

Navy News

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Fiery spectaculars □ p 12,19



Close-fitting
relationship
□ back page

UK and US nuclear submarines meet up at the North Pole

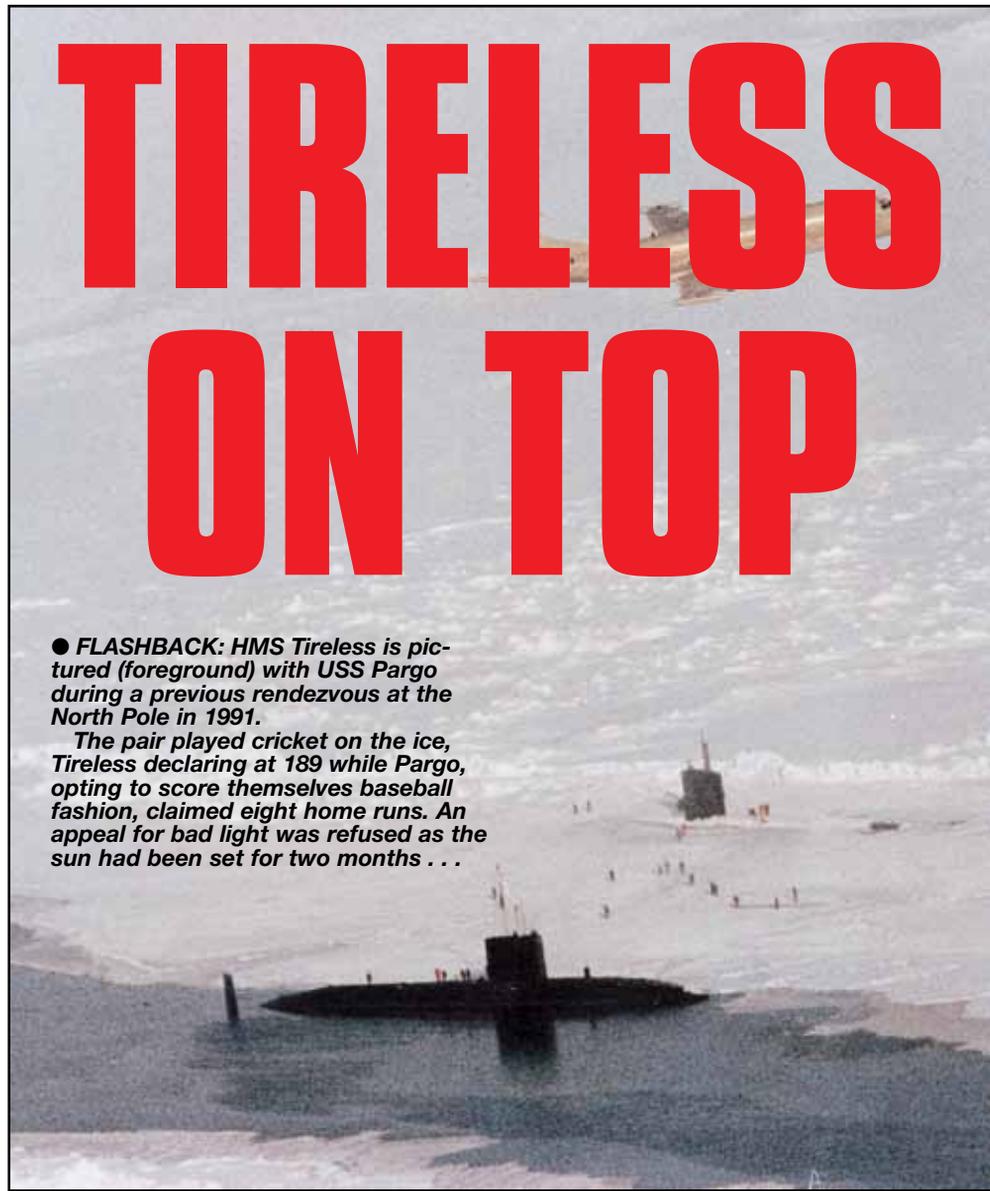


NUCLEAR submarine HMS Tireless has met up with one of her US counterparts at the North Pole after exercises beneath the Arctic ice cap □ the first such visit by an RN vessel for eight years.
● Turn to back page

TIRELESS ON TOP

● FLASHBACK: HMS Tireless is pictured (foreground) with USS Pargo during a previous rendezvous at the North Pole in 1991.

The pair played cricket on the ice, Tireless declaring at 189 while Pargo, opting to score themselves baseball fashion, claimed eight home runs. An appeal for bad light was refused as the sun had been set for two months . . .



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.



● TESTING TIME FOR APACHE – Centre pages

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 grips with their 'new toy'.

The MOD has ordered 108 of the 'go anywhere' vehicles from Alvis Hagglunds 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 tem-

peratures ranging from -46C to +46C. 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 playground at RN Air Station Culdrose*



New boom in safety trials

SECURITY and safety measures have been trialled in Portsmouth Harbour to protect HM 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 water-borne barrier – featuring flashing lights to warn mariners – was accompanied by the presence of MOD police launches.

Meanwhile, the newly-formed Queen's Harbourmaster 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

FIGUREHEADS



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 Broke and his crew prevailed with their superior gunnery and their success created a great sensation in England.

Built by the yard of Brindley, Frindsburt from the Leda class of 1794 and taken from the lines of the French warship Hebe, captured in 1782, 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 1859.

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 Broke Hall before being moved to its present location.

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 manu-

factured by BAE Systems and carried by all classes of RN submarines.

Its speed and endurance enable it to out-maneuvre 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.



L'Entente a cent ans!

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 Rouen.

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 the Queen, who was accompanied by the Duke of Edinburgh, and President Chirac laid a wreath at the tomb of the Unknown Soldier. OM Russell Jones from HMS Express acted as wreath bearer.

Next day the Duke spent half an hour on board HMS Blazer, meeting a selection of URNU midshipmen from all three units.

The Naval Attache in Paris had arranged a number of visits for them, including the Normandy beaches and the American Omaha

beach cemeteries, Monet's gardens at Giverny and the many tourist attractions of Paris.

Said Blazer's CO Lt Paul Butterworth: "The deployment was a great success, further strengthening the already close links between our two navies in true Entente Cordiale spirit. It has built on the well-established exchange programme between BRNC and the Ecole Navale."

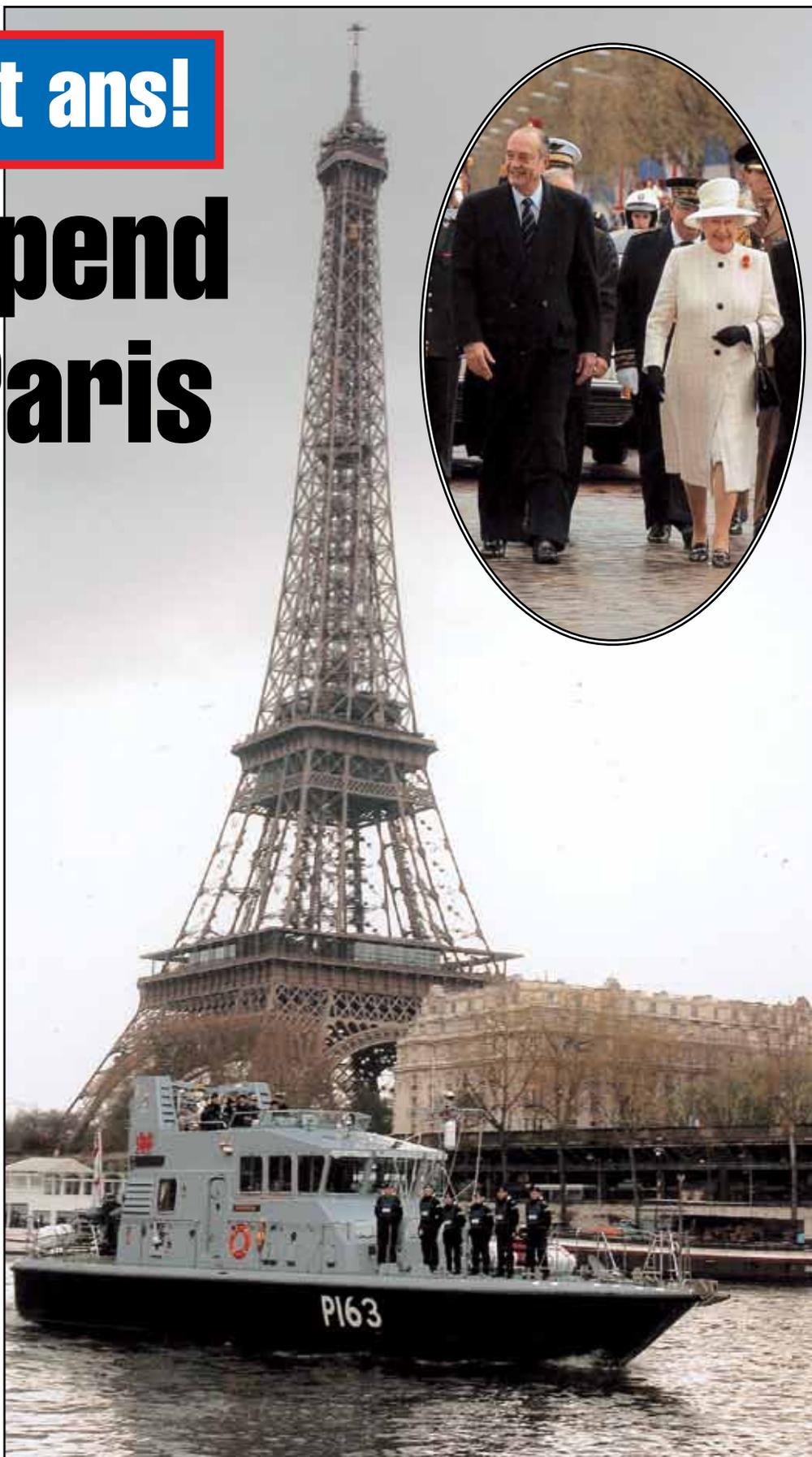
□ During a visit to the HQ of the French Hydrographic and Oceanographic Service, Cdre Charles Stevenson, Director of Naval Surveying, Oceanography and Meteorology, co-signed the foreword to the first product in a new range of Environmental Briefing Documents with his French counterpart, Ingenieur General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

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.

● **HMS Express passes the Eiffel Tower – built in 1889, it was the tallest building in the world until 1930. Inset: The Queen and President Chirac walk down the Champs d'Elysee on the way to the Arc de Triomphe**



Veterans to remember, with £7m from the Lottery

MORE than £7m of lottery money will help war veterans and the Home Front who backed them up remember the 60th anniversary of World War II's closing stages.

A special fund has been set up to support reunions, street parties and other celebrations/commemorations marking milestones in war and peace from the spring of 1944 until VJ day in August 1945.

The Home Front Recall project is aimed not purely at the fighting forces, but also the entire Home Front effort, from ammunition workers to firefighters and ambulance drivers. For details tel 0845 0000 121.

The Heritage Lottery Fund, New Opportunities Fund and Community Fund which have joined forces to create the £7.3m pot is also keen to see schools and community groups use the cash for events such as plays with a veterans' or wartime theme.

"The debt we owe to those in the World War II effort is immense and must never be forgotten," said Liz Forgan, the Fund chairwoman.

A separate fund, Heroes Return, has been created with £10m to allow veterans to make a pilgrim's return to World War II battlefields.

Portsmouth Dockyard cuts prices

HISTORIC Dockyard bosses in Portsmouth have cut prices for visiting families in time for the summer season.

The cost of a family pass – entry to all attractions such as HMS Victory, Warrior and Mary Rose and the museums on site for up to five people – has been brought down to £45 from £47.55 as of May 1. The price of a family pass to visit a single attraction is frozen at £33.

"We have listened to our customers and what they want is a more flexible and cheaper way to visit the dockyard," said managing director Alison Alsbury. "We are also looking at a double attraction ticket later in the year."

For details tel 023 9286 1512 or visit www.historicdockyard.co.uk

SMOOTH RIDE FOR VICTORIA'S STATION



QUEEN Victoria would have been amazed – if not amused. More than a century after its construction, a 25 ton railway canopy built specially for her in Portsmouth Naval Base has been jacked up intact and moved – all of 100 metres.

Built in 1893, the open-sided shelter, intended to protect the Queen from the elements as she stepped from her train on the south jetty before embarking in the Royal Yacht for the crossing to Osborne House on the Isle of Wight, is 32 metres long by 13.5m wide and 7m high.

The historic canopy was being moved to a new site overlooking the North Camber to allow strengthening work which will enable the jetty to support the new large Type 45 destroyers currently under construction by VT Shipbuilding in Portsmouth.

Dismantling and then reassembling the canopy – which is preserved for the nation through English Heritage – was rejected as an option, and moving it in one piece was judged to lessen both the cost and also the risk of damage.

Particular care had to be taken in the operation, which after four weeks of preparation took a working day to complete.

Said Bob Snelling of specialist firm PynTec Underpinning: "It's been a challenge for everyone involved, but I'm delighted the whole enterprise has been completed to the minute and as planned."

□ Meanwhile 'Queen Victoria' has reviewed the restoration of her ship HMS Gannet (1878) whilst being entertained by the Gillingham Operatic and Dramatic Society (see left).

The sloop, which saw action at Suakin in 1886, was opened to the public for the first time on April 1. Hundreds of ex-Dockyard workers looked on as they attended a special reunion to mark the 20th anniversary of the dockyard closure.

HMS Gannet is listed among the nation's core collection of historic ships and is being restored with £3m from the Heritage Lottery Fund.



● The Essex mine is detonated

Monster mine is destroyed

Spring time often brings an upturn in work for Navy bomb disposal experts – and Southern Diving Unit 2, based at Portsmouth, had a flying start when they disposed of a monster of a mine off the coast of Essex.

Lt Cdr Justin Hains, the Officer in Charge of SDU2, said a trawler had picked up the German GC-type parachute mine – more than 700kg of high explosives. The trawler skipper was the third generation of the same family to dredge up a bomb.

The RN team of five dealt with the mine in shallow water off the River Blackwater, near Bradwell, with the lead diver having to work by touch as visibility was so poor.

"It seemed to be in reasonable condition, so a 4lb pack of explosives was attached and we made it go away," said Lt Cdr Hains.

"It was a good plume – about 240ft – and we all got wet. It tends to rain for a minute or two after that."

The team were diverted to the Margate area on their way home, where they disposed of three suspected shells in a similar fashion. Navy divers have gone back to basics in stepping up security at key British ports.

Experts from the Southern Diving Group, based in Portsmouth and Plymouth, have scoured ports and bases – starting with London, Portsmouth and Southampton – in the first stage of safeguarding them from threats such as limpet mines.

By searching ports and quays, diving teams are familiarising themselves with the layout so that in future it will be easier to spot anything out of the ordinary.

"We are getting to know our yards very well," said SDG Commanding Officer Lt Cdr Kim Godfrey.

"You will see a lot more of our divers in the yards. For us it's going back to basics. It's what we did 30 years ago."

SDG is also aiming to find the next generation of ship's divers.

It is now the unit's remit to test suitable candidates with a two-day course held once a month. Details from SDG on military 9375 65087.

Old hand takes over from debutante

TYPE 22 frigate HMS Cumberland has sailed for a six-month deployment to the Gulf.

The Devonport-based warship will relieve HMS St Albans and will work closely with the US Navy in an operational area which stretches from the Northern Gulf to the Indian Ocean.

Cumberland will carry out patrols to monitor shipping in the region and will carry out boarding operations to prevent smuggled goods entering or leaving the Gulf region.

The frigate's Commanding Officer, Capt Russell

Best, said: "HMS Cumberland is sailing to carry out an extremely important task."

This is Cumberland's second stint on this operation – the frigate spent eight months on patrol in the region between June 2002 and February 2003.

Since then she has been undergoing maintenance and training, mainly in UK waters.

St Albans has been away from her home port of Portsmouth since November on her maiden deployment, and in addition to the anti-smuggling patrols – stopping and searching ships ranging in

size from large cargo ships to small dhows – has been asked to provide protection to 'high value' warships and merchant vessels crossing the region.

She has managed to fit in breaks in some exotic locations; New Year was spent in the Seychelles (and she returned there later for a longer break) while Gibraltar, Crete, Aqaba (Jordan), Oman and Bahrain have all seen St Albans off duty.

The frigate was due to hand over as *Navy News* went to press, and is expected back in Hampshire later this month.

Top team goes ashore

FOR the past two months the British Commander Task Force 150, Commodore Tony Rix, and his multi-national team, has been directing a force of up to six warships using Type 23 frigate HMS St Albans as his command platform.

But with the imminent departure of the Type 23 frigate, to be replaced by HMS Cumberland, Cdre Rix and his staff have moved ashore to Bahrain.

"It was the first time a staff of this size had ever been embarked on a Type 23 frigate for such a prolonged period," said Cdre Rix.

"St Albans proved to be an excellent platform, but the move ashore will enable us to develop further our operations and achieve greater operational efficiency."

Task Force 150 is currently UK-led, with participation from the armed forces of France, Germany, Italy, Spain and the United States.

With a potent and diverse force of warships, it is responsible for patrols in the Red Sea, the Gulf of Aden and the Arabian Sea.

But that mandate will shortly be extended even further, to include the Gulf of Oman, the Northern Arabian Sea and the Straits of Hormuz.

"The size of the area we now police is over two million square miles," said Cdre Rix.

"But we have the ships, equipment and above all the determination to deter illegal activity in the area.



● Rigid Inflatable Boats (RIBs) set out from HMS St Albans in the Gulf

"Our presence has had a tangible effect in reducing piracy and other facets of illegal maritime activity, and with the increased capability we will get from establishing our headquarters ashore we will be able to contribute further to curbing these activities whilst remaining firmly focused 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 Cdre Rix meant a move ashore was the preferred option.

Bahrain, which is already host to many other Coalition commanders, offers the ability to work side-by-side with the United States and other

allies as well as providing a key location in the area of interest.

"We will benefit from a larger staff, increased communications, and a prominent position inside a US base," said Cdre Rix. "The relocation will also enable us to build strong relations with regional agencies, other nations and the people who live and work in this area."

Grafton set to follow Norfolk's lead in Gulf

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

Among her 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 Riverine Patrol Service is due to assume responsibility for Iraq's inland waterways.

The frigate recently called in at Karachi in support of First Sea Lord Admiral Sir Alan West's visit to Pakistan.

Commanding Officer Cdr Adrian Cassar said: "We have already established a fairly high operational tempo, taking full advantage of the conditions, expertise of the Royal Marines boarding party and the

proximity of other Coalition warships to exercise the ship's boarding capability."

Norfolk was welcomed home to Devonport by families and friends after her five-month deployment.

Her entry to the Gulf brought a swift result – merchant ship *mv Noora 1* was detained for smuggling oil out of Iraq, depriving the struggling nation of much-needed revenue.

Shore parties from the ship were involved in jobs as diverse as starting generators powering an Iraqi port, helping the British Army in Basra fix hospital equipment, and building boats for the Iraqi Riverine Patrol Service.

Norfolk visited Jeddah in Saudi Arabia on her way home for a defence industry day.

Oil and toil

RFA tanker Bayleaf has been operating in the Gulf since September, supporting British and Coalition ships.

Since January the auxiliary has steamed some 17,000 nautical miles, spending more than 70 days at sea.

She has been operating from the Northern Gulf to the Gulf of Aden, making port visits to Dubai, Jebel Ali and Salalah, and since the start of the year has conducted 33 replenishments at sea (RASes) with ships from Australia, France, Italy, New Zealand, Spain, the UK and US.

In March the tanker took part in Exercise Arabian Shark in the Gulf of Oman, joining navies from Australia, Bahrain, Italy, Kuwait,

Pakistan, Spain and the US.

Port visits have allowed a number of crew changes, including the arrival of a new Commanding Officer, Capt Bob Allan RFA.

When the ship stopped at Salalah in March, the crew organised a surprise party to bid farewell to the Bosun, CPO Martin Joyce, who retired from the RFA after 43 years.

Also criss-crossing the Northern Gulf has been survey vessel HMS Echo, busily charting areas of sea which have not been surveyed to modern standards for a long time.

Echo entered the area in March, and with her own sensors and those of her survey motor boat Pathfinder, her crew of 48 have found at least two previously-uncharted wrecks.

The survey ship has visited Dubai, Qatar and Bahrain, and carried out a RAS with the USNS John Ericson, as well as two helicopter 'vertical replenishments' (VERTREPs) using HMS Grafton's Lynx.

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● The missile test barge Longbow

New destroyers start to take shape

THE Navy's future air-defence ships are taking shape as work on Type 45 destroyers continues apace.

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-air missiles sits in the water once more.

In what looks like a huge grey shed on Portsdown Hill, experts are testing early versions of the computer net-

work which will drive PAAMS – the Principal Anti-Air Missile System.

PAAMS itself will be tested using large trials barge Longbow, last used to test Seawolf missiles.

Shipwrights in Portsmouth are converting the 12,000-ton vessel, which sat in Brixham for more than a decade before being reactivated.

A distinctive Type 45 mast is being fitted to Longbow, as well as a missile silo, ahead of extensive PAAMS trials

off Toulon starting late next year.

Still to be fitted to the barge and the test centre is the distinctive Sampson radar to feed the combat systems the information they need to take out missiles and aircraft.

The test centre – Maritime Integration Support Centre – will be used by defence experts to try out combat, control and command systems for the Type 45, and later on the Navy's future carriers, sparing the

ships months of tests and trials at sea.

The £15m complex will resemble the destroyers to some degree, with a mock-up bridge and working masts and radar fitted eventually, as well as ops and communications rooms.

First of class HMS Daring is starting to resemble a ship at last, both in Portsmouth where the VT Group is building her bow and main mast, and on the Clyde where BAE Systems is building the remainder of the hull.

Newcastle takes the bulls by the horns

THE crew of veteran destroyer HMS Newcastle grabbed the bull by its horns in the most unusual mission yet during their anti-terror patrol.

Sailors in the Type 42 warship were called upon to inspect a merchantman bound from Russia to Syria in the latest stage of Operation Active Endeavour – the NATO stranglehold on terrorists moving by sea.

Nothing unusual there – except for the cargo: 571 bulls and 121 sheep.

The ship was pounding through the eastern Mediterranean when Newcastle's ten-strong boarding party rapidly roped down from their Lynx.

No corner of the vessel – from the cattle holds to the engine spaces – was left unsearched, said Lt Kev Tumilty, who led the boarders.

"The vessel's crew were actually in good spirits and were very helpful to the boarding party, even sharing a few jokes together," he said.

"How we counted that many sheep without falling asleep is a mystery."

Nothing untoward was found, but the search highlights the varied nature of the continuous operation to halt terrorists and smugglers at sea.

The Geordie Gunboat, at 26 Britain's oldest destroyer, left Portsmouth in January to join the Standing Naval Force Mediterranean.

Two of Newcastle's sister ships have left Portsmouth on deployment.

Falklands veteran HMS Cardiff is renewing her association with the South Atlantic with a six-month tour of duty in the region on Atlantic Patrol Tasking (South), taking over from HMS Glasgow.

Meanwhile HMS Edinburgh has sailed for a five-month deployment which will see her working as part of the NATO effort in the Med on Operation Active Endeavour.

The destroyer will be off north-west Scotland in mid-June when she and allied warships will take part in a joint maritime exercise, part of the process of creating the new NATO Response Force (Maritime). She will then resume her duties in the Med.

Inside the Navy's boarding school – page 33

RN succeeds RAF

NAVAL fliers are replacing their RAF counterparts in providing air support for peacekeeping operations in the Balkans.

The Sea King Mk4s of Yeovilton-based 845 Naval Air Squadron take over from 28 Sqn RAF at Banja Luka in Bosnia.

The squadron headed off at Easter, and 846 NAS will replace its sister squadron later this year.

Trio are honoured

THREE members of the Senior Service have been honoured for their work around the world – Sgt Brian Allan (RM, Yeovilton) has been awarded the MBE for service in Northern Ireland, PO(D) John Ravenhall, of Fareham, gets the QCVS for service in Iraq, and Sgt Wayne Hunt RM receives the MBE in the 'Miscellaneous' section

Ships of the Royal Navy



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 English between 1758 and 1781.

Third, fourth and fifth were sloops and served around the world, including the Caribbean, Cape of Good Hope and around the British Isles.

In addition to being the first of a small number of steam paddle ships built for the Admiralty, 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 ships taken up from 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.

Following a stint in the Mediterranean, she was transferred to the Greek Navy in 1944 and attended the Spithead Coronation Review as a representative of the Royal Hellenic Navy, before being broken up in 1956.

The eleventh Echo was an Inshore Survey ship and was part of the Inshore Survey Squadron, with HM Ships Enterprise and



● Surveying the scene: HMS Echo is currently gathering data within the Middle East

Egeria.

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 1985 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 watches, 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 col-

lecting samples off the seabed.

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

This is capable of operating for prolonged periods of time independently of Echo with a small group of surveyors, 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 seafarers throughout the world, to assist military operations and for safe navigation of uncharted waters.

Echo also has a secondary role

Facts and figures

Class: Survey Vessel
Pennant number: H87
Displacement: 3,600 tonnes
Length: 90.6m
Beam: 16.8m
Speed: 12 kts (cruising)
Stopping distance: three ship lengths
Range: 9,300nm at 12 kts; food/provisions for 35 days
Complement: 72 (13 officers, 21 senior rates, 38 junior rates)
Machinery: Three diesel generators; two azimuth thrusters and one bow thrust
Sensors: (Underwater) Integrated survey system — includes two EA600 echo sounders; (Navigation) Include Kelvin Hughes X Band and S Band Radar; (Meteorological) Include Automated Upper Air Sounding System
Role: Military data gathering

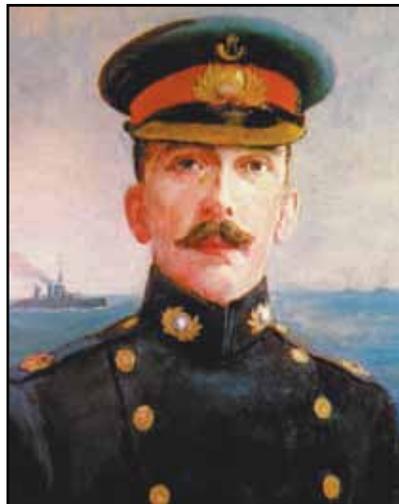
BATTLE HONOURS

Quebec.....1759
 Martinique.....1762
 Havana.....1762
 Cape of Good Hope.....1795
 Atlantic.....1939
 Norway.....1940
 Bismarck.....1941
 Malta Convoys.....1942
 Sicily.....1943
 Salerno.....1943

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.

HEROES OF THE ROYAL NAVY NO.2



Maj Francis Harvey

SON OF a naval officer, Major Francis Harvey has the distinction of being the only Royal Marine to earn a Victoria Cross during a 'big ship' action.

His great-great-grandfather, Capt John Harvey, was mortally wounded while commanding HMS Brunswick at the battle of the 'Glorious First of June' in 1794, and his great-grandfather was Admiral Sir Edward Harvey GCB.

The action in question was the Battle of Jutland, where Harvey was serving on Vice Admiral Sir David Beatty's flagship, the Lion, as a turret commander.

After 22 years' peace-time service, he went to war in August 1914. By the end of the month, he was involved in the Battle of Heligoland Bight, where Lion accounted for the cruisers Koln and Ariadne.

In January the following year he was again in action — at the Battle of the Dogger Bank — where Lion contributed to the destruction battle-cruiser Blucher, and narrowly missed sinking the Seydlitz.

But it was on May 31, 1916 when his short-lived war service came to an untimely end.

In the last of the many actions fought by long lines of closely-spaced ships, Beatty formed line of battle against Vice Admiral Franz von Hipper's battlecruisers.

Lion was leading, with Princess Royal, Queen Mary, New Zealand and Indefatigable following. Lutzow, at the head of the German line, was first to fire and, although the British had more powerful guns, the enemy fire, backed up with superior range-finding equipment, was "phenomenally accurate."

Within three minutes, Lion and Princess Royal had both sustained two hits and, shortly afterwards, although Queen Mary had succeeded in landing two hits on Seydlitz, Lion was taking frequent hits.

● (Above left) Beatty's flagship HMS Lion under bombardment at Jutland and (above) mortally-wounded Maj Francis Harvey gave the order which spared the ship the same fate as HMS Queen Mary, Indefatigable and Invincible on May 31 1916

HMS Lion picture: Imperial War Museum

Indefatigable and Queen Mary were blown apart — and the same fate almost overtook Lion.

On all three ships, at action stations, the men in the magazines and handing rooms were naturally anxious to supply the gun turrets with shells and cordite charges as quickly as possible.

Magazine doors were open, cordite charges were removed from their canisters and lay, ready for use, on the deck or in cages inside the turret.

There was what amounted to a trail of bare cordite from the turret to the trunking — down which any flash from a hit on the turret could travel and detonate the contents of the magazine.

Q turret, under the charge of Maj Harvey, had fired just twelve rounds when a large calibre shell struck the joint between the thick front armour and roof plate, "peeling it back like a tin can" to cause havoc inside.

All those in the gun-house were either killed or seriously wounded by the blast, together with the men in the silent cabinet and the working chamber directly below.

Conscious that the turret was immobilised and that the fire raging within it might reach the magazine, Maj Harvey, fatally wounded by the blast and by the burns covering most of his body, staggered to the voice-pipe and ordered the magazine doors closed and flood valves opened.

However, he also recognised the need to inform the bridge of his actions and the extent of the damage. He therefore instructed his sergeant to take the message aloft.

His body, together with 98 others, was committed to the deep on June 1 — as coincidence would have it, the 122nd anniversary of his famous forebear's demise.

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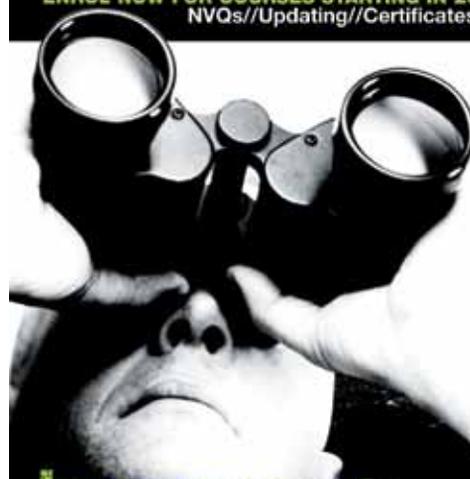
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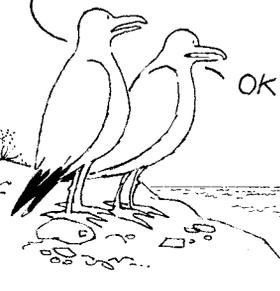
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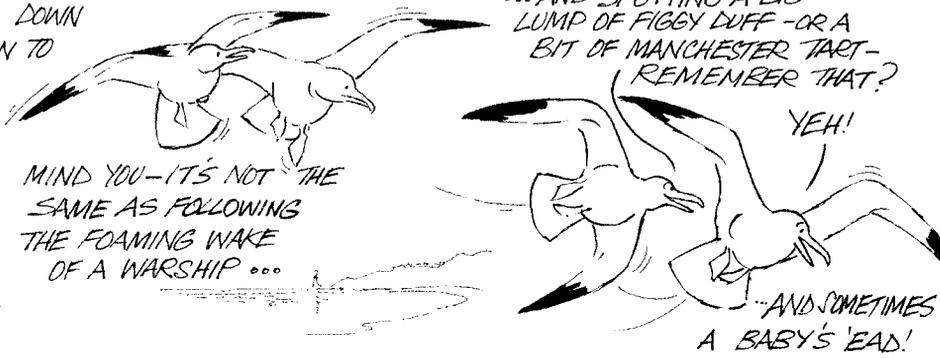
Jack

THERE'S NOTHING DOING DOWN 'ERE -- 'OW ABOUT A RUN TO THE COUNCIL TYP?



OK

MIND YOU--IT'S NOT THE SAME AS FOLLOWING THE FOAMING WAKE OF A WARSHIP ...



...AND SPOTTING A BIG LUMP OF FIGGY DUFF--OR A BIT OF MANCHESTER TART--REMEMBER THAT?

YEH!

...AND SOMETIMES A BABY'S 'EAD!

Yes please survives

THE FIGUREHEADS that G. Dakin photographed in Bermuda in 1950 (April issue) came from HMS Imaum ('Yes Please') and HMS Urgent ('No Thank You'). HMS Imaum was built in Bombay in 1826 for the Imaum of Muscat as an East-Indiaman named Liverpool. In 1836 the Imaum presented the ship to King William IV and she was taken into service as HMS Imaum, a Third Rate of 70 guns.

From 1842 to 1862 she was the Port Guardship in Jamaica and when she was broken up her figurehead was erected in the dockyard there.

In 1905 the figurehead was taken to Bermuda but, when in 1951 it was decided to close the dockyard there, the Royal Canadian Navy was given permission to take her to Halifax where she became part of the collection of the Maritime Museum of Canada, now known as the Maritime Museum of the Atlantic. She remains there to this day.

HMS Urgent was an iron screw steamship, building at Blackwall in 1855 when she was purchased for the Royal Navy as a troopship, serving as such until 1869.

In 1877, after conversion for use as a Receiving and Depot Ship, she sailed for Jamaica where she performed that role until 1903.

When the ship was sold, the figurehead was landed and, with that of HMS Imaum, was moved first to Bermuda and then to Halifax.

She was placed in HMCS Cornwallis but by then had lost her right arm and much of her flowing dress.

As a result of her long exposure to the elements, she disappeared in the late 1960s. - **D. M. Pulvertaft**, Newton Abbot, Devon.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

Army wouldn't let crack shot sailor play



RUMMAGING through my old black round metal ditty box, 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



● SHOOTING SAILORS: Middle East Rifle Meeting, Maadi, Egypt, April 20, 1945. Telegraphist George Long is seated right

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 everyone else seemed to be using.

Nevertheless, I did win the Pool Bull competition and received the prize money, £2.50, which was equal to two and a half weeks' pay!

Ironically, when I was on

board HMS Kelvin escorting Malta convoys during the siege of the island I was not allowed to join those firing at floating mines 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 billeted in the Munira Army barracks where I supplemented my pay by winning weekly rifle shooting competitions - so much so that I was banned from the barrack championship because "I was not Army". You can't win them all! - **G. E. Long**, Rednal, Birmingham.

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.

Yes, *Queen's Regulations*, says 'The Flag Man', *Cdr Bruce Nicholls*. During the past century they increasingly came to be used ashore and there is no objection to their being displayed indoors by Naval organisations. The following is taken from *The Colours of the Fleet* by *Capt Malcolm Farrow*:

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, 1894 "on board their Steam and Sailing Vessels on all occasions upon which ships are dressed, and while escorting Her Majesty in company with Royal Yachts and Ships of War".

● **The Cenotaph in Whitehall** At the Cenotaph the Blue, Red and (since 1943) RAF Ensigns are flown, together with the Union Flag and White Ensign. From the Trafalgar Square end of the memorial (where the Unknown Warrior's feet are said to be) the flags are in order Blue/Union/White on the east side (the right side of his body), and RAF/Union/Red on the other. Thus the White Ensign takes the senior position at the Warrior's 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 in company with the RAF Ensign, Union Flag and Joint Service Flag.

● **St Martin in the Fields Church in Trafalgar Square** Authorised due to its status as the designated Admiralty church. An Admiralty flag (now the Lord High Admiral's flag) also hangs in the church.

● **Royal Yacht Squadron** Designated vessels belonging to members of the Royal Yacht Squadron together with the Squadron Headquarters in Cowes, Isle of Wight (warrant dated 1829). Five clubs used to use the White Ensign but an Admiralty minute of 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 Offices** Military careers offices are now tri-Service, but relevant Service ensigns may be displayed by them as appropriate.

● **The Naval and Military Club in London** Displayed outside the club.

● **The Citadel in Charleston, South Carolina** The memorial to the submarine HMS Seraph lies within the grounds of the Citadel military college in Charleston. The White Ensign flies above the memorial and is provided at Her Majesty's Government expense.

● **HMS Belfast** The World War II cruiser is secured alongside in the Thames close to Tower Bridge. In addition to being a tourist attraction she is also the Headquarters of the White Ensign Association, hence the Ensign.

● **Cars** Senior officers' cars in accordance with *Queen's Regulations* for the Royal Navy.

● **St Werburgh Church** At Hoo near Chatham, by long-

standing custom deriving from when the spire was used as a navigation mark for HM ships on the Medway. At nearby Gillingham, St Mary Magdalene church was required to fly 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**

Authorised by the Admiralty in the early 1900s to be flown from the tower of All Saints Church at Burnham Thorpe in Norfolk in memory of Lord Nelson and still flown there at public expense today. A new ensign was specially made in 1994 by United Flag Traders Ltd. This ensign, although obsolete for maritime use, is therefore a current flag. In effect this ensign commemorates the Battle of the Nile in 1798 (rather than Trafalgar) because the modern ensign was in use by 1805. Nelson, although Rear Admiral of the Blue at the Nile, ordered the wearing of the White Ensign to minimise risk of confusion with the French ensign.

Some other authorities are known to use the White Ensign unofficially. For instance the Royal Naval Club in Portsmouth claims the right but has no authorisation. Some other churches also claim the right but have not substantiated their claims, nor do they currently fly the ensign.

Graf Spee 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 8p.m. on December 17, 1939.

I say "leave her alone". The greed of humanity - we were fighting for our lives in 1939. - **M. S. Doe**, Bexhill-on-Sea.

I SERVED as a Boy Telegraphist in HMS Ajax from 1938-43 and remember how we lay off that 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 re-assemble the ship to make it "the best ship museum 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 original build state.

By the end of the war, Ajax had had her four single 4in AA guns replaced by twin mountings (which happened during a refit prior to World War II), her pole masts replaced by tripods and her aircraft catapult removed to make room for additional close-range AA weapons.

Your photo probably shows her decommissioning for the pre-war refit which gave her the twin 4in mountings. - **G. Hewitt**, Preston

I WAS reading an old *Navy News* when I noticed in the deaths mention of 'the last surviving member of HMS Exeter'. I would like to say that I am very much alive - I was a member of 'A' Turret in the Battle of the River Plate and I'll be 90 next year and still sleeping under a Pusser's blanket. - **F. R. Baker**, Stockport, Cheshire



No. 598 50th year

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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 from shore leave one night with a skinfull, the sirens started and after a row with the Maltese garry driver ended up buying it, complete with the horse.

Not to be seen off, he apparently unhitched 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 then to make its way round to, I believe, Palatorio wharf to have the horse lifted out by crane.

We all used to take this tale with a pinch of salt, but a few months later we were having FOSM's divisions on the jetty at Fort Blockhouse when a very senior officer stopped opposite the TI alongside me and said, very clearly: "T*****, isn't it?". To which the TI rather sheepishly replied: "Yes sir"

The senior officer then said: "Have you had any more trouble with garry horses, T*****?" And he replied: "No sir."

We were all amazed – and afterwards at tot time many gulpers were promised. – **C. E. Trezise**, St Austell, Cornwall.

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 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**, Ardelve, By Kyle 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 dirty normal clothing. – Ed

More pot mess dits

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

Alongside Polyarnoe 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 Durban 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 pusser'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. 'Hooky' 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 baking powder, not flour. At the order 'Cooks to Galley' I went to the galley to draw 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 risen 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**, Horley, Surrey.



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 Newsview (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 – **H. 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, rigged out 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 2-3,000 Japanese troops.

It will remain in my memory for ever – we were all just 18-21 years old. – **P. A. Pattenden**, Chester

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.' 'SUBS'.

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 stoppered mineral water bottle that looks to date from the time of World War I. – **I. G. Sawyer**, Wembley, Middlesex.

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Helping Hands

Devonport brings home the bacon

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

Administrative staff Tania Milburn, Julie Simpson and Ruth Cremin — suitably attired in chef's whites — toured the base selling bacon butties 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 crew of HMS Leeds Castle in the Falklands Isles helped to raise cash for deserving causes.

Thanks to the efforts of CPO(MEA) Dobinson, who made six life-like replicas of the creatures, the ship held a racing night with a difference: penguin racing. The Falklands Islands-themed evening raised just under £550 for St Dunstan's.

Meanwhile, based firmly on land, OM (AW) "Barney" Rudd completed a half marathon — watched at one point by a large gathering of curious American tourists ashore in Stanley from three passing cruise liners — and netted more than £600 for children's charity the NSPCC.

21st Century Fox rolls the dice

YOUNG cerebral palsy suffers in the Bristol area will have improved care thanks to the city's RNR unit.

HMS Flying Fox hosted a horse racing evening — minus real horses, of course — with staff from the Bristol Royal Children's Hospital, Royal Marine Reserves, Bristol URNU, Pride of Bristol Trust and local radio.

The 'race' by the dice-rolled wooden horses on Flying Fox's drill deck raised £600 for the hospital.

Woof justice for Raleigh rookies

TRAINEE Artificer Apprentices from HMS Raleigh marked their passing in parade by handing a cheque for £3,000 to the Guide Dogs for the Blind Association.

The single largest amount raised (£200) was by App George Mattinson, who presented the cheque.

Beware: Mud on road... and electric fences and wire



STUDENTS and staff from Britannia Royal Naval College found themselves covered in mud after stumbling, crawling and running through "the hardest assault course in the world". — and raised money for a good cause in the process.

A team from Dartmouth volunteered for the internationally-renowned Tough Guy challenge, led by two-times Tough Guy veteran PO(PT) Dave Mynott.

He guided the team through an eight-mile cross-country run in which the runners circumnavigated a very muddy horse sanctuary, then passed through,

● Tough Guy contestants try to avoid falling into muddy waters... some fail

under or over a series of man-made obstacles including an electrified climbing frame and barbed wire, crawled in freezing slush and tunnels and ran through mud traps on countless occasions.

As the only Royal Naval contingent team present, the BRNC came a creditable 17th out of 68 civilian and Service teams, with PO(PT) Mynott coming 349th out of a field of more than 7,000.

Beneficiary of the more than £550 raised was Natalie Nekrews (sister of ex-PTI S/Lt Nekrews), who suffers from multiple sclerosis.

Gun raises £30K for Telic heroes

A PUNISHING 162-mile trek from Yeovilton 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 one-tonne field guns for the entire distance.

The challenge was organised to raise money for the UK Gulf 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 Yeovilton through towns in the south, the teams collected more than £30,000 from sponsorship and members of the public along the route.

During the course of the seven days, 450 Ibuprofen, 150 metres of zinc tape, 65 blister plasters and 400 pain killers were used by 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 the Old Royal Naval College at Greenwich, the guns were fired 32 times to salute and honour each of the units of those killed.

Instigator of the venture, PO David Roberts, of 848 NAS, said: "It has been a humbling experience, and the bond of camaraderie amongst all involved will last a lifetime."

Tee time for charity golf at Southwick

GOLFERS will be teeing off for charity at Southwick Park next to the former HMS Dryad on May 18.

Twenty-seven holes — nine before lunch, 18 after — will be played for Cancer Research UK.

The event has been organised by Master-at-Arms Craig Beetlestone who is hoping 40 players turn up for the good cause.

Already about 28 people are signed up, but anyone wishing to make up the numbers — the day costs £50 including breakfast and lunch and prizegiving — must contact Craig in advance via e-mail at craigbeetlestone@hotmail.com. Tee-off is at 10am, preceded by breakfast at 9.

Anchors away for children's Easter party

SERVICE families with children with special needs were treated to a pre-Easter party at the RN Community Centre serving the Devonport area.

A bouncy castle, play areas, children's entertainers and of course an Easter egg were laid on for the youngsters at the Tamerton Foliot centre.

The party was organised by the Anchor Group, which has been providing support for Service families with special needs children for 15 years, arranging parties, trips and the back-up and advice families may need.

Anchor group member Nichola Winstanley, whose daughter Rebekah has special needs, said: "The group is fantastic. What it provides for the children and the whole family is fantastic."

More details on the Anchor Group from area community officer Nick Bennett on 01752 770860.

HMS Collingwood trainees rattle tins for children

TRAINEES from the Maritime Warfare School at HMS Collingwood gave an afternoon of their time to help raise money for the Rainbow Centre which helps children with cerebral palsy in Fareham.

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



● One for the Road: (left to right) Leading Hand Emma Whitworth, Cdr Elizabeth Spencer, Commander of HMS Sultan, Tom Phillips, AEM Harry Singh, PO AEM Wendy Lagden and Celia Hunt, Rose Road Association's Head of Department

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 respite care, education, therapies and nursing care to children and young adults with profound and multiple disabilities.

Its centre was ravaged by fire 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 Cdr Elizabeth Spencer, Sultan's Commander, and shipmates.

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.

The senior rating, who lives in Fareham, Hants, was diagnosed with multiple sclerosis in 2001.

But former bandmates clubbed together for a reunion rock and pop concert at The Bank pub in Plymouth, raising £1,500 in the process.

Dial Zero were regarded as one of the top bands in the RN before they split (not as a result of musical tension but thanks to Drafty and

the decommissioning of the frigate) and WO Marc Grady said the charity gig captured some of the magic of previous performances.

"It was a fantastic success. We had a sell-out crowd — the place was packed. More than 100 former shipmates and the same number of members of the public turned up," he added.

"Everyone enjoyed themselves and they had the added bonus of knowing that they were helping Burt."

The money raised will help to convert the bathroom at Burt's home 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 up their Saturday afternoon to help special needs children at Cliffdale Primary School in Portsmouth.

The sailors began the ongoing project of converting a flower garden at the school into a sensory garden, where the children will be able to use their sense of smell, touch, vision and hearing to gain the most from the surroundings.

Collingwood's gardener, Kevin Mitchell, is currently growing plants for the garden, which the team will return to plant.

The need for the sensory garden prompted an immediate offer of help from CPO (Yeoman) Scouse Pottage, whose daughter Michelle was a pupil at the school four years ago.



● When the Chief dropped £10 in Victoria Baths there was a right old scramble... Smiles' self-penned depiction of his swimathon triumph (his are the hands disappearing beneath the waves)

Smiles clocks up 'sea' miles for good causes

VETERAN Navy News cartoonist Smiles put his pen down (briefly) 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 howling gale with two-way traffic battering its way through regardless of all others," he explained. "I'll wear a diver's suit and swim on the bottom if I try again next year."

Charles split proceeds from his dip between Macmillan Cancer Relief and the Swimathon Foundation which provides grants to small, local charities.

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BEST EVER NATO 'BRAINS TRUST' AT NAPLES

Expeditionary course



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 more 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 his-

torical view of the World War II combined-joint amphibious operation at Anzio, with linkage to the battles along the 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 1953, 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

● **LEARNING LESSONS:** Rear Admiral Paul Boissier

1995, and the Kosovo bombing campaign in 1999 - the only NATO HQ to command such operations to date.



● **WORKING TOGETHER:** HMS Glasgow with HMAS Tobruk and HMAS Adelaide, on their way to East Timor in 1999. Right: Std Emma Sandon with United Nations relief forces



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People in the News



● Mayor of Westminster Cllr Jan Prendergast (left) with the barely recognisable hull of HMS Westminster behind

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 warship normally hidden by the waves.

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

Turn on, tune in and sail off on Cardiff

CREW of veteran Type 42 destroyer HMS Cardiff are looking forward to the ship's deployment to the South Atlantic to take over from sister ship HMS Glasgow.

Well, not so much the deployment as the improved facilities on board thanks to a hand out from NAAFI.

The shops and services provider for the Forces handed over £4,685 to Cardiff's welfare fund.

The hand-out has provided for a projector for the junior rates' dining hall so they can enjoy widescreen films and TV when off duty.

The cash will also be used to pay for deployment T-shirts and has already assisted crew in attending the RN ski championships in the Alps.

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 Jonathon Band.

The £125m frigate was being put through her paces by the staff of Flag Officer Sea Training in the Channel last year, defending herself against a simulated attack, when a real failure occurred.

A breakdown in the starboard electric motor led to severe electrical arcing, thought to be in the region of 3,000amps. Despite extreme danger, CPO Thomson dashed across the machinery space to grab a carbon dioxide extinguisher and attacked the fire vehemently.

By now the arcing was leaping out of the engine and through ventilation grills. Aided by MEM Tomlinson, CPO Thomson man-



● Chief Petty Officer Thomson receives his commendation from Rear Admiral Snelson who visited St Albans during her Gulf deployment in Bahrain

aged to quell the fire by blasting the CO₂ through the grill.

The senior rating's actions ensured the fire was tackled swiftly – and prevented from spreading to the nearby fuel system. They also earned him a CINC Fleet Commendation, which was presented by Rear Admiral David Snelson, Commander of UK Maritime Forces, aboard St Albans in Bahrain.

Cdr Mark Knibbs, St Albans' Commanding Officer, said CPO Thomson acted "above and beyond the call of duty" and "averted a potential disaster".

He added: "This incident showed his calibre and mettle. His quick thinking and actions undoubtedly saved the ship from a major machinery space fire at sea and avoided potential casualties."

St Albans is coming to the end of her first operational tour of duty in the Middle East – she returns to Portsmouth this month.

Comms Technicians enjoy silver jubilee

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

At about 270 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 School at HMS Collingwood; they had formed the last remnants of HMS Mercury, left behind in a small enclave on the site – SCU Leydene – before moving to Fareham in 2001.



● FLIERS from RNAS Yeovilton helped local schoolchildren promote road safety through Somerset. Youngsters from nearby Ilchester Primary School formed up in their playing fields to create the word 'Think!' – a logo which will be used in the county's road safety campaign. The moment was captured on camera by LA(Phot) P Williams in a passing Sea King. Around 300 Somerset schoolchildren are killed or injured each year on the county's roads.

Surgeon Don is now also brother Don

NEARLY three decades of service on behalf of the Royal Marine and Royal Naval Reserve by HMS Eaglet's senior medical officer Surg Cdr Don Fitzroy Smith has been rewarded.

The Order of St John of Jerusalem – the parent organisation of the St John Ambulance – has made the officer a serving brother for his humanitarian work he has carried out as a reservist.

Cdr Smith joined the reserves in 1976 and spent much of his time attached to the RMR, completing the commando course and qualifying as a parachutist.

When not serving with the Merseyside-based RNR 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 his visit to British forces in the eastern Mediterranean.

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

The visit to Dasher was particularly memorable as the bishop was chaplain when the patrol boat was commissioned back in the late 1980s. She since been shipped east to bolster Britain's Med presence.

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



● Allen Parton and Endal (left) with fellow Dickin medal holder Buster the Brave, the springer spaniel used by Army bomb disposal expert and his handler Danny Morgan

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 disabled Allen for the past 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.

Endal was awarded the Dickin medal for gallantry – a sort of animal VC – and as holder of such was a guest at this year's Crufts on behalf of SSAFA Forces Help, one of the key charities the dog show supported.

The forces charity is a major part of Allen's life and has provided him with a state-of-the-art wheelchair – which also helps him keep up with Endal when he indulges in his favourite pastime of chasing cats and squirrels.

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

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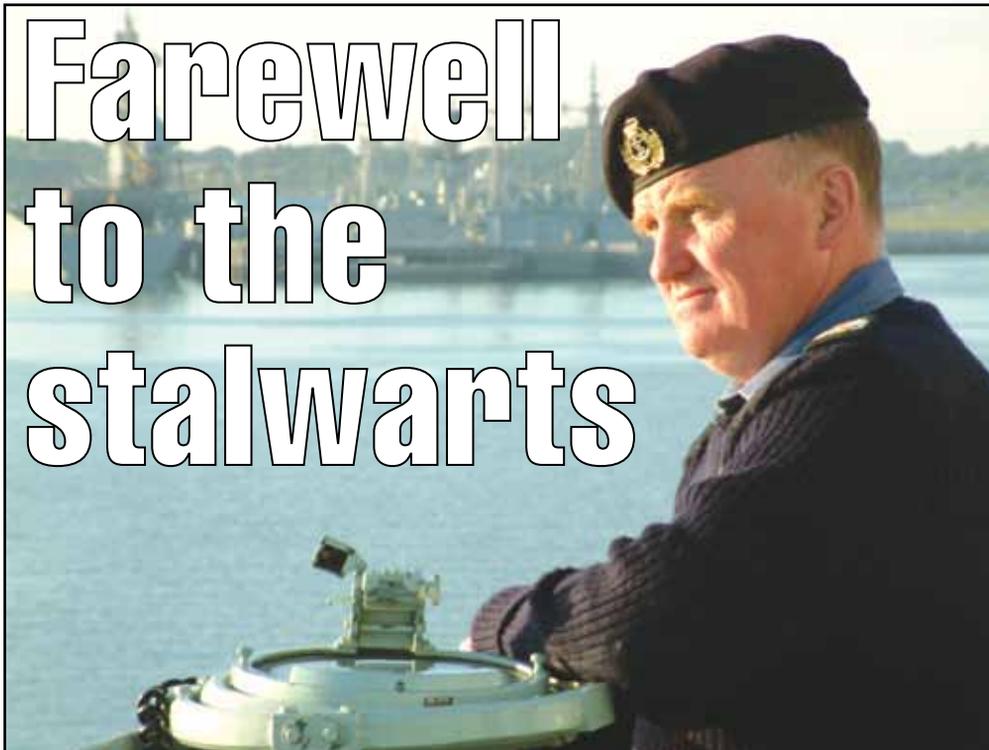
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PENFRIENDS CAN NOW BE FOUND ON PAGE 37



Farewell to the stalwarts



● **One last look:** HMS Newcastle's WO John Snoddon reflects on 36 years' outstanding service

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 Snoddon's life, however. He leaves the RN to take up the post



● **Half a century and out:** Lt Cdr David Robinson (sitting) with Capt Steve Cleary, Chief-of-Staff of the Maritime Warfare School

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 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.

Passing of a Golden era

BOWING out from the pub trade after years of forming a strong bond with the Royal Navy – despite being landlocked in Winchester – are Andy and Alison Oxley.

In their time running the Golden Lion in the Hampshire county town, the couple have filled the pub with mementos of the late 20th Century Navy including HMS Andromeda, Fearless, Ark Royal, Illustrious, Ocean, Liverpool, York and Glasgow, and have themselves paid a visit to Juno and Invincible.

Not surprisingly the pub has become a popular haunt with sailors, and not just the lower decks and junior officers. Rear Admirals Terry Loughran, Scott Lidbetter and Niall Kilgour and other senior figures have all been seen in the Golden Lion – and some have been known to pull a pint or two.

Praise for Gareth from Number 10

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 OM2 currently on an electronic warfare operator's 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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Scots Guardsmen peer into Sceptre



● **Cdr Mark Titcomb, Sceptre's CO, presents a picture of his boat and the ship's badge to former Scots Guardsmen**

SCOTS Guards renewed their affiliation with hunter-killer submarine HMS Sceptre when they visited her homeport of Faslane.

A sizeable contingent from the Glasgow branch of the Scots Guards Association spent a day with the boat, currently in the final stages of a maintenance package, and her crew.

For many of the veteran soldiers, this was the first visit to a RN vessel, let alone a nuclear submarine – and they were perhaps not unsurprisingly surprised by the cramped nature of life aboard a Swiftsure-class boat.

The guards presented crew with a bottle of whisky and crew in turn presented the former soldiers with a framed picture of Sceptre.

"I hope the visit marks the re-affirmation of a long and happy friendship between our two units," said Sceptre's Commanding Officer Cdr Mark Titcomb. "It's unfortunate that our refit programme has prevented this event for so long."

Scylla scuttles to new life on seabed

Eerie last days of an old warhorse

OLD warship HMS Scylla has started her new career as a sunken reef off the southern 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.

DML 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.

She was towed round to her final resting place, watched by thousands of spectators, and after final safety checks, explosive charges opened her hull to the sea.

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.

Brave, Boxer out for count

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

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

The two ships have spent their post-RN careers in Portsmouth.

Sister HMS Beaver was sold for breaking up, but the Fleet decided it needed Boxer and Brave as targets.

A target area in the Atlantic about

Divers from 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 was brilliant to look at her, a really good experience," Lt Cdr Godfrey said.

400 miles off the Irish coast has been earmarked for the live firings, including torpedoes and missiles.

If this firepower fails to send the duo to the seabed, a team from the Southern Diving Group based in Plymouth and Portsmouth will scuttle the ships so they do not present a hazard to other shipping.

For the divers, the exercise will bring back a few poignant memories – also being sunk is former diving tender Ironbridge, which many experienced Boxer and Brave as targets.



Picture: DML



● Scylla in dock at Devonport awaiting her fate after equipment had been stripped out and access holes cut in her hull (left) and her final moments on the surface in Whitsand Bay as charges are detonated and the old Leander-class frigate slips below the waves (above)

Sinking sequence: LA(PHOT) Jim Fenwick

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 visits 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.

Access points 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 new 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 is lying in relatively shallow water.

Local businesses are already predicting a flock of visitors to the new attraction. ■ www.national-aquarium.co.uk

Faslane Fair posters flood in

ALMOST 1,000 entries have flooded in to the Faslane Fair poster competition.

Primary schools from far and wide have submitted colourful ideas for the event, to be held on Helensburgh Pier on Saturday June 19 between midday and 5pm.

The Scottish naval base's Public Relations Department was inundated with entries,

and had to call on the nearby Photographic department to help with the initial trawl.

Among the judges are representatives of Babcock Naval Services and IMES Special Projects Faslane, two civilian partner companies at the base who sponsor the fair by covering all costs, allowing all money raised to go to charity.

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 Naval 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 snuff 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 beard-growing competition – EWO Harry McLoughlin 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 20th 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 Burdon 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 Faslane 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 East of Suez for an autumn deployment.



● Flight deck operations on board HMS Campbeltown during her SNFL deployment

Picture: LA(PHOT) Shaun Barlow

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● *Black skies for the Black Duke: HMS Monmouth captured under an ominous Caribbean sky*



● *... and brighter heavens for the Type 23 frigate*



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

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 rued 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 weighted 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.



● *Ruff seize: Caspar with his handler Cpl Daniel Fiddy, flanked by Lt 'Mickey' Rooney (l) and PO Albert Hall on Monmouth's sea boat*

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 a life jacket for trips in the sea boat.

Monmouth's CO, Cdr Guy Haywood, said of the two earlier busts: "It was an extremely busy and testing time for all on board, but we achieved our aim of stop-

ping the go-fasts from delivering their cargo of drugs, possibly for onward shipping to the UK."

Aboard Monmouth were five Labour and Conservative MPs to experience life at sea with the Royal Navy

Besides seeing the two captures, the MPs took part in daily life on board, including cooking breakfast for 180 people and changing the oil in the gas turbines.

It is also thanks to the Black Duke that the sound of a bell chiming was heard at a church in Tobago for the first time in ten years.

It was donated by St Budeaux Parish in Plymouth when its old church was pulled down the bell was shipped across the Atlantic by Monmouth to Plymouth, Tobago, strengthening the link between the two communities.

"We are delighted to be able to take the bell with us to Trinidad and to support such a worthwhile cause," Cdr Haywood said.

"I am glad we have been able to do something positive to foster relations between the two Plymouth congregations across the Atlantic."

Monmouth will be in the Caribbean until July.

Report: Katy Morris
Pictures: LA(Phot) Wheelie Barrow

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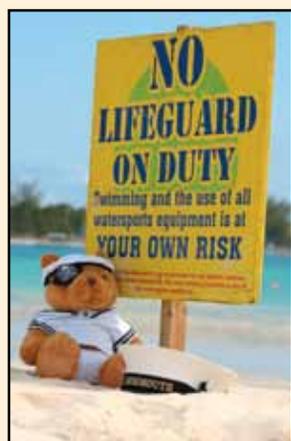
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Buckets, wickets and a bear called Pugwash

MONMOUTH'S crew took time off to visit the beach in Barbados.

They took the ship's mascot, a teddy bear named Pugwash (below).



The bear was sent to the ship by Shirenewton Primary School, Chepstow, in Monmouthshire – 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 practice to visit the ship.

The players chatted with crew and had their photos taken, including Stephen Harmison, Simon Jones and Marcus Trescothick (right) posing with the 4.5in 'Kryten' gun

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



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● Prince Charles chats with CPOs Stephen Brindle and Neil Smith from HMS Dryad and Lt Cdr Nigel Noyce aboard HMS Belfast

Royal visitor for White Ensign HQ

AS patron of the White Ensign Association, the Prince of Wales visited its offices on board veteran cruiser HMS Belfast on the Thames to meet some of the latest beneficiaries of the WEA's wide range of services.

These range from jobs found through its Employment Register to mortgage information and legal advice, and advice offered by staff in regular briefings to Naval establishments and units on personal finance and resettlement.

For more information contact the association at www.whiteensign.co.uk or 0207 407 8658.

Jury service beckons for RN and RM

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 commanding 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 more pressing.

But the Government is keen to see that as many citizens perform jury service as possible as it is seen 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!

THE 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 remains of one of the old buildings.

Now down at the museum of Naval Firepower, Explosion!, in Gosport, the find of over 40 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 are believed to date 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 gun carriages are rare; most on display in the UK today are replicas.

After conservation work at Explosion! the timbers will form a study collection for historians, students and educational groups.

All change as Sultan goes Tri-Service

FIRST Sea Lord Admiral Sir Alan West saw the last group of students pass out of HMS Sultan before the establishment began its new Tri-Service role.

As of April 1, the Gosport base became home to the Defence College of Electro-Mechanical Engineering.

The college is one of six centres of expertise formed as part of a review of defence training.

Sultan will serve as the mother of engineering training, overseeing schools for the Army in Hampshire and Berkshire and the RAF at St Athan in Wales.

The base will no longer be purely Naval and although Cdre Neil Latham, Sultan's CO will remain as such, he will also take over the responsibility of commandant of the new college.

Sultan itself will no longer be a single-Service establishment; Royal Logistics Corps engineers already learn their trade in Gosport.

Other changes at the sprawling Gosport establishment include the formation of the School of Electro-Mechanical Engineering, and while the air engineering department is staying put at Sultan, it is now under the wing of the Defence College of Air Engineering based at RAF Cosford.

Everyday personnel at Sultan will notice little difference initially in their training, beyond a few new signs and titles around the establishment, as the aim – providing first-rate engineers for the front line – remains the same.

At the passing out parade under the old order on March 31,

Admiral West promised the 116 students he addressed "a vital and rewarding role maintaining the vessels of the future".

The Sea Lord found time to chat to some of the most successful students at a brief prizegiving ceremony – especially LMEA Neil Chapman, who won four out of seven of his course's prizes.

Neil was recently selected for officer training and will read the final year of a BEng(Hons) degree in materials and mechanical engineering at Portsmouth University before going to Dartmouth in September 2005.

As a memento of his visit, Admiral West left Sultan with a universal clock in the shape of a globe which was made by machine shop instructor Richard Shrimpton.



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

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 Southwick-based navigation and warfare training establishment had hauled 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 Burnell-Nugent, who gave the order to decommission, put it: "HMS Dryad holds fond memories for thousands of naval warfare trainees, myself included."

"But we're very good at being forward-looking and positive. Collingwood is a cracking establishment, so it's onward and upward."

Dryad is forever enshrined 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 enclave, housing operations room simulators, will remain on site until, it is thought, 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 Barlow.

Among those attending were First Sea Lord Admiral Sir Alan West, former First Sea Lord Admiral Sir Jock Slater and former commodores and captains of Dryad.



● LA(Phot) Herbie Haycock's atmospheric night shot of Ark berthed at Hamburg's famous docks

Ark's Hamburg nights

HMS Ark Royal bowed out of foreign waters for the time being with a high-profile visit to Germany's second city.

The aircraft carrier, which has since returned to Portsmouth to prepare for a period of extended readiness, navigated 70 miles of the Elbe river to reach Hamburg for a five-day visit.

It is 15 years since a British flattop last visited the great Hanseatic city – and the length of absence led to a sizeable crowd waiting to see Ark's

arrival (Germany has no carriers of her own).

The ship hosted 100 local and national press on arrival, while Capt Adrian Nance and his company hosted an official reception.

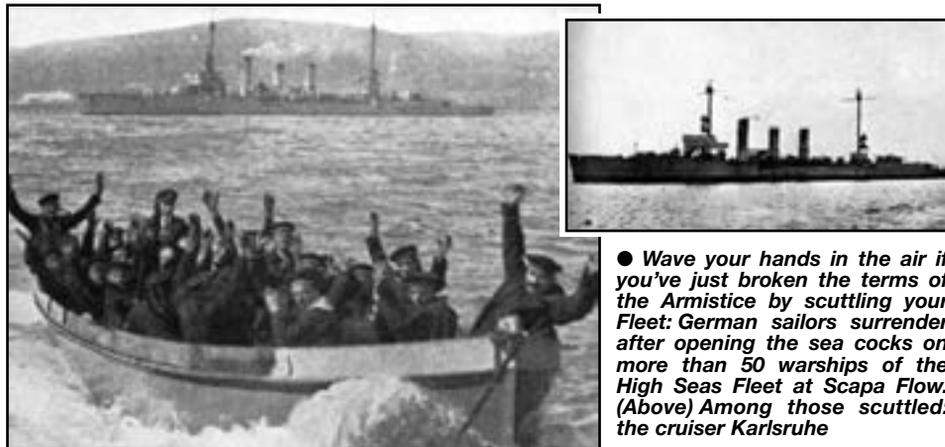
Locals reciprocated with a four-course meal for Capt Nance and 70 crew, and other members of Ark's company were invited to tour the Rickmer Rickmers, a sailing ship turned museum moored alongside Ark.

Among distinguished visitors to the carrier during her stay was long-time supporter of Ark and champion of the RN Sir Donald

Gosling, who said farewell to the present ship's company.

Freetime gave sailors the chance to head off into Hamburg's famous nightlife district, and hospitality tickets were provided for football fans to catch SV Hamburg take on Hertha Berlin; other crew went further afield and headed off to Berlin to catch sight of Checkpoint Charlie and the Brandenburg Gate.

Meanwhile, Ark's Rugby Union side rounded off its three-year international tour with a resounding victory over the Hamburg Exiles.



● Wave your hands in the air if you've just broken the terms of the Armistice by scuttling your Fleet: German sailors surrender after opening the sea cocks of the High Seas Fleet at Scapa Flow. (Above) Among those scuttled: the cruiser Karlsruhe

Kaiser's Navy gives up its secrets after 85 years

THE thoughts and wishes of German prisoners interned by the Royal Navy 85 years ago have resurfaced after divers recovered artefacts from a scuttled warship at Scapa Flow.

Letters, postcards 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 conserve the personal effects, which are in an extremely fragile condition.

The wreck gave up tin boxes containing the artefacts as Karlsruhe herself disintegrates on the bed of Scapa Flow. The boxes were found on the seabed next to the wreck.

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

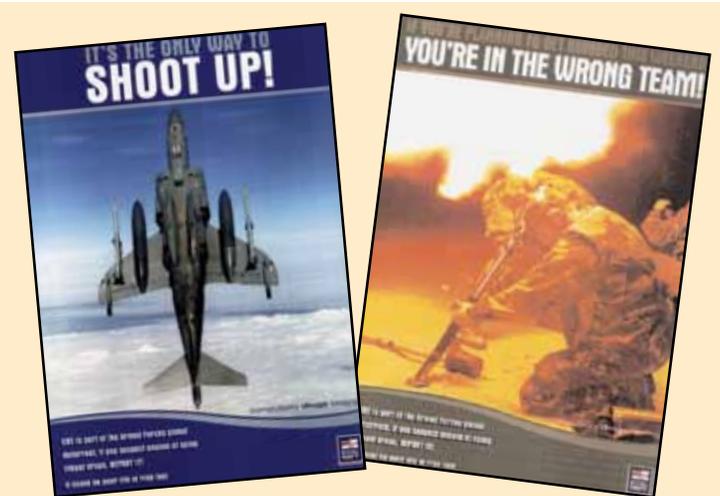
To date, the cleaning process has revealed three faded images – two of battleships and a line drawing of a sailor at a desk.

It is hoped the postcards will shed light on the feelings of ordinary German sailors interned 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 recognise the type of postcard or photograph and be able to help us to learn more about them."



● Coming to a ship or establishment near you soon: new zero tolerance drug posters

Posters reinforce RN's no-drugs stance

A NEW poster campaign hits the Navy and Royal Marines this month to reiterate the Service's zero tolerance stance on drug use.

Drug test bosses say despite the tiny proportion of sailors caught by random checks, the RN cannot let its guard down.

Official Home Office figures show that a quarter of all 16 to 29-year-olds in the UK have used illegal drugs in the past 12 months.

Of the 13,803 sailors and green berets checked by the CDT – Compulsory Drugs Test – team in 2003, just 56 – fewer than one in 200 personnel – tested positive.

But the CDT team said there was no room for complacency.

"We want to make sure that all the Royal Navy remains aware that taking drugs is not acceptable," said a CDT team spokesman.

"We have a zero tolerance policy – illegal drugs are not only bad for health, they also endanger those around a sailor as they can impair decision making and the ability to function normally."

Every ship and establishment in the RN will receive the new posters.

The campaign comes in the wake of the re-classification of cannabis by the Government.

Despite this change, the Royal Navy's stance towards cannabis remains unequivocal: its use is illegal.

Since compulsory random tests were introduced in 1997, more than 91,000 sailors have been checked.

A four-strong team visits RN personnel all over the world from Iraq to the Falklands, from shore bases to submarines, and it arrives without warning.

Despite the admonitions – a positive test almost certainly leads to a dishonourable discharge – the carrot is also being applied as well as the stick with drug education courses every two years for officers and ranks.

● Empty seats: American F-15 Eagle fighters lined up on the apron at Decimomannu air base in Sardinia



801 Squadron fights on

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



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.

● Now, where did I put the keys? A Navy pilot with his Sea Harrier (left)



● (Above) Bandit on your tail! A Sea Harrier of 801 Naval Air Squadron taxis out at Decimomannu in Sardinia, followed by an American F-15 fighter

● (Left) Speak up: The roar of jet engines makes communications between this Sea Harrier pilot and ground crew a little challenging

Next-generation Tomahawk on order for RN

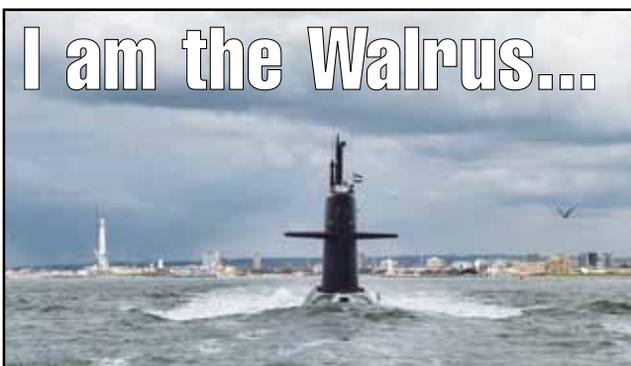
IMPROVED Tomahawk cruise missiles are being bought for the Silent Service to improve its punch in future campaigns.

The Navy is acquiring 64 'Block IV' Tomahawks – featuring the ability to re-target or abort mission in flight – as part of a £70m 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 Trafalgar and Astute class submarines.

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



DUTCH submarine HMNLs 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.

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Divers return to look for X5

HISTORIANS and TV crews have returned to the Arctic Circle in the latest attempt to find a midget 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 Kaafjord in northern Norway.

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

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-



● A rare and very grainy shot of HMS X5 at sea

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 Kaafjord 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.

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 minesweepers.

More details on 023 9286 1512 or on 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 muster 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 Dakers, 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

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● Fill 'em up, please: New Fleet tanker RFA Wave Knight (centre) topped up frigates HMS Monmouth and France's FS Germinal (top) at the same time before she headed back to the UK at the end of her maiden deployment.

Wave Knight has been supporting the ongoing war on drug runners in the Caribbean since

last August and was joined by Monmouth earlier this year.

Capable of carrying up to 16,000 cubic metres of fuel, Wave Knight arrived back in Blighty at the end of April, handing over duties in the region to her sister Wave Ruler.

Picture: LA(Phot) Wheelie Barrow

At Your Service



Reunions

May

45 Cdo RM reunion, HMS Nelson, Portsmouth, May 21-22. Contact William (Doc) Holliday on 01495 211778 or email: bill@hollidayw.freemove.co.uk

Laboe near Kiel, Germany: Hubert (Harry) James served in the RN during WWII and since the war has striven to bring the nations together. On May 30 he will be donating his plaques, documents and photos to the Naval Memorial at Laboe – also an occasion to remember those who died. If you would like to attend, contact Mrs Silke Hagemann, 78 Dunstan St, Netherfield, Notts, NG4 2NZ for details.

June

HMS Cricket (Hamble River shore base, Hampshire): Dedication of a landing craft crew memorial at Manor Farm Country Park, Bursledon, on June 2. Details from Bob Nimmo on 01489 782820.

HM ships Glorious, Ardent and Acasta: Memorial service on June 6 at St Nicholas Church, HMS Drake, Plymouth, to commemorate the 64th anniversary of the sinking of aircraft carrier HMS Glorious with escorts HM ships Ardent and Acasta in the Norwegian Sea on June 8, 1940. Contact Vincent Marcroft, 15, Hillside Drive, Middleton, Manchester M24 2LS, tel: 0161 654 7638, email: vinny847022@hotmail.com

Russian Convoy Club, North Wales Branch, reunion at Deeside RNA Club, Connahs Quay, June 8 at 1200 for all Russian Convoy Veterans including North Russia. Details from Bill Dudley on 01244 811931 or Arthur King on 01352 758192.

HMS Otter (1962-65) reunion at the RN

Submarine Museum, Gosport, on June 19. Contact Dave Hallas, 185 Arle Rd, Cheltenham, GL51 8LS, tel: 01242 580841, email: davidhallas@blueyonder.co.uk

HMS Pheasant Association 1943-47 reunion in Coventry on June 25. Contact Bernie Dowding on 020 8924 9158.

July

Pembroke '84 Club: WO and SR Stewards reunion (serving and ex-serving) in the WOs and SRs Mess, HMS Raleigh on July 9. Details from WOSTD John 'Taxi' Carr on 01752 555434 or Mil 9375 65434.

Dover Patrol Memorial Service and Parade on July 25 at 1500 at Leathercote Point, St Margaret's at Cliffe, Dover. Any branch wishing to attend with Standard should contact Mr Jarrett, 17 Menzies Ave, Walmer, Deal, CT14 7RA.

Russian Convoy Club, North Wales Branch reunion at the Norbreck Castle Hotel, Blackpool, July 30 to August 1. Half board, Gala Dinner £114. Details from T. Gilligan on 01744 28736.

HMS Hermes, 2N282 Stewards Mess Association: All stewards who served in

Hermes during the Falklands War – reunion in the Ship Anson, The Hard, Portsmouth, July 30 at 1930. Contact Paul Beasley, 0774 2006273 or email: paul.beasley@tesco.net

September

Wildfire III, Parade and Memorial Service in Queenborough, Isle of Sheppey, Kent on September 12. Muster 1330 at Holy Trinity Church, All Standards welcome. The Parade is to honour all those of the RNPS who shipped out of Queenborough in WWII, many of whom did not return. Refreshments and entertainment on completion. Details from Mick Withington on 01795 875084 or email: MickRNA0603@aol.com

T.S. Mercury Old Boys Association: Old boys and former staff are invited to the Silver Jubilee reunion from September 17-19 at King Charles Hotel, Chatham. Details from Mike Ball, The Beeches, 1A Bucks Shaft Rd, Cinderford, Glos., GL14 3DJ, tel: 01594 822224 or Richard Briggs, 20 Beaconsfield Way, Earley, Reading, RG6 5UX, tel: 0118 962 1139 or at ArbiBriggs@aol.com or www.tsmercury.com

Navy News on tape

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

Over to You

HMS Cossack L03: Seeking relations of seamen lost in the sinking in 1941, or anyone who served in her from 1938. Contact George Toomey, 29 Sunningdale Rd, Chapel St Leonards, Skegness, PE24 5TJ, tel: 01754 872116.

Invergordon: The community of Invergordon is planning a Naval museum to keep alive the part the RN played in the area. If anyone has any memories of Invergordon, or photos, memorabilia (even uniforms), contact M. Pearson at 2 Bellfield, Invergordon, Ross-shire, IV18 0JS, tel: 01349 852548.

Lightships/houses: Can any ex-Navigating Officers help? Did lightships and lighthouses carry on working during the blackouts of WWII, in particular the North Foreland on the Kent coast at the entrance to the Thames? Contact John Marshall at 12 Algar Court, 31 Station Rd, Hampton, TW12 2BN, tel: 020 8941 6647.

Port Sudan: A documentary about the sinking of Italian vessel Umbria, near Port Sudan, on June 10, 1940, is being made by an Italian company. They seek RN sailors who may have witnessed the sinking – HM ships Grimby and Leander were in the area. They also know that Lt Stevens was on the Italian vessel that day for an inspection, but don't know from which ship he came. Contact Mauro Tonini, Via Manna, 12, 34134 Trieste, Italy or email: Skizo66@tiscali.it

HMS Triumph, 1947: Seeking PO/RM J.G.I. Mackay (Radio Mec Pos) who served in HMS Triumph. He lived in Scone, near Perth. In 1947 his family moved to Southern Rhodesia. He was demobbed in 1948 and studied geology at Glasgow University. Contact Helmi Isocha Ritchie, 38 Orchard Brae Ave, Edinburgh, EH4 2HN, tel: 0131 332 7536, email: john@eh42hm.fsnet.co.uk

HMS Alnwick Castle: Photos and personal info on the exploits of HMS Alnwick Castle (1944-51) sought. Contact Phil Huntley, 9 Allerton Lea, Alnwick, NE66 2NJ, tel: 01665 603193 evenings only, or email: phil@ccoguetdale.net

HMS Ark Royal: Ian Bateman served in Ark Royal from 1987-90. Towards the end of this time, the ship brought out its first commissioning book. Due to various circumstances and moving house over the years, the book has been lost. Can anyone help find a copy or suggest a contact? Contact Ian at 137A London Rd, Croydon, CR0 3PB or email: ianbateman69@btinternet.com

HMS Bann: Seeking a photo of a WW2 River-class frigate, HMS Bann (K256?), launched December 29, 1942, commissioned May 7, 1943. Contact Dennis Anderson, 5 Deroran Place, Stirling, FK8 2PG, tel: 01786 451047 or email: dennis.anderson@tesco.net

Reg Bailey was a PO Diver during WWII at HMS Hannibal (Algiers) 1943-44, HMS Braganza (Bombay) 1944-46, HMS Highflyer 1944 and HMS Wayland 1944. His son has some photos of him and his oppos, but any info on him or the bases/ships that he served on gratefully received. Also anything after the war when he returned to HM Dockyard, Portsmouth. He was well known for making bell ropes for HMS Hampshire, Devonshire, Andromeda and others including HMV Britannia. During the 60s he was in charge of re-rigging the mast at HMS Ganges – hard copies or e-mail images available. Contact Tony Bailey, 30 Hill Rise, Trowell, Notts, NG9 3PE, tel: 07973 503862 (office), 07813 212099 (mobile) or email: tony@bbop.co.uk

British Military Powerboat Trust at Marchwood Southampton. Please see website www.bmpt.org.uk. They seek old salts who may be able to expand on the site and its contents, with personal anecdotes and pictures of boats from all eras of fast MTB/MGB/ASR/SPT etc. They have a small

Fast Motor Dinghy from HMS Dainty, to be restored, and seek anyone who served in HMS Dainty, and may have pictures of her in service. These boats were used all over the world and they want to hear about any still existing. Contact Richard Hellyer, Ops manager, BMPT on 07710 367817 or email: boats@bmpt.org.uk

HMS Carysfort – see website at www.jdonaldson.fsword.co.uk/index.htm

HMS Duncan: Seeking info on Duncan during WWII or anyone who served on her. Les Hearn has pictures of the damage to her when she was rammed at sea. He also seeks info about his wife's uncle, who it is believed served in her. Contact Les Hearn, 13 Conybury Close, Uphire, Waltham Abbey, Essex, EN9 3PN, tel: 01992 701000 or email: les@hearn549.freemove.co.uk

HMS Erin: Does anyone know what happened to HMS Erin's bell after she was scrapped in 1921? And which yard scrapped her? Contact Mustafa Egilmez, 13 Stoneyhill Terrace, Musselburgh, EH21 6TP, tel: 0131 6533517, email: msegilmez@btinternet.com

HMS Glasgow: Seeking an HMS Glasgow baseball cap. Doug served aboard her as a signalmen 1946-1947 in the Indian Ocean. Contact Doug Shepherd, 20 Elmwood St, Apt 301, Kingston, Ontario, Canada, K7M 2Y5, email: bet@kingston.net

At your Service entries

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- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Calling Old Shipmates

HMS Acacia, T02: Stoker R. Maddison seeks shipmates of the 15th Minesweeping Group, RNPS at Portsmouth 1942-3. Contact him at 23 Clarence Place, Maltby, Rotherham, S66 7HA. Tel: 01709 814412 or email: rolie@clarence23.freemove.co.uk

HMS Blake 1977-80: Graham (Rattler) Morgan was dismayed to read of the death of Gary (Jarge Bandy) Newton in the December issue. They played rugby together for the victorious 'Snakey' team, winning the Maxi ships cup three times in succession. Would any other old Snakey rugby players or shipmates like to get in touch with him? Contact Graham at Parkview, 79 Tewkesbury Rd, Longford, Gloucester, GL2 9BG or tel: 01452 414550.

HMS Bruce Association: All ex-HMS Bruce personnel who are not yet in the Association are asked to please contact the Secretary on 0121 532 4058 – he is trying to find more 'lost souls'.

Bulwark, Berwick, Scylla, Cottesmore: Paul (Budge) Starling left the RN in 1997 after 19 years and joined the RAN. He seeks POMEM(M) Darren (Daz) Ward (Bulwark/Berwick) and POMEM(M) George Lynas (Scylla), to hear about his god-daughter Jaz and catch up on the past. Also, anyone who knew him on these ships can contact him at 12 Kingston Rd, Mount Annan, NSW, 2567, Australia, email: paul_starling@hotmail.com

HMS Collingwood: Fred (Nobby) Hall served his electrical apprenticeship at Collingwood in 1949 and served in Drake, Albion, Vanguard and Illustrious until 1957. He wants to hear from George Levett, Dusty Miller, Albert Dawson and Albert Fisher, as well as anyone else who knew him. Contact his daughter Jackie on 07709 499667 or email: jackie.hazell@ntlworld.com

HMS Collingwood: Fred West joined up at Collingwood on August 30, 1960, as a baby greenie, and he seeks any ex-greenies who joined at the same time. Contact Fred at Bour, 22160, St Nicodemus, Cote d'Armor, France or email: westis@wanadoo.fr

RN Comms: Wally Workman seeks John B. Thompson, ex Rooke and Submarines. Last contact was in Portsmouth about 1980. Contact Wally on 023 9259 3483 or email: bob@workman575.fsnet.co.uk

HMS Cossack, L03 and D57 1938-59: Seeking anyone from the sinking of Cossack and the Altmark incident or relations, also members or relations of D57. Seeking all commissions including stokers Day, Taylor Wilkinson and Mackay. Contact George Toomey, 29 Sunningdale Rd, Chapel St Leonards, Skegness, PE24 5TJ, tel: 01754 872116. Association also welcome relations.

HMS Dalrymple, survey ship 1951-3: Davie (Buck) Taylor seeks old salts from the Dalrymple. Davie married Doreen in Gib in 1952; also at the wedding were David Anderson, Jim Gilchrist and Aubrey Demead. Contact David at 166 Bannockburn Rd, Bannockburn, Stirling, tel: 01786 812633, email: TROUBLE@taylor176.fsnet.co.uk

HMS Falcon 1956-58: Seeking Henry (Harry) Hardman & Florence Dailey; Harry was a LA(PHOT) at Hal Far, and Flo was in the Wrens at Kalafra. They were Best Man and bridesmaid on October 1, 1955, at the wedding of Brian and Doreen Hibbert, at the Holy Trinity Church in Sliema, Malta. Brian also seeks CAF(E) Peter May, ex-Kalafra. Contact Brian at 12 Elder Close, Offerton, Stockport, SK2 5AV, tel: 0161 463 7187, email: brian.hibbert@ntlworld.com

Fast Minelayers Association: Anyone who served in the following ships are eligible to join: HM ships Abdell, Latona, Apollo, Welshman, Ariadne and Manxman. Details from Jim Calcraft on 01562 67822 or email: jim@jscalcraft.fsnet.co.uk

HMS Forester 1941-44: Seeking ex-shipmate Albert Evans. Contact Buck Taylor, 2 Regents Court, St Edmund Rd, Shirley, Southampton, SO16 4RG, tel: 023 8049 8499.

HMS Ganges: John (Whiskey) Walker, ex LRO(T), joined Ganges in 1971, Mercury 72, Berwick 72-73, Lowestoft 73-75, Northwood 75-76, Wootton 76 and Mercury 76 for Killicks course then Hermes 77-79. He is due to retire next year and wants to hear from anyone that remembers him. Contact him at 2 Pembroke Close, Eastleigh, SO50 4QY, tel: 023 8065 2328, email: jwalker91@ntlworld.com

HMS Jaguar: Seeking senior officers of the last commission in 1976. Cdr Alan

Rhodes, MEO, Lt Knowles, CMEM Graham Peerless, MAA Titmarsh and anyone else who served with 1st Class MEM Dave (Jock) Gamble. Please contact Jock on 01476 579707.

HMS Penelope: Seeking John (Arty) Shaw, cook in Penelope until she decommissioned in 1990-91, also at HMS Heron. Contact Keith Parsons, 313 Locking Rd, Weston-super-Mare, BS23 3HW, tel: 01934 417686, email: parsley.parsons@virgin.net

Suez Canal 1941: F. Edwards served in HMS Dainty, which was sunk by dive bomber on February 24. He was sent to Ismailia where he worked on diving boats and qualified as a diver. He was employed searching for mines dropped by German aircraft. He also served in HMS Nelson 1942-44. Anyone who knew him should contact him at 38 Highland Gardens, Shildon, Co. Durham, DL4 1ET.

HMS Victorious: Alexander Macgregor Wilson (Tug) was LCK on the Victorious in 1961-63, and on the Vidal 1964-65. He seeks anyone who served on board at that time. Contact Alexander at 1 Slessor Rd, Kincorth, Aberdeen, AB12 5LR, tel: 01224 872625 or email: ANGELA170771@aol.com

WRNS: Alice Hogg (nee Maxwell) was in the WRNS from February 1970 until June 1972. She joined HMS Dauntless in the February 1970 and was part of AJAX 234 Division. Her PO(Reg) was POW Reynolds and her officer was 2nd Officer Spencer. She left HMS Dauntless to join HMS Dryad with some other WRNS Jane Bird, Sue Jackson, Linda Reynolds. She then left HMS Dryad to join HMS Pembroke. She became a WWTP (Pay) and found herself at Victory Barracks in the Pay Office. Contact Alice on 0191 3891973 or email: alice.hogg@tiscali.co.uk

HMS Ambuscade: Looking for LS(R)s Andrew Cassidy, (possibly living in Todmorden, W. Yorks) and Trevor Simpson, served with them in HMS Ambuscade 85

through 87-88ish, also any others from 3E mess who served between 83 through 88; contact Mark Caswell, 3156 Oak Drive, Lawrenceville, Ga 30044, USA, email: caswellmarks@hotmail.com

HMS Andromeda: Seeking shipmates who served in HMS Andromeda, all commissions, all ranks. Reunion planned February 2005. Contact either Rick Matthews, 01449 678498, or Birdy Cage, 01394 461082, or email: rickmatthews@btinternet.com

HMS Aristocrat: Lawrence John Rand (Randy or Lofty). All shipmates in HMS Aristocrat 1942-44 – let's go to Arramanches on June 6, 60 years on. Contact him at Vaulakroken 21, 4018 Stavanger, Norway or email: jimrand@online.no

Bahrain: In a group photograph taken in Bahrain are Arthur Wyatt (Stores Chief), Ron Stephenson (Flight Chief) and Dirk Brooker (Chief Chippy). Since leaving the Royal Navy, Ron is retired and living in Northampton, Arthur is retired and living in Devon but the whereabouts of Dirk is unknown. If anyone knows where he is, please contact Arthur Wyatt at 15 Heathland View, Sibb Cross, Devon, EX38 8RB or email: arnewyatt@stibbcross.freemove.co.uk

HMS Blake: Seeking ex-stokers from HMS Blake circa 1974-77 for reunion including those on Far East trip. Can those already in touch please re-contact Jeff if still interested. Contact Jeff Sabiston on 0191 2514725 or jeffsabiston@blueyonder.co.uk

BUTEK: ex-RPO Trevor Carnall, trying to trace CPO 'Danny' Kaye. Danny was best man at Kyle of Lochalsh in the early 80s. Also anyone else who remembers Trevor, who left RN in 1988 as MAA. Contact Trevor Carnall, 5 Iolanthe Terrace, South Shields, NE33 3DE, tel: 0191 425 1488 or email: trevorcarnall@hotmail.com

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Sound archive appeals for material

COUNTLESS valuable war archives are sitting out there – and the Imperial War Museum has appealed to readers of *Navy News* to help collect them.

The archives are the memories of veterans involved in major conflicts, and their recollections could become part of the museum's Sound Archive.

The Archive holds the national collection of recorded material relating to conflict since 1914, amounting to more than 38,000 hours.

As part of a national museum, the archive is open free of charge to all and is mainly used by researchers, academics, students and people looking into family history.

The bulk of the collection is made up of oral history recordings, with smaller holdings of broadcasts, speeches, music, poetry and sound effects.

Much of the oral history collection consists of veterans' recollections of the two world wars, with less substantial holdings relating to inter-war and post-war periods.

Documentation and Liaison Officer Richard McDonough said: "Oral history is increasingly recognised as an important aspect of the nation's heritage, offering a very human link with the past.

"It gives immediacy to historical events and an insight into human behaviour under the extreme condi-

tions of war. "No two recordings are the same; all are taken from a unique viewpoint, two people witnessing an event will often take a different view on what has occurred.

"The spoken word also provides what is so often missing in other archival mediums, namely an emotional link with the past, which has often been heightened by the interviewee's experiences of conflict."

The archive holds almost 1,000 recordings relating to naval operations and service, from pre-World War I to the Falklands.

Some of the earliest material relates to life on the lower deck between 1910-22, and is full of detail about training, conditions on board ship and relations between different Naval branches.

Details range from swimming instruction for boy seaman recruits at HMS Ganges to how Naval vessels were coaled, and among the topics are the Battle of Jutland, the Invergordon mutiny in 1931, and the RN Air Service in World War I.

The largest element of the archive relates to World War II, with good coverage of the Battle of the Atlantic, the hunt for the Bismarck, the D-Day landings, Arctic convoys and submarines.

Interviews also cover the Norwegian campaign and Malta convoys, while the Archive has two cur-

rent projects relating to HMS Belfast – a branch of the Imperial War Museum since 1978 – and Captain-class frigates.

But archivists are engaged in a race against time to provide the nation with a comprehensive oral history of Naval operations in World War II, before memories fade and numbers dwindle.

Richard said the museum is particularly keen to find potential interviewees from the following actions:

The sinking of aircraft carrier **HMS Courageous**, 1939; the sinking of the **Royal Oak** by U-47 in Scapa Flow, 1939; **British Armed Merchant Cruiser** actions, especially crewmen from the **Rawalpindi**, **Jervis Bay** and **San Demetrio**; the **Battle of the River Plate**, 1939; **HMS Cossack** crew's boarding of the Altmark in Norway to release captured British Merchant Navy personnel; destroyer actions during the **Battles of Narvik, Norway**, 1940; **HMS Glowworm's** ramming of the Admiral Hipper; **HMS Illustrious's** service in the Med, 1940-41; the mauling of the Italian fleet during the **Battle of Matapan**; the evacuation of **Crete** – especially crewmen from the **destroyer flotillas**, the cruisers **HM ships Gloucester, Fiji** and **Calcutta** and the anti-aircraft cruiser **HMS Coventry**; survivors of the sinking of **HMS Kelly** during the

Crete campaign on which the Noel Coward film *In Which We Serve* was based; the sinking of **HMS Barham** in the Med, November 25, 1941; the **Battle of the Java Sea**, February 1942; **HMS Walney** and **HMS Hartland's** role during the opposed landing of American troops in Oran Harbour during **Operation Torch**, November 1942; the **Battle of the Barents Sea**, especially the role of **HMS Onslow** during the battle in which Capt Sherbrooke won the Victoria Cross; **The Battle of North Cape**, December 26, 1943; **convoy escort groups hunting U-boats in the Atlantic from 1943.**

Additionally, although not strictly Naval actions, the Archive would like to contact any survivors of the **sinking of the Athenia** on September 3, 1939, and any **former crewmen of the tanker Ohio** which brought badly-needed fuel to Malta in 1942.

Contact Richard on 0207 416 5362, or write to the Sound Archive, Imperial War Museum, Lambeth Road, London SE1 6HZ.

Interviews are conducted by the Archive's staff and a dedicated group of volunteers. Recordings are usually made in the interviewees' homes, or alternatively at the Archive in London, and they take the form of a career interview, taking in all aspects of an interviewee's service.

Over a barrel at the plight of Britain's shipwrecks

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 hulks may litter 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.

Among the handful of vessels already protected is the 1679-built 70-gun third rate Stirling Castle.

She foundered over the Goodwin Sands off Deal in Kent during the Great Storm.

It was 1979 before the sands gave up the wreck, albeit briefly; they quickly swallowed up Stirling Castle for another two decades before she re-emerged in 1998.

Now a rare 17th Century 49 hundredweight Prince Rupert gun from the wreck has gone on display in Kent.

In its day, the gun was state-of-the-art – but also had a tendency to crack. Until now, only smaller ver-

sions have survived. Stirling Castle herself is not faring as well as the gun raised from the wreck.

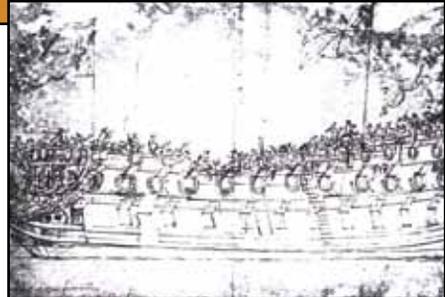
The ship is disintegrating as quickly as divers can examine her and recover artefacts including clothing, pottery and navigation instruments for posterity.

Heritage minister Andrew McIntosh said it was time to ask the nation how best it should preserve treasure troves like Stirling Castle and generally overhaul the laws concerning maritime archaeology and protection of wrecks.

"The seas around the UK contain a wealth of shipwrecks and other remains," he added.

"We hope that we will create a better system for protecting the historic marine assets that make this country's heritage so unique."

David Miles, chief archaeologist at English Heritage which is responsible for wrecks on the seabed, added: "Ships like Stirling



● Faded glory: A battered and worn drawing of Stirling Castle and (top) priceless artefact: the ship's Prince Rupert gun now on display in Kent

Picture: National Maritime Museum

Castle are time capsules which provide a fascinating window on the past.

"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.

Agamemnon and on and on...

● Nelson's favourite ship seen here opening fire on the Ca Ira in 1795
Painting: Geoff Hunt RSMa



REMNANTS from Nelson's favourite ship have been found nearly two centuries after she disappeared beneath the waves.

HMS Agamemnon distinguished herself especially after the great admiral commanded her between 1793 and 1796.

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

Agamemnon foundered in 1809 after distinguished service at Copenhagen and especially around HMS Victory at Trafalgar.

One gun was raised about seven years ago before the seabed reclaimed the wreck.

Uruguayan millionaire Hector Bado, set about re-finding Agamemnon. He

describes his success as "akin to finding the Holy Grail".

While he might be over egging the pudding – historians prefer to think of HMS Victory as the Holy Grail of the Navy – the raised guns are believed to be the sole cannon surviving from Trafalgar; Victory's guns are replicas.

It will take until the end of the decade to prove whether the cannon indeed come from Agamemnon, but Señor Bado is in no doubt.

"This is one of the most important finds in maritime history. These artefacts will add to our knowledge of the period," he added.

Nelson himself wrote that Agamemnon "sails better than any ship in the Fleet", but Colin White, Britain's foremost authority on the admiral and director of

national events commemorating the anniversary of Trafalgar in 2005, says it wasn't just the ship which delighted the hero.

"More than anything, Nelson was delighted to be at sea again – he'd been shore-based for six years.

"He also had a number of crew from Norfolk with him, so it was a happy time.

"Agamemnon was faster and handier than other ships of the line, a sort of battle-cruiser compared with battleships, and Nelson appreciated that."

The name – drawn from a Greek king from antiquity – will live on in Britain.

"Trafalgar woods" will spring up over Britain as a horticultural charity plants 27 copses in 2005.

Each one will be named after vessels involved in the decisive clash off Spain.

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Calling... International Rescue



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 gremlins 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 DISTEX - Disaster 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 and (top left) the village petrol station blazes away

Pictures: LA(Phot) Hooper

Few places on earth can be more disaster prone than Bull Point. This year alone, 31 hurricanes, tropical storms, volcanoes and earthquakes will sweep through this otherwise benign Devonshire hamlet.

Today fire rages in Bull Point petrol station; the village's water tank is leaking and the pipe into the village has been wrecked by a driver who has crashed into it fleeing the storm; a woman and her baby are trapped in a collapsed two-storey home; the radio mast has blown down leaving Bull Point cut off from the world; and the local doctor has crashed his car into the river and drowned - but his snake venom antidote needs to be rescued from his vehicle. It's like an episode of Emmerdale.

It would be easy not to take all this seriously. As it's a NATO exercise, there are no ticks or crosses in the box from the FOST staff - as RN ships passing through Bull Point face.

But this is no jolly. In fact, there's an eerie air of reality about the scenario.

That is not least thanks to the casualties. Yes, there are plastic dummies simulating burns victims and dolls playing the part of babies.

But these are the exception rather than the rule.

Amateur actors, experts in playing

the part of victims, stand in as the residents of Bull Point (population c.100). They apply their own make-up to simulate injuries, moan and groan, play dead or semi-conscious, feign diseases, wail, act hysterically, or resign themselves to their fate - as humans do in such traumatic situations.

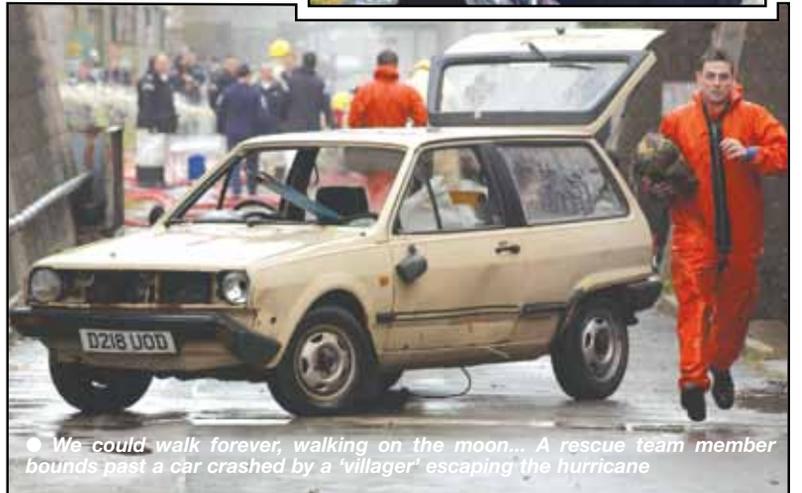
There are other considerations to bear in mind, like religion and food, both of which must be administered sensitively - you wouldn't want a chaplain to give the last rites to a non-Catholic or feed Muslims non-halal meat. For Bull Point, life is back to normal by 2pm. This has

been a brief disaster - the chaos only lasted four hours.

But then it has to be this way. Planning restrictions in Plymouth make it so. The locals don't want the noise and smoke billowing from the 'village' disrupting their lives too much.

If only it was that easy in real life...

● That's a wrap: A sailor escorts a 'casualty' covered in insulating foil to keep him warm



● We could walk forever, walking on the moon... A rescue team member bounds past a car crashed by a 'villager' escaping the hurricane



United by a common goal

For mayhem creator-in-chief, FOST staff officer Lt Cdr Tony Petheram, creating - and tackling - chaos on this scale is a major challenge.

"This is the first time we have done an exercise on such a scale with so many nationalities," he explained.

"The Royal Navy routinely deploys to areas where there are natural disasters; so too do other NATO navies, but not necessarily as often.

"There are two languages in NATO - English and French. This is our exercise, so English is the order of the day."

And so it is. Except that some of the men speaking it have pony tails which to those of us used to the shaven-headed 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 tea 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.

Cdr Svein Kvalvaag, CO of the Norwegian frigate Narvik, says the training his crew receive at Bull Point is invaluable.

"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."



● Yeah, that's fish and chips 167 times... and one chips and curry sauce: English is the common language of NATO; fortunately for foreign Navies it's not the common food. (Below) How it's done for real: Crew of HMS Sheffield clear up on Guanaja Island, Honduras, in the wake of Hurricane Mitch



THE 3 BEARS

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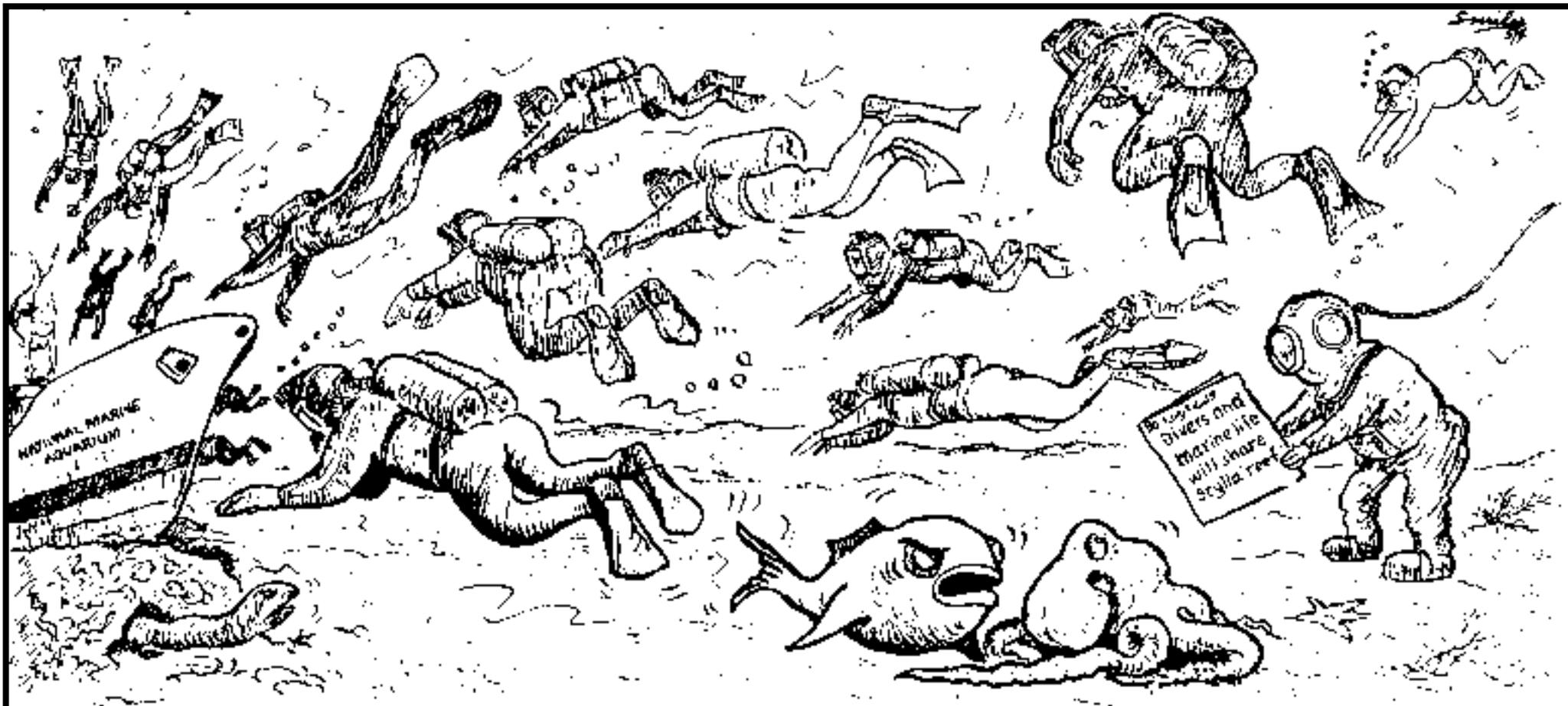
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Share it? We'll be lucky if we can win a corner in the Cable Locker! (See page 12)

NEWSVIEW

Hermes, messenger of good manners

WELL, I was *splendidly* looked after. The 18th Annual Reunion Mess Dinner of the HMS Hermes Association at the Royal Fleet Club, Plymouth wound up around 0130 and I was (I think) one of the last to leave the bar.

Breakfast was at 0800, yet when I arrived at 0810 the restaurant was already full to bursting. So I felt even more guilty when my bacon and eggs arrived a bit sooner than some of the others' did.

That was my only dark moment, though.

It is a popular misconception that Naval reunions are just boozy affairs peopled by boring old farts endlessly 'swinging the lamp' to the mortification of their long-suffering spouses they drag along to them year after year.

Not in my experience, they aren't – and the Hermes crowd provided yet another case in point. All the people I talked to were more interested in current affairs, forward looking and well-informed about the state of the current Fleet as well as that of the nation.

Including some of the much-loved stalwart band of the World War II Hermes, several of whom were even more up-to-the-minute than their successors from the post-war carrier, the 10th to bear the proud name.

The clubs and hotels which host gatherings like these up and down the country are very pleased to have them, as is shown by the generous rates they offer for their accommodation.

Not surprising, really – because, in marked contrast to those who attend many of the flashy functions staged by the modern purveyors of 'corporate hospitality', they behave like the gentlemen (and gentlewomen) they are, know how to hold their liquor and don't leave a mess of trashed tables and rooms in their wake.

The so-called Lower Deck of the Navy, past and present, continues to provide a clear example of standards of behaviour, on exactly the same level as their officers', that society at large would do well to emulate.

They are a different breed. They make light of their difficulties, rather than demand counselling for them. For the Hermes Association, the harrowing experiences of the older salts as well as those from the Falklands campaign of more recent memory, were covered up with great good humour – and none of it seemed the least bit forced.

The butt of many of the jokes was one of the survivors of the ninth Hermes who was sunk three times before he was 18. To this day, none of the others will get on a ferry with him ...

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 apprecia-

tion 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.

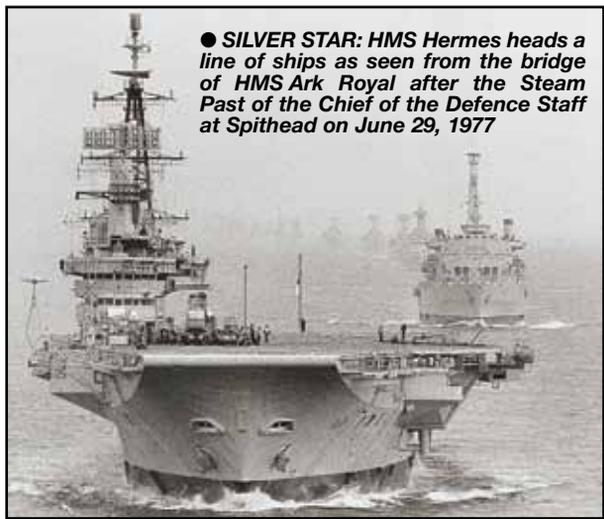
Fifty years in 100 hours

POOLE artist Pamela Roberts has 13 of her magnificent embroideries in Royal collections alone, as well as many more in Service establishments up and down the country.

So we were delighted to receive one of our very own to mark *Navy News*'s 50th birthday next month – the product of over 100 hours' patient re-working of our front page logo.

The offer came right out of the blue and was a wonderful surprise, said Editor Jim Allaway. Over the past ten years Pamela has made quite a name for herself through her handiwork, some of which has featured in our pages.

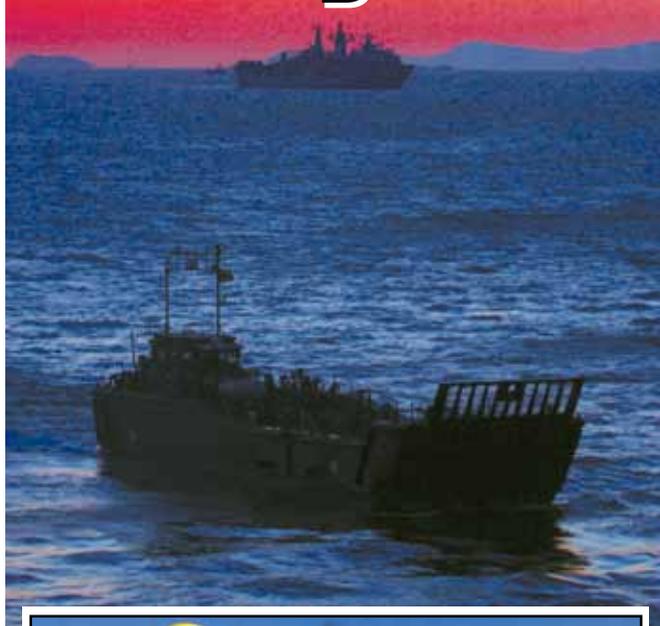
It will take pride of place in our offices here at HMS Nelson.



SILVER STAR: HMS Hermes heads a line of ships as seen from the bridge of HMS Ark Royal after the Steam Past of the Chief of the Defence Staff at Spithead on June 29, 1977



Birds eye view of Navy's Arctic role



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 Tromsø.

The Fleet and 3 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 Capt 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 fliers, 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 said Joint Winter had been extremely worthwhile.

"This has been a truly amphibious exercise – the first of its type for some time. Working with Albion and the Norwegians in their own testing and challenging environment has been hugely successful," he added.

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 Soar.

"Joint Winter was a great opportunity for the Fleet's flagship to demonstrate her 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 off in Rosyth.



● **Come with me to the Twilight Zone... also known as Norway: Eerie shots of a Lynx on Albion's flight deck (above) and HMS Invincible silhouetted against the Northern Lights (top)**

● **(Right) All dressed up with Norway to go: Commandos toggle up for the amphibious assault in Invincible's hangar**

Pictures: PO(Phot) Paul Smith and LA(Phot) David Gallagher and Mac MacDonald



● **Take the boat... (Top) Invincible at sunset with a landing craft in the foreground... or take the chopper... An RAF Chinook hauls a Land Rover and trailer.**



● **Jus' like that: (Above) Crown Prince Magnus Haakon of Norway is briefed aboard HMS Albion and (right) Commandos defend a snow embankment during the land phase of Joint Winter.**



Their sacrifice will never be forgotten

THE hectic pace of Joint Winter fittingly ground to a halt aboard aircraft 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 Commando's CO, said for the sacrifices the 849 fliers made, many Royal Marines could be grateful for sparing them on the ground.

"The RM were in a difficult position in Iraq and the dedication of Naval helicopter crews was a lifeline – 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



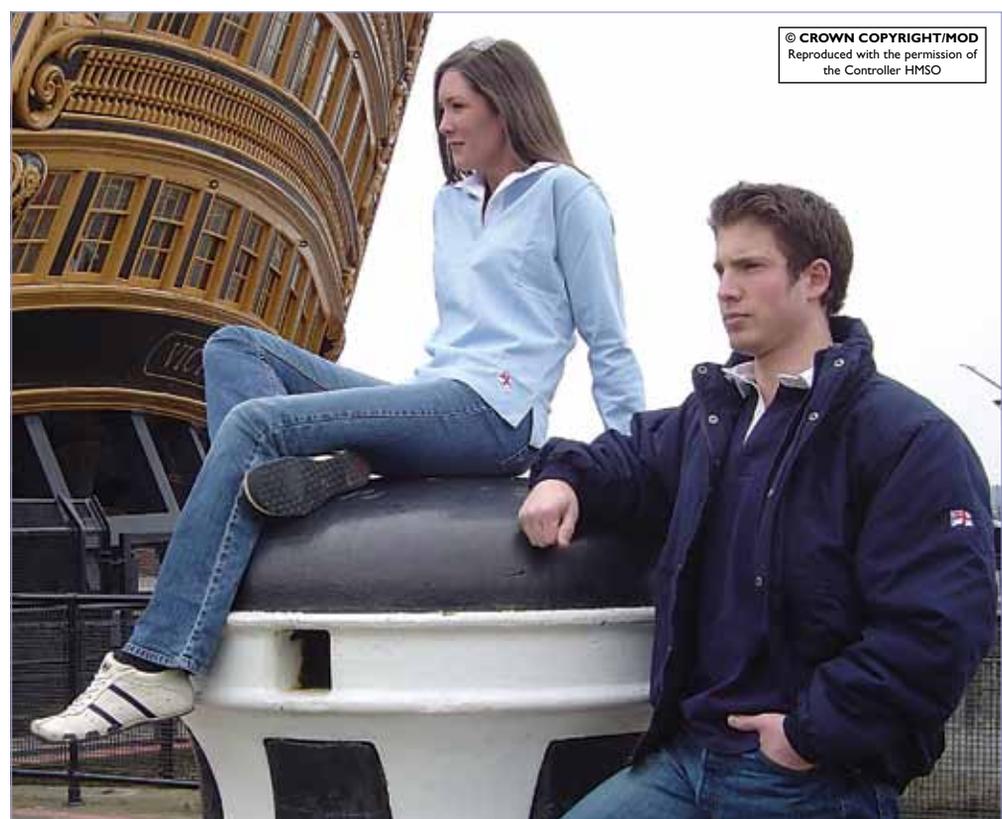
● **A simple and poignant memorial: Members of 849 NAS and Invincible's crew light candles in glasses on the carrier's quarterdeck**

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."

ENSIGN RANGE

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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 AH 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 adding to the Royal Navy's amphibious striking power.

The Apache is due to be declared fit for combat with the Army Air Corps later this year as 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 Channel from March 1 to April 1 were the acid test as test pilots and engineers worked out the operating limits for the Apache 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 ashore – such as on the Al Faw peninsula in Iraq 12 months ago.

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

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

This was not an entirely inhuman 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 aero industry which says that if an aircraft looks right, it probably is.

The Apache looks the business: fearsome, foreboding. You don't want to be looking down the barrel of its guns.

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

"On one occasion, the pilot forgot to turn his helmet off as he



melling enemy ground forces. In Iraq last year, 849 Naval Air Squadron learned that new surveillance radar fitted to their Sea King 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," CPO Rod added.

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

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

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

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

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

Until now, commandos have relied upon the trusted Lynx Mk 7 and its TOW 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).

"Apache is a formidable fighting

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's company. A pair of the Army's new attack helicopters on trials with the RN.



● **Strike one bogey:** An Apache fires two missiles during land-based trials with the Army

looked over at us... and the gun followed him which was a 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 not surprisingly drawn considerable interest – 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 Boeing test pilot and experts from Arizona joined Ocean.

What RN personnel are already learning is that the Apache has potential far beyond simply pump-



● **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



er for Ocean



● Catch you later: A flight deck crew member waves off the trials variant Apache on one of 750 test flights



● Gently does it: The trials Apache on final approach to HMS Ocean's flight deck

Nothing's apache on this beast

More specs, please, we're British

Crew: Two
Gross weight: 7,746kg
Engines: 2x Rolls-Royce RTM 322
Maximum speed: 330 km/h
Cruising speed: 272 km/h
Service ceiling: 3,505m
Combat radius: 462km
Armament: 16xHellfire air-to-ground missiles, 76x2.75in rockets, 1200x30mm cannon rounds
Surveillance/Target acquisition: TV (127x magnification), thermal imaging (36x magnification), direct view optics (18x magnification)



● Phalanx for the memories... An Apache with Ocean's potent anti-air gun behind it

BATTLE-proven by America's military, the Apache has yet to see front-line action with Britain's armed forces. Sixty-seven Apaches have been bought by the UK in a £4.1bn deal, serving with 9 Regiment Army Air Corps. The first of the UK variants, the Apache AH Mk 1, was delivered in May 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, 656 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.

platform, and being able to operate at sea opens up a whole new area for what is already an extremely capable helicopter," said Cdre Duncan Reid, in charge of the Attack Helicopter project with the Defence Procurement Agency. "Britain's Armed Forces are on track to receive a superb piece of equipment which will serve for many years to come." Defence procurement minister Lord Bach, who has been following the Apache's progress on land and at sea, said his team had been hugely impressed by the aircraft's performance aboard HMS Ocean. "Completing these trials is a

major milestone. Apache is a hugely flexible and formidable fighting platform," he added. "Being able to operate from sea will ensure it plays a major part in all manner of operations for years to come. The successful completion of these trials has boosted Apache's already impressive capability." More sea trials with Apache are planned, as well as intense pilot training. RN and Royal Marine aircrew personnel will spend time with 9 Army Air Corps Regiment, "dunker" and sea survival training

will be given to fliers, and magazines in ships prepared to accommodate the Apache's weaponry. 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 Argonaut 05 next year and, fingers crossed, eight in 2006. Unfortunately for speed freaks there will be no quick spins in an Apache, however. Both seats 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.

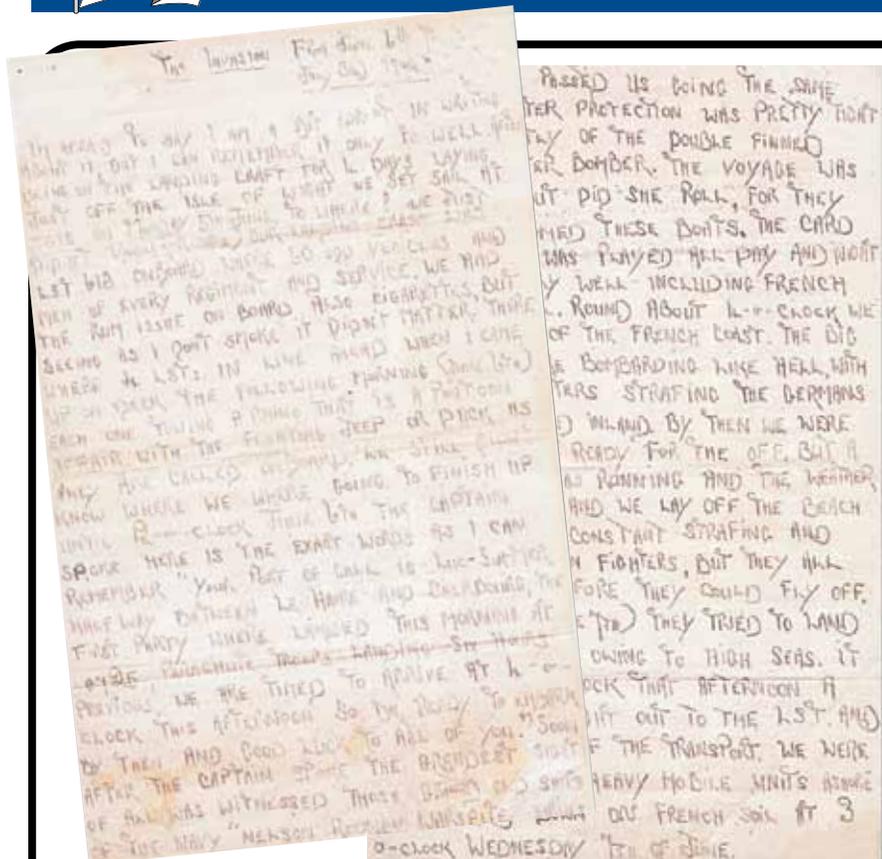


● Touchdown: (Above) An Apache, its weapon pods laden, about to set down on Ocean's flight deck and (left) older brother is watching you: Not to be outdone by the new kid on the block, a veteran Sea King flies past Ocean





At Your Leisure



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

D-Day accounts packed with all kinds of archive extras

... a very high sea was running and the weather wasn't too good and we lay off the beach all night with constant strafing and bombing by German fighters."

This account of his D-Day experiences was written by Leading Signaller Norman Craft soon afterwards on the back of Naval communications – the only paper he could find.

It is included in the D-Day pack (Michael O'Mara Books £10) published in association with the D-Day Museum. Twelve facsimile memorabilia items are accompanied by a 16-page booklet.

Also great value is *The D-Day Experience* (Carlton £30) by Richard Holmes, whose well-illustrated history includes over 30 facsimile items, including maps, diaries, secret memos, posters and log books – plus a 72-minute audio CD of veterans' first-hand accounts.



● Beatie Fry, c 1912

Scandal of mistress who ruled Mercury

THE Indomitable Beatie (Sutton £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 shocked society. Later, her unconventional life continued, as she became the effective commander of a training ship for boys, establishing "a regime of incredible hardship".

Beatie 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, Beatie 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 anyone – but his new school was to become his refuge, the basis of an astonishing career for his mistress and the source of her transformation into a grim, intense woman who ruled TS Mercury with a rod of iron.

Under curious circumstances, she later married its second Captain Superintendent, C.B. Fry, "the handsomest man in England."

Ronald Morris, one of Beatie's last pupils before her death in 1946, who left the following year for a career in the Merchant Navy qualifying as a ship's officer, tells the extraordinary story of this formidable yet tragic woman, of the terror she inspired and the scandal she provoked.



Rare showing for donated works

A GROUND-breaking free exhibition *Bequests to the Nation*, featuring an extensive collection of art and antiques bequeathed to the Ministry of Defence, will be held at the Royal Naval Museum, Portsmouth this summer.

Spanning over 300 years, it will include works by some of the country's finest artists, including Eric Ravilious, whose *Dangerous Work at Low Tide* is shown above. Ravilious, who was the subject of an exhibition at the Imperial War Museum, was killed in September 1942 when he failed to return from an air-sea rescue mission off the coast of Iceland.

Other artists featured include Augustus John, Robert Adam, Muirhead Bone, Thomas Hennell and Vivien Pitchforth.

Since the early 19th century there has been a tradition of bequest and donation of works of art and antiques to the Admiralty that continues to

this day. Normally only on display inside Service establishments, many of them have never been seen by the public before.

Other items of interest include possibly the first signature attempted by Nelson after the amputation of his right arm, together with a letter of provenance written by a member of the ship's company of HMS Seahorse giving a vivid description of the Battle of Santa Cruz in which Nelson received his wound.

Bequests to the Nation will run from July 2 to September 26. Visitors are advised that while the exhibition is free, tickets will be required if they wish to visit the resident attractions in Portsmouth Historic Dockyard, including the Mary Rose, HMS Victory, HMS Warrior 1860, permanent exhibitions in the RN Museum, Action Stations and Harbour Tours (subject to availability). A 24 hour information line is available on 023 9286 1512.

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

THESSE 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 were typical of the period and were intended to reflect the power and prestige of a monarchy. Most seafarers were illiterate – but could identify a vessel by its stern carvings.

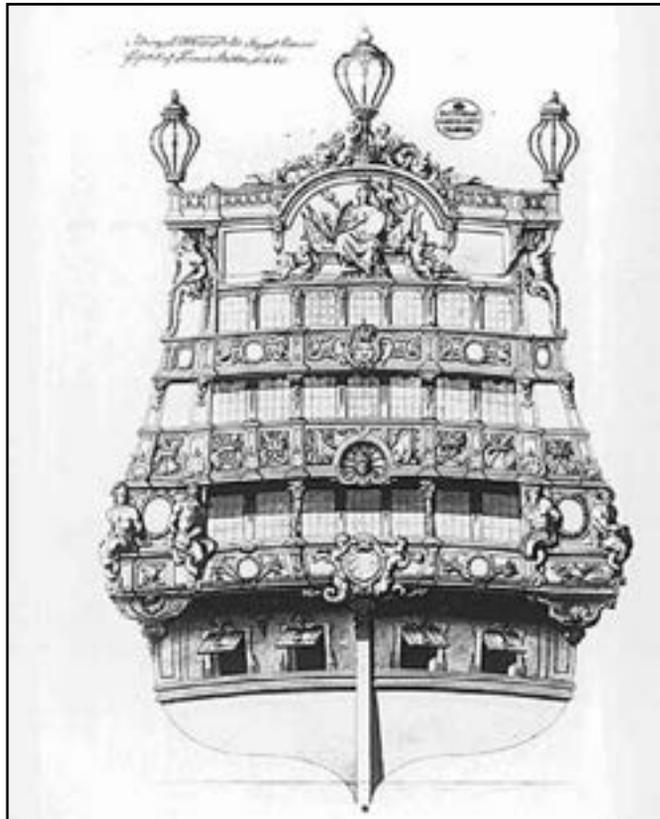
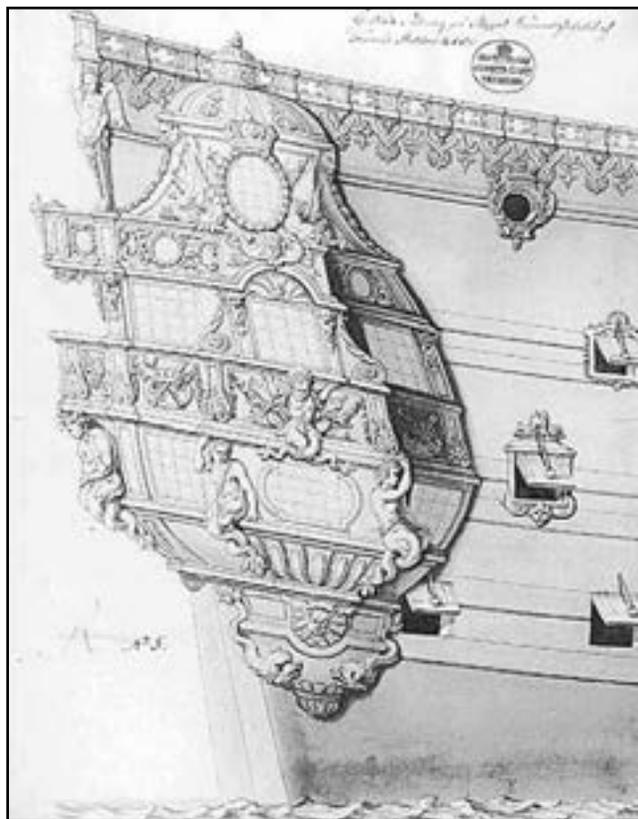
Kronan's fate was to mirror that of the Mary Rose, albeit more spectacularly. Off Oland on June 1, 1676, in an engagement with the Dutch fleet under Tromp, her commander Lorentz Creutz, a

former Treasury 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 reached 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 Gustaf.

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



Submariners VC revisited

BASED ON Admiralty documents, Rear Admiral Sir William Jameson'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 submarine XE3 severely damaged the Japanese cruiser Takao near Singapore Dockyard in 1945, survives today.

The book closes with these two and opens with Norman Holbrook who in B11, already an obsolescent boat, sank the first battleship to fall a victim of the new underwater weapon in 1914.

Other World War I VCs were Edward Boyle, whose first patrol in E14 in the Sea of Marmara was "worth an Army Corps" to the troops fighting on

Gallipoli; Martin Nasmith who entered the Golden Horn in E11; Richard Sandford, with C3 at Zeebrugge (who survived the war only to succumb to typhoid fever 12 days after the Armistice was signed); and Geoffrey White, again of E14, which was lost in the Dardanelles in 1918.

These pioneers were the inspiration to the generation that followed in 1939-45, Rear Admiral George Simpson wrote in the foreword – and he himself commanded the Submarine Service's most distinguished pantheon, based with the 10th Submarine Flotilla at Malta.

Perhaps the toughest submarine campaign in history was fought in the Mediterranean. Among those who particularly distinguished themselves were Anthony Miers in Torbay, John Linton in Turbulent and Peter Roberts and Thomas Gould who removed a live bomb from Thrasher's casing.

Three years later, up in the Arctic Circle, Donald Cameron and Godfrey Place put Tirpitz, then the greatest and most modern battleship afloat, out of action with their midgets X6 and X7 in a magnificent feat of arms carried out over 1,000 miles from base.

But perhaps the greatest of them all was David Wanklyn – whose VC and three DSOs in any case made him the most highly decorated officer of the war.

His story is told separately by Jim Allaway in *Hero of the Upholder*, also reissued by Periscope at £14.99.

As Admiral of the Fleet Lord Fieldhouse noted in the foreword to the original publication in 1991, in only just over one year, early 1941 to April 1942, operating out of Malta, Wanklyn sank the greatest tonnage of enemy shipping of any of our submariners.

"He has been held by successive generations of submariners as the archetypal CO whose bravery and high professionalism have never been in doubt."

After Wanklyn and Upholder were lost – probably to depth charging from the Italian destroyer Pegaso – the Admiralty took the unusual step of issuing a special communique.

It concluded with what became the best-known valedictory in the annals of the Submarine Service: "The ship and her company are gone, but the example and the inspiration remain."



● **UPHOLDER:** Lt Cdr David Wanklyn VC, DSO**



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NoticeBoard

Deaths

MEM2 Craig Samuels, HMS Raleigh, March 14.

Vice Admiral Sir John Roxburgh, Submarine commander (United, Turpin, Triumph), Commander HMS Eagle, operating east of Suez 1965-67. Flag Officer Sea Training and Flag Officer Plymouth. Flag Officer Submarines and NATO Commander of Submarines, Eastern Atlantic. April, aged 84.

Robbie Saunby MBE, Fleet Chief RE. Served 1951-1990. Ships and establishments included Eagle, Tamar, Hermes, Torquay, Collingwood, Osprey, Mauritius, Warrior, Mod London. Aged 68.

CPO (M) Brian (Griff) Griffiths, Ganges Boy. First ship HMS Cavalier. Spent seven years in HMS Bulwark in the 70s. Aged 63.

CPO Thomas A. Osborne, HMS Belfast Association. Served in ship 1942-46. January 25.

L/S John Bettison, HMS Belfast Association. Served in ship 1950-52. March 25.

CPO Writer Frank D. Cousins BEM, Served 1945-75. Ships and establishments included Dryad, Charity, Cleopatra, Roebuck, Urchin, Victorious, President, CND/SHAPE/Sussex, Royal Arthur, Mauritius, Fearless, Victory (Nelson). March 22, aged 76.

CNX Jean Blackburn, Chief Communicator at PHQ Humber for many NATO and local exercises and Comms instructor at RNXS Thorne. Served in Thorne Unit Royal Naval Auxiliary Service from the early 80s until the disbandment of the RNXS in 1994. January 30.

Lt (RNVR) John (Jack) B Young, Served WWII 1939-46 Channel minesweeping, convoy escort, Indian Ocean. Bases and ships included Portsmouth, RNAS Eastleigh, Scapa Flow, Milford Haven, Maldives and Ceylon, HMS Resolution, Huddersfield Town, Maidstone. April 3, aged 83.

Cecil Denton, Served throughout WWII on submarines. Last draft was aboard Seraph as telegraphist. Brother of ex-stoker Les Denton. February.

Bill Scott, Served Aircraft Handler branch 1952-74. March 12.

Tom Townsend, HMS Amethyst Assn. Warrington. February.

Eric Dyson, HMS Amethyst Association. Barnsley. February.

John Cook PTL, Clubswinger at Ganges 1954-56. Staunch member of NE Lincs Ganges Assn. March 23.

PO J.J. Smith, Ex 45 Royal Marine Commando E Troop. March 12, aged 79.

W Abrahams, HMS Oriol. Member of 17th DFA. March 26.

PO Harold Harlow, HMS Obdurate. Member of 17th DFA. March 22.

Walter Watkin, HMS Onslow. Member of 17th DFA. April 7.

CYS George Andrews BEM, Founder

member Second Sea Lord Personal Liaison Yeomen. Naval Civilian Welfare Officer. Founder member HMS Kale Association. Served 1933-47 and 1952-62. Ships: St Vincent, Iron Duke, Nelson, Victory, Cyclops, Hood, Sheba, Kale, Vanguard. March 3, aged 87.

George Dunford, Served during WWII as DEMS gunner. February 21, aged 92.

W.L. Armstrong, Cossack LO3 Alkmark, Bismark. Survivor of Cossack sinking. **A.S. Edgell**, HMS Cossack.

Jack Seddon, Ex AB. Served HMS Apollo 1943-46. Member of Fast Minelayers Association. January 22.

Jack Greenwood, Served HMS Vigilant 1942-45. April 4, aged 79.

Roy Hurd, Algerines Association. Served HMS Fly. January 1.

Ted Aylmer, Algerines Association. Served Plucky, Marvel, Rinaldo. January 31.

Frank J Russell, Algerines Association. Served HMS Rattlesnake. March 25.

Joe Guest, Algerines Association. Served HMS Vestal. April 2.

Albert Gamble, Husband of Sylvia, brother-in-law of Harry Spencer, lost on Royal Oak. Friend and benefactor of the Royal Oak Association.

Bryan (Sandy) Sandford, PO Telegraphist Air Gunner. Hon Sec of TAGA Midlands branch. Served 1943-46. Ships included St Vincent, Daedalus and Implacable (828 Squadron). March 24, aged 78.

ROYAL NAVAL ASSOCIATION

George Francis, Founder member/Life member Telford branch. Also secretary and welfare officer. Life Vice President No. 8 area. Ex-stoker. Served 1942-46. Saw service in HMS Kenya, HMS Indefatigable and others. Theatres: Russian convoys, South Atlantic, (South Africa/New Zealand). March 10, aged 80.

Pete Hunt, Chapl Swindon branch. Survivor HMS Gloucester, Crete. March 10.

Jim Gray, Brentwood. Holder of Atlantic Star and RNVR medals. Served 1938-45. Ships: Ariadne, Azalea, Menethus, RNB Victory. March 13.

CPO Gordon Ronald Hooper, Served 1947-69. Ships included Concord and Grapple. Subs: Scotsman, Seneshal, Thule, Artemis, Alderney, Auriga.

RO Robert Leadbetter, Runcorn. Served in Rhyl and ton class sweepers. Aged 58.

RP3 Robert (Bob) Reid, Peterborough. Served on Reclaim and others. Aged 74.

Mrs Lorraine Frost, Associate Member Rockingham & District branch. March 12, aged 70.

Charles Wilkinson, Nuneaton. Served in MTBs in Mediterranean, Malta and Adriatic. March 13, aged 79.

Fred Matthias, St Helens and Royal Marine Association. Ex Royal Marine Band Master.

Eric Dyson, Founder member and secretary Barnsley branch. Joined Navy 1939. Served in Wallace, Repulse, Golden Hind, Zambezi, Amethyst. March 2, aged 84.

Stanley Littlewood, Vice Chairman Atherton branch. March 17.

Ralph Dewhurst, Wilgston. Founder member of Rushden branch. Also member of the Submarine Association Leicestershire & Rutland branch. March 25.

Thomas Frank Hopkins, Ex AB QM3. Nuneaton. Chatham rating. Ships included Howe, Belfast, Norfolk, Cowdray, Savage, Forth, Cheviot. Also served at Highflyer and Trincomalee. March 29, aged 74.

Douglas Hine, Purley. Secretary Croydon Royal British Legion Club 20 years. Served Signals 1928-45. Ships included Ganges, Vivid (Devonport), Revenge, Warspite, Rodney, King George V, Amazon. Aged 89.

Frederick (Bill) Pye, Thurrock. Served as AB WWII, cruiser Devonshire, Russian convoys. April 5, aged 83.

Bill Gorman, Founder member, Life Vice President Harwich branch.

Joseph Orr, Carlisle & District. AB Chatham. Served 1948-55, including 8th Destroyer Squadron. April 3, aged 75 years.

Geoff Tucker, Woking branch. Air Mech. Served 1943-46. Indefatigable. March, aged 80.

Allan Harding, Woking branch. Branch standard bearer for seven years. April, aged 63.

Arthur Webster, Redcar & District branch. Ldg Sick Berth Attd. Served 1950-62. Ships included Virago, Diamond. April 16.

Mervyn Painter, South Bristol branch. Served 1964-85. Ships: Triumph, Victory, Heron, Bacchante, Penelope, Dolphin, Repulse. Aged 56.

Bill Gunner Baldwin, CPO. Served 1939-61. Ships: Warspite, Centaur. Aged 81.

ASSOCIATION OF RN OFFICERS

Lt Cdr W H Andrew, Served: Fulmar, Ariel, Heron, Seahawk and RNAY Belfast.

Lt Cdr N J Binns, Served: Mercury and RNU Cheltenham.

Cdr W H Heathcote, Served: Iron Duke, Norfolk, Nuthatch, Wolfe, Gamecock, Theseus and Osp rey.

Lt Cdr G E F Hubbard, Served: Indomitable and 849 Naval Squadron.

Cdr M C Lawde, Served: Shropshire, Eaglet, Orion, Ceres, Sheffield, President, St Angelo, Drake, Tyne and Heron.

Cdr L H W E Luckraft, Served: Caradoc, Peregrine, President and Solebay.

Lt Cdr A D H Milne-Home DSC, Served: Fearless, Durban Castle, Searcher, Devonshire, Triumph, Vanguard and Dryad.

Cdr R A B Phillimore, Served: Dragon, Hermes, Cornwall, Biter, Shrike, Argonaut, St Angelo, President and Daedalus.

Maj M B Reynolds RM, Served: Phoebe,

Royal Prince, President and Cochrane.

Lt Cdr J B Watson, Served: Warspite, Concor, President and Mercury.

SUBMARINERS ASSOCIATION

J (Jan) Cole DSM (MID), CPO M (E). Australia Branch. Served in: H48, L23, L26, Stubborn, Trump, Talent. WWII submariner. Aged 87.

R (Dizzie) Dewhurst, Tel. Leicestershire Branch. Service 1940-50. Served in: Porpoise 1, Clyde P556, Teredo. Aged 82.

M E (Maurie) Hayman, Tel. New Zealand Branch. Service: 1955-57. Served in: Aeneas. Aged 70.

P A (Peter) House, PO Sto. M. London & Merton Branches. Service: 1948-54. Served in: Tradewind, Ambush, Amphion, Astute. Aged 74.

G (George) Layden, AB SD. Barrow-in-Furness Branch. Service 1940-46. Served in: Sealion, Seawolf, Shakespeare, Solent. Aged 82.

T A (Tex) Newitt, ME1. Exeter Branch. Service 1954-57. Served in: Alderney, Astute. Aged 71.

J B (John) Paulden, CERA. Gosport Branch. Served in: Trespasser, Trenchant, Alderney, Tantalus, Amphion, Ambush, Tramp. Aged 82.

F C (Fred) Sharp DSM (MID), CPO Sto. Service: 1935-53. Served in: H31, L27, H44, Swordfish, Talisman, P41, Unbroken, Visigoth, Thrasher, Alliance, Aurochs, Alderney, Selene, Tradewind. Aged 90.

Sports lottery

March 6: £5,000 — **OM A McStephney**, HMS Victorious; £1,500 — **OM E Rogers**, BFFI; £500 — **LWtr V Chamberlain**, HMS Seahawk

March 13: £5,000 — **OM J Burrow**, HMS Chatham; £1,500 — **OM D Hill**, HMS Collingwood; £500 — **POMEA G Evans**, HMS Campbelltown

March 20: £5,000 — **OM S Dunn**, HMS Invincible; £1,500 — **OM S Dunn**, HMS Invincible; £500 — **CH S Woodward**, HMS Drake

March 27: £5,000 — **MEM M. Everett**, HMS Westminster; £1,500 — **Mne J Vasconcelos**, Cdo Log Reg; £500 — **OM J Gallienne**, HMS Nottingham

April 3: £5,000 — **Lt D Simpson**, Exch USA; £1,500 — **Capt RM J Stemp**, RM Stonehouse; £500 — **POAC J Dance**, HMS Drake

April 13: £5,000 — **Cdr J Bailey**, JSSU Oakley; £1,500 — **CPO (MET)**, Seahawk; £500 **POWEM (R) N Sennett**, Forest Moor

Appointments

Cdre D C M Fergusson as Trafalgar 200 Project Director, March 30 04

Capt G E Macdonald to be Captain Naval Drafting and ADNCM (LOGS) on May 28 04.

Swap drafts

iMEM1Smith: Drafted to HMS Chiddingfold. Swap for any Pompey 42 or 23. Must be Scale C or Scale B. Tel 07931 779676.

Wtr1 Natalie Watson: Joining HMS Illustrious 22/06/04. Wanting any Portsmouth-based ship. Preferably deploying. Contact No. 9380 20369/07980 745851.

Ldg CH Pierce: Serving on HMS Gloucester. Swap for any Plymouth-based ship, deploying or not.

Wtr Millard: Drafted to HMS Newcastle. Will swap for any non-seagoing Portsmouth-based ship in August. Contact 2QP Mess HMS Newcastle BFPO 343. Tel 0770 964 5839.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service □ sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on a Form C240. Forms for ratings within a Squad should be sent to their Waterfront Manning Office; forms for all others should be sent to NDD, Centurion Building.

THE TIME OF YOUR LIVES

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



● Got any post for us? Fleet submarine HMS Warspite dwarfed by repair ship Bar Protector, a vessel taken up from trade, in San Carlos Water as she picks up mail and stores.

40 years ago

PLANS for a new Surveying Fleet and three new ships, of merchant ship design, to take over from the Cook class vessels (the Cook, Dalrymple, Dampier and Owen) were announced.

The existing fleet of survey ships had been "stretched to the limit."

Added exploration tasks, made necessary by the development of nuclear submarines and supertankers, were one reason.

30 years ago

BOMBS, shells, planes and tanks were among the litter set to be cleared from the Suez Canal by members of the Fleet Clearance Diving Team.

Backed up by support ship HMS Abdiel and minehunters Wilton, Bossington and Maxton, the team, alongside the Egyptian Army and the United States Navy, was dealing with the debris of war which had collected since the canal's 1967 closure.

The operation was expected to last a year.

20 years ago

AFTER successfully completing three Falkland patrols, it was only during her most recent spell in the South Atlantic that many of the crew of HMS Warspite were able to sample terra firma.

They stepped onto the land they had spent so long defending when the 90-day deployment included a run ashore.

The nuclear-powered Fleet submarine was visiting forward repair ship Bar Protector in San Carlos Water.

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Slice of history for Yeovilton squadron

LONGEST-serving Naval Air Squadron, the Yeovilton-based 800 NAS (Sea Harriers), has formally been de-commissioned.

Formed in 1933 from 402 and 404 Fleet Fighter Units, it is the first of three which will be disbanding from RNAS Yeovilton over the next two years.

The squadron was initially equipped with Hawker Nimrod and Hawker Osprey aircraft, subsequently flying fifteen aircraft types.

Notable firsts along the way for 800 NAS have included being the first squadron to be equipped with the Hellcat, the first to fly jet aircraft (the Supermarine Attacker) and being the first high altitude interceptor squadron.

Post-war, 800 NAS took part in the Falklands conflict in 1982.



● First Sea Lord Sir Alan West, 800 NAS's Cdr Paul Stone, AEM Ben Moorcroft and Cdr Stone's wife, Penny with de-commissioning cake

ADVERTISING FEATURE

The ultimate military band



● The distinctive sight of the Royal Marines Band performing

UNIVERSALLY 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



● Band members are known for blowing their own, er, trombones

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.royal-marinesbands.co.uk



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

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Royal Naval Association

65 up – and still looking to future

CHELMSFORD branch had something to celebrate on achieving its 65th year in continuous 'commission'. Formed on September 2, 1938 as the RNO, which subsequently became the RNA, it claims to be one of the oldest RNA branches in No 5 Area. To mark its coming of age, members posed for a group photograph – and look forward to celebrating the 70th birthday 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.

Church relic is back home at Gamecock

NAVAL mementoes like the commemorative 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 Uxbridge branch for safekeeping 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 Uxbridge 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 Uxbridge club, Dougie Bloodworth – an ex-Army man – got in touch with the padre of Gamecock Barracks, the Rev Alex Potts, to discuss what to do with the commemorative stone. The Rev Potts was happy to accept it and install the stone in his new church following a rededication service which was attended by members of Uxbridge branch and Coventry and District RMA. For all concerned, particularly S/M Kevin Wood, chairman of Uxbridge, 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 Westwood (treasurer), S/M Tom Stallard (chairman), S/M Les Harris (president) and the ship's Senior Rates Mess President

Affiliation stalwart mourned by branch

FOLLOWING the death of S/M Eric Dyson, founder member and outstanding Barnsley 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 Amethyst 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 GIs Associations.



From left: Wakefield branch president S/M Bill Little, ex-vice chairman S/M Ray Williams, S/M Irene 'Tich' Solomons, S/M Michael 'Solly' Solomons and branch chairman S/M Len Johnson

£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 £50 prize was Nigel Pardoe, of Much Wenlock. This month's mystery ship had several identities, 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. Can you identify the ship – and this time 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. Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner. Closing date for entries is June 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our July edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 111

Name

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My answers: 1

2

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Tumbler gift accompanied by a bottle!

AT THE Wakefield branch annual general meeting, president S/M Bill Little presented the retiring vice chairman, S/M Ray Williams, with an engraved whiskey tumbler and a bottle to christen it.

There was also an award for retiring standard bearer and social secretary S/M Michael Solomons, who was honoured with life membership, and a 'thank you' gift for his wife Tich, for serving as her husband's unpaid assistant and mentor.

All the awards were for long service and loyalty to the branch. In addition to his RNA duties, Bill Little is also a TS Royalist (Sail Training Association) cox'n.

Service date

LITTLEHAMPTON branch Sea Service Parade and Pierhead Service will be held on July 18, with the march-off at 1330.

Further details are available from Chairman S/M Tom Harrison on 01903 721995.



Training team talk to Cyprus members

COMMANDER Mike Perchard, Commander 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 island conducting Operational Sea Training for the patrol boats of the Cyprus Squadron.

It proved successful for HM ships Pursuer and Dasher, who passed their training tests with flying colours.

During the visit members turned up in strength to hear an interesting talk on modern naval operations, emergency and other procedures and the importance of sea training.

The talk was given by Cdr Perchard.

Branch president the Rt Hon Sir Edward du Cann thanked Cdr Perchard for giving such an interesting insight into sea training aspects of the Navy.

A founder member of the branch, PO Darby Allen, returned to Cyprus aboard HMS Exeter, to be greeted on arrival, on behalf of the RNA, by Lt Cdr Wayne McGrath and PO Gavin White, both of whom had served in the Type 42 destroyer.

The ship left Portsmouth in mid-March for an eight-month deployment to the Far East.

Conference wheels are set in motion

ARRANGEMENTS are well in hand for this year's Annual Conference, which is being held in Portsmouth and hosted by Gosport branch.

In early March the Standing Orders Committee reviewed the Motions to Conference received from branches.

The five proposed motions, printed below, should be discussed with branch committees and Conference delegates, and the committees should consider whether they want to propose any amendments – the procedure for this is in GSM No 56.

To allow time to produce printed amendments, Headquarters should be told of any proposed amendments before June 11.

If a branch does propose any amendments, it should ensure a delegate is being sent to Conference so that he or she may speak on it at the appropriate time.

The motions, all under the heading of Royal Charter, Rules and Bye Laws, are:

Motion No 1 (proposed by Peterborough and District, seconded by Letchworth and Hitchin): "That the Royal Charter, Rules and Bye Laws, as appropriate, be amended to allow Associate Members to be elected to Branch Main Committees, provided that the

majority of the members of the Committee concerned are Full or Full Life Members." (See Royal Charter Article 9, Rule 9(a) and Bye Law B14).

Motion No 2 (proposed by Warwick, seconded by Kidderminster): "That the Royal Charter, Rules and Bye Laws, as appropriate, be amended to allow Associate Members, who have completed at least one year's membership of the Association, to be elected as Branch Officers in their Branches." (See Royal Charter Article 9, Rule 9(a) and Bye Law B14).

Motion No 3 (proposed by Woking, seconded by Guildford): "That the fee payable by Branches or Areas for the nomination of Life members shall be £60 until December 31, 2009, and that Bye Law 5e be amended accordingly." (See Rule 4(a) and Bye Law 5e).

Motion No 4 (proposed by Kingston-upon-Thames, seconded by Enfield): "That the Royal Charter, Rules and Bye Laws, as appropriate, be amended to provide that moneys which have been reverted to the Association on disbandment of a Branch, in accordance with Rule 9(c), should be paid to a Branch to which the majority of the Full and Full Life Members of the disbanded Branch have transferred provided that the majority of the Full and Full Life Members of the disbanded Branch agree to this in writing." (See Rule 9(c) and Bye Law B53 (c)).

Motion No 5 (proposed by Plymouth, seconded by Torbay): "That the rate of annual Association subscriptions for members of the Association serving in the Royal Navy be £1." (See Rule 4(a)).

Recces have been made with regard arrangements in Portsmouth by senior Association officials, and the prospects are for "a cracking good Conference weekend."

The parade course for the Sunday has been walked, and the reconnaissance party visited St Anne's Church, which they believe is ideally suited to the occasion.

See the panel (right) for fuller details of the Conference weekend timetable.

Glasgow City cash ensures smiles

CONTRARY to what some may think, Navy News is always very pleased to see and publish reports from North of the Border – the trouble is, they are not received often enough.

To ensure children of all ages had an enjoyable time at Christmas, the Glasgow City branch raised £160, plus toys and gifts for Yorkhill Hospital.

Frank Halliday, chairman of the branch, said: "The money for the donation and toys was raised from various social organised by the Association, as well as one-off donations from the members."

"We're just glad to be able to give something to the hospital, especially around Christmas time."

WWI memorial

COLLINGWOOD Memorial Service, organised by the Blandford branch for July 4, is in memory of the victims of the Collingwood Battalion RN Division who died in June 1915.

It will be held at Pimperne Village, close to Blandford Camp.

For further details, contact chairman S/M Roy Adam on 01258 453797.

Veterans date

NORTHERN Ireland Veterans Association Service of Remembrance is on September 23 at the Ulster Grove of the National Arboretum in Alrewas, Staffs. More details from the Chairman of NIVA at chairman@nivets.co.uk

The weekend programme

Friday June 18

Delegates and observers arrive in Portsmouth
Information for delegates, observers and visitors regarding weekend arrangements and programme will be available at the RNA Reception and Information point at the Victory Club, HMS Nelson, open from 1900-1930

Pre-Conference Get-together:

1900-2330: Social evening at the Victory Club, HMS Nelson. Entertainment provided during the evening by Shep Woolley and his Band. Raffle: Pussers Rum and Naval Books Raffle. Snack bar will be open; last boats at 2330

Saturday June 19: Conference 2004

Delegates and observers registration desks open from 0900 at the Guildhall

1015: Delegates and observers to be seated for arrival of the Second Sea Lord Vice Admiral Burnell-Nugent, the Lord Mayor of Portsmouth and senior RNR personnel

1030: Conference officially opened by the Lord Mayor of Portsmouth

1900-2330: Gala evening in the Guildhall. 1900: Food served as previously ordered (see below); dancing to the music of the 40s and 50s with the Tony Strudwick Orchestra. Spot prizes, and raffle: Pussers Rum Raffle.

Dance tickets (colour coded to indicate choice of food – see below) at £8 per head available from Area 3 Secretary Peter Reed, 165 Surrenden Rd, Brighton BN1 6NN; cheques payable to RNA Area Three and enclose an SAE.

Choices of food: chicken and chips; sausage and chips; scampi; vegetarian nut cutlet.

All food orders received by May 21 will be entered into a draw for a luxury hamper

Sunday June 20

Parade, followed by Service in St Anne's Church in HM Naval Base.

Further details to be advised

Chairman in dash to catch the show

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

Ex-Naval chef Mark prepared a delicious supper, which was followed by a great disco, a raffle, and a partial Sods Opera, which went down really well with those gathered for the evening.

Chairman S/M Jack 'Slinger' Woods made it back from Australia in time to attend.

During his visit Down Under,

accompanied by his wife Jean, they attended a meeting of the New South Wales branch at the Kiribilly Ex-Service Club, followed by supper and drinks.

They thank the two lady secretaries, Margaret and Roc, for arranging the visit, and the hospitality extended also for their invitation to other UK visitors to get in touch.

The branch has been preparing for the first concert of the year at the club, and in July the largest Sea Sunday service in the North West of England.

Area 5 mourns loss of Harwich founder Bill

SAD NEWS from Area 5 with the report of the loss of a stalwart member of Harwich branch, S/M Bill Gorman.

More than 200 relatives, friends and shipmates from the Area attended the funeral, at St Nicholas Church, Harwich, braving high winds.

Nine standards, including the RAFA and MN, formed a Guard of Honour, and the cortege was piped in by S/M Peter Piper.

After the service the Last Post was played by ex-Royal Marines bugler A. Lofts.

Bill was a founder member of Harwich, as well as vice president and life president, and will be sadly missed.

Standard laid up

TEIGNMOUTH'S branch standard has been laid up at a ceremony at Teignmouth Museum on the decommissioning of the Devonshire branch.



The Commanding Officer of Hitchin Sea Cadets receives a cheque from S/M Joan Ellis, Secretary of the Letchworth and Hitchin branch of the RNA. Looking on is the cadets' Inspecting Officer, Cdr Kent RN. The cheque will cover the cost of sending three cadets from the Unit for a trip on board the training ship TS Royalist.

Two reasons to remember

A PARADE is to be held at Woking on Sunday June 27 to commemorate the Battle of the Atlantic and the 60th anniversary of the Normandy Landings.

The parade will muster at the Ex-Services Club, Maybury Road, Woking, at 1030, march to the Town Square, conduct a short service, then return to the club, where the bar will be open.

Standards and branch members are welcome, and refreshments will be available.

Contact S/M Rod Fraser for details; telephone 01932 349928 (Branch Ceremonial Officer).



Skegness branch rededicate their standard on their tenth birthday. In the front row (from left) are S/M Keith Crawford (Area 9 chairman), S/M George Holmes (Area 9 president), Rev Ian Banks (Skegness padre), S/M Gordon Long (Skegness chairman), S/M John Stevens (Skegness president) and standard bearer S/M Maurice Gaunt

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Hectic Easter for the 'Ace of Clubs'

CLIFF climbers, beach ramblers and horse riders kept the fliers 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 Culdrose-based Search and Rescue unit.

Good Friday became bad Friday for two holidaymakers stuck on cliffs at Portsatho near St Austell. Having scrambled down the face, they were unable to climb back up and needed the Sea King crew's assistance.

Later the same day, a climber who fell at Sennen Cove was rescued and flown to Royal Cornwall Hospital in Truro.

The 771 Sea King with its distinctive Ace of Clubs logo was up at Sennen Cove again on Easter Saturday to rescue a visitor from the Czech Republic who'd fallen 90 feet down the face. He too was 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 bridleway near Godrevy and had to be lifted to Truro for treatment.

Welfare projects benefit from NAAFI's hand-out

THE Navy will receive more than £90,000 from NAAFI to support community and welfare projects after a successful trading period.

The shops and services provider for the Forces either shares its profits with the military or invests in expanding its services.

The interim dividend for the end of the financial year was £500,000. The cash will be divided and handed to local unit commanders to decide how best to spend on welfare projects and facilities.

Last year NAAFI paid out £2.75m to the three Armed Forces.

Ice to see you, to see you ice

TWO patrols in the frozen wastes come to an end this month as veteran destroyer HMS Glasgow and survey ship HMS Endurance arrive back in Portsmouth together.

The duo worked side-by-side for periods during their time as Atlantic Patrol Ship (South) - that was Glasgow - and Antarctic survey patrol vessel - Endurance - in deployments which began last autumn.

Co-operation reached its peak when Endurance lost one of her Lynxes and called on the Falklands veteran destroyer for aerial support.

Endurance broke her record travelling farther south than ever before; Glasgow too ventured a long way down, eventually reaching 59° South alongside the Red Plum.

Glasgow's deployment has taken her 28,000 miles to 14 different countries from Sierra Leone and Senegal in west Africa to the sights of South America such as Patagonia and Montevideo, and a brief visit to one of the world's most remote islands, the tiny British dependency of Tristan da Cunha.

Ten crew left the ship behind in the Falklands for ten days for adventurous training around the Torres Del Paine National Park in Chile thanks to a hand-out from the RN Sports Lottery.

The team, lead by WO2 Slinger Wood, covered 120km in six days, crossing a glacier and partaking in ice climbing in the process. The sailors rejoined their ship in Punta Arenas when she put in.

"Even though we had a large age spread, the team worked well together," said WO2(MEA) Wood. "The mountains and lakes provided stunning scenery and we



● **Big berg:** Glasgow, her Lynx about to land, passes an iceberg, as seen from HMS Endurance
Picture: LA(Phot) Phil Wareing

really dipped in with the weather." Glasgow's Commanding Officer Cdr Mike Wainhouse said that adventurous trip seemed to sum up his ship's deployment.

"It's been a thoroughly rewarding experience for all of us, allowing us new experiences and the opportunity to visit places that most people will never see in a lifetime," he added.

"It's proved to be hard work and a long time to be separated from loved ones. But the ship and the ship's company, most importantly, have shown their worth."

The destroyer will undergo routine maintenance on her return before heading back to sea; the same goes for Endurance, which will receive a summer overhaul before heading south again this autumn.

● **Hanging around:** AEM Martin Langlands conducts a double lift with a Lynx of 212 Flight during HMS Endurance's passage from the Antarctic to Cape Town, South Africa.
Picture: LA(Phot) Mez Merril



'... We shall fight on the seas and oceans...'

OFFICERS of one of the most potent warships in the world stood in the shadow of Britain's great wartime leader when they dropped in on the British Embassy in Washington.

Crew of USS Winston S Churchill, the Arleigh Burke-class destroyer, were given a tour of the Embassy and met RN staff in one of the Navy's most important overseas posts, led by Naval Attaché Cdre Joe Gass. The group posed by a statue of the great man.

Churchill, which was star of the show at the International Festival of the Sea in Portsmouth in 2001, enjoys a unique distinction as the sole ship in the US Fleet named after a Briton. Throughout her career, the destroyer will have a Royal Navy navigator to guide her; Lt Ros Brearley has just taken over from Lt Stuart Yates.

Churchill the man is very much in the public eye in the USA at present with national events planned celebrating his life this year and a major exhibition of his life and times at the Library of Congress.

Nottingham back at sea

HMS Nottingham returned to the water for the first time under her own steam last month after her nearly-fatal collision with rocks in July 2002.

The Type 42 destroyer sailed for trials under the watchful gaze of Portsmouth Naval Base repair organisation FSL following a £26m overhaul which has lasted nearly 18 months.

Nottingham was flooded up in dry dock last July, but extensive work to her innards which were badly damaged by seawater was needed before she could be handed back to the RN.

The Navy has also used the opportunity to upgrade some of Nottingham's systems; she was Europe's most advanced anti-air warfare destroyer before her accident.

"After a demanding programme, the next stage is a busy period of sea trials," said FSL project manager Barry Stacey.

She is due to be handed back to the Navy in July

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More ships in the picture

LIVE TV for ships on deployment will become a permanent fixture as decoders are fitted to almost every vessel in the RN and RFA's surface Fleet.

A grant from the Services Sound and Vision Corporation, which provides entertainment for Britain's Armed Forces, will pay for satellite TV decoders to be fitted to more than 80 warships and auxiliaries over the next two years.

Ships of the size of Hunt/Sandown class up will receive the decoders, allowing off-duty crew to watch live TV fed to them by BFBS.

Live TV proved a huge morale raiser during Operation Telic last year, but the facility was limited at the time to larger vessels such as HMS Ark Royal and Ocean. Beyond sporting events, the television feeds allowed crew to see how war with Iraq was being reported at home - as well as other national events.

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Navy squadrons are on the move

THIS month's Drafty's Corner looks at the move of FAA personnel from RNAS Yeovilton to RAFs Cottesmore and Wittering, collectively known as Cott/Witt, and detail the relocation plans and employment opportunities for over 500 RN personnel.

The Sea Harrier FA2 will be phased out over the next two years, and RN aircrew and engineers will be retrained to operate the Harrier GR7/9 and will integrate with RAF personnel within Joint Force Harrier (JFH).

Ten miles north-west of Peterborough, RAF Wittering has been the home of the RAF Harrier since its inception in 1969 and is the primary training establishment for JFH.

Some 15 miles further north lies RAF Cottesmore, which supports the operational squadrons and is where the two front-line Naval squadrons will reside, alongside two RAF squadrons from 2006.

An RN pathfinder force has served at RAF Wittering since April 2003, and the RN's Harrier vanguard relocated to Cott/Witt and commenced training last month, following the decommissioning of 800 Naval Air Squadron (NAS).

The phased migration of personnel

is shown in the table, with the RN squadrons relocating as follows:

■ 800 NAS decommissioned March 31 2004, and reforms at RAF Cottesmore in December 2005.

■ 899 NAS decommissions March 31 2005 and integrates with 20(R) Sqn at RAF Wittering in April 2005.

■ 801 NAS decommissions March 31 2006 and reforms at RAF Cottesmore in October 2006.

Whilst the majority of RN personnel in JFH are FAA, there are also employment opportunities for Chefs, Stewards, Writers, Stores Accountants, PTs, Medical Assistants, Family Services and 'Reggies'.

If you are a volunteer, then please submit your DPF or C240 accordingly.

A Waterfront Manning Organisation (Air) (WMO(Air)) will be created at RAF Wittering to manage squad manpower across the JFH community from mid-2004, and will also act as the focal point for all JFH manpower related issues.

The JFH Community Manpower Co-ordinator (CMC) is already in post to answer any queries new joiners may have.

Furthermore, a Regional Drafting Career Advisor (RDCA) was established at RAF Wittering in Apr 2004; supporting Cott/Witt and RAF Wyton, it is collocated with the WMO (Air) to ensure the transition phase goes as smoothly as possible - contact details are listed in the table below.

The Second Sea Lord, Vice Admiral James Burnell-Nugent, is scheduled to open the new facility later next month.

A total of 563 RN Service personnel will be involved in the move over the next two years, with the disposition of personnel between the two stations roughly balanced.

The manpower structures have been set to ensure balanced employment opportunities through all levels within the JFH community, but first we need to train everyone.

For the Air Engineering (AE) branch this will be achieved in a number of stages.

Firstly, through the delivery of Harrier 'Q' courses (SAMCO in Naval parlance) at the Harrier Aircraft Maintenance School (HAMS) at RAF Wittering and then by attaching personnel to one of three RAF operational squadrons for consolidation training.

20(R) Squadron at RAF Wittering is the Operational Conversion Unit (OCU) and is primarily responsible for training aircrew.

In addition, all AE ab initio training will be co-ordinated through 20(R) Squadron, adopting the 899 NAS training model.

The more experienced maintainers will be 'blistered' on to either 1(F), 3(F) or IV(AC) Squadrons at RAF Cottesmore until there are sufficient RN personnel trained to reform the RN squadrons.

There will also be a number of



'Gonna try it, are you?'

support posts at Cott/Witt, primarily within the mechanical and avionics workshops, Propulsion Flight and the Harrier Maintenance Flight.

Finally, as part of RN Air Engineering Branch Development (AEBD), most AE ratings in the Electrical (L) and Radio (R) trades will migrate to a combined Avionics (Av) trade.

The unchanged Mechanical and future Avionics trades will align

more closely with the trade structure of the Army and the post Multi-Skilling trade structure of the RAF; this will facilitate interoperability in JFH and Joint Helicopter Command (JHC).

The RN Av trade will retain responsibility for Weapons.

Though not a driver for change, the M and Av trades also better align with civilian Joint Aviation Requirements (JAR) allowing

greater interchange with civilian support which may ease the transition into civilian employment for Service personnel.

Assimilation training for the new Av trade is carried out at HMS SULTAN and is a prerequisite for L and R trade AEs relocating to the Cott/Witt community.

FAA Drafting Division - Phone: BT 02392-70 or 93844 + Ext or e-mail CND (+ name)

D3	Cdr Robin Wain (Warrant Officer 1 Appointer)	Ext 2125
D3A	Lt Cdr John Beavis (All FAA Non-Technical Ratings, Regulators, PTs)	Ext 2049
D3B	Lt Cdr John Phesse (All FAA Technical Ratings, WO2AEAs, Small Ships Flights)	Ext 2121
D3C	CPOAEM(M) Steve Mather (Small Ships Flights, Office Manager)	Ext 2144
D3A1	POWTR Lucy Whitcher (ACs, Senior AEs, Senior SEs)	Ext 2134
D3A3	POWTR Marc Golby (Regulators, PTs, Photographers, METOCs)	Ext 2969
D3L/R	POWTR Mellanie Wallace (FAA Technical S/Rs (L, R & AV Trades))	Ext 2065
D3M	POWTR Duncan Crone (FAA Technical S/Rs (M Trade))	Ext 2124
D3LAEM	LWTR Sarah Harley (FAA Technical Leading Rates & Non-Squad Able Rates)	Ext 2358
WMO	CPOAEM(M) Scott Robertson (JFH Able Rate Squad CMC RAF Wittering)	95351 7886
RDCA	WO(MAA) George Bone (Regional Drafting Career Advisor RAF Wittering)	95351 TBA

Changes kick in for manning team

WITH many changes taking effect from April 1, it has been a busy month for the Waterfront Manning Organisation.

The Squad System has come a long way in a short time.

System rollout started for surface and submarine flotilla Warfare

Department ABs and RM LC2/3s in embarked assault squadrons in October 2002.

For Engineering and Logistics ABs, the process began in April 2003 and completed last October. For Fleet Air Arm ABs, a rolling programme based on aircraft types/typed air station departments completed in January with Air and Air Engineering departments of the capital ships due to complete early next year.

Rollout of Leading Hands into the Junior Rate Squads began on April 1. For Officers and Senior Rates Separated Service will be delivered by units without a Squad System through the retention of a mix of sea and shore jobs.

The time a junior rate spends in a squad is largely determined by the individual's career progression.

The ship is the career manager for all ratings within its squad and is therefore responsible for encouraging each rating to achieve to the best of their ability.

In an effort to further an individual's career, DEPCOs must progressively PQ change rating(s) to ensure that they gain experience.

This is done by moving the JR to more challenging jobs within the squad and by having given them requisite training.

Movements in and out of the squad can either lead to or be driven by movements between billets in the ship. However, this "moving up in the bed" is primarily as a result of squad outflow (i.e. JRs leaving the Squad due to Promotion, Drafted to non-Squaddered billet, PVR or Discharge etc).

It should be noted that several internal PQ changes might occur as a result of a single individual leaving the squad and that the majority of internal JR squad PQ changes will be at the Able Rate 1st and 2nd Class level.

As soon as it is practically possible, JRs joining from the Untrained Strength (UTS) should be given a bunk onboard.

Where planning permits it is deemed unacceptable for these JRs to spend significant periods of time ashore before getting to sea for the first time, i.e. JRs should not form part of the non-deployed squad element on joining unless undertaking required Targeted Employment Modules (TEMs) by Scheme of Complement (SOC), or because unit's program precludes joining.

Those joining the squad from the UTS should remain there, fitness willing, until they reach Operational Performance Standard (OPS) or they are released from the RN because they cannot achieve the required standard.

JRs joining the squad from the UTS or Leading Rates Qualifying Course (LRQC) should be actively encouraged to achieve OPS at the earliest opportunity.

CND provides squad replacements as a result of actions that generate outflow from the squad.

At the AB level this will be from either one of the very limited number of remaining non-squad billets or, more likely, from Initial Training, i.e. the UTS.

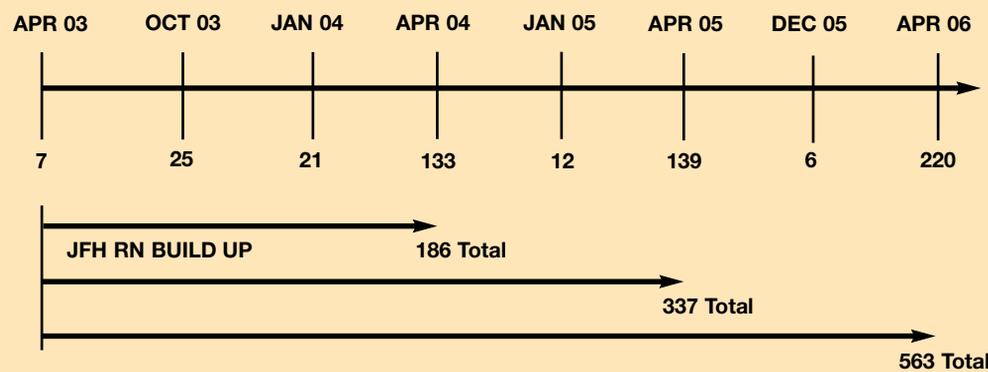
At the Leading Hand level squad replacements will be drafted from one of the following:

- Post PQC - Return to Parent Unit Post PQC (WMO Draft Order).
- From other Unit - within same Flotilla (WMO Draft Order).
- From other Unit - Different Flotilla (WMO initiated CND Draft Order).
- Non-Squad Billet (CND initiated Draft Order).

As reported last month, WMOs are evolving to meet the new challenges.

The new developments will involve changes to real estate, infrastructure and personnel, and are designed to ensure that we continue to facilitate units in the management of not only their squad personnel, but also in time, all of their companies'.

JFH RN Personnel Migration Plan Timescales



Roadshow paves the way

SECOND Sea Lord's roadshow, led by Vice Admiral James Burnell-Nugent himself, has played to around 600 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 presentation attracted an audience which was 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 12-minute video, in which Admiral Burnell-Nugent laid out his personal thoughts on the critical importance of the Divisional system in the generation of operational capability.

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

And these themes were boiled down to four golden rules - the principal duties of a DO: know your division, command your division, lead your division and manage your division.

The Admiral wants to see a greater involvement

of Leading Hands and Petty Officers in the daily management of junior ratings.

Examples of such involvement include the provision of written inputs in the reporting process for junior rates, giving Leading Hands a semi-formal role, and where possible the duties of the first reporting officer for RORRS reports on junior rates should be delegated to Divisional Senior Rates, so long as they are at least two ranks senior to the subject of the report.

In order to help upgrade the system, enhanced support for the Divisional Officer (DO) is envisaged - including the provision of more than one

'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 to reasoning and which needs a good kick in the pants. Know your men.'

Field Marshal Viscount Slim

Divisional Senior Rate (at CPO or PO level), exercising greater delegated functions, the streamlining of RORRS procedures, training at unit level in listening skills, renewed emphasis on coaching, and a new NPFS website giving better visibility of divisional/family-related info.

The simplification of the RORRS reports includes a range of measures, chief among them being the reduction of 11 different sorts of routine reports to just two - annual and interim (although 'special' and 'CW' reports will remain. This will take effect from July 31 this year.

All ratings will receive a full report - at present, certain sections are omitted for those not passed for the higher rate, causing some confusion.

Admiral Burnell-Nugent is keen that the review brings a renewed emphasis on leadership, described as the "primary role of all in authority."

Future appraisal reports will require specific comments on the leadership skills and potential of all superior officers (that is, Leading Hand and above), and promotion boards are already using leadership performance and potential a principal indicator of suitability for selection.

The DOs course is also being re-orientated as a function of leadership rather than administration.

There is also a renewed emphasis on 'walking the patch' - knowing the people and building up trust.

'Table-top' sessions twice a year, in which Commanding Officers and heads of department will coach less-experienced DOs, are also planned.

There are wider aspects to the review. Existing professional courses will highlight leadership content, ensuring that leadership is not regarded as a distinct subject to be taught in isolation, and there will be visiting 'divisional tune-up' teams available for support.

These measures are intended to shift the perception of the Divisional system away from being all about administration, paperwork and bureaucracy, and will reaffirm the prime roles of the DO as being leadership and pastoral care - which will all help improve the operational capability of personnel at all levels.

■ See Navy News Online for more details

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



Old frigates play regeneration game

FORMER backbone of the Fleet HMS Coventry has taken a major step towards beginning her new life.

The retired Type 22 frigate is now back in the water featuring a new main gun as engineers in Portsmouth prepare her for the Romanian Navy.

Romanian sailors have also begun arriving in the city as they learn how to crew a vessel which will be leaps and bounds ahead of anything currently patrolling the Black Sea for their nation.

Coventry and her sister London are the first RN ships to be sold to the former Eastern Bloc Navy in a multi-million pound deal which is worth £20m to Portsmouth support organisation FSL.

As the most recently-in-commission ship, Coventry is being reactivated – or rather ‘regenerated’ – first. FSL bosses use the term

regenerated as both vessels will go through substantial changes, not least new communications and decoy systems, the installation of new Rolls Royce Olympus and Tyne engines.

● **Former HMS Coventry with her new 76mm main gun**



Engineers have ripped out the Sea Gnat decoy and Exocet 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. The Government decided back in the 1980s 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 Regele – King – Ferdinand, will sail for Romania in the autumn, followed by London, as Regina Maria – Queen Maria – in July 2005. A crew of around 200 – 80 less than in the RN – will run each vessel.

● **DESIGNATE commanding and executive officers led by example when they passed not only their training course but the RN’s fitness test.**

The officers managed to find time to train for and pass the 2.4km run while studying at the Maritime Warfare School at HMS Collingwood.

Pictured left are (front row, l-r) Cdr Groves (CO Torbay), Capt Stanford (CO Bulwark), Lt Swan (Command Course officer), Cdr Connolly (XO Bulwark), Cdr McQuaker (Cdr Illustrious), Lt Cdr Gardner (XO Chatham) and (back row l-r) Lt Cdr George (XO Marlborough), Cdr Burns (CO Norfolk), Cdr Reed (CO Exeter), Cdr Allen (CO Portland), Cdr Williams (CO MCM2), Cr Liste (CO Vengeance), Cdr Halton (CO Spartan), Cdr Porter (Cdr Invincible).

Meanwhile, Navy News’ ‘XO’ – deputy editor Mike Gray – achieved his first target on the road to fitness by passing both the 1.5 mile run and the multi-stage fitness test for his age group, much to his surprise!

He is now aiming to shave a few seconds off his time to reach the 31-35 age group standard, and is following an RN training regime.

Kate Patfield is also happily progressing through her structured training package – more details next month.



Thunderer and enlightening

SOUTHAMPTON-based student mentoring unit Thunderer Squadron, transferred to the Defence Academy last month, has re-opened its expanded premises.

The squadron started off as a Royal Navy single-Service organisation as a replacement for RNEC Manadon, with the aim of ‘farming out’ its degree training to Southampton University.

There, future weapon, marine and aero engineers would study for an appropriate engineering degree prior to entering Britannia Royal Naval College for initial officer training.

Last month Thunderer formally came under the ‘ownership’ of the Shrivenham-based Defence Academy – effectively becoming a Tri-Service organisation as part of a general shake up of the military’s training establishments.

Among its 115 students, the unit currently supports the studies, mentorship and pastoral care of 78 RN-sponsored undergraduates, 24 Army and three RAF.

Thunderer’s enlarged premises were formally re-opened by Air Vice Marshal Thornton, with the unit’s Commanding Officer Cdr David Bridger and Capt Chris Steel of the Directorate of Navy Recruiting in attendance.

The new facilities are better equipped for the projected growth in student numbers to a total operating strength of 160.

During the university holidays, the students are required to take part in military exercises and adventurous training, as well as visiting establishments and front line units.

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 Warrant Officer WO Don Shaw suggested Kent should put in for the Brickwood competition, an annual fixture at HMS Collingwood in Fareham.

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 worth watching; as of mid-April the team didn’t have a gun and hadn’t started training in earnest. And the week before the contest, the frigate is at sea on exercises, preparing for her next deployment lined up for the autumn.

“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 CO Cdr Jim Nisbet.

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



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



● **Spanner in the works:** A boarding party crewman tackles an aggressive merchant sailor with a new baton; his colleague has his SA80 rifle trained on the suspect.

Baton down the hatches

PERHAPS the surprising addition to a ship's arsenal is the non-lethal weapon – the baton, similar to those used by police forces.

Batons will be used chiefly by sentry teams guarding ships in port. One sentry, if he or she feels threatened, can use a baton on a suspicious character. The second sailor will have a rifle at the ready just in case the suspect becomes more threatening.

It's an asset sailors have not had before and it's welcome.

"You cannot just shoot someone because they are acting suspiciously – there are strictly defined rules of engagement and the baton provides an extra, non-lethal option," Maj Hannah explained.



● **HMS Richmond's crew secure Cossack's pilot ladder**

Pictures: Emma Cowperthwaite

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 preserve of the Royal Marines. But the arduous task of scouring a vessel for contraband, arms and explosives or even people is the task of a ship's crew – and is 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 ladder on 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.

Smell adds to the authenticity. 'Smell generators' throw out odours severe enough to make boarding parties throw up. 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 kitted out with hidden compartments to test the skill of a boarding party, from secret panels and goods hidden in chart cases, to items tucked away among pipes.

Then add the human factor: take some sailors from Raleigh, dress them up as merchant sailors and tell them to be awkward or compliant depending on the scenario.



● (Above) Crew search one of the hidden compartments littered around Cossack and (below) an armed boarding party prepares to enter the bridge



LET the immortal cry "The Navy's here" once more reverberate about the Fleet.

In an innocuous looking brick building a stone's throw from the water edge at HMS Raleigh the legendary tradition of HMS Cossack is taught to today's sailors.

Six decades after the crew of Cossack stormed aboard the German surface raider Altmark to rescue prisoners captured by the pocket battleship Graf Spee hollering that famous cry, the memory lives on in the Navy's 'boarding school'.

Today it is mv not HMS Cossack which provides the backdrop for passing boarding skills on to 21st Century sailors.

But the same courage and expertise demonstrated in a Norwegian fjord in 1940 is needed more than ever now.

In a post-September 11 world, few areas of front-line training are busier – or more relevant and important – than the innocuous-looking Naval Military Training school at Torpoint.

Each week 150 to 200 sailors pass through the centre, housed in the Cambridge block at HMS Raleigh – the name is a homage to the old gunnery school – as the Navy trains to defend itself at home and in foreign waters from the threat of terrorist attack.

Since the terrorist attack on the USS Cole there has been a fundamental shift in the way the RN protects the Fleet at sea and in harbour, not least because the atrocity exposed shortcomings in the defence of vessels against small craft zipping around on the surface.

In some cases it has meant bolstering the firepower such as providing extra machine-guns and, as Navy News revealed, plans to adapt the Phalanx and Goalkeeper systems to direct their devastating fire against surface targets as well as incoming shells and missiles are being considered.

But any weapon is only as good as the person using it. Which is where the NMT comes in.

"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 force protection. It's a massive growth industry."

"The Cole incident made many Navies sit up and take notice. For the Royal Navy, ship protection is aimed at countering the terror threat in the UK, but chiefly abroad."

Any visitor to HM Naval Bases in the past three years or witness to RN vessels passing through narrow seas such as the Suez Canal or Straits of Gibraltar cannot have 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

Maj Hannah realises that the training places great demands on the RN's men and women.

"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, terror 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 Lynx on to a ship's deck – simulated at the NMT with a 50ft high tower. It should take about 25 seconds to slither 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 Lynx to offload a boarding party.

New Xeres worth watching

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 fitted 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 baggage.

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 the merchantman's captain could be put in front of the video link, so the warship's CO can certify or disprove who he is.

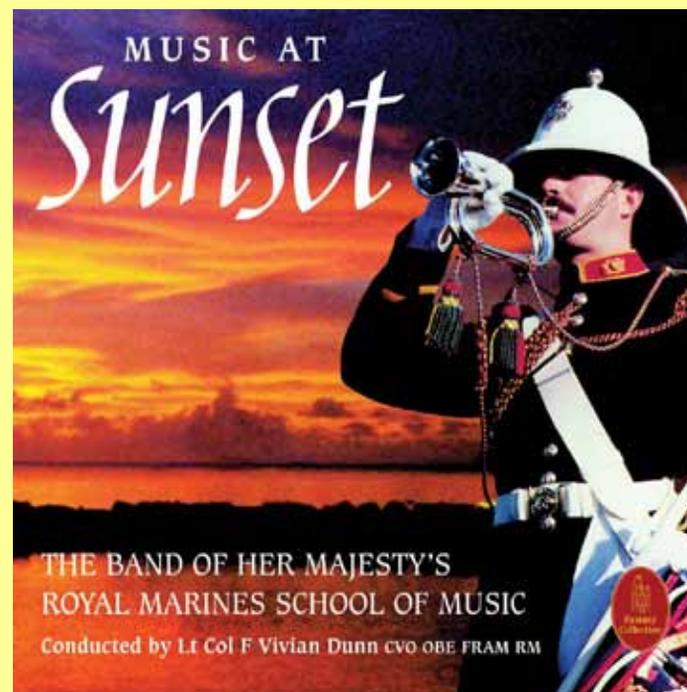
And documents can be 'pinged' over the airwaves



● A boarding party in a Xeres-equipped RIB on the waters off HMS Raleigh

after being scanned in for instant assessment, rather than laboriously ferried back by RIB or helicopter to the warship.

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Falklands gave solo Ellen a fine send-off

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 75ft trimaran B&Q 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 MacArthur and B&Q in Port William on the approach to Stanley Harbour with Tussac Island in the background*

Picture: Richard Cockwell



Blackpool tram ship rides again!

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.

● **SHIP-SHAPE:** *Blackpool's restored frigate-style tram. Inset: HMS Blackpool in 1965*



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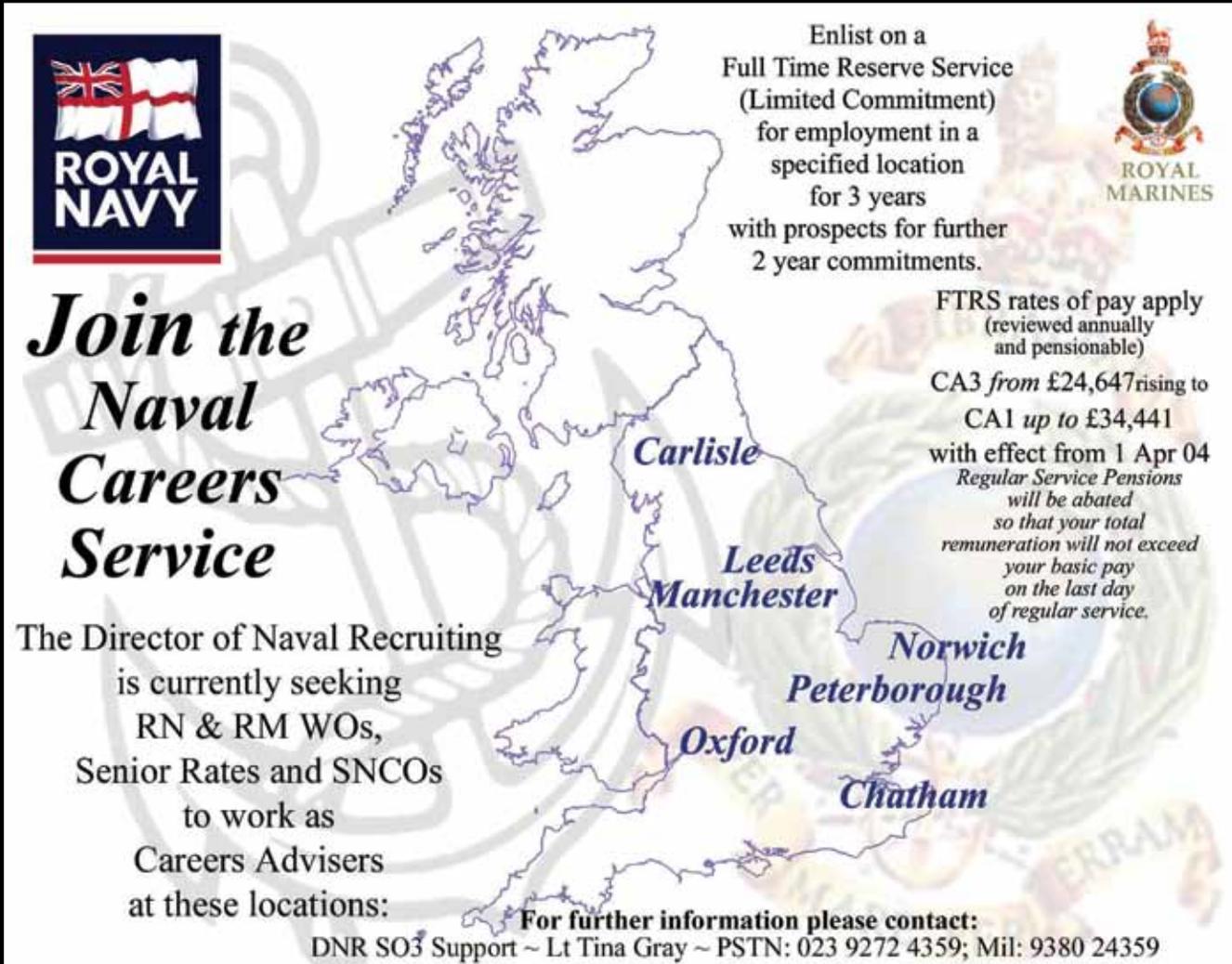
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Merlin flights restricted

FLIGHTS by Merlin helicopters are under severe restrictions at present while experts conclude investigations into an accident which injured five aircrew at Culdrose.

Four 824 Naval Air Squadron personnel suffered minor injuries and a fifth more severe ones when a Merlin came down shortly after take off on a training mission.

More than 40 Merlins have been bought by the Fleet Air Arm to serve as the RN's principal submarine hunter well into the 21st Century, taking over from the veteran Sea King.

The wreckage of the Merlin, which was badly smashed by the crash, has been taken to RNAS Yeovilton for air investigators to pore over and conclude what caused the accident.

Until their work is complete, an RN spokesman said, Merlin flights are restricted to "life-saving and high priority" missions only.

The accident is only the second serious crash involving a Merlin in its service history with the Navy.

We will honour them on the beaches

PRESENT-DAY Royal Navy and Royal Marine personnel will join veterans of the Normandy landings in the final official commemorations honouring the events of June 1944.

Two British warships are allotted to sail to France accompanying veterans at ceremonies on June 6 focused in the Caen area – the hub of British operations in occupied France from June-August 1944, with the Royal Marines Band providing music.

Green berets crewed two out of three landing craft on D-Day and the RN and Royal Canadian Navy accounted for nearly three quarters of the shipping committed to the landings, while the Fleet Air Arm provided air cover and spotters for the naval bombardment which pummeled German defences.

Next month's *Navy News* will feature a commemorative D-Day supplement plus a timetable of some of the major events.

Britannia could be top of the shops

THE gift store of the former royal yacht Britannia is in line for an award as the best shop serving a tourist attraction.

The store is not based aboard Britannia at her berth in Leith, but in an adjacent waterfront shopping complex.

Another fine mess you'll get into



IS it a barracks? Is it a mess? No, it's super mess.

Sailors on the Clyde will soon have the best military accommodation in the UK as work starts on a £125m project to transform living quarters at Faslane.

'Super mess' as it's being nicknamed will provide en-suite 'cabins' for more than 1,750 officers and ranks at HM Naval Base Clyde – and much more.

The project to overhaul the obsolete 1960s accommodation at the base will swallow up one fifth of the money the Ministry of Defence has set aside for revamping its single living accommodation in Britain.

Sailors at HMS Nelson have already moved into their blocks; HMS Drake is gearing up for its major overhaul, but both projects pale compared with Faslane's building programme.

'Super mess' will feature sports and leisure facilities, a hotel-style reception, separate messes for officers, junior and senior ratings, a shopping mall, all ranks bars, a cinema, bowling alley, internet



cafe, coffee shop and wine bar.

Faslane is also doing away with women-only blocks.

Cdre John Borley, Naval Base Commander, conceded that existing blocks built with rooms to sleep up to eight sailors, were sub-standard.

But he added that the 'super mess' would more than make up for present shortcomings.

"In this day and age everyone should have some privacy and the new en suite

design will make Faslane a more attractive place for personnel to be based," he said.

"The most important thing about this development is that it will be built bearing in mind the views of the people who live in it."

Individual cabins will feature a double bed, more electrical sockets and access to satellite TV and broadband internet.

The mess is being designed with disabled people in mind so visits by families will be easier.

"This is the modern Royal Navy and while we of course want to retain all of our finest traditions, we also recognise that we have to move with the times," Cdre Borley added.

"The scale is impressive – when completed the mess will be more than five times the size of Scotland's biggest hotel."

Work is due to be finished by 2008.

Hurworth proves her worth with cutting edge sonar

THE world's most advanced mine-hunting sonar has entered service with the Royal Navy.

Hunt-Class mine-countermeasures vessel HMS Hurworth is the first British warship to receive Sonar 2193 – so potent, it can find a football at 1,000 metres.

The RN is investing £54m in the new sonar, which uses a broad band of frequencies to increase

the range and accuracy with which mines can be detected.

In simple terms, it means a world of difference to crews operating the sonar: they've also been given a full-colour, hi-tech Nautis 3 command system which is a world away from the dingy orange screens redolent of ships designed in the 1970s to help direct the battle against mines.

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, but also much more difficult to spot.

Hurworth's CO Lt Cdr Dave Hunkin said in the environment today's mine hunting forces were operating in, 2193 would prove crucial. The new sonar is particularly effective in murky inshore waters.

"I wish I had had this 12 months ago. Last year, this sonar could have worked really well in the dirty waters around Umm Qasr. I'd rather go to war with 2193 than any sonar we've had before," he added.

Lt Dave Griffin, Hurworth's mine warfare officer, explained: "The only problem 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 measure its shadow. 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."



Given a fresh lease of life with her new sonar: HMS Hurworth



Torpedoing the opposition: England Rugby Union Coach Sir Clive Woodward mans the periscope aboard HMS Trafalgar

Picture: LA(Phot) Jim Fenwick

Sir Clive finds scope for success in T boat

INSPIRATIONAL England Rugby Coach Sir Clive Woodward hoped some of 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/fans – with their dolphins.

The submarine went to simulated action stations for the coach's tour – so he could see how deeps acted – 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 use frequently in my coaching role," said Sir Clive.

"Nowhere is that more important than in a warfighting role."

His World Cup-winning England squad joined the Royal Marines last year for some pre-championship preparations, and Sir Clive will continue his RN affiliations by joining Trafalgar at sea later this year for a 'distinguished visitors' day'.

He left the boat with a limited-edition print of the Battle of Trafalgar commissioned for the submarine's launch 23 years ago, presented by the boat's CO Cdr Mark Williams.



The symbolic burning of a replica of the Bounty, carried out by Pitcairn Islanders each year

Picture: Chris Brick

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.

Exercise 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.

That expedition set out to chart shipwrecks, marine life and trace the history of the tiny Pacific idyll before Bounty and her mutineers arrived.

Bounty Bay leader CPO Rod Newman was determined to return to the island after last year's first visit and earmarked a trip for 2005.

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 return trip will focus on wreck surveying and marine biology.

BRITISH military potholers who were helped out of flooded Mexican caves by their colleagues were purely there on adventurous training.

The Mexican government claimed the team of cavers – which included one member of the Royal Navy – which became trapped in the Cueva Alpatz network of caves by flood waters was searching for uranium.

The six cavers had established an underground emergency camp with supplies to ride out the flood period, but when the waters refused to subside, two military divers from the UK were sent out to bring them out of the flooded labyrinth.

The Ministry of Defence says the only 'surveying' work the team carried out was aimed at mapping the caves for future explorers and that the overall aim of the expedition was adventurous training.

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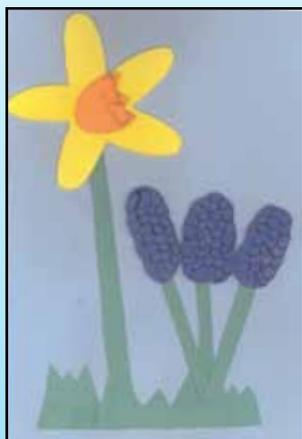
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PIRATES!

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

The write stuff



● Thomas (15) and Chloe (11) Martin (mem nos 135 and 334) sent us this lovely Easter card - thank you for thinking of us!

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 shire 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 Haycocks (mem no 2844) wrote to us to thank us for the tickets we sent him for Skegness Natureland.

We would love to hear more about your day out, Lawrence - perhaps you could write us a Pressgang report?



● The crew of World War II submarine HMS Umbra with their Jolly Roger

Picture: RN Submarine Museum

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 criminals!

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 Central America and the Caribbean, and the word actually came from the French word boucan, or grill - so buccaneers were barbecuers!

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 the work of privateers.

Corsairs were Mediterranean pirates, such as those licenced 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.

why

is the pirates' 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 a plain black flag to warn their target to surrender. If they did not, a spine-chilling plain red flag would be raised which meant "no mercy will be shown to your crew."

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 wartime 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 after sinking 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 some windows at 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.

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 in the Queen Anne's Revenge. He was a big, fierce man who tied burning fuses into his beard to strike terror into his victims. 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 is 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)

Sir Francis Drake: A privateer who was regarded as a pirate by the Spanish and an heroic seafarer by the English

Captain Pugwash: Not-so-fearsome cartoon pirate who, with his ship the Black Pig and a truly motley crew, did little to strike fear into the heart of old adversary Cut-Throat Jake.

Members birthdays

Blowing out candles on their cakes this month are:

Barney Adams
Holly Adams
Jack Allman
Grace Anderson
Jack Annable
Katie Archer
Jay Bhamra
Andrew Bignell
Ben Bingham
Christopher Buckley
Cheryl-May Buque
Joshua Child
Thomas Clarke
Becky Clayton
Alexander Collier
Freddie Collins
Richard Corscaden
Jessica Desmond
Alexander Drake
Tamar Elderton
Rebecca Farrass
Jamie Freeborn
Joanna Furlong
Callum George
Jim Goldsmith
Jamie Grant
Sarah Green
Paul Gregory
Zoe Hall
Tatiana Hardcastle
Bobby Harn
Joshua Harrison
Liam Harrison
Keith Higman
Kieran Hope
Simon Humphreys
Anthony Jordan
Jack Kennett
Henry Kenyon
Daniel Lovell
Adam Mitchell
Kirsty Morgan
Alexander Morley
James Mullen
Jack Olley
Robert Orme
James Overend
Nathan Phillips
William Rickard
Benjamin Riddleston
Joshua Sanbrooke
Karl Shearer
Kirsty Short
Matthew Simmance
James Warren
Michael West
Gareth Williams
Adam Willson
Neson Wood
James Woolley

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!

We are giving away 12 Family tickets (2 adults & 3 children) to the first dozen readers drawn with the correct answer to the following question.



Q. Which amphibian is known as the Peter Pan of the animal world?

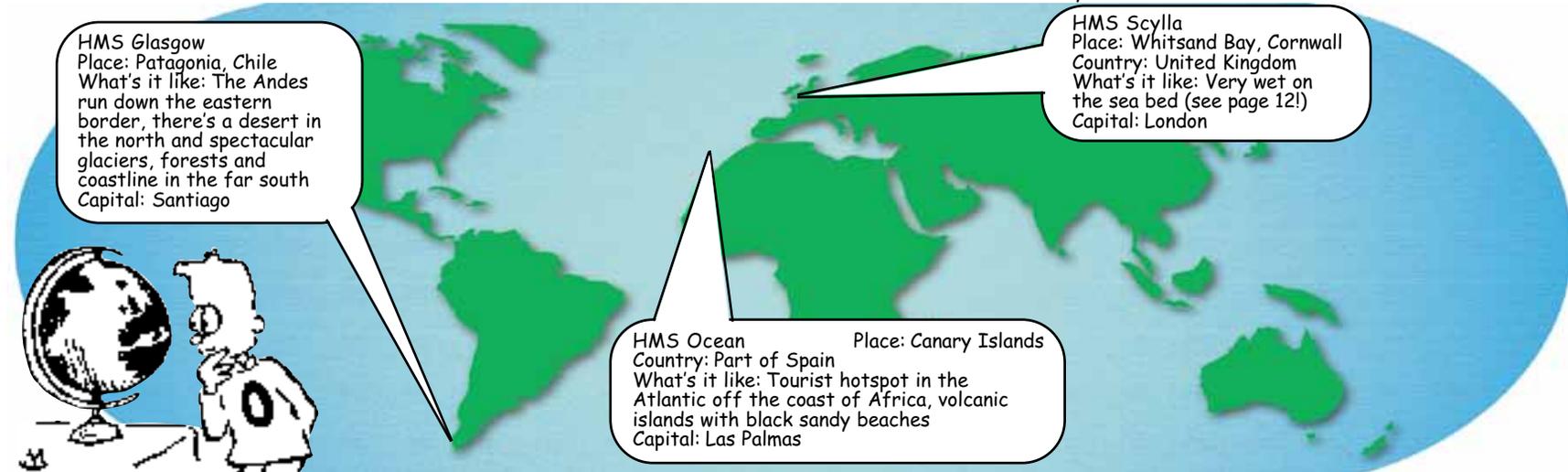
- Cane Toad
- Poison Dart Frog
- Axlotl

Send your answers to the usual address on a postcard or email along with your name, address, age and membership number. Normal competition rules apply. **Closing date 31/05/04.**

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

Where in the world...?

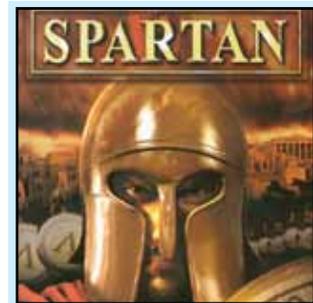
The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...



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

HMS Scylla
Place: Whitsand 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



Take command!

SPARTAN (Just Play/Slitherine) is an action strategy game set in Sparta, in ancient Greece.

Build up cities, capture enemy fortifications, control battles and use different strategies to overpower your enemies using your javelin-throwers, cavalry and peasants - 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, because of the complexity, but it is worth taking time to go through the tutorials to master the game, for when you do you find it absorbing. The graphics are clear and the battle effects exciting - especially as you can zoom in and out over the battle scenes.

Matthew Gray (12)
Mem no 3006

did

you know that the term 'waister' - someone who is not very good at their job - came from the days of sail? The best sailors used to go up the masts to help control the ship, but while that was happening, those who were incompetent or worn out were kept in the waist of the ship (between the foremast and mainmast), where they were used for simple, boring tasks such as swabbing the deck and hauling on ropes.

Pirates still blight seas

IF YOU mention the word 'pirates', most people would think of a swarthy sea dog with a patch over his eye, 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 reported 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,



● A sailor from HMS Barrosa died in 1963 fighting pirates off North Borneo

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.

...the battle of the North Sea in World War I when the British Grand Fleet tangled with the German High Seas Fleet off Jutland, part of Denmark.

The Germans had tried to tempt the British out of port into a U-boat trap, but poor weather ruined the plan, and it was purely by chance that the four fleets - each country had an advanced and a main battle fleet - met.

On May 31 the fleets steamed across the North Sea without knowing where the other was. Then HMS Galatea spotted a Swedish freighter blowing off steam on the horizon and went to investigate - just as a German warship did the same from the opposite direction.

The two advance fleets locked horns, and were then joined by the main fleets at around 6pm.

Mistakes in signalling and faulty designs in some British warships meant the Royal Navy suffered heavier losses than the Germans, but as night fell the Germans were facing defeat.

But as the two combined fleets steamed in night formation, the British trying to cut off the Germans' escape route, the High Seas Fleet managed to cut across the path of the Grand Fleet and head for the safety of the minefields off Denmark.

Had the battle resumed on June 1, the Royal Navy would probably have won - but there was a strategic victory for the British in any case, as the Germans did not risk taking on the British in the North Sea for the remainder of the war.

MEMBERS ONLY COMPETITION

How well do you know 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 'Warships' 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?

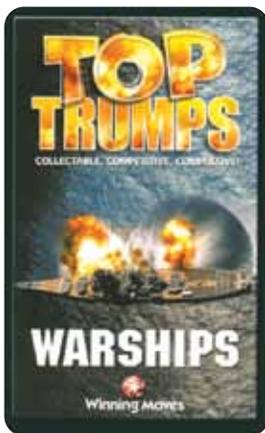
Send your answer on a postcard or email along with your name, address, age and membership number to the usual address.

Normal competition rules apply.

Closing date 31/05/04.

Top Trumps are available from www.playaday.com

For more information about the Giant Sleepover visit www.giantsleepover.com



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

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Or for further information contact us on 023 9273 3558

or by email: youngreaders@navynews.co.uk

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

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 on the Axis powers in World War II. But what was life like for sailors and officers?

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.



Sea Cadets

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 4.30p.m.

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 L/Cpl 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.





Feeling the strain . . .

PO ADEBAMBO N Salawu of TS City of London unit practises safety on steep ground techniques during camp at Cattenden Barracks, near Rochester, Kent.

Earlier in the week he acted as First Lieutenant for the Canada Trophy Inspection, City of London having been awarded the 2003 Stevenson Trophy for London Area, so maybe he needed to unwind a bit . . .



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.



● Cadets from seven local units lead the HMS Laforey anniversary parade. Inset: Survivors Stan Brow and Neville Jones talk to the new generation

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 Becky Farress.

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

Picture: S. E. Rowse





Cornish prove too strong for Naval golfers

THE golfing season opened with a narrow defeat for the RN in the picturesque surroundings of Tehidy Park, Camborne.

Three sailors made their debut in the contest with the Cornish county side – CPO(MEA) Lee McCathie (HMS Neptune), MEM Robert Garrett (HMS York) and 11th-hour replacement PO Marshall Scott (HMS Vivid).

The morning foursomes were closely matched with the county sneaking a 1pt lunchtime lead from the final game of the eight. The RN's top pairing of LMEA Adam Hawkins (HMS Sultan) and MEM Michael Setterfield (RM Poole) played some excellent golf to take the first match; this was followed by victories by Cdr Ian Yuill (CINC Fleet), Lt Cdr Pete Smith (849 NAS) and Lt Cdr Darryl Whitehead (CINC South) with his playing partner Sgt Ned Kelly (RNAS Yeovilton). A halved match from the pairing of Scott and CPO(WEA) Steve King (CFM Portsmouth) saw the contest nicely set-up for the 16 singles matches lined up for the afternoon session.

Unfortunately, singles play has not been the RN's strength – and having lost five of the first six matches, the side was always playing catch up.

Nevertheless, Cdr Yuill led the fightback with a thrilling final green victory and with three wins in successive games from McCathie, Scott and Smith, the Navy clawed its way back into the contest.

Sgt Kelly and Lt Cdr Whitehead notched up further RN victories and C/Sgt David Sharp (BRNC Dartmouth) earned a half point, but it was not enough to stop the Cornish earning a well-earned victory overall.

The ladies were opening their season with a proficiency day at Chichester on April 30, ahead of the championships at Saunton on May 7. The men's title is also being contested at Saunton on June 21-25. Details from Lt Cdr Isabel Kent (military 9380 27748) or Cdr Gary Skinnis (military 9380 27880).

Footballers 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 turf pitch close to the city centre on Monday evenings.

Balls and bibs are provided, and FA-qualified referees will keep games in order – although the emphasis is on fair play and fun rather than competition.

Details from Angus Taylor on 01937 587012.

● Full stretch: The keeper gets down to make a save as the RN (in white) treat the Army to a 6-1 pounding

Pictures: LA(Phot) Kelly Whybrow



Hockey stars end 24-year cup drought

TWENTY-FOUR years of pain ended for the Navy's hockey side in six punishing hours as it clinched the Inter-Services title.

Not since 1980 has a sailor hauled the hockey trophy aloft – and 2004's victory was done in particular style on home ground at Burnaby Road in Portsmouth.

The contest was shaken up this year in a new format.

The two 'away' sides met on day one, before the hosts took on the losers the following morning and in the afternoon the victors – leaving a break of just three and a half hours between matches for the RN side.

Soldiers and airmen chided the sailors warning them they would

"hit a brick wall in the second match".

As it was it was the RAF and Army – particularly the latter – who were exhausted after a grueling 1-1 draw, decided in the Air Force's favour ultimately on penalty strokes.

The soldiers stepped out on to the pitch and received a drubbing never surpassed, losing 6-1 – beating the previous record defeat at the hands of the Navy, 5-1, set in 1910.

Mne Matthew McNally scored a hat-trick, captain Jim Moseley added a brace and Danny Makaruk of HMS Southampton completed the rout.

Within four hours, the RN side was back out, this time to face the RAF. Jim Moseley opened the

scoring with a well-taken penalty, but the Navy were pegged back by airman Neil Powell.

With a draw looking likely and just 10 minutes left on the clock Mne McNally popped up to score his fourth goal of the day to seal a 2-1 victory.

To give an idea of the scale of the victories, the RN has only taken the hockey title seven times previously; five of the victories came before 1930.

Among the crowd on this historic day was Capt Nick Batho, recently retired as chairman of the RN Hockey Association; 32 years earlier as a S/Lt he scored three goals as the RN clinched the title for the first time since 1928.

"This win has been a long time coming – 24 long years" said RN hockey secretary Lt Cdr Alan Walker, who has been in post since 1983. "After 24 years it took just six hours."

Marksmen take aim

THE RN's skill at arms meetings are taking place this month to encourage marksmanship with the SA80 rifle and 9mm pistol.

Details from the Naval Military Training Schools at HMS Raleigh or HMS Excellent.

Dates:
Portsmouth area: Pirbright/Bisley range, Surrey, May 3-7; Naval Air Command: Pirbright/Bisley range, May 8-15; Plymouth and Scotland: Trevoll range, HMS Raleigh, May 10-12.

● Every right to celebrate: The RN hockey team celebrates its 24-year duck in the Inter-Services trophy



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 Herbet 'Barney' Barnes aged 93.

Universally known as Mr Athletics, 'Barney' was pressed into cross-country running as a boy seaman, 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 – but finished the race in last place.

His greatest honour was to carry the Olympic Torch from Calais to Dover aboard HMS Bicester for the 1948 London games – but he had near heart failure when he stepped on to the jetty at Dover to find the flame had gone out.

He retired from active competition in 1950, but still won the veterans' section in the Round the Island race at HMS Excellent in 1953.

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



● CPO Herbert 'Barney' Barnes carries the Olympic Torch in 1948



● Blue is the colour... Clash of Navies as (l-r) Capt Richard Mason, Cdr Adrian Aplin, Cdr Arnie Lustman and Lt Nick Cooke-Priest of the RN and their Argentine opponents Lt Gaston Dufour, Lt Tomas Bertoto, Capt Alvaro Gonzalez Lonxieme and Cdr Eduardo Broquen

Pukka tour for chukka chaps

NAVAL polo players made history when they took part in the RN's first tour of Argentina – renowned as the home of international polo.

Capt Richard Mason, Cdrs Adrian Aplin and Arnie Lustman, Lt 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 Dr Marcos Llambias before taking on the Argentinian Navy.

The sailors were rated at a team handicap of just two goals, their first opponents five goals. Better team play and horse power led to a 10-3 victory for the Senior Service. "Truly 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 Argentines were just too much and they came out the victors 16-8."

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

League's ahead for RL players

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

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

Gosport Park, home 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 – Saddam 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 be the guest of Premiership Wigan Warriors as they take on Widnes 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 Dewsbury, West Yorkshire, on the nineteenth.

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

Details on all fixtures and RNRL in general from WO Keith Humpleby on military 9380 27749.

Steep learning curve for ladies despite warm break

THREE tough encounters for the RN Women's soccer team saw the squad fail to win – but pick up valuable experience.

Yeovil Town Ladies proved to be considerably fitter than the sailors; that and an experienced side used to playing together contributed to a 3-1 win. SE Michelle Christie scored the solitary RN goal and central defender LPT Lisa Farthing – player of the match – had an outstanding game and was instrumental in keeping the score respectable.

Warm weather training in the sun of Portugal intervened before the side's next games against Portsmouth Ladies and Gosport Ladies.

Fresh from their sun break, the sailors produced a lively clash with

Gosport at HMS Temeraire.

LMEA Wendy Frame (HMS Liverpool) fell victim to a crunching tackle and spent most of the match at A&E being treated for an ankle injury.

The Navy began the second half somewhat complacently and soon paid; a quick throw-in by Gosport led to a ball over the defence and a 1-0 lead.

But the sailors responded with pressure for much of the remainder of the game. It paid off with 10 minutes left when OM Mitch Garrett (HMS Excellent) – on for LMEA Frame – picked the ball up on the edge of the box and fired it home to earn the RN a 1-1 draw.

There was little evidence of warm weather when the Navy took on Portsmouth Ladies shortly after a torrential downpour.

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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 11 races run on day one.

By day two, winds reaching gale force were funnelled down Mill Creek, allowing the bosuns to plane under reefed main, and presenting the spectacle of boats capsizing for onlookers.

Very close two-boat racing led to intricate duels and tactical racing at a high strategic level, with the lead changing frequently – even over the last 20 metres of the race. More than 60 races were contested by 15 teams, squeezed into 10 hours of racing over the two days.

At the end of the round robin, Cdr Richard Spalding presented prizes to: 1 – Fleet Seniors (Keri Harris, Lez Hardy, Rob Bellfield and Giles Hadland); 2 – Fleet Juniors (Diana Shanks, James Martin, Nick Phillips and James Stockbridge); and 3 – Thunderer.

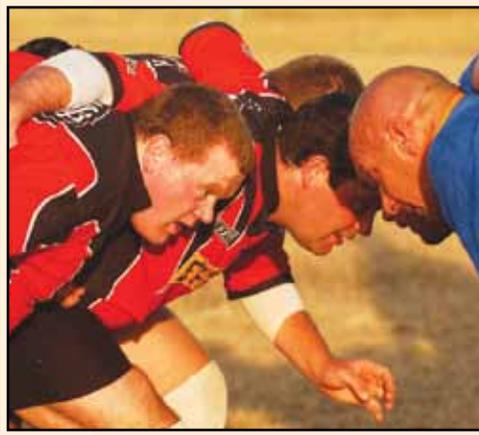
Three-way finals decide squash championship

HMS Nelson triumphed in the Inter-Establishment squash knockout cup held at HMS Temeraire.

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 as joint favourites, fielded a full strength squad against a weakened Heron side, triumphing 5-0. Nelson in turn compounded Heron's misery by inflicting a second 5-0 whitewash to take the John Jacques trophy.



● **Ex-Pat on the back:** Crews of HMS Ark Royal and Monmouth took on ex-Pat sides in Hamburg (far left) and a somewhat sunnier Barbados (left) during their ships' recent visits to the respective places. Ark scored a resounding victory over their opponents in Germany, but the Black Duke's rugby union side fared less well in the Caribbean. The locals ran in four tries to Monmouth's two.

Pictures: LA(Photos) Herbie Haycock and Wheelie Barrow

One mortal foe down, now for the arch enemy...

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

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

With indifferent form by 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 in the corner 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.

LA Jan Laity 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 23 minutes.

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

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

This year, there was no comeback from the fliers. Parker broke free on 54 minutes to score unopposed and Pilkington 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 on to further scoring.

First LAEM Dave Pascoe ran in from 10 metres out, then CH Josh Drauniniu 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

Bromley in Kent whose name was picked from a hat by Rear Admiral Tim McClement as the Navy's mascot for the Twickenham clash.

The same day, the RN women's side lost out to the RAF 5-7, while the men's veterans were heavily defeated by their air force counterparts 8-54.

Away from the Inter Services games, PO(Wtr) Jane Pizii has made history as the first woman to referee a rugby union clash on Maltese soil.

PO Pizii (HMS Drake) regularly officiates on the county circuit in Cornwall, but accompanied the RN U21 side to 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 702 NAS which has been ferrying the silverware around in Hampshire and the Channel Islands.

The trophy, nicknamed Bill, was shown at Burnaby Road before the RN took on the Hampshire County side and its presence obviously rubbed off on the sailors who crushed the civvies 41-20.



● **Taking it on the chin:** HMS York's OM Neil Suku suffers a heavy blow as he loses out in the semi-final of the ABA contest at HMS Nelson Gym

Picture: LA(Phot) Kelly Whybrow

Boxers feel the Nelson touch

A BRUISING night at HMS Nelson saw the best boxers the RN and Royal Marines could muster take on the cream of the UK in the semi-finals of the ABA finals.

A packed Nelson Gym in Portsmouth witnessed green beret Mne Mick O'Connell batter his way through to the final of the heavyweight contest.

But there was disappointment for 22-year-old OM Neil Suku of HMS York who lost out in the super-heavyweight division and light welterweight Mne Kev Green of RM Poole, who was narrowly beaten.

Eleven bouts were watched by a capacity 900 crowd – the first time in more than a decade that Portsmouth has hosted the semis and in nearly two decades that the RN has been so strongly represented at this stage of the contest.

Mne O'Connell went on to contest the heavyweight title at Wembley Conference Centre, but sadly lost.

Nevertheless, Combined Services coach PO(PT) 'Q' Shillingford was delighted by the boxers' achievements.

"To have three of our fighters reach this semi-final stage is a tremendous achievement," he said.

● **(Below) Tonight Matthew, I'll be... beating the living daylight out of my opponent:** Fighters are led out into a surprisingly atmospheric Jesters Club at RNAS Yeovilton for the Naval Air Command-Plymouth Command championships.

Picture: LA(Phot) Williams



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Barry's an Honorary Shipmate

CHAPLAIN to the Fleet the Ven Barry Hammett has now taken on the post of Honorary Chaplain to the Royal Naval Association.

"I was delighted to have the opportunity to have that additional task," he told *Navy News*. "Because each of the RNA's branches has its own chaplain, mine is perhaps a more ceremonial role."

"What I would hope to be able to do when I find myself in the various areas around the country is to meet both the local chaplain and branch members."

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 Archdeacon – who has been in the Navy for 27 years – began his career at CTC RM Lympstone. His first trip to sea was as the chaplain to a frigate squadron.

RNA Secretary Barry Leighton said: "He is doing a marvellous job. Last year, for example, when someone was due to give an address at an important service in Rochester Cathedral and unavoidably had to

drop out, we asked Barry if he could nominate an alternative person.

"He did better than that, taking on the task himself at two days' notice. It was absolutely stirring, brilliant stuff."

And one of the Chaplain's favourite memories of his term so far?

"Taking the salute at the passing-out at Raleigh and HMS Collingwood. It's wonderful to see young people embarking on a naval career and all that that means."

The Chaplain of the Fleet is due to officiate next month at St Anne's Church at Portsmouth Naval Base for the RNA's National Conference.

Key role of Iraq 'forgotten' fleet

WHILE military operations on the ground in Iraq have come under increasing scrutiny with unrest in the country, the key role of a flotilla of Royal Navy ships is all but ignored by the world's media writes *Lt Lig Hill from Bahrain*.

SUBMARINES AT THE POLE

● From page one

Trafalgar-class hunter-killer HMS *Tireless* was joined at the top of the world by Los Angeles-class boat USS *Hampton* when both vessels forced their way through the ice at the Pole.

Nuclear-powered submarines are the only type of boat capable of sustained deployments to the icy extremes of the planet, and this visit marks the first by a Royal Navy vessel for eight years.

The RN is keen to maintain its expertise in under-ice operations, and this series of exercises has sharpened that knowledge while demonstrating the reach and capability of the British submarine fleet.

Tireless has taken part in a series of equipment trials and tactical development during the exercises with the Virginia-based American submarine.

The trip north also offered scientists the opportunity to undertake research on the ice cap, with civilians joining the crew of both submarines.

Such opportunities are highly-valued by the scientific community, as the thickness and quality of the polar ice can be measured with a great deal of accuracy from underwater.

Such measurements are of significant value now as global warming appears to be causing the retreat of the permanent pack ice – up to 100 miles in recent years – and thinning in the summer to as little as six feet.

Measurements from below the ice are only possible at the North Pole as the Arctic ice cap sits on the sea, unlike the Antarctic, which is a land mass.

Apart from the novel experience of surfacing into a white world where the springtime air temperature is minus 22C – and with the threat of prowling polar bears in the vicinity – the two crews were hoping to play a game of football. Unfortunately the pitch proved too slippery. A pity, because the *Tireless* team is not to be taken lightly – they recently beat their French hosts during a visit to Brest by eight goals to nil.

At the hub of the British seaborne activity is the UK Maritime Component Commander (UKMCC), based in Bahrain, who with a team of fewer than 20 has supported up to seven diverse ships in recent weeks.

UKMCC is Commodore Paul Robinson, a submariner, who has been in post since September. With his UK title comes the additional responsibility of Deputy Coalition Force Maritime Component Commander, putting the UK right at the forefront of Coalition operations as the second most influential Coalition power in the Middle East.

"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 US Naval Centre Command HQ in Bahrain, providing round-the-clock support for British warships in a huge area – from the Northern Arabian Gulf to Diego Garcia, as far west as Sudan and all the way east to India.

Ships are engaged in Operation Iraqi Freedom, covering operations in Iraqi coastal waters; Operation Enduring Freedom, securing the passage of free trade in the region and the restriction of smugglers and the like; and in the more general national programme which includes exercises and port visits.

The team is made up of an operations team of seven officers supported by two senior rates and eight junior rates, all RN except

for the Nimrod specialist who is from the RAF.

With communications and intelligence playing a central role in the team's business, many of the members are specialists in these areas, while a liaison officer at Commander level works on the American staff.

The UKMCC, which has attracted a veritable galaxy of VIP visitors including the First Sea Lord, Admiral Sir Alan West, and C-in-C Fleet Admiral Sir Jonathon Band in recent weeks, also works closely with Task Force 150, currently led by RN Commodore Tony Rix.

Cdre Rix, who recently moved his HQ ashore to Bahrain from HMS *St Albans*, is the first Briton to head the force, which currently comprises ships from France, Germany, Italy, Spain, the USA and UK and will shortly welcome others from New Zealand and Pakistan.

UKMCC has also provided specialist advice and assistance in the development of the Iraqi Riverine Patrol Service and the Iraqi Coastal Defence Force, both RN-led initiatives which are designed to allow the Iraqi people to take control of their own security as quickly as possible.

As *Navy News* went to press, the UKMCC was looking after four ships – Type 23 frigates HMS *Grafton* and *St Albans*, survey ship HMS *Echo* and RFA tanker *Bayleaf* – a key element in the operation, supporting Coalition vessels involved in operations and exercises.

HMS *Norfolk* and ocean survey vessel HMS *Scott* recently left the area while HMS *Cumberland* is on her way into theatre. One of the RN's hunter-killer nuclear submarines has also been operating in the area.

□ See page 4 for more details



Balloons go up for second 'Bay'

LATEST addition to the Royal Fleet Auxiliary's family ran into a minor hitch when launched on the Clyde in a cloud of balloons

Mounts Bay, one of four new landing ship docks (auxiliary) for the support wing of the RN, nudged the opposite bank of the river at her debut on Good Friday.

More than 10,000 people turned out to see Mounts Bay launched by her sponsor Lady Band, wife of C-in-C Fleet Admiral Sir Jonathan Band, at BAE Systems' Govan yard.

The ship is one of four in the Bay class which will replace the aged 'Knights of the Round Table' which have served Britain since the 1960s.

Mounts Bay's port side near her stern

was damaged by her run-in with the far bank, but an MOD spokesman said the damage was "superficial".

He added: "This will not affect her in-service date – there was never any real danger to the ship or the crowds watching."

At 16,000 tons and more than 550ft long, the Bay class are designed to support the second wave of an amphibious landing – HMS *Albion*, *Bulwark* and *Ocean* will be in the first wave.

Mounts Bay is due to be declared operational in spring next year. *Cardigan*, *Lyme* and *Largs Bay* – the latter launched at Swan Hunters on the Tyne last July – complete the quartet.

Slimline sailorman Al's star turn

SIXTY years on, ex-USN Carpenter's Mate Al St Jean's immaculate uniform still fits him like a glove...

Al, from Russell, Massachusetts, was star turn of the American contingent at the Captain Class Frigate Association's fifth reunion held at the Brighton Hilton.

He served from 1943-46 in the USS *Otterstetter*. Stateside, he is the veteran of 28 reunions of the Destroyer Escort Sailors Association and this was his third visit to its UK counterpart.

It attracted 290 members from all over the world, demonstrating what guest speaker Commodore David McG Smith described as "incredible loyalty" from what was once called 'The Forgotten Class'.

There were 78 Captains, built in the United States and leased to the Royal Navy, and 18 of them were sunk or seriously damaged

with the loss of 655 lives. But altogether they accounted for 34 U-boats and 1,563 of their personnel. There were just 117 survivors from these.

Among many fascinating museum pieces on show at Brighton was a traditional *priquet* of chewing tobacco made by Raymond Dodd (ex-HMS *Inman*) of Stalybridge, Cheshire.

"It was my first job at 17," he recalled. "The First Lieutenant wanted one, so the Buffer gave me the cord and the tobacco and half a bottle of rum to soak it in."

"You drink the rum and soak it in water instead," he told me. "He'll never know – it'll be six months before it's ready for use and you could be dead by then anyway."

● ALL-SAILORMAN: Al St Jean charms a fan on the other side of the pond

