UK and US nuclear submarines meet up at the North Pole

NUCLEAR submarine HMS Tireless has met up with one of her US counterparts at the North Pole after exercises beneath the Arctic ice cap—the first such visit by an RN vessel for eight years.

TURN TO BACK PAGE

RETURN OF THE SAINT

HMS ST ALBANS, pictured here, returns to Portsmouth on May 21 after nearly seven months away on anti-terrorism operations in the Middle East. See also pages 4,44.
HERE COME THE VIKINGS

THE VIKINGS are here – and ready for action. Almost.

Mercifully, not the raiders from the north but the Royal Marines’ new all-terrain vehicles, now being delivered to green beret units. The Viking armoured transporter – named through a competition in Navy News – is capable of ferrying commandos into battle over just about any type of ground and in almost any weather. It will be tested to the limit in the coming 12 months as the marines get to just about any type of ground and in almost any weather. It will be tested to the limit in the coming 12 months as the marines get to grips with their ‘new toy.’

The MOD has ordered 108 of the ‘go anywhere’ vehicles from Avis Hagglands to serve with the RN’s elite ground force for at least the next two decades.

Trial versions of the vehicle have been tested in Oman and Norway; the Viking has shown itself capable of operating in temperatures ranging from -46°C to +46°C. It can also ‘swim’ with some minor adjustments, making it ideal for amphibious operations.

Three different variants of Viking are being delivered to the green berets – a standard troop transporter, a command vehicle and a repair and recovery model.

The troop version can carry 12 fully-equipped marines into battle at speeds of up to 50mph on the roads. The Viking will be declared fully operational next year.

“The Royal Marines need a vehicle that can cope with a variety of terrain, provide protection from enemy fire and be easily transportable by air,” said Defence Procurement Minister Lord Bach.

“Viking stood out as the right solution.”

2SL goes in feet first

Second Sea Lord Vice Admiral James Burnell Nugent test drives the equipment after opening the new children’s play-ground at RN Air Station Culdrose

New boom in safety trials

SECURITY and safety measures have been trialled in Portsmouth Harbour to protect RN ships in port and ensure civilian boat- and yachtsmen enjoy the waters more safely.

A 100m-long security boom was laid out on the water around HMS Marlborough as part of physical efforts to define the exclusion zone around RN ships berthed at HM Naval Base.

The defensive measure follows early actions to increase protection of British warships in UK and foreign ports, including additional firepower for crew and extra sentries posted.

The five-day trial of the waterborne barrier – featuring flashing lights to warn mariners – was accompanied by the presence of MOD police launches.

Meanwhile, the newly-formed Queen’s Harbour-master Volunteer Harbour Patrol were given hands-on training on the water.

The volunteer patrol will chiefly serve as an aid to mariners, providing help in breakdowns, accidents and generally offering advice on use of Portsmouth Harbour to small boat users.

The patrol has a secondary function as serving as the ‘eyes’ of Naval Base headquarters staff, generally monitoring who and what is on the water.

Divers learn new tricks in port security – see also page 4

Last long look at Tigerfish

STAFF at the RN Armaments Depot at Coulport gathered to mark the end of nearly 40 years’ production of the Mk24 Tigerfish torpedo.

They received special commemorative badges from the Director Naval Base Clyde, Cdre John Borley.

“In all its years of operation in this facility, it never failed to meet an out-load to the fleet,” he told them. “An enviable record and testimony to the expertise and dedication of the staff.”

Tigerfish, produced at Coulport since 1970, has been succeeded by the heavyweight Spearfish torpedo manufactured by BAE Systems and carried by all classes of RN submarines.

Its speed and endurance enable it to out-maneuver fast, deep diving and surface targets and it provides the RN submarine fleet with one of the best anti-submarine and anti-surface ship capabilities available.

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HMS SHANNON

ONE of the few British Naval figureheads to be found in private hands, that of HMS Shannon has stood for many years in the stately conservatory of Shrubland Hall Clinic near Ipswich, Suffolk, once the home of the illustrious de Saumarez family.

This large, three-quarter bust carving shows a striking female figure with a garland of golden leaves in her hair and a double string of pearls around her neck.

Testament to the carving’s status as a true relic of a great naval action, a contemporary plaque underneath carries the inscription: “This figurehead was removed in 1859 from the ‘St Lawrence’, formerly HM Ship Shannon which under the command of Capt Philip Bowes Vere broke captured on the 1st June 1813 the United States Frigate ‘Chesapeake’.

The Chesapeake was a much larger vessel with heavier guns and 50 more crew, but despite this advantage Brooke and his crew prevailed with their superior gunnery and their success created a great sensation in England.

Built by the yard of Brindley, Frintsburn from the Leda class of 1794 and taken from the lines of the French warship Hebe, captured in 1792, HMS Shannon was a 5th rate of 38 guns launched on May 5, 1806.

After the spectacular 1813 action her working life was routine. She became a receiving ship and temporary hulk at the dockyard at Sheerness from 1832 and was renamed St Lawrence in 1844 before being taken over to Chatham to be broken up in 1869.

The figurehead at Shrubland Hall is in fact the second carving to be fixed on her bow – the original was lost off the coast of Cadiz sometime between 1808-09.

The replacement was possibly carved by a member of the Dickerson family working in the Dockyard at Plymouth in 1810 for the then standard price of £6. The carver’s original drawing has survived.

After going on show at the Naval Exhibition in 1891, the figurehead was given to the de Saumarez family, first at Brooke Hall before being moved to its present location.
Students spend Easter in Paris

MARKING the 100th anniversary of the Entente Cordiale, three units of the 1st Patrol Boat Squadron paid the first visit by RN warships to Paris for 14 years.

Led by HMS Blazer of Southampton University RN Unit, the other members of the group were HMS Express (Wales URNU) and HMS Example (Northumbria URNU), representing the Senior Service at the centenary celebrations of the treaty signed by Britain and France in 1904.

It wasn’t all plain sailing – the bridges across the Seine between Le Havre and the French capital are low enough to require the removal of the P2000 boats’ radars and masts, which was done at Roscoff.

Even so, this allowed only 50cm clearance under the lowest bridge in central Paris.

Passage up the river lasted four days, also visiting Vernon and Conflans Ste Honorine before berthing within half a mile of the Eiffel Tower.

As all the URNUs form part of the BRNC Dartmouth organisation, each ship had onboard a French cadet from its equivalent, the Ecole Navale at Brest.

On April 5 a combined platoon of 50 personnel from the three ships formed part of the parade at the Arc de Triomphe where Queen, who was accompanied by the Duke of Edinburgh, and President Chirac laid a wreath at the tomb of the Unknown Soldier.

During a visit to the HQ of the French Hydrographic and Oceanographic Service, Cdre Charles Stevenson, Director of Naval Surveying, Oceanography and Meteorology, co-signed the foreword to the first product in a new range of Environmental Briefing Documents with his French counterpart, Ingener General de l’Armament Yves Desquesnes.

The EBDS will provide information on environmental conditions to help planning in a number of naval warfare areas, particularly mine warfare.

Said Cdre Stevenson: “This programme offers many benefits including inter-operability and sharing of costs and I am particularly pleased to launch this series in the year of the Entente Cordiale Centenary.”

Aircraft of the Royal Navy will feature at the Royal International Air Tattoo at RAF Fairford on July 17-18, chosen as another of the official venues to mark the centenary of the Entente Cordiale spirit.

HMS Express passes the Eiffel Tower – built in 1889, it is the tallest building in the world until 1930. Inset: The Queen and President Chirac walk down the Champs d’Elysees on the way to the Arc de Triomphe.
Newcastle takes the bulls by the horns

THS crew of veteran destroyers HMS Newcastle grabbed the bull by its horns in the most unambiguous way yet during their anti-terror patrol.

Sailors in the Type 42 warship were called up to man the ‘hull-ramming’ countermeasures suite after they were warned by Bosphorus authorities that a suspicious and rather large ship was heading their way.

Picking up radar returns of a large vessel – later identified as a large tanker – the THS crew put their Type 42s on full anti-terror readiness and immediately prepared to deal with the threat.

The £15m complex will resemble a true miniature London transport network – complete with a mock-up bridge, dock and control room – as well as public address and communications systems.

First of class HMS Daring is starting to take shape as work on the main compartment of the £2.2bn Type 45 destroyer gets under way. A computer complex which will put the ships’ radar and command systems through their paces has been switched on in Portsmouth as a barge which will test anti-terror missiles sits in the water once more.

In what looks like a huge grey test on Portsdown Hill, experts are testing early versions of the computer network which will drive PAAMS – the Principal Anti-Air Missile System.

By searching ports and quays, Navy divers have gone back to basics in stepping up security at key British ports.

SDG is also aiming to find the mines which sank the SS Webb in 1929 just off the Essex coast and which sank the SS Trossachs in 1940.

Navy divers have gone back to basics in stepping up security at key British ports.

RFA tanker Bayleux has been operating in the Gulf since September, supporting British and Coalition ships. Since January the military has steamed some 17,000 nautical miles, spending 27 days at sea.

She has been operating from the Northern Gulf to the Red Sea, the Gulf of Oman, the Persian Gulf and the Indian Ocean. A decade before being reactivated.

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HMS GRANTHAM has relieved her sister frigate HMS Norfolk on the Armilla Patrol.

Among other duties, the Type 23 frigate is joining other Coalition forces in providing security patrols in the Northern Gulf and off the coast of Iraq.

Grafton will maintain that role until July, when the Iraqi ceasefire becomes more cemented and the increased responsibility shouldered by Cdr Cire is meant to be passed on to the increased responsibility shoul.

We will benefit from a larger staff, increased communications, and a prominent position inside a US base,” said Cdr Cire.”The relocation will also enable us to build strong relationships with other nations and the people who live and work in this area.

"Our presence has had a tangible effect in reducing piracy and other facets of illegal maritime activity, and with the increased capability we will be able to contribute further to curbing these activities whilst maintaining a strong and focused presence on our prime role of supporting the multinational response to the atrocities of September 11.”

While St Albans provided all the facilities needed to run the operation, the increased responsibility shouldered by Cdr Cire meant a move ashore was the preferred option.

The Sea King Mk4s of Yeovilton-based QCVS for service in Iraq, and Sgt Capability.”

Portsmouth – page 33

The Geordie Gunboat, at 26 years old, her crew of 48 have found at least three previously-uncharted waters.

The squadron headed off at dawn from Portsmouth in the ‘Miscellaneous’ section

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Echoes of a varied history

From the bottom of the ocean to the very top of the atmosphere, HMS Echo gathers information covering every aspect of the environment. The ship, currently on task in the Northern Gulf, is a Survey Vessel (Hydrographic/Oceanographic) whose role is the collection of environmental and bathymetric data.

HMS Echo is the 12th ship in a colourful line to bear the name. The first and second Echos were captured as prizes from the French and were used by the British between 1758 and 1781. Third, fourth and fifth were sloops and served around the world, including the Caribbean and Cape of Good Hope. The sixth Echo was also the first to serve as a survey ship. A copy of her survey of the Thames Estuary, published in 1831, is held on board the current vessel.

The seventh, eighth and ninth Echos were taken up to trade, and were employed on various tasks during the period 1887 to 1921. Tenth ship of the name was a destroyer launched in 1934. During WWII she carried out a wide variety of duties, including escort to HMS Prince of Wales, USS Wasp and HMS Eagle, as well as the North Russian convoys.

Echo's 11th ship was her South African counterpart, she was transferred to the Greek Navy in 1944 and attended the Spathidion Western Review as a representative of the Royal Hellenic Navy, before being broken up in 1956. The twelfth Echo was an Italian survey vessel, was part of the Inshore Survey Squadron, with HM Ships Enterprise and Egyptia.

After several years operating around the UK coast and taking part in official visits to the UK by foreign royalty, she was put up for sale in 1955 and operates today as TS Earl of Romney, a cadet-training vessel.

The present HMS Echo has a ship's company of 72, comprising 13 officers, 21 senior rates and 38 junior rates. Split into three watch periods, the company has two watches (48 people) on board at any time.

This unique manning allows the ship to remain operational for up to 330 days per year.

Echo (motto Marte et Arte: By Mars and Art) is fitted with a huge array of military data-gathering equipment. This provides almost real-time tailored environmental information to the fleet, whether in support of attack submarines conducting over-the-horizon targeting, or a task force of ships about to carry out an amphibious operation.

Her prime tool for gathering the data is the Integrated Survey System, comprising the Simrad EM 1002 multi beam echo sounder. This is used in conjunction with the acoustic doppler current profiler, Mk II Sea Saw Oceanic Profiler, sidescan sonar, remote offshore tide gauges, sub-bottom profiler and even a grab for collecting samples off the seabed.

The ship also has a fully independent Surveyor motor boat called Pathfinder.

This is capable of operating for prolonged periods of time independently of Echo with a small group of surveys, who can live and work ashore if required, to carry out large-scale or beach surveys.

Data gathered is fully transferable between Echo and Pathfinder. The information collected onboard is first processed and checked for accuracy before being sent to a whole variety of users.

It is then further analysed and converted into products for the front line and civilian seataters throughout the world, to assist military operations and for safe navigation of uncharted waters.

Echo also has a secondary role as a Mine Countermeasure Tasking Authority platform, capable of embarking a command team to run and control mine countermeasure support issues.

The ship is programmed to remain within the Middle East until around next April.
Army wouldn’t let cracker shot sailor play

RUMMAGING through my old black round metal coffee cup, I came across a solid silver spoon which I won as best shot of the month in early 1941, when training at the Signal School in what was then the RN Barracks HMS Victory. Embossed with prone firing figures on the handle and targets in the bowl, it is a prized possession and I wondered how many of these spoons still exist.

In March 1945, whilst taking a Leading Telegraphist’s course at HMS Canopus in Alexandria, I was selected for the RN rifle team and was granted special leave to take part in the Middle East Inter Forces Rifle Meeting at Maadi in Egypt.

The championship was won by the Americans, helped no doubt by the fact that their rifles had a smaller bore and longer barrels which gave more accuracy than the standard Royal Enfield .303s which gave more accuracy than the Americans, helped no doubt because “You are a Telegraphist”. I am sure I could have saved much-needed ammunition.

My last few months in the Service were spent at GHQ Cairo as one of two RN ratings, within the grounds of the Citadel in Charleston, South Carolina. The memorial to the battle of the CSS Virginia laid there within the grounds of the Citadel which the White Ensign flies above the memorial and is provided for by Her Majesty’s Government.

HMS Belfast The World War II monitor anchored at the Thames close to Tower Bridge. In addition to a boat attraction she is also the home of the White Ensign Association, hence the Ensign.

Cars Senior officer’ cars in accordance with Queen’s Regulations for Naval Officers.

The following several authorities and locations have the special privilege of using the White Ensign on appropriate occasions:

- Trinity House Vessels by authority of an Admiralty letter dated June 21, 1926. This enables them to Steam and Sailing Vessels on all occasions upon which they are dressed, and while escorting Her Majesty in company with Royal Yachts and Ships of War.
- The Cenotaph at Whitehall At the Cenotaph the Blue, Red and (since 1943) RAF Ensigns are flown, together with the Union Flag and White Ensign. The Traligair Square end of the memorial (where the Unknown Warrior’s feet are said to be) the flag site in order Blue; Union on the east (the right side of his body), and RAF/Union/Red on the other. Thus the White Ensign takes the senior position for right shoulder.
- Admiralty Arch in The Mall The White Ensign is flown over Admiralty Arch when London is ‘dressed overall’ for state occasions.
- Ministry of Defence Main Building in Whitehall Flown daily on the roof of the company with Royal RAF, Union Flag and Joint Service Ensigns.
- St Martin in the Fields Chapel, Trafalgar Square Authorised due to its status as the dedicator of the National Naval Memorial, it flies a smaller flag red on the other.
- Royal Yacht Squadron Designated vessels belonging to members of the Royal Yacht Squadron and to the Squadron Headquarters in Cowes, Isle of Wight (warrant dated 1829). Five clubs used to use the White Ensign but an Admiralty letter dated 1842 restricted this to the Royal Yacht Squadron. However, the minute was not distributed to the Royal Western Yacht Club of Ireland, which continued to use the White Ensign until the mistake was discovered in 1857 and the privilege withdrawn.
- Military Careers Officers Military careers offices are now transferred, but relevant Service ensigns may be displayed by them as preferred.
- The Citadel in Charleston, South Carolina. The memorial to the battle of the CSS Virginia laid there.
- The Cenotaph in Whitehall
- The White Ensign, to be flown by special permission ARE THERE any official regulations saying where the White Ensign may be used other than in HM ships and establishments and the Cenotaph – G. Nightingale, Hemel Hempstead.

The systematic derivation of the World War II ensign is that since the spire was used as a mark for HM ships on the River Plate in the Battle of the River Plate and Finisterre, the ensign daily for the same reason, until the 1940s when a purpose-built leading mark was erected and the practice ceased.

- The 1707 White Ensign was authorised by the Admiralty in the early 1800s to be flown from the tower of All Saints Church at Burnham Thorpe in Norfolk in memory of Lord Nelson and still flies there at public expense today.

White Ensign memories

I WAS a member of one of the ships companies who took part in the Battle of the River Plate and saw her scuttle herself against a brilliant sunset at 9pm on December 17, 1939. “Leave her alone”. The greed of humanity – we were in the Royal Navy 1939 – M. D. Soot, Ballinlough on Sea.

I SERVED as a Boy Telegraphist in HMS Ajax from 1938–43 and remembered how we lay off the River Plate waiting for the Graf Spee to come out.

When she did, it was quite an explosion! I wonder if there will be any way the salvage team can reassemble the ship to make it “the best ship in the world”. That will be quite an operation, I imagine – J. E. Fielding, Burnley, Lancs.

THE PHOTO of Ajax does not show her decommissioning after World War II as she is still in her flying time.

By the end of the war, Ajax had been reduced to four square miles replaced by twin mountings (which, even with a 60% waste of space, the Graf Spee left in the River Plate). Her pole mast has since been removed and her decks and funnel are in private hands. The caissons made to remove the ship’s additional close-range AA armament.

Your photo probably shows her decommissioning for the pre-war refit which gave her the twin 4in breech loading gun and after that she was used as a training ship with a complement of ratings of the last surviving member of HMS Exeter. I would like to say that I am very much alive – I was a member of 19th Turret in the Battle of the River Plate, and flew the ensign daily for the same reason, until the 1940s when a purpose-built leading mark was erected and the practice ceased.

I am reading an old Navy News when I noticed in the death notices of the last surviving member of HMS Exeter. I would like to say that I am very much alive – I was a member of 19th Turret in the Battle of the River Plate.

R. Baker, Stockport, Cheshire.
Letters

Ships stretching to the horizon

READING February's issue about the forthcoming Fleet review for the anniversary of Trafalgar at Spithead, I have a postcard showing the Coronation Review there in 1911. Two of my uncles took part in it and they would have been amazed at the difference in numbers.

I myself served in the RN in World War II and was the 'Chippy' on board HMS Duke of York at the Battle of North Cape – along with Sir Henry Leach who was gunnery officer on B Turret – B W Catling, Warrington.

The picture is an artist's impression, not a photograph, so the artist may have allowed some licence – but not much. – Ed

Volunteer shortage

AS CHAIRMAN of Guildford Sea Cadets the Newsvier (January) editorial concerning shortages of adult volunteers for youth organisations certainly rang a bell with me. It is a problem most Sea Cadet units face and TS Queen Charlotte in particular.

We provide opportunities for local youngsters to learn useful skills and take part in challenging activities, the overall aim being to help them develop into confident and responsible adults.

The benefits – both to the children themselves and the community at large – are huge. We believe we can attract more of the young people who stand to benefit from what we can offer – but first of all we must find more helpers/instructors.

If anyone living in or about Guildford would like to become involved and help shape the youth of today and the adults of tomorrow, I would be delighted to hear from them on 01483 422147 – W. Clarke, Godalming, Surrey.

Venerable soldiers

REGARDING your article in the Young Readers pages 'Soldiers turn sailors' (March issue), I served in HMS Venerable in the Pacific Fleet.

When the Japanese surrendered we were immediately sent to Hong Kong. After our aircraft had secured the airport, we were still under sniper attack after tying up at Kowloon.

Three hundred of the crew, rigging in tropical khaki webbing and fully armed, were put ashore to round up Japanese forces and accept the surrender of the local barracks, comprising some 2,300 Japanese troops.

It will remain in my memory for ever – we were all just 19-23 years old. – P. A. Pattenden, Chester

More potmess dits

NO 1 Mess in HMS Volage in 1944/45 had good and bad makers of clackers and doughs.

Alongside Polarnore in September 1944 Birdsnest West’s clacker (pastry) came out stiff as a board, so we suggested he give it to the Russian boy at the gangway.

My oppo threw it to him like a discus and he caught it and it cut his finger.

In Derbigh harbour the following May nobody fancied Birdsnest’s duff treacle pud, so he put a lump on a hook, slung the line over the side – and caught a 10lb fish with it!

Hands to dinner next day it was fish and chips and panzer’s peas. – J. S. Mills, Eastergate, Chichester

EARLY in 1950 I was serving as a Boy Seaman 1st Class in HMS Wakeful, running out of Rosyth. One fateful day I was detailed as cook-of-the-mess.

The Killick instructed me to prepare a meat pie and all veg, showing me where everything was, including the flour, marg and all the ingredients for the ‘clacker’.

After peeling the spuds and onions, I duly started to prepare the clacker. ‘Hokey’ had shown me where the flour was, so I went to the locker and grabbed a bag of what I believed to be flour. I then mixed all the ingredients together and made what looked like a good ‘awning’.

My first job in the morning had been to scrub out the mess which also entailed scrubbing the mess-deck table until it gleamed white.

To avoid spoiling all my hard work cleaning, I duly covered the table with a copy of the Daily Mirror. That was my first mistake, because when I rolled the clacker out on the paper I found a very clear copy of the day’s news on the underside. I tried to disguise it, but I am afraid there was still a very clear copy of ‘Jane’.

What happened next still haunts me – because I had used boiling powder, not flour. At the order ‘Cook to Galley’ I went to the galley to do our dinner – and was confronted by an ogre with a big black beard and red eyes waving a meat cleaver.

He proceeded to chase me all round the upper deck and I swear if he had caught me he would have decapitated me.

Apparently my ‘meat pie’ had so raced in the oven that it had completely filled it: I never did find out how the oven was cleaned and I was never designated cook-of-the-mess again. – J. R. Patrick, Hutton, Surrey.

Straight from the horse’s mouth...

I SERVED briefly on one of the old riveted T-class submarines in the early 1960s with a POTI who, when ashore and well-oiled used to tell us about when he served in Malta during the war.

Apparently he came back fromshore leave one night with a skin-full, the stirs set in and after a tow with the Malcolm ganger driver ended up buying it, complete with the horse.

Not to be seen off, he apparently unlighted the horse and tried to get it on board – with the inevitable consequence that it got stuck in the forward torpedo loading hatch.

The boat unable to dive, had to be the same, nor the firing of the rounds. Let’s hope the Army don’t go down the same road or the exceptions.

Navy is obsessed with health and ear defenders? I know the one to wear anti-flash clothing for safety reasons, we are advised. Protective clothing is required because all ammunition and guns are greased fully and during a 21 gun salute the smoke would dry normal clothing. – Ed

More potmess dits

ON PAGE three of the March issue you have a picture of a Royal salute being fired at Devonport.

Why is it necessary for everyone to wear anti-flash clothing and ear defenders? I know the Navy is obsessed with health and safety, but there ought to be exceptions.

These are after all, only blank rounds. Let’s hope the Army don’t go down the same road or the salutes fired by the Royal Horse Artillery in Hyde Park will never be the same, nor the firing of the one o’clock gun at Edinburgh Castle. – P. Newton, Arndalve, By Kilo of Lochalsh.

Ear defenders and anti-flash gear are worn for health and safety reasons, we are advised. Protective clothing is required because all ammunition and guns are greased fully and during a 21 gun salute the smoke would dry normal clothing. – Ed

Message on bottle

A BOTTLE I bought at the Surrey Show to add to my collection of a thousand or so is embossed with the letters ‘H.M.’s SUDS.

All my sources of information, including the RN Submarine Museum, have so far drawn a blank. Do any of your readers have any ideas about its history? It is an internal-screw stopped mineral water bottle that looks to date from the time of World War I. – L. G. Sawyer, Wembley, Middlesex.

Safety first

ON PAGE three of the March issue you have a picture of a Royal salute being fired at Devonport.

Why is it necessary for everyoneto wear anti-flash clothing and ear defenders? I know the Navy is obsessed with health and safety, but there ought to be exceptions.

These are after all, only blank rounds. Let’s hope the Army don’t go down the same road or the salutes fired by the Royal Horse Artillery in Hyde Park will never be the same, nor the firing of the one o’clock gun at Edinburgh Castle. – P. Newton, Arndalve, By Kilo of Lochalsh.

Ear defenders and anti-flash gear are worn for health and safety reasons, we are advised. Protective clothing is required because all ammunition and guns are greased fully and during a 21 gun salute the smoke would dry normal clothing. – Ed

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**Helping Hands**

**Devonport brings home the bacon**

THE AROMA of sizzling bacon tempted staff at Devonport Naval Base Headquarters, who cooked up to raise money for the children’s room at the Plymouth Women’s Refuge.

Administrative Assistant Tanja Milburn, Julie Simpson and Rood Cremin — suitably attired in chef’s whites — toasted the base-selling bacon bunnies at a minimum of £1 apiece. Elsewhere on the base, staff were seduced by the smell of sausage baps and hot cross buns.

Last year, the Devonport HQ raised almost £9,000 for good causes.

**Leeds leads a charitable life**

TWO very different pursuits by charitable life 

Leeds leads a capital.

Drill deck raised £600 for the hospital.

Of course – with staff from the children’s charity the NSPCC.

Three passing cruise liners — and tourists ashore in Stanley from Falklands Islands-themed features, the ship held a racing night which provided for the children.

A PUNISHING 162-mile trek from Yeoelong to Greenwich is enough to test the determination of any man or woman.

But two teams of Royal Navy personnel, along with fellow Service and ex-Service members, did much more than that: they pulled two tonne-led field guns for the entire distance.

The challenge was organised to raise money for the UK’s Gold Forces Fund, which supports the families and dependants of personnel who were killed or injured during the Iraq conflict.

Travelling from Royal Naval Air Station Yeoelong through towns in the south, the teams collected more than £50,000 from sponsors and members of the public along the route.

During the course of the seven, 450 bungalow, 150 meters of zigzag tape, 65 blister plasters and 460 pain killers were used for the participants.

Hardest part of the course, they agreed, was the walk over Salisbury Plain, due to the undulating terrain and barren landscape.

As a fitting finale to the event at Royal Naval Dockyard Greenwich, the dusk were filed 32 times to salute to absent soldiers at the units of those killed.

Inspiration of the venture, PO David Roberts, of 548 NAS, said: “It has been a humbling experience, and the bond of camaraderie amongst all involved will last a lifetime.”

![Image](image1.png)

**Gun raises £30K for Telic heroes**

VETERAN Navy News cartoonist Smiles put his pen down (pun intended) to take a dip for charity.

A regular swimmer, Smiles — better known as Fleet Air Arm veteran Charles Miles — managed 100 lengths in one hour, 13 minutes and 47 seconds in one of two lanes set aside for a swimathon in Portsmouth — competing with six other swimmers thrashing up and down.

“It was a bit like walking up the middle of a motorway in a motor home, but I wouldn’t want to recreate a legendary night from 1999 when CPO Reynolds, better known as Burt by his mates, was a regular on stage and in front of the crowds,” he explained.

“Everyone enjoyed themselves and they had the added bonus of knowing that they were helping Burt,” he said.

The money raised will help to convert the bathroom at Burt’s home in Fareham into a wet room where he can shower using his wheelchair — much easier than trying to get into the bath.}

**Sultan’s sailors Rose to occasion**

WHEN a disastrous fire caused extensive damage to a Southampton-based charity’s headquarters, sailors from HMS Sultan decided they could help out.

Staff from the Gosport-based home of engineering were saddened by the plight of the Rose Road Association which provides essential care, education, therapies and nursing care to children and young adults with profound and multiple disabilities.

Its centre was ravaged by fire on 12 months ago — a story PO(AEM) Wendy Lagden from Sultan read about in a local paper.

So when Sultan staff were distributing proceeds from the base’s two-day annual summer show — last year’s event raised £31,000 for good causes – Rose Road was an obvious choice to benefit, with £2,000 being presented by COE Elizabeth Spencer, Sultan’s Commander, and shipmates.

![Image](image2.png)

**Sheffield’s crew Dial Zero for buddy Burt**

ROCKERS from former frigate HMS Sheffield re-united for a charity gig to help ex-colleague Adrian Reynolds.

The band – Dial Zero – set out to recreate a legendary night from 1999 when CPO Reynolds, better known as Burt by his mates, was a regular on stage and in front of the crowds.

“Everyone enjoyed themselves and they had the added bonus of knowing that they were helping Burt,” he said.

The money raised will help to convert the bathroom at Burt’s home in Fareham into a wet room where he can shower using his wheelchair — much easier than trying to get into the bath.

**Senior rates sense changes in the school garden**

A GROUP from the Warrant Officers’ and Senior Rates’ Mess at HMS Collingwood gave an afternoon of advice and help raising funds for the Rainbow Centre which helps people with cerebral palsy in Fareham.

The group toured the town’s ASDA supermarket and helped pack shopping for customers for an hour, raising £129.26 in the process.

![Image](image3.png)

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OPERATIONS by expeditionary forces over the past four years formed the theme of a unique gathering at NATO’s headquarters at Naples.

Hosted by Naval Striking and Support Forces Southern Europe (STRIKFORSOUTH or SFS), the annual ‘Alligator’ conference brought together over 90 participants from 11 NATO nations as well as Australia.

In his opening remarks, SFS Naval Deputy Commander Rear Admiral Paul Boissier challenged them to “capture the lessons identified and learned from recent expeditionary operations, and to seriously analyse some of the most important issues, with a view to proposing solutions designed to improve our collective capabilities.”

The Australian delegation led off with an account of their experiences as the lead nation in the International Force mission in East Timor.

They were followed by the Netherlands on the United Nations Mission in Ethiopia and Eritrea.

Next theme was Operation Iraqi Freedom, the UK giving a presentation on Operation Telic with further briefs by the US, Australia, Spain and Italy before moving on to the current Operation Enduring Freedom. This included an illuminating Special Operations overview and an operations brief from the US Marine Corps.

West Africa provided the next area of focus, with briefings on the UN Mission in Liberia from France and the Netherlands.

Closing briefs provided information on exercise and training opportunities in Africa and a look at the way ahead for expeditionary capabilities by the USMC Combat Development Centre which Admiral Boissier described as “very inspiring.” Lessons were also learned from the more distant past, with an historical view of the World War II combined-joint amphibious operation at Anzio, with linkage to the battles along the Southern Italian Front. This culminated with an actual battlefield tour to the Rapido River and Monte Cassino abbey.

This year’s conference was described as the most successful to date. Alligator’s origins go back to December 1970, when SFS hosted the Southern Region Amphibious Operations Working Study Group – the first of its kind in NATO and with a remit to meet annually.

Established in 1993, SFS consists of a multi-national HQ based in Naples which was designed to integrate US maritime and nuclear strike assets into NATO operations.

Lately, it provided NATO’s command and control for carrier air combat operations in the Balkans, in support of Bosnia in 1995, and the Kosovo bombing campaign in 1999 – the only NATO HQ to command such operations to date.
People in the News

Mayor goes West(minster)

THE organised chaos of a major refit did nothing to deter the Mayor of Westminster from visiting the city’s namesake ship in Rosyth dockyard.

The Type 23 frigate is one third of her way through a 66-week overhaul, so Mayor Cllr Jan Prendergast and her consort Peter Prendergast donned helmets to see the ship and her crew.

Westminster looks very different from the ship which last sailed up the Thames into the capital, but the refit did allow Cllr Prendergast to catch a rare glimpse of parts of the ship and her crew.

Westminster’s reduced crew, of the warship normally hidden on deck, allowed Cllr Prendergast to tour the capital, but the refit did nothing to keep the ship and her crew.

Jan Prendergast and her consort Peter Prendergast donned helmets to see the ship and her crew.

Prior to inspecting the vessel, the mayor talked to Westminster’s reduced crew, currently housed in shore-based offices. The ship is due to re-join the Fleet in late 2004.

Comms Technicians enjoy silver jubilee

THE often unheralded work of the Communications Technicians Branch was honoured by Deputy CINC Fleet Admiral Mark Stanhope when the CTs celebrated their 25th birthday with a dinner.

At about 200 strong, the branch is one of the smallest in the RN, and the nature of its work both at sea and in shore bases means it cannot shout from the rooftops about its achievements.

The branch was formed in 1978 – until then tasks were carried out by Radio Operator (Specials).

The CTs are today based at the Maritime Warfare Centre and have provided CTs with a state-of-the-art communications suite. Aided by MEM, the CTs are today based at the Maritime Warfare Centre and have provided CTs with a state-of-the-art communications suite.

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To mark the 50th anniversary of Navy News this year we are starting to put all our back numbers on CD and DVD – opening with the past 5 years, some of the most momentous we have ever covered.

Naval News was founded in 1954 purely to serve the Portsmouth Command. Within a few months its success allowed it to expand to cover the whole of the Service.

Today it has at least a quarter of a million readers – probably many more as we have plenty of evidence of how a few copies may be passed around whole ship’s companies, ex-pat communities and ex-Service associations who use its columns to keep in touch with present developments and old shipmates.

Foreign embassies and Press correspondents scan its pages, regularly picking up items they have missed through the usual lines of communication.

Since it first entered the Communicators in Business annual competition in 1973, Navy News has won over 100 awards without missing a single year – a unique achievement.

Last year it won its third award from the Plain English Campaign.

You read it here first – now you can read it again.

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PENFRIENDS CAN NOW BE FOUND ON PAGE 37

Fireman Jamie’s swift bravery saves St Albans

A MOCK crisis aboard Britain’s newest frigate would have turned into a real one without the bravery of CPO(MEA) Jamie Thomson.

The engineering senior rate’s quick-thinking and decisive actions in the bowels of HMS St Albans have been rewarded by the nation’s second most senior sailor, CINC Fleet Admiral Sir Jonathan Band.

The £125m frigate was being put through her paces by the staff of Flag Officer Sea Training in the Channel last year, defending her call sign on the ROR, completing the commando course and qualifying as a parachutist.

When not serving with the Middlesex-based BNR unit, Cdr Smith is a consultant physician at the Countess of Chester Hospital.

Bishop renews his links with HMS Dasher

THE military’s most senior Roman Catholic dropped in – literally – on RN sailors patrolling the waters of Cyprus.

The Right Rev Thomas Burns, the Roman Catholic Bishop to HM Forces, was winched aboard tiny P2000 HMS Dasher from an RAF helicopter during a visit to British forces in the eastern Mediterranean.

The bishop spent four days in Cyprus meeting Service personnel, visiting the Holy Communion and generally getting a handle on life for troops in Cyprus.

The visit to Dasher was particularly poignant as the bishop was the chaplain when the patrol boat was commissioned back in the late 1980s. She has since been shipped east to the RN’s Bahrain base.

“The sunny landscape of Cyprus belies the high quality and highly focused task of British troops scattered across this island,” the bishop said.

Faithful pet is Allen’s be-all and Endal

WHILE most eyes were on the pampered pooches at the world’s most famous dog show, former sailor Allen Parton only had eyes for his pet Endal.

Endal has been a constant companion for disablEndal Allen for over six years, helping him lead as regular a life as possible.

But he acted above and beyond the call of duty when Allen fell victim to a car smash and was rescued by his four-legged friend.

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THE Royal Navy will be all the poorer for the retirement of two of its longest serving – and well known – figures.

Between them WO John Snoddon and Lt Cdr David Robinson have served under the White Ensign for more than 80 years.

Many sailors will remember WO Snoddon as the RN’s Senior Drill Instructor, preparing them for ceremonial duties – culminating in drilling personnel for the hand over of Hong Kong and the Queen Mother’s funeral.

In a career which began at HMS Ganges in 1968, the senior rate has served in 11 ships from aircraft carriers down to minesweepers, and most recently with veteran destroyer HMS Newcastle (at 26 she’s done 10 years less service in the RN than WO Snoddon).

The warrant officer hopes that he has made a difference in his 36-year career, which he has thoroughly enjoyed. “I have had a ball and I don’t regret a single day,” he said.

Cdr Jeremy Blunden, CO of Newcastle – currently on NATO patrol in the Mediterranean – said the senior rating would be sorely missed, and not just by the Geordie Gunboat.

“John has served the Royal Navy very well and it is sad to see him go. He’s been an outstanding executive warrant officer in Newcastle and the ship’s company and I will miss him,” he added.

Drill will remain at the heart of WO Snooddon’s life, however. He leaves the RN to take up the post of Head of Ceremonial and Senior Staff Instructor for the Combined Cadet Force at the Royal Hospital School, Holbrook.

Even his outstanding service pales with the time in uniform of Lt Cdr Robinson – known cheekily by some of the youngsters passing through the operations room simulators at Dryad as ‘grandad’.

For the last 17 years of a career spanning five decades, the officer has been an ever-present at the Maritime Warfare Training Centre, providing command team and full team training to ops room operators from young OMs to principal warfare officers.

“I have been lucky enough to spend 50 years doing what I most enjoy, but now that the young OMs have taken to calling me the grandad and asking me to tell them what Nelson was really like, then it is probably time to move on and devote more time to my personal and family life,” said Lt Cdr Robinson.

At Sea

Passing of a Golden era

HMS Richmond junior rate Gareth Ellyard has a letter of congratulations from the Prime Minister for his achievements during his time in the care of Hull City Council.

Gareth, an OMM currently on an electronic warfare operators course at HMS Dryad, and his brother Carl were singled out at awards celebrating young people in care who made special efforts to better their lives.

The brothers received their awards at the Houses of Parliament from Minister for Children Margaret Hodge, who also presented the pair with a letter of congratulations from Tony Blair.

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Extraordinary people need exceptional cover
Scylla scuttles to new life on seabed

OLD warship HMS Scylla has started her new career as a sunken reef off the southwestern coast of Cornwall.

The former Leander-class frigate, built in Devonport Dockyard in the 1960s, was bought by the National Marine Aquarium last year, and spent months in Devonport, being prepared for her last trip to sea.

DIM were responsible for extensive work to strip out equipment and cut holes into her hull and superstructure to allow access by divers.

Her masts and funnel were cut down to give safe clearance above her where she sits on the sea bed of Whitsand Bay, close to Plymouth.

Scylla sank within four minutes and slowly slipped into the bay, where she will become an adventure playground for divers and a new home for marine creatures.

Some 60 specialists have put in more than 20,000 man-hours of work on the old frigate, which paid off in December 1993.

During her final weeks in dock, many ex-sailors who served in her have taken a last look, including her final Commanding Officer, Capt Mike Booth, who said: “I’m very interested in the project and am delighted that she will be put to such good use.”

Barely an hour after Scylla went down, Lt Cdr Kim Godfrey, Commanding Officer of the Southern Diving Group, and his colleagues were diving on the wreck.

Onboard HMS Drake had been on hand to offer advice on the scuttling of ship, in particular the use of explosives.

The Navy divers’ task was to ensure all 30 scuttling charges had gone off and to remove web cameras fixed to Scylla’s hull which broadcast her demise on the Internet.

“With so many holes now in her, she is going to be great for divers to explore. For us it is brilliant to look at her, a really good experience,” Lt Cdr Godfrey said.

Divers from HMS Drake had been cast her demise on the Internet.

Two trusted friends of the Fleet will go out with a bang this summer as decommissioned frigates HMS Brave and Boxer are sunk.

Elective High Seas Firing, lined up for August, will see the two decommissioned Type 22 warships attacked from the sea and air as the RN caries out live weapons tests.

The two ships have spent their post-RN careers in Portsmouth. Sister HMS Beaver was sold for scrap and sold for marine education.

The two ships have spent their post-RN careers in Portsmouth. Sister HMS Beaver was sold for marine education.

Frigate is here, there and everywhere

TYPE 22 frigates are versatile warships — and HMS Campbeltown is proving that with a hectic programme which has her in constant demand.

The Devonport-based frigate has been leading NATO’s Standing Navat Force Atlantic (SNFL) as flagship, recently handing over to the Dutch in her home port.

But she continued to work with the force, and only stands down early this month when she is relieved by HMS Edinburgh.

Her stint with SNFL saw her more often in the Med than the Atlantic as the NATO group did its bit to squash out illegal shipments which could aid international terrorism.

But there was also time for other activities, including port visits and exercises, and the ship’s company used their time to good effect, raising more than £4,000 for ship’s charities since October.

Around £500 of that came from a beach-giving competition – EWO Harry McLaughlin took the Captain Birdseye award, while CPO Rick Kershaw’s beard was judged the best.

Other activities such as themed food nights and horse racing helped swell the coffers.

The deployment with SNFL saw a number of notable landmarks.

Campbeltown clocked up her 200th replenishment at sea before Christmas, such was the tempo of her work, and on that occasion her Commanding Officer, Capt Bruce Williams, handed control to the ship’s Executive Officer, Lt Cdr Tim Peacock.

The ship’s Flight Commander, Lt Cdr Andy Riggall, achieved a personal milestone when notched up his 1,000th deck landing.

Since handing over the role of flagship, Campbeltown has visited Lisbon with SNFL, during which six of the ship’s company ran in the Half Marathon – CPO Burke Brown alone raised £800 for charities, including the Children’s Hospice South West.

Other visits included the Spanish ports of Rota and Palma, before the Force resumed their patrols in the eastern Mediterranean.

After handing over to Edinburgh, there is still plenty of work to do – including appearances at the Fraslane Fair and Devonport Navy Days, high-profile ceremonial duties in the summer, a Joint Maritime Course off Scotland and a visit to her home town of Campbeltown before she heads out once more fast of Suez for an autumn deployment.

Eerie news last days of an old warhorse

A WANDER round the ship in the days before she made her last journey was an odd experience, writes Mike Gray.

Work was still proceeding apace, with large and heavy items such as hatches being removed by crane through holes which were never there when she was in her prime.

And it was the presence of so many holes that was one of the strangest aspects of the old ship — officers’ cabins suddenly had a sense of spaciousness as large sections of wall had been removed, and new access routes had opened up the interior of the frigate.

Plenty of equipment was left on board to interest the recreational divers.

The operations room, for example, had much of its machinery still in place, and there was plenty to see in the engine room as well.

There were still heads and the odd washbasin, and many walls bore graffiti from recent visitors by former crew members.

Contractors’ electric lamps created brightly-lit areas, but other sections were shrouded in an eerie half-light, and echoed to the muted sound of work in other parts of the ship.

And as the rain hammered down on the day of my visit, it was almost as if the ship was resigned to her fate — large puddles covered much of the rusting decks, and water poured through holes in the superstructure to cascade down into the hull.

In places to the hull from the outside are all clearly marked with warning signs, and along her flanks, where her pennant number F71 was once painted, is the name of her current owners a website address.

The fact that there is little superstructure gave her a very rakish look — and it will be an awe-inspiring sight for divers approaching her underwater, as the water is relatively clear and there will be plenty of light as she sits in relatively shallow water.

Businesses are already predicting a flock of visitors to the new attraction.

www.national-aquarium.co.uk

Picture: DML

Faslane Fair posters flood in

ALMOST 1,000 entries have flooded in to the Faslane Fair by covering all costs, and wide have submitted colourful ideas for the event, to be held on Helensburgh Pier on Saturday June 19 and Sunday June 20.

We can offer you fantastic prizes — and there is still plenty of time to get involved.

Picture: 2ML

Picture: LAFWOT, Jim Fenwick's

Picture: LAFWOT, Tim Parfitt's

Picture: LAFWOT, Tim Parfitt's

Picture: LAFWOT, Tim Parfitt's

Picture: LAFWOT, Tim Parfitt's

Picture: LAFWOT, Tim Parfitt's
Thwarting the pirates of the Caribbean

BESIDES delivering a bell, meeting members of the England cricket team and training up MPs – the crew of HMS Monmouth have been successfully capturing international drug smugglers.

HMS Monmouth – nicknamed the Black Duke – arrived in the Caribbean to carry out her counter-drug smuggling operations in March. Since then, three teams of drug smugglers have raced running into her.

In the first bust she chased a go-fast vessel for 12 hours overnight before catching up with it.

In the second capture Monmouth’s Merlin helicopter played a vital role – once the crew of the go-fast vessel saw its presence, they gave up their attempt to escape.

Before surrendering, the crew threw fuel drums and packages overboard. As no drugs were found, it is likely they were weight-ed and thrown over as well.

For bust No.3 the ship was given an extra ‘weapon’ in the war on drug peddlars. He’s quick, smart, and can sniff out cocaine faster than a rock star.

Caspar the springer spaniel has joined the Black Duke to aid the search of suspicious vessels.

He soon sniffed out a small cocaine stash aboard a fishing vessel, aided by his Army handler Cpl Daniel Fiddy.

“It’s like a sixth sense,” said Cpl Fiddy. “He knows exactly how drug traffickers think. When you’ve got Caspar around you’re pretty sure something’s going to be found.”

The four-legged friend has a kennel in the officers’ accommodation and is used for trips in the sea boat.

“Monsomouth’s CO, Cdr Guy Haywood, said of the two earlier busts: “It was an extremely busy operation and a life jacket for trips in the gas turbines.

Premier Chris, said of the two earlier busts: “It was an extremely busy operation and a life jacket for trips in the gas turbines.

In the second capture Monmouth’s Merlin helicopter played a vital role – once the crew of the go-fast vessel saw its presence, they gave up their attempt to escape.

Before surrendering, the crew threw fuel drums and packages overboard. As no drugs were found, it is likely they were weight-ed and thrown over as well.

For bust No.3 the ship was given an extra ‘weapon’ in the war on drug peddlars. He’s quick, smart, and can sniff out cocaine faster than a rock star.

Caspar the springer spaniel has joined the Black Duke to aid the search of suspicious vessels.

He soon sniffed out a small cocaine stash aboard a fishing vessel, aided by his Army handler Cpl Daniel Fiddy.

“It’s like a sixth sense,” said Cpl Fiddy. “He knows exactly how drug traffickers think. When you’ve got Caspar around you’re pretty sure something’s going to be found.”

Caspar and the second busts: Black Duke

For him the bell tolls: Cdr Haywood with Rev Claude Berkeley and the bell delivered by HMS Monmouth.

The bear was sent to the ship by Shirenewton Primary School, Chepstow, in Monmouth- shire, and pictured enjoying himself for the pupils to see.

Sailors also met members of the England cricket team when they took time off from test match prac- tice to visit the ship.

The players chatted with crew and had their photos taken, including Stephen Harmison, Simon Jones and Marcus Trescothick (right) pos- ing with the 4.5in ‘Kryten’ gun.

After the tour the cricketers went back to their training for the third test against the West Indies.

Monmouth’s crew took time off to visit the beach in Barbados. They took the ship’s mascot, a teddy bear named Pugwash (below).

MONMOUTH’S crew took time off to visit the beach in Barbados. They took the ship’s mascot, a teddy bear named Pugwash (below).

Ruff and bright heavens for the Type 23 frigate

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Jury service beckons for RN and RM

THF: the long-standing exemption from jury service for members of the Armed Forces no longer exists as a result of a shake-up of Britain's legal system.

Unless commissioning officers can demonstrate that a person's absence from a ship or unit is detrimental to the fighting efficiency of the RN, sailors and Royal Marines called upon to sit on juries will not be excused in future.

Until now, Service personnel were automatically exempt from sitting on a jury because military duties were considered pressing.

But the Government is keen to see that as many citizens perform jury service as possible, as it sees it as an important civic privilege and duty.

Personnel about to go on an operational deployment will either be excused or their jury service will be postponed.

Planks for the memories at Explosion!

THF: historic patchwork which allows us to understand the Navy of Nelson's day has had an extra piece added with the discovery of a unique collection of gun carriage timbers.

Archaeologists excavating the site of the old Woolwich Arsenal unearthed a rare cache of gun carriage parts beneath the remnants of one of the old buildings.

Now down at the museum of Naval firepower, Explosion!, in Gosport, the find of over 70 pieces include axle trees, trucks, wheels and brackets, once used to make carriages for cannons on ships of the line such as HMS Victory.

The artefacts date back to from the late 17th and early 18th Centuries.

“For anyone interested in the Napoleonic Wars, this is a tremendous opportunity for study,” explained Head of Collections Chris Henry.

Original examples of such carriages are rare, most on display in the UK today are replicas.

After conservation work at Explosion! the timbers will form a study of HMS Victory historic students and educators.

Kaiser's Navy gives up its secrets after 85 years

THF: thoughts and wishes of German prisoners interned by the Royal Navy 85 years ago have resurfaced after divers discovered an unscuttled warship at Scapa Flow.

Letters, research and photographs from the crew of the cruiser SMS Karlsruhe went to the bottom with the vessel when her crew sank her as an act of defiance on the afternoon of June 21, 1919.

Experts are trying to preserve the personal effects, which are in an extremely fragile condition.

The wreck gave up tin boxes containing the artefacts as Karlsruhe herself disintegrated on the bed of Scapa Flow.

The boxes were found on the seabed next to the wreck.

Divers have brought 15 pieces to the surface containing an estimated 200 documents – postcards, photographs, personal letters.

To date, the cleaning process has revealed three faded images – two of battleships and a line drawing.

It is hoped the postcards will shed light on the fate of ordinary German sailors interred by the Royal Navy since the Armistice in November 1918.

"Once the images become clearer, they should be easier to identify," said Deirdre Cameron, Inspector of Ancient Monuments at Historic Scotland, which is overseeing the conservation project.

"We will also know how many items we are dealing with - a conservative estimate would be 100 to 200 cards."

"I'm hoping that someone will recognize the type of postcard, and be able to help us learn more about them."

Hats off to HMS Dryad: Second Sea Lord Vice Admiral James Burnett-Nugent takes the salute as some of the ship's company march out of Dryad's main gate

Dryad is forever emblazoned as the Allied headquarters for the Normandy landings – the legendary D-Day chart showing the invasion as it stood at H-Hour on June 6, 1944 remains preserved in Southwick House, which latterly served as the base's ward room.

Although, as announced by the MoD in July 2001, Dryad is now decommissioned, a small envelope, housing operations room simulators, will remain on site until 2007.

After that date, the site will be handed over to Defence Estates for disposal.

A goodwill message from the Queen was read out at the ceremony, which was led by the establishment’s chaplain, Rev David Barston.

Among those attending were First Sea Lord Admiral Sir John sample, former First Sea Lord Admiral Sir Jack Suter and former ship’s company and captains of Dryad.

Farewell, Dryad, and we thank you

IN a symbolic gesture, the huge gates of HMS Dryad were closed and bolted behind her ship’s company after they had marched through last month.

Moments later, equally symbolically, they were re-opened for business – at least until Dryad officially closes later this year.

Earlier, the Southwold-based navigation and warfare training establishment had handed down her commissioning pennant after 63 years, in preparation for the integrated Maritime Warfare School at HMS Collingwood.

However, as Second Sea Lord Vice Admiral James Burnett-Nugent, who gave the order to decommission, put it: “HMS Dryad holds fond memories for thousands of naval war officers who trained here and many of us included.

“Both are very good at being forward-looking and positive. Collingwood is a cracking establishment, and it’s on our way upward.”
WHILE sister squadron 800 prepared to disband for a couple of years, 801 NAS continued to flex its muscles against formidable 'enemies' in the skies over the Mediterranean.

The Sea Harrier FA2s, normally based at Yeovilton, flew south to the Italian island of Sardinia for a ten-day training exercise with American Air Force F-15 Eagles from RAF Lakenheath in Suffolk.

The Harriers were delayed in transit by bad weather, and had to spend two nights at Salon in France, but once in position they were straight into Dissimilar Air Combat Training (DACT) against the F-15Cs of the USAF 493rd Squadron.

It quickly became apparent that the Americans held some trump cards – two powerful engines with afterburners, huge wings and large control surfaces making the F-15C a formidable opponent.

But the Sea Harrier’s ability to tumble out of sight, by rotating jet nozzles in flight, and to fly very, very slowly caused more than a few awkward moments for the American pilots.

After the familiarisation period, sorties progressed to Beyond Visual Range (BVR) air intercepts, utilising the powerful radar equipment on both sets of aircraft and air-to-air missiles.

The numbers of aircraft involved increased as the simulated missions became more complex, with up to 18 jets flying for the blue (friendly) or red (enemy) forces at any one time.

And by this stage F-15E strike aircraft of the USAF 494th squadron were also joining in.

Older personnel of 801 Squadron remembered the Sardinian base from the days when it had a strong RAF presence, but now it is shared between the Italian and German air forces, who did a fine job of hosting the Brits despite language barriers.

Social events throughout the stay included quiz and ‘Harrier racing’ nights, organised by the senior rates, and an Under-25s v Over-25s football match.

With the late winter weather in Somerset being indifferent at best, exercises such as this give the squadron a good work-out – no sorties were lost to weather or unserviceable aircraft, which was also a tribute to the engineers and squadron support staff.

801’s Sardinian training was later due to be consolidated by a detachment to Poland to cross swords with the formidable Mig-29 Fulcrum.
Next-generation Tomahawk on order for RN

IMPROVED Tomahawk cruise missiles are being bought for the Silent Service to improve its punch in future campaigns.

The Navy is acquiring 64 ‘Block TV’ Tomahawks – featuring the ability to re-target or abort mission in flight – as part of a £40m deal with the United States.

Previous variants of the missile have proved their value in campaigns in Kosovo, Afghanistan and Iraq.

The new Tomahawks, known as ‘TacTom’, will be fired from T class and Astute class submarines.

Some upgrades will be needed to the T boats to accommodate the new missiles.

DUTCH submarine HNLMS Walrus paid a flying visit to HMNB Portsmouth during a recent break from undersea operations.

The Walrus-class boat was pictured (above) by Queen’s Harbour Master Cdr Tom Herman as her crew of 52 sailed out, with Portsmouth’s distinctive Millennium Tower (still not finished four years after the Millennium) in the background.

Walrus is one of four diesel boats the Dutch operate; she has a range of up to 10,000 miles with a surface speed of 12kts and 20 submerged.

HISTORIANS and TV crews have returned to the Arctic Circle in the latest attempt to find a missing submarine lost in an attack on the Tirpitz 60 years ago.

HMS X5 was sunk in September 1943 during a daring raid on the pride of the German Fleet; at anchor in Karlshof in northern Norway.

Tirpitz was crippled, but not mortally wounded, by the raid – codenamed Operation Source – but the fate of X5 has always been something of a mystery.

It’s most likely she was destroyed after breaking the surface about 650 yards from the battleship.

Withering fire from flak was directed against the midget submarine, before destroyers pounded the spot with depth charges.

What has never been established is whether X5 had accomplished her mission and fixed limpet mines to Tirpitz’s hull.

Other craft in the raiding force certainly succeeded; the battleship was knocked out by the attack for more than six months.

‘To get as close as she did remains a major accomplish-

ment,’ said RN Submarine Museum archivist George Malcolmson.

‘Some sources suggest that X5 had attacked Tirpitz and was leaving, most say that she had not yet attacked. Whichever is correct, the boat was literally hammered by gunfire and the whole wreck site plastered by depth charges and bombs.

A BBC documentary team is producing a programme to mark the 60th anniversary of Tirpitz’s destruction – the RAF finally succeeded in sending her to the bottom in November 1944.

Stuart Usher, who works for the Defence Logistics Organisation, joined the BBC-led expedition having been on two previous searches for X5.

‘The documentary team asked if I’d like to join its search for X5. Some offers are just too good to refuse,’ he added.

We started a short distance from the scene of the attack in a nearby church yard in Karlshof where there’s a memorial which lists all those lost on Operation Source.

You will have to wait until the documentary is broadcast in November to learn whether the divers found the wreck.

Divers return to look for X5

A rarely and very grainy shot of HMS X5 at sea

In pictures from the Royal Navy’s archives released in connection with the anniversary of HMS X5’s mission comes possibly the rarest and grainy shot of the mystery submarine.

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World War II cruisers

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Amphibious operations of 1944 recalled

THE commitment of the Royal Navy in the amphibious landings of 1944 is being commemorated this summer in Portsmouth’s historic dockyard.

The Naval Base was one of the springboards for the Normandy landings and as such, the Action Stations centre will host an exhibition from May 29 onwards recalling the deeds of the dockyard in preparing the invasion fleet, as well as images of the landings.

Mulberry harbours, the PipeLine Under The Ocean (PLUTO) and the repair work on vessels damaged during the campaign.

The RN Museum will host an exhibition of rare photographs and artefacts from 1944, and it is also mounting an exhibition in conjunction with the Burma Star Association commemorating the RN’s role in that often forgotten conflict.

The Arakan campaign in particular required amphibious landings and support from Naval gunfire and minelayers.

More details on 023 9286 1512 or visit the internet at www.historicdockyard.co.uk

Cooking up interest in the great navigator

HISTORIANS hoping to dip into the life of Britain’s greatest navigator of the days of sail can learn more about him without leaving their homes.

An internet ‘virtual exhibition’ has been created celebrating the life of Captain James Cook, pictured right.

The website brings together widely-scattered material from the archives of the British Library, including maps, paintings, drawings, manuscripts and newspapers, and official documents.

Computer users hooked up to the web can see the master sheet for Endeavour’s first voyage, read extracts from Cook’s journal such as his description of a kangaroo from July 1770.

It was “an animal something less than a greyhound, it was of a mouse colour, very slender made and swift of foot...It bears no sort of resemblance to any European animal I ever saw.”

Hazel Diakies, from the British Library’s ‘reaching the regions’ initiative, said it was important these ‘hidden’ national treasures reached a wider audience.

A virtual exhibition like this enables items which cannot be seen physically side by side to be brought together on the web,” she added.

“Now more people can see our collection of original paintings from his voyages and newspaper cuttings reporting Cook’s activities of his day.

The virtual exhibition can be found at www.captcook-ne.co.uk

£75.00

---Ends---

---Ends---
Countless valuable war archives are sitting out there – and the Imperial War Museum has appealed to the archives of Navy News to help collect them. The archives are the memories of veterans engaged in major conflicts, and their recollections could become an important aspect of the Archive holds almost 1,000 mouth of the two world wars, with less sub-

No two recordings are the same; some are tagged as 'highly informal', others have no specific point, two people witnessing an "event", often a different view on what has occurred. The spoken word also provides a record of "how" it was experienced, in the words of those who were there, and their recollections could become an important aspect of the Archive holds almost 1,000 stories of war.

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PRICELESS naval relics from a vessel lost in the Great Storm of 1703 are being used by heritage leaders to highlight the plight of wrecks around the UK. The Government plans a fundamental change to the way Britain safeguards the hidden maritime heritage on our seabed as existing laws and measures do not do enough to protect wrecks for future generations.

As many as 40,000 ships may lie at the seabed off Britain’s 3,435 miles of coastline, yet just 56 are given official protection by the Government.

Divers, fishermen, dredgers, pipeline builders and other sea users are all seen as a threat to our underwater heritage. As many as 40,000 hulks may lie at the seabed off Britain’s 3,435 miles of coastline, yet just 56 are given official protection by the Government.

“Ships like Stirling Castle are time capsules which provide a fascinating window on the past,” he added. “Her guns illustrate the enormous wealth of human history to be found around our coast and under the sea.”

Stirling Castle’s gun can be seen at Ramsgate Maritime Museum.

Don’t forget: you can have your say on the future of wrecks around the UK.

Andrew McIntosh, Heritage minister said it was time to ask the nation how it should be the 64-gun warship in Maldonada Bay between Brazil and Uruguay, is a substantial slice of RN history.

HMS Agamemnon foundered in 1809 after distinguished service at Copenhagen and especially around HMS Victory. One gun was raised several years before the seabed reclaimed the wreck.

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Among the handful of vessels already protected is the 1679-built 70-gun third rate Stirling Castle. It was 1979 before the sands reclaimed the wreck.

Now a rare 17th Century 49 pounder from the wreck has gone on display in Kent.

“The seas around Great Britain contain a substantial slice of RN history,” he said. “These artefacts will add to our knowledge of the Navy – the raised guns are replicas.

But historians in South America say the find of two guns from what is believed to be the 64-gun warship in Maldonada Bay between Brazil and Uruguay, is a substantial slice of RN history.

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Don’t forget: you can have your say on the future of wrecks around the UK.
Take seven nationalities, six languages, a couple of hundred sailors, and a tropical storm. Sounds like a recipe for disaster. Or rather a recipe to clear-up a disaster.

On a blustery, shower-prone spring morning, ‘international rescue’ swept through Bull Point Village like the hurricane which had gone before it to bring some semblance of order to chaos.

In one of the largest international relief exercises yet, the men and women of NATO’s Standing Naval Force Atlantic breezed through the training ground at Devonport as the gendarmes from Flag Officer Sea Training caused hurricane-related mayhem for them to tackle.

In what would be otherwise a fairly run-down and deserted part of the Naval base, the old stores and sheds of Bull Point provide the perfect backdrop for a DISTIEX-DiSTress Training Exercise.

Every ship passing through sea training is put through such a test, but such large scale exercises involving sailors from the UK, USA, Portugal, Germany, Denmark, Norway and the Netherlands are few and far between.

If disaster relief has traditionally been seen as a reserve of the RN in recent years – the tremendous efforts in Flooded Mozambique at the beginning of the century spring immediately to mind – then that is the wrong impression.

The NATO force was on call just weeks ago to go to North Africa to deal with the aftermath of an earthquake. Fortunately, the sailors were not needed in the end. But they were ready to go. And they will be again, if the need arises.

If I had a hammer... (left) NATO crew fix Bull Point’s fresh water tank

For mahem creator-in-chief, FOST and women speaking it have pony tails which to those of us used to the shaven-head sailor in the UK raises the odd eyebrow.

One lesson the foreign contingent must learn is: don’t leave your tools lying around.

Not because the Plymouth natives or sailors are too leaves, or for that matter the people the rescue teams help for real are lawless brigands. It just that in real disaster relief, things tend to go missing, the result possibly of ‘bright shiny thing syndrome’.

“One thing rescuers must learn is: don’t put anything down. Experience shows that when they do, it goes missing. We use snazzy kit and it tends to get ‘picked up’,” Lt Cdr Petheram explained.

“FOST has the best disaster training – we certainly don’t have anything like this in Norway,” he added. “It’s good to get the crews working together. Most of my sailors have never done anything like this before.

“We have different ways of doing things in NATO and different equipment, but this force has been around since 1968 and works remarkably well.”

UNITED BY A COMMON GOAL

For a large island nation with many nationalities, it’s good to get the crews working together. Most of my sailors have never done anything like this before.

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A day later, the ‘casualties’ had been removed from the village and the ‘victims’ were back on board. The NATO force was on call just weeks ago to go to North Africa to deal with the aftermath of an earthquake. Fortunately, the sailors were not needed in the end. But they were ready to go. And they will be again, if the need arises.

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Europe rules out swords at courts martial

SWORDS are no longer part of Naval courts martial – the tradition has been phased out to bring the RN closer in line with the other two armed services.

But defence ministers say they have no intention of doing away with military courts in favour of civilians passing judgment on alleged misdemeanours in Service life.

Traditionally, officers passing judgment, the Naval judge advocate – who served as the legal adviser to the court – and uniformed prosecutors wore sheathed swords.

Ratings on trial were marched in and out of the court room and guarded by an escort holding a sword, while officers on trial would surrender their swords to the court; it would be placed on a table and if the defendant was found guilty, the blade of the sword would be swivelled to face him.

The change was introduced in March and the first trial convened minus swords at HMS Drake.

Announcing the withdrawal of swords from RN courts martial, defence minister Lord Bach said: "We do not intend to abandon courts martial."

"We believe that civilian courts are less likely than the Service courts to possess a full appreciation of the importance of discipline to the Armed Forces and that an offence may have even more serious implications than a similar offence committed in civilian life."

The end of swords is part of a review of courts martial following a European Court of Human Rights ruling last year.

As a result of that ruling, civilian judge advocates, not uniformed ones, now sit on RN courts martial.

The RN review of its legal procedures is part of a wider look at all three Armed Forces ahead of a forthcoming Tri-Service bill.
ROYAL Marines and Royal Navy personnel have passed their first major Arctic test of the century with flying colours after winter war games came to a successful conclusion.

Joint Winter – which featured heavily in last month’s Navy News – reached its peak at the tail end of March as thousands of RN, RM and Norwegian forces waged war in the fjords, mountains and passes of the Arctic between Harstad and Troms. The Fleet’s 3 and Commando Brigade have returned from the Arctic Circle having re-acquired their expertise in winter warfare and having declared amphibious flagship HMS Albion ready for front-line duties.

Deputy CINC Fleet Vice-Admiral Mark Stanhope was sufficiently impressed by the new assault ship’s performance to put her at five days’ notice to deploy anywhere in the world. Albion’s CO Captain Peter Hudson said his ship’s RN life could now begin in earnest. “This is the start of our operational life in the front line. It marks the end of a hectic year and reflects enormous credit upon the talent and determination of my ship’s company.”

More than 8,500 personnel were involved in Joint Winter, from green berets to fast jet and helicopter crews, RN and RFA sailors and RAF flyers, spread out over 6,000 square kilometres of Norwegian terrain and the surrounding waters. Norwegian, Swedish and Finnish troops contributed substantially.

For 3 Cdo Bde CO Brig Jim Dutton Joint Winter had been extremely worthwhile.

“The hectic pace of Joint Winter fittingly ground to a halt aboard amphibious carrier HMS Invincible as crew and members of 849 Naval Air Squadron paused to reflect on the loss of seven comrades killed 12 months ago in Iraq. The ‘baggers’ of 849 A Flight lost six crew, plus an American flier on loan to the squadron, when two Sea King Mk 7s collided off HMS Ark Royal on pre-dawn missions. Although 849 is now operating from Ark’s sister ship - in the form of the squadron’s B Flight - many of the personnel involved in Iraq last year were serving on Joint Winter and gathered on Invincible’s quarterdeck for a memorial service.”

Col Buster Howes, 42

Majour General Haakon of Norway is briefed by Lt Gen Thorstein Skiaker, in overall command of the war games, said the exercise boded well for future co-operation if war ever came to such an environment.

“Realistic exercises in peacetime are important in preparing us in the best possible way to do the job we are asked to do,” he explained.

For Falklands veteran HMS Invincible, Joint Winter was a chance for her to serve as a helicopter carrier as sisters Illustrious and Ark Royal did in Afghanistan and Iraq respectively.

“Just a short time ago we were operating 18 Royal Navy and RAF Harriers from our flight deck,” said Invincible’s Commanding Officer Capt Trevor Sour.

“Joint Winter was a great opportunity for the Fleet’s flagship to demonstrate its capabilities as an assault carrier, proving Invincible’s ability to project power ashore,” he added.

The core of the Joint Winter fleet arrived back in Britain in the first days of April after some cosmopolitan port visits – HMS Invincible was swamped by 8,000 visitors when she berthed in Copenhagen – and some less exotic ones – Albion briefly stopped in Rosyth.

“The RM were in a difficult position in Iraq and the dedication of Naval helicopter crews was a lifetime – in particular the abilities of 849’s helicopters to look into the battlespace gave us an awareness of what we might be facing before we committed men into battle,” he said.

Lt Cdr Alan Salmon, B Flight’s CO, added: “It was overwhelming to see so much support from the other units involved in the exercise, many of whom also lost friends and comrades during the conflict.”

“My thanks to all the MOD personnel and contractors who made Joint Winter a success,” he said. “Joint Winter was a great test of the Navy’s Arctic role.”

Their sacrifice will never be forgotten
Indian summer

The most fearsome helicopter in Britain's arsenal is a step closer front-line service at sea after a punishing month of trials with HMS Ocean.

Seven hundred and fifty times the Apache AH1 Mark I rose from the deck of the helicopter carrier and landed again in a series of test flights which will pave the way for the aircraft joining the Royal Navy's ambitious striking power.

The Apache is due to be declared fit for combat with the Army Air Corps later this year in the first squadron is declared operational.

But Britain's military leaders are determined the helicopter should have an expeditionary role with the RN and Royal Marines - especially as amphibious warfare has become the Senior Service's core area again.

Whitehall is confident the Apache will be able to operate from RN vessels from next year.

But the trials in the Atlantic and Caribbean from March 1 to April 1 were the acid test as test pilots and engineers pushed the Apache to its operating limits for the Army in a marine environment.

The aircraft was designed with battlefield support in mind but its punch of anti-armour missiles and rockets could prove invaluable to Royal Marines storming shores - such as on the Al Faw peninsula in Iraq 12 months ago.

A specially adapted trials aircraft poured Ocean, attended by computer experts, technicians and observers and a smattering of test pilots.

The aircraft had sensors fitted to its blades, recording teams of flight data to monitor the stresses on the Apache on the flight deck and in the air.

Photographs by LA(Phot) Angie Pearce

• Flight of fancy: (Above) An Apache lifts off into the Atlantic skies during a month of trials with HMS Ocean and (left) two company. A pair of the Army's new attack helicopters on trials with the RN.

This was not an entirely inauspicious affair however. The test pilots also scored each flight, allowing the experts to fully assess the Apache's performance at sea.

The trials ranged from the waters off Plymouth and Portsmouth down to Gran Canaria. What surprised many of Ocean's crew was the weight of the Apache.

At around 16,500 to 18,500 lbs, Apache is a 'light Sea King' and certainly much less weighty than a Merlin.

There's an old adage in the news industry which says that if an aircraft looks right, it probably so.

The Apache looks the business however, formidable. You don't want to be looking down the barrel of its gun.

"The 30mm main gun moves in the direction the pilot's helmet is facing," explained CPQ Rod Ford, an aircraft controller and also Apache's assistant public relations officer.

‘On one occasion, the pilot asked to turn his helmet off as he looked over at us...', and the pilot followed him which wasn't bit worrying.'

"It's an awesome aircraft to look at, and it looks good on the flight deck."

As the first nation to test Apache at sea, the trials have unsurprisingly drawn considerable interest, but not least from the US military.

The Americans have no maritime version of the helicopter - or even a version with folding rotor blades - and so are keen to see how the British trials progress, a factor test pilots and experts from Atlantic Joint Operations.

What RN personnel are already learning is that the Apache has potential far beyond simply taking the aircraft around.

"The Apache performed really well. As far as we could see, it didn't present any problems," CPQ Rod said.

Come next year, Britain's armed forces will be able to deploy two squadrons of Apaches and two of Lynx as hot spots around the world.

The amphibious dimension is vital for the Apache's future:

Until now, commandos have relied upon the trundled Mba/17 and its 120 missiles for battlefield support.

Apache not only has more firepower, but its Hellfire missiles can engage enemy battle tanks at much greater distances - up to eight kilometres (five miles).

Photo credit: Tony Taylor

Apaches are formidable fighting
dooming enemy ground forces. In Iraq last year, 869 Naval Air Squadron reported that new surveillance radar fitter to these Sea Kings provided not just an excellent picture of enemy movements in the air, but also could be used to track movements on the ground.

Apache's Longbow radar is even more potent.

"It's a very good reconnaissance, aircraft, thanks to the radar," CPQ Rod added.

"Apache can use its radar to select suitable landing areas, pick up gun emplacements and follow things moving on the ground and tell you whether it's a tank or a tracked vehicle."

Certainly Apache has no problems for Ocean. Staff from builders Babcock folded, stowed and moved the aircraft around.

"The Apache performed really well. As far as we could see, it didn't present any problems," CPQ Rod said.

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Apache not only has more firepower, but its Hellfire missiles can engage enemy battle tanks at much greater distances - up to eight kilometres (five miles).


We have lift off: The trials Apache a few inches off Ocean's flight deck and (right) impressive silhouette the imposing sight of the battlefield helicopter against the backdrop of an Atlantic sunset.
Nothing's apache on this beast

**BATTLE proven by America’s military, the Apache has yet to see front-line action with Britain’s armed forces.**

Nineteen Apaches have been bought by the UK in a £1bn deal, serving with 6 Regiment Army Air Corps. The first of the UK variants, the Apache AH Mk I, was delivered in July 2000, and after extensive trials, the first Apache was handed over to the Army Air Corps in June last year.

The helicopter will be at the heart of air support for 16 Air Assault Brigade, replacing the Lynx as the premier battlefield close-support aircraft for ground formations.

The first Apache squadron, 668 Sqn Army Air Corps, has completed training its flight and ground personnel and is likely to be declared combat-ready towards the end of this year.

More specs, please, we’re British

**Crew:** Two

**Gross weight:** 7,746kg

**Engine:** 2x Rolls-Royce RTM 322

**Maximum speed:** 360 knots

**Cruising speed:** 272 knots

**Service ceiling:** 3,500m

**Combat radius:** 497km

**Armament:** 1x 30mm, 1x 127mm air-to-ground missiles, 70x 2.75in rocket pods, 120x 50mm cannon rounds

**Surveillance/Target acquisition:** TV (12x magnification), thermal imaging (16x magnification), direct view optics (16x magnification)

More sea trials with Apache are planned, as well as intensive pilot training. RN and Royal Marine crew personnel will spend time with 6 Army Air Corps Regiment, shanter, and sea survival training will be given to crews, and magazines in ships prepared to accommodate the Apache’s size and weight.

Aviation training ship RFA Argus will be the next test bed in the autumn, and the Navy is hopeful that four Apaches can join its amphibious exercise Argusman off the coast of Egypt, starting in April.

Unfortunatley for speed freaks, there will be no quick spin in an Apache; however. Both crews on every mission are taken by its crew.

In the long term, trials are likely with the RN’s future carriers HMS Queen Elizabeth and Prince of Wales.
Scandal of mistress who ruled Mercury

The Indomitable Beatie Fry (£16.99) brings to light the story of the woman behind one of the biggest scandals to hit Victorian society who, against all the odds, triumphed in the patriarchal world of the Navy of the 19th and early 20th century.

Beatrice Holme Sumner was one of the beauties of Victorian England. Aristocratic and spirited, she thrilled the crowds when she rode with the hunt clubs of Gloucestershire. Aged 14, she was being pursued by one of the country’s most eminent men and the ensuing scandal rocked society. Later, her unconventional life continued, as she became the effective commander of a training ship for boys, establishing “a regime of incredible hardship.”

Beatrice was born on a country estate in 1862. The extraordinary events of her life began when, still short of her 15th birthday, she caught the eye of Charles Hoare – a married man twice her age. Her anxious parents watched as she revelled in Hoare’s attentions and tried desperately to put a stop to the affair. It was all in vain. As soon as she was 21, Beatrice ran away with Hoare, giving birth to their first child nine months later. By then the affair had become a legal issue and the Gloucestershire Scandal’ echoed on for months in the national press.

Narrowly escaping a prison sentence, Hoare made a philanthropic gesture of buying a sailing ship and setting it up as the Training Ship Mercury, a pre-sea school for boys. It didn’t cut much ice with any-one – but his new school was to become his refuge, the basis of an incredible career for his mistress and the source of her transformation into a grim, intense woman and the scandal she provoked.

On Juno Beach, where the assault force was mainly Canadian, Royal Navy Beach Commandos ensured the smooth flow of troops, vehicles and supplies...
Submariners VC revisited

Based on Admiralty documents, Rear Admiral Sir William Jamieson’s 1962 classic Submariners VC is re-released by Periscope Publishing at £14.99.

There have been 14 of them, of which only one, Ian Fraser, who with Magennis in the midget sub-UPHOLDER: Lt Cdr David Wanklyn VC, DSO**

valedictory in the annals of the Submarine Service: – the Admiralty took the unusual step of issuing a
to depth charging from the Italian destroyer Pegaso

to typhoid fever 12 days after the Armistice was

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This Month’s Book bargains

Trevor’s is the life and career of one of the most influential leaders in the RN’s history.

Wish to Share? Let BDP produce it.

Warship design – Sheldon’s triumph, Sweden’s tragedy

These beautifully detailed drawings are drafts showing the proposed gallery, stern and bow decorations for the Swedish ship Kronan, submitted by the Chatham shipwright Francis Sheldon who implemented major changes to warship construction in Scandinavia in the latter part of the 17th century.

Highly decorated sterns and elaborate carvings placed elsewhere are typical of the period and were intended to reflect the power and prestige of a monarchy. Most shipwrights were illiterate – but could identify a vessel by its carvings.

Kronan’s fate was to mirror that of the Mary Rose, albeit more spectacularly. Off Yland on June 1, 1676, in an engagement with the Dutch fleet under Tromp, her commander Lorentz Creutz, a former Treasurer Minister who made a habit of ignoring experienced seamen’s advice gave the order to tack. His sailing masters protested that because of the heavy weather conditions he should first order the shortening of sail, closing of gun ports and the securing of the guns. Creutz insisted his orders were to be obeyed – and as a result Kronan took a heavy list to leeward and water rushed in through the open lower gun ports. Fire from broken lamps or matches for guns in the magazine and it exploded, blowing out the starboard side.

The great ship sank immediately, taking down over 600 of the crew, including Creutz and his son Gustav.

The story is told by Dan Harris in Volume 2 of The Age of Sail (Chysalis £30).

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书籍《战舰设计》– 谢尔顿的胜利，瑞典的悲剧

这些精美详细的图纸是草图，显示了正厅，船尾和船首装饰的设计，这些设计是斯德哥尔摩Chatham的船匠Francis Sheldon在17世纪末期实施的战舰建造的重大改变。

高装饰的船尾和复杂的雕刻放在别处，则是典型的时期特征，意在反映权力和皇室的声望。船匠通常不识字，但他们可以识别一艘战舰的雕刻。

Kronan的终结和Mary Rose类似，不过更壮观。1676年6月1日，在Yland的一次海战中，她的指挥官Lorentz Creutz，曾任财政大臣，却无视经验丰富的水手的建议。他下令改变方向时，因为恶劣的天气条件，他应该首先下令缩短帆，关闭枪口并固定住枪。Creutz坚持他的命令必须被执行，结果导致Kronan向风lasses倾倒，水通过敞开的底部枪口涌入。火药房的灯或火柴在枪中破碎，火药点燃了火药室，导致爆炸，将船体炸毁。

这艘大船立即沉没，船上的600多人，包括Creutz和他的儿子Gustav，附在他的船上。

这故事由Dan Harris在《战舰时代》第二卷中以《瑞典的悲剧》一书讲述，该书售价30英镑（Chysalis）。
Triumph). Commander HMS Eagle, operating, HMS Raleigh, MEM2 Craig Samuels
Ceylon, HMS Resolution, Huddersfield Town, Scapa Flow, Milford Haven, Maldives and
included Portsmouth, RNAS Eastleigh, WWII 1939-46 Channel minesweeping, con-
disbandment of the RNXS in 1994.

Thorne. Served in Thorne Unit Royal Naval
exercises and Comms instructor at RNXS
(Nelson). March 22, aged 76.

Royal Arthur, Mauritus, Fearless, Victory
Victorious,President,CND/SHAPE/Sussex,
25.

L/S John Bettison.

CYS George Andrews BEM.

PO Harold Harlow.


Warrington. February.

Clubswinger at Ganges
Barnsley. February.

Jim Gray.

10, aged 80.

HMS Kenya, HMS Indefatigable and oth-
branch. Served 1943-46. Ships included St
Air Gunner. Hon Sec of TAGA Midlands
Association.

Albert Gamble.

HMS Vestal. April 2.

Bill Gorman.

voys. April 5, aged 83.

Warrior, MoD London. Aged 68.

Cdr M C Lawde.

Lt Cdr G E F Hubbard.

Cdr W H Heathcote.

Lt Cdr W H Andrew.

Cdr I H E W Lustreich. Served: Caradoc, Astute, Astute, Astute, Courage, London,

Cdr A R A Philbin. Served: Dragon, Phaeton, Phaeton, Phaeton, Arrogant, Arrogant,

Capt G E MacDonald
Cdre D C M Fergusson
Capt W H S Somers.

1942-45. April 4, aged 79
Jack Greenwood.

1943-46. Member of Fast Minelayers

Signals 1928-45. Ships included Ganges,
Royal British Legion Club 20 years. Served
Douglas Hine.

Trincomalee. March 29, aged 74.

J B (John) Paulson. CERA, Gosport
RNVR, 1943-44. Interdictor, March, aged 80.

Allan Hardie. Wrekin/branch standard
bearer for seven years, aged 63. Arthur
Anderson, Radnor & District/branch. Log
Belt Beth 1962-69. Ships: Diamond, Diamond,
April 10.

March 19, aged 73.

Royal Naval Association

George Francis. Founder member/Life
member Natterth branch. Also secretary and
officer: Life Vice President N. America.
Ex-Served 1944-68. Star service in HMS
Kensington, HMS indescribable and oth-
ner ships. Russian cruiser, Russian cruiser,

RBM.

March 9, aged 80.

HMS Belfast

Rhyl and ton class sweepers. Aged 58.

69. Ships included Concord and Grapple.

Ariadne, Azalea, Menetheus, RNB Victory.

Mervyn Painter.

Arthur Webster.

Bill Gorman.

voys. April 5, aged 83.

Barnsley branch. Served 1939. Served
Carlisle & District. AB Chatham.

Carlisle & District. AB Chatham.

Carlisle & District. AB Chatham.

Carlisle & District. AB Chatham.

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Carlisle & District. AB Chatham.

Carlisle & District. AB Chatham.
U N I V E R S A L L Y recognised as one of the finest musical organisations in the world, the Royal Marines Band Service (RMBS) provides musical support for the RN and Royal Marines at every type of occasion.

Although probably best known for major ceremonial events, distinctive in their white helmets and blue uniforms, this important public image is a very small part of their varied musical output.

Royal Marines Bands are unique because they are able to perform in all musical combinations, such as symphonic wind band, orchestra, big band, dance band, small combinations (brass groups, wind groups, jazz combinations and string quintet/quartet) and of course marching band.

Today’s RMBS is a unique musical blend of versatility, talent and tradition. As you can see, variety and excellence are the name of the game.

All musicians and buglers within the RMBS are trained at the Royal Marines School of Music in the Royal Naval Dockyard, Portsmouth, Hampshire. Musicians train for two years eight months and Buglers will train for two years.

Alongside military instructors students also receive lessons from civilian professors, who all come from the country’s finest orchestras.

This system of having a military instructor and a civilian professor is designed to develop musical talents both quickly and correctly and is the envy of music colleges throughout the country.

Week by week, a student’s performance is carefully monitored by both instructors and professors and any potential problems can be highlighted and swiftly dealt with.

Students will need to pass a series of exams consisting of history of music, theory of music, aural and assessments on instruments. These are progressive and students cover all subjects extensively throughout training.

Further education is encouraged within the RMBS and all students at the Royal Marines School of Music concurrently complete a foundation level course for the Bachelor of Music (Honours) degree accredited by the University of Portsmouth.

Whilst at the School of Music they have the option to take level one of the degree. The students will then continue the course through a distance-learning package, once they have joined their relevant Band.

Students are given all the support they need to complete the degree. However, it is worth noting that it is not compulsory and very much of personal choice. This is a great opportunity to gain a B Mus (Hons) degree with help constantly at hand and best of all they are being paid to study!

It’s not all work as the recreational facilities within the Royal Navy/Royal Marines are second to none and for those who wish to pursue a particular sport, the service will give them all the support they require.

Periodically, students will go away on organised adventure training weeks. This is a chance to relax and an opportunity to try out pursuits such as sailing, canoeing, climbing, abseiling and mountain biking.

It also enables students to socialise with their instructors in less formal surroundings and gives them a well-earned rest from practice and study.

There are five bands within the RMBS and they are located at HMS Nelson, Portsmouth, HMS Raleigh Plymouth, Commando Training Centre, Lympstone, Britannia Royal Naval College Dartmouth and HMS Caledonia, Rosyth.

If you like the sound of a career in the Royal Marines Band Service contact our careers hotline 08456 075555 or visit our website at www.royalmarinesbands.co.uk

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The Royal Marines Band Service is currently seeking musicians to audition for a select number of places at the Royal Marines School of Music.

We offer musical training of the highest quality with professors of international status, with an opportunity to study for a BMus(Hons) degree.

In addition to a competitive benefits package, the Royal Marines Band Service offers travel, variety, excellent promotion prospects, further education and sport.

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www.royalnavy.mod.uk
Royal Naval Association

CHELMSFORD branch had something to celebrate on achieving its 60th year in continuous 'commission'.

Framed on September 2, 1938 as the RNOC, which subsequently became the RNOA, it claims to be one of the oldest RNA branches in the country.

To mark its coming of age, members posed for a group photograph – and look forward to celebrating the 70th in similar style.

Des rewarded for his loyalty

FOR ALMOST 30 years of loyal service to Llanelli branch, S/M Des Holland was honoured at a recent meeting with the award of life membership.

A highly-regarded and respected member, he continues to take an active part in the life of the branch.

NAVAL mementoes like the commemoration stone of the Church of St Francis at HMS Gamecock can have something of a life of their own.

Salvaged from a builder’s skip, the stone is now safely back on holy ground.

The identity of the caller who rescued the stone from the skip and presented it to the Unbridge branch for safeguarding is still a mystery, but the stone remained in a corner of their clubhouse for years.

A visit by members of the Coventry and District Royal Marines Association gave Unbridge branch the welcome information that HMS Gamecock, unlike the stone, had not been consigned to the scrapheap.

In fact, the former Naval establishment, boasting a new Church of St Nicholas, was in the hands of the Army, and is now the home of the 30th Signals Regiment.

The Steward of the Unbridge club, Dougie Bloodworth – an ex-Army man – got in touch with the padre of Gamecock Barracks, the Rev Alex Fott, to discuss what to do with the commemorative stone.

The Rev Fott was happy to accept it and install the stone in his new church following a rededication service which was attended by members of Unbridge branch and Coventry and District RMA.

For all concerned, particularly S/M Kevin Wood, chairman of Unbridge, and secretary S/M Martin Zac, it was a gratifying experience to see the commemorative stone of the former Church of St Francis installed in an appropriate setting.

When HMS Kent paid a short visit to Chatham, Folkestone branch were invited aboard to present two knot boards – made by S/M Bill Simmons – one for the Senior Rates Mess and the other to the Wardroom. From left, S/M Simmons, S/M Fred Westbrook (president) and S/M Tom Stallard (chairman), with S/M Les Harris (president) and the ship’s Senior Rates Mess President.

Following the death of S/M Eric Dyson, founder member and longstanding Harwich branch secretary – who instigated the affiliation of the town of Barnsley with RFA Fort Victoria – his fellow shipmates attended a ceremony aboard the ship and cast wreaths on the Irish Sea, including one sent for his funeral by the ship and the Amputee Association.

The affiliation is now in its 12th year.

S/M Dyson joined the Navy in 1939 and went on to serve in HM ships Wallace, Repulse, Golden Hind, Zambesi and Amethyst, and was a member of the Repulse, Amethyst, and QM Associations.

Affiliation stalwart mourned by branch

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£50 PRIZE PUZZLE

The mystery ship in our March edition was HMS Relentless, pictured as a destroyer off Cape Town in November 1944, but later converted to a frigate. The winner of the £30 prize was Nigel Pardoe, of Machen, Newport.

This month’s mystery ship has seven decks – so her final name was perhaps not unexpected.

She was started as a Loch-class frigate, launched as a Bay-class frigate, and ended up as a despatch vessel – pictured here off Malta with White Ensign at half mast in deference to the funeral of the late Mrs Eleanor Roosevelt.

You can identify the ship – and this we want all three names – as a Loch, as a Bay and her third identity as a despatch vessel.

The correct answer could win you £50.

Please note that Bacon, who celebrated its diamond anniversary earlier this year, will not be on display.

Complete the coupon and send it to Mystery Ship, Navy News, HMS Nelson, Portsmouth PO1 3BB. Coupons giving correct answers will go into a prize draw on three occasions.

Closing date for entries is June 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope – just the coupon.

Details of the Day 60th Anniversary will be announced in our July edition. The competition is open to all newspaper employees or their families.

Mrs Eleanor Roosevelt. Can you identify the ship – and this we want all three names – as a Loch, as a Bay and her third identity as a despatch vessel.

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The correct answer could win you £50.

Please note that Bacon, which celebrated its diamond anniversary earlier this year, will not be on display.

Complete the coupon and send it to Mystery Ship, Navy News, HMS Nelson, Portsmouth PO1 3BB. Coupons giving correct answers will go into a prize draw on three occasions.

Closing date for entries is June 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope – just the coupon.

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Training team talk to Cyprus members

COMMANDER Mike Perchard, Commodore Sea Training of the Staff at Flag Officer Sea Training, and his team were guests of the Cyprus branch when they spent a week on the Northern Operation Area

Chairman in dash to catch the show

DESPITE a bitterly cold night, 92 members, wives and friends turned out for the annual North Manchester branch dinner dance, which was enjoyed by all.

Ex-Naval chief Matt prepared a delicious supper, which was followed by a great disco, a raffle, and a prize draw. Open Bar ran throughout the evening and went down really well with all those gathered for the evening.

Chairman S/M Jack 'Slinger' Wood reported that his branch raised £160, which went to the Royal British Legion, and both the bar and raffle proved a great success.
Hectic Easter for the 'Ace of Clubs'

CLIFF climbers, beach ramblers and horse riders kept the flyers of 771 Naval Air Squadron busy over an eventful Easter weekend.

The holiday period not surprisingly proved to be the busiest spell yet this year for the Coldhouse-based Search and Rescue unit.

Good Friday became bad Friday for two holidayoutakers stuck on cliffs at Portreath and Sennen St Austell. Having scrambled down the face, they were unable to climb back up and needed the Sea King crew’s help.

Later the same day, a climber who fell at Sennen Cove was rescued by a walkie talkie from the Cornwall RNLI and had to be ferried to Truro.

Easter Sunday saw a third trip to Sennen, this time to pick up a beach walker who had fallen on the rocks and injured his head. The eventful Easter weekend closed on Sunday with a horse rider who fell on a remote pathway near Godrevy and had to be ferried to Truro for treatment.

Welfare projects benefit from NAAFI’s hand-out

The Navy will receive more than £2.75m to the three Armed Forces either shares its welfare projects benefit from NAAFI’s hand-out for the Forces either shares its way near Godrevy and had to be welfare projects benefit from NAAFI’s hand-out for the Forces either shares its welfare projects benefit from NAAFI’s hand-out for the Forces either shares its welfare projects benefit from NAAFI’s hand-out for the Forces either shares its welfare projects benefit from NAAFI’s hand-out for the Forces either shares its welfare projects benefit from NAAFI’s hand-out...
Roadshow paves the way

SECOND Sea Lord's roadshow, led by Vice Admiral James Burnett-Negent himself, has played to around 30 senior Naval personnel in a bid to explain his vision for the future of the Divisional system.

Aimed at command team level and supported by Commander-in-Chief Fleet's Personnel Division, the event was hosted at an audience which had predominantly Lt Cdr level and above.

And for Commanding Officers unable to attend, including those abroad, a taste of the presentation was available through a 20 minute video, which Admiral Burnett-Negent laid out his personal thoughts on the critical importance of the Divisional system.

The main themes of the roadshow were:
- Operational success primarily comes from people
- The Divisional system is the Royal Navy’s mechanism for helping people achieve their best through good leadership
- Knowledge and care for all members of your division should be your top priority.
- It is not enough merely to complete tasks without also developing individuals and encouraging teamwork.
- brides to performance and future potential must be principal indicators of suitability for promotion.
- Leadership is the primary role of all in authority.
- Leading and caring for members of your division is your top priority.

The Divisional system is an essential tool for training, leadership and development. It is designed to help individuals achieve their best through good leadership.

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- Leading and caring for members of your division is your top priority.

With many changes taking effect from April 1, it has been a busy month for the Divisional system.

A number of changes have been made to the system over the last year, with the introduction of Leading Hands into the Operational Conversion Unit (OCU) and the primary responsibility for Weapons.

Additionally, changes to the operation of the Divisional system have been made, including the introduction of Leading Hands into the Operational Conversion Unit (OCU) and the primary responsibility for Weapons.

For Officers and Senior Rates, the time a junior rate spends in a particular role is determined by the individual's career progression.

The ship is the career manager for individuals in the Divisional system, and is responsible for encouraging and supporting them to achieve their best.

The system is designed to help individuals achieve their best through good leadership and development.

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When you command a platoon you ought to know each man in it better than his own mother does. You must know which man responds to encouragement, which man needs to be talked to reasoning and which needs a good kick in the pants. Know them. – Field Marshal Sir Alan Brooke

Leading and caring for members of your division is your top priority.

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Fish out of water: The impressive sight of the former HMS Coventry docked down in Portsmouth dockyard ahead of her revamp for Romania.


gun run 'fun' first for
HMS Kent's crew

CREW of HMS Kent will add another notch to the illustrious history of the Frigate when she becomes the first warship to put a team into the Brickwood Field Gun contest.

The Brickwood race has predominantly been the preserve of large establishments such as HMS Sultan or Collingwood.

But as crew whiled away time coming back from a Gulf deployment last year, the Type 23's Executive Officer WO3 Dave Shaw suggested Kent should put in for the Brickwood competition, an annual fixture at HMS Collingwood in Falmouth.

Whereas shore bases have thousands of willing volunteers to draw from, Kent has just 174 – not that it has stopped people stepping forward.

The ship's performance on June 12 should be watched with interest, as of mid-April the team didn’t have a gun to train on, and had only just to train for this event and our preparations have to be completed within a busy operational programme,” said Kent’s CO Cdr Jim Nisbet.

It takes a lot of strength, courage and commitment just to train for this event and our preparations have to be completed within a busy operational programme,” said Kent’s Cdr Jim Nisbet.

"But there’s definitely a spirit in this ship and I’m sure our young sailors will deliver a performance of which they can be proud.”

Engineers have ripped out the Sea Gras decoy and Escort launchers to allow a 76mm (roughly 3in) gun to be fitted.

“This is the biggest contract we have won,” said FSL ship repair manager David Hobbs.

"Just a couple of years ago, we could not have done this task. The Government decided back in the 1990s that Portsmouth was not the place to refit warships.

"Now we are building our technical capability up again – a project like repairing HMS Nottingham has certainly helped us toward this and we can go on to compete for bigger and better contracts.”

Coventry, under the new name Rigel – King – Ferdinand, will sail for Romania in the autumn, followed by London, as Regina Minor – Queen Maria – in July 2005. A crew of around 200 – 80 less than in the RN – will run each vessel.

Former HMS Coventry with her new 76mm main gun

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Guns, batons, ladders and RIBS... not your typical boarding school

LET the immortal cry “The Navy’s here” once more reverberate about the Fleet.

In an innocuous looking brick building on the north-eastern edge of the Royal Naval Dockyard at Portsmouth, a former merchant sailor with a new party tackles an aggressive suspect in the works: A boarding non-lethal option,” Maj Hannah

“Ship protection requires a high turnover of personnel – it’s tiring, it demands a lot of concentration. We are empowering young people with a heavy responsibility,” he added.

“But what we are seeing is a core of expertise running through the surface fleet now which is being passed on.”

Whatever the scenario – drug runners, smugglers, terrorist suspects – it’s a major test of ability for the search teams, and above all for the boarding officer. “Boardings can be tense and intimidating. You don’t know how the merchant ship’s crew is going to react,” explained RN board and searching training officer Lt Jim Heyworth.

“Leadership is the key. The boarding officer needs to grasp the situation from the outset. It’s a bit like an infantry officer commanding his men without the help of the normal chain of command.”

For some boarding party sailors there is one more danger – or thrill – in the search experience: fast roping.

Only volunteers train to abseil 60ft out of a Lynn on to a ship’s deck – simulated at the NMT with a 50ft high tower. It should take about 25 seconds to slide down the line.

It’s not for showing off. It’s a necessity when the weather’s too bad to launch a ship’s Rigid Inflatable Boat.

It’s time consuming too. What requires two RIBs can take four or five trips in a Lynn to offload a boarding party.

IF there is one piece of kit which gives today’s boarding party the edge – besides Jack and Jill Tar, of course – then it is the new communications system being introduced to the front line.

Carried in two waterproof, watertight cases by the boarding officer and also fitted to a RIB, Xeres provides unparalleled links between a search team and their mother ship.

GPS satellite tracking linked to the RIB and computer mapping means the team can be directed to the correct ship if there are many vessels close together.

But the real wizardry is reserved for the boarding officer’s back-up.

The Xeres kit he or she carries includes a secure video phone linking with the parent ship.

Why? Radio comms are all well and good, but pictures tell a thousand words as the saying goes.

A crewman pretending to be a suspect could be trained to ‘ping’ the Xeres over the airwaves.

Board beyond belief

BOARDING is a long-standing RN tradition and continued into the 21st Century with anti-smuggling operations in the Gulf and Caribbean – searching for oil and drugs respectively.

Board and search training has never gone out of fashion: it just never had a facility quite as impressive as Cossack.

Sailors are not expected to secure suspect vessels; that remains the province of the Royal Marines. But the arduous task of securing a vessel for contraband, arms and explosives or even people is the task of a ship’s crew – and anything but straightforward.

“Boarding is a means to an end,” said Lt Heyworth. “The search is the most important part.”

Trainees clamber out of RIB (anchored firmly on dry land) then clamber up a梯 to Cossack’s ‘deck’ before beginning their search. The ‘ship’ is equipped with a bridge, crew’s cabins and engine and lower deck compartments to make the training as authentic as possible.

Small adds to the authenticity. “Smell generators” breathe out colours severe enough to make boarding parties vomit. If it’s grim, it’s because it’s like that in real life.

Smugglers don’t especially want you to find their wares. So ‘mv Cossack’ is fitted out with hidden compartments to test the skill of a boarding party, from secret pass- and goods hidden in chart cases, to items tucked among pipes.

“A lot of people think of us down here as a small backwater training establishment,” said the NMT’s Commanding Officer, Maj Willie Hannah. “We are the front-line support for counter-terrorism and ship protection. It’s a massive growth in that area.”

“The Cole incident made many people think twice about entering ships. For the Royal Navy, ship protection is aimed at countering the threat in the UK, but clearly abroad.”

Any visitor to HM Naval Bases in the past three years or witnesses to RN vessels passing through narrow seas such as the Suez Canal or Strait of Hormuz will have witnessed a change. Now a cutter’s command has failed to notice the extra vigilance of armed crew patrolling the upper decks and manning the guns.

All of which stems from the training given at the NMT. And

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Falklands gave solo Ellen a fine send-off

HMS Blackpool is set to ride again as part of her namesake town’s famous illuminations. Not the original Whitby-Class Type 12 anti-submarine frigate, of course – she went for scrap in the early 1970s. No, this was part of a fleet of ‘Feature Trams’ constructed in the 1960s, one of which was designed as a frigate bearing the name HMS Blackpool and later known as ‘HMS whatever advertising company it was that sponsored it.’

Two years ago it was decided to withdraw the car as age and modern technology had combined to put the wiring out of commission. But last year it was saved from the scrap yard when it was decided to completely rebuild it with up-to-date equipment. Alan Williams, who now works for Blackpool Transport Services Ltd as a tram and bus driver, served in the RN in the 1960s and 70s. He told Navy News: “I have been given permission to film this total reconstruction and I thought a nice note would be to have a framed picture of the original ship secured on the inside, together with a cap tally.”

Glad to oblige with the photo Alan, but we’ve drawn a blank with the cap tally. Can any reader oblige?

HMS Blackpool was launched in 1957. In 1966 she was transferred on loan for five years to the Royal New Zealand Navy to replace HMNZS Royalist and was in turn replaced by the Yarrow-built Leander-Class frigate HMNZS Canterbury.

She had earlier seen service in the Far East where she carried out patrols in support of Malaysian operations against Indonesian infiltration.

SOLO yachtswoman Ellen MacArthur arrived in Newport Shipyard, Rhode Island on April 19 at the end of her 6,500 mile voyage from the Falklands. It was her first lone voyage for over 15 months, since the transatlantic Route du Rhum race in November 2002.

She had set out from Port Stanley on March 26, having arrived there four days earlier from New Zealand in her new 73ft trimaran B&G with two crew members.

She was welcomed to the port at Mare Harbour by the Royal Navy, two RAF Tornados and a host of wildlife.

After making a few repairs she moved on to Port Stanley where she presented the local Sea Cadets with their Royal Yachting Association Qualification Certificates (inset).

She then attended a reception in her honour at Government House.

“Our stay here in the Falklands has been just fantastic,” she said. “We were totally welcomed and made to feel very much at home. Although we were busy checking and preparing the boat before I left, we had some time to see the islands themselves.

“The sights were beautiful and remind me a lot of the north west of Scotland. The nature and the landscape was breathtaking.”

Ellen McArthur and B&G in Port William on the approach to Stanley Harbour with Tussac Island in the background

Picture: Richard Cockwell
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Merlin flights restricted

FLIGHTS by Merlin helicopters are under severe restrictions at present while experts conclude investigations into an accident which injured five aircrew at Crolles. Fort 342 Naval Air Squadrions personnel suffered minor injuries in a crash which occurred when a Merlin came down shortly after take-off from a training sortie. More than 40 Merlins have been bought by the Fleet Air Arm so to replace the RN’s previous helicopter, a British husband ship for the US Navy’s Spruance Class. The aircraft was part of the Vrouwe or Wasp class, which was badly damaged by the crash.

“An investigation into two Merlin crashes for which Yeovilton air inspectors need to find out how it works.”

Sir Clive finds scope for success in T boat

INSPIRATIONAL England Rugby Coach Sir Clive Woodward hoped some off his motivational skills would rub off on the RN when he visited hunter-killer submarine HMS Trafalgar at her home of Devonport. Sir Clive clambered aboard the T boat to meet crew and present Lt Ed Notley, LWEA Andrew Witts and OM Liam Vickers – all three keen rugby players/carriers – with their dolphin.

“I wish I had had this 12 months ago”

The submarine went to simulated action stations for the coach’s tour – so he could see how deeps act – and reacted – in a stressful and challenging situation. The atmosphere aboard Trafalgar was one of intense professional enthusiasm as the boat was put through a series of evolutions to simulate a torpedo firing, showing Sir Clive how closely the boat’s crew works in operational situations.

“Sir Clive’s visit to Trafalgar was more than a ‘jolly’; he has been interviewed about his approach to teamwork and winning behaviour for a video for the Silent Service.”

Thinking Correctly Under Pressure – T Cup is one of the terms I see frequently in my coaching role,” said Sir Clive. “I believe there is something that then is more important than in a warfighting role.”

The World Cup-winning England squad joined the RN’s T boat last year for some pre-championship preparations, and Sir Clive will continue his RN affiliations by joining Trafalgar for this summer’s ‘distinguished visitors’ day’.

The coach’s tour – with a limited-edition print of the Battle of Trafalgar commissioned for the submarine’s yearbook – was presented by the boat’s CO Cdr Mark Williams.

Hurworth proves her worth with cutting edge sonar

THE world’s most advanced mine-hunting ship has entered service with the Royal Navy. Hurst-Class mine-countermeasures vessel HMS Hurworth is the first British warship to receive the new sonar System, known as Sonar 2193 – so potent, it can find a football-sized 1,000 ton mine.

“The sonar is needed to counter the growing threat from 21st Century underwater devices.”

The days of traditional ‘spike’ mines you find on the seafloor to slot 10p in for charity are disappearing, replaced by small, plastic devices hidden in murky coastal waters. They’re deadly, and also much more difficult to spot.

Hurworth’s CO Lt Cdr Dave Payne said the capability of today’s mine hunting forces operating with 2193 would prove crucial. The new sonar is particularly effective in murky inshore waters. The ship’s commander said he had told 12 months back that last year, this sonar could have worked really well in the dirty waters around Ussur Oaz. “If I’d go out to the Channel on U109 than any sonar we’ve had before,” he added.

Lt Dave Griffin, Hurworth’s mine warfare officer, explained: “The only time it is that it picks up so many contacts – we don’t know where to start.”

“We look for the length and shadow of a contact and ascertain its shape. That will tell you if it’s a possible mine or just a rock. The shadow is the key. And if it’s a new type of mine, then we’ll exploit it – we’ll bring it to the surface and find out how it works.”

Hurworth has trialled her new sonar in the Channel, producing stunning images of sunken Liberty ship SS Jersey Queen and sea-bed-cowering submarihes HMS M2 (which we cannot reproduce as the sonar pictures are restricted).

The sonar has been designed with input from a geophysics team, experts from Southampton to look at any potential impact on marine life. Its frequencies are outside the range of most mammals.

Eight Hunts are being fitted with the new kit over the next 12 months. HMS Chiddingfold is currently undergoing conversion.

“The scale is impressive – when completed the vessel will be more than four times the size of Scotland’s biggest hole.”

“The symbolic burning of a replica of the Bounty, carried out by Pitcairn Islanders each year, is the year’s largest event. This year, the ship arrived in the South Pacific with a two-week training/scientific expedition – cunningly titled Exercise Bounty Bay: the Return”

“By 2006 as he and his team raise the £150,000 needed to fund the expedition.”

That expedition set out to chart shipwrecks, marine life and trace the history of the tiny Pacific idyll before Bounty and her storied crew went ashore.

The Ministry of Defence says the only ‘surveying’ work the merchant ships refused to subside, two military divers from the UK which included one member of the RN. The team was led by Lt Cdr Dan Harmsworth.

The six cavers had established an underground emergency way to go through the tunnel. The Mary was safe and away from city centre problems. Secondly, our boarding facilities and the test is there. Every bedroom has direct dial in/out telephone; voice mail, TV/video on request, music centre, hot drink facilities and much more. Our guests are friendly and helpful. Thirdly we have a history of being a Sunday Times Top UK School for GCSE A-Level Results 2009.

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HMS Hurworth is the Fleet’s new minehunting ship which is the RN’s latest key investment in the bluish, 200-foot long ship equipped with a suite of state-of-the-art sonar, which is ready to enter service with the RN.

HMS Hurworth’s commander, Lt Col Dave Payne, said the ship’s new suite of sonar, including the 2193, is as effective in murky coastal waters as it is in clear.”

Not yet time for more scrutiny on the Bounty

A NAVY-led expedition to the final resting place of HMS Bounty has been postponed by 12 months. Exercised Bounty Bay: the Return is the sequel to an adventurous training/scientific expedition – cunningly titled Exercise Bounty Bay – which visited Pitcairn Island in early 2003.

“Expedition” is a good word. The whole team set off to chart shipwrecks, marine life and trace the history of the tiny Pacific idyll before Bounty and her storied crew went ashore.

The team put back by 12 months to January-February 2006 as he and his team raise the £150,000 needed to fund the expedition. But he has put that back by 12 months to January-February 2006 as he and his team raise the £150,000 needed to fund the expedition.

A team of 10 explorers is due to join Bounty Bay: the Return, possibly augmented by a TV crew. The team will focus on wreck surveys and marine biology. The Mexican government claimed the team of cavers – including one member of the RN – was part of a project to destroy the historical site.

The Mexican government claimed the team of divers was one of the worst in the world, a warship from the US Navy’s Spruance Class of Virginia-class ships, which is clearly visible in many coastal waters. It is hotter than any sonar we’ve had before,” he added.

The team put back by 12 months to January-February 2006 as he and his team raise the £150,000 needed to fund the expedition. But the government has put that back by 12 months to January-February 2006 as he and his team raise the £150,000 needed to fund the expedition.
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BUTTONS, BARK SLIDES AND TIE (BF, F.A.S. OR ASSOCIATION)

Should there be any items you require which is not shown, we will
endeavour to help, as we are unable to list all the products in our price list.
Whether you are a hobbyist, an enthusiast or a loved one, we will be
happy to help you to

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Tel: 01477 877910 Fax: 01477 877649 email: mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mil@mis
**Young Readers Club**

**Down in the country (park)**

BRADLEY Bath, aged five, enjoyed a day out at Staunton Country Park and Leigh Park Gardens, in Hampshire, at Easter, and he wrote this Pressgang report (with the help of his mum) to tell us all about it.

“It was lots of fun,” said Bradley (mem no 3138), “There were lots of new-born lambs to see. Also, there was a shrub horse. Shetland ponies, donkeys, goats, sheep, llamas and chickens. I played in the children’s play area, which was great fun.”

Bradley and his family tried the Golden Jubilee Maze (and found their way out), then saw the exotic plants in the huge greenhouses. Across the road is Leigh Park Gardens, with a big lake and some woods, and Bradley plans to return in the summer with his fishing net and a picnic.

Finally, 13-year-old Lawrence Haycock (mem no 2844) wrote to us to thank us for the tickets we sent him for ‘Okeghness Naturaland’. We would love to hear more about your day out, Lawrence — perhaps you could write us a Pressgang report?

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**PIRATES!**

From Blackbeard to Pugwash (well, maybe not Pugwash!), pirates have a reputation for bloodthirsty deeds and adventurous lives. But are the legends all true?

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**Villains and heroes ...**

AMONG the most famous pirates are:

- Blackbeard (Edward Teach): Scourge of the American East Coast for just over two years in the early 18th century. He was defeated in a battle by Lt Robert Maynard of the Royal Navy in the sloop Ranger in 1718 off North Carolina. Blackbeard’s head was cut off as proof of his death, and legend has it that his headless body, dumped overboard, swam round the ship several times before sinking.
- Alexander Selkirk: A Scottish pirate who thought to be the inspiration for Daniel Defoe’s novel Robinson Crusoe. Selkirk was marooned on an uninhabited island 400 miles off Chile in 1704 and stayed there for more than four years.
- Anne Bonny and Mary Read: The world’s most famous female pirates, who fought alongside John Rackham (known as Calico Jack) and Captain Francis Drake: A privateer who was regarded as a pirate by the Spanish and an heroic sea-merchant by the English.

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**Many names but one aim**

BLACKBEARD, pieces of eight, the Jolly Roger, the Spanish Main and a one-way walk along the plank — piracy is as familiar today as it was during the so-called ‘Golden Age of piracy’ 300 years ago, when cutthroats roamed the seas looking for victims. The legends are great stories — but sometimes the truth was even stranger than the fiction.

The term ‘pirate’ means someone who breaks the law at sea by illegally seizing a ship, but there were different sorts of pirates — and some of them didn’t even qualify as such.

Buccaneers, or the Brethren of the Coast, differed from ordinary pirates only in that they did not tend to attack ships of their own nation. They tended to haunt Caribbean and the Central America, and the word actually came from the French word boucan, or grill — so buccaneers were barbecueurs.

Privateers were pirates who held a licence (a “letter of marque”) from a country’s rulers, permitting them to attack ships of enemy nations and disrupt their trade. A percentage of the booty, usually ten per cent, that they took was then given to the country in a form of tax.

Privateers were privately-owned armed ships, and at various times the French, the English and the Americans all relied heavily on privateers. Corsairs were Mediterranean pirates, such as those licensed by the Turkish and Maltese governments, and as such they were privateers.

But pirates operated off most coasts centuries ago — even off the West Country and parts of Scotland, before the Royal Navy came into being. Pirates had a set of rules which laid out how they should behave, how treasure was to be divided, and how injured pirates should be compensated.

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**Jolly Roger hijacked**

SOME vessels still fly the Jolly Roger from time to time — and they tend to be Royal Navy vessels, at that! During the early days of submarines, an admiral said that “all submariners captured in war should be hanged as pirates” — and in World War I the brilliant submarine commander Lt Max Horton took him at his word and flew the Jolly Roger during two German warships.

The practice became more common in World War II, when other signs were added to show what sort of success a submarine had achieved.

HMS Proteus added a can-opener, because in a tussle with an Italian destroyer she ripped open the enemy ship’s side with her forward diving plane as they passed. And HMS Sickle had the ace of spades, as one of her torpedoes, aimed at shipping in the harbour of Monte Carlo, caused an explosion which blew out the famous casino, which was full of German officers at the time.

Many submarine Jolly Rogers are kept at the RN Submarine Museum in Gosport.

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**why is the pirate’s flag called the Jolly Roger?**

Some think it has a connection with the old English name for the Devil — Roger — but it is more likely to come from the French “jolie rouge”, or red flag; early pirate ships would raise an thin black flag to warn their target to surrender. If they did not, a spine-aching plain red flag would be raised which meant “no mercy will be shown to your crew.”

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**Members birthdays**

Blowing out candles on their cakes this month are:

- Barney Adams
- Holly Adams
- Jack Allman
- Grace Anderson
- Jack Annable
- Katie Archer
- Jo Byham
- Andrew Bignell
- Ben Bingham
- Christopher Buckley
- Cheryl-May Buque
- Joshua Child
- Thomas Clarke
- Becky Clayton
- Alexander Collier
- Freddie Collins
- Richard Carscaden
- Jessica Desmond
- Alexander Drake
- Tamar Elderton
- Rebecca Farrell
- Jamie Freeborn
- Joanna Furlong
- Callum George
- Jim Goldsmith
- Jamie Grant
- Sarah Hargreave
- Paul Gregory
- Zoe Hall
- Tasha Hardcastle
- Bobby Harrn
- Joshua Harrison
- Liam Harrison
- Keith Higman
- Kieron Hope
- Simon Humphreys
- Anthony Jordon
- Jack Kennett
- Henry Kenyon
- Daniel Lovell
- Adam Mitchell
- Kirsty Morgan
- Alexander Morley
- James Mullen
- Jack Olley
- Robert Orme
- Jamie Overend
- Nathan Phillips
- William Rickard
- Ben Riddington
- Joshua Sanbrook
- Karl Shearer
- Kirsty Short
- Matthew Simmance
- James Warren
- Michael West
- Gareth Williams
- Adam Willson
- Nathan Wood
- James Wooley

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**FANTASTIC FROGS COMPETITION!!!**

Visitors to Portsmouth’s Blue Reef Aquarium can come face to face with some of the planet’s weirdest and deadliest amphibians in their new Fantastic Frogs feature.

Among the species on display will be toxic poison dart frogs, gravity-defying tree frogs and giant cane toads which can weigh up to 2 kilos.

The new feature also includes bizarre axolotls. Known as the Peter Pans of animal world, axolotls are basically baby salamanders that have refused to grow up!

Some think it has a connection with the old English name for the Devil — Roger — but it is more likely to come from the French “jolie rouge”, or red flag; early pirate ships would raise an thin black flag to warn their target to surrender. If they did not, a spine-aching plain red flag would be raised which meant “no mercy will be shown to your crew.”

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Find out more about the Blue Reef Aquarium at www.bluereefaquarium.co.uk

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Q. Which amphibian is known as the Peter Pan of the animal world?
   a) Cane Toad
   b) Poison Dart Frog
   c) Axolotl

Send your answers to the usual address on a postcard or email along with your name, address, age and membership number. Competition rules apply. Closing date 31/05/04.
Where in the world...?

The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...

HMS Glasgow
Place: Petropavlovsk, Chile
What's it like: The Andes run down the eastern border, there's a desert in the north and spectacular glaciers, forests and coastlines in the far south
Capital: Santiago

HMS Scylla
Place: Whitford Bay, Cornwall
Country: United Kingdom
What's it like: Very wet on the sea bed (see page 12)
Capital: London

HMS Ocean
Place: Canary Islands
Country: Part of Spain
What's it like: Tourist hotspot in the Atlantic off the coast of Africa, volcanic islands with black sandy beaches
Capital: Las Palmas

Pirates still blight seas

IF YOU mention the word ‘pirates’, most people would think of a swarthy sea dog with a parrot on his shoulder, a swarthy sea dog with a parrot on his shoulder and an unquenchable thirst for treasure.

But pirates never went away, and they are still a threat to shipping in certain parts of the world today - although the romantic image from the Golden Age of Piracy is well and truly dead.

Last year, the International Maritime Bureau reported that the number of pirate attacks on ships had tripled in the past ten years.

And it identified the seas around Indonesia as being the most dangerous in the world for such attacks, although there was a large increase in pirate activity off Nigeria as well.

A total of 145 seafarers were killed, assaulted, kidnapped or missing in the first three months of 2003, and bulk carriers were the ships most likely to be targeted - big ships with relatively small crews.

In just one week last month the IMB’s Piracy Reporting Centre recorded eight actual or attempted piracy attacks off the coasts of Colombia, Indonesia, India, China, and in the Pacific and Arabian Sea.

A typical incident occurred to the east of Bintan Island, Indonesia, on April 16 when some ten pirates armed with guns and knives in a high speed boat boarded a container ship which was under way.

They stole cash, some of the crew’s personal belongings and items from the ship, and injured three people before fleeing with their guns firing.

Royal Navy ships often patrol areas of sea to deter smugglers, terrorists and pirates, but there can be tragic consequences.

In the 1950s and 60s RN ships in the Far East were asked to look out for pirates, and in one incident, in February 1963, a sailor from destroyer HMS Barrosa who was in a boarding party was shot and later died when they confronted a team of 13 pirates off Borneo.

You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

Youth Readers Club’ Navy News, HMS Nelson, Portsmouth PO1 3HH

Or for further information contact us on 023 9273 3558

www.navynews.co.uk

MEMBERS ONLY COMPETITION

How well do you now your warships? Do you know which ones can reach the fastest speeds? Whether you know all there is to know or you are still learning, you’ll love playing Warships Top Trumps.

30 different ships are scored on categories including length, manoeuvrability, and combat rating.

The aim of the game is to win all the cards in the deck.

Winning Moves, one of the sponsors of the Giant Sleepover featured in last month’s issue have given us 100 ‘Warpships’ Top Trumps games to giveaway.

For your chance to win a pack of Top Trumps by answering the following question correctly:

Q: On which river is HMS Belfast moored?

Send your answer on a postcard or email along with your name, address, age and membership number to the usual address.

Normal competition rules apply.

Closing date 31/05/04.

Top Trumps are available from www.playaday.com

Take command!

SPARTAN (Just Play/Slitherine) is an action strategy game set in Sparta, in ancient Greece.
Build up cities, capture enemy fortifications, defend your allies and use different strategies to overpower your enemies using your javelin-throwers, cavalry and Velites - but make sure your army doesn’t desert you. Or form an alliance, using the diplomacy menu.

This is a great game. I thought it was hard to understand at first, but it is worth taking time to go through the tutorials to master the game, for when you do find it absorbing.

The graphics are clear and the battle effects are easy to see as you can zoom in and out over the battle scenes.

Matthew Gray (12)
MGM no 3006

YOUNG READERS CLUB

Join the Navy News Young Readers Club and you will receive a Goodie bag, Royal Navy Baseball Cap, Membership card and exclusive membership number, Birthday & Christmas Cards, Members only competitions, Exclusive Naval Visits, Discounts to local and national attractions and much, much more!

I Would like

Membership until my 16th birthday and to receive a free one year subscription to Navy News (worth £20.50) for the price of £17.50
Membership for one year and to receive four copies of Navy News for just £5.00

Name ..................................................................................................................
Address ............................................................................................................

Postcode .......................................................... D.O.B. ........................................

Tel No .......................................................... E-mail address ..............................

School attended ................................................................................................

Send your completed form to the address below with a cheque or postal order for the correct amount, made payable to NAVY NEWS.

Young Readers Club’ Navy News, HMS Nelson, Portsmouth PO1 3HH

Or for further information contact us on 023 9273 3558

You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

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.

NEXT MONTH

From the freezing waters of the Arctic to the shark-infested seas of the tropics, the Royal Navy was instrumental in keeping the supply routes open to Britain and turning the tide in World War II. But what was life like for sailors and officers?
They’re piping hot –

AFTER seven years of trying, Hornchurch unit has at last hit the golden spot in the annual piping competition.

The SCC runs the contest as a ceremonial event starting at District level – which Hornchurch won last November for the seventh year running.

This gave them entry at the next level for the London Area held in February, also won for the fourth consecutive year.

After this the team travelled to HMS Raleigh in March for the national finals – last year they were runners-up by just one point!

But this time they finally struck gold against over 400 other units to become the Sea Cadet Corps National Piping Champions for 2004.

Said Commanding Officer Lt Michael Chittock: “We are very proud of the team who dedicated many hours of training and showed huge dedication towards this event.

“We must not forget who put them on the map, though – their trainer CPO Les Rudd. Without him the cadets would not be where they are today . . .”

CPO Rudd with pipers PO Dean Verges, PO Oliver Behan and L/C Luke Bailey. Inset: L/C Billy Gibson, who after six years with Hornchurch and Upminster Unit entered HMS Raleigh on March 22 to start his training with the Royal Navy.

Said Lt Chittock: “Billy has been a shining example of what a first rate Cadet should be, he will be sorely missed by his peers and superiors alike.”

– and dab hands at drill . . .

THE LUCKY 13 Marine Cadets based at HMS Drake have just earned the title ‘National Champions’ in the annual Drill and Ceremonial competition at HMS Raleigh.

Luck had nothing to do with it, really – they have worked their way hard to the top, first at District level against all the units in Devon and then within the South West Area, where the Plymouth unit had to compete against squads from Bristol and Birmingham.

At HMS Raleigh over the weekend of March 19-21 they were finally up against teams from London, Chatham, Liverpool and Lincoln for the national title.

The day was long – particularly as they were the last on at 4.30pm.

But their nerve held, and finally the Plymouth ‘Bootnecks’ were able to pull out all the stops and put on the show of a lifetime which scooped them the prestigious award.

As well as gaining the best in the country recognition, they also came away with the Best Dressed Squad trophy while LCpl Anthony Scott-Bell was piped into second place for Best Guard Commander.

Drill and ceremonial is not the only subject the Marine Cadets learn as part of their training syllabus – they cover many of the same subjects as the Royal Marines themselves, including weapon training, shooting and fieldcraft as well as sailing, canoeing, windsurfing and much, much more.

Contact the Plymouth Cadets on 01752 555365 for details – or the national SCC Headquarters on 0207 928 8978.
Salute to last ship lost in the Med

CADETS from seven units were on parade through the streets of Northampton to mark the 60th anniversary of the sinking of town’s adopted ship HMS Laforey – the last to be lost in the Mediterranean in World War II.

The destroyer was sunk by the German U-Boat U233 north of Sicily on March 30, 1944 with the loss of 180 men.

Northampton had raised £750,000 towards her construction cost during 1942 and afterwards supported the ship by sending letters and gifts to her ship’s company.

Cadets and instructors from Northampton unit were joined by others from Hinckley, Kettering, Loughborough, Lowestoft, Milton Keynes and Stevenage for the parade, reviewed by Admiral Sir John Brigstocke at the Guildhall. This year the annual parade was attended by two survivors of the sinking – ex-Leading Seaman Stan Brow from Adelaide, South Australia and former PO Neville Jones from Burnham-upon-Sea, Somerset.

Among the guests were also Rear Admiral John Roberts, the Deputy Mayor, Deputy Lord Lieutenant and Captain A. Hutton, son of the ship’s first Commanding Officer, plus representatives from the local Royal Navy and Royal Marines Associations.

Northampton gets in first

LC CHRISTOPHER Rose receives Northampton’s first Mayor’s Cadet Award from Cllr Terry Wire.

Earlier in the month LC Rose had been lucky to be selected for a week’s cruise in HMS Ark Royal.

Second presentation at the annual Royal Naval Inspection came from Eastern Area Officer Cdr Kent – the Drill Trophy won at the area competition in February.

Finally there was the Challenge Cup for the best unit in the Northamptonshire and Leicestershire District.

The evening was well attended, guests being treated to displays of ceremonial skills, seamanship, communications and physical training.

Double tops at Acorn

LT KEITH Coleman presents a decanter engraved with the TS Acorn crest to wish the Commodore Sea Cadets Cdre Roger Parker a happy retirement on the occasion of his first visit to the Waltham Forest unit.

It had been so difficult to choose Acorn’s Cadet of the Year that he had decided to grant the honour to two of them – PO Stuart Burns and O/C Beckey Farress.

Heading the New Entry category was O/C Ben Cooper while Junior of the Year was Cadet Martin Young.

Picture: S. E. Rowse
Pukka tour for chukka chaps

NAVY polo players made history when they took part in the RN’s first chukka tour – renowned as the home of international polo.

Capt Richard Mason, Cdr Adrian Aplin and Arnie Lustman, Lt Cdr Nick Cooke-Priest and S/Lt Geoff Braithwaite were picked to go south to represent the Senior Service – the quintet is most likely to turn out for the RN during the forthcoming English season.

The team spent three days at El Retiro Polo School outside Buenos Aires getting used to their horses and training under the gaze of Cdr Marcus Llamas before taking on the Argentinean Navy.

The sailors were rated at a team handicap of just two goals, but they found themselves up against a formidable opposition.

Better team play and horse power led to a 103 victory for the Senior Service. “It’s a red letter day for RN polo,” said Cdr Aplin.

What the Argentine Navy could not achieve, their Army could.

“In polo terms it was the equivalent of a local pub team – that’s us – playing Manchester United,” said Cdr Aplin.

“We fought hard in the searing heat, but the superior skills of the Argentinians were just too much and they came out the victors 18-6.”

The RN sports lottery fund-backed tour ended on a high note after a hard-fought victory against a local side 7-5.

League’s ahead for RL players

All footballers and rugby union players prepare to hang up their boots, the Navy’s Rugby League enthusiasts are just getting up for the season to come.

May sees the RL season get into full swing at all levels.

Gosport Park, host to Gosport and Fareham Vikings RLFC, is the setting for the annual Inter-Unit 9s contest, organised by the PT staff at HMS Sultan, on May 5.

The Royal Marines return to the competition this year.

Sadham Hussein kept them busy in 2003.

Early rounds kick off at 10.30am with the finals of the cup and plate trophies at around 4pm.

Seven days later, HMS Sultan hit the road to head north and take on top Wigan side Parkside Amateurs. The evening before, the sailors will play the prestigious Portsmouth Premier Cup Wigan Warriors as they take on Wednes Vikings.

The full RN side will also be heading north in May, to take on GB Police in the second round of the Scottish Courage Cup at Shaw Cross RLFC in Dsibury, West Yorkshire, on the nineteenth.

The month closes with the former HMS Dryad site hosting the RNRL Inter Commands champions on May 26.

Details of fixtures and RNRL in general from WO Keith Humphrey on military 9380 2739.

Footbalier’s needed

FOOTBALL teams are needed in the Portsmouth area to take part in a six-a-side league through the spring and summer.

Games are played on an artificial pitch close to the centre on Monday evenings.

Boots and balls are supplied and FA-qualified referees will keep games in order – although the organizing cast is on duty, play and fun rather than competition.

Details from Anga Taylor on 01937 587012.

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Details from Anga Taylor on 01937 587012.

Mr Athletics’ flame finally goes out

THE RN has lost one of its finest Inter-War and Post-War athletes with the death of CPO Herbert ‘Barney’ Barney aged 99.

Universal as Mr Athletics, ‘Barney’ was pressed into cross-country running as a boy, scammed, shortly after joining in 1926.

Eight years later he broke the RN record in the three-mile race at the Inter-Services Championships at White City.

He then lost seven of his first eight matches, but finished the race in last place.

His greatest honour was to carry the Olympic Torch from Calais to Dover aboard HMS Bicestor for the 1980 London Games.

He had near heart failure when he stepped on the jetty at Dover to find the flame had gone out.

Herbert was selected to compete in 1950, but still won the veterans’ team prize at the RNRL Inter Commands Championships at HMS Excellent in 1973.

On leaving the RN in 1956 he joined Elton College, taking charge of its swimming baths.

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Boxers feel the Nelson touch

A BRILLIANT night at HMS Nelson remaining 11 races a year. In day 1: RN and Royal Companies could mix it up compete a semi-final of the UK in the semi-finals of the ABA finals. A packed Nelson Gym in Portsmouth witnessed green berets to plane under reefed main and present the Nelson touch.

A RESOUNDING triumph over the Royal Air Force has set the Navy’s rugby union side up nicely for the clash of the seasons against the Army at Twickenham on May 1.

A crowd of 800 gathered at the Recrivity in Plymouth to see the RN steamroll the RAF 49-5 in their Inter-Services clash.

With indifferent finish for both sides in the lead-up to the game, few could guess how this match would go.

The RN provided the answer within 15 minutes.

First S/Lt Tim Southall ran through a gap to score the opening try after a ruck set up by Capt Matt Parker on 11 minutes.

Four minutes later, Southall ghosted past three RAF defenders to put down for a second try.

He had to leave the field shortly afterwards with a knee injury, but it didn’t stop the RN’s momentum.

L.A.C Tom Layt went over in the corner on 19 minutes, and four minutes later he touched down again to give the RN a 22-0 lead on 25 minutes.

Man-of-the-match 2Lt Will Pillington forced his way through on the half-hour to give the RN a 27-0 halftime lead.

Memories of last year’s amazing RAF tightlaced were still fresh – the RN had a seemingly unassailable lead but in the end only scraped home.

Year before there was no come back from the fliers. Parker broke free on 34 minutes to score unopposed and Pillington notched up his second try on the hour after a scrum five metres out.

The RAF scored a consolation try on 66 minutes, but it only spurred the RN to go on to further score.

First LAEM Dave Pascoe ran in from 10 metres out, then CH Josh Drauninia scored the try of the match, intercepting an Air Force pass and running the length of the field to close the scoring at 49-5.

Another winner in the match was Christopher Martin from Broome in Kent whose name was packed from a hat by Rear Admiral Tim Mc Clement as the Navy’s mascot for the Twickenham clash.

The same day, the RN women’s side lost out to the RAF 2-7, while the men’s veterans were heavily defeated by their air force counterparts 8-5.

Away from the Inter Services games, PO(W)IP) Jarni Priži has made history as the first woman to referee a rugby union clash on Maltese soil.

PO Priži (HMS Drake) regular officiates on the county circuit in Cornwall, but accompanied the RNU23 side in Malta.

The tour also saw the first match between the RN youth side and Malta’s U23, which the sailors won comprehensively, 30-12.

And back in Blighty, rugby fans in Portsmouth were treated to a sight of the Webb Ellis Trophy.

The trophy captured by England in Australia last autumn is doing a tour of the country, not least with a little help from 7G NAS which has been ferrying the silverware around in Hampshire and the Channel Islands.

The trophy, nicknamed Bili, was shown at Burnaby Road before the RN took on the Hampshire University side and its presence obviously rubbed off on the sailors who crushed the covvies 41-20.

Dingy weather for dinghies

A BLUSTERY Dartmouth was the setting for the Holt Cup Inter-Command dinghy team championships.

An area of low pressure swept across Devon over the weekend of March 13-14, leading to many RS 200s capsizing, but the steady decline in the weather did not affect the bosun dinghies for the remaining four races.

By day two, winds reaching gale force, were blowing up the River Dart and Mill Creek, allowing the booms to plane under reefed main, and presenting the spectacle of boats capsizing for onlookers.

With two races that racing led to intricate dashes and tactical racing at a high strategic level, with the lead changing frequently – even over the last minutes of the race. More than 60 races were contested by 15 teams, squaring up into 10 hours of racing over the two days.

At the end of the round robin, Cdr Richard Spalding presented prizes to: 1 – Flight Lieut Keri Harris, Lewis Harding, Rob Bellfield and Giles Holdsworth, 2 – Flight Lieut Juniors (Diana Shanks, James Martin, Nick Phillips and James Stockbridge); and 3 – Thundervore.

Three-way finals decide squash championships

HMS Nelson triumphed in the Inter-Establishment squash knockouts. The limited availability of players and the distance required to travel with a weakened squad led to HMS Seahawk pulling out.

Instead, HMS Collingwood, Nelson and Heron were left to compete in a round robin contest. Nelson destroyed Collingwood 5-0, Collingwood, who entered the Cup, in joint favourites. Nelson, in turn compounded Heron’s misery by inflicting a second 5-0 whitewash and a John Jacques trophy.

But there was disappointment for Portsmouth side and its presence obviously rubbed off on the sailors who crushed the covvies 41-20.

One mortal foe down, now for the arch enemy...

Nelson destroyed Collingwood in a round robin contest.

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Chaplain to the Fleet the Ven Barry Leighton has said his appointment on the post of Honorary Chaplain to the Royal Naval Association, was designed to have the opportunity to have that additional task,” he told Navy News. “Because the Fleet has been as a whole branch of the service, there is perhaps a more ceremonial role. We are to be able to do when I find myself in the various areas around the country to minister to those members of the Fleet and branch officers.”

His appointment as Chaplain of the Fleet, he added, gave him a “marvellous opportunity” to see the whole breadth of the Naval Service, both inside and outside the church circle.

“I do feel there is a certain appropriateness for the Chaplain of the Fleet to have the same relationship with our retired members as I have with those who are currently serving.”

Now approaching the end of his second year in post, the chaplain says he has been impressed by the support received from the RN’s Hunter-Killer Commanders level to the Royal Navy’s hunter-killer nuclear submarines. The chaplain, who has been in post since September, said his role was to support both national and Coalition tasking, and also to strengthen the relationship between the Church of England and the Navy.

“Our mission is to support all Royal Navy maritime operations in the joint operations area whilst on both national and Coalition tasking,” said Cdre Robinson, whose team also has operational control of three RAF Nimrod MR2 aircraft in the area.

The majority of his staff come from the UK Maritime Battle Staff based at Whale Island in Portsmouth, and they work within the naval and national Joint Force Headquarters in the Middle East.

“Operation Determination is the only operation that we have at the moment which has both national and Coalition tasking,” said Cdre Robinson, whose team has a “very good relationship” with the RN’s Hunter-Killer Commanders level to the Royal Navy’s hunter-killer nuclear submarines. The chaplain, who has been in post since September, said his role was to support both national and Coalition tasking, and also to strengthen the relationship between the Church of England and the Navy.

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