another priority is the Well Man Clinic, an area which has been outstripped in recent years by the female equivalent.

"The Navy has fantastic facilities for women, but they make up only seven per cent of the Navy," said Surg Cdr Ross.

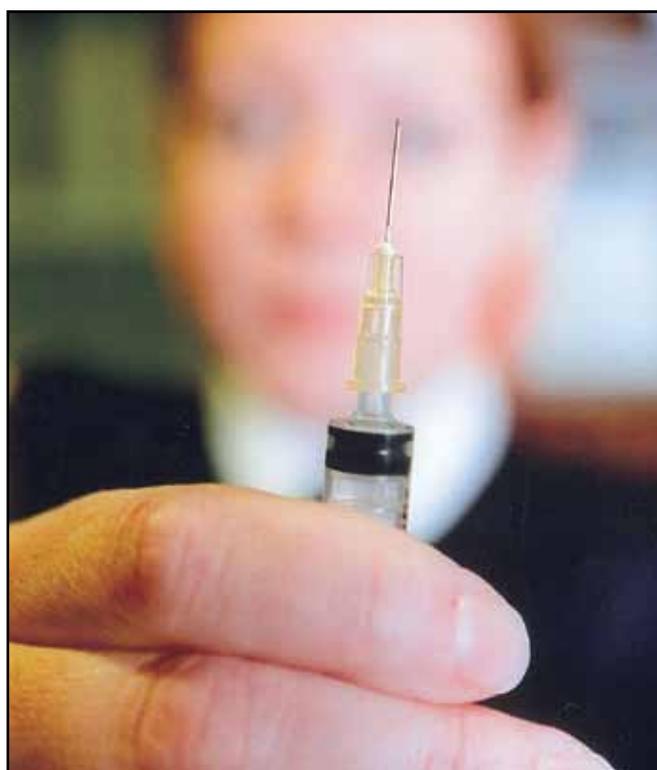
She said the lead taken by Dr Nick Imm at HMS Raleigh at Torpoint was a good example of best practice, and HMS Nelson in Portsmouth was currently reconfiguring its sick bay to provide a new Well Man facility.

Rapid progress is being made in a smoking cessation campaign (of which more in a later edition of *Navy News*) while targeted medical support is proving invaluable – the RM Commando Training Centre has a physiotherapy-led back clinic to deal with the niggles of a demanding physical course, for example, while other establishments have set up hypertension and travel clinics.

The Primary Care Team is behind a push to get more nursing officers back in the sick bays, while other sick bays are boosting their quota of MOD nurses.

And just as sick bays are given an MOT, so medical personnel are also being monitored – a statutory requirement – to ensure they are receiving the correct training and appropriate levels of support.

Professional appraisal for the Navy's GPs has been introduced, in line with edicts from the General Medical Council, and Surg Cdr Ross said that the Navy's peer review process is probably one of the most effective in British medicine, as few



● Getting to the point – Visiting Vaccination Teams can now visit ships to deal with sailors in their place of work

civilians move from the care of one doctor to another as frequently as a Senior Service rating or officer.

One major change which is due by January 2005 sees the ship's Logistics Officer take over from the Executive Officer as Officer in Medical Charge when there is no Medical Officer on board.

"The Logistics Officer is closer to the task and work of a Medical Branch rating than the Executive Officer, who is looking after the whole ship, so the change made sense in terms of clinical support," said Surg Cdr Ross.

Handovers from an outgoing Medical Branch rating to his or her successor have also been brought within the PCT's remit; a standardised routine means no nasty shocks or missing paperwork for the new incumbent.

Another big step forward in mak-

ing life easier for sailors has been the introduction of a Visiting Vaccination Team (VVT) in each base port.

Before the VVT's inception, when a ship was preparing to deploy, the whole ship's company would have to get to the sick bay for the appropriate jobs.

Although no vaccinations are compulsory, medical staff strongly recommend whichever vaccinations would ensure protection from local disease and thus guarantee each member of the crew would be fit to play his or her part while overseas as well as avoiding a "significant health risk".

Now a team of experts visits the ship with all necessary medical and emergency equipment, and assists the ship's Medical Officer or Medical Branch rating.

A similar initiative has seen Mobile Medical Teams (MMTs) go to units to do Pullheems (compulsory

Contact details for the PCT team are as follows:

- Surg Cdr Sally Ross:**
tel 9380 20380
email 2SL-MDGN-SO1PC
- Lt Al Murray (SO3PC):**
tel 9380 25204
email 2SL-MDGN-PC1
- CPOMA Ian Calvert (PC Afloat):**
tel 9380 26607
email 2SL-MDGN-PCAFLOAT
- CPOMA Carol Fell (PC Ashore):**
tel 9380 24986
email 2SL-MDGN-PCASHORE

employability medicals for over-30s). "Rather than send people from ships to sick bays we now send teams to the ships to deliver the service at the coal-face," said Surg Cdr Ross.

"With the vaccinations, a ship's company does not now have to waste hours at the sick bay, and the new system proved very popular before ships deployed on Operation Telic. This is a real improvement in service."

Another such improvement has been the ongoing investment in telemedicine, led by Surg Cdr Peter Buxton.

He is developing a website which will be available to all Medical Branch ratings afloat, allowing them to access a wide range of specialists at any time and from anywhere in the world.

With so many measures being introduced, one important element is the linking-up of information sources, and the past 18 months has seen a unified database for Force Protection (medical) information come into being, covering medical matters including vaccinations.

This allows medical chiefs to look at patterns – which commands or sick bays have lower levels of uptake of vaccinations, for example, so that resources can be more closely targeted on where they are most needed.

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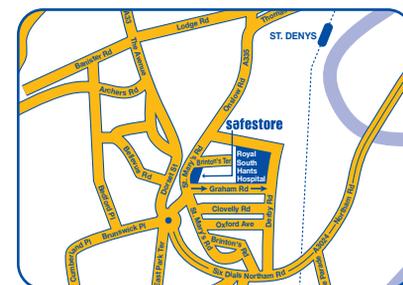
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Sign of the times on carrier

NEW electronic signs on board HMS Invincible should help keep sailors better informed – and reduce the spread of ill-informed buzzes, according to the manufacturers.

Saville Audio Visual has supplied the tri-coloured LED displays which are placed in strategic locations to complement the existing information systems on board the aircraft carrier.

Cdr David Elson said: "A capital ship like Invincible is a large and complex organisation.

"Its successful operation depends heavily upon its people, their morale, personal development and teamwork – all of which depend in turn upon good access to information."

Cdr Elson also said the availability of instant information on highly-visible screens also helped support the Navy's Rebalancing Lives initiative, including communications on health and safety matters and "imaginative 'subliminal' training on, for instance, the immediate actions on discovering a fire."

The screens can also repeat warnings about procedures such as ammunition, or emergency procedures, or changes to Daily Orders.

Saville's technical manager Dave Mason said: "They should help to limit intrusive over-use of the ship's Tannoy, and it is hoped that they will promote key message to reduce the spread of ill-informed 'buzzes'."

Slick design work by budding engineers

THREE different engineering challenges have been staged by Navy establishments in a bid to encourage youngsters to consider a career in the field.

Students at HMS Sultan were faced with a scenario which had a huge oil slick threatening a South Seas island, and asked how they would deal with it.

The Gosport Marine and Air Engineering training base hosted 40 teams from around the country, competing against each other and the clock to engineer a solution to the ecological nightmare of Operation Clean-Up.

The details were that they had to design and build a "pollution-buster" craft which could navigate through a narrow reef into a lagoon in which tonnes of oil are pouring from a damaged ship which has run aground.

The scenario was simulated using scale models and Sultan's 10ft water-filled test tank – and it was teams from Portsmouth, Winchester and the Potteries which came up with the winning answers.

Portsmouth Grammar School took the honours in the 10-13 age group, with St Swithuns School, Winchester triumphant in the 13-16 and City of Stoke-on-Trent Sixth Form College prevailing in the 16-18 group.

Each team won £500 and a day at sea with HMS Marlborough.

Other national award-winners were the Community College,



● Young engineers from Portsmouth Grammar School demonstrate how they clean up an oil spill

Bishop's Castle, Shropshire; Lochaber High School, Fort William; Our Lady's High School, Lancaster; Millhouse School; Newcastle-under-Lyme School; Dulwich College, London; Alton College, Hampshire; Lampton School, Middlesex; and Bancroft School, Essex.

Lt Cdr Charlie Field said: "Operation Clean-Up presents a fictional but highly-realistic scenario.

"The Royal Navy Type 23 frigate

HMS Marlborough is patrolling the South China Seas on the lookout for drugs smugglers.

"The frigate is in hot pursuit of a traffickers' ship when its target enters a lagoon and runs aground, leaking hundreds of tonnes of oil.

"This is a potential ecological disaster which local authorities are unable to deal with.

"The task that we have set the students is: design and build a craft capable of reaching the stricken vessel and collecting the oil before low tide."

The HMS Marlborough Challenge, for students aged ten to 18, was part of National Science Week, and the winners in the three age groups took home cash prizes as well as the promise of visits to RN ships.

Each team had to make a three-minute presentation to Naval officers outlining the results of their research and explaining how they reached their final design, before they got the chance to put their model to the test.

Next door, at HMS Collingwood, Naval engineers were also required to rise to a challenge at the Chief Naval Engineer Officer's annual dinner.

Navy teams were required to create a vehicle which could climb a 'mast' – which looked remarkably like a plastic drainpipe – in the fastest time within the rules.

Among the rules were those which stipulated that the vehicle had to stop in a marked end zone at the top of the 1.8m climb – anything that carried on into the end of the stop zone was disqualified – and that which said it had to be chemically-powered, with batteries specifically banned.

The winners came from Fleet Support in Portsmouth Naval Base – Capt Malcolm Lewis, Lt Steve Shuttleworth, Lt George Adams, Lt Helen Ashworth and WO Bryan Bennett.

Finally, the Fleet Air Arm Museum's Concorde provided the appropriate backdrop to the Flying Start Challenge South West regional finals, which saw six schools slug it out in a series of engineering challenges.

Land speed record holder Richard Noble awarded prizes for the winning designs, while aerospace companies and universities exhibited beneath the wings of the Concorde, encouraging youngsters to consider a career in the aviation industry.

Ultimate DO hits the road

THE ULTIMATE Divisional Officer is ready to hit the road.

As reported in February's *Navy News*, the results of a review of the Divisional system have been unveiled to a packed audience at Victory Building in Portsmouth – and that message will now be taken around the country.

Plenty of top brass was in evidence when Second Sea Lord Vice Admiral James Burnell-Nugent described how he was going to reinvigorate the divisional system and update it to accommodate the management structures of the 21st century.

But there is still a traditional foundation to the plans – themes such as 'walking the patch' and 'knowing your team' are just as important as ever, particularly as they help ensure bureaucracy and paperwork do not hog the divisional officer's time to the detriment of building teamwork and trust.

The admiral's key message was that leadership is the primary role of all in authority, and he confirmed that future pro-

motion boards for both officers and ratings will be asking themselves if the candidate has the leadership potential for the step up the promotion ladder.

The roadshow material has not been pre-released as Admiral Burnell-Nugent wants to pass the message to navy command teams in person.

All commanding officers and executive officers are invited to the roadshows, together with heads of department of major units and all those responsible for divisional and leadership policy.

They will be told of the various initiatives now in train, varying from developing strength in depth through greater encouragement of leading hands and senior ratings in the daily management of people, to increasing the leadership quotient of professional training and the delivery of specific skills to divisional officers at unit level.

After Yeovilton, Faslane and Culdrose, the last two shows will take place in Victory Building in Portsmouth on April 21 and the Drumbeat Club in HMS Drake on April 23.

Farewell to submarine trainer

AFTER nearly 20 years in service, Tactician has been decommissioned – a submarine training facility which never went to sea.

Tactician was the name given to one of the Submarine Command Team trainers used by Flag Officer Sea Training at the Clyde Naval Base, Faslane, in Scotland.

Cdr Ian Pickles, the Commanding Officer of HMS Spartan, and his team were the final crew to complete their training using Tactician before it was withdrawn from service.

The facility was commissioned in July 1984 and officially opened by Princess Anne in November 1986, and was designed to supply command team training for Valiant, Churchill and Resolution-class nuclear-powered submarines.

It has provided more than 50,000 hours of training, and was the first trainer to have computer-generated images in the periscope.

It was used by the Perisher submarine command course until a sister trainer, Thrasher, was opened in 1996.

RN Battle Honours list revised

THE DRAFT of the definitive list of Royal Navy Battle Honours has been approved by the First Sea Lord.

The last official publication of Battle Honours of ships and Fleet Air Arm squadrons was in 1954, and only listed ships and squadrons in existence at the time.

With other ship names coming back into the frame, and other conflicts being added to the Honours List such as those in the Falklands and Kuwait, a review and rationalisation was seen as long overdue.

The Naval Historical Branch was given the task of conducting the review, with the remit of gathering all Honours awarded from the time of the Armada to Kuwait in 1991.

The finished work – seen as the definitive and authoritative guide – should be published later this year.

Divers to visit Sultan wreck site

A TRI-SERVICE diving expedition is to explore the wreck site of the ship which gave its name to their training establishment.

Exercise Sultan Reunion is the brainchild of WO1(ASM) Roy Rogers, of the Royal Electrical and Mechanical Engineers (REME), based at HMS Sultan in Gosport.

The expedition will take members of the Royal Navy, Army and RAF based at the RN School of Marine and Air Engineering to Malta and train them to scuba dive.

Once they have achieved the British Sub Aqua Club (BSAC) Ocean Diver qualification, they will trace a piece of RN history by diving the wreck site of HMS Sultan 1878.

A commemorative plaque will be laid at the site in recognition of the work carried out by divers who recovered the stricken ship, allowing her to be repaired and put back into active service.

To follow the progress of the expedition, see their website at www.exercise-sultan-reunion.org.uk

Reunion grant

A LOTTERY grant of £3,500 has been awarded to the Fourth Destroyer Squadron Association as a contribution towards accommodation and transport costs for members attending the fourth annual reunion at the King Charles Hotel in Gillingham on April 16-19.

Special service

A THANKSGIVING Service for the life and ministry of the Rev Richard Thomas RN will be held at St Bartholomew's, Yeovilton, at 1200 on Friday May 7.

Dress will be uniform or lounge suit. Enquiries on 023 9285 1098 after 6.30pm.

WINGS AND STRINGS 2004

AND THE ROLLS-ROYCE CENTENARY CELEBRATIONS

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Donington Park,
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EDUCATION FOR A BRIGHTER FUTURE



A Navy News Advertising Feature

Kelly offers strong start

KELLY College, claimed to be the best small school of its type in the country and one of the leading schools in the south west, provides a high-quality, well-balanced education.

It enjoys an established reputation for good academic results and for its cultural and sporting achievements.

Thus 2003 saw well over 95 per cent of the establishment's Sixth Form leavers able to proceed to university or tertiary education.

Results, both at GCSE and 'A' level, equalled those of previous years.

Those in 'A' level were with a pass rate of 100 per cent.

The sporting record of the school is very strong.

Kelly has a national reputation in swimming, rugby and athletics.

Its hockey and netball teams have achieved county and regional success.

At the same time, the college is particularly proud of its music and drama elements.

One of Kelly's strengths is the range and diversity of its societies.

Recent successes in public speaking, essay and debating competitions confirm this.

Lower school activities programme offers something for everybody, from cookery to computing, from self-defence to pottery.

Recent developments have included the openings of the all weather surface for hockey.

Also, a new co-educational day

Strong Lynx at Merchant Taylor's School

AS part of an affiliation visit to the city of Liverpool, the Lynx flight of HMS Liverpool visited Merchant Taylor's School in Crosby last month.

Piloted by Lt Simon Ward RN (himself a former CCF Cadet), the helicopter flew groups from the school's and Birkenhead School and Liverpool College's CCF, as well as groups of Sea Cadets from local Training Ships.

HMS Liverpool's Commanding Officer, Cdr Gerry Northwood, also visited the school with five junior ratings from the ship's company. He watched cadets undergoing CCF training and spoke to them about their aspirations.

Charity's High on the agenda

PORTSMOUTH High School's charity week gets more exciting each year, with events getting bigger, better and more ambitious.

This whole school event, run by the Sixth Form, was in aid of the Open Arms Orphanage in Malawi.

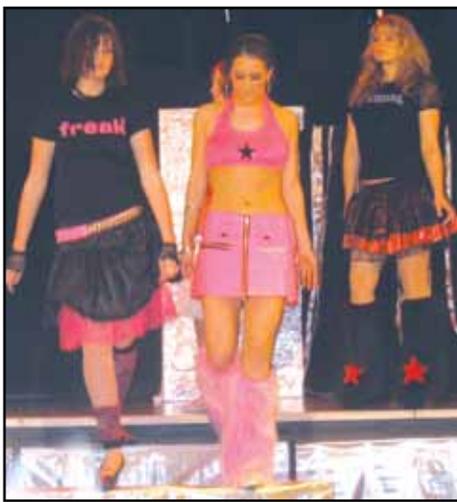
The week saw the school play host to a Pub Quiz, Battle of the Bands, It's A Knockout and the now famous Fashion Show supported by many local shops and compered by Crispy from local radio station Power fm.

The week was a huge success with everyone joining in to raise money for such a worthy cause.

The final monies raised should be well in excess of £2000, and money is still being collected.

Open Arms Infants Home provides shelter, nourishment and care to orphaned and abandoned infants.

Typically mothers will have died during child birth of AIDS-related illnesses.



● Catwalk queens: Portsmouth High pupils strut their stuff for charity

Officially designated one of the poorest countries in the world, where the average daily wage is less than a dollar, the Central African country of Malawi also suffers from one of the highest incidences of AIDS/HIV on record.

Although accurate statistics are hard to obtain, the number of orphans is suspected to be between 800,000 and 1,000,000.

To advertise your school or college in future features call now on 023 9272 5062

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We provide a safe and vibrant environment in which girls can achieve the success they deserve.
Peg Hulse, Headteacher.



GIRLS' DAY SCHOOL TRUST
Reg. Charity No. 308983

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CHILDREN'S Education



EDUCATION FOR A

A Navy News Advertising Feature



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Cream of Devon at Shebbear

SET in 85 acres of Devon countryside, Shebbear College is a thriving independent school. It offers co-education for both day and boarding pupils.

The college is a Methodist foundation and operates under the direction and support of the board of management for Methodist residential schools with authority devolved to a local governing body responsible for all aspects of the colleges performance planning and development.

Currently the college has 276 pupils, including 85 boarders. The school has been co-educational for ten years and the ratio of boys to girls is almost 60:40, with the percentage of girls continuing to rise. There is a head of Kindergarten (15 pupils) and Head of Junior School (64 pupils) who report directly to the Headmaster. All three schools are located adjacent to one another. There are 29 teaching staff with a further 30 support staff, including four classroom assistants and a librarian.

The philosophy of the College is that it seeks to harness to the full young people's capabilities in both the academic and social spheres. All pupils and staff take part in the

after school Activities Programme. There is accent on the promotion of a friendly, family community in which all staff play a strong role.

In the last three years there have been significant improvements and additions to facilities.

A dedicated Sixth Form Centre and Food Technology classroom has been built; the Art Department and Library have been completely refurbished, the former includes a new Pottery facility and a fully equipped Fabric and Fashion classroom, an additional Modern Language classroom has been added and both the CDT workshop and Upper Junior School classrooms have been relocated and renovated.

Boarding facilities now comprise three houses, one for junior boys, one for senior boys and one for junior and senior girls. All three houses have been extensively renovated throughout the past two years with Internet and e-mail facilities in all rooms.

The college is well known in the local area for both drama and music at all levels in the school. A wide range of sports, both team and individual, and an extensive programme of after school activities including Karate, Sailing and Latin are available.

Why Maddie is mad about St John's

NOT only do the pupils of St John's College, Southsea, get to see works of art by the likes of Andy Warhol on visits to London's Tate Modern, they can also watch a budding star in action on their playing field.

Since arriving at the school from Delaware, 10-year-old Madeline 'Maddie' McCormick has achieved the distinction of scoring more than 30 goals in one season with both the boy's and girl's teams, and has won the Top Goal Scorer award for the Portsmouth Primary Schools girls.

The college has recently been awarded a new kit for the girl's team from the Football Foundation — the UK's largest sports charity — in recognition of its contribution to the development of the junior game.

Maddie is thrilled to be part of St John's success. "I love playing



● **St John's soccer heroine Maddie McCormick**

for the team, and everyone at the school has been so friendly since I arrived," she says.

Great Ballard, great results

LESSONS are fun, activities are wide-ranging and there is an emphasis on the individual. Great Ballard — between Chichester and Arundel — is a school for girls and boys from two and a half to 13, children are taught in small groups and there is a lively, friendly atmosphere.

There is time each day put aside for children who have particular potential or a love of music, drama or art, and there is the opportunity to work in small groups towards excellence. There is also a sport's programme every day.

The recent ISI Inspection report said: "Relationships among pupils and between the pupils and their teachers are very good, warm and supportive. Pupils of all ages are well-motivated, behave very well, have positive attitudes to each other and to their environment and are proud of their school."



the benefits last forever

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www.wellington-school.org.uk



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admin@wellington-school.org.uk
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BRIGHTER FUTURE



A Navy News Advertising Feature

West Hill Park gives something for every student

WEST Hill Park Preparatory School, off Junction 9 of the M27, will be hosting an open morning on Saturday May 8 from 10am to 12.30pm.

The headmaster extends a warm welcome to families to come and tour the school to view its extensive facilities and see teaching in action.

The school is set in 40 acres of sports fields and woodlands and consists of a nursery, pre-prep and prep school.

Recent major developments include two fully-refurbished science laboratories, floodlit Astroturf and floodlit riding arena, a renovated 25m indoor swimming pool, interactive whiteboards, and a new classroom suite.

The school continues to achieve excellent academic results and children enjoy a varied programme of after-school activities throughout the year, offering many different challenges outside the classroom including musical productions, sailing, horse riding, sport tours, design technology, ballet, gymnastics, judo, drama, chess, computer programming and golf.

75 Not Out for Rookesbury Park

THE release of 75 balloons last summer term signalled the start of celebrations of Rookesbury Park School's 75th anniversary.

Situated in fifteen acres of parkland at the foot of the Meon Valley, the school is proud of its long-standing partnership with the Royal Navy.

During the course of the year, there have been a number of events, which culminate in the formal celebration of the school's birthday on Saturday June 26.

On St Andrew's Day last year, current and former parents, staff and friends of the school enjoyed a meal, three Scottish pipers, a dance caller and a band from Dumfries.

During the last year, a rolling programme of redecoration and refurbishment has greatly improved the classrooms and the boarding area of the school.

Headmaster Paddy Savage said: "The improved classroom facilities have also served to enhance further the excellent learning culture. We also have new interactive whiteboard facilities from which the children derive considerable benefit, and we have also been able to upgrade the computer facilities in our IT suite."

Day & Boarding Preparatory School
Boys & Girls aged 3-13

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Lomond's unique position in Scottish education is underlined by its brand new co-educational boarding house, Burnbrae, located 100 metres from the main teaching block in nearby scenic Campbell Street. This is home to seventy students aged from 10 years to 18 years and is characterised by:

- En-suite bathrooms in the double and single bedrooms
- Spacious social and recreational facilities
- Excellent standards of care and supervision
- A family ethos
- Flexible approach
- Full programme of activities
- Airport, visa and guardian services
- Academic and pastoral support
- Professionally trained staff
- Excellent e-mail/IT/communication systems



Lomond School

EDUCATION FOR A BRIGHTER FUTURE



A Navy News Advertising Feature

Blending tradition with progression

BLUNDELL'S, based in Tiverton, Devon, combines the best of a four hundred year tradition with sensible modern progression.

A school of 550 11-18 year-olds (340 boys : 210 girls), it caters for all the trappings of individual

opportunity realised in a setting and ethos which promotes a strong boarding community.

The 11-13 year old boys and girls have their own boarding house, School House, and this continues to thrive, with over twenty full boarders and another forty flexi/weekly boarders.

Blundell's connections with the Services, rooted as it is in the south-west, have always played a prominent role in the spirit of service fostered by the school.

There are two Treharne Awards ear-marked for the sons or daughters of serving officers, whilst boarding is promoted to fit in with the requirements of the Service life, complemented by the very sensible and accessible Blundell's Services Package.

A significant number of parents have opted for the school knowing of its reputation for bringing out the best in every individual.

Blundell's is a school where each individual is treated on his or her merits, in an atmosphere of clean air and enthusiasm.

It is about maximizing the best of relative potential, about tolerating people of varied abilities and nationalities, about promoting balance and self-discipline.

It believes in sportsmanship, aesthetic and academic enjoyment, opportunity and fun.

It is not geared to produce stereotypes but looks for happy, committed young people who are prepared to try.

As the School enjoys its 400th anniversary in 2004 it continues to delight in its Service contacts.



● Grenville students on Ten Tors field trip

Tors de force at Grenville

GRENVILLE College, a co-educational boarding and day school for pupils between the ages of three and 19 (boarding from age eight), is a natural choice for those parents seeking a stimulating learning environment for their children, balanced with a wide range of sporting and extra-curricular opportunities, and supported by a strong pastoral care system.

The school offers excellent facilities and a broad range of courses and activities, yet small enough for everyone to be known and valued as an individual.

The junior school and boarding houses are at Moreton House, set in 40 acres of formal gardens and parkland.

Emphasis is placed on the homely atmosphere of the Grenville community, especially important for children of Service families who are away from their homes for long periods.

Excellent facilities, dedicated staff and individual learning programmes combine to enable pupils to gain maximum benefit and achieve excellent results.

For a prospectus and to find out more about the extremely favourable fee arrangement for Service personnel (BSA + 10 per cent), contact Kathy Wyke, the registrar, on 01237 472212 or e-mail info@grenville.devon.sch.uk or visit our website www.grenville.devon.sch.uk.

Girls flourish at Wykeham House School

WYKEHAM House School in Fareham is a day school for girls situated within easy access of the M27.

It offers continuous education for girls from the age of two and three-quarters to 16 and aims to encourage the girls' potential, both in and out of the classroom.

Teaching methods combine traditional academic rigour with the best modern technology. This year, interactive whiteboards have been introduced and the school has modern IT suites and laptop facilities.

GCSE results are excellent each year, and girls are also encouraged to take part in an ever-increasing range of extra-curricular activities – pupils have the opportunity to get involved in short tennis, the Latin club, dancing, horse riding, maths workshop, Duke of Edinburgh awards, sailing, karate, netball and music.

Foreign travel also plays an important part in our education with girls visiting France and the USA in the past year.

Girls may involve themselves in charitable work through the school's house system. After-school care and nursery classes are available.

Perrot upholds Service tradition

PERROT Hill School, near Crewkerne in Somerset is a co-educational day and boarding school with a long tradition in educating children of Services families.

Set in 25 acres of beautiful grounds in the heart of the countryside on the Somerset/Dorset border, it is serviced by excellent road and rail networks.

The school was highly praised in its inspection last year for the quality of its pastoral care and the range of extra-curricular activities, as well as for its academic standards.

Each child, boarding or day, has his or her own pastoral tutor.

The combination of countryside space, a family atmosphere and a forward looking academic programme creates an ideal environment for children to thrive both academically and in their leisure pursuits.

The school says it will be delighted to show all of these qualities to parents in action.

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GSA DAY SCHOOL FOR GIRLS AGED 2 3/4 – 16
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e-mail: registrars@blundells.org Tiverton Devon EX16 9DN
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Boys and Girls
Boarding and Day
Age 3 – 13

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Fitness team face big challenge



● Navy News deputy editor Mike Gray and Second Sea Lord's Corporate Communications Officer Kate Patfield pound the track at the Victory Stadium in Portsmouth. Navy News merchandising manager Holly Crossley kitted the runners out in special Navy News shirts, which she claimed would not only look good and feel good, but would also make them run faster ...

By Mike Gray

WE NEED volunteers, said the Second Sea Lord's PR chief.

We need someone unfit and overweight, he said. At last, I thought, a job description which fitted me to a T.

The task was relatively simple. The RN Fitness Test team were confident that they could get just about anyone, at any level of fitness (or unfitness), through the Test, given a supportive training plan.

And if a couple of civvies could be coaxed to the appropriate level, then there should be no one in the Navy who could not do likewise.

So that I would not feel lonely on the long road to fitness, the 2SL PR office was prepared to offer up a human sacrifice of their own, in the shape of Kate Patfield, 2SL Corporate Communications Officer.

Kitted out in Navy News polo shirts, the two of us – plus Leslie Burgess, the 2SL PRO, a beacon of health as he approaches early retirement – pitched up nervously at the door of Lt Tex Marshall, RNFT Officer at HMS Temeraire.

Tex was full of optimism. He personally had seen the benefits of a modest exercise regime on both weight and health.

He told us of a senior rate on a ship who was well over 20 stone, and who became a cause celebre for his colleagues.

If he had too much food on his plate, he was urged to cut back. A remedial fitness plan was tailor-made for his condition.

He was once spotted with a pizza "the size of a dustbin lid", recalled Tex – and was swiftly relieved of the greater part of it.

And when the pounds began to drop off him, and there was plenty of room inside his 44in waistband, Tex had him taken to the pusser to put him into 40in waist – maintaining psychological pressure.

"He must have lost six stone on that deployment – his wife was in tears when she met him on the jetty," Tex added.

Nothing quite so drastic was needed for us – but Tex promised us all the support available to Navy personnel, which is considerable and impressive.



● Have we got time for a bag of chips first? Mike Gray considers whether to fuel up before hitting the track, while Kate Patfield prepares her Polar heart monitor watch for a training run

Polar watches and heart-rate monitors allow Tex to oversee our progress – and as every session is date and time stamped, and the results downloaded to computer, there would be little scope for shirking.

The facilities at Temeraire – fitness suites, swimming pool and the expertise of the PTIs – were also at our beck and call.

We started with a 1,610m Rockport walk (the default test for over-40s) to test our fitness level, then set a date for a 2.4km (1.5 mile) run – one of two options for under-40s taking the annual test, the other being a multi-stage fitness ('bleep') test; over-40s may opt for one of these two tests only if they are fit and undertake active exercise, at the discretion of the PTI.

We were also advised to get some miles under our belts before the test.

And if we needed any more inspiration, we needed look no further than Navy News cartoonist Charles Miles, who has just swum 100 lengths in little over an hour

■ See next month's Navy News for a progress report

The contenders

NAVY News Deputy Editor Mike Gray does not yet want to be beaten in a (short) race by his cross-country runner son, aged 12, and ideally wants to be in good enough shape to attempt a road-race or two.

Having just turned 43, and weighing in at 100kg with a height of 6ft 3in, Mike definitely needed to lose some weight as well as gain some fitness – years of office work having taken its toll.

His former boss Leslie Burgess, Second Sea Lord's Command Public Relations Officer, is fit for his age, play-

ing cricket, football and squash regularly, but needs to keep up the pace, as well as losing a little of his current weight of 102kg.

Corporate Communications Officer Kate Patfield was initially reluctant to submit herself to the glare of publicity, but at 30 she was curious as to how unfit she was and if she could be helped, rather than driven, to a higher level.

Kate would also like to lose a couple of pounds in weight, and, like Mike, needed some motivation to keep her on the road to a healthier lifestyle and improved fitness.



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It's a warm welcome for all, now



AFTER operating in the Northern Area for over 40 years, the Sea Cadet Training Centre in Scotland, SCTC Caledonia, now has National status.

Located in HMS Caledonia, the RN's accommodation establishment for ship's companies of HM ships undergoing refits in Rosyth Dockyard, it is only 11 miles from the centre of Edinburgh and provides space for up to 40 cadets and eight adults with a variety of water-borne and shore-based courses.

Superintendent Lt Cdr Carol Fletcher told *Navy News* the place had been given a make over by staff to offer a warm and welcoming 'home from home' with television for the cadets and TV sets in most of the staff cabins.

Victualling is provided by the Navy in the Junior and Senior Rates dining halls and in the Wardroom.

Water-borne courses are conducted at Port Edgar Boat Station (left), ten minutes away in the mini-bus across the Forth Road Bridge.

Lt Brian Moir, the Centre Training Officer, can muster 20 years in the SCC, man and boy. Ceremonial

is his expertise and he is acknowledged as HMS Caledonia's own best advisor in these matters.

CPO Karen Townend, who joined the Corps when she was 12, looks after administration and has been an instructor at the SCTC longer than anyone else.

Port Edgar Boat Station is run by Lt Donald Murray, supported by SLt Jeanette Fletcher, CPO Andy Hunt and PO Adam Ranklin, all of whom possess a whole raft of RYA qualifications.

CPO Lorraine White looks after the Writer Stores and Cook Steward courses while Carol Fletcher is occasionally asked to put her wealth of experience to good use as a course instructor, but more frequently assesses both cadet and adult courses.

The SCTC is also very fortunate to have two of the most experienced Cadet Supervisors in the Corps, Lt Lily Jones and CPO Eddy Doody.

Both have commanded very successful units, at Workington and Ramsgate & Broadstairs respectively.

Today SCTC's annual throughput compares favourably with HMS Raleigh. Watch out for its new website, due to be online by June this year.

'Finished with main engines'

FOUNDER of the Sea Cadet Marine Engineering Training Centre at HMS Gannet, Prestwick International Airport, Lt Cdr Don Briggs is set to retire after 32 years with the SCC.

Before that he had 14 years in the RN, joining as an artificer apprentice in 1954.

In 1974, when he was promoted Lieutenant (SCC) RNR, he established the SCC's Engineering School. Appointed MBE in 1993, in January 2000 he became full-time Superintendent of the Training Centre, which also gained national status with 500 students a year. Don may have finished with main engines, but he plans to continue running on auxiliaries as HQ Staff Officer responsible for Marine Engineering Training.

● **RUNNING ON AUXILIARIES:** Lt Cdr Don Briggs



Kevin follows in his brother's footsteps

CHELMSFORD unit brothers John and Kevin Osborne have both joined the Royal Navy as Marine Engineering Mechanics.

John (19) joined in December 2002 and is now serving in the Type 42 destroyer HMS Edinburgh, soon to sail for the sunny Caribbean.

Kevin (17) has just completed signing on and arrived at HMS Raleigh, the Navy's state-of-the-art initial training school in Cornwall, as *Navy News* went to press.

Said John: "Our parents are very proud that we've both joined the RN. I recommended joining up to Kevin because everything about the Navy is great. The work is good, the people are great - and when we're not working we have a good laugh together."

Kevin added: "There are good opportunities to progress through the ranks in the Navy and you get to travel all over the world. I'm really looking forward to serving onboard a ship."

Both lads attended Beauchamp's High School in their home town, where parents Ian and Deborah still live.

"Our dad has been working with the Sea Cadets for a long time and then I started going, first to Basildon and then Chelmsford," Kevin continued.

Now they've turned professional, the pair hope to pass on their experience to the youngsters they've left behind. Whenever John returns home he drops back in on his old unit to help out.

"The Sea Cadets were there for me and I want to be there for the other kids now I'm serving in the Royal Navy," he says.

At Chelmsford Royal Navy Careers Office, where the lads

signed up, CPO Phil Bridge said: "John and Kevin are great lads and I'm sure they will make all their friends back in Essex very proud while they are serving in the Navy."

"It's quite unusual these days to get two brothers signing up, but when someone encourages his younger brother to join it really does show what a great career you can have in the Senior Service."

"I'm sure John and Kevin will have a thoroughly enjoyable and fulfilling time sailing the world."

● **John (left) and Kevin Osborne start what we hope will become a regular habit - keeping up with the news in *Navy News***



Falklands veteran returns

WHEN Falklands War veteran HMS Glasgow called at the Islands' capital Port Stanley, 13 Sea Cadets from the unit there came on board for a tour of the ship that is a part of their history.

Escorted around by Sub Lieutenants Adam Ballard, Steve Minnikin, John Owens and Alex Savage, they got to see what it is like to live and work on board a warship and were particularly fascinated by the 4.5in gun and the size of its ammunition.

Said S/Lt Owens: "The cadets were very interested in the role HMS Glasgow played in the 1982 conflict, with particular reference to the damage she sustained."

"Glasgow is obviously well remembered and they had clearly been well briefed by their parents and Sea Cadet leaders."

Stanley unit comprises 33 cadets, all of whom attend the Falkland Island Community School, and is led by CPO Keith Reddick, and OCMD Ken Newton, assisted by Mr Tim Minto.

They regularly participate in sailing, power-boating and air rifle shooting and have also lately been given tours of HMS Lancaster and RFA Grey Rover.

HMS Glasgow is in the Falklands while deployed on Atlantic Patrol Task (South). She left Portsmouth on November 3 last year and has so far also visited Senegal, Sierra Leone, Ghana, Angola, South Africa, Tristan da Cunha and South Georgia.

Due home in May, she will visit a number of countries in South America and Africa before returning to her home port.





ARK HOSTS ROYAL RE-LAUNCH ON THE THAMES

Two-year plan to raise profile



● Cadets from the Wandsworth, Chelsea and Fulham unit travelled to see HMS Ark Royal in the way they know best – by boat, leaving their normal operating area on the Thames at Putney to run down-river to Greenwich

SEA CADETS from units around the country were aboard the Royal Navy's flagship HMS Ark Royal when she sailed into London for a spectacular curtain raiser to boost the profile of the UK's oldest maritime youth movement.

The Navy generously provided the carrier as the venue for a three-day event on the Thames at Greenwich which included visits by the Princess Royal, First Sea Lord Admiral Sir Alan West and the Lord Mayor of London, Alderman Robert Finch.

Crowds gathered to watch as the Ark arrived from her Portsmouth base and passed through the Thames Barrier to reach her mooring on the meridian line at Greenwich, close to the historic tea clipper Cutty Sark.

Cadet contingents from the nation's 400 units joined the crew for the voyage around the south coast and during the visit played host to official guests and the volunteers who form the backbone of the Corps.

Made possible by generous private support, the event began a two-year programme to re-launch the Sea Cadet Corps and their parent charity, The Sea Cadet Association, to expand the movement and provide wider opportunities and better facilities for more youngsters.

One highlight of the visit was the award of the Canada Trophy – presented annually to the unit which achieves the highest standard of all-round efficiency during the past year.

The Lord Mayor of London presented the trophy to the Sutton Coldfield Unit who emerged victors in a closely fought contest for the top award. Commanding officer Lt Gary Truelove and his team received the trophy during a ceremony on board the ship.

The six short-listed finalists were Greenock (Northern Area), Scarborough (Eastern Area), Tameside (North West Area), Sutton Coldfield (South West Area) and City of London (London Area).

Said the Commodore Sea Cadets Cdre Roger Parker: "Sutton Coldfield fully deserved to win, but all six finalists are also winners in their own right. They have all won their Stephenson Trophy as best units in their Area and that in itself is a tremendous achievement."

Runners up Tameside received the Thomas Gray Memorial Trophy and Medway Towns unit was presented with the Commodore's Trophy.

The Canada Trophy was presented by the Navy League of Canada in 1947 to commemorate the first post-World War II visit by Canadian Sea Cadets to the UK and the close relationship between the two Services during the war.



● The Princess Royal and her husband Rear Admiral Tim Laurence are met by the Chairman of the Sea Cadet Corps Vice Admiral Sir Jonathan Todd



● The Sea Cadet Band on Greenwich Pier.



● First Sea Lord Admiral Sir Alan West meets the Cadets



● Sea Cadets – and Sea Scouts – were among 140 guests invited to join HMS Cornwall for a day at sea which included a test firing of a Sea Wolf missile



Sport

Oliver ends Army's rackets dominance

THE RN at last scored a triumph at London's prestigious Queen's Club when it took on its rival Forces in the Combined Services Real Tennis and Rackets championships.

The sport – the original version of lawn tennis, as played by Henry VIII – has been dominated at Forces level by the Army in recent years.

In the rackets singles, S/Lt Oliver Craven took

revenge for last year's defeat at the hands of the Royal Signals' Lt Christian Barker in the final to win this year's contest after five games.

Barker got his own back in the real tennis singles semi-final, where he narrowly defeated the junior Naval officer.

S/Lt Craven teamed up with Capt Phil Thicknesse RN in the regimental doubles and got to the semi-final before coming up against the top seeds and going down 14-10 in a very close match.

In the past and present doubles,



● S/Lt Oliver Craven (r) collects his rackets trophy from Peter Mallinson, chairman of the Tennis and Rackets Association

open to serving and retired personnel, a strong Naval entry was led by Admiral Lord Boyce and Cdr Pearson, who were just beaten by Vice-Admiral Gretton and his Army partner.

Capt Thicknesse and his Army partner reached the quarter-final, while S/Lt Craven and Cdr Simon de Halpert, the third seeds, reached the semi-finals for the second year in succession, where they met the Army pair who defeated them in 2003 – and repeated the trick 12 months later.



● IN a spin on their first run out: Rugby Union players of the newly formed Royal Hospital Haslar and Fort Blockhouse side take on HMS Lancaster.

Fort Blockhouse – once HMS Dolphin – merged with Royal Hospital Haslar to form the imaginatively titled RH Haslar and Ft Blockhouse (RHH&FTB), but it has taken nearly 12 months for a rugby squad to be formed

under Sgt Dave Armstrong, MA1 Scotty Dolan, PO(PT) 'Q' Shillingford and coach Cpl Sean Fanning.

The establishment has a core of more than 30 players it can draw upon for games and arranged its first fixture with the RN Ships' Cup winners from nearby HMNB Portsmouth, HMS Lancaster, for the first competitive fixture.

Grand grand-stand thanks to 23 Grand at Yeovilton

FOOTBALL fans at HMS Heron will be able to enjoy watching their favourite sport in a little more comfort from next season onwards.

Yeovilton has been awarded £23,000 from an improvement fund for football stadia across the land to upgrade its facilities.

Sports bosses at the air station want to put up a 150-seat covered stand next to the stadium football pitch.

The cash will form the bulk of the £27,000 needed for the project – the remaining £4,000 will come from the RNRM Sports Lottery.



● PCT Graham Baxter

Picture: LA(Phot) David Gallagher

Graham joins Navy's pool of talent

WITHIN a year of joining the RN, HMS Invincible's PCT Graham Baxter is heading to Australia – minus his ship.

The 23-year-old personal communications technician from Dunfermline, Scotland, has been selected to represent the Navy's water polo squad in a high profile series of games and tournaments Down Under. The tour will include visits to Sydney, Brisbane, Cairns and Canberra.

Cricketers: your admiral needs you!

STAFF of the Second Sea Lord Vice-Admiral James Burnell-Nugent are scouring the RN and Royal Marines for talent – but not for the front-line.

2SL's cricket team will be re-emerging at the crease this summer, following a reasonably successful run out in 2003.

The team will play in the Portsmouth area mainly on Thursday evenings (with the odd Tuesday or Wednesday fixture).

Players of all skills and standards will be welcomed into the side. Details are available from Lt Cdr Graham Trehwella on military 9380 20552.

Pick up some coaching skills

SPORTING coaches at HMS Drake will be sharing their expertise with fellow sportsmen and women who want to become coaches themselves.

A course for potential rackets will be held on April 26-29, followed by one for rugby on May 3-5, Netball on May 10-11, football on May 10-13, and hockey on June 14-16.

Two out of four ain't bad

STALWARTS of Rugby League and RN swimmers led the way as the Navy grabbed two awards at the Combined Service Sports Awards.

The Royal Navy's Swimming Team walked off with the team of the year title and CPO(PT) Wayne O'Kell was singled out as the Sports Official of the Year for his untiring support of 13-man rugby within the Senior Service and beyond.

The Duke of Edinburgh presented the awards at a ceremony in London last month, when the cream of sporting talent in the three Forces gathered.

Four awards were to be handed out, and the RN took two of them. The Swimming Team has scooped the Inter-Services title for five years running and carried off a clutch of medals at European and World Masters championships.

CPO O'Kell is one of the powerhouses of Rugby League in the RN and has ensured the sport has grown from almost nothing to cre-



● Wilkinson Sword Combined Services Sports Official of the Year (pnew) winner CPO Wayne O'Kell with the Duke of Edinburgh

ating a side on the verge of playing professional opposition in the Challenge Cup.

The senior rate, based at Tal-y-Bont adventure training centre, has also helped to coach Welsh RL at U17 level and last season was assistant coach to the full Welsh squad in the autumn test series.

Sportsman of the Year title went to microlight champion Sqn Ldr Rawes, who nudged Royal Marine Mick O'Connell into second place. Mne O'Connell was put forward by RN sporting bosses for his outstanding efforts in the ring in the past 12 months in particular.

He is the current English ABA heavyweight champion, took a sil-

ver medal at the 2003 Commonwealth championships, captained the England boxing team and is reigning Inter-Services champion. Despite the run of success, the green beret is considering retiring from the boxing squad to resume his RM career.

Army athlete Lt Jo Kelsey took Sportswoman of the Year title, narrowly beating S/Lt Ursula Frost, who has played a key role in nurturing women's cricket in the RN. Ursula also represented England during last year's Indoor Ashes in Australia and regularly turns out for the MCC and Hampshire.



● It's downhill all the way at the RM Ski Championships in Norway

Picture: PO(Phot) Tam McDonald

Slalom shuffle for Marines

GREEN berets took a break from their gruelling Arctic exercise Joint Winter in northern Norway to put the ski slopes to good use for the 2004 championships.

A slope close to the base camp for Joint Winter at Asegarden on the edge of Harstad, north of Narvik, provided the venue for the contest.

All units in 3 Commando Brigade took part in the games, spread out over two days in mid-February, which included a 20km patrol race, 15km cross-country, Alpine, Telemark and snowboard giant slalom, with dual slalom races run as a finale.

40 Commando proved the overall winners, with the trophy presented by 3 Cdo Bde Commanding Officer Brig Jim Dutton to the unit's RSM King.

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Deepes want a hole in one

THE GLOUCESTERSHIRE Golf Club will be the venue for this year's Submarine Flotilla Championships on June 17.

The contest will be played over 36 holes with prizes to all levels of golfers.

The event, at Wick, Bristol, is open to all serving and ex-submariners and representatives of sponsors.

Price is £30 for RN Lottery members and £55 for non-members.

The price includes bacon rolls on arrival, cold buffet lunch and a three-course dinner (jacket and tie required) followed by the prize giving.

Details from WO (WEA) Al Donaghy on 0117 9139 477 or Taff Gore on 0117 9139 317.

■ A one-day golf proficiency course for absolute beginners and high handicap improvers is available for RN personnel at Chichester Golf Course in West Sussex on Friday April 30. Personnel interested should dial military 9375 67958.



Squash team squashes Weymouth

THE RN squash side earned a comprehensive victory over Weymouth in the seaside town.

Despite both sides losing players to injury and sickness, they produced some fine squash.

Dave Green (Cdo Logistics), Lewis Colley (HMS Dumbarton Castle), Tony Draper (RAF Waddington) and Bob Giddings, the RN team captain, were all victorious in the 4-1 triumph. Only Mick Green of 3 Cdo Bde was on the losing side.

■ The RN Squash Rackets Association holds its annual general meeting at the United Services Rugby Clubhouse in Burnaby Road, Portsmouth on May 14 from 10am.

Association members who want to attend should call Lt Cdr David Cooke, RNSRA secretary, on 023 9272 3741.



● **Combined Services Rugby League Player of the Year: MEM Scott Partis**

Scott's golden boot earns him an award

ACE with the boot MEM Scott Partis and voice of the sport at the highest level Cdr Nick Stenhouse were the winners when the Combined Services handed out their Rugby League awards for the season.

Scrum half Scott was singled out as the Forces player of the year, not least for his drop goal which snatched victory for the Combined Services against the Australian counterparts in October.

Cdr Stenhouse was rewarded for his efforts as CSRL chairman with the most valuable contribution award which ensures that the voice of Rugby League in the forces is heard by the game's powers.

On the pitch, HMS Sultan has taken the lead at unit level with a terrific performance to win the inaugural Gosport and Fareham 9s contest, involving military and civilian sides. Sultan won all three group matches before destroying DMSTC in the final 18-0 – despite the opposition having a number of Fijians in their ranks.

FIXTURES: April 21, Somerset Vikings (a); April 28, Civil Service (SCC Round 1) (h); April 29, Royal Logistic Corps (a); May 5, RN Inter Unit 9s (HMS Sultan); May 19, GB Police (SCC Round 2) (a); May 26, RN Inter Commands (HMS Dryad). Home games are played at Burnaby Road.

A life on the Oban waves...

AN offshore sailing expedition will be run out of Oban this spring or summer.

Exercise Maiden Island will use two Victoria 34 yachts from the JSASTC in Gosport, which will be available for one- or two- expeditions off the Scottish west coast from May 11 until August 24.

Units, skippers or individuals with or without sailing experience who are interested should contact Sqn Ldr J Nelson at 206 Squadron, RAF Kinloss, Morayshire, IV36 3VH or call military 95131 7667.



● You put your left leg in, your right leg out... The RN (in white) challenge for the ball against the RAF in the 3-1 victory at Fratton Park

RN leaves RAF and Army sick as parrots

NAVAL footballers provided the icing on the cake for fans in their centenary year by clinching the Inter-Services title in the lion's den.

A 2-0 victory over the Army in its heartland of Aldershot capped a memorable seven days for the full RN side, which a week earlier had seen off the RAF at Fratton Park.

The home of Premiership Portsmouth, in days gone by also the home of the RN footballing side, saw the sailors see off the fliers 3-1.

The victories mean the football trophy cabinet is full in time for the RN Football Association's 100th birthday celebration aboard HMS Warrior this summer.

The road to the championships title began with the RAF overawed by surroundings at Fratton Park, watched by more than 1,000 spectators – including many local schoolchildren.

Inside four minutes, the RN had the lead through a header from PO Fraser Quirke.

Soon afterwards, CPO Nigel Thwaites had doubled the RN's advantage.

Sgt Richie Hope delivered a neat cross to the near post for the senior rate to slide the ball home.

The goal prompted a RAF fight-back and after a couple of corners, Senior Aircraftman Darren Shallicker bundled the ball into the net to peg the RN back to a one-goal lead.

The Air Force dominated the last 10 minutes of the first half, but an awesome 30-yard strike from PO Davie Wilson three minutes after the re-start all but killed the fliers off.

Air Force keeper Andy Niven pulled off a string of saves to prevent the RN adding to its lead, while Naval goalkeeper OM Jamie McGall threw himself at Shallicker

as the game drew to a close to deny the RAF man a certain goal.

The RN was first out of the blocks too when they faced the Army in Aldershot.

After 15 minutes of almost con-

■ MARGATE clinched the Sea Cadets' five-a-side title in this year's championships spread over a weekend at HMS Collingwood in Fareham.

More than 400 Sea Cadet Units entered the competition initially.

Local and area contests were staged across the UK initially to find the best regional sides, with the area winners turning up at Collingwood for the final round of matches to determine the overall winners.

Margate proved last-gap winners; after equalising with the last kick of normal time against an impressive Ipswich side, a goal in the second half of extra time proved decisive in their 2-1 triumph.



A rare sight this season – a victorious home side celebrates at Fratton Park (hint: it's not Pompey): The RN squad enjoy turning over the RAF with a cup and, er, teddy bear

Pictures: LA(Phot) Sean Clew

stant pressure, Sgt Hope broke clear of the Army defence to shoot wide of the keeper and into the net.

The goal set the scene for much of the first half, with the RN dominating play without capitalising on it, and keeper AEM Robbie Robinson (HMS Heron) pulled off two fine saves in only his second cap for the full RN side.

It was 13 minutes into the second half before the Navy doubled their score.

A corner met powerfully by the head of CPO Steve Riley (HMS Neptune) was blocked, but the ball fell to PO Quirke who hooked it home with a left volley.

Victory over the Army clinched the Inter-Services trophy and the Constantinople Cup.

WO Neal Frame, RN coach, said it was not just winning which counted, but the style in which his side had performed.

"The team has been magnificent. We had game plans for both matches and they played to them. It's been an excellent championship with all three teams contributing to some fine games," he added.

Andy wants rinks in the armoury

SENIOR rate Andy Leddington is looking to get the RN and RM back on to the ice by forming a Navy hockey side to challenge the Army and RAF.

The RPO, currently serving in HMS St Albans in the Gulf, is the sole sailor currently turning out for the Army's REME side.

Ice hockey is still a relatively small sport in the military, but both the Army and Air Force are keen to set up a Tri-Service contest.

The RN hasn't had a recognised side since the Sultan Sentinels folded, but the RPO is eager to form a fresh side.

Anyone who can play ice – or roller – hockey and is interested should contact Andy via St Albans at BFPO 399.



● Through the pain barrier: WO(MEA) Paul Winton at the World Indoor Rowing Championships in Boston

Paul, row your boat ashore...

TWO Portsmouth-based sailors posted highly commendable times when they took on the best of the world at the international indoor rowing championships.

More than 1,700 competitors descended upon Boston, USA, including WO(MEA) Paul Winton and CPO Kevin Anderson, alongside British team captain and Olympic legend Sir Steve Redgrave.

Hi-tech indoor rowing machines were linked together, with images displayed on large screens so competitors could see their – and rivals' – progress.

Competing in the 40-49 age group, HMS Ark Royal's CPO Anderson, 41, – the RN champion

in the category – posted a time six seconds short of his personal best of 6m 25s to come in 16th place in the 2,000 metre race.

His colleague, serving at MCTA Portsmouth, and six years his senior, crossed the electronic finishing line in 6m 30s, just under two seconds outside his personal best, to finish 28th.

WO Winton, also the RN track and field team manager, only took up indoor rowing competitively less than a year ago.

CPO Anderson is intent on setting up a RN&RM indoor rowing association with a view to Service teams competing in major championships.



● Oar or nothing: S/Lt Peter Reed, flying the flag for RN and Oxford in the Boat Race.

... Peter, row your boat on the Thames

JUNIOR engineering officer Peter Reed has more than the pride of the RN at stake when he takes to the water this month.

The S/Lt turns out for Oxford University in the world famous Boat Race on the Thames against arch rivals Cambridge.

Peter joined the RN in 1999 and is currently at Oxford studying for his mechanical engineer master's after earning a degree at the University of the West of England.

It was there that the rowing team spotted him on an indoor machine and were impressed by his athletic ability. Since then, he has rowed for the university side at numerous regattas including Henley and appeared in the GB team which competed in the World U23 Championships in Belgrade, when the squad came fourth in the coxed four finals.

He has spent the past six months intensively training for the 150th boat race – as well as continuing his engineering studies.

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War game goes back to winter



● **IN HER SIGHTS:** The Northern Lights viewed from the forward Goalkeeper gun position on board HMS Albion, leading the amphibious assault with Norwegian Combatboats (left) on Exercise Joint Winter in North Norway. Inset: The Rev Mike Meachin of HMS Albion at the grave of a World War II British serviceman in Harstad, Norway. Picture: LA(PHOT) Darren MacDonald

MORE than 4,500 servicemen and women are at sea and on land in northern Norway for Exercise Joint Winter, the first international war games in the region in five years.

Commando and RN leaders say it is imperative the Navy maintains its knowledge and skills of operating in the harshest climatic conditions.

Winter warfare expertise has traditionally been one of the largest feathers in the Royal Navy's cap.

But the tempo of operations around the world in the 21st century has kept the Marines and Fleet away from the Arctic.

As a result a much higher percentage of troops and sailors deployed to Norway are Arctic novices compared with previous exercises.

Joint Winter, which was reaching its climax as *Navy News* went to press, has drawn upon 10 RN and RFA ships, led by command ship HMS Albion, plus 3 Commando Brigade, RAF Chinooks, Sea King Mk4s and 7s, and sizeable Norwegian ground and Naval forces.

The war games are the first major test for new amphibious assault ship HMS Albion, from where Commander Amphibious Task Group Cdre Chris Parry and 3 Cdo Bde CO Brig Jim Dutton directed the 'battle'.

The exercise is spread out across a vast area well north of the Arctic Circle, from Harstad to Tromsø, with the emphasis on high-impact, low footprint operations.

The green berets have been out in Norway since the beginning of the year to acquaint themselves with conditions in the Arctic (see centre pages).

The task force, which includes HMS Invincible and her escort HMS Manchester, frigate HMS Iron Duke and RFAs Sir Percivale, Sir Galahad, Sir Tristram, Fort George, Fort Rosalie and Brambleleaf, sailed for the amphibious strand of Joint Winter in February.

The RN/RM goal is to drive 'invaders' out of Norway with the aid of an amphibious assault. Native Norwegian forces provided the opposition.

"It is imperative that we continue to learn lessons and train as we mean to fight," Cdre Parry explained.

"We must test ourselves in the most challenging of conditions and we are grateful to the Norwegians for providing that opportunity."

Beyond use of military facilities in the region and troops for the exercises, the Norwegians have committed sizeable Naval forces, including two frigates, two submarines and patrol and mine countermeasures vessels.

"This training and exercise has enabled the Brigade to recover its cold-weather warfare capability and Exercise Joint Winter is an excellent culmination to a very successful training package," said Brig Dutton.

Beyond 'fighting', sailors and Marines have paid their respects at memorials in the region to British and Norwegian personnel killed during the Nazi invasion, and have been given free time to explore towns in Norway and over in Sweden, as well as try out winter sports.

□ *Chancellor Gordon Brown has promised increased spending for the Armed Forces as part of his Budget for the nation for the next 12 months.*

Despite a major shake-up of other Government departments including the Inland Revenue, Mr Brown said there would be "real terms increases in defence spending".

He added: "At a time when our Armed Forces are serving in Iraq, Afghanistan and Kosovo as well as elsewhere, freezing the defence budget would be irresponsible, contrary to the national interests and I reject it."

Inquiry finds 'friendly fire' killed Marine

AN OFFICIAL inquiry into the death of a Royal Marine during the campaign in Iraq last year has concluded he was killed by friendly fire.

Mne Christopher Maddison, who served with 539 Assault Squadron, RM, died in March 2003 during a river patrol on the Al Faw peninsula after his craft came under fire from an anti-tank missile and light weapons.

The Special Investigations Branch of the Royal Military Police which initially investigated his death concluded that he had been killed by Iraqi fire.

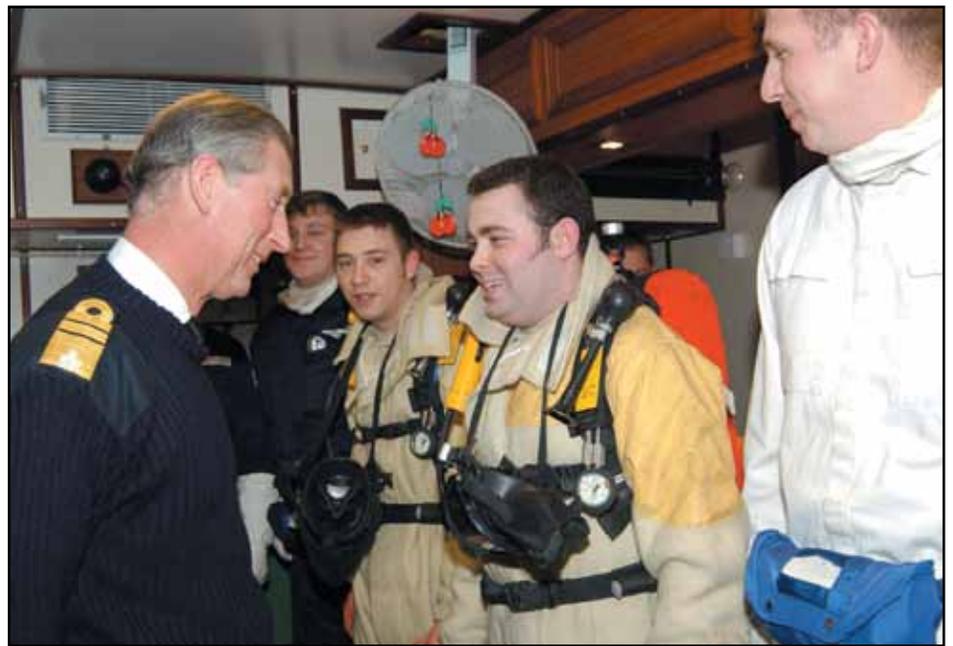
But following new evidence produced by a TV documentary team, the Royal Marines asked for the investigation to be re-opened.

An MOD spokesman said the Board of Inquiry had now concluded "most regretfully that Mne Maddison was killed by friendly fire".

"We are sorry it took a long time to establish the facts and our renewed condolences go out to Mne Maddison's bereaved parents, relatives, comrades and friends.

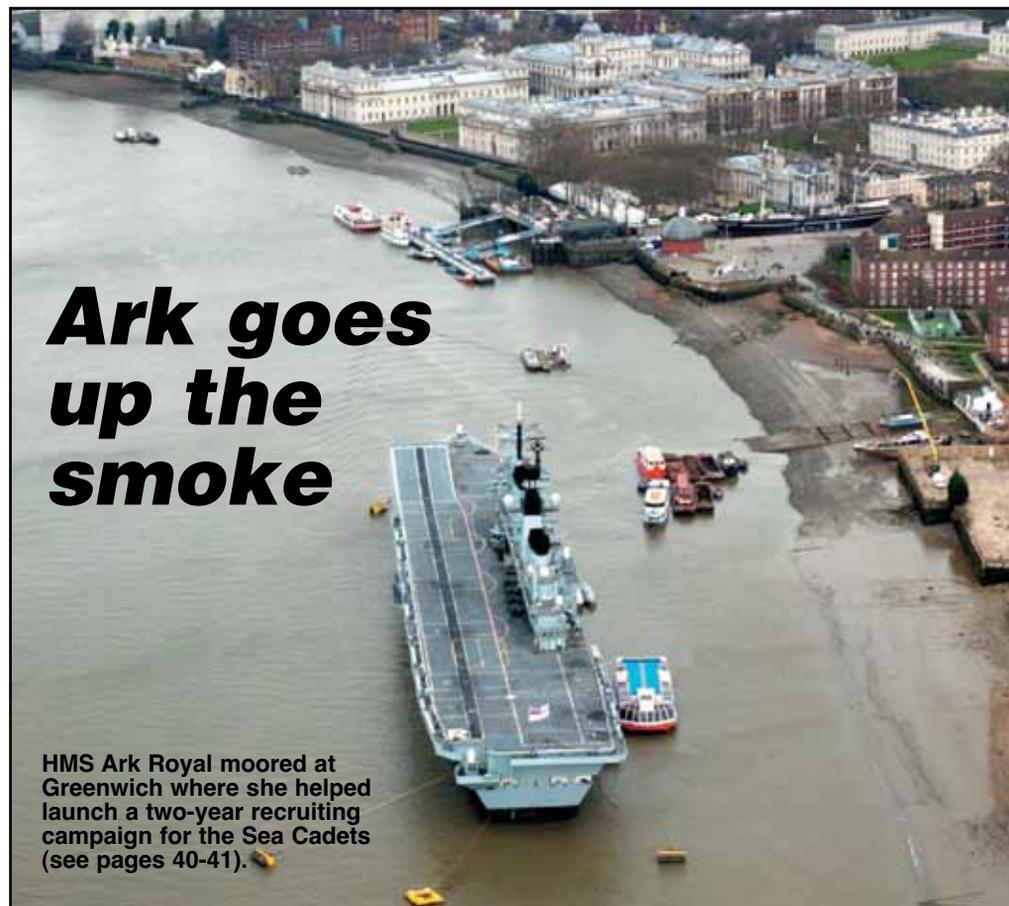
"Boards of Inquiry convene so that we can identify any failings in our procedures and learn from them. We are examining the conclusions and recommendations of this report to see how we can best take them forward."

Royal sea-rider



THE PRINCE OF WALES, as guest of Flag Officer Sea Training Rear Admiral James Rapp – his Navigator when he had command of HMS Bronington in the late 1970s – spent a morning at sea on board the Type 42 destroyer HMS Cardiff, meeting members of the ship's company together with FOST sea-riding staff and watching a number of training exercises.

He later formally opened the Talsiman Submarine Command Team Trainer at Devonport Naval Base. The Prince last paid a visit to the Navy at Plymouth in October 2001, when he met with families of Service personnel deployed in support of operations in Afghanistan.



Ark goes up the smoke

HMS Ark Royal moored at Greenwich where she helped launch a two-year recruiting campaign for the Sea Cadets (see pages 40-41).

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Tunes help you sail more easily

Strike up the band!

Music plays an important role in the Royal Navy, from the magnificence of the Royal Marines Band at official ceremonies, to the daily pipe to get crew out of their beds ready for work.

This month YRC looks at some aspects of music's role in the Royal Navy and Royal Marines on and off duty.

Signal start for bands

The precision marching and spectacular sounds of the modern military band all started for a very different reason in historical battles.

In the old days, commanders of armies or navies had problems telling their men what to do when the fighting had started - there was so much noise and confusion.

So in order to see what was happening, people developed ways of being recognised, such as coats of arms and battle standards (flags) to show where groups of soldiers or ships were.

But to give out orders, or change plans, in the days before radio would have needed someone with a very loud voice (which would have been a bit of a giveaway to the enemy as well) - or a set of special codes or signals which would be recognised above the din of the fighting.

Drums were one way of being heard, and bugles or trumpets another - and so special pieces of music were played to tell troops what to do - some are even played today by the Royal Marines, such as Beat Retreat, or Sunset, played at the end of the day.

Navy music was sound investment

If you were on a warship heading for a major sea battle, your first thought may not be that you need a concert.

But even by the days of Nelson it was recognised that a good band could help ease the tension and keep morale up.

In those days many of the big men o'war had their own bands, but they were often set up privately by the captain, and it was not until the Victorian era that the Navy began to take an interest in official bands.

One of the big problems of Navy music, compared to the Army, was that sailors often changed ships and so a band would always be losing players and gaining new ones, whereas the Army's regimental system meant musicians tended to stick with one band right through their career.

But the benefits of being a musician in the Navy could be considerable.

When the British Empire was at its height, and long after into the heydays of the Commonwealth, bands would travel with the Navy's finest ships



● **Going green:** The RN Volunteer Band Association and RN Piping Society in Cologne, Germany, for the city's annual carnival

(including the Royal Yacht) and play at ceremonies in the far corners of the world.

The downside was that in war, they often had dangerous jobs to carry out, such as carrying

stretchers in land battles or operating equipment in warships involved in deadly battles at sea.



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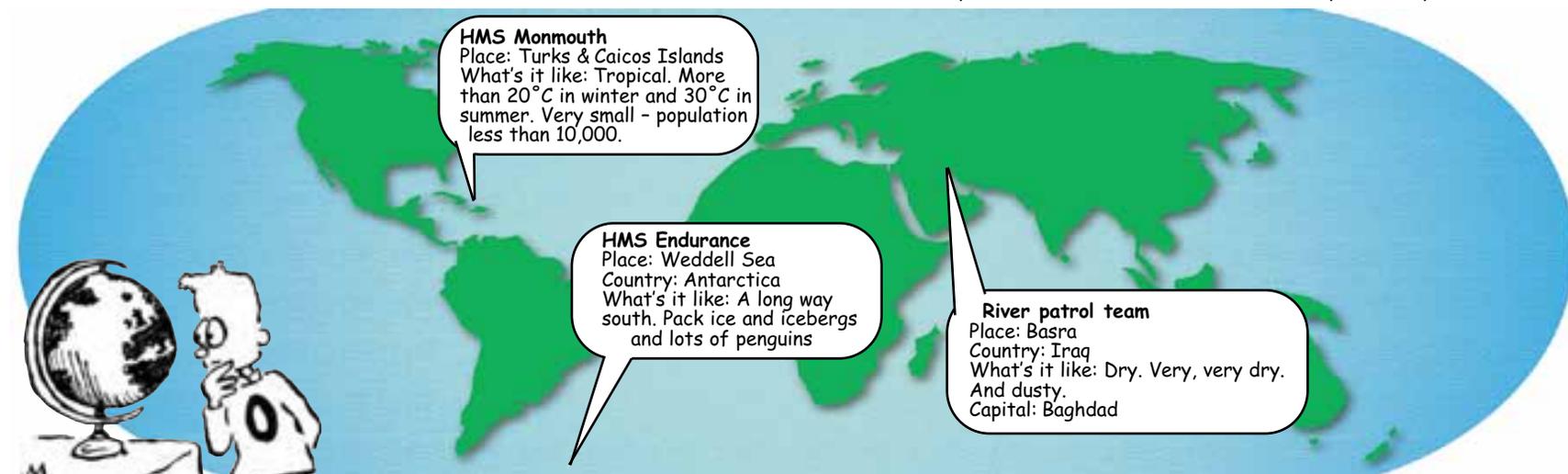
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did

you know that the expression 'fog of war' which describes the confusion of battle has nothing to do with the weather? In Nelson's day a thick white cloud would shroud a fleet in battle as the cannons fired away if it wasn't windy, thus hiding the enemy from view

Where in the world...?

Ships from the Royal Navy and Royal Fleet Auxiliary, Royal Marines 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...



club zone



Game of skull for the family

Every YRC member will be getting a taste of one of Britain's top family games with this issue.

Cranium takes the best bits from quizzes and games such as charades, anagrams, trivia, impersonations - and blends them into a single game.

We've teamed up with producers Re:creation to provide club members with a trial pack of some of the questions, puzzles and challenges you'll face if you buy the full game.

You can learn more about Cranium on the internet at www.playcranium.com



● Wave your hands in the air if you're having fun: Rosie Staples (left) and cousin Maddy at Paulton's Park

Thanks for the memories, YRC

Rosie Staples (mem.no 3070) wrote to thank us for tickets she won to go to Paulton's Park theme park near Southampton:

My brother Henry and I went with my mum, my Uncle Greville and my cousins Maddy and Morgan.

It was raining and the last day of opening before winter closure, but we had a brilliant day. There were not many people in the park so we went on all the rides as many times as we wanted. Uncle Greville said we were VIPs. (That's Very Important People - YRC).

I really enjoyed the water rides. We went straight to the log flume, where I got really wet.

I recommend Paulton's Park. It's a fantastic day out for children of all ages.

Enchanted by shanties

Think of music and the Navy and if your first thought isn't of the Royal Marines Band then it's probably a straw hat-wearing sailor in a stripey top singing along with his shipmates.

And not for fun. Songs played an important part in routine at sea for centuries.

They were known as shanties - possibly because crew 'chanted'. Or maybe the Royal Navy borrowed the word from French-speaking sailors from New Orleans in the USA who used to sing, or 'chantez' as they worked.

As with all songs, shanties have a distinctive rhythm - which fitted in with the work sailors were carrying out at the time, mainly involving the rigging of sailing ships.

In fact, visitors to ships who watched the men at work found that sailors 'never touched a rope without singing'.

Short haul shanties were sung by crew when they had to make quick, short pulls on the rigging.

Long haul shanties, not surprisingly, were sung when longer pulls on the ropes were needed, often over a long period. They were designed to give sailors a chance to catch their breath between pulls.

When crew were involved in a long-winded, dull and repetitive task, such as hauling in the anchor, they would strike up a capstan shanty.

Lastly, and perhaps the most well known and popular tunes, are those which passed the time when sailors were off duty.

With crew's quarters centred on the forecandle, these songs became known as forecandle shanties.

They normally took the form of stories sung to a tune, recounting places visited, great exploits and battles, strange characters, women and loved ones back home.

It's hardly surprising then that the golden age of song at sea was the period of sail.

Many old sailors complained that when steam ships were introduced into the Navy in the middle of the 19th Century, the shanties died out.

But they were wrong. Songs continued to be a part of everyday life on warships until the end of World War II - the only differences were the contents



● Sea cadets perform a traditional dance in Trafalgar Square

of the tunes and when they were sung. As rigging and sail died out, so the need to sing as sailors work died out too.

But not completely. When carrying out the boring task of painting the hull, or washing kit, crew would sing along to pass the time.

And sailors regularly burst into song off duty, in the messes and galleys, or in old-style entertainment shows aboard ships known as 'Sod's Operas'.

In today's Navy, these 'operas' are pretty much all that is left of the great singing tradition. Ships no longer have huge messdecks with hundreds of sailors to sing along - but singing generally has disappeared from society.

Although sailors have stopped singing, their shanties survive.

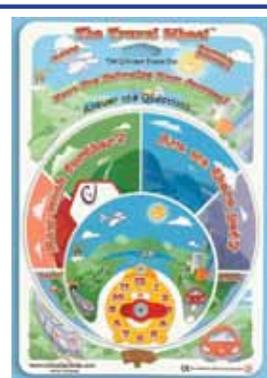
Today it's folk singers - many of them former sailors - and enthusiasts who keep the tradition alive.

Altogether now

If there's one shanty that is still taught today, then it's the cautionary tale of the drunken sailor. In the days of Admiral Nelson, it was common for a sailor to drink a gallon of beer every day - that's eight pints or about 4.5 litres. Not surprisingly, drunkenness was a problem - and the methods used to sober up a sailor were pretty harsh as the shanty shows.

What shall we do with a drunken sailor?
 What shall we do with a drunken sailor?
 What shall we do with a drunken sailor?
 Early in the morning.
 Way-hay, up she rises.
 Way-hay, up she rises.
 Way-hay, up she rises.
 Put him in the long boat til he's sober
 Pull out the bung and wet him all over
 Put him in the scuppers with the deck pump on him
 Heave him by the leg in a runnin' bowlin'
 Tie him to the taffrail when she's yard-arm under

The scuppers were holes or drains in the side of a hull to allow water to drain off the deck and the taffrail was a rail on a ship's stern.



Win a fantastic new Travel Wheel!

An amazing new toy that will keep children occupied on car journeys. For children over the age of three the Travel Wheel™ incorporates a pointer which is set to start at the beginning of the journey to follow their progress. It also comes with a set of reusable stickers that represent the everyday sights likely to be seen on their journey.

For your chance to win one of these great new toys send your name, address, age and membership number on a postcard or email marked 'Travel Wheel' by 30/04/04.

For more info about Travel Wheel check out www.thetravelwheel.com

Members birthdays

Blowing out the candles and tucking into cake in April as they celebrate another birthday are the following YRC members:

- Millie Ansell
- Chloe Baldwin
- Cameron Bashford
- Gabriella Boswell
- Jack Boyce
- Ellen Braide
- Dan Burrige
- William Child
- Alex Childs
- Victoria Claydon
- Thomas Cooper
- Jessica Cowley
- Oliver Cox
- Reece Daffin
- Katie Davies-Gregory
- Georgette Eadie
- Andrew Evans
- Harrison Fay
- Alex Forsyth
- Jack Francis
- David Fry
- Harry Gelens
- Jamie Hadley
- Michael Hadley
- Peter Hall
- Tahira Higman
- Robert Hockaday
- Lauren Howell
- Claire Kirkbright
- Sean Knox
- Kerensa Lewis
- Matthew Machin
- Chloe Martin
- Kevin Moore
- Daniel Morton
- Kirstie Nash
- Lee O'Connor
- Kayleigh Phipps
- Benjamin Pitt
- Ruby Powell
- Ben Pullen
- Christopher Rands
- Emma Roberts
- Kieran Robinson
- Christopher Robson
- Jack Rolinson
- Callum Rowe
- Samuel Ryan-Fecitt
- Michael Sharkey
- Andrew Shuttleworth
- Danny Siggers
- Logan Sinclair
- Daniel Skelson
- Blair Smith
- Jade Stevenson
- Amiee Tait
- Jacob Thompson
- Alexander Trevett
- Yannick Underwood
- Alice Vanns
- Rhianna Voice
- Madelaine Watson
- Chelsea Weeks
- Samuel Whiteley
- Lewis Whitmill
- James Wilesmith
- Amy Wilkes
- Jessica Williams
- Daniel Winter
- Remie Woodburne





● Mum, where's the sea? About 60 miles to the east: Barnsley's Sea Cadet Band

Sea band without any sea

Sea Cadets in the Yorkshire town of Barnsley can finally strike up a tune after getting hold of instruments to form a marching band.

Eight cadets, including Cadet Jamie Clark (mem.no.3203), headed to York to learn the musical basics from CPO Meek and PO Brown.

"With a bit more training we will be entering competitions and taking part in parades," said Jamie.

"Most of us didn't know how to play an instrument before we got to York, but when we left everyone knew how to play an instrument and play as a band."

Be press ganged into our press gang

If you are a Young Readers Club Member you can also join our 'Pressgang'.

We will send you either on a naval day, or a family ticket to an attraction. After your day you will write us a report on your day out.

Your report should be no longer than 250 words and should include a drawing or photographs.

Any reports printed in the paper will receive a prize.

If you would like to see other reports look on our website at www.navynews.co.uk/youngreaders to get some ideas.

Or send us in a report on one of your own days out, holidays or trips anywhere.

You can join the 'Pressgang' at any time all we need is your parent/guardian's permission in a letter or postcard, with their name and signature.

Now that's what I call music...

After centuries of entertaining themselves, sailors now prefer to let the professionals provide most of the entertainment.

Music continues to play an important part of everyday life in British warships.

But today it's radio and compact disc players which provide the sounds echoing around the passageways.

All major warships are tuned into Forces radio when they are at sea, which provides music and news.

Every mess and ward room also has a television, normally plugged into a DVD or video player.

And some ships such as HMS Ark Royal are also fitted with satellite television to allow live programmes to be beamed directly on to the screens.

The TVs are normally tuned to a news channel - but crew do switch over if there's a major sporting event on.

There is still some live entertainment in today's Royal Navy.

'Sod's Operas' - a nautical pantomime for grown-ups - remain a popular way for sailors to let their hair down.

The aircraft carriers have the benefit of a huge hangar which can double up as a 'concert venue' for big events.

In the past HMS Invincible has hosted concerts and gigs by Atomic Kitten and comedian Jim Davidson.

And some warships still have unofficial bands - especially the larger ships.

Ark Royal with more than 1,000 crew



● Former Spice Girl Geri Halliwell gets a helping hand at a concert for the Royal Marines in Oman

could produce not one, but two bands - one a mini brass band for performing at church services, the second a rock band (featuring the captain, before he left the ship, who was no mean guitarist).

But for most of their live musical entertainment, sailors have to leave their ships and head on to land to a concert venue.

The Armed Forces organises special concerts and visits around the world - around 140 will be held in 2004 - featuring top acts, comedians and dancers.

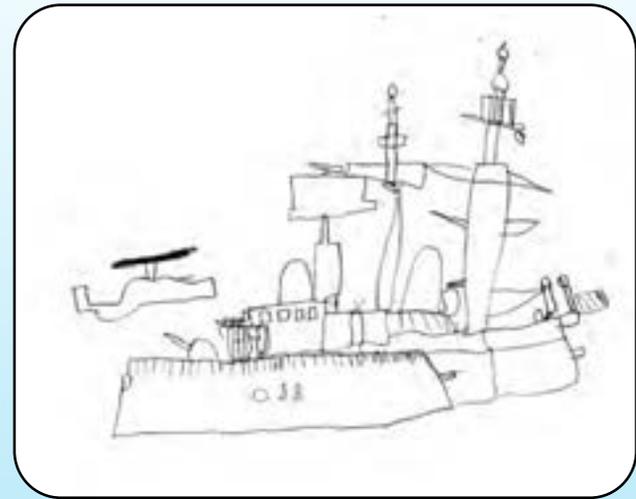
In the past few years, gigs have been staged in the Caribbean for HMS Manchester and for Royal Marines and Royal Navy in Oman.

Former Spice Girl Geri Halliwell and chart-toppers Steps provided a welcome break from the hardships of desert life in Oman during huge war games in 2001 and since then Liberty X have been on tour with the Forces.

And just as sailors and soldiers had a 'Forces sweetheart' in World War II - singer Vera Lynn, who'll be taking part in this year's D-Day commemorations - today's servicemen have singer and actress Claire Sweeney and model Nell McAndrew, who visit the Forces in the front line.

Unfortunately for female sailors, no-one has come up with a Forces hunk yet.

club zone



Seven-year-old Harrison Fay (mem. no. 2899) obviously had a very good look at HMS Glasgow before he drew this picture - just look at the detail! HMS Glasgow, a Type 42 destroyer, has been in the South Atlantic on patrol.



Another seven-year-old member, Alice Vanns (mem. no. 1284) has sent us a picture of "Matthew and William (my brother)" - thank you for that, Alice.

A regular contributor to YRC is 11-year-old Tatiana Hardcastle (mem.no.3013) from Brussels, Belgium. In the past two months she has won stamps and a Euro Snap game for writing into us and in a competition.

"Thank you ever so much for the Euro Snap game. I think it's great and have had great fun in the playground with it.

Although most of the children in my school speak French, they can understand the game.

I really like trying your competitions as you cater for all age groups and not only the smaller children."

Not quite so happy is 10-year-old Anthony Jordan (mem.no.3035) who won a Search & Rescue computer game. He loves the game... but so does his dad!

"The graphics are really good. The missions are difficult to fly, but I am sure I will get better with practice - that's when I can keep my dad off the computer."

Sorry, Anthony, but we're not planning to give away any computers in the near future.

Jodie Savory (mem. no. 474) wrote to thank us for the book Artemis Fowl: The Eternity Code, saying it was highly-amusing, breathtaking and difficult to put down - definitely a classic, according to Jodie, aged 13.

Ten-year-old Megan Cox (mem. no. 602) also wrote to thank us for the Euro Snap cards - Megan has been playing them with her mum, and expects to challenge a lot more people soon.

And finally, ten-year-old Kimberley Best (mem. no. 3142) was delighted to win the badge-It competition - the second time she has won a prize!

Wot no BBC1?

Warships fitted with satellite TV can only get the main British channels around the UK.

When they go abroad, they rely on BFBS - British Forces Broadcasting Service - to provide television and radio.

BFBS has its own DJs and presenters and produces news programmes aimed specifically at the military.

But it also takes the best bits of TV and radio programmes - soap operas, major dramas, live sporting events such as football and grand prix from BBC, ITV and Sky, to give sailors and marines a taste of home - not that they have that much time to watch TV at sea: they're too busy!

WIN A ROYAL MAIL PRESENTATION PACK!

Royal Mail will be celebrating the UK's seafaring and maritime heritage with a special set of stamps featuring Ocean Liners on April 13.

The First Class Stamp features the newly launched RMS Queen Mary 2, the largest and most luxurious liner ever built, the other ships in the issue are the SS Canberra, the first RMS Queen Mary, RMS Mauretania, SS City of New York and Brunel's PS Great Western.



To win one of these fantastic packs just send a postcard or email marked 'Ocean Liners' with your name, address, age and membership number to the usual address. Closing date 30/04/2004.

club zone



Summer Giant Sleepover will set a new World Record

A World Record Sleepover event to raise millions of pounds for Schools and Scouts was launched on Tuesday March 9 at Hamleys toy shop in Regent St, London.

It will be the biggest sleepover in history, and it takes place in the UK this summer... Schools and Scout groups are being challenged to smash a World Record by participating in the Giant Sleepover - a new annual fundraising event, this summer. It will set a new record in the Guinness Book of World Records for the world's largest simultaneous sleepover, and is aimed at children aged 7-12 years.

On Saturday 19th June 2004, simultaneous sleepovers will take place in school and scout halls throughout the UK. 500 schools and scout groups are registering to take part in the event and 25,000 children are expected to be involved. Participation is to be on a first come, first served basis.

The Giant Sleepover promises to be great fun for everyone and a fantastic fundraiser. Funds raised through sponsored activities undertaken by the children throughout the event will go directly to the schools and scout groups, to be spent for the benefit of children.

John Fogg, Director of Communications for The Scout Association said, "The Giant Sleepover looks like being one of the most exciting new events to come into the scouting calendar. Not only will it be great fun, but it will also provide an excellent way to raise funds and recruit new members".

The Sleepover will comprise an evening of fun entertainment, including midnight feasts, competitions and cool prizes, goodie bags and much more - including a brilliant breakfast in the morning. Live TV and radio broadcasts are expected, both nationally and regionally, and a helicopter is expected to fly celebrities into selected sleepovers.

Managing director of The Giant Sleepover, Steve Malkin, said: "We are creating a fantastic world record event that will be huge fun for kids and a successful national fundraising event for Scout Groups and Schools.

Scout leaders and teachers can sign-up to the Giant Sleepover and raise money directly for their own use. And for every youngster that takes part there will be a goodie bag of freebies. Above all the Giant Sleepover will be an event that is fun, exciting and memorable."

Schools and scout groups interested in taking part in the Giant Sleepover can find out more by visiting www.giantsleepover.com where they can register online or by calling the GSO educational hotline on Tel: 0870 240 1640.



A Royal Marines Band prepares for a performance

RM bands still set the standard

Military bands are an important part of any country's Armed Forces, as they are often one of the most visible parts of an army, navy or air force and thus "fly the flag" for that country.

Few shine as brightly as the Royal Marines, who have a worldwide reputation for the high standard of their music and their drill (how they march and move in time to the music).

But in a modern fighting force, the highly-trained musicians must do more than just play their instruments - they have to double up with other military jobs.

The last year or two have shown how the bandmen and women of the Royal Marines have to switch between roles.

When the firefighters went on strike, in late 2002, the military were

called in by the Government to provide emergency cover - and 200 members of the RM Band Service went on training courses to operate breathing apparatus, and drive or crew Green Goddess military fire engines.

Many concerts had to be cancelled, though a special Rear Party Band was formed to maintain the training.

Then came the campaign against Saddam Hussein in Iraq and the Band Service was required to send musicians to Iraq.

Almost 40 musicians were sent to RFA Argus, which was an accident and emergency unit.

The musicians had a number of jobs, including working in the intensive care unit and wards, and handling the casualties.

Ashore, musicians were

given vehicles and guns, and acted as escorts for convoys and ambulances during the fighting.

But they also had musical performances to give: large-scale concerts for the crews of Argus, HMS Ark Royal and HMS Ocean were organised, as well as smaller events for the messes of various ships.

Potential recruits to the RM Band Service first undergo 15 weeks of basic training, then enter the RM School of Music at Portsmouth.

They then train for up to two years and eight months, having music lessons with the best teachers and using the finest instruments as well as maintaining military training, until they leave to join one of five bands - Portsmouth, Plymouth, CTCRM, Scotland, and BRNC.



Royal Marines perform at the Royal Albert Hall in London

Missing in action

Have you recently moved or are your family planning to move?

Don't forget to let us know! We have had post returned to us from the following members. Can we have your new addresses please?

528	Ben Pullen
697	Christopher Derrick
1691	James Haswell
1711	Peter Petzing
2867	Kate Ireland
2868	Charlotte Ireland
2879	James Woolley
2903	James Blanchett
2953	Oliver Mitchell
2980	Naomi Matthews
3087	Harriet Stokes
3206	Carl Fudge

The (Naval) charts...

There are some musicians and bands that no sailor or Royal Marine can be without on those long voyages at sea.

The Village People suggested it was a good life *In the Navy*, but there are plenty of others who have a Naval connection - though most probably didn't realise it!

Debbie Harrier
HMS Ocean Colour Scene
Scylla Black
Dido
Largs Bay City Rollers
S Club Severn
Iron Duke Maiden
Echo and the Bunnymen
Roebucks Fizz
Herald Melvin and the Bluenotes
The Beagles
Mary J. Blyth
The Commodores
Tears for Fearless
Captain Sensible

See if you can come up any more - and we will publish them in a future edition of the YRC.

NEXT MONTH

Shiver me timbers, me hearties. Learn about Blackbeard, Redbeard and all that as Young Readers' Club delves into the dark world of the pirates who terrorised sailors of old.

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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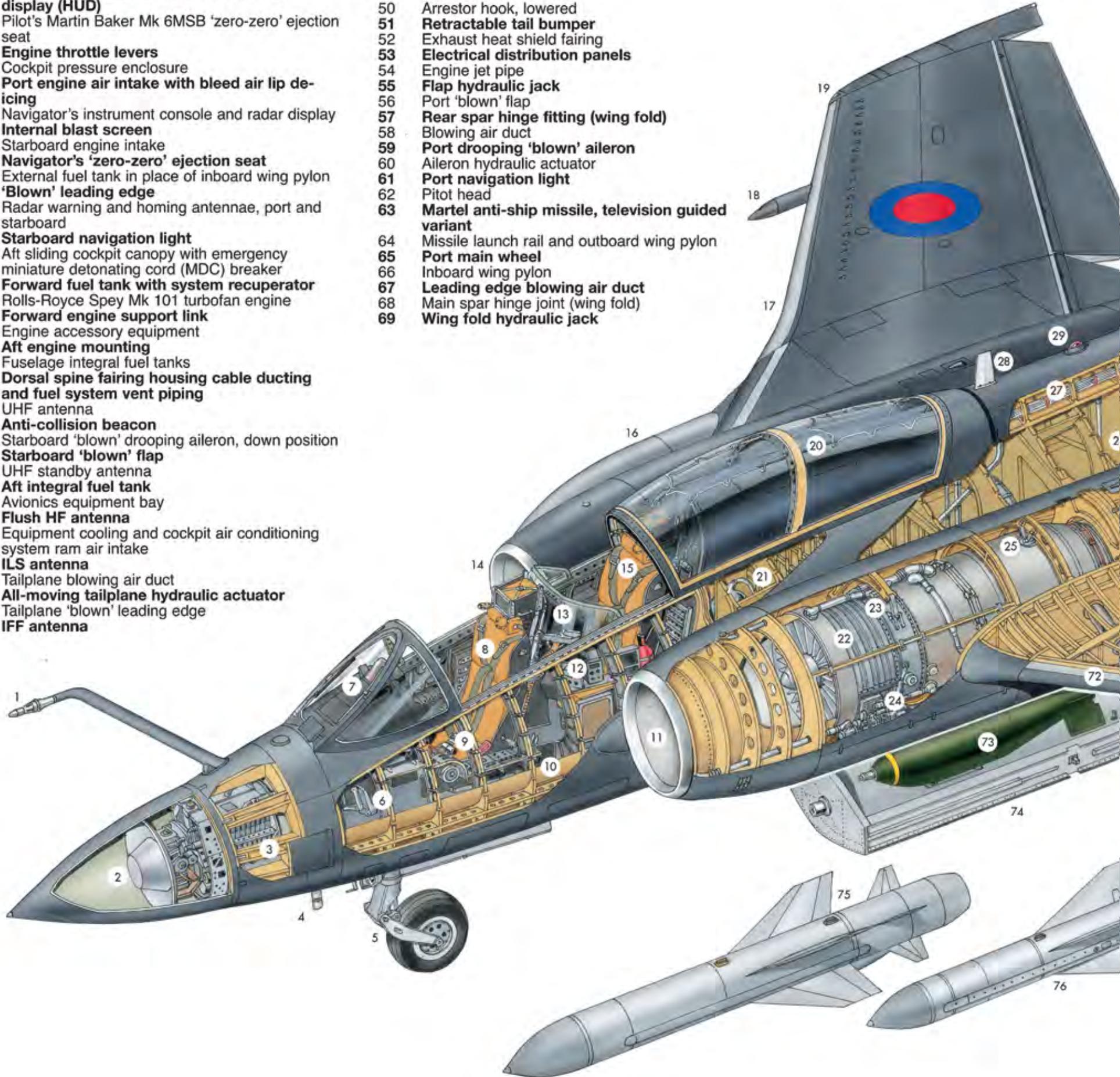


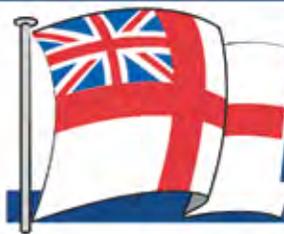
INSIDE THE BUCC

The Hawker Siddeley Buccaneer

FOR a dozen years, the much-loved Buccaneer S2 was the punch of the Royal Navy's aircraft carrier fleet. The subsonic strike aircraft, developed in the 1960s until the demise of the RN's conventional carriers in the late 1970s with the passing of HMS Ark Royal IV, continued in service with the RAF into the 1990s and saw action in the first Gulf War.

- | | | | | | |
|----|---|----|--|----|--|
| 1 | Fixed flight refuelling probe | 42 | Tailplane hinge mounting | 70 | Main undercarriage leg pivot mounting |
| 2 | Ferranti Airpass II multi-mode radar scanner | 43 | Aft navigation light | 71 | Blowing air supply duct, engine bleed |
| 3 | Radar equipment module in hinged nose compartment | 44 | Tailplane flap | 72 | 'Blown' inboard fixed leading edge |
| 4 | VHF homing antenna | 45 | Rudder | 73 | 1000-lb HE bomb, four carried internally |
| 5 | Aft retracting nosewheel | 46 | Split trailing edge airbrake, hydraulically operated | 74 | Ventral rotary bomb bay, shown removed from airframe |
| 6 | Rudder pedals | 47 | Airbrake hinge mounting | | |
| 7 | Pilot's instrument console and head-up display (HUD) | 48 | Rudder hydraulic actuator | | |
| 8 | Pilot's Martin Baker Mk 6MSB 'zero-zero' ejection seat | 49 | Fuel vent | | |
| 9 | Engine throttle levers | 50 | Arrestor hook, lowered | | |
| 10 | Cockpit pressure enclosure | 51 | Retractable tail bumper | | |
| 11 | Port engine air intake with bleed air lip de-icing | 52 | Exhaust heat shield fairing | | |
| 12 | Navigator's instrument console and radar display | 53 | Electrical distribution panels | | |
| 13 | Internal blast screen | 54 | Engine jet pipe | | |
| 14 | Starboard engine intake | 55 | Flap hydraulic jack | | |
| 15 | Navigator's 'zero-zero' ejection seat | 56 | Port 'blown' flap | | |
| 16 | External fuel tank in place of inboard wing pylon | 57 | Rear spar hinge fitting (wing fold) | | |
| 17 | 'Blown' leading edge | 58 | Blowing air duct | | |
| 18 | Radar warning and homing antennae, port and starboard | 59 | Port drooping 'blown' aileron | | |
| 19 | Starboard navigation light | 60 | Aileron hydraulic actuator | | |
| 20 | Aft sliding cockpit canopy with emergency miniature detonating cord (MDC) breaker | 61 | Port navigation light | | |
| 21 | Forward fuel tank with system recuperator | 62 | Pitot head | | |
| 22 | Rolls-Royce Spey Mk 101 turbofan engine | 63 | Martel anti-ship missile, television guided variant | | |
| 23 | Forward engine support link | 64 | Missile launch rail and outboard wing pylon | | |
| 24 | Engine accessory equipment | 65 | Port main wheel | | |
| 25 | Aft engine mounting | 66 | Inboard wing pylon | | |
| 26 | Fuselage integral fuel tanks | 67 | Leading edge blowing air duct | | |
| 27 | Dorsal spine fairing housing cable ducting and fuel system vent piping | 68 | Main spar hinge joint (wing fold) | | |
| 28 | UHF antenna | 69 | Wing fold hydraulic jack | | |
| 29 | Anti-collision beacon | | | | |
| 30 | Starboard 'blown' drooping aileron, down position | | | | |
| 31 | Starboard 'blown' flap | | | | |
| 32 | UHF standby antenna | | | | |
| 33 | Aft integral fuel tank | | | | |
| 34 | Avionics equipment bay | | | | |
| 35 | Flush HF antenna | | | | |
| 36 | Equipment cooling and cockpit air conditioning system ram air intake | | | | |
| 37 | ILS antenna | | | | |
| 38 | Tailplane blowing air duct | | | | |
| 39 | All-moving tailplane hydraulic actuator | | | | |
| 40 | Tailplane 'blown' leading edge | | | | |
| 41 | IFF antenna | | | | |



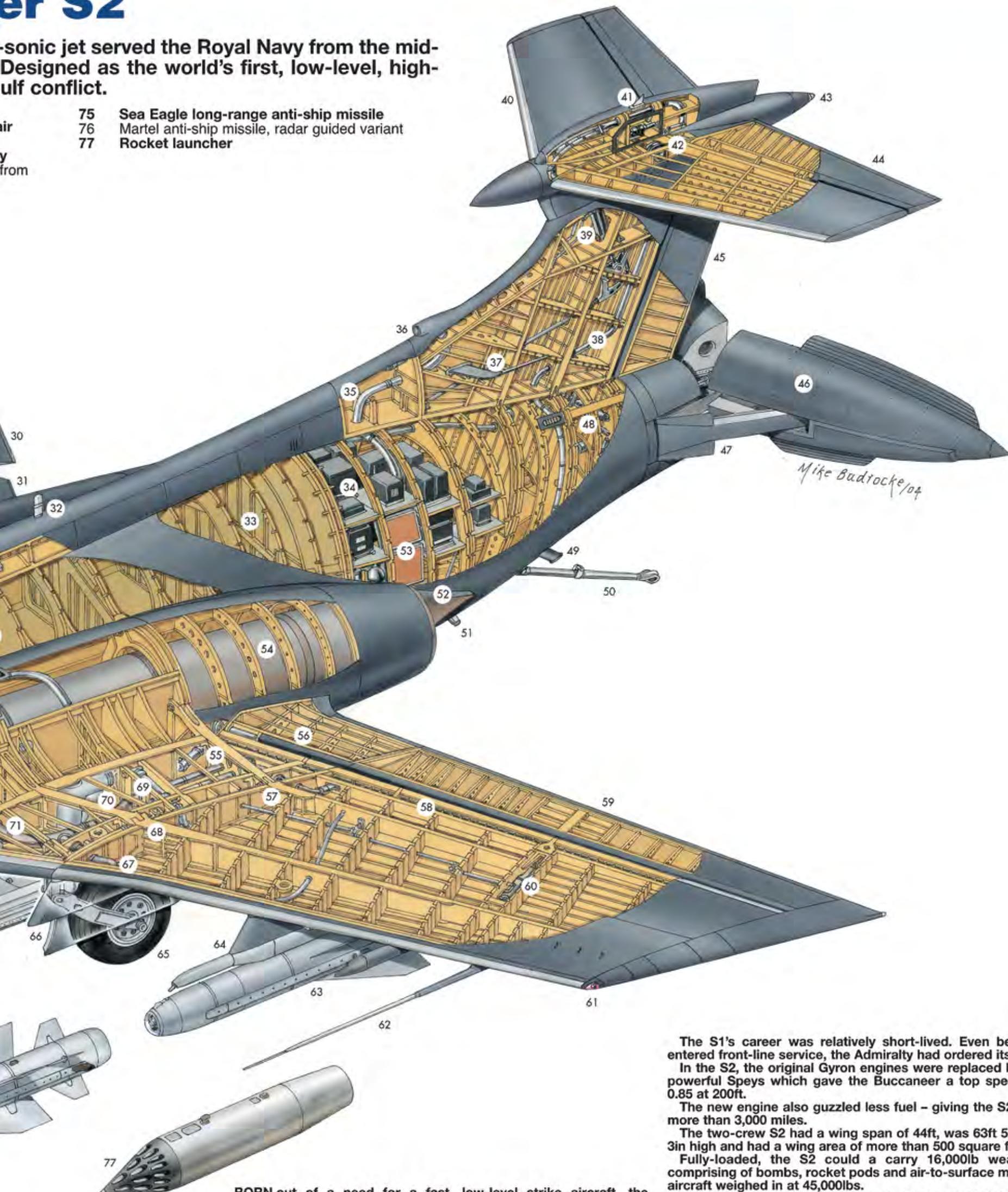


er S2

sonic jet served the Royal Navy from the mid-1950s to the mid-1990s. Designed as the world's first, low-level, high-altitude strike aircraft.

- 75 Sea Eagle long-range anti-ship missile
- 76 Martel anti-ship missile, radar guided variant
- 77 Rocket launcher

air
by
from



The S1's career was relatively short-lived. Even before it had entered front-line service, the Admiralty had ordered its successor. In the S2, the original Gyron engines were replaced by the more powerful Speys which gave the Buccaneer a top speed of Mach 0.85 at 200ft.

The new engine also guzzled less fuel - giving the S2 a range of more than 3,000 miles.

The two-crew S2 had a wing span of 44ft, was 63ft 5in long, 16ft 3in high and had a wing area of more than 500 square ft.

Fully-loaded, the S2 could carry a 16,000lb weapons load comprising of bombs, rocket pods and air-to-surface missiles - the aircraft weighed in at 45,000lbs.

The first S2 took to the air in June 1964 and entered operational service barely 16 months later.

The RN ordered 84 of the aircraft, which served with 800, 801, 803 and 809 Naval Air Squadrons, as well as 736 Training Squadron.

Buccaneers served with HMS Victorious, Eagle and Ark Royal. The aircraft enjoys the distinction of being the last to be catapult-launched, during HMS Ark Royal IV's final deployment in November 1978.

They continued to fly for the British military into the mid-1990s, latterly as trials aircraft for the Ministry of Defence's research laboratories.

BORN out of a need for a fast, low-level strike aircraft, the Blackburn - later Hawker Siddeley - Buccaneer served with aircraft carriers from 1963 until 1978.

The Admiralty asked the aero industry in the early 1950s to provide an aircraft which could exploit shortcomings in enemy radar by flying beneath its coverage to deliver a nuclear weapon on to a target.

The result was the Buccaneer and the first model, the Blackburn S1, made its maiden flight in 1958.

It was delivered to the Fleet Air Arm in 1961 and operated at sea for the first time in 1963 from HMS Ark Royal.