



PLAIN ENGLISH CAMPAIGN AWARD WINNER



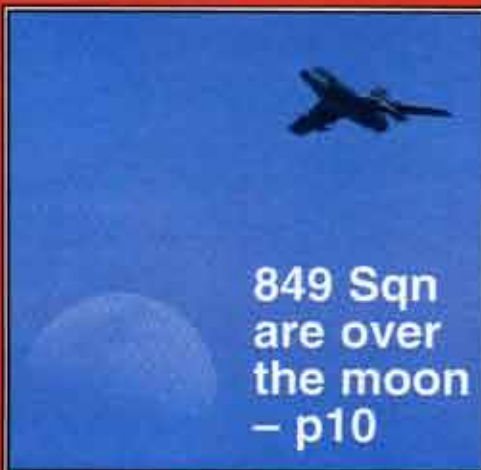
Navy News

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Freedom for
fortress Gib
- p14-15



849 Sqn
are over
the moon
- p10



World
War I
recalled
- back
page



THE LAST depth charge dropped by a Sea King exploded with a suitable bang in the Atlantic as the venerable helicopter bowed out of its submarine-hunting role.

On her way back from the United States where she took part in Exercise Aurora, the RN's springtime amphibious war games, 771 NAS B Flight's helicopter let loose with her anti-submarine arsenal for the last time.

The Sea King - callsign Redbull 515, operating from the Type 22 frigate HMS Cornwall - carried out a number of flying manoeuvres during the Atlantic crossing, including an emergency low visibility approach, under the skilful direction of Lt Cdr Rory Lynch.

Known affectionately as 'big dippers' - the sonar is lowered into the ocean to detect a submarine - Sea Kings have served the RN in its anti-submarine role since the late 1960s.

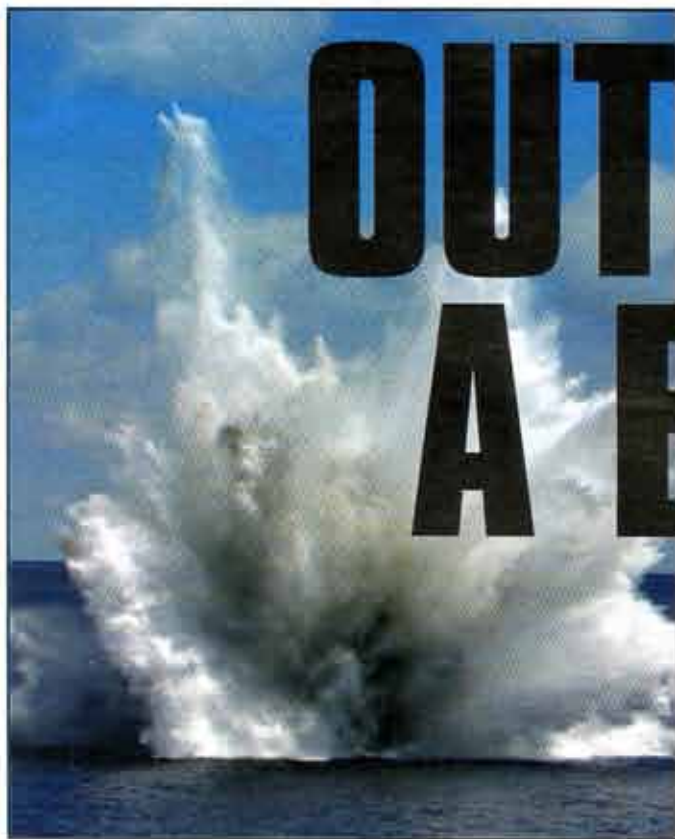
With the advent of the Merlin, the Sea King's anti-submarine role is finished, but 515's flying days are far from over.

The helicopter will join HMS Invincible, having been re-rolled as a utility aircraft for use by the Royal Navy's flat-tops.

Picture: PO Bob Sharples, 771 NAS



OUT WITH A BANG



● NAVY RESCUES 50 FROM CORNWALL FLASH FLOOD - p4

All part of the job

JUST 12 weeks into the Navy, and these new artificer recruits spent part of the last two of them learning to dance the hornpipe for the Second Sea Lord's garden party at Admiralty House, Portsmouth.

Picture: PO(Phot) Gary Davies



Badge of pride



THE NEW Veterans lapel badge, developed in consultation with their various organisations, is designed to reinforce veterans' identity and to assist the wider public in recognising them.

The first tranche will be made available to World War II veterans who will be attending the major 60th anniversary commemorations leading up to the end of World War II. First recipient is Lord Healey, a beach master at Anzio.

If there is sufficient demand for the badge the eligibility rules may be amended to include veterans of later campaigns.

World War I veterans are also eligible for the badge – see back page.

FIGUREHEADS



HMS WARRIOR

BUILT in 1781 as the first ship of the name in the Service, HMS Warrior was a third rate ship of the line carrying 74 guns.

Sadly all that now remains of this once truly magnificent figurehead is the head and lower neck, showing a strong and determined, bearded face with piercing eyes and frowning brows beneath a visored helmet covered in green laurel as an emblem of victory or distinction.

Fortunately the original carver's drawings have survived in the Admiralty archives at the Public Records Office. These show a massive, full-length straddling figure, with shield in one hand and thrusting sword in the other.

Built in Portsmouth from the Alfred class of 1772, of 1,621 tons and with a crew of 600, Warrior was ordered in 1773, but spent eight years on the stocks before completion.

Just a year later, on April 12, 1782 she saw her first action with Sir George Rodney's great victory the Battle of the Saintes.

She fought with distinction again under Nelson at Copenhagen in 1801 and had her last fight off Ferrol under Vice-Admiral Sir Robert Calder on February 22, 1805 against the French and Spanish fleets.

From around 1818 Warrior became a receiving ship and was moved over to Chatham, in the early 1820s she became a temporary quarantine vessel and in 1831 moved for the last time to Woolwich, where in 1840 she was a convict vessel.

She was broken up in 1857 – but her name would live on in the new iron armoured ship then in build just down the river at Blackwall and now preserved at Portsmouth.

It is not clear whether the entire full length carving survived or just the head was salvaged, but the latter appeared in Portsmouth in the early 1900s as part of the old Dockyard Museum collection.

One of the earliest surviving British Naval figureheads, it may be seen in the Royal Naval Museum there.

It's a great day for the Belgians

PERFORMING his first ceremony as NATO Deputy Supreme Allied Commander Transformation is Vice Admiral Mark Stanhope, preparing to present the Belgian flag for raising at the Belgium National Day ceremony at Norfolk, Virginia.

Picture: CPOA(PHOT) Dizzy De Silva



In other words

HMS OCEAN is to visit St Petersburg this month, so the RN attache asked for a copy of Navy News' cut-away illustration of the helicopter carrier, to be translated into Russian and given away as a special souvenir.

The full 'Inside' collection is now available in book form – see page 26

Navy News

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ВНУТРИ ВЕРТОЛЕТНОСЦА «ОУШЕН»



1. Носовой дварочно-пушечный установка «Шанкс».
2. Сетка безопасности.
3. Швартовная палуба и носовая мачта.
4. Вертолётная палуба - AH Mk 2.
5. Двуступенчатый 30-мм ПУ, по левому и правому бортам.
6. Открытая носовая подпалубная установка для многокоординатного маневрирования.
7. Носовый лекальный проклад.
8. Сплавляемые палубы.
9. Транспортируемый вертолётная палуба - «См-Киев» - NS Mk 4.
10. Подъемник для воздушных.
11. Ходовая мостовая.
12. Боксит управление.
13. Сплавляемые палубы.
14. ПУ дальнобойный.
15. Носовый самолётостопорный.
16. Ангарная палуба.
17. ПУ дальнобойный, по левому борту.
18. Носовый кубриком / жилой помещения.

19. Носовый жилой помещения.
20. Главная ЭУ Корветы V-12, по левому борту.
21. Система трубопроводов отвода отработанных газов.
22. Дизельные генераторы.
23. Банк водного балласта.
24. Выдающая стабилизатор.
25. Гидравлический привод стабилизатора.
26. Оксидативная вода.
27. Коробка передач, по правому борту.
28. Носовый мачта спуска десантного катера, по левому и правому бортам.
29. Боевой информационный пост (БИП).
30. Служебный помещения.
31. Десантный БИП.
32. Главная вышка вертолётного десантного генератора.
33. Главная вышка главной ЭУ.
34. Дымовая труба.

35. Бранни РПС.
36. Выдающая труба кормового дизельного генератора.
37. Сигнальная антенна.
38. Вертолёт - «См-Киев» в сложном состоянии на подъёмнике.
39. Летная палуба.
40. Служебный помещения Модульный жилой проклад. Сплавляемые палубы.
41. Кормовая ЭУ.
42. Дизельные генераторы.
43. Главная ЭУ Корветы V-12, по левому борту.
44. Коробка передач, по левому борту.
45. Десантный катер - Mk V.

46. Кран-башка и лебедка для спуска десантного катера.
47. Кормовая мачта спуска десантного катера.
48. Кормовая часть ангарной палубы.
49. Автомобильная установка «Фаланкс», по левому борту.
50. Кормовые самолётостопорный.
51. Гидравлический привод.
52. Внутренний автомобильный ангар.
53. Автомобильная палуба.
54. Сплавляемая дельта кормового самолётостопорного.
55. Дельта гонимый пункт и кладовые.
56. Кормовый жилой проклад и сплавляемые палубы.

57. Прочные платформы.
58. Кормовые жилой помещения МП.
59. Парарезачное помещение МП.
60. Автомобильная установка «Фаланкс», по левому борту.
61. Автомобильная установка «Фаланкс», по левому борту.
62. Двуступенчатый 30-мм ПУ, по левому борту.
63. Радарно-пушечная установка «Фаланкс», по левому борту.
64. Кормовый складной автомобильный транспортный ангар.

65. Радарно-пушечная установка «Фаланкс», по левому борту.
66. Двуступенчатый 30-мм ПУ, по левому борту.
67. Ют.
68. Левый руль.
69. Левый винт.
70. Гребёлка вал и корпус подвешенная.



Eat my shorts, man

ECHOES of Bart Simpson as a young visitor to Charleston Air Show in South Carolina takes a close look at one of two Sea Harrier FA2s of 801 Naval Air Squadron that took part in flying and static displays there.

Picture: LA(Phot) Billy Bunting

New-look Lusty brought back to life again

HMS ILLUSTRIOUS is beginning to throb with the sound of sailors again after crew moved back on board in the latest stage of her £120m overhaul.



● GETTING READY FOR SEA: MEM Vicky Hudson moves into her new home, HMS Illustrious in refit at Rosyth

The veteran aircraft carrier now has half her full-time complement as 550 officers and ranks trotted aboard with their kit to bring the 20,000-ton flat-top back to life.

Lusty's refit at Babcock's Rosyth Dockyard is now in its final stages as the ship's company prepare her to return to sea in little more than two months.

Last month's *Navy News* highlighted the changes made to the carrier, which will return to Portsmouth in November altered considerably within and without.

Beyond being equipped to carry the next generation of Harrier jump jet, the GR9 variant, and Merlin helicopters, a third mast has been added for communications and Lusty's innards revamped with improved 'creature comforts' for sailors.

To prepare for the move back aboard, 500 fire extinguishers had to be checked, 1,700 pairs of overalls installed, 10,000 rolls of loo paper provided for the heads and 2,000 apples for the galley . . . among other things.

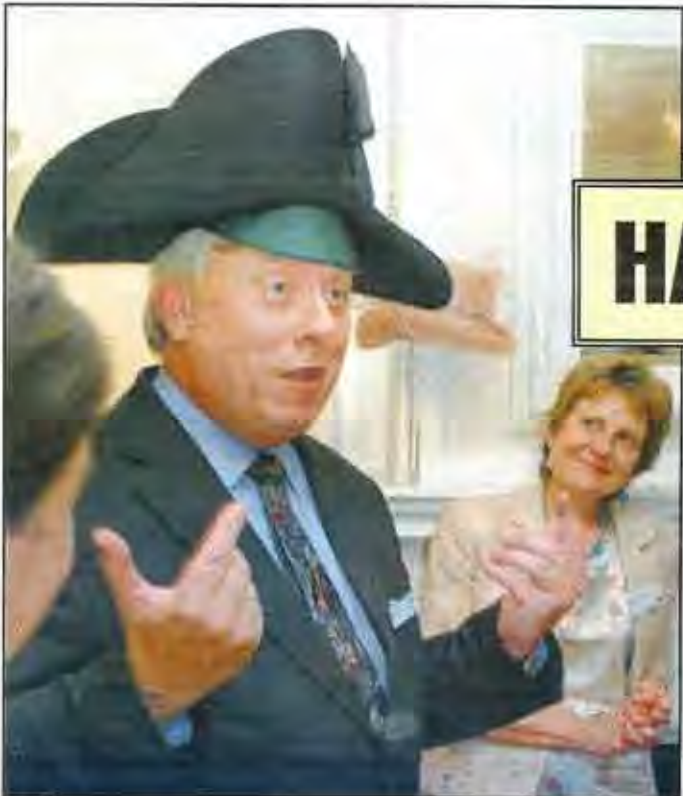
"We are all pleased with the quality and standard of the workmanship," said LSTD Pete Bray, a veteran of Illustrious' sister Ark Royal.

"The mess is well kitted out and now we have nice carpets and curtains."

For Cdr Stuart McQuaker, the carrier's CO during refit, moving aboard is an important milestone.

"The ship will now begin to develop its heart and soul, its character for the next five years of operations," he added.

Illustrious will be handed back to the Fleet in February next year and take over duties as the nation's flagship in the summer.



HATS OFF TO NELSON & NAPOLEON

JAMES Lock & Co, the world's most famous hatters, was the venue for the launch of the National Maritime Museum's plans for a major exhibition next year – *Nelson & Napoléon*.

The shop in St James's Street, London was established in 1676 and is also one of the oldest family-owned and run businesses in the world.

Customers have included Beau Brummel, Sir Winston Churchill, Oscar Wilde, Sir Laurence Olivier, General de Gaulle, Jackie Onassis, Salvador Dali, Graham Greene and Frank Sinatra.

And Nelson. On display were two of his hats – the bicorne he wore at the Battle of Copenhagen in 1801 and another made for him about the same time with a built in green eyeshade to keep the sun out of his good left eye.

Also on view was Napoleon's Emperor's hat, made for him by a Parisian hatter in 1810.

Lock's company files hold the shape of customers' heads and show, among other things, that the British head has increased by at least three-eighths of an inch in circumference every half century and that American heads are slightly larger and longer than British ones.

Nelson & Napoléon will be the first exhibition to explore together the lives of the two great adversaries. It will open at the museum at Greenwich on July 7 to mark the 200th anniversary of Nelson's victory and death at the Battle of Trafalgar.

● HAT TRICK: Colin White, Director *Trafalgar 200*, models headgear made for Nelson with a green eyeshade. Nelson's great-great-great-granddaughter Anna Tribe and Napoleon's great-great-great-grandson Bernard de Salis, were also present to try on hats belonging to their ancestors



Scott sails off – into the fog ...

OCEAN survey ship HMS Scott has renewed her links with the Canadian Navy as the country celebrated Canada Day.

The ship, on a North Atlantic survey programme, sailed into Halifax, Nova Scotia, for a routine watch change and a shore break from duties.

While in port the ship was dressed overall, along with other vessels, to mark the national celebrations and to meet up again with colleagues from the Royal Canadian Navy.

Lt Linda Lawrence, of HMS Scott, said: "We were delighted to renew our links with the Canadian Navy, who have made us very welcome last year, and made available a prime berth in their dockyard close to the city centre."

"As it was Canada Day during our stay we were overwhelmed by the warmth of the welcome."

"The evening firework display, just off the stern of the ship was most impressive."

"Nova Scotia is infamous for its fog, and we sailed out into a thick fog bank on departure, emerging a week later in the mid-Atlantic having seen nothing more than the bow of the ship."

The ship has already covered 40,000 miles and spent 130 days surveying since the New Year.

Since leaving her home base of Devonport last November, Scott has operated in the Indian Ocean, conducting her bread-and-butter business of gathering hydrographic and oceanographic data for commercial and military use.

She then moved to the Atlantic for a summer programme of work.

Sailors on standby

THE THREAT of industrial action by the Fire Brigade Union means 2,000 Royal Navy personnel have been nominated to provide emergency cover should the need arise.

The numbers have been taken mainly from the Fleet, and those nominated have already been told.

A small number from the Home Command, the DLO and DPA have also been earmarked.

Second Sea Lord Vice Admiral Sir James Burnell-Nugent, in a rallying call to the troops, said he was keenly aware of the extra burden such a move would place on them.

But he added: "You will prove, once again, that the Royal Navy and Royal Marines are always ready to do what is necessary and to do it superbly."

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Top Gun to 'meals on keels' for Somerset

FROM riding shotgun for a high-speed American carrier to guarding offshore oil terminals, HMS Somerset has been in the thick of the action since she took over patrol duties in the Gulf.

The Type 23 frigate relieved sister ship HMS Grafton in mid-July, assuming patrol duties as part of the multinational coalition operating in the region to help the rebuilding process in Iraq.

Her first task was to act as scene of action commander at the Khawr al Amaya oil terminal (KAAOT), co-ordinating a flotilla of patrol boats and boarding parties which enforce an exclusion zone of 3km radius.

With large fleets of small fishing dhows clustered around the exclusion zones, Somerset's ship's company must remain alert.

Her Commanding Officer, Cdr David Axon, said: "It is a fine balancing act in determining who is going about their everyday business, who is conducting illicit business and who is the potential suicide bomber."

"It requires an enormous concentration of effort from those on watch and meticulous management of the picture."

The ship has also been supporting the fledgling Iraqi Coastal Defence Force in patrolling territorial waters, with Iraqi officers joining the frigate for familiarisation sessions.

Her rigid inflatable boats (RIBs) also carry out patrols, boat transfers and act as 'meals on keels' for the forces stationed on the oil platforms.

Somerset later spent a week escorting the 80,000-ton American carrier USS John F. Kennedy, acting as plane guard for *Top Gun*-style air sorties – creating quite a challenge



● (Above) HMS Somerset in the Gulf Pic: LA(PHOT) Dave Griffiths



● (Right) The CO of HMS Somerset, Cdr David Axon, advises a Young Officer during a RAS with the American combat support ship Seattle

for the Officer of the Watch's stationing skills, as the carrier operated at speeds of up to 30 knots.

The Devonport-based frigate is due to remain in the Gulf until November, when she will be replaced by sister ship HMS Marlborough.

'Just total devastation. It was a case of deciding who to pick up first...'

NAVAL air crew found themselves thrust into the worst natural disaster to hit the British Isles in more than 15 years when they aided the rescue of civilians swept up in flash floods in Cornwall.

The village of Boscastle, near Tintagel, was devastated as a torrent swept through it after two inches of rain fell in two hours on August 16.

Water tore through the streets at up to 40mph, destroying homes and shops and shunting cars around as if they were toys.

A helicopter from 771 NAS at RNAS Culdrose was on the scene within 20 minutes of the first distress call.

Before the night of August 16 was out, two more of the squadron's Sea Kings had joined the rescue operation alongside RAF comrades from RAF Chivenor and the Coastguard.

People were plucked from rooftops, trees and other precarious places as they sought to escape the rising waters.

771's Senior Observer, Lt Cdr 'Florry' Ford said: "The scene was just total devastation. Trees with their roots up, wheelie bins, bits of houses, cars all carried along in this torrent of water."

"There were about 30 or 40 cars and caravans floating down the middle of what had been the main road. The village had been wrecked. We've never experienced anything like it."

As Lt Cdr Ford's helicopter reached Boscastle, the aircraft was caught by a ferocious squall which drenched the Sea King, causing internal communications to fail. Crew had to rely on hand signals to communicate, which made the rescue operation even trickier.

"There were people everywhere. It was a question of deciding who to pick up," Lt Cdr Ford added.

On its first 'run' Lt Cdr Ford's Sea King picked up 17 people.



● Once a picturesque Cornish village, Boscastle in the aftermath of the flood which swept cars and caravans away like matchsticks. FAA crew rescued 50 people from this tangled mess Pictures: RAF



"There were moments which made it all worthwhile. We rescued a five-year-old girl who gave us this huge, beaming smile. Something like that brings you down to earth."

Despite being the height of summer leave, 771 crew volunteered to come in to assist with the growing rescue operation.

By the day's end, around 50 people had been ferried by the 771 fliers to safety on high ground where emergency services offered

shelter and warm food.

"We were able to get people out of the area as quickly as possible. I think it's because helicopters were on the scene so fast that it was not worse," said Lt Cdr Ford.

Just two days after Boscastle, RN and RAF helicopters were called upon again, this time north of the border. Nearly 60 people were rescued at Lochearnhead north of Stirling when two landslides caused by torrential rain trapped them in their vehicles.

Sea Cadets sail with Monmouth

THE LARGEST gathering of Sea Cadets from the North West to sail with a Royal Navy ship enjoyed a challenging stint at sea.

The 20 youngsters embarked in the Type 23 frigate HMS Montrose at Liverpool on a Sunday and sailed with her to Devonport arriving on the following Wednesday.

On the way they took part in a number of demanding training exercises which the ship's company regularly practises – realistic scenarios such as fire-fighting, battle damage control and man overboard recovery, all testing the frigate's reactions.

The cadets slotted into the ship's sea-going routine, experiencing at first hand what it is like to eat, sleep and work in the unfamiliar environment of a warship at sea.

Not only did they gain individual experience, but also had to work as teams, strengthening ties between members of each unit.

North West Region Sea Cadet staff officer Lt Cdr Phill Matthews (RNR) said: "The North West area of the Sea Cadet Corps would like to thank the Royal Navy and the Commanding Officer and complement of HMS Montrose for ensuring this training experience has been so enjoyable."

"Many of the cadets were interested in joining the Royal Navy before they went on board; this trip has convinced them this is what they want to do."

The frigate's CO, Cdr Andrew Webb, said: "It has been a great pleasure to have so many young cadets on board HMS Montrose for a few days while we sailed back to Devonport after a very enjoyable visit to Liverpool"

Upgraded Sea Kings are ready

THE FIRST of a new version of the venerable Sea King has been handed over to the Joint Helicopter Command.

Three of the Mk 6 Commando Role (CR) aircraft were delivered to help plug a gap in the Navy's Operational Capability while the Jungle fleet – the Mk 4 Commando Helicopters – underwent an extensive avionics upgrade over a four-year period.

The programme was instigated in early 2002, aiming to modify five redundant Sea King HAS Mk 6 anti-submarine warfare aircraft.

Work included removal of sonar dipping gear, radar and weapons systems in the most complex project undertaken by MASU, which converted one aircraft. Serco Aerospace and DARA Fleetlands converted two each.

The handover of the first machines was marked by the presentation of a commemorative cartoon to Brig Caplin, Deputy Commander of the JHC, by Capt Powell of the Sea King Integrated Project Team.

Frigate on trial

REGELE Ferdinand, one of two former RN Type 22 frigates bought by the Romanian Navy, has begun a sea demonstration period.

BAE Systems is carrying out the programme, including speed and weapons trials, as part of a £116 million contract with the MOD covering the regeneration and update of the former HMS Coventry and London (to be known as Regina Maria).

The ships are being regenerated in Portsmouth Naval Base, where a sizeable contingent of Romanian sailors has settled temporarily to learn the intricacies of running such capable warships; among the upgrades fitted is a main gun (neither Coventry nor London had one).

The former HMS Coventry is expected to be officially named and commissioned at Portsmouth on September 9, with her sister following her to the Black Sea in 2005, after a commissioning in the spring.

Ships of the Royal Navy No 586



True Sovereign of the Seas

NOT many Royal Navy vessels can claim to have a predecessor which fought at Trafalgar – HMS Sovereign is an exception.

Commissioned on July 11, 1974, Sovereign is one of the four remaining Swiftsure class nuclear powered hunter-killer submarines and is based in Faslane, Scotland.

At 30 years old, she holds the distinction of being the oldest nuclear-powered submarine still operational and – with the exception of Nelson's flagship HMS Victory – the oldest Royal Navy warship still in commission.

Sovereign is the eighth ship to bear the name from a distinguished and illustrious list, and many previous Sovereigns have been Admirals' flagships which delivered large amounts of fire-power to the enemy.

The first Sovereign (1486-1526) was a Great Ship of 800 tons. Built under the supervision of famous architect Sir Reginald Bray, there is reason to believe that she was an experimental ship in which new features were tested.

A First Rate of 1,522 tons with 100 guns, the career of the second was full of incident, resulting in a string of battle honours, but come to an unlikely ending because of a candle left burning in the cook's cabin.

The third, referred to earlier, was a First Rate of 1,883 tons (1786-1844) which served with distinction at the Battle of Trafalgar.

On this occasion, Sovereign was commanded by Admiral



● Grand old lady of the submarine service, Swiftsure-class boat HMS Sovereign photographed in the late nineties

Collingwood, Nelson's second in command, who led the second of Nelson's two columns which pierced the French line.

In doing so, the ship was first into action at Trafalgar.

It is remarkable that, nearly 200 years after Trafalgar, the RN still has Nelson's two biggest and most important warships from that bat-

tle still in commission – albeit in Sovereign's case in name only.

Sovereign is affiliated to the City of Derby, and accepted the Freedom of the city on behalf of the Submarine Flotilla in 2002.

Commanding Officer Cdr Craig Fulton recently accepted the Submarine Electronic Warfare Records Trophy on behalf of the

Tactical Systems Department.

The annual trophy is presented to the submarine which has submitted the best quality electronic warfare records to RAF Waddington for inclusion on the tri-Service data base.

Currently in a maintenance period, Sovereign is due to complete Operational Sea Training in spring 2005 and conduct a final deployment before decommissioning the following year.

In the latest Defence Review

Facts and figures

Class: Swiftsure hunter-killer
Length: 83m
Width: 9.8m
Displacement: 4,900 tonnes dived
Propulsion: 1 Rolls Royce nuclear pressurised water reactor
Deep diving depth: In excess of 300m
Speed: 25 kts
Complement: 116 (13 officers)
Weapons: 5X21 in bow tubes firing Marconi Spearfish wire-guided active/passive homing torpedoes

BATTLE HONOURS

Kentish Knock.....1652
 Orfordness.....1666
 Sole Bay.....1672
 Schooneveld.....1673
 Texel.....1673
 Barfleuer.....1692
 Vigo.....1702
 First of June.....1794
 Cornwallis' Retreat....1795
 Trafalgar.....1805
 Calabria.....1940
 Atlantic.....1940/41

the Navy's hunter-killer submarine fleet is due to reduce to eight in 2008.

HEROES OF THE ROYAL NAVY No 5

Able Seaman William Savage

BORN the youngest of 22 children in Smethwick, Warwickshire, William Savage was called up and joined the Navy at Chatham Barracks on December 18, 1939 and was rated Able Seaman a year later.

As gunlayer of a 20mm pom-pom, he served in motor gunboats, making clandestine high-speed trips across the Channel to France.

In early 1942, Intelligence reported that the new German battleship Tirpitz had been completed and that there was only one dock on the western European seaboard which could take her – the Normandie graving dock in St Nazaire at the mouth of the River Loire in France.

On March 3, the Chiefs of the Staff Committee approved Operation Chariot – a daring scheme to crash the dock gates and blow them up.

The explosive (24 depth charges with a time fuse) was carried in an ex-American destroyer, HMS Campbelltown (Lt Cdr S.H. Beattie), which had been specially lightened to cross the estuary sandbanks and had a strengthened superstructure to protect personnel during the approach.

Among the force was the gunboat MGB 314, with Savage aboard.

The Chariot Force left Falmouth on the afternoon of March 26, 1942, arriving off the estuary unmolested at 12.30 a.m. and, led by MGB 314, headed up the river.

Campbelltown's four funnels had been cut to two, with their tops sloped, to resemble a German destroyer, and she wore a German ensign.

Suddenly, guns and searchlights concentrated on Campbelltown, the largest ship, which was hit on her fore's'le, blowing away her 12-pounder gun, and several times in the hull, where shells penetrated the decks below and killed or wounded half her company.

Two hundred yards from the Normandie dock entrance, MGB 314 turned aside, leaving the way clear for Campbelltown to head towards the outer gate.

Her bows cut through an anti-torpedo net and crashed into the dock. More than thirty feet of the bows crumpled back, but the foremost part projected over the inner face of the dock gate, wedged in position.

Beattie and his surviving ship's company prepared to scuttle their ship. Once he had seen that this had been achieved safely, Beattie told Lt Curtis RNVR, commanding MGB 314, to



● AB William Savage

take his vessel out to midstream to see how the battle was going.

Off the Old Mole, MGB 314 went to support two motor launches which were both under fire from the shore.

AB Savage and his colleague engaged the most troublesome gun, which was hidden in a concrete emplacement. Savage's shooting was so good that he put several shells through the slit of the position and silenced the gun.

He then turned his gun on other targets along the skyline and on the top of nearby buildings, directed by Curtis wielding the searchlights.

Although Savage had no gunshield to protect him, and was in a most exposed position, when he saw Germans running to man the gun he had just silenced, he coolly knocked out the gun again.

Cut down by a burst of shrapnel, he was killed.

Savage was posthumously gazetted for the VC on May 21, 1942.



THE ROYAL NAVAL BENEVOLENT TRUST

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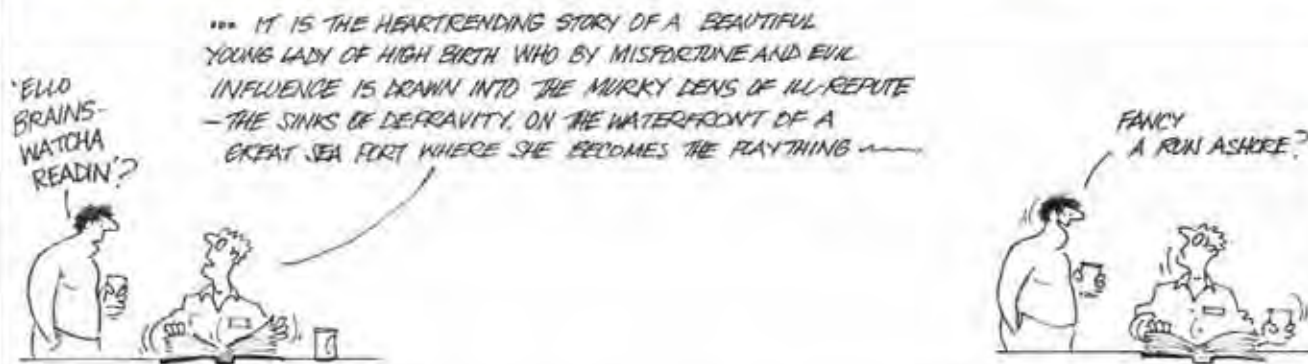


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JACK

BY THE



Jupiter link

MY WIFE's mother died recently and while we were clearing her effects we came across an article about one of her mother's relatives.

What made us sit up and ponder was the fact that she never told us about him. He had served in HMS Jupiter - and our son Dean served in the Leander-class frigate HMS Jupiter in the early 1990s.

So there was a family tie that stretched back over 100 years. - G. Faulkner, Tunbridge Wells.

The earlier Jupiter would have been the 14,900 ton battleship of 1895. Shown below is the 1938 destroyer torpedoed by a Japanese destroyer in the Java Sea in 1942 - Ed.



Historic tally

PLEASE find enclosed a cap tally from HMS Lion for forwarding to Cadet Richard Fearis of TS Zephyr at Caterham.

This tally did not come from the cruiser which was the last ship of the name, but from Admiral Beatty's flagship at Jutland. I got it when I was at school in 1928, from another boy whose father had served in that ship. - J. A. Kelso, Oxley, Wolverhampton.

Thanks to all the other tally donors who responded to Cadet Fearis' request - Ed

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.

Getting into the spirit of things . . .

FURTHER to your article on paranormal activities at Naval bases (July issue) I recall a situation which took place on board HMS Diamond in 1952 and was actually captured on camera.

The events leading up to this remarkable picture and proof of the activities of ghosts aboard RN ships were as follows.

Whilst carrying out a monthly stores audit it became obvious to the incumbent Jack Dusty that a serious rum leakage was taking place which defied all explanation.

The rum store keys were in the permanent possession of the Victualing Officer other than when signed for by the Duty Officer for the drawing of rum.

The Duty Officer, Coxswain, Jack Dusty and Tanky were all present and keeping an eye on each other in the rum store, ensuring that the exact amount was drawn and entered correctly into the issue book.

Despite these strict precautions the leakage still continued, resulting in a sentry being placed in the vicinity of the rum store during the silent hour.

This was the move that finally resolved the mystery. Whilst carrying out his rounds in the spirit room flat the Leading Seaman of the middle watch, who was also the ship's photographer, came across and photographed the guilty party caught in the act.

A seance revealed this to be a



CPO chef who served on the previous Diamond in 1932 and had subsequently departed this world for that great galley in the sky.

On recommendation from the Sky Pilot the "ghost" was entered in the ship's books, victualled 'G', resulting in an end to all paranormal activities and a more than happy CPO's mess. - D. Giles, Lincoln.

I REMEMBER the old St Mary's Barracks as a line of arched messes, each with a front door and two windows looking onto a colonnade at the back of which was the old galley.

I was billeted there in the late 1940s and I was part of the morning watch in this galley. One Monday morning I got my usual early morning shake - but it was quite a rough one with no accompanying "Wahey wahey!"

"OK, take it easy pal - I'm coming." When I turned round I couldn't see his face but he was dressed, predominantly, in red and blue - a bit blurred, but I was still rubbing my eyes.

About a minute later I was still in my bunk and heard a voice saying "Come on, lodd - wakey wakey!"

He was in mateelot's cap and duffle coat. "Were you here a minute ago in a red coat, trying to shove me onto the deck?"

"What? Red coat?" He let out a funny noise and disappeared out of the door at about 50 knots.

One night an ambulance was called to take away a rating who went loco after a visit from the "drummer boy".

I remember that some time later that mess was sealed up and put out of use for a long time. - Jock Cowan, Golspie, Sutherland.

Rare form of seasickness that lingers long on land

I AM trying to raise awareness of a debilitating and often unknown condition called Mal de Debarquement Syndrome.

It is an imbalance or rocking sensation that occurs after getting off a boat or "debarking". Other forms of motion have been known to trigger it.

Once back on dry land the traveller continues to feel "all at sea", unable to get his land legs.

Although a lot of people experience this temporarily, in the case of MdDS sufferers it can persist for months, even years afterwards.

The symptoms are with you constantly, nor can they be alleviated by anti-motion sickness drugs.

"Like trying to constantly walk on a mattress or trampoline" is a good description of the main

symptom. Others include nausea, gaze instability/visual disturbance and constant tinnitus.

I am one such sufferer (three years and counting) ever since I stepped off a boat in Spain. It took me over six months to discover what I had. My GP and ENT consultant (and neurologist) were baffled.

MRI scans and numerous hearing and balance tests proved negative.

Just when I thought I was really going mad I got a reply to an email I sent to a large vestibular disorder association in America. They told me that, although rare, there was a name for my symptoms, so imagine my relief in discovering about MdDS.

Eventually I came across the neuro-otology department at the NHHN in London who had actually seen cases of MdDS. I was finally referred to them in September 2002 and my "treatment" (Cawthorne-Cooksey exercises) there is still ongoing, although with no improvement to date. More recently I have been to the Leicester Balance Centre.

What I find most distressing is the lack of knowledge of the condition here in the UK. I understand it is not life threatening, but it certainly is life debilitating and limiting. - Jane Houghton, Warrington, Cheshire

The Institute of Naval Medicine understand MdDS as being a variant of sea sickness, commonly experienced in a mild degree by many people, but very uncommon when it is actually disabling with symptoms such as nausea and vomiting. It has long been the practice in the Royal Navy that those who suffer from severe seasickness have their medical status adjusted so that they will only serve in larger ships such as carriers. - Ed

Crowds gathered for Greek funeral

AFTER reading your piece about the ceremony in Greece commemorating the sinking of BYMS 2077 in 1944, I thought you might be interested in this photo of the funeral of three ratings recovered by local fishermen.

It was conducted by officers and men of the 13th Minesweeping Flotilla, then operating from Patras. - W. H. Hilton, ex HMS Bude, Wareham, Dorset



No. 602 51st year

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SONG DAME VERA NEVER SANG

MY BROTHER and I (both ex RN National Servicemen) had three cousins, all of whom served in the Royal Navy in World War II.

The older two were twins, Alec and Jack Crook, one of whom served aboard HMS Ajax after the River Plate action, and HMS Indomitable.

The other was in submarines and all three brothers got through the war relatively unscathed – if fighting a fire on board an aircraft carrier for three days after a kamikaze attack and throwing aircraft over the side can leave you unscathed.

Frank and his messmates were left after this with a wind up gramophone and just one record – a Vera Lynn one.

Decades later, Frank had to leave the room if Vera Lynn songs were played – no disrespect to the lady, it was just that the memories were still too painful.

It is the youngest cousin, however, that has prompted me to write. During the war, when one went on draft, this entailed shifting one's hammock, kitbag and gas respirator. Cousin Frank had an additional accoutrement – a large piano accordion. He was always cursed for this, owing to the general lack of stowage space, except when his messmates were able to relax and unwind.

Then, of course, he was the centre of attention. During his service he doubtless learned many songs that were very popular, often with dubious words to them, and at our family

Christmas parties just after the war we tried to get him tipsy enough on rum to perform a nautical ballad or two, having first pleased the aunts with a few popular songs.

We succeeded only twice, and therein lies my problem. The song we longed for consisted of a dozen or so verses and was a trifle risqué. Rack our brains as we might, my brother and I can only recall a couple of verses. The song was called "Through the Hole in the Elephant's Bottom" and it started off:

*I wanted to go on the stage,
Ambitions I got 'em.
I created a rage as –
The hole in the elephant's bottom!*

*One man had lost his script,
And his words he'd forgot 'em
And all we could do
Was to whisper them through –
The hole in the elephant's bottom!*

We are none of us getting any younger and I am therefore fervently hoping that even after fifty or sixty years there might be RN personnel who could provide all the missing verses. – D. Andrews, Ware, Herts

If anyone can fill in the rest of the Elephant song, we will be pleased to pass it on. It is not a number that is likely to have figured in Dame Vera's repertoire, though, so I can't promise to print it in a family newspaper – Ed



● **FORCES FAVOURITE:** Dame Vera Lynn on top form at the Antwerp tattoo in 1994, marking the 50th anniversary of the liberation of Belgium.

HM ships Monmouth, Atherstone, Cottesmore, Hurworth and Brecon also took part in the celebrations

Ship in VC fight holed 300 times

THANK YOU for your article about the Foylebank and L/S Jack Mantle VC (June issue). I was the trainer of the port pom-pom, with L/S Gould the weapon captain, and I know what happened.

Our duty as an AA ship was to patrol the Channel using our RDF to find German minelayers and engage them if possible. We'd been out all night and returned to Portland before breakfast. Guns crews had been stood down and only RDF was operating.

Most of the crew were on the messdeck either eating or cleaning ship when the RDF officer ran out of his office and shouted they'd picked up a large group of

German aircraft coming our way. We all dropped everything and ran.

Having been ashore in Norway with the Naval AA battery I knew the sound of a diving 87 too well and that's what I heard as I reached the upper deck door. I knew then what we were in for because we weren't at action stations.

Our anchorage was such that only the starboard AA guns could bear to seaward. We tried firing at retreating aircraft but with no success. L/S Gould told us to go and help other crews.

I helped load 'A' gun until we only had starshell left, so I left and went to the starboard pom-pom. It was in a shambles. Jack Mantle was on the deck and I

could see his leg was badly injured.

I went to him and he said to me: "Is my leg alright, Dougie?" I said "Lift it up and look." He did – but he was looking at my own, uninjured leg. He grinned and said "Thank God." I took off my knife and used its lanyard to tie a tourniquet round his leg. We put him on a wardroom mattress and lowered him onto a large power boat alongside which took him ashore and he was taken up to the hospital. I never saw him again and never got my knife back.

Years later when I was a GI aboard HMS Howe I travelled back from a long weekend with my family in London with a senior dockyard official who'd

worked on the Foylebank.

When he found out I was on her and lucky to escape injury he told me what they'd found below water. He said: "Gerry certainly finished her off with up to 300 holes from bombs and splinters." – D. Seaman, Gosport, Hants

● **Jack Mantle VC is depicted (left) in action on HMS Foylebank in a detail from a painting by Major B. V. Wynn-Werninck commissioned by the Foylebank Association**



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849 goes French flying



● One of the RN Mk 7 Sea Kings is silhouetted against a shining sea during a sortie (above) while the moon provides a dramatic backdrop for one of the FS Charles de Gaulle's Super Etendards (right)



A DEPLOYMENT on board a French aircraft carrier gave personnel from 849 A Flight the chance to see how another navy operates – and a taste of things to come.

Two Mk 7 Sea King Airborne Surveillance and Control (ASaC) helicopters embarked on the FS Charles de Gaulle off Toulon in the Mediterranean, leaving off the

● 'Yellow dogs' (deck handlers) at work with Super Etendards in the Med (left) and a Royal Navy Sea King (below)

Normandy beaches.

The intervening 11 days saw the 40 or so British sailors – and 849's French-speaking exchange pilot, Canadian Capt Erik Weigelin – immersed in the life of a large carrier operating a mix of fixed-wing and rotary aircraft.

The Sea Kings took part in a range of missions alongside French Super Etendards of 14F Squadron, E2C Hawkeyes of 4F Squadron and Dauphin and Cougar helicopters.

They also had a brush with Spanish AV8 Harriers, and conducted anti-surface warfare exercises with RN warship HMS Gloucester and the FS Cassard.

Other military experience gained included electronic warfare, force protection – this was for real, as the task group passed through the bottleneck that is the Straits of Gibraltar, an area with potential for would-be terrorists – and night and day flying.

On most flights the British helicopters, based at RN air station Cudrose in Cornwall, were able to take additional passengers, from both the ship's company and French squadrons, to demonstrate equipment and to familiarise them with Royal Navy procedures.

One of the A Flight helicopters became involved in a humanitarian operation when it was hauled off a routine sortie to help find a small Gemini-type craft thought to have broken down.

The boat was found drifting, crammed with 31 people believed to have been travelling illegally from North Africa to Spain, and the 849 crew subsequently received a note of thanks from the Spanish coastguard.

British sailors also took part in ceremonial divisions on the flight deck for the D Day commemorations.

French hospitality was well received – "very French food and wine – lots of seafood and steak and cheese, even wine with lunch!" was one summary – and the success of the integration was a testimony to the strength of Entente Cordiale.

Lt Becca Steadman, of 849 A Flight, said: "It was a very valuable exercise for A Flight in terms of training achieved."

"It is interesting to see how another Navy functions, and how they overcome problems that we may encounter with our new carriers."

"It is a very aviation-focussed ship, with very professional ship's company and squadrons."



Pictures: Capt Erik Weigelin CF, Canadian exchange pilot with 849 A Flight



● A Royal Navy Mk 7 Sea King of 849 A Flight approaches French carrier FS Charles de Gaulle

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'The sky is surely open to us'

You will not find it listed in *Jane's*. You will not find many sailors who have heard of it – even in the Fleet Air Arm.

You will struggle to find it on the Navy's official website.

But you will find it off a Lincolnshire side-road. In fact the runway ends just yards from the road.

Celebrating its first birthday 703 Naval Air Squadron is hoping to raise its profile. It would settle for sailors simply knowing it exists.

On the small former wartime airfield of RAF Barkston Heath between Stamford and Cranwell, the spiritual home of the RAF, 703 provides the lifeblood of tomorrow's Fleet Air Arm.

Here every Naval pilot learns the fundamentals of flight – the mechanics, the art of navigation, handling, communications, dealing with emergencies, the confidence of flying solo – at the Defence Elementary Flying Training School.

Compared with the front line units, the pace of life in Lincolnshire is slower. But do not dismiss Barkston Heath as some sleepy backwater. It's the first major cog in the Fleet Air Arm wheel.

No Barkston Heath, no Fleet Air Arm pilots. In fact, no Fleet Air Arm.

"A lot of people may think of us as an out-station, well away from the front line," said 703's Commanding Officer Lt Cdr Tony Hills, an FAA veteran of 22 years.

"Not that many people know we exist. Without us, a hugely important cog in the wheel would be missing."

Pilots arrive at the small airfield – used by DC3s during World War II – having already passed through Roborough in Plymouth where instructors weed out people who will simply not make it as pilots.

Those who make it through arrive in Lincolnshire intent on one goal: fast jet pilot.

"I ask for a show of hands at the start of a course – 99 per cent of students raise them. They want to be Harrier pilots," said Lt Cdr Hills.

Most will be disappointed.

Of the 60 students selected for elementary flight training each year, only a dozen may have 'it' – that special quality needed to fly the Harrier jump jet. Less than half of those selected for jet training will actually pass.

For the majority, it's on to RAF Shawbury in Shropshire to learn the art of helicopter flight before finally moving to Culdrose or Yeovilton to specialise on Lynx, Sea King or Merlin.

"Most people realise that they are not cut out for fast jets, but it does not make a great difference to them – the students passing through are extremely enthusiastic, dedicated, they all have the right character, the right attitude. And they're also a little scared looking," Lt Cdr Hills said.



● 'Experience teaches': 703's badge

"I look at the students and they remind me of when I was a trainee. There's that same drive there."

There's more to the Fleet Air Arm than fast jets, of course. Much more numerous are the helicopter units.

Whichever path the student takes, it's long and arduous. Barkston is the first step down that path. It's a good three to four years before these trainees will be serving in the front line.

Until a year ago, this elementary training was run by civilians with a military input, but the forces felt the course did not give students that edge, that military ethos which defines a flier in the Fleet Air Arm, so 703 was re-formed (it last trained Wasp crew in Portland in what has been an eclectic and transient life for the unit).

Despite the return of the military, there is a strong civvy presence – the Slingsby Firefly training aircraft are owned by defence firm Babcock, which also provides the ground crew and most of the instructors.

Over 22 weeks and 60 hours in the air, the students will turn from rookies to competent solo fliers (that first solo flight is crowned with a lollipop as reward).

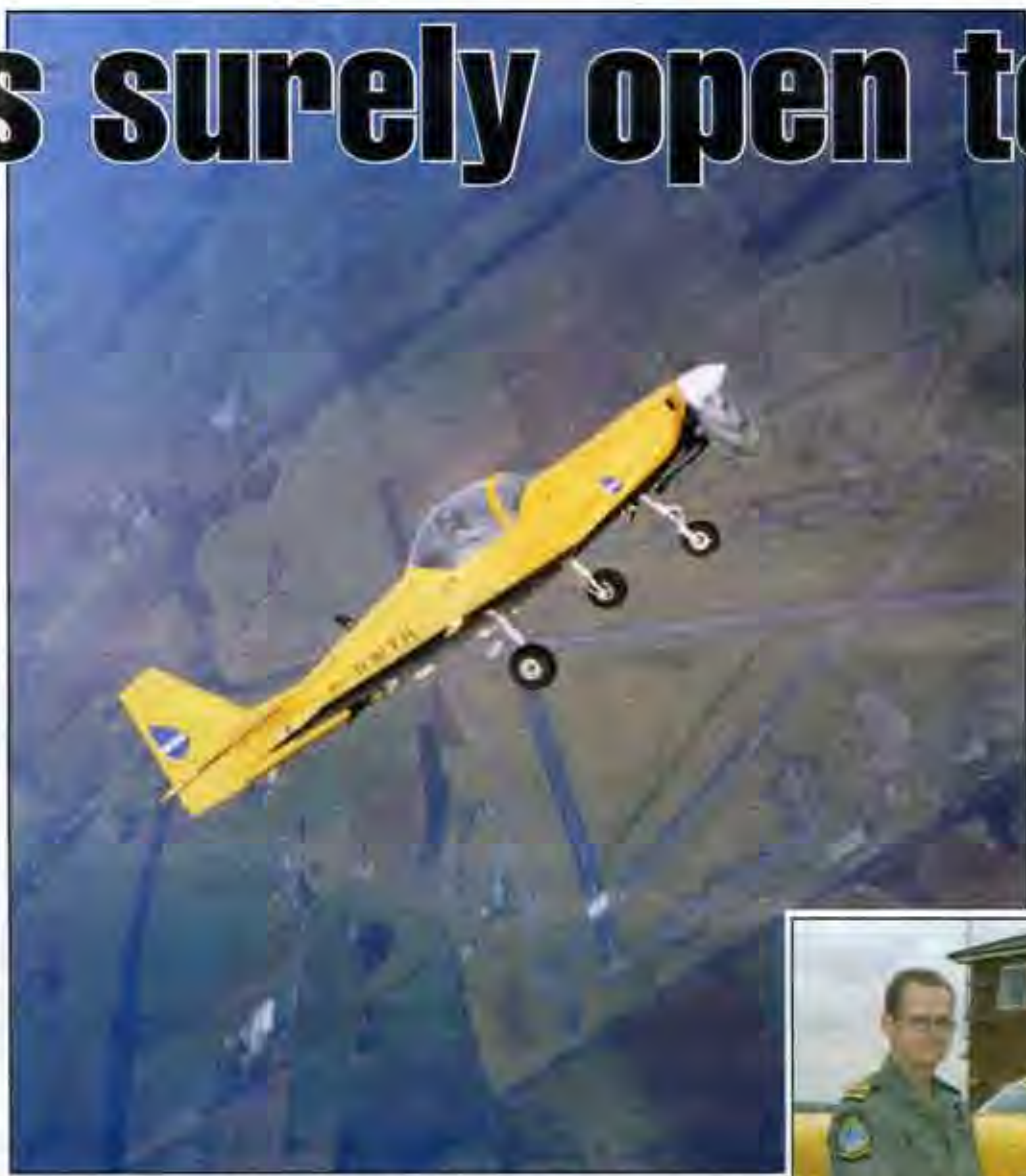
Home to the students is Daedalus Mess at Cranwell. Each day on their way to Barkston the fliers drive past the RAF college and its famous gates with the Air Force crest and motto, *Per ardua ad astra*: through perseverance to the stars.

The mess name harks back to Cranwell's beginnings as HMS Daedalus, a Royal Naval Air Station, which served as the training establishment for naval fliers before the RAF took over in 1918.

And students like to remind the Crabs of that very fact. "We make sure they know that this was once a Naval base by wearing the T-shirts," said S/Lt Grant Bentley.

That's typical of the banter. "Training alongside the RAF makes us look better," joked S/Lt Matt Sutcliffe. "There is a strong rivalry, but it's good fun. We get on well."

What strikes you about these pilots is their youth: the youngest are



● You can bank on a successful career with the Fleet Air Arm: (Above) A Firefly manoeuvres over RAF Barkston Heath, Lincolnshire, home to 703 NAS and (right) a cut above the rest: 703 CO Lt Cdr Tony Hills with the birthday cake his wife made and student MID Alan Crofts

Pictures: Kate Turner/RAF Cranwell Photography/PA

just 18 or 19, the oldest at 26 or 27 are considered 'old men'.

Of course, trainee pilots have always been youthful, but you realise the responsibility placed in their hands.

For the trainees, the biggest frustration is the British weather and the eagerness to get in the air – there is a lot of hanging around (an excellent opportunity to learn uckers and, of course, brush up on flight knowledge).

"You can spend hours on your backside, followed by an hour of intense pressure in the air," said S/Lt Ross Franklin, at the end of his elementary training.

"The quality of the training here is first rate."

When it comes down to the nitty gritty, these are all young people in the same, er, plane. All determined to fly, all struggling through a steep learning curve.

"An hour's flying is very tiring and two flights in a day are exhausting," explained S/Lt Kev Pope.

"You get worked really hard in the sky, but sometimes you can look around and say to yourself: 'Wow, I'm getting paid to do this.'"



● Definitely not me at the controls... A distinctively-painted Firefly low over Barkston Heath

**I want to soar higher than any man has ever soared
I want to look down on the clouds with contempt...**

IT'S not often (well never) that I have £250,000 in my hands, writes Richard Hargreaves.

Under normal circumstances I'd have a beam on my face wider than the Cheshire Cat.

But when it's a small two-seat aircraft buzzing over Lincolnshire, that look is one more of sheer terror. Please don't let me screw this up.

For maybe five minutes I have the controls of an aircraft despite having never flown apart from in cattle class on an airline or in the back of Sea King and Lynx.

So what do you do? You grip the control column as tightly as if it is £250,000 and nervously edge it to the left causing the aircraft to bank.

The compass shudders around and you find yourself mesmerised by the daunting array of dials and buttons and warning lights.

You don't look out, you look down, making sure your airspeed, your rate of climb or descent, your roll, are all within the limits.

And you're doing this all incorrectly.

"I tell students: look out of the cockpit, look at the horizon, don't keep your eyes fixed on the instruments," explains Lt Cdr Hills. "You don't drive a car with your eyes fixed on the dashboard."

After five minutes of turning gently and slowly descending to 8,000ft (with the odd glance at the nose to see where I'm going) I relinquish control, partly reluctantly, partly gladly. My hand has gripped the column so fiercely I've got cramp.

Still, at least now I can enjoy the view. The Firefly's bulbous glass cockpit roof provides a wonderful 270° or so view, its 260 horsepower

engine merrily roars away – funnily you don't really notice the noise.

It's easy to become transfixed by the beauty of it all, an endless, rolling sea of cloud.

I expected the skies above the clouds to be, if not full, then at least peppered with aircraft: airliners, fast jets on training missions out of the airbases which litter the east coast, transporters, the odd light aircraft.

None of it. Save for the vapour trails slowly dissipating thousands of feet above you and a solitary airliner streaking across the sky, you are alone.

And although you can be transfixed by the wonder of nature, this endless, seemingly benign 'blanket of cotton wool' masks the ground. Thank God for navigational aids.

Below the clouds, there's a Dinky world spread out beneath you.

But the world from the sky is not as it appears on a road map.

Sure there's the A1 with trucks and cars trundling along, the main London-Edinburgh rail line, but towns and villages appear indiscernible.

Churches are not marked by huge crosses, nor post offices by giant PO signs.

And a small airfield like Barkston Heath barely stands out in the distance – or at least that's how it appears to the untrained eye.

It doesn't look much larger as we gently touch down.

It's easy to become envious of fliers, especially as a (mostly) desk-bound journalist, but it's still nice to plonk your feet on terra firma again.



Navy News

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From the end of September, Navy News is given to understand that the availability of our award winning publication in certain retail outlets is to be restricted to copies, which are supplied on a customer order basis only, and will not therefore be freely available on the shop shelves. We are currently seeking confirmation of this, and hope to be able to provide further news in the next issue of Navy News.

Any readers who believe they are affected by this, are strongly advised to either place an order for the Navy News in their local retailer, (see retailer ad on page 41), or alternatively to set up a subscription to the paper, (see page 28, to guarantee delivery of Navy News).

Please accept our apologies for any inconvenience caused by this matter, which lies outside the control of Navy News. We are working very hard to ensure there is a minimal disruption to Navy News readers.

A sacrifice never forgotten...

SIXTY years to the day that her forebear was lost to a human torpedo, mine-hunter HMS Quorn hosted widows, daughters, brothers and survivors of the tragedy at an emotional memorial service.

Destroyer HMS Quorn went down with 130 men when she was struck amidships in the Seine Bay as the Battle for Normandy gathered on land in the summer of 1944.

Six decades on a select gathering of around 30 people from Waterlooville to Norfolk gathered in Portsmouth Naval Base with the present ship's company to honour Quorn's sacrifice.

The destroyer sank in less than a minute, victim of an act of bravery – and sacrifice – by a German 'kamikaze' riding a human torpedo.

It is a loss still felt deeply as evinced by the remembrance service in St Ann's Church to mark the tragedy in the early hours of August 3 1944.

Leading the service, chaplain Father David Yates said: "It is very difficult in this day and age to put ourselves in a mindset of how it was in 1944. There was a sense we were in the endgame, coming towards the end of the war, and no one serving on HMS Quorn would have expected the ship to be sunk underneath them. Today we remember all those who didn't make it."

After the service, the guests, including Lady Rosemary Thompson, the present ship's sponsor, were invited back to Quorn for refreshment and a tour of the ship.

"We couldn't let this day go past without some special form of com-



● Bound by the name Quorn: Today's ship's company with survivors and relatives of the namesake destroyer with the present-day Hunt-class minehunter

memoration," said Quorn's CO Lt Cdr David Wilkinson. "When I put the idea to the ship's company, to a man they were keen."

"Today is about the meeting of two parts of Quorn's life, and today we bring them together. This is your ship, you are part of Quorn's family, a really friendly and family-oriented ship."

Among those with poignant memories of the sinking was Lilian Evans, a former Wren who served at HMS Dryad.

"It's an honour to have been asked to come," she said.

Her husband, LSTD Percy Evans, went down with the ship at the age of 26.

Lilian, who had travelled from

Norwich with her 60-year-old daughter, showed photographs of Percy's immaculately-tended grave in France which she visits as regularly as possible.

"You couldn't wish for him to be brought back," she said. "It's a peace beyond all understanding."

Survivor Christopher Yorston, an AB at the time, told *Navy News*: "I had to grow up fast."

Already having been on the wrong end of two torpedoes while serving in the Mediterranean

earlier in the war, Christopher, in Portsmouth with his wife of 54 years, was up in the gunnery tower when Quorn was hit.

"Within seconds I was in the water, looking up at the ship split in half," he said. "If I had been in a cruiser, where the gun turret is completely sealed, I'd have been a goner."

"I grabbed hold of the first thing in the water, a lump of wood, and a converted trawler picked me up. It's the luck of the draw."

"Today has been marvellous. It helps to enlighten people about what went on."

● HMS Quorn, 1944 version, as painted by artist Eric Dyke



● A German Neger – 'Nigger' – midget submarine; larger versions of these, codenamed Marder – or marten, a weasel-like creature – launched a mass attack on the invasion fleet in the Seine Bay

Night of the weasels

WITH the threat of invasion in the West imminent, Germany's Naval leader Grossadmiral Karl Dönitz ordered his officers to concentrate on midget submarines to defeat the impending armada.

The result was the *Kleinkampfverband* – 'small fighting unit' – better known as the *K-Men*. While Britain's *X-craft* were crewed by elite submariners, the German counterparts were crewed by anyone the German Navy could get its hands on – soldiers, air-men, even criminals.

The simplest mini *U-boats* were the *Neger* human torpedoes, and their slightly larger *Marder* variants. The Germans built 300 *Marder* – converted torpedoes with a small 'cockpit' at the front, with the weapon, a *G7e* torpedo, strapped beneath. The crewman would release a handle after aiming the torpedo, sending it hurtling towards the target.

Well, that was the theory. But with a speed of just three knots, a diving depth (over very limited periods) of 25 metres and a range of about 30 nautical miles, *Marder* crew became known as *Opferkämpfer* – sacrificial warriors.

On the night of August 2-3 1944, 58 *Marder* set out to attack the invasion fleet in the Seine Bay. After torpedoing the hulk cruiser *HMS Durban*, all hell broke loose as the Allies opened fire. Only 17 *Marder* returned to base east of Caen when the night was over; they had sunk *Quorn*, plus the trawler *HMS Gairsay* and the *Liberty ship Samlong* for their efforts.



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People in the News



Grill fiercely for 90 minutes...

FORMER media relations officer Lt Cdr Steve Tatham braved the lion's den in the interests of international relations by appearing on a discussion show on Arabic TV station Al Jazeera.

Steve, (pictured above) who served on the public relations staff in the Middle East during last year's war in Iraq, was subjected to 90 minutes of questioning by viewers of the Qatar-based channel's debate show *The Opposite Direction*, modelled on a US discussion show *Crossfire*.

Not surprisingly many viewers did not agree with the US/UK decision to rid the region of Saddam Hussein, a decision Steve vigorously defended.

The channel has provoked controversy in the West – terrorist organisation Al Qaeda has frequently used Al Jazeera to release the latest message from their leader Osama Bin Laden to the wider world – not least as a result of its decision to air footage of dead and captured coalition forces during last year's campaign.

The MOD is keen to build a closer relationship with the station – its journalists visited HMS Ark Royal before her departure for Telic last year – especially in the aftermath of the war with efforts to rebuild Iraq.

Al Jazeera – literally 'the Island' – enjoys an audience of around 35m people, a figure set to expand as it prepares to launch an English-language satellite station.

Steve, now based at HMS Collingwood, wrote a thesis on Allied efforts to win over Arab hearts and minds during Telic and was invited to Doha to address a conference on the 'media war' in Iraq. Many delegates regarded 'embedded' journalists who covered the conflict, living and working with British units and ships, as little more than a propaganda tool.

The results of the officer's studies in the Middle East will soon be the basis of an academic book published by Routledge.



● Determined and courageous: Commendation winners (l-r) WO(PT) Duncan Roberts, Kevin O'Shea, L/Cpl Damian Parsons and PO(MA) Richard Orrill with Second Sea Lord Vice Admiral Sir James Burnell-Nugent aboard HMS Victory

Selfless sailors deserve Victory

BRAVERY, selfless action, devotion and inspiration have all been recognised by the Navy's senior personnel officer.

Second Sea Lord Vice-Admiral Sir James Burnell Nugent invited PO(MA) Richard Orrill, L/Cpl Damian Parsons, Kevin O'Shea and WO(PT) Duncan Roberts

aboard his flagship HMS Victory to present them with commendations as recognition for their deeds.

Two people owe their lives to the actions of PO Orrill and L/Cpl Parsons.

Police officers singled out the medical assistant for intervening in the aftermath of a horrific road accident near Wickham, north of Fareham, in April, saying without PO Orrill's assistance, the death toll would have been higher.

The senior rating was driving home from Royal Hospital Haslar in Gosport when he came up against a line of traffic stopped because of the accident.

He grabbed his first aid kit and, helped by an off-duty firefighter and a Navy officer, managed to rescue a badly wounded girl by getting her out of a smashed-up Ford Fiesta and ensuring her airway was free, before emergency vehicles arrived on the scene.

Once the casualties had been taken away – one person died in the accident sadly – the petty officer sat with two children from a coach which was at the crash scene and, he says, talked "matelot babble" to calm the shocked youngsters down.

He says his actions were typical of everyone that April evening.

"Anybody, whether they were medically trained or not, got out of their cars to see if they could help," he explained.

"It was fortunate that I and others with first aid training were there. I did my job. The people that could help got on with it. I just wish

we could have helped out more."

The teenager rescued by PO Orrill is slowly recovering at a specialist unit for head injury victims in Bath.

L/Cpl Parsons was commended for his bravery and professionalism after rescuing an unconscious casualty during an Army diving exercise in Scotland.

As a stand-by diver, the 22-year-old Royal Marine was sent to investigate when a student diver failed to respond to signals at a depth of 40 metres – about 130 feet.

The green beret, normally based at the Defence Diving School at Horsea Island in Portsmouth, carried out life-saving drills before swimming with the casualty to the surface and, say observers, completed a difficult and dangerous rescue few divers could have achieved.

Mr O'Shea is a former sailor of 23 years' standing and now works for the Flagship training organisation in HMS Sultan's UPO. He is the driving force behind the Gosport establishment's annual summer show and firework night and his drive has largely been responsible for visitor numbers – and hence proceeds to charities – doubling in the last two years.

Last but not least, WO Roberts – based at the Talybont outdoor leadership training centre in Wales – collected his commendation for his voluntary work with the RN's Alpine Championship committee, in particular his determination to ensure all events are properly supported.

Tony's Falklands portfolio finds a home at HMS Collingwood

THE work of one of the stalwarts of post-war Naval photography is honoured at HMS Collingwood with a gallery dedicated to Tony Wilson.

The family of the former chief petty officer presented a plaque to the Fareham establishment celebrating Tony's work covering homecomings from the Falklands conflict 22 years ago.

Tony served the RN from 1958-81, during which time he took some unique images of the conflict and civil unrest in Indonesia, Borneo and Brunei in the 1960s with HMS Albion.

Upon leaving the Senior Service, Tony set up as a private photographer and captured stunning scenes of the Falklands task force returning to Portsmouth in the summer of 1982.

The Warrant Officers and Senior Rates Mess at HMS Mercury commissioned a set of 16 prints, among the flurry of orders Tony received for the homecoming pictures.

Two decades on that set is believed to be the only complete one in existence and now adorns the wall of the Mountbatten Suite in Collingwood's mess.

Tony died in January, but his family had no idea that his Falklands archive adorned the walls of Collingwood until they were contacted earlier this year.

His widow Sue and family unveiled a plaque dedicating the 'Falklands Gallery' – colourful images by Tony Wilson, Chief Phot, Royal Navy 1958-1981 – so that all mess users are in the picture about the collection's creator.

Keeping Taly of car thieves

SAILORS past and present are keeping car crime in check in one of the more idyllic parts of the UK.

Staff at the RN's Outdoor Leadership Training Centre at Talybont-on-Usk have joined local police in running a 'car watch' scheme in the Brecon Beacons – and already helped officers arrest some dubious characters.

Two former RN personnel PC Owen Dillon (an ex-Royal Marine) and former Fleet Air Arm man PC John Griffiths head up the anti-car crime project in the Beacons, working with WO Duncan Roberts and CPO Wayne Okell on Talybont's staff.

The initiative – effectively keeping an eye on car parks and warning police of suspicious people hanging around – has seen thefts of and from cars fall by 80 per cent.

Royal Marine Sgt Ross Barbour helped put one car criminal behind bars. He spotted two people, who were suspected of a string of break-ins, riding trials bikes in the area and contacted police, who subsequently charged the duo.

David continues to inspire at HMS Sultan

PETTY Officer Darren Gilligan will carry the torch for Falklands victim PO(MEM) David Briggs.

PO Briggs died in May 1982 when HMS Sheffield was struck by an Exocet missile, a blow which crippled the ship.

The senior rate regarded HMS Sultan in Gosport as his *alma mater* having attended numerous courses and served on the training staff there before joining Shiny Sheff.

He was posthumously awarded the Distinguished Service Medal for "leadership, bravery and devotion to duty in trying to save his ship".

His parents Richard and Jean instigated the Briggs Award for the outstanding student at the Defence College of Marine Engineering at Sultan, this year presented by Rear Admiral Peter Davies, Flag Officer Training and Recruitment, to PO Gilligan.

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● MANY youngsters join the Navy to get away from family life. So imagine OM(C) Stuart Williams' surprise when he was drafted to HMS Cardiff... alongside his dad WO2(WEA) Stephen. Dad joined the RN back in 1974 via HMS Ganges (no longer with us) – the same year that Cardiff, due to be paid off under the 2004 Defence Review, was launched at Barrow.

Eight years later, Stuart Williams arrived on this earth at RNH Gibraltar. He joined the RN in 2002 and Cardiff in April this year, just before she headed off on a six-month tour of duty in the South Atlantic.

If you were wondering, there's nothing in Naval regulations against fathers and sons/daughters serving in the same ship – providing they are not in the same chain of command.



Bismarck's scourge is still airborne

ONE of the dwindling band of veterans of the pursuit of the Bismarck met the man who most recently visited the wreck.

Still flying more than six decades on from the battle, Fleet Air Arm veteran John Moffat flew down from Scotland in his Piper Colt aircraft to Midhurst, where he was based in World War II, to meet local deep-sea explorer David Mearns.

David, of Blue Water Recoveries, led an expedition in 2001 to find the wreck of HMS Hood, sunk by Bismarck in May 1941 with the loss of all but three hands, and revisit the remains of Hitler's flagship, previously located by legendary oceanographer Bob Ballard – the man who found the Titanic.

Having despatched Hood, Bismarck made a bee-line for Brest as it was losing fuel. It never got there. Courageously-led Swordfish attacks finally scored a hit on the battleship's rudder, jamming it, leaving Bismarck helpless.

She was finally sent to the bottom on May 27 by an overwhelming British force under the command of Admiral Sir John Tovey,



Commander-in-Chief of the Home Fleet.

Ballard never publicised Bismarck's final resting place, so the information former Swordfish pilot Mr Moffat provided was invaluable. He was ordered to deliver the coup de grâce to the German titan, but arrived to find the ship in its – Bismarck's captain decreed his

ship was male, not female – death throes.

"When we got about 1,000 yards from the ship, it suddenly turned on its side. I flew over it, maybe 50 feet off its deck, and all those poor people in the water, hundreds of them. Terrible," Mr Moffat recalled.

The two men had never met face-to-face before getting together

at the Angel Hotel in Midhurst. "John was a great help in the discovery of the Bismarck wreckage," said David. "We spoke often in the making of a TV documentary on our expedition, but we never met. He really helped fill in the gaps on miscellaneous details of the attack. I'm pleased to have finally met him – he's a great inspiration." The Fleet Air Arm veteran added his name to that of fellow veterans of the pursuit in a signed copy of David's book on the 2001 expedition and the battle, *Hood and Bismarck*.



One Type 23 not for the chop: driver LMEM 'Nobby' Clarke, his 'mechanic' LMEM 'Baz' Hume, and supporters MEM 'Paddy' Jarrett and Lt Lauren Yates rev up on Argyle's flight deck

(Soap)boxing clever

SAILORS don't need much encouragement to get on their soapbox, but building one's a different matter.

Sailors of HMS Argyle and Sultan used their spare time to create a mini, wheeled-version of the Type 23 frigate and the engineering school's beloved steam lorry respectively for the country's largest soapbox derby.

The replica Argyle, complete with 4.5in (well more like 4.5mm) gun and CO, or driver, LMEM 'Nobby' Clarke, hurtled down the track at Knebworth Park in Hertfordshire in the Red Bull Soapbox Challenge.

Around 50,000 people turned out to watch 80 brave souls risk life and limb at speeds of up to 40mph in various makeshift karts.

The Argyle team made it through their heat, but got no further. The Sultan team's replica of Sentinel, nicknamed Sooty, came fourth overall.

The kart – a one-third-size model of the real thing – was the brainchild of engineer Peter Stearne, aided by apprentices from Sultan.

"There were more than 15,000 applications to enter the competition so I'm pleased that the support of HMS Sultan we made it to the last four," said Peter.

Not only were the racers assessed on speed, but also driving ability – former motor racing commentator Murray Walker, who gave the Sultan team full marks for their design, was among the adjudicators – style and entertainment value.

Admirals have new roles to cinque teeth into

FORMER Chief of Defence Staff Admiral the Lord Boyce follows in the footsteps of the Duke of Wellington, Winston Churchill and the Queen Mother with a new maritime role – Lord Warden of the Cinque Ports.

Under the historic title – the charter for the ports of Hastings, Romney, Hythe, Dover and Sandwich dates back 849 years – the admiral has the power to adjudicate on salvage disputes and receive proceeds from the sale of unclaimed wreck.

Among the more unusual provisions of the charter, the warden must also bear the cost of burying 'fishes royal' – whales, porpoises and sturgeon.

Wardens are appointed for life and enjoy an official residence at Walmer Castle near Deal in Kent; the last holder of the post was the Queen Mother from 1979 until her death in 2002.

Another former First Sea Lord is also celebrating a new seafaring job. Admiral Sir Joek Slater, who retired from the RN six years ago, has been named as chairman of the Royal National Lifeboat Institution.

He has been deputy chairman of the charity, which is responsible for 230 lifeboats around the UK at a cost of £300,000 per day, since 2002 and takes over the top post from outgoing chairman Peter Nicholson.

Since leaving the Senior Service, the admiral has served as chairman of both the Imperial War Museum and White Ensign Association.



Aiming for a worldwide career: twin brothers Douglas (left) and Cameron Scott with their SA80 rifles

Twins join Royals family

TWIN brothers Cameron and Douglas Scott earned the coveted green beret to serve with 3 Commando Brigade, passing the same course – helped by a little sibling encouragement.

The two Scotts found themselves on the same All Arms Commando Course at CTC Royal Marines in Lympstone as they strove for their goal: to work with 29 Commando, the Army unit attached to the Royals.

The brothers joined the Royal Artillery last year, but were hankering to join the RA unit which accompanies 3 Cdo Bde on operations.

The 'all arms' course is an eight-week test designed to train non RM personnel from the three services so they can serve with the brigade in the front line, teaching trainees to survive in extreme climates, cliff assaults, landing operations, river crossings and other duties which are the mainstay of the RN's elite fighting troops.

The course concludes with a five-day exercise where all the skills previously taught are tested, culminating in a seven-mile endurance run, an assault course, nine-mile speed march and a 30-mile yomp over Dartmoor.

"I wanted to be a commando because I wanted to give myself a challenge. Having my brother on the course was good – it would boost my morale and if he had completed one of the tests before me, it gave me the confidence to do it myself," said Cameron.

His brother added: "I have never been so mentally or physically challenged before but it all become worth it when we were cheered across the final bridge on the 30-miler by the rest of the course."



FLUSH with cash on the nation's flagship are OM Suzie Dunn and SA Jamie Marles. Suzie, 23, from Wishaw in Scotland scooped first and second prizes in the RN Sports Lottery – a cool £6,500; her HMS Invincible shipmate, a 21-year-old from Camborne, Cornwall, kept up the flat-top's run of good luck by winning first prize in the following month's draw, a mere £5,000.

Picture: LA(Phot) Dave Gallagher, HMS Invincible

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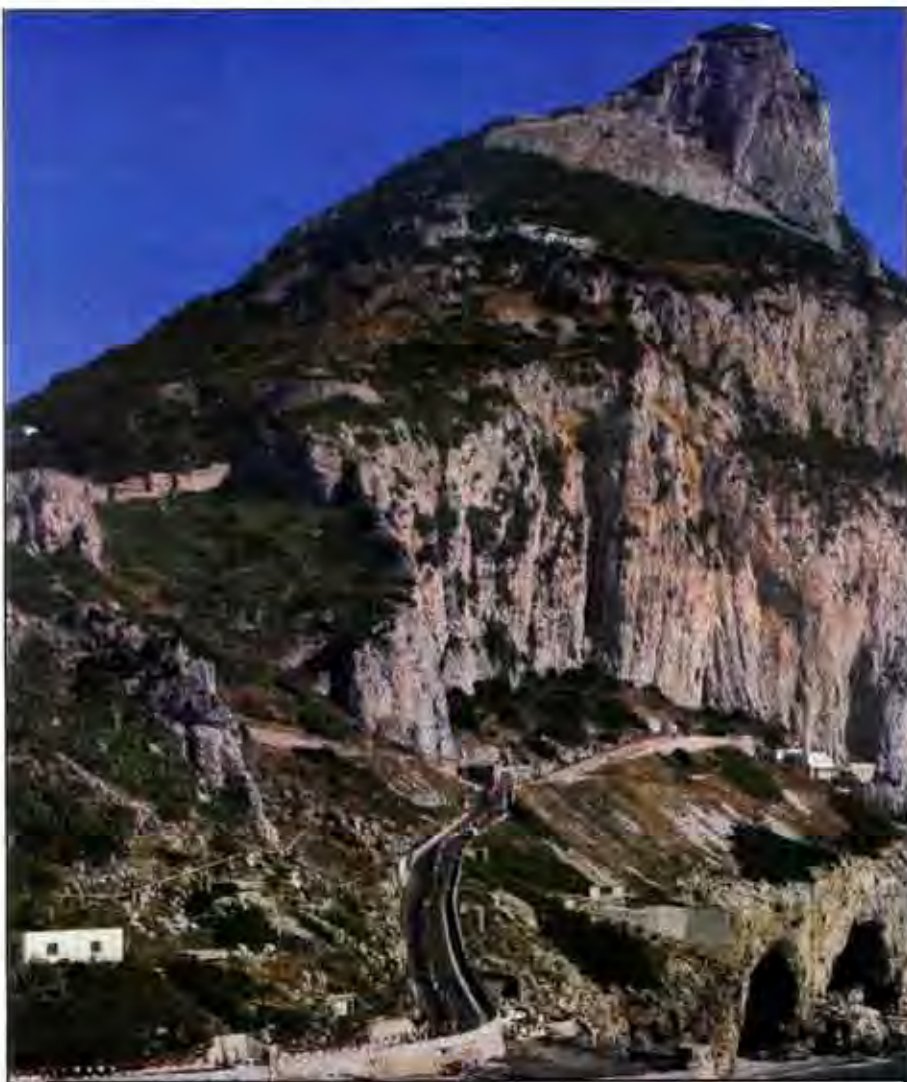
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Still Rock after 300

IT'S an interesting place, Gibraltar," CPO Jamie Stewart says with a matelot's typical knack of understatement. "It's more British than Britain."

Rarely has such a remark seemed more fitting than during the outpouring of patriotism which marked the Rock's tercentenary celebrations.

Three hundred years ago Royal Marines and an Anglo-Dutch Naval force heralded British rule on the fortress.

For three centuries, Gibraltar's fate has been inextricably bound with the fortunes of the Royal Navy.

And for much of those three centuries, the RN's fate – and that of the nation – has been inextricably bound with this Mediterranean outpost of Empire.

In the wars against Napoleon, against 'Kaiser Bill', against Mussolini, against Hitler, and now against the global threat of terrorism, Gibraltar has played a crucial role.

And so it was fitting that the high point of a week of 300th birthday celebrations was the bestowing of the freedom of the Rock upon the Senior Service by the people of Gibraltar.

The arrival of RFA Sir Tristram and HMS Grafton, on the last leg of her six-month tour of duty in the Gulf, ushered in the celebrations.

Grafton, fresh from a visit to Malta, was greeted by a 21-gun salute as she slipped into harbour – the first such welcome afforded a British warship in half a century.

The ships' companies, aided by the Band of the Royal Marines, bolstered the colony's small permanent military presence for concerts, guard changing ceremonies and finally a freedom parade through the narrow streets under glorious skies.

Defence Secretary Geoff Hoon and First Sea Lord Admiral Sir Alan West led dignitaries marking the tercentenary.

Their visit was not welcomed by the Spanish, who used the 300th birthday events – of course Gibraltar's much older, but locals were celebrating British rule – as a pretext to stir up the age-old subject of Gibraltar's sovereignty.

But what upset the Spaniards delighted Gibraltarians: the pomp, the ceremony, the Britishness of a military spectacle. Rarely have performances by the Royal Marines Band been so well received.

A 2,000-strong crowd crammed into the colony's principal meeting place, Casemates Square, to watch a two-hour performance by the marines, volunteer bands and RN physical training instructors.

The crowd fell silent and stood rigidly to attention as the first bars of the national anthem sounded and sang *Land of Hope and Glory* with a gusto only (just) surpassed by the Last Night of the Proms.

Which is why the observations of CPO Stewart, one of the 50 or so sailors serving with the Maritime Data Centre, are spot on.

Everywhere in this week of festivities, the Gibraltar flag fluttered alongside the Union Flag. On civic buildings, in public places, in shop windows, on the balconies of tenement blocks – often alongside the day's washing.

Locals strolled down the streets wearing T-shirts – 'Keep Gibraltar British' – or waved placards with a similar message. Newspaper cuttings posted on walls trumpeted a referendum result from 2002: only 187 people voted to return to Spanish rule. Nearly 18,000 inhabitants said *no!*

This defiance was characterised on Gib's birthday by the 'hands around the Rock', a human chain ringing the colony. About 15,000 people, including

For three centuries The Rock has served as Britain's – and the Royal Navy's – bastion in the western Mediterranean. RICHARD HARGREAVES and LA(Phot) LUIS HOLDEN joined the 300th birthday festivities



● **Tight fit:** The Royal Marines Band squeeze down Gibraltar's famous Main Street to the delight of locals

military personnel, formed the chain, a wonderful gesture of community – and a gesture of 'hands off the Rock' too.

Later that day, Admiral West received the Freedom of Gibraltar from its leaders as almost the entire military presence in the colony, plus a few 'imports' from Blighty, marched through the streets.

"It's no coincidence that the Royal Marines cite just one battle honour on their colours – the single word: Gibraltar," said the colony's Chief Minister Peter Caruana.

"For the Navy – and for the Army and Air Force – Gibraltar has been a 'home from home' for centuries."

On parade at the ceremony, though not marching, was one of the RN's most popular personalities on the Rock: PO(Dog) Floyd. Still an active member of the Lloyds Signal Station team, Floyd you may remember was the subject of a *Navy News* appeal last year as vets bills mounted. Readers chipped in with almost £2,000 to ensure our canine friend saw the tercentenary. (He has competition for the RN's affections on the Rock now, with the arrival of the Gibraltar Squadron's mascot Murphy who is – admittedly – rather more active than Floyd.)

For non canine members of the military party, there was a march through the narrow streets of the city centre, led by the Royal Marines Band – its third major public engagement in as many days, yet still immaculately turned out.

Also immaculately turned out were the people of Gibraltar. Every tercentenary event was wonderfully attended.

It is this sense of community which embodies life on the Rock for RN personnel stationed here – today numbers are down to a few hundred at the small Naval base and Royal Naval Hospital (the last in the world and celebrating its 100th birthday this summer).

"The Gibraltarians really do like Service personnel," said Lt Cdr Carol Stinton, matron at RNH Gibraltar.

"They are incredibly kind and friendly towards us. Because we're all together in a small area, there's a great sense of community spirit."

With a small RN presence compared with days gone by, questions will inevitably arise as to the future of the Naval base.

Admiral West is in no doubt that such a staging post – "1,000 miles up threat from the UK" – is an important asset in the Senior Service's inventory.

"Gibraltar has always been important to the Navy. It exists because of the Navy, and remains a very valuable base for us," he added.

"Whether or not we will still be using it in 300 years' time, that's a political question – but there's no doubt that the Royal Navy will still be around then."

Politics aside, the Rock is safely in British hands for the near future. Well, if legends are to be believed.

There's a healthy crop of baby Barbary apes clambering around the colony; as long as they thrive, the Rock remains under the Union Flag.

Sun, sea, sand, siestas

THERE is a surefire way to solve any retention issues in the Royal Navy.

Simply post the Senior Service wholesale to Gibraltar.

Speak to just about any sailor or Royal Marine based here and they will describe it as "the best job in the Navy".

It's not that Gib is an easy posting. It may seem like an idyllic colonial world, England's place in the sun, tea and tiffin at 3.30pm, cocktail parties in the evening. If only.

Try running patrol boats 365 days a year in temperatures

hurtling past 40°C in high summer, or monitoring traffic passing the Straits of Gibraltar – the port is the fourth busiest in the Mediterranean – daily, or running the last RN hospital in the world, or catering for a Fleet whose operations east of Suez have become a firm fixture once again in recent years.

The RN's presence here may be small these days, but the colony still has a strategic role to play, from supporting the global war on terror, to providing valuable support to British



● **The thin red line...** Gibraltarians wearing red costumes link up for the 'hands around the Rock' human chain (top) assisted by Royal Marines (yes, wearing red berets) on the airfield (above)



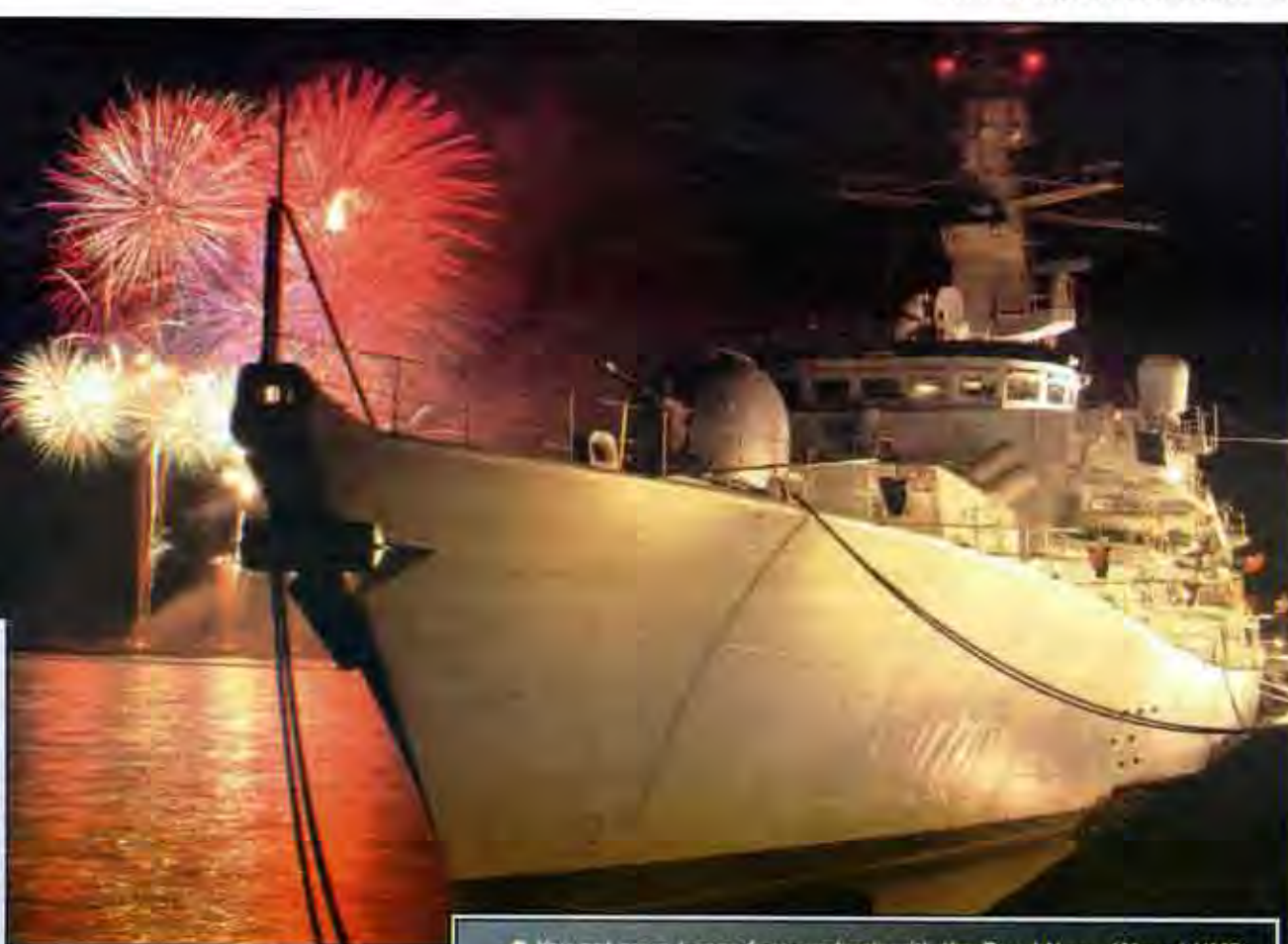
● **First Sea Lord Admiral Sir Alan West receives the Freedom of Gibraltar on behalf of the Senior Service**

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solid years



● (Left) Pax Britannica: Battle-cruisers at the Detached Mole with carrier HMS Furious at the harbour entrance, between the wars

Picture: Maritime Books/Daniel Ferro

● You get more bangs for your buck with the Royal Navy... (Above) HMS Grafton is spectacularly illuminated by the tercentenary firework display and (below) not the re-enactment of Jutland: Grafton fires a 21-gun salute as she arrives at Gibraltar under foreboding skies

'The Royal Marines gained immortal honour'

It took fewer than 2,500 men to take the Navy's most famous overseas fortress.

For most of the 300 years since, the Rock has been a foothold on the Mediterranean constantly under siege.

The capture of Gibraltar in the summer of 1704 in the midst of the Wars of the Spanish Succession remains the sole battle honour on the Marines' Globe and Laurel badge.

An Anglo-Dutch force – 1,500 British Marines and 400 from the Netherlands – landed at Gibraltar to seize the fortress from Spain on July 21.

The Spanish governor, Diego de Salinas, refused to raise the white flag, so the fleet pounded the Rock and the Marines stormed the defences.

After just five days, the imposing fortress surrendered and Admiral George Rooke – he gave his name to the former RN establishment in Gibraltar – claimed the Rock for Queen Anne.

He then promptly departed with his force to refit his fleet, leaving the Marines to defend Gibraltar – which they did with aplomb for the next eight months.

One contemporary eulogy declared: "The garrison did more than could humanly be expected and the British Marines gained immortal honour."

For the next century, Gibraltar remained the Navy's principal base in the western Mediterranean until the capture of Malta in 1802.

Grand Harbour proved to be an even greater asset than Gib, and for much of the 19th century, the Rock was little more than a coaling station and stop-off for the RN.

But as the century drew to a close, a massive expansion of the dockyard began – Naval intelligence feared the threat not of the fledgling German Fleet, but the traditional foe, France.

The new 'torpedo-proof' harbour and impressive dry docks were completed in 1904... the very year France and Britain put aside their differences and signed the Entente Cordiale.

By then the threat to peace came not from France but from Germany and her Allies. When war came, units from Gibraltar helped to seal the western entrance to the



● A contemporary engraving of the Marines assaulting the Rock in 1704

Mediterranean and the base served as a marshalling point for convoys to the UK, introduced in 1917.

As war loomed again a generation later, the Battle-cruiser squadron – HM Ships Hood and Renown – were based in Gibraltar to counter the threat of fascism, first from the civil war raging in Spain, then from the Italo-German Axis.

When Italy entered the war in 1940, Gibraltar became the focal point for RN operations in the western Mediterranean.

Hitler drew up plans to seize the Rock – Operation Felix – which were never executed; the failure to capture

Gibraltar, he conceded, was 'a real blow'.

Instead, the Naval base was a thorn in his side, serving as the springboard for convoys to Malta and the strike power of Force H, which crippled Hitler's flagship Bismarck.

As the war turned increasingly in the Allies' favour, the Rock served as the command hub for the invasion of north Africa (Operation Torch) in the autumn of 1942 and was used during the build-up for the invasion of southern France in August 1944.

In the post-war world, Gib's importance diminished, but never completely disappeared.

But beyond continuing to be a staging post for the Senior Service's operations in the Mediterranean and the East, the Straits proved a useful monitoring point to keep an eye on Soviet vessels passing by during the Cold War.

Today, the Naval base is a fraction of its former size – confined to the area around the Tower, the wonderfully-colonial forces headquarters on the Rock.

The Naval contingent too has shrunk, down to a few hundred serving RN personnel at various establishments.

Yet the Rock's importance has probably grown in recent years. Operations east of Suez have mushroomed since the turn of the century, as has the terrorist threat.

Where once sailors kept an eye on passing U-boats or Soviet warships, today it is the potential fast attack craft of the suicide bomber or merchantmen harbouring terrorists and their weapons.

and, er, a Safeway supermarket...

and Allied warships.

Few RN vessels pass into or out of the Med without visiting Gibraltar – for fuel, for food, for ammo, for rest and relaxation.

If it's busy, most personnel don't seem to mind.

"I defy anyone to get bored in Gibraltar," CPO Andy Robertson of the Maritime Data Centre said emphatically.

Lt Cdr Mike McGuire, CO of the Gibraltar Patrol Boat Squadron, added: "There could not be a better draft. It's a good place for children to grow up, you don't hear

anyone complaining, no-one takes sick leave – far from it, people ask for extensions to their drafts."

It's fair to say Gib is a bazaar (sic) place – a unique mixture of little England, the Med and a little bit of north Africa.

In the streets you'll find traditional red post and telephone boxes, pubs sell pints of Boddingtons, you can shop in M&S, BHS, Safeway or Tesco – here renamed Checkout oddly.

There are Man Utd shirts aplenty (well, they're no further

away from Old Trafford than most fans).

And yet the shops also sell wines and spirits at vastly discounted prices, you can pick up cheap electrical goods, your pound is welcomed – but it has Gibraltarian markings – the cacophony of insects at times is almost deafening, motorists drive on the right side of the road (or maybe it's the wrong side) and the Spanish tongue is heard as commonly as English.

More British than Britain? Well, if you count the flags...

● (Right) Much-loved friend: PO(Dog) Floyd on duty at the Freedom of Gibraltar parade. The official pet of the RN on the Rock has some competition now from the Gibraltar Squadron's new canine warrior Murphy has arrived on the scene and (above right) Grafton's crew form a guard of honour aboard the frigate during an official reception



Sunderland hears Ocean's call



Regina loss marked in moving ceremony

THE SIXTIETH anniversary of the loss of the Canadian ship, HMCS Regina, was marked at a service in Cornwall in August.

Cdre Jamie Miller, the Naval Regional Officer for Wales and Western England, represented the Senior Service at the ceremony at Poundstock Church, near Bude.

The ship was sunk by a German U-boat off Trevoze Head in Cornwall on August 8, 1944, with the loss of 30 of her crew.

Cdre Miller, a survivor of the sinking of HMS Coventry during the Falklands Conflict, said: "I am particularly glad to be here today because of my own service background in the Falklands and Iraq conflict, and my uncle's service."

"My uncle was Lt Cdr Jack Miller, RNR, DSO and DSC(bar), who was also torpedoed at Christmas 1941 while the captain of a similar ship to Regina, a Flower-class corvette HMS Salvia in the Mediterranean.

"There were no survivors."

He added: "The service is a poignant memory of all the sacrifices made by the Dominions and Commonwealth, hand in hand with the Royal Navy since World War II to the present in support of justice and freedom."

Purple reign begins for Phots

THE LAST of the Royal Navy and Army Photographic Career courses has finished at the Defence School of Photography at RAF Cosford - but this is not the end of the Photography branch.

From now on the RN and Army photographers will be joined by their RAF colleagues for a truly 'purple' course at Cosford under its new guise of the Defence College of Aeronautical Engineering.

The rise of jointery saw the students of CN1317-23 snap shut their cameras as the last journey-

men to weather the syllabus that has trained the Service's photographers for the past ten years.

After 28 weeks of intensive training, the camera-wielding men of the two Services have been drilled in the technical side of photography, from the classic development of black and white film to the modern world of digital media and satellite transmission.

In addition, they have learnt the art of telling the human story in images - how to capture the history of the Forces just one click at a time.

FOR THE first time since Sunderland gained city status in 1992, HMS Ocean has exercised her freedom of the city.

Wearsiders - the name for the Sunderland locals - lined the streets as the ship's company of HMS Ocean marched past, led by a Royal Marines Band.

Picture: LA(Phot) Shimon Barlow

Good example set by URNU

QUICK reactions kicked in on board Archer-class HMS Example when sailors and students went to the rescue of struggling swimmers in the Caledonia Canal.

LMEM Paul 'Shady' Lanc heard the cries from the upper deck and saw some people struggling in the water.

The students, who were coming to the end of their summer deployment around the coast of Scotland, were downstairs changing, ready for a night out in Inverness.

Shady said: "They were all in their smart clothes, but they didn't think twice."

"Once they realised this was not a drill but the real thing, their training kicked into action. They did everything they were told smartly, and some things that needed doing without any direction."

"They launched the boat in under 30 seconds," he said with pride.

It was fortunate that earlier that day the students had been practising launching the sea-boat.

Shady and one of the students Matt Gaskin, who studies at Newcastle University, took the boat to the scene.

One man was being supported by another, while a third was struggling to keep his head above water.

The two Naval men from the Northumbrian University Royal Naval Unit (URNU) grabbed hold of the man, who was naked and seemed inebriated, and pulled him into the safety of the sea-boat.

Next they went to the rescue of the other struggling duo. Finally they picked up a fourth man, a passer-by who had seen the drama and dived in to the canal to help, towing a lifebelt.

"By the time we got back to the ship the Coastguard, police and ambulance services were there as well," said Shady.

"It was a team effort. The kids did incredibly well."

"It was slightly outside their training envelope with multiple casualties - we normally prepare them for a single man overboard."

The commanding officer of HMS Example, Lt Chris Allan was ashore at the time. He said: "I was very pleased with the response of the students. Their training clicked into place and they used it well in a real-life situation."

"It doesn't matter whether RN personnel or students, their professional training kicked in, and that's what made me so proud."



● HMS Manchester hoists her pennants Picture: LA(Phot) Paul Brookes

Busy Bee needs no Spelling Bee

SAILORS of HMS Manchester can spell - it's just they're rather proud about their new messaging system.

Visitors to the ship in Portsmouth may have thought crew had got their flags mixed up when they hoisted the flag pennants N-A-M-C.

In fact the communications team were just glad they were the first of 37 ships to receive a new message handling system which should make life easier in dealing with the flurry of signals arriving

and departing daily.

The Naval Afloat Messaging Coherency (NAMC) computer system has been trialled in its earlier form in two Type 23 frigates, two RFAs and HMS Ocean.

The improved kit fitted to Manchester offers its users a Windows-friendly environment, assistance with drafting signals and some powerful features to help administration and management, running on six terminals instead of three previously used in Type 42 destroyers.

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Reunions

September 2004

Portsmouth Field Gunners Association Ceremonial Memorial Opening of the Portsmouth Field Gun Commemorative site at HMS Excellent on September 18, commencing at 11.00 outside the G.I.s Association club. Details from Rob Wyatt on 023 9235 6868 or email: robson.wyatt@btworld.com

HMS Diana reunion on September 18-19 at the Nautical Club, Birmingham. For details contact Bob Boiter, 0121 783 7486.

River Class Association Next reunion on September 18 from noon at the RFA Club, Leamington Spa. New members most welcome. Details from Raymond Dodd on 0161 338 4298.

HMS Protector Association Mini reunion on September 18 at Royal Sailors Home Club, Portsmouth from 18.00. Contact P. Latham on 0161 724 8164.

Model Yacht Racing: The Second Annual HM Forces Radio Sailing Championships will take place at Gosport Model Yacht and Boating Club over the weekend of September 18-19. The competition is open to serving or ex-members of the Forces and their associated Reserves. The closing date for entries will be Friday September 10, 2004. All those interested in entering should contact: LOM (SSM) John Taylor, tel/fax: 01430 811363 or email: JC7@royalnavyboats.com

HMS Glory Association & 14th Carrier Air Group shipmates are invited to the

Costermongers Harvest Festival Parade and Service on September 26. Assemble in Guildhall Yard, London EC1 at 13.00, march past by RNR 14.00, parade 14.15 when RFA & FAA members are welcome to take part. Church Service 15.00 at St Mary le Bow, Cheapside. Contact Larry Golding, Peary King of Old Kent Road, 020 8989 1994.

October 2004

St Bride's Bay reunion on October 1-3 at Willow Bank Hotel, Manchester. Contact Nick Haslam, tel: 025 9246 4026.

Royal Marines Band Service reunion Saturday October 2. Further details: Mark Snel on 023 9272 8174 or email: reunion@royalmarinesbands.co.uk or see www.royalmarinesbands.co.uk/pages/reunion.htm

HMS Cheviot reunion weekend of October 8-9 at Eastbourne. All ranks welcome. Contact Vic Denham, tel: 01752 841654.

Royal Naval Patrol Service Association (Lowerfalls) Reunion October 9. Service and march 10.00. Dinner 19.30. Tickets from the Nest. Contact Hedley Grago on 01442 242127 or email: npasa@theharbourbusiness.co.uk

HMS Ajax & River Plate Veterans Association Reunion at King Charles Hotel, Gillingham on October 13, memorial service and AGM next day. All Ajax crew, all commissions welcome, seven guests attending from Ajax, Ontario, this year. Details from

Jack Quinlance on 01255 502007.

Christmas Island reunion weekend at Sand Bay Holiday Village, Weston Super Mare from October 15-18. For details contact Jim Cooper, telephone 01903 533768 or mobile: 07946 335259.

HMS Diamond reunion October 23 at the King Charles Hotel, Gillingham, Kent. For details of the reunion and the Association, contact Ray Shipley on 01634 267084.

November 2004

Centurion Drafting Staff Officers commemorative noon dinner on November 25 at HMS Sultan warndrom to which all officers who have served as CND drafting, promotions and support staff are warmly invited. Contact Cdr Robin Wain on 023 9270 2125 or Lt Chris Jennings on 023 9270 2643.

HMS Bulwark 1014: Commemoration of 90th anniversary of loss on November 26-28 at King Charles Hotel, Gillingham. To include Commemorative Services and parades. Contact Mike Bridges on 023 9238 6569

February 2005

HMS Andromeda: Reunion takes place in Liverpool from February 25-27. All commissions, all ranks welcome. Full weekend programme of events. For details contact Rick 'Matty' Matthews on 01449 670488 or email: rickmatt@btinternet.com or see www.hms-andromeda.com

April 2005

848 Naval Air Squadron: Further

Squadron members of 1952-56 are sought for the next reunion on April 9. Details from Lee Smith (Secretary), tel: 01584 831397.

HM Captain Class Frigates will hold a reunion in Warwick from April 14-18. All ex-crew members of the 78 ships are invited to attend and enjoy meeting old shipmates from World War II days. For info, phone Harry Fine on 020 8455 9400.

May 2005

HMS Cleopatra Old Shipmates Association will hold their next reunion at Royal Sailors Home Club, Portsmouth from May 13-15. For more information contact Warwick Franklin on 01752 360631 or email: 0182556@btinternet.com

HMS Kheibar Reunion May 13-14 at Leamington Spa Naval Club. Everyone welcome. Details from Bob Evans, tel: 01902 603281

June 2005

HMS Solebay: Eighth annual reunion at Southwold, Suffolk on June 3-4. All ex-Solebay's and guests are welcome. Contact Malcolm Clarke on tel: 0117 9281884 (daytime), 0117 9622500 (evening) or email: reunion@solebay.org

November 2005

HMS Courageous Society: November 11-13, Trucum Hotel, Babbacombe, Torquay. Tel: 01481 224325, email: cal@cpsociety.co.uk or website: www.hmscourageous.com



● The youngest member of HMS Dumbarton Castle's company, OM(W)1 Michelle Townsend cuts the rededication cake with Mariana, wife of commanding officer Lt Cdr John Garratt

Fortress of the South Atlantic back in Fleet

AFTER an £8 million upgrade, HMS Dumbarton Castle is back in the Fleet.

The 22-year-old ship is due to set off soon for the South Atlantic, bound for her three-year stint patrolling the Falkland Islands.

The refit work has seen the patrol ship fitted with three new diesel generators and a new junior rates' mess. In addition two new cranes, capable of handling the

larger rigid inflatable seaboats needed for her Atlantic territory, have been installed.

Her commanding officer Lt Cdr John Garratt said: "We can now deploy to the South Atlantic with a top-class ship and a high-spirited team ready to fight and win."

During the rededication, RPO Dave Burnside and Lt Gemma Fullman received medals for their roles in Iraq and Afghanistan.

Over to You

Tanky: On behalf of a wartime sailor, would be interested to know if anyone can shed some light on the origin of the nickname 'Tanky'. The gentleman in question is a Mr Thompson and was a ship's butcher on destroyers during the war. Was the nickname due to his job? Contact Mr DS Barnett, tel: 01256 763532 or email: Sat242@bt.com

James 'Jimmy' Broome: His granddaughter is seeking info - ships in which he served during WWII include a minesweeper, and possibly HMS Lightning. He came from Manchester, had a brother named Clifford and his partner's name was Annie - and he died in the 60s. If you think you may have served with him please contact Liza to help unravel a 60-year-old mystery. Contact Liza Broome, tel: 01204 575183 or email: lizabroome@yahoo.co.uk

HMS Ark Royal: Patrick Fanning served on the Ark Royal and was from Dublin. He married a Portsmouth girl and they had two daughters. Any information about service records, next of kin etc. would be appreciated. Contact Martin W. Fanning (nephew), 51 Airedale Court, Brampton, Canada, L6V 3E2 or email: M.Fanning77@aol.com

HMS Childers: Seeking information about Wilfred Parsons from Newfoundland, Canada who served in the RN from 1940 until he took his own life (on board the HMS Childers) in 1952. If anyone knows anything about him, write to Dulcie Osmond, PO Box 463, Burn Bay Arm, NL Canada, A0E 1G0, or email: dulcie.osmond@nrcs.nl.ca

HMS Dido: Does anyone know what happened to the ship's bell of HMS Dido after the ship was sold to the NZ Navy and commissioned an HMNZS Scouthill? Enquiries with Naval authorities in Auckland, NZ, suggest that the bell did not accompany the sale of the ship so the bell may still be with the UK. George Webster served in Dido and son John was christened on the ship (circa 1963), believed to be the first name stamped on the bell. John would very much like to acquire the bell as a keepsake. If you can help, contact John Webster, 3 Fernie Street, Williamstown, Victoria, Australia, 3016 or email: club@hmsdido.net.au

HMS Duncansby Head: Has anybody got a picture of HMS Duncansby Head (repair ship), would be willing to pay. Contact A.M. Silversides, tel: 0161 681 3903 or email: Silversidesm@aol.com

Hawaii: Trying to contact Cdr John Anger RN, who was posted for some months in 1982 at Commander Third Fleet, Ford Island, Pearl Harbour, Hawaii. He was instrumental in the success of a worldwide, multi-nation NCS exercise. Contact Robert Burgess, 472 W. Portola Ave, Los Altos, California, 94022, USA or email: burbges2@pacbell.net

HMS Hecla: Does anyone who survived the sinking of HMS Hecla by U519 on November 12, 1942, have any information regarding Lt Charles 'Iain' Leven, who was down with the ship. Contact Hugh McClure on 01658 374482 or email: hmcclure@btworld.com

HMS La Tiger: Looking for men that served with armed trawler HMS La Tiger or anyone remembering the convoy BA-2 from New York to Halifax, Nova Scotia on July 3, 1942? Liberty ship SS Alexander Macomb was attacked and sunk by U215. The two

escorts HMCS Regina and HMS Le Tiger rescued the survivors. Le Tiger later sank U215. All help with any facts regarding the incident would be much appreciated. Nick Clark, tel: 0115 8780794 or email: nickclark@btworld.com

Levant Fishing Patrol: During WWII, George Wilson served with a unit called the Levant Fishing Patrol in the Mediterranean. His son would love to hear from anyone with any information about this unit and its activities. Contact Brent Wilson, 52 Plantation Road, Amersham, Bucks, HP6 6HL, or email: Brent.Wilson@amersham.com

MMS 170: Seeking information about the loss of MMS 170, which went down on October 12, 1944, off Leghorn, Italy. The official line was she hit a mine, but there were other versions of events. George Walker Noble, an engineer, was one of the seven ratings who were lost. His son George Walker would like to hear from you. Contact George at Vila Graha Hlav 1/C-10, J Kampung Utan, Ciputat, Jakarta 15412, Indonesia or email: gsnobler@grad.net.id

HMS Montclair: Terry Allen is seeking photos of his father, PO Raymond Clifford Allen, who served at the HMS Montclair when it was in Rothesay, Isle of Bute. He only has a couple of pictures of his father in uniform. He hopes someone can help, possibly old shipmates who remember him. Contact Terence Allen, tel: 0116 277 3449 or email: FLORIDIANTEL@aol.com

HMS Puckridge: Seeking anyone who was in HMS Puckridge during World War II, and particularly any survivors from September 6, 1943, who may have known Eric Day. He was killed when the ship sank. Contact Lesley Lovell on 01434 604939 or email: edmundlesley@supanet.com

Queen Elizabeth: Seeking reminiscences from surviving members of HMS Queen Elizabeth around 1945. Mike's American wife has a bible, written inside are the words: "From the Chaplains office, HMS Queen Elizabeth 1945". Keen to hear from anyone who may have remembered an American, Alonzo Tidwell, on board at that time. Contact Mike Hill, 36 St Margarets Walk, Scunthorpe, DN16 3DR or email: mike@bess44.freezearts.co.uk

Sub Lt Arthur Connerton Saw, RNAF: Seeking information on Arthur who died in a flying accident on April 21, 1918. Contact Robert Field, tel: 0113 217 2815 or email: bobandcarolstrainingportgort@btworld.com

Scharnhorst: In October 2003 a number of Naval Associations attended the final Scharnhorst Reunion in Wilhelmshaven. These included HMS Belfast, HMS Duke of York, HMS Scorpion and several Arctic organisations. A private video was taken of this moving occasion. Anyone interested in obtaining a copy please contact Ernie Snell on 01480 30651 or email: erniesnell@btinternet.com

Standard Bearers Association: Receive a monthly newsletter, giving details of parades, reunions, tips for obtaining S/B's bars and numerous other helpful ideas. Membership is £10 per year for twelve 6-page newsletters monthly. Contact Mike Powell, 21 Scammerton, Willeslow, Tamworth, Staffs. B77 4LA or email: standardbearers@btinternet.com

Calling Old Shipmates

HMS Avenger 1989: 'Turk' Thurston are you out there? RD 'Pricky Price' and Alex owe you a soap ball. Contact Mark Price, tel: 01933 226802 or email: markprice@ntlworld.com

Cleopatra Old Shipmates Association is actively seeking new members. A reunion is held every year in May (next year, Portsmouth) and membership stands at 260. Anyone who served in the frigate or cruiser, interested in joining the association, should contact the Secretary Warwick Franklin, tel: 01752 366611 or email: warwick.franklin@hotmail.com

HMS Collingwood: Seeking traces of Darren Humphrey. Darren 'Jimmy' James joined up with him, they were at Collingwood twice and on Gloucester during the first Gulf War. 'Jimmy' is still in the Navy and is a psychiatric nurse. Contact Darren 'Jimmy' James, tel: 07976 966514 or email: darenjames59@hotmail.com

HMS Cossack Association is calling all shipmates who served in HMS Cossack (L03 or D57) to join the association and attend the next reunion. A warm welcome awaits you. Contact George Toomey, tel: 01754 872116.

HMS Danae: Seeking shipmates of the first commission 1967-1970. Third reunion being planned for 2005. Contact 'Mac' on 01924 364484.

HMS Diamond: Two members of the Diamond Association's addresses have been lost, John Street and Mick Duncan, please contact Grafer on 077 6107 6382. He is also looking for Jim 'Scouse' Davis, John 'Beaky' Cox and ex-LMEs Dave 'Ship' Shipley and Dennis Howell.

HMS Eagle: Seeking Fred Feebles, an old shipmate of Rod Gregg when they both served on ABs in 6J1 mess in Eagle back in 1956. Rod was one of the 'Cockatoos' who used to perform over fleet radio. They were both in the Cumberland prior to the Suez crisis, then possibly the Ark Royal, then back to the Cumberland. The last known address was Cardiff. Rod moved to Canada in 1959 and sadly lost touch with Fred. If anyone knows of him or are members of the 'Cockatoos' Rod would like to hear from you. Contact Rod Gregg, 7306 116th Street, Delta, BC, Canada, V4C 5S9 or email: rrgregg@telus.net

HMS Finisterre 1946-47: Seeking Ken (surname possibly Moorhouse), had a Yorkshire accent. John Morley has a photo of you and him taken in Amoy, China in February 1947. Contact John Morley, 23670 36 Ave, Langley, BC, Canada V2Z 2J6 or email: johnmorley@shaw.ca

HMS Gamcock (RNAS Bramcote): Seeking a Wren Wilkie called Chris and her husband called Mac, served at Gamcock 1955-57. Any info greatly appreciated. Contact Geoff Briggs, tel: 0161 7640156 or email: omb153@btinternet.com

HMS Ganges 1974: Andy Keridge and his wife were married on September 25, 1974, when he was stationed at Ganges. The wedding was in Harwich, Essex, and several lads attended. Andy is trying to contact anybody who went, as it is their 30th anniversary. They would love to hear from: Danny Daines (latter), Toppy Turner, Paddy, Alan, Pete Bayes etc. Contact Andy Keridge, tel: 01255 503185 or email: andyker@aol.com

HMS Ganges Blake 10 Mess 1954: Paul Cobbing who served from 1954-69 is looking for anyone who knew him, especially Edgar Milne or any other Ganges Boy of that mess; also served in Delander, Pembroke, Harrier, Shackleton, Loch Fyne, Dryad, Scorpion, Terror, Victory, Malcolm and Cochrane. Contact Paul at 26a Donne Street, West Coburg, Melbourne, Victoria, 3058, Australia or email: cobbingp@optusnet.com.au

HMS Hermes: Ex-LSTWD D.R. Hamilton 'Hammy' would like to contact any old mates, especially the lads from 824 'A' Ft during the Falklands: conflict and the lads from 2N2 mess Hermes 1978-80. Contact David Hamilton, tel: 01843 209256 or email: david.hamilton@thehub.com

Ship Ahoy - Calling Duncan 'Knobby' Knibbs. Please contact Trigger as he has not received notification of your address since your move Steve Royce-Rogers, tel: 01985 218833 or email: stevrr@supanet.com

Loch Alvie and Loch Lomond 1963-66: Ken Stockley is building a website for the last commission of the Loch Alvie and Loch Lomond, affectionately known as the Loch Almond - on <http://members.aol.com/>

Lochalmond. He is looking for stories or memories to include. Contact Ken on 01945 475210 or email: No7@umt@bt.com

HMS Loch Lomond 1966-7: Seeking information on the Skipper Cdr D. Roome, Comms Mess, Dave Watts, Tony Richards, Ron Lane, Ted Nisby and Mick Hodgkiss. Contact Dave Brown, PO Box 294, Beenleigh, Qld, 4207, Australia or email: reynold@iprimus.com.au

All Arms Veterans Motorcycle Club: AAVMCC is the official motorcycle branch of the Royal British Legion open to all ex-serving RSL/serving and ex-Forces motorcyclists. For more information contact: All Arms Veterans Motorcycle Club, PO Box 242, Plymouth, Devon, PL3 4WQ or see the website at www.aavmcc.co.uk

HMS Naiaid 1940-42 Survivors Association have recently had their final reunion. Any 1940-42 survivors, or anyone interested, please contact the Secretary, Bill Wills, tel: 0148 772266.

The Nottingham Flotilla are seeking new members. The Flotilla is affiliated to the Royal Navy and offers members talks on related (and sometimes, unrelated) topics once monthly. We also have an Annual Dinner and a Trafalgar Dinner. The talks are always interesting, held in a private room in the Nottingham New Mechanics Institute. For a modest annual membership fee they offer fellow Navy-philes an excellent time, and the camaraderie of like-minded ex- and would be ex-matelets. Contact Glyn Johns on 0115 928 1878 or email: glyn.johns@btinternet.com

Bill 'Jock' Melvin 'Clubwinger' would like to get in touch with PO Elec Mick Dyer Plymouth area who served on HMS Rhyll/Brighton 1974-5 and PO Tas Tiny Tiller who served on the last commission of HMS Eagle or anyone else who served with him - please contact Bill on 01224 820601.

HMS Santes Association is thriving with the next reunion in May in Torquay. There are many shipmates from all commissions who have yet to join the association. Contact the treasurer, Ron Miles, tel: 01404 43177.

HMS Sirius (1965-67): Seeking LAME Brian 'Skippy' Skipworth, 3K Stokers' mess. Contact John 'Rusty' Grome, 6 The Knole, Istead Rise, Northfleet, Kent, DA13 9DU or email: john.grome@btinternet.com

Slm School, Malaysia: Seeking former pupils and teachers who attended this school in the Cameron Highlands. Reunion planned for October 2, 2004. Contact Gloria on 01453 545771 or email: Gloria@onyx@aol.com

HMS Southampton: Seeking an old shipmate, Darren 'Daz' Abdulla. Served together on HMS Southampton (1986) and again in HMS Rocke (1988-89). Be good to know what he's been up to since then. Contact Peter 'Sticky' Green, 85A Silver Street, Newport Pagnell, Bucks, MK19 0EG or email: petera@igwin@hotmail.com

HMS St George, Gosport: Tony Smyth has a photo of Hughie Glass at St George's, taken in 1947 at the end of the fourth week of New Entry training, class instructor PO Lewis. Mixed class of 26 Writers and 6 Signalmen. He met one in Singapore in 1967, one in Plymouth and one at the HMS Ceres reunion last year. Where are the rest? Contact Tony Smyth, 17 Windsor Avenue, Newton Abbot, Devon, TQ12 4DL or email: tonysmyth@newabb.demon.co.uk

Freddy Fox is seeking RN Cooks who knew him from HM Submarines, HMS Endeavour, Royal Tournament (1981-2) and RNR all between the years of 1962-2000. Please get in touch with Freddy Fox on 01843 587678.

Warrior 1954-5, Communications Dept. Brian Gregory would like to contact Alex Blackwood and Joe Whitley. Contact Brian on 0121 355 4480.

Wrens: Seeking any ex-Wrens who were in Ajax 290 division in Dauntless (January 1976), anybody from HMS Mercury (1976-7), - especially Sue Iacovou (ex-Shortshore), Marion Milburn, Tall McGill etc. - and from FO Plymouth (November 1977-June 1979). Contact Jacquie Perry, C/Escauldell 60A, 12F, Ibiza, Baleares, Espana. Tel: 00 34 971391357 or email: perryj@ocean.es

WRNS BRNC Talbot Div Sep 84: Seeking the following ex-WFMS Officers who graduated from Dartmouth in December 1984 in order to arrange reunion: Jo Brigham, Maureen Logan, Sally Marshall, Judy Setter. Contact Isabel Kent (nee Markowski) on 02392 727748 or 02392 875701 or email: iszykent@hotmail.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

At your Service entries

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Iraqi Navy re-born with a little help from the RN

SADDAM Hussein ordered them, but he never got to use them.

In the waters of southern Iraq, the free nation's fledgling 'Navy' is on patrol thanks to six months of training from predominantly RN personnel.

British sailors and marines say they are impressed by the seamanship skills and dedication of the men who have signed up for the Iraqi Coastal Defence Force – a small 'Navy' which is taking over responsibility for policing coastal waters from Coalition vessels.

The Iraqi crews received basic training both on home soil and – for officers – at Dartmouth, before moving to the southern port of Umm Qasr to complete education in seamanship, fire-fighting, weapons handling and damage control.

"The experience level of many of the defence force members which has been greater than expected," said WO(SSM) Les Petcher, the Iraqis' senior divisional officer.

"Some of these people have 20 years' experience in the previous Navy which has made the task of training them more of providing refresher training rather than starting from scratch."

The RN personnel have been working alongside comrades from the USA, Australia and the Royal Netherlands Navy, and until mid-summer was led by Briton Capt John Murphy; he has now handed over duties to fellow Senior Serviceman Capt Colin Welborn.



● Auditions for the Iraqi version of *Lad's Army* went surprisingly well. CPO Dave Pearce bellows marching commands to members of the Iraqi Coastal Defense Force

Pictures: LA(Phot) Dave Griffiths and PA1 Matthew Bolton, US Coastguard

The team is monitoring the progress of the Iraqi force which is carrying out supervised patrols in the Khawr Abd Allah waterway which leads from Umm Qasr into the northern Gulf.

Saddam ordered five patrol craft from the Chinese, but they were impounded by Allied forces on their way to Iraq in 2002 and languished in Dubai before being reactivated and delivered to a Saddam-less country this spring.

In addition, 10 Zodiac Rigid Inflatables have been provided for the force to carry out maritime interdiction operations – boardings – a skill which is a mainstay of the RN in the Middle East region.

Navy News reported last year on efforts to train the riverine patrol service; the coastal force performs a similar role up to 12 nautical miles from the Iraqi shoreline – policing duties, counter-terrorism, counter-smuggling, and counter-piracy.

First Sea Lord Admiral Sir Alan West watched as control of the small force was handed over from the Allies to the Iraqis under Capt Hamed Balasin.

"A small force needs high-quality personnel, which is what we have here. All are determined to serve their country to the highest standard," he said.



● Iraq takes charge of her new Navy for the first time (left) at a hand-over ceremony and (below) HMS Somerset's sea boat on patrol off Iraq. The Type 23 frigate has been assisting the fledgling Iraqi Navy's first patrols



Farewell, gallant Sir Percivale

THE ENSIGN has been hauled down for the last time, heralding the end of an illustrious 34-year career for RFA Sir Percivale.

The veteran landing ship has been prepared for Extended Readiness, and is due to be put up for disposal towards the end of the year.

The haul-down (pictured above) took place in Portsmouth, with members of the ship's affiliated Sea Cadet Corps unit, TS Cossack at Crawley, providing colours party and guides, and music from a Sea Cadet Band drawn from units at Tunbridge Wells, High Wycombe and Windsor and Eton.

The salute was taken by RFA Commodore Bob Thornton and Capt (E) John Lawson.

Sir Percivale was built by Hawthorn Leslie Shipbuilders, and transferred to RFA service in 1970.

She won a battle honour in the Falklands, and was one of the first ships to sail for the South Atlantic, with three helicopters and 300 troops on board. She went on to lead the amphibious force into San Carlos.

She was the first ship into Port Stanley, and was the last British naval vessel to leave Hong Kong when the colony reverted to China in 1997.

In 2000 she was the resident ship alongside in Freetown, Sierra Leone for almost a year, and participated in both Gulf Wars.

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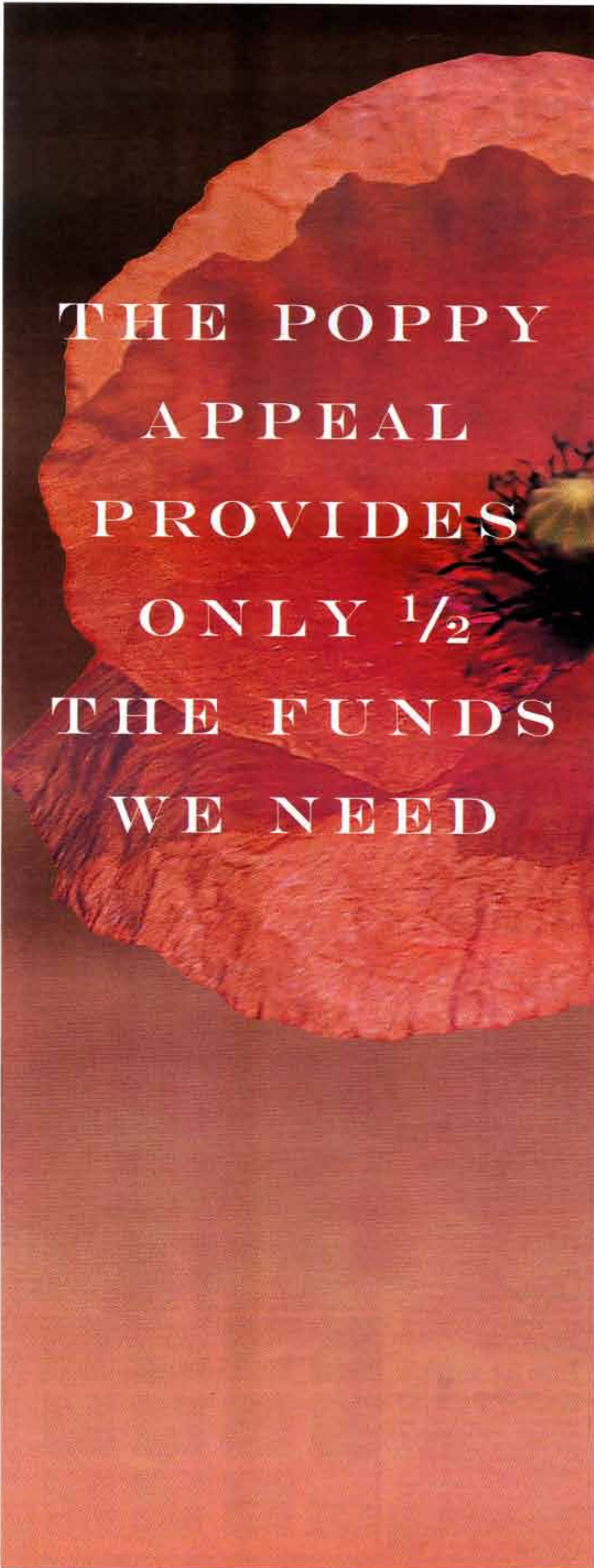
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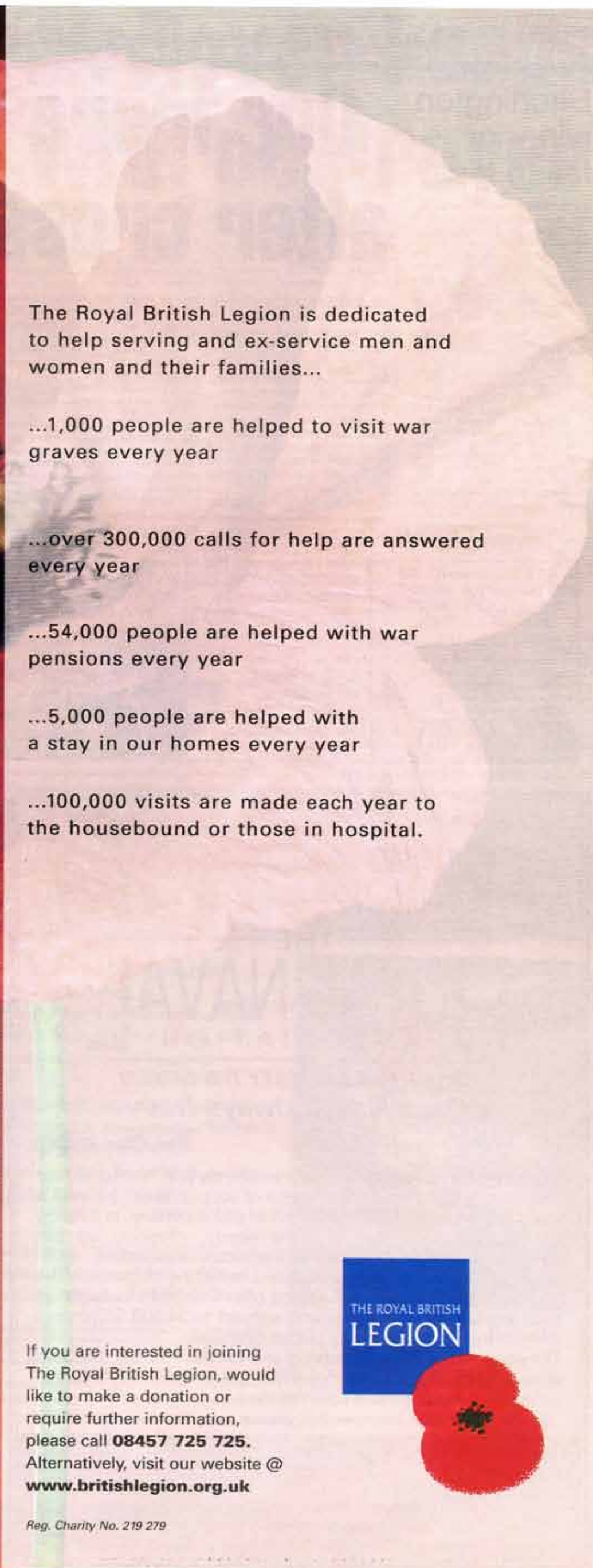
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Royal Naval Association

Birchington win – or fail to lose?

AN HISTORIC location for an historic match – well, for a good day's sport between the Birchington and Margate branches, at least.

Minutes Bay, the site for the testing of the Dambuster bombs, was the venue for the Rose Cottage Trophy hot and trap match, in perfect sunny weather – itself a tradition, as the only time the event was rained off was in 1989.

Once the chairs and picnics had been sorted out, Birchington chairman S/M Dave Harris sounded the Stand Easy, and after a few cans of refreshment, battle commenced.

The official Birchington report states: "The first match Margate lost, the second match Margate lost and the third match Margate lost."

"It wasn't that Birchington were good, it was just they were not quite so bad as the opposition."

"This has been normal over the years – but what a pleasant way to spend a summer afternoon."

One more trip to sea after crossing the bar

AS A FINAL courtesy to personnel who 'cross the bar', the Royal Navy commits their ashes to the sea and provides a dignified ceremony for this emotive leave-taking – free of charge.

This singular good deed is arranged in Portsmouth by the Chaplaincy, HM Naval Base, who report a growing demand for the service – due, no doubt, to the number of wartime veterans who are bowing out.

Those who rarely give a thought

to the subject may be surprised to learn that there is more to the committal of ashes than just scattering them on the surface of the sea.

The Chaplaincy and the funeral director are two of the key players in this final drama.

The former deals with relatives of the deceased and arranges the date of the committal.

The task of the funeral director is to deliver the casket containing the ashes to the Naval Base, at least seven days in advance of the ceremony, for safe-keeping in St Ann's Church.

To comply with Government regi-

lations, the casket cannot be synthetic, or made of oak or elm.

It must have holes, not less than half an inch in diameter, drilled in the bottom and the sides, and be weighted inside to ensure it will sink.

To ensure rapid assimilation into the marine ecosystem, the casket – usually made of softwood or veneered chipboard, must not contain any material harmful to the environment, such as copper or brass.

The removable lid must be fastened with countersunk screws, of ferrous metal, not less than one inch in length.

The funeral director, whose

expenses are met by executors/next of kin, is well-briefed on regulations.

If, however, a Sea Salt casket is used for the committal, it need not be brought in advance to St Ann's church but to the Naval Base on the day of the ceremony.

Relatives of the deceased are also fully briefed on the regulations governing the ceremony, which includes a short religious service, conducted by a Naval chaplain, from a Fleet Tender and carried out at Spithead, at a point near to Spitbank Fort.

The Tender leaves for Spithead at 2.30pm on Wednesdays and there may be several committals on the same afternoon, due to the growing demand for the service.

Health and Safety regulations permit only six mourners on the Tender – and no children under 14.

The mourners are met at the Victory Gate of HM Naval Base, close to Portsmouth Harbour station.

Should the weather be unsuitable for small craft to venture out, relatives are normally advised of cancellations 24 hours in advance.

Those tasked with committing the ashes of a relative or fellow shipmate to the sea will be given all the information they require on contacting Mrs Lisa Paffett at The Chaplaincy, North Wing, Admiralty House (pp13), HM Naval Base Portsmouth, PO1 3LR, telephone 023 9272 2915.

Cheshunt standard is centre of attention

THE rededication of the Cheshunt branch standard, after 12 years, was a happy occasion for members and their fellow shipmates of neighbouring branches, who paraded with them, their standards on high, for a religious service in Christ Church, Waltham Cross, conducted by Canon Martin Bannister, the branch chaplain.

Those present at the ceremonies included Capt Paddy Vincent, the President of No 1 Area, the Mayor and Mayoress, Cllr and Mrs Hale, the local MP, Dame Marion Roe, who was accompanied by her husband Mr James Roe, and branch standard bearers and members of the ex-Service associations.

The parade was led by the Royal British Legion band and, following the ceremonies, shipmates and their guests who attended returned to the RNA branch's usual meeting place, Cheshunt and Waltham Cross Conservative Club, past a saluting platform where the salute was taken by Capt Vincent, the Mayor and Mayoress and Dame Marion. Once at the Conservative Club all present enjoyed a buffet reception and a disco.

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New boss is signed up at the double

THE NEWLY-appointed Senior Naval Officer Cyprus and Commanding Officer of the Cyprus Squadron, Lt Cdr Mark Hill, signed on as a Shipmate when he and his wife Margaret became full members of the Cyprus branch of the RNA.

Full members of the Association must be serving or ex-serving members of Naval Forces.

Margaret meets this criterion, having served as a Petty Officer (Met) in the WRNS from 1987 until 1993, and it was during this time that she first met her husband.

Within the RNA all references to rank are dispensed with and everyone, irrespective of their rank or post, is addressed as Shipmate.

Thus welcoming S/M Mark Hill and S/M Margaret Hill was a particular pleasure for the members – and it brings the total number of full members at the branch to more than 70.

Wearing his Commanding Officer's hat, Lt Cdr Hill promised members a close contact complete with updates about the Squadron, together with possible visits to the ships and their crews.

Fine for service

DEAL and Walmer branch report that for once the Dover Patrol Memorial Service and Parade had fine weather, which encouraged an attendance of 36 standards, including the National Standard and the No 2 Area Standard.

The Vice Lord Lieutenant of Kent, Viscount de L'Isle stood in for the Lord Lieutenant, and Vice Admiral John McAnally took the salute.

Next year's service falls on Sunday July 25, and it will be the RAF's turn to take the salute.

Quilt raises £320

A PATCHWORK quilt produced by a member of the Leighton Linslade branch helped raise more than £300 for Pembroke House.

The double bed quilt was the work of S/M Barbara Cookson, and besides being sponsored by the branch, it was later raffled within No 6 Area, the winning ticket being

drawn at the May area meeting.

During July several members of the Leighton Linslade branch visited Pembroke House in Kent, when the cheque for £320 was handed to Chairman Peter Bullimore.

The visitors were then given a guided tour, and joined residents for an evening quiz.

£50 PRIZE PUZZLE



The mystery ship in our July edition was HMS Palliser, which bore the pennant number F94, and was a Type 14 (Utility) frigate.

The winner was D. Bean, of Christchurch in Dorset, who wins a £50 prize.

This month's mystery ship is a corvette which was completed in the latter stages of the war at the Pickersgill yard, and whose name lives on in the current Royal Navy.

Her pennant number has

been removed from this picture – but can you name her?

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 October 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 November edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 115

Name

Address

My answer:



Best feet forward

USING foot power to raise cash for Arbroath branch funds, S/Ms Diana (Di) Dargie and Granville (Fred) Cooper have set off to walk the daunting West Highland Way – a distance of 96 miles.

Among the things that would cheer them on their way would be to know that they have the support – and sponsorship – of other RNA branches.

Those who would like to help swell the coffers should send donations to the RNA Fund Manager, c/o Royal British Legion Scotland, Helen Street, Arbroath.

Email plea

A PLEA has been issued by a branch in South Africa.

Paul Knapp, of the Natal branch, has asked all RNA branches in particular, and other Naval Associations, clubs or people to send their email addresses to him at maratuls@iweb.co.za for inclusion in a Naval Directory.

Whimbrel could return

THERE has been no lack of support for the return to Liverpool of the World War II warship HMS Whimbrel, to serve as a permanent memorial of the Battle of the Atlantic and the thousands of Naval personnel and merchant seamen who died in the conflict over the years.

Supporters will be pleased to know that what may have seemed a pipe dream may become a reality, as a project recently established aims to bring this about.

The project, headed by Capt Chris Pile RN (ret) and an embryonic management team boasting project officers with a wide range of skills from accounting to public relations, reports to a steering group.

The Group includes many individuals distinguished in public life, including Vice Admiral Michael Gretton, director of the Duke of Edinburgh Award, whose father, the late Vice Admiral Sir Peter Gretton, was revered as a convoy escort commander during the Battle of the Atlantic.

The project's overall plan is in six phases, the first of which is the purchase of the Whimbrel.

The ship, completed in January 1943, was sold to the Egyptian Navy in 1949 to become ENS Tariq.

She left service as an accommodation ship in Alexandria and went for disposal in 2002.

The Tariq, alias the Whimbrel, was surveyed last February and a two-part purchase and Alexandria-based refit package was agreed at a total cost of £1 million, subject to the

Japanese outpost offers warm welcome to ships

SOME places open up to visitors in a matter of hours, allowing them to get a handle on it through an organised tour or a good guide book.

Tokyo is definitely not one of those places.

The Japanese capital is a sprawling metropolis with few obvious landmarks to guide the novice.

The mass transit system is undoubtedly efficient, and carries just enough English signage on underground or suburban train stations to make it comprehensible to the non-Japanese speaker.

But if one has just arrived for a brief stopover, and needs to immerse oneself in the local culture in short order, then a friendly face to point the way is most welcome.

Step forward the members of one

of the more isolated outposts of the Association – the Japan branch.

They may number no more than a dozen or so in a land of 120 million, but what they lack in membership they make up for in enthusiasm for the Royal Navy – and beyond.

As branch chairman Peter Button explained, they cannot operate as easily as UK-based branches, but they believe they uphold the best traditions of the Association.

"We do not get together often enough, but many of us still work and some of the distances involved between us are considerable" said Peter.

"We are driven by ships coming on port visits – traditionally we always take a party of junior rates on a run ashore; pick them up and take them to see the nightlife of Tokyo, dinner and so on, all expenses paid."

This warm welcome, which was very much enjoyed by a group from destroyer HMS Exeter on her recent visit, is also extended to visiting Commonwealth ships as well, as the frequency of RN ship visits has fallen away.

The branch – which includes a retired admiral of the Japanese Maritime Self-Defence Force, as well as former Commonwealth and UK sailors and a couple of RAF types – also fulfils what Peter says is a vital role in Remembrance Day ceremonies and other such services where a highly-visible Royal Navy presence is appropriate.

Another highlight of the calendar is the Trafalgar Night dinner – and that is one aspect of Royal Navy life which translates relatively easily, as Nelson is held in high regard in Japanese military circles.

Members of the Japan branch are conscious of their relative isolation from the mainstream RNA, but welcomed news of the Conference decisions in Portsmouth in June which will give associate members a chance to take a more central role in branch affairs, believing that will allow the burden to be spread more evenly, and thereby reinvigorate the branch.

And young sailors who will some day call in at Tokyo on a Type 45 destroyer or a big new Royal Navy carrier could well have cause to echo that sentiment as they head off for a fascinating run ashore with the RNA.



● A considerable proportion of the membership of RNA Japan branch after a meeting in the Meguro district of Tokyo – chairman Peter Button is second left

project's ability to raise this sum in a reasonable time-frame.

If this is achieved and Phases 2 to 6 of the project are successfully accomplished, HMS Whimbrel could yet be a star attraction when Liverpool becomes the European City of Culture in 2008.

Designed for convoy escort duties, HMS Whimbrel was one of 33 ships of the Black Swan class of sloops which played a vital role in the battle of the Atlantic.

Her famous sister ship was HMS Starling, commanded by the legendary Capt Johnny Walker.

With good anti-submarine and

anti-aircraft capabilities, the Whimbrel served in Atlantic and Russian convoys and at Normandy.

On being transferred to the Pacific Fleet her moment of glory came when she represented the Royal Navy at the ceremony in Tokyo Bay in September 1945, marking the end of the conflict.

As ENS Tariq, she went on to give her Egyptian owners nearly 50 years of operational service.

She is one of only a handful of World War II warships to have survived into the 21st century – and is probably the only one in anything like her original condition.



● South Harrow branch chairman SIM Ernie Manville presents a cheque for £200 to Mr A.R. Quinton of the Royal Albert Seafarers Society at the branch Presentation Evening. The branch also sent a cheque to the Gurkha Welfare Fund for the same amount



● This year's RNA Christmas card depicts HMS Cavalier – the last of the Greyhounds of the Sea – marking her 60th anniversary. The cards cost £3.75 for a pack of ten, which includes postage. Orders should be sent to Royal Naval Association Headquarters, 82 Chelsea Manor Street, London SW3 5QJ, telephone 020 7352 6764, fax 020 7352 7385, or email richard@royalnavalassoc.com

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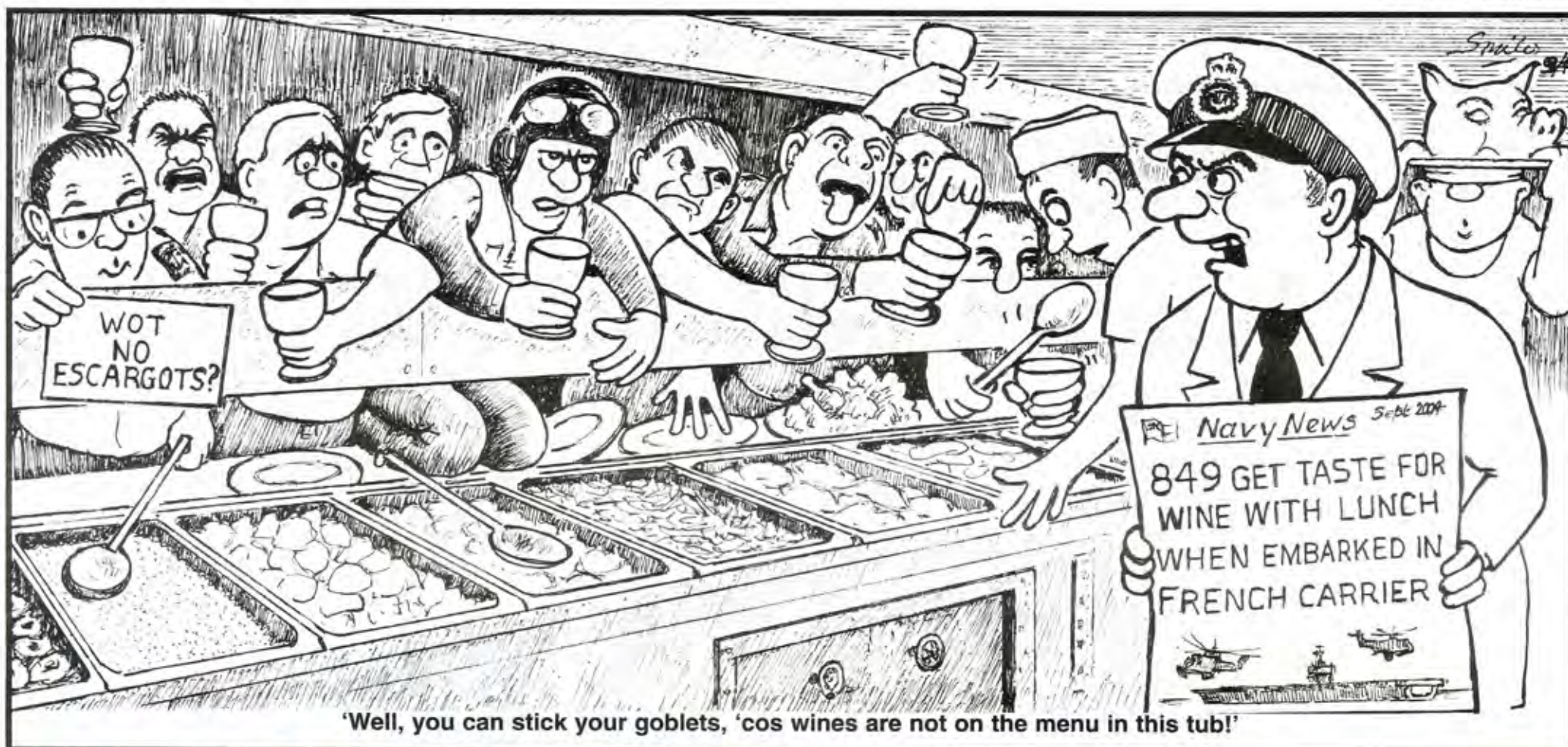
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'Well, you can stick your goblets, 'cos wines are not on the menu in this tub!'

NEWSVIEW

No chance for slow starter to find sea legs

THE swift demise of the RN-based TV drama series *Making Waves* underlines today's mass media moguls' increasing unwillingness to take a risk – they are only interested in short-term gains, it seems.

In all honesty, the first two episodes clearly failed to hit the spot. As was observed in the survey of TV soaps that was shoved into it what should have been the fourth part slot – ironically titled *It Shouldn't Happen on a TV Soap* – observed: "Soaps have larger than life characters and gripping story lines" and to begin with *Making Waves* was sadly deficient in both those vital departments.

The dialogue was also oddly dated – Virginia McKenna would have had no trouble with the lines given to the female lead.

By the third episode it was starting to get into its stride, though, with a more coherent plot and closer attention to characterisation. But by then it was already too late – 3.7 million viewers were viewed as too much of a niche market and the axe fell.

Long gone are the days when TV mandarins were prepared to tolerate a slow starter – as was *Dad's Army* which went on to become one of the most successful military-based series of all time, still much beloved by all generations.

Instead, they prefer to appeal to the lowest common denominator in their programming, on the basis that no one ever lost money that way. Which may well be true – but if so, why are more and more people turning off the telly these days? Even *EastEnders* has been taking a slide lately.

If *Making Waves* failed to make much of a splash on embarkation, it should have been given the chance to find its sea legs. Meanwhile we understand that the whole series may eventually be available on DVD video. Watch this space.

Naughty, but nice

WITH the closure of HMS Dryad, after ten years the establishment's popular barber Mandy Parsons has been forced to hang up her scissors there.

She still has her other salon nearby at HMS Collingwood, opened three years ago by the Princess Royal – whose husband was one of her customers.

Navy News Editor Jim Allaway was invited to get in the big black chair for Mandy's final Navy cut at Dryad...

"Shall I do your ears?"
 "Are there hairs growing on them too now, then?"
 "They come out of every orifice."
 "So I've been told."
 "I don't do noses, though... Something for the weekend, sir?"

It's a royal lucky dip



THE PRINCESS ROYAL draws a lucky ticket in aid of King George's Fund for Sailors while visiting RNAS Yeovilton, assisted by Executive Officer Cdr Peter Morgan.

Princess Anne was met on arrival by Commanding Officer Cdre Alan Bennett and Lady Gass, the Lord Lieutenant of Somerset.

She was then given a tour that included 846 NAS, one of Yeovilton's Commando helicopter squadrons, and the Primary Care Rehabilitation Facility at the Station Medical Centre.

The Wardroom reception in aid of KGFS included a flypast and a Beat Retreat and Sunset ceremony by the Band of HM Royal Marines Commando Training Centre, for which the Princess took the salute.

Double win in lottery for new boy Kevin

AFTER only 18 months in the Navy, submariner OM Kevin Scott of HMS Vanguard is the lucky winner of £5,000 from the RN and RM Sports Lottery.

He was presented with the cheque by Second Sea Lord Vice Admiral Sir James Burnell-Nugent during his visit to the Trident submarine at Devonport Naval Base and plans to spend the money on a new car.

It was actually Kevin's second win this year – he collected £50 in March and is now keeping his fingers crossed for a hat-trick.

Whole new look for Navy publicity

THE NAVY's top media and communications team have moved back into the newly refurbished Ministry of Defence Main Building in Whitehall.

And it has been reorganised to improve communications both within and outside the Navy.

The message is now delivered by Captain Brian Warren as Director of Defence Publicity (Navy), who replaces the former Director of Corporate Communications (Navy) and is part of a new sub Directorate of the overall Directorate General Media and Communication.

Director Defence Publicity (DDefPub) Air Commodore Mike Lloyd has the job of enhancing and maintaining the reputation and image of the single services, while building a broader picture that better reflects the modern joint approach to issues by the MOD and the Armed Forces. This covers all non-news activities including major TV documentaries and dramas, websites, branding issues, merchandising and

photography. "My team and I are looking forward to the challenge but are currently getting to grips with the Main Building open plan working practices, IT and not least their new responsibilities," Capt Warren told *Navy News*. Meanwhile the Directorate of News press office has been strengthened with more senior military officers and includes deployable media operations teams. Longer term plans and strategy are now handled by the Directorate Communication Plans and Management.

The final part of the new organisation is the Director Community and Internal Communications, whose responsibilities include schools presentation teams and defence exhibitions.

Contact Capt Warren on 0207 21 87903. The Navy Press Office contact is Cdr Richard Buckland (83258). Advice on marketing, copyright and trademarking from Lt Cdr Steve Boynton (83921). Taking the Naval lead on media contracts, exhibitions and museums is Lt Cdr Jon Green (87508).

● How glad are we to see you back safely? This glad... A traditional welcome from Portsmouth's Round Tower for HMS Newcastle at the end of her final deployment.

Picture: Matt Scott/joynt/Portsmouth News



Newcastle bows out with grace

VETERAN destroyer HMS Newcastle is enjoying a high-profile sunset of her distinguished Naval career.

Freshly back from a seven-month tour of duty in the Mediterranean where she took part in the global war on terror, Newcastle makes the short hop along the Solent this month to Southampton Boat Show, one of Britain's most prestigious maritime events.

The Geordie Gunboat was one of three Type 42 destroyers earmarked for pensioning off under the 2004 Defence Review; HMS Glasgow and Cardiff will also be decommissioned.

Despite being in her twilight days, Newcastle was worked extremely hard during her final tour of duty. She joined fellow NATO warships in monitoring the movement of merchant vessels.

Sailors investigated 731 ships during the deployment, but only

felt the need to board two for closer inspection. Nothing suspicious was found.

Apart from keeping terrorists in check, the Geordie Gunboat found time to visit the Black Sea to work with the navies of Bulgaria, Ukraine and Romania, and drop in on the Russian port of Novorossiysk in the Kuban. The Russians were delighted with the RN visit, so much so that the sailors found themselves on national TV.

The decision to pay off the ship – she decommissions in her home port of Portsmouth in the New Year – came during the dying days of her deployment.

Commanding Officer Cdr Jeremy Blunden said the announcement was not unexpected and understandable given the RN's need to focus on new technology, but nevertheless sad for her 260-strong ship's company.

"It is sad since Newcastle is a fine ship with a fine ship's compa-

ny. We have to face the fact that she is getting old and no longer offers all of the capabilities that the Royal Navy needs in the 21st Century," he added.

"I suspect HMS Newcastle's final deployment will go down in history as one of her best. We have visited 20 different ports in ten countries all over the Mediterranean and Black Sea and enjoyed an excellent balance of work and play."

Beyond hosting various dignitaries and media events while in Southampton, the ship will be open to visitors throughout the boat show – September 10-19 – and be dressed overall for the duration.

Once the show ends, Newcastle will make a bee-line for her namesake city to pay an emotional final visit.

A visit to Newcastle is always popular with sailors; the city is regarded as the second-best run ashore in the world behind New York.

Jetski Sunday, Monday, Tuesday...

A VOLUNTEER patrol improving safety in Portsmouth Harbour and its environs is widening its scope to assist jetski users.

The Volunteer Harbour Patrol was set up last spring by Queen's Harbour Master Cdr Tom Herman, offering assistance, safety tips and guidance to the thousands of mariners who use Portsmouth's waters.

Jetskis – officially 'personal water craft' – are particularly popular in waters off Lee-on-the-Solent.

The VHP will acquire a jetski in time for next summer season, supported by a team of up to 20 people.

The jetski patrol's task will be to distribute leaflets explaining rules and regulations on the craft's use as well as helping users who get into difficulty.

Volunteers must have the Royal Yachting Association PWC proficiency qualification. Applicants should write to: Mrs S Jolliffe, Room 402, Semaphore Tower, Portsmouth Naval Base, PO1 3LT.

Strike up the band

THE Royal Marines Band will perform a series of concerts through the autumn and winter at St Mary's Church in Fratton, Portsmouth.

The concerts begin on September 16, followed by October 14, November 18, December 16, January 13, March 3 and March 17, each beginning at 7.30pm (doors 6.45pm).

Tickets are £6 (£5 concessions or £3 for children) with season tickets ranging from £12-£18. Details on 023 9272 6182.



● Ousing with confidence: HMS York's STD Thomas makes the most of a visit by the ship's company to RAF Linton-on-Ouse and Leeming, affiliated to the Type 42 destroyer, in the back seat of a Hawk trainer over the east coast. The sailors took to the skies first in a Tucano single-prop trainer at Linton – STD Thomas took his aircraft under the Humber Bridge (but only on the simulator!) while OM Gabriatis got airborne for real. At Leeming, STD Thomas and Lt Robbie Way received medicals and safety briefs before clambering into Hawks for highly-acrobatic flights, pulling up to 4G at times. The RAF ground crew were most disappointed the sailors didn't fill their sick bags. Beyond being a 'boys with toys' experience, the flying has given the air defence ship's crew a greater understanding of the art of flying and the complexities involved therein.

The epitome of a green beret

STALWART Royal Marine Maj Mike Wills has been laid to rest with full Corps honours.

The 44-year-old officer, who joined the Royal Marines in 1978, was killed when the Cessna 206 aircraft he was travelling in crashed near Dunkeswell airfield.

Maj Wills, an experienced parachutist, had been due to take part in an off-duty tandem jump when the light aircraft came down.

The officer most recently served at CTC RM in Lymington, where he was responsible for co-ordinat-

ing training policy for recruits.

Around 300 colleagues and friends attended his funeral service at the CTC's church, St Alban the Martyr, before Maj Wills' body was interred at Lymington village cemetery.

"Maj Wills was the epitome of a Royal Marines officer," said Lymington's Commandant Brig Garry Robison.

"He was thoroughly professional, strong in body and mind and displayed integrity and humour in all he did. He will be sorely missed."



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Turbulent times



● (Above) Commanding Officer Cdr Andy Coles relaxes on the casing of HMS Turbulent in mid-ocean

● (Right) Sunset in the South China Sea

Round the world: the small print...

HMS TURBULENT was the second of the Trafalgar-class boats built at Barrow-in-Furness, and was launched in December 1982.

As a nuclear-powered attack submarine, she is designed to move swiftly and silently underwater for weeks on end, her only limitation being the needs of her crew.

She displaces more than 5,200 tons when dived. Her trip to Australia and back took her 33,500 nautical miles.

The submarine was away for 182 days – of which 147 were actually at sea.

Turbulent operated with a crew of around 120, taken from a pool of 180 with major personnel changes taking place at Bahrain, Singapore, Fremantle in Australia and Simons Town in South Africa.

Ten of the crew stayed with Turbulent for the entire trip, including her Commanding Officer Cdr Andy Coles.

Turbulent is thought to have been the first submarine in recent times to have taken a Fathers and Sons party for several days on board during a deployment.

The most easterly point of the deployment came when the submarine was alongside at Fremantle, near Perth, which also marked the furthest point from home.

The subsequent crossing of the Southern Indian Ocean also marked the southernmost limit of the deployment, at 45 degrees 10 minutes south.

Pictures by Cdr Andy Coles and members of the crew of HMS Turbulent



● (Right) CH Kevin Dower and LCH 'General' Patton cook eggs on the casing of HMS Turbulent as the sun beats down in the Far East

FORTUNATELY for everybody concerned, the only aspect of one British attack submarine's global deployment which was turbulent was the name of the boat concerned.

In all other respects the trip to Australia and back was pretty much a text-book example of flag-flying and defence diplomacy, with operational tasks thrown in for good measure.

When HMS Turbulent's Commanding Officer, Cdr Andy Coles, took his boat out of Devonport in January, it reinforced the pace at which the Navy's attack submarine fleet operates.

Turbulent had been at sea for ten

months of the previous year, including operations off Iraq, and Christmas was a busy period as the boat prepared for a major deployment.

Part of January was spent proving to Flag Officer Sea Training (FOST) that the boat was in good shape; one task was to sneak up on a task group exercising off Cornwall without revealing the boat's presence.

A planned transfer of personnel off Plymouth was affected by gales, which also resulted in damage to Turbulent's mooring bollards, so the boat headed south, where the bollards were repaired in calm waters in Gibraltar Bay by the marine engineers, and the transfer of personnel could be completed.

Warm-weather trials ended with a visit to Toulon, when families flew out to see their loved ones, and some of the crew headed along the coast to Marseille, Nice, Monaco and St Tropez, soaking up the atmosphere of the Cote d'Azur.

For others it was business as usual, with maintenance and repairs to be carried out before heading east of Suez.

The approach to the canal was more like the Bay of Biscay than the Med, with driving wind and rough seas, but Turbulent queue-jumped a convoy of 14 large merchantmen waiting for better weather and she sailed through the canal with destroyer HMS Newcastle providing protection.

With the warmer waters of the Red Sea came higher temperatures on board, and the chance to get up top and enjoy some fresh air was always welcomed – calm seas made that possible on a regular basis.

Into the Gulf, the boat's sports teams had a run out in Bahrain, losing at rugby (29-7) and football (4-3), despite fervent support.

At Bahrain Cdr Coles was also able to award the prized Dolphins badges to seven recently-qualified crew members, who received them in the traditional way – catching them in their teeth from the bottom of a tot of rum.

An operational task ended with a visit to Singapore, which marked the half-way point of the deployment – and another chance for families to meet up with the submariners.

Back at sea, a horse-race night (played with counters, large dice and a course marked out on the deck) gave the more creative sailors a chance to show what they

● (Right) 'Grandad' Rogers, who joined off Gibraltar with the Fathers and Sons party, drives the boat towards Devonport



around the world

● **OM(SSM)1 Lewis Timms on lookout in the South China Sea**

could do, and a strong field of 'horses' was the result, each produced by a different mess.

But there was a clear winner – PO Edwards produced a pony several hands high, made over many weeks from redundant metal canisters, papier maché, and couered with gravy.

Crossing the equator, more fine weather allowed Cdr Coles to stop the boat, and more than 20 of the crew swam across the line – a welcome break after six weeks submerged.

Once into the southern hemisphere, more than 30 of the crew who had never crossed the line paid their dues at the court of King Neptune, which mostly involved being plastered in messy substances, washed off as the 'offenders' were thrown into the sea.

The passage south also gave the crew a chance to vote for the Man of the Boat, the person they felt had added most to the morale and operational efficiency of the submarine. The winner for this year was RS Dave Waldoock.

Fremantle in Australia was the next port of call – the first by a British submarine since 1997.

The reception from locals was outstanding, with a busy round of formal and social events, sports fixtures keeping the crew busy, and one day was set aside for UK defence contractors to showcase their equipment.

Shortly before arriving in Fremantle, a 36-hour head-to-head exercise was held with Australian Collins-class submarine HMAS Dechaineux, which resulted in a lively but good-natured wash-up afterwards.

Sister submarine HMAS Shecan acted as host vessel for the Turbulent while she was alongside in Fremantle, near Perth – and although the mid-winter weather was poor, with strong winds and heavy rain most days, the Brits managed to range far and wide during the ten days.

The boat sailed again in mid-June, stuffed full of didgeridoos and boomerangs, and went straight into a mammoth, 13-day transit of the southern Indian Ocean.

The poor weather dogged Turbulent for part of the crossing, and it was a sobering time for all on board as they went for days without any contacts at all.

"The Southern Indian Ocean is a very empty ocean," said Cdr Coles.

"Not much shipping goes across it, it tends to stick closer to the coasts.

"We really were moving quite fast across it, but every day we would look at the plot and see there was still a huge distance to cover – it makes you realise just how big the world is."

Simons Town gave the crew another chance to unwind, staying in hotels and making the most of tourist attractions.

Some helped finish off four new houses in a township – part of the 'Habitat for Humanity' programme and a good counterbalance to the opulence of the area in which the crew's hotels were situated.

A Services Entertainment show was put on for Turbulent, including singers, dancers and comedians.

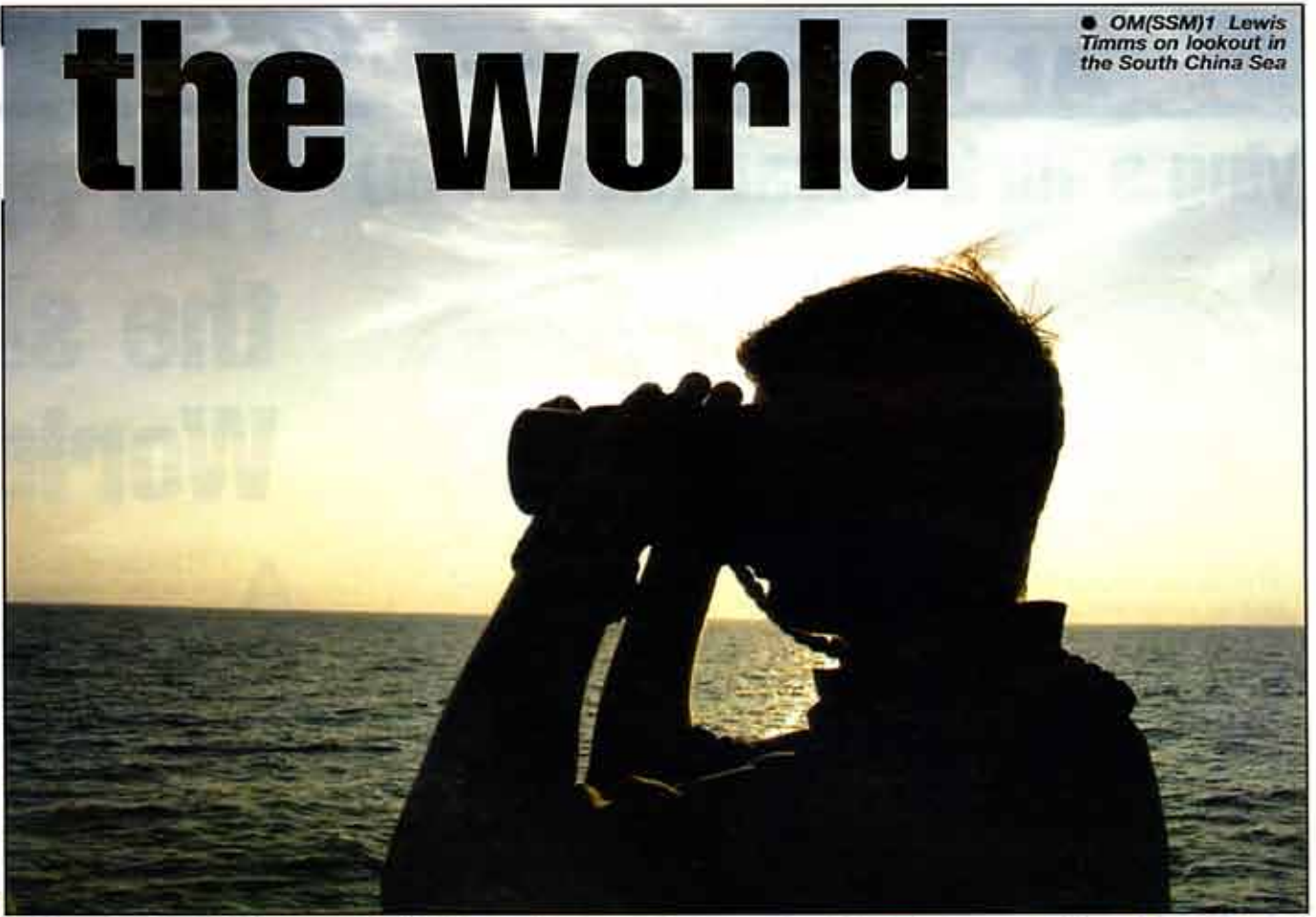
Great White shark diving proved tempting for some, while others went skydiving or on safari, but the wildlife was even closer to hand for those who stayed near the submarine, which was berthed near a colony of jackass penguins.

The recrossing of the Equator (with another 17 first-timers on board) was done deep underwater on the passage north, and the stop at Gibraltar on this occasion gave the submarine a chance to drop off an advance party and pick up almost a dozen fathers and sons – an unusual event for an RN boat.

"We had briefings and exercises, including simulated attacks, a firefighting demonstration to show them, and they all had a chance to steer the submarine by taking the helm," said Cdr Coles.

"They ranged in age from a teenager to 'Grandad' Rogers, who was 76, the grandfather of one of our OMs. Everyone on board just called him Grandad.

"He was not Navy – it was his first time on a submarine – but he joined in just about everything, and when he left in Devonport he said to me he would be reporting back for duty on Monday."



● (Above) Typical of the conditions on board a modern attack submarine – the control room of HMS Turbulent. From left, Logistics Officer Jeremy Lai-Hung, Commanding Officer Cdr Andy Coles, Executive Officer Lt Cdr Simon Asquith and TSO Lt Cdr James Wyper



● (Above) Members of the crew swim across the Equator

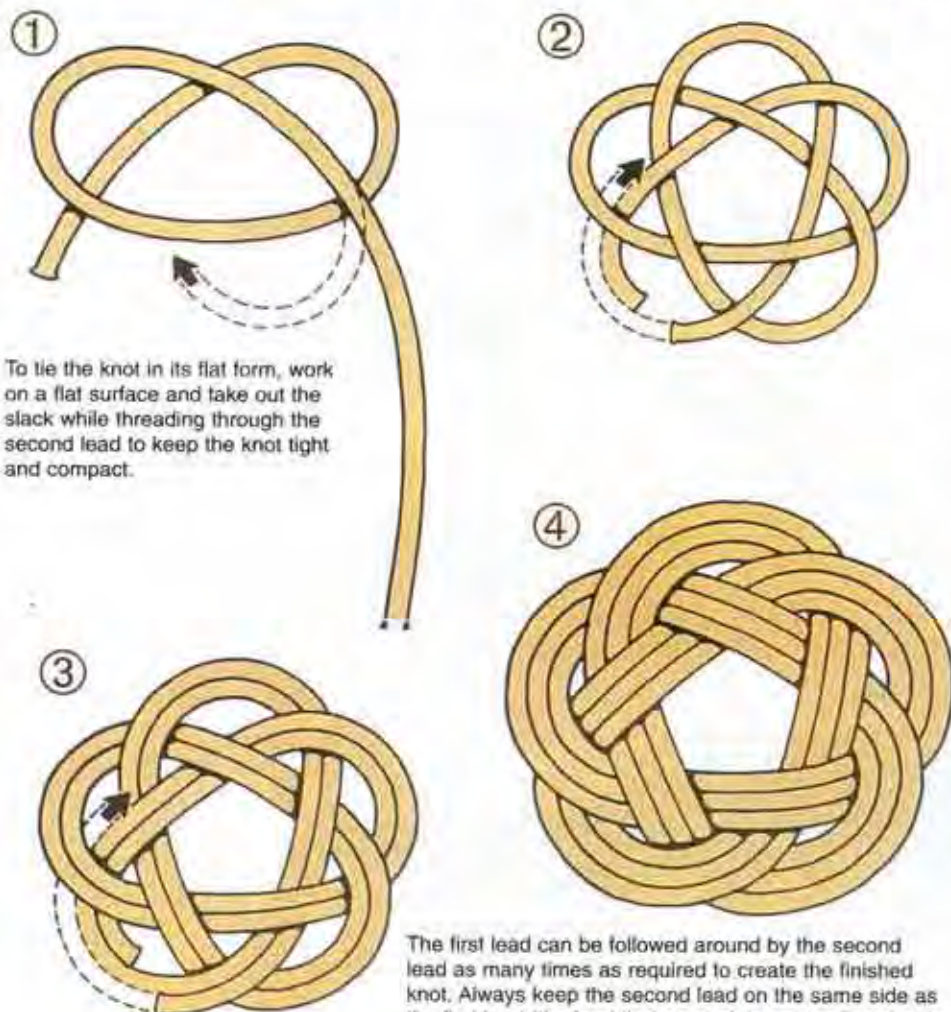
● (Left) HMS Turbulent powers through the South China Sea

● (Right) POMEA Peter Scott emerges from the depths of HMS Turbulent's hull



At Your Leisure

Tying a Turk's Head (flat form)



To tie the knot in its flat form, work on a flat surface and take out the slack while threading through the second lead to keep the knot tight and compact.

The first lead can be followed around by the second lead as many times as required to create the finished knot. Always keep the second lead on the same side as the first lead (the lead that created the pattern) and tuck the ends in neatly to hide them.
— From *The RYA Book of Knots* by Peter Owen (Adlard Coles Nautical £7.99)

The riddle of the shells in World War I

AT THE start of World War I Beatty's cruisers scored a success at the Heligoland Bight, sinking three light cruisers and a destroyer.

But the encounter pointed up a lesson of fateful consequence to the future. The Germans noticed – but were careful to conceal – that British shells were of such poor quality that many broke up on impact, so that instead of penetrating and causing maximum damage they often inflicted merely superficial wounds.

At the Falkland Islands a few months later Sturdee's battle cruisers caught up with the German Far Eastern Squadron under von Spee. Not only were the slower German armoured cruisers at a disadvantage in terms of firepower, but having destroyed Cradock's weaker force a few weeks earlier at Coronel, they were also short of ammunition.

Outgunned, outranged and after an hour or two hardly able to defend themselves, they were nevertheless under orders not to strike their colours.

The battle cruisers *Invisible* and *Inflexible* therefore stood off, keeping up a prolonged bombardment until four out of the five ships went to the bottom.

But amid the general rejoicing back home, questions were raised about the effectiveness of the RN ships' 12in shells.

The battle cruisers had expended three-quarters of their ammunition – yet the *Scharnhorst* had to be battered for three hours before going down and the *Gneisenau*, despite being hit by at least 50 shells, was not sunk by gunfire, but scuttled by what remained of her gallant crew.

Captured German officers stated that the British fuses appeared not to be sensitive enough, so that 12in shells seemed to go right through the ship without exploding in most cases.

According to the official German history, "the explosive effect (of the British projectiles) was less than one would expect of 12in shells" and such damage as was done was cumulative due to the sheer number of hits.

It was also observed that quite a

number of the lyddite shells did not detonate, but burst with a green or yellow smoke. In January 1915 the first major clash between modern battle cruisers took place at Dogger Bank, early hits being scored at 17,000 yards.

At last the Navy's 13.5in guns were seen in action and according to Churchill their "immense power... (was) clearly decisive on the minds of the enemy".

But here again the outcome was disappointing. At long range the efficiency of their Zeiss rangefinders enabled the Germans to score more hits than the British, and Beatty's flagship *HMS Lion* was heavily damaged.

Only one German ship, the relatively thinly protected cruiser *Blucher*, was sunk. Apart from one shell which knocked out two of the turrets of the *Scidlitz* and started a major fire, the British guns seemed unable to inflict serious injury on their opponents.

Even at point blank range the disabled *Blucher*, after being struck by some 60 heavy shells, had finally to be sunk by torpedoes.

"There seemed no doubt," recalled Beatty's flag-captain Ernie Chatfield, "that our gunners had not succeeded in hitting the enemy sufficiently, or if they had, then why had they not been put out of action? Were our projectiles the cause? But all the experts had faith in them."

It was misplaced – as Iain McCallum explains in the 2004 issue of the popular *Warship* album (Conway £30). Still the Navy continued to believe that in a ship-to-ship action its shells were more than a match for those of the Germans.

After the debacle of the Dardanelles, not until the early summer of 1916 was the performance of its heavy shell again called in question, and the need for remedial action forced on the attention of the Admiralty.

Anatomy series makes a comeback

REPUBLISHED by Conway at £25 are two items from, the highly acclaimed *Anatomy of the Ship* series – *The Flower Class Corvette Agassiz* (below) and *The Heavy Cruiser Takao*.

The series provides some of the finest documentation of individual ships ever published with a complete set of superbly executed line drawings with fully descriptive keys – literally down to the nuts and bolts.

HMCS Agassiz was extensively employed on Atlantic convoy duties. Her most exciting passage was with ON 115 in July 1942 as part of Canadian Escort Group C3. This complicated convoy battle, during which U588 was sunk after a skilful and persistent attack by *HMCS Skeena* and *HMCS Westaskiwin*, saw *Agassiz* open fire on a surfaced U-boat and pick up survivors from the torpedoed Royal Mail steamer *Lochkatrine*.

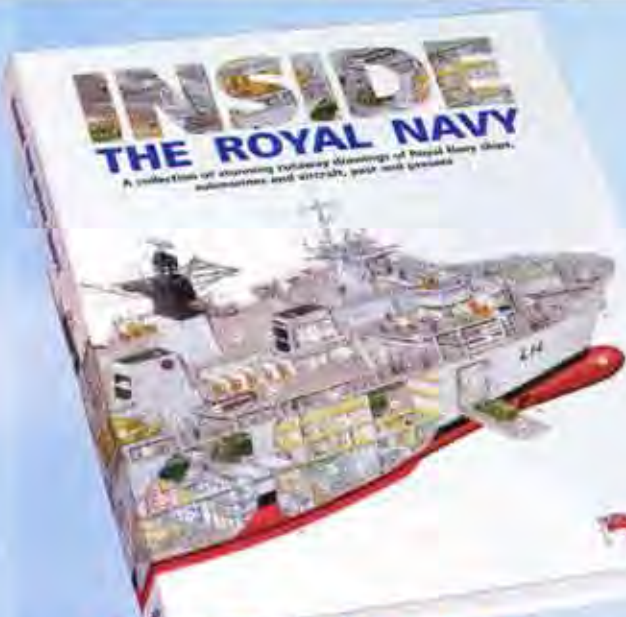
Later she took the crippled tanker *GS Waldron* in tow, an action for which her crew were subsequently paid salvage money.

Takao was attacked by Royal Navy X-craft midget submarines at Singapore. They blew a hole 7m long and 3m wide in her hull bottom.

Takao surrendered to British forces at Seletar base on September 21. She was later scuttled in the Malacca Strait off Port Swettenham – the end of the last of the 'A'-class Japanese cruisers.

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On course at Keyham

STUDENT engineers engaged in practical training at the Keyham Factory, Plymouth, 1898. From *Building the Steam Navy – Dockyards, Technology and the Creation of the Victorian Battle Fleet 1830-1906* (Conway Maritime Press £30) by David Evans.



Royal servant, family friend



● ROYAL FRIEND: Capt Sir Bryan Godfrey-Faussett

WHILST serving as a Cadet in the training ship HMS Britannia Bryan Godfrey-Faussett befriended a more junior cadet who was destined to become King George V.

As their careers in the Navy developed, Bryan continued to meet his friend Prince George. They discussed much together and as the young Prince grew into monarchy – a role thrust upon him by the death of his elder brother the Duke of Clarence – so the two men became closer in a bond of duty and friendship that would endure for nearly 60 years.

Captain Sir Bryan Godfrey-Faussett's story is told – thanks to his detailed diaries that are themselves an invaluable social document – by his son George in *Royal Servant, Family Friend* (Bernard Durnford Publishing £25).

From sail to steam – all the players in one volume

COASTAL warfare craft built for the Crimean War are included in the monumental *The Sail & Steam Navy List*, published by Chatham in association with the National Maritime Museum at £60.

The outbreak of the war with Russia demonstrated the need for numerous manoeuvrable, shallow-draft vessels for coastal and inshore operations in the Baltic and Black Seas.

Six small screw steamers of the Arrow class were approved in early 1854 to be built by contract

in the Thames initially classed as despatch vessels.

Twenty further vessels, to two designs rated as First Class (the six Intrepid Class) and Second Class (14 Vigilant) were ordered in 1855.

The book lists all the ships of the Royal Navy from 1815-89 – built, purchased or captured – and is the first study of its kind to concentrate on this period of transition from sail to steam propulsion.

As well as all the major and minor warships, it also includes Coastguard vessels, auxiliaries and yard or harbour craft.

Author David Lyon's earlier *The Sailing Navy List* is one of the great works of naval reference. This volume represents the culmination of his research and covers the period from the end of the Napoleonic wars up to the Naval Defence Act of 1889 and the appearance of the pre-Dreadnought.

The design histories of many ships of that time are convoluted, misunderstood and often wrongly described in existing books, so this work is a major breakthrough.

The enormous task of completing and collating Lyon's research was carried out by Rif Winfield. His input has ensured that the material is accurate and exhaustive and the completed work another milestone of maritime reference.

● *The cover illustration is a detail from The Bombardment of Sveaborg, 9 August 1855 by John Wilson Carmichael. This action of the Crimean War was fought in the Baltic, with the combined British and French fleets led by Rear Admirals the Hon Richard Dundas and Charles Penard.*

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David Lyon & Rif Winfield

INTRODUCTION BY ANDREW LAMBERT



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NoticeBoard

Deaths

Mrs D R Dicks, 42 Cdo RM, July 20.
OM (WJ) Jamie Alexander Graham, HMS Montrose, August 3.
OM (CSM) T David Wood, HMS Superb, August 8.

Cdr Rogerson, HMS Morecambe Bay Association, Gunnery Officer, HMS Morecambe Bay, Korean War 1952-54.
Peter McKerrall, Cdr Pilot 804 Sqdn HMS Glory (Korea); 796 Sqdn RNAS St Maryn; Member 14th Carrier Air Group and FAA Officers Association, July 30.
Lt Cdr Alan David Randall, Served 1957-1991. Service included HMS Flamingo (artillery); HMS Caledonia; HMS Tenby; HMS Hecate; HMS Glamorgan; HMS Phoenix; HMS Defender; HMS Tado; HMS Raleigh, July 24, aged 63.

Lt Cdr Brian (Blinkers) Paterson, Fleet Air Arm pilot. Participated in Battle of Britain, was involved in defence of Pedestal convoy to Malta. Twice survived the loss of his ship during WW II. DFC during the Malayan emergency in the 1950s (the first conflict in which British helicopters played a major role). When control of the Fleet Air Arm was restored to the Royal Navy, he transferred to the RN and joined 848 Squadron, which operated Gladiators in Orkney. Among other duties, his squadron provided lighter aircraft patrols during the ferrying of RAF Gladiators to Norway. In 1947, he was involved in the start-up of HMS Seahawk, the RNAS at Culdrose. Deciding to specialise in rotary-wing aviation, he converted to helicopters with 705 Squadron in 1952. He retired from the Navy in 1958, July 12, aged 85.

CPO GRI Les "Scouse" Reynolds, Served 1938-1972. Ships included Dromed; Dorsetshire (Bismark action); Albatross; Resolution; Gambick; Witch; Nepal; Howe; Snipe; Decoy; Carron; St Brides Bay; Hasty; Tamar; and Flamingo, July 8, aged 81.

CPO Peter Gallagher, Served on various ships, March 19, aged 43.
CPO/Shipwright Peter D Taverner, Joined May 1949, artificer apprenticeship. Ships included HMS Superb, HMS Birmingham and FNAS Lossiemouth, July 25, aged 71.

AB John Williams, HMS Tartar, Member of the Tribal Class Association. Veteran of Russian convoys, Atlantic and D-Day invasion.
D Southerton, HMS Morecambe Bay Association.

S/M W.L. (Bill) Armstrong, One of the survivors when HMS Cossack was torpedoed in October 1941. Later served in the Jackdaw and the Vestal, February 2.
AS Stan Edgell, Served Cossack 1949-51, Belfast 1951-52, March 29.
ALAM (O) Jim Smith, Served 1943-1946. Ships included Gosling, Daedalus, Keestril, Victory, July 2, aged 82.

Edward (Wiggy) Hearn, Shipmate HMS Cornus December 1951-February 1954, July 8, aged 73.

Tel Richard Bertram Jones, Served 1939-45. Service included Medway Queen, HSS Europa (Sparrow's Nest), Cape Spartel, Euryalus, July 13, aged 86.

Stoker PO Fred Russell, HMS Morecambe Bay Association, 1941-77.
Shipwright/Artificer P.A. Lucy (Peter), Served 1948-1962. Service included Friesland, Calindonia, Perseus, Kenya, Albatross, July 17, aged 72.

Aircraft Handler Arthur Lodge, Served HMS Khedivi 1943-45 and other ships, aged 80.

Radio Mech Harold Longstaff, Served various ships including HMS Khedivi.

Cook Ken (Yasser) Hughes, HMS Diana Association, Served Zambazi, Eagle, Ceres, HM Submarines.

Sig Brian Littler, Served 1954-1981. Ships included Barrosa, Hound, Rattlesnake, HMV Britannia and HMS Tamar inshore minesweeping squad, August 1, aged 66.

A/POME Roger Self, HMS Belfast Association, Served on ship 1961/62, July 24.

Ldg/Seaman Alan Dunlop, HMS Belfast Association, Served on ship 1950-53, July 31.

ROYAL NAVAL ASSOCIATION

William J. Cairn, Humber branch, Member of Submarines Association, Served in Royal Arthur, Carbol, Dolphin, Maidstone, Forth, Medway 2 and submarines Yorbay, Ambrose, Scotsman and Cyclops, aged 82.

Bert Channon, Bridgewater branch, also No 4 Area Area Life President and former Ceremonial Adviser. Joined Ganges in 1938, became a 'Bulton Boy', served many ships, aged 81.

Tony Razzy, Member of Vesper Association, Served 1943-45 in HMS Vesper.

Norman Kelk, Number 11 Area Standard Bearer, April 25, aged 71.

Raymond Frankland, Chairman of North West Federation of Naval Associations and Chairman of Burnley & Pendle Ex-Naval Association, Member of Billington & Whalley branch, June 17, aged 73.

Ossie Lang, Cwmbran branch, PO Chief, Served 12 years, including WWII. Ships include Gloucester - survivor, Harmonie Wrangler, Black Prince, Newcastle, Warrior, July 1, aged 85.

David Donald, Lebridge branch, L/Seaman, Served 1942-46. Ships include HMS Bellona, Arctic convoys.

Hugh G. "Hughie" Clark, Kingston upon Thames branch, Former member of the decommissioned Barnes, Mortlake & Richmond Branch, Ex AR, Served 1942 to 1946. Ships included Cottingwood, Victory, Excellent and Queen Elizabeth, July 16, aged 80.

Jack Dunn, Lis & District branch, Served in HMS Formidable 1945, July 28, aged 81.
Norman Murphy, Chatham branch and HMS Kenya Association, August 6.
Lds Willett, Greenford branch, PO Stoker, Served 1937-47. Was serving on HMS Sheffield during the Bismark chase, also served in HMS Ajax, July 11, aged 84.
George (Chalky) White, Leicester branch, CRA RM, Served during WWII, Aged 83.

ASSOCIATION OF RN OFFICERS

Cdr E Bruce, Served, Odin, Sturgeon, Beverley, St George, Glasgow, President, illustrious and Rascal.

Lt Cdr A N C Bruce RNR, Third Officer J M Caudrey WRNS, Served: Excellent, Drake and Golden Hind.

Lt C J Davey, Served: illustrious, Siakin, Sanderling, Ariel, Sultan and Warrior.

Lt K W Esswood RNR, Served Arctic Explorer and Guardsman.

Lt D A H Lloyd, Served: Hermes, Belton, Euryalus, File, Londonderry and Maidstone.

Lt A J McKeon, Served: Wave, Lochinvar, Cornus, St Vincent and Ademar.

Lt Cdr D A Woods, Served: Wild Goose, Onslaught, Goldcrest, Vernon, Sea Eagle, Phoenix, Wakefield, Granville and Wakeful.

SUBMARINERS ASSOCIATION

J. (John) Addis, AB ST New Zealand Branch, Service 1942-46. Served in: H33 Templar U1004.

A.B. (Jack) Hamilton, AB ST North Stafford Branch, Service 1941-47. Served in: Tunis, Titania, Trentant, Trusty, Aged 83.

D.H.(Dave) Addy, CERA Service 1954-61. Served in: Sprinnet, Uplstart, Aulga, Selene, Tapir, Aged 73.

A. J. (Alan) Harrow, U/Sto, South Kent Branch, Service 1942-46. Served in: Upright, Tudor.

Sports lottery

July 17: £5,000 - CPOMEA N Green, HMS Coulport, £1,500 - OM J Fallon, HMS Lancaster, £500 - CPOMEA G Powell - Northwood

July 24: £5,000 - POSTO M Bamford, HMS Seahawk, £1,500 - AEM D Hughes, HMS Heron, £500 WO P Evans, RM SchMus

July 31: £5,000 - Lt N West, Fleet HQ; £1,500 - OM A Davidson, HMS Vengeance; £500 - LWEA E Powell, HMS Collingwood

August 7: £5,000 - Lt Cdr E Troit, HMS Nelson; £1,500 - LWTR N Carrone, HMS Somerset; £500 - Lt Cdr P Marshall, HMS Sultan

Appointments

Cdr W J Warrender CO HMS Argyll December 10.

Cdre C J Parry to be promoted Rear Admiral and to be Director General Joint Doctrine and Concepts on January 25 2005.

Cdr M C Cree as SO1 PPX Fleet HQ Ports (HMS Excellant) November 30

Cdr R C Vitall as CO HMS Southampton January 24 2005

Lt C J Wyness to be CO Explorer (Calliope) March 1 2005

Rear Admiral R A I McLean to be promoted Vice Admiral and to be Deputy Chief of Defence Staff (Health) on September 16.

Cdre T J H Laurence promoted Rear Admiral and appointed Assistant Chief of Defence Staff (Resources and Plans) July 5.

Cdr B D Thompson CO FDG January 4 2005.

Lt A D Cowie UKSC SYS Fleet HQ Nwd (JSU Northwood) November 9.

Cdre P J Wilkinson Promoted Rear Admiral and appointed Naval Secretary and Director General Human Resources (Navy)

Lt Cdr H Duffy CO HMS Dumbarton Castle October 19

Cdr S R Malcolm CO HMS Scott December 21.

Swap drafts

PO Brookes, HMS Monmouth PQ0112 (RS/PO(C)) drafted for 27/09/04. Will swap for a Portsmouth-based Type 23 (PO(C) billet) pref non-deploying. Contact PO Brookes (Cwood PDCQ20/07812 460181)

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.

● Flies around the honey pot... Two Sea King Mk 4s fly past the new heart of the Fleet, the Leach Building on Whale Island in Portsmouth, as the staff of the Aviation Division of the Fleet Air Arm arrive at their new base in style. The division moved from Yeovilton into The Parade in Portsmouth Naval Base in 2002 and have now fully integrated with Fleet on the island with this final move.



Montrose helps give Navy Days a more dynamic edge

HORDES of visitors are expected to flock to Devonport on August 28-30 for Plymouth Navy Days.

Organisers expect 60,000 people to attend the biggest public event in the Navy's calendar this year.

Type 23 frigate HMS Montrose will have a starring role in the exciting amphibious operations display at the heart of the event, featuring hundreds of Royal Marines, in addition to Naval aircraft and ships.

Montrose's CO, Cdr Andrew Webb said: "So much of our work is done out of the public gaze so this is a valuable opportunity for us to give the public an insight into the role of the Royal Navy and to meet the ship's company."

"Traditionally Navy Days has featured warships tied alongside for the public to come on board for tours and to meet the ship's company. The display should be exciting and fun."

Organisers promise a smooth-running transport network across Plymouth allowing visitors easy access to Navy Days however they travel. Plymouth councillor Sue Dann said: "The forethought and planning which has been put into the travel arrangements for Navy Days is exceptional and is a model for other major event organisers."

Other highlights for Navy Days include a commemoration of the sixtieth anniversary of D-Day, a rare public appearance of the Navy's rescue submarine LRS, the opening of the South Yard with its unique museum and historic buildings and the opportunity to visit warships of the British and foreign navies.

Submissions for next month's Noticeboard must be received before Sept 15

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THE TIME OF YOUR LIVES

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



● With due ceremony, attended by Commander-in-Chief Naval Home Command, Admiral Sir David Empson, HMS Victory Barracks are re-named. (Modernisation is currently taking place).

40 years ago

FLYING her paying-off pennant, HMS Ausonia, the oldest ship in the Royal Navy (apart, of course, from Victory), left Malta for the last time.

She had given six years' service to the Mediterranean Fleet, for the last two years of which she had worn the flag of the Flag Officer Flotillas (Mediterranean).

While in Malta, "The Big A" repaired hundreds of ships: her departure marked the end of the 5th Submarine Division there.

30 years ago

THE ANOMALY of having two establishments by the name of HMS Victory in Portsmouth - the Royal Naval Barracks and Nelson's flagship - came to an end when the barracks were re-named as HMS Nelson.

Many attending the ceremony expressed surprise at how much the barracks had changed, most of the old red-brick buildings having been replaced by concrete and glass blocks.

Returned to pride of place was the previous HMS Nelson's bell.

20 years ago

A 6,000-FOOT climb in Arctic Norway by members of HMS Glamorgan's company made the destroyer the winner of the Fleet's Bulawayo Trophy for adventurous training.

Main aim of their two-day expedition to the Lyngen Alps was to climb Jekkevarre - at 6,052 feet the highest mountain in the region.

This was exceeded when ten men (only three of whom had been on a glacier before) made a traverse of all three summits.



● A wreath dropped from Type 42 destroyer HMS Exeter in the Java Sea commemorates those who died in an action with the Japanese in 1942 which resulted in the sinking of the cruiser HMS Exeter
Picture: PO(PFOT) Colin Burden

Veteran Rover keeps pace with destroyer

GREY was the predominant colour as the veteran Royal Fleet Auxiliary tanker Grey Rover made her way from China to Japan in company with destroyer HMS Exeter on her mammoth deployment.

"We had fog all the way along the coast of China, and there were lots of fishing boats to look out for, because the fog went

well out to sea as well," said Third Officer (X) Craig Pearson.

The Small Fleet Tanker, which entered service in 1970, has been in company with Exeter for most of the trip since they left UK waters in March, although the need for some urgent engineering work meant her departure from the Sembawang shipyard in Singapore was delayed and she later caught up with the Type 42.

The deployment has kept both the ship and her crew up to the mark, with a heavy schedule of work balanced by the chance to see places and sights few Britons will experience – though it was a long haul at the start.

"We left Southampton in March and didn't stop until we reached Chennai [formerly Madras] in India," said Craig.

Then it was on to Singapore in preparation for a major air defence exercise.

But since then other visits have been made to Bangkok, Ho Chi Minh City, Hong Kong, Shanghai, Qingdao, Incheon and Vladivostok – the latter being a strong contender for best rim ashore so far.

While in China a group of 17 sailors took a tour to Beijing and the Great Wall.

The work element is not simply supplying Exeter with fuel and stores – the auxiliary is also doing her bit for British Defence Diplomacy ashore and at sea.

"We are probably doing replenishments at sea (RASes) a couple of times a week," said Craig.

"We also did tri-nation exercises out of Vladivostok, with the US and Russia, and did a dry hook-up with a Singapore ship, the RSS Victory."

Low-level but politically significant manoeuvres have also been carried out with navies such as that of China (Officer of the Watch manoeuvres) and Russia (boarding exercises, where Grey Rover acted as a rogue vessel).

"We have had quite a few exchange visits with other navies," said Craig, who added that their visits to China and Russia sparked significant media interest.

Grey Rover is no spring chicken. At 34 years old, she suffers the odd aches and pains of old age – such as the temporary loss of air-conditioning in the Far East.

But the fact that Navy planners trusted her to shoulder the burden of a strenuous deployment speaks volumes for the ship, which with her younger sisters Gold Rover and Black Rover still performs sterling service for the Admiralty.

"She's doing pretty well, considering," said Craig.

Members of the crew have been joining and leaving the ship throughout the deployment, with a major change in Yokosuka in Japan, where the 11,500-ton tanker was berthed close to the 84,000-ton American aircraft carrier USS Kitty Hawk.

Around one-third of the crew were replaced at the US Navy base – some 17 or 18 people heading back home.

One man who joined mid-deployment was Commanding Officer, Capt George Jarvis RFA, and he is keen to point out that Grey Rover is not playing second fiddle to Exeter.

"Grey Rover has been involved in all the calls which Exeter has made," said Capt Jarvis.

"We have had a good relationship. Both Exeter's Commanding Officer and I joined at about the same time in Hong Kong in June, so both of us are new to our ships."

Capt Jarvis said the ship's generators had been feeling the strain in recent weeks: "I think they just need a period of tender loving care for about a month – we are hoping to get some of that in Singapore," he said.

In the meantime an engineer from the manufacturers has been on board to ensure the machinery runs smoothly.

"But apart from that and one or two other problems she seems to have stood up to the deployment reasonably well so far," said Capt Jarvis.

"Every port we have been to we have sailed with an escort ship, and when we get outside pilotage waters we have done exercises with the host navy, including helicopter landings.

"With the Chinese we did OOW manoeuvres and Man Overboard exercises – it is very important to work with the different navies to establish closer links.

"I think that is one of the main goals of this deployment."

Grey Rover is due back in the UK at the end of November, turning up on the River Dart to support the first official RFA Officers course at Britannia Royal Naval College.

But there will be little respite – she will have a fortnight supporting Flag Officer Sea Training, then in the New Year will be deploying to the South Atlantic as Atlantic Patrol Tanker (South).

Exeter pays tribute to victims of Java Sea

HMS EXETER has been paying tribute to the sailors of her predecessor, killed when their cruiser was sunk by a Japanese force in the Java Sea.

The fourth HMS Exeter was damaged in a melee with the enemy on February 27, 1942.

She detached from the Australian, British, Dutch and American force, which had set out to intercept the Japanese invasion force heading for Borneo, and repairs were made at Surabaya.

On March 1 Exeter, still accompanied by destroyers USS Pope and HMS Encounter, attempted to break out of the Sunda Straits to the open

ocean, but were trapped by a Japanese cruiser force.

A shell severed Exeter's main steam line and started a serious fire, leaving her without power for engines or weapons, and as shells straddled the crippled ship, her Commanding Officer, Capt Gordon, ordered Exeter to be abandoned.

Around 15 minutes later a Japanese torpedo sank her.

Of the 400 survivors rescued that day, only half made it through Japanese captivity.

The current HMS Exeter broke off from her passage to Malaysia through the Java Sea to pass over the spot where the cruiser was sunk, and the ship's company, led by her

Commanding Officer, Cdr Andrew Reed, held a service of remembrance and dropped wreaths and four small wooden crosses, representing the four branches of the RN, in honour of those who died in the actions.

Exeter is now on the homeward leg of a nine-month deployment to the Far East.

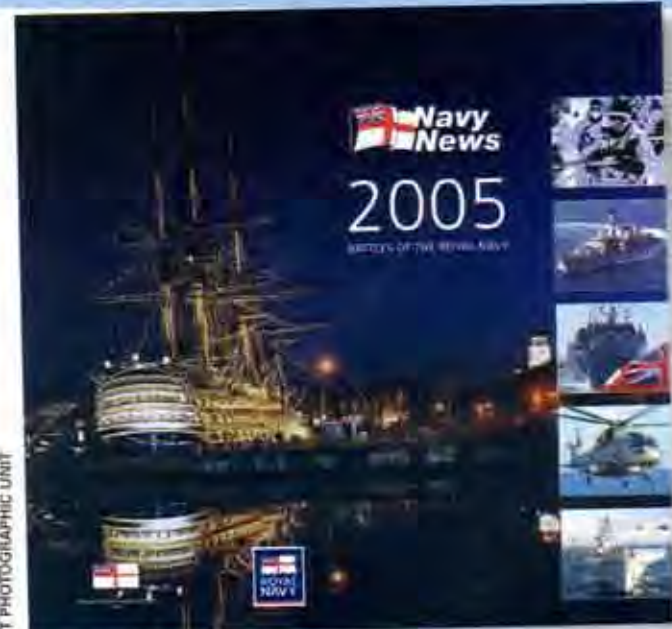
On leaving Tokyo in July she visited Okinawa in southern Japan, then Subic Bay in the Philippines and Brunei.

This month she will take part in Exercise Bersama Lima under the Five Powers Defence Arrangement, joining HMS Echo, RFA Diligence and her escort on the deployment, RFA Grey Rover.



CALENDAR 2005

Battles of the Royal Navy



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In order to commemorate the bicentenary of The Battle of Trafalgar, the theme for the 2005 calendar is Battles of the Royal Navy, featuring 12 battles from the 18th to the 20th centuries and the ships and units involved.

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A passage to India (Docks) for the Saint

Memories of HMS Wakeful

AMID all the recent interest in the unveiling of the badge and nameplate from the sunken wartime destroyer HMS Wakeful (*Navy News*, August), one man was overlooked.

Crew member Stanley Crabb was unable to attend the event on board HMS Southampton which fellow survivors Geoff Kester and Jim Kane witnessed.

Stanley, who joined the RNVR in 1938, told *Navy News*: "The recovery of Wakeful's artefacts brings back all sorts of memories."

"While alongside the harbour in Dunkirk, she embarked some of the retreating troops and returned to Dover. On the second trip back to Dunkirk, Wakeful anchored off the beach and used her whaler and motorboat - which I was part of the crew of - to embark more troops."

However, he added, in the early hours of May 29 1940, the torpedo hit. Stanley was on the quarterdeck and ended up in the water.

"To my enormous relief, I was rescued by HMS Grafton, but that was not the end of the saga. Grafton was also hit by a torpedo and, when she was scuttled, I was taken on board a Southern Cross Channel steamer, which returned me safely to Dover."

After 14 days' survivor's leave, Stanley went on to anti-submarine school and was drafted to HMS Verdun, which was on convoy escort duties off the east coast.

Transferred to Coastal Forces, he was involved in the north Africa campaign on submarine-hunting duties, then drafted to the cruiser HMS Apollo until the end of the European war. From there, he was sent to the Far East.



THE Fleet's youngest frigate squeezed through the Thames Barrier to pay her first visit to the capital and host citizens of her namesake town.

HMS St Albans made the most of her spell in West India Docks near London's Canary Wharf development to cement links with the Hertfordshire city which have been strengthening since the ship slid down the slipway four years ago.

The Type 23 vessel hosted a reception for 140 dignitaries, community leaders and affiliate organisations and personalities, plus First Sea Lord Admiral Sir Alan West, and crew threw the ship open to visitors, including schools and guests from St Albans.

Those sailors not hosting visitors were invariably found on the sports pitch, or at a community project.

Crew took on local sides at football, rugby, golf and netball, while their shipmates headed to the Emmaus Project in St Albans, which helps homeless people get themselves back into society. The sailors laid a new patio area for centre users, a project paid for by the ship through fund-raising events aboard.

The highlight of the capital/St Albans visit was the granting of the Freedom of the City as 200 crew paraded through the Hertfordshire streets, where CO Cdr Mark Knibbs and Lord Mayor Cllr Gordon Myland took the salute and the band of the Royal Yeomanry provided suitable musical accompaniment.

It was also a chance for two sailors to get home. The families of OM(C) Kerry-Anne Parsons and MEM David Cantrill both hail from St Albans and watched as their loved ones marched through the streets.

"It was a busy but a most rewarding visit for the ship. I hope that people know a little more about our treasured affiliation," said Cdr Knibbs.

"We made some strong and lasting ties bringing the ship, our sailors and the people of St Albans



Lord Mayor of St Albans Cllr Gordon Myland and the ship's CO Cdr Mark Knibbs inspect the guard and (top) 'The Saint' squeezed through the Thames Barrier on her way to her berth

closer together."

Cllr Myland added: "Everyone has enjoyed a right royal mix of activities. Our thanks to Cdr Knibbs and his crew for a most memorable visit."

St Albans recently completed her first tour of duty, a seven-month spell in the Gulf region supporting the global war on terror, during which time she served as a task force flagship.

Food for thought as rations face the acid test

SAILORS and Royal Marines are munching their way through new trial ration packs as defence caterers work out what will best keep our Forces well-fed - and happy - in the field.

Sixty thousand trial rations and 20,000 surveys are being distributed across the Armed Forces as catering services look to revamp the existing ration packs.

Each pack provides a serviceman/woman with 24 hours' subsistence in the front-line, such as Iraq when three million packs were devoured.

Food experts and nutritionists spent four months coming up with new recipes, balancing the needs of fighting forces with a healthy menu.

They expect traditional meals such as stews and casseroles to be given the thumbs down in favour of more exotic meals.

New blocks for Raleigh staff

THE latest stage in the revamp of single living accommodation for sailors at Naval establishments has been completed in Cornwall.

Admiral The Lord Boyce, former First Sea Lord and Chief of Defence Staff, performed the honours at HMS Raleigh as two hotel-style blocks at the training establishment were opened.

Holland and Albion blocks are home to 158 officers and senior ratings who are members of Raleigh's permanent staff.

Later this month 146 more cabins in two additional buildings at Raleigh will be opened.

All feature en-suite bedrooms, plus laundry facilities and utility rooms.

"Today's sailors rightly expect a high standard of accommodation to return to following what is often a demanding period at sea. Sailors joining Raleigh can now look forward to fantastic new facilities to enhance quality of life ashore," said CO Cdr David Pond.

Watch the birdies

VOLUNTEERS are needed to join the RN's birdwatching society on a two-week trip to Diego Garcia in the Indian Ocean next May to see whether a reserve on the island qualifies as an 'important bird area' under the RSPB, the guardians of Britain's feathered friends. Details from Capt Peter Carr RM on military 93832 7201.

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LOOK carefully and you'll see four RN warships in this picture - and it's not Portsmouth Naval Base. On one extraordinary day, no fewer than four RN vessels, plus the Commander in Chief Fleet, Admiral Sir Jonathon Band, all sampled the hospitality of the people of Swansea, south Wales.

Berthed in the Kings Dock were HM Ships Scott (Cdr Derek Turner), Ledbury (Lt Cdr Rob Wilson) on the right of our picture, and Explorer (Lt Jamie Curry) and Archer (Lt Stuart Armstrong) on the left.

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HMS Scott, the Royal Navy's largest hydrographic surveying ship, was on official duties visiting her affiliated city after a nine-month deployment, embarking Admiral Band on onward passage to Devonport and carrying out a watch change of her ship's company.

Ledbury, a Hunt-class minehunter, said farewell to her outgoing Commanding Officer, Lt Cdr Peter Olive and entertained officials from her adopted namesake town.

The other two vessels - Archer-class patrol boats Explorer (Yorkshire URNU) and Archer herself (Aberdeen URNU) were taking a well-earned short break during their annual summer deployment.



Are you ready to serve anywhere - any time?

IT IS NOW 12 months since my last article for Drafty's Corner, and there has been a number of changes within the D1 Warfare Drafting Division.

The most significant change has been the transfer in of the Submarine Warfare Branch from D4, so I would like to take this opportunity to welcome them to what is now an integrated surface and submarine Warfare rating career management business.

Other changes have been the squadding of Leading Hands and the resulting transfer to the Waterfronts of three members of my section to cover the additional workload in the WMOs.

My current plan is to visit both Devonport and Faslane during the autumn to meet key Waterfront personnel from the submarine fraternity - more details to follow.

PROMOTION

The interruption to the training pipeline a number of years ago has created one of the greatest opportunities for promotion within the Warfare

By Cdr Brian Lambert

Branch for many years.

If you are not selected for LOM at the May board or if you qualify for consideration after the board has sat, there may still be an opportunity within that Training Year - in cases of severe shortages, a supplementary board may be convened.

So be ready for your LOMQC, and don't forget that, once qualified for promotion, you can undergo the Command Course.

It's well worth your while preparing for that and volunteering to fill spare slots at short notice - it's one less hurdle to jump after selection, and LRCC (and SRCC) will shortly be a prerequisite for Local Acting rates.

Divisional Officers and EWOs should ensure that qualified ratings who are keen to progress their careers are offered every assistance to get fully worked up - for those OMs with the right aptitude and attitude the opportunity to reach WO1 by their early 30s is a very realistic one.

REPEAT OF A REPEAT OF A PREVIOUS REPEAT

I am afraid that this is where Drafty repeats himself once again.

I say again, I'm afraid that this is where Drafty repeats himself once again!

There are currently 8,400 RN personnel who have never submitted a C230 or have not submitted a C230 within the last 36 months.

In terms of stating your case and being considered for the right job in a preference area, Drafty has to assume that one third of naval ratings are entirely happy to be drafted anywhere any time or in accordance with their now out-of-date preferences.

The message is: help Drafty to help you and submit your C230s, particularly when your status and/or preferences change.

SHORTAGES

Recently we have been writing to ex-Senior Rates with relevant skills from a variety of shortage Warfare specialisations who have left the Service in the last five years, offering them the opportunity to rejoin.

So far, we have had a number who

With Preference Forms -
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Don't bet on much luck
With any Draft Chit



"Well, we can't afford to buy crystal balls for blokes like you!"

have shown an interest, of which about ten per cent have rejoined.

Whilst we in CND have cast our net, finding and tracking down leavers can be a lengthy process.

If you are, or if you know, an ex-Senior Rate from the Warfare Branch who has left the service in the last five years, under 50, fit and keen to rejoin, then get in touch or ask that oppo to do so.

Once in contact with CND, we will check to see they are in one of the shortage categories and direct them to a recruiting office near them for a medical and return interview.

If they pass medically fit, the next stage is for them to proceed to Raleigh for issue of kit (not, I stress, basic training!), PJs, TEMs etc and back to sea and the self-embracing fold of the Royal Navy.

Don't forget you could be recruiting your own relief.

AND FINALLY

A message for all XO's and EWO's: With the implementation of Leading Hand squadding, you now own the problem and the solution.

Your squad has the answer to your OMI and LOM gaps.

Every unit should be focusing their onboard training programmes to feed their own manpower needs.

Releasing an OMI for LOMQC and LRCC will pay dividends in the future.

Don't forget to take advantage of the late booking systems, liaise with the schools to get your people on course and ensure that all supporting documentation is up to date.

I'm afraid that Drafty no longer has control over those Junior Rate manpower issues in the way we used to, so the key to manning is look ahead and plan ahead.

Spartan conditions are banished by Taciturn

A NEW facility on the jetty at Devonport should make life easier for those who spend their working lives in the cramped interiors of submarines.

Rear Admiral Submarines Rear Admiral Paul Lambert officially opened Taciturn Building, one of the most eagerly-awaited results of the Rebalancing Lives initiative.

The building, formerly known as Spartan Block, had fallen out of use, housing just an emergency dental surgery, and in earlier times it was the base for a caisson party, responsible for the floating 'lock gates' of the large No 5 Basin.

But the crews of the T-boats stationed in the West Country were looking for shore-side facilities where they could work without the problems associated with submarines - mainly lack of space.

So Capt Simon Ancona's Rebalancing Lives programme was alerted, and with help from DML and some judicious investment, a smart suite of offices, a conference room useful for command team or squadron briefings and a shower block were installed, along with an office for Devonport Flotilla Group Warrant Officer WO Jim Cullert, the Taciturn Project Manager.

The shower block was of particular importance, an attempt to persuade sailors to jog or cycle in to work, using Taciturn Building to shower and change before they get on with the day's business.

A total of 30 work-stations, linked to NavyStar, are available, as are printers, photocopiers and telephones.

There is also a TV linked to a limited Sky satellite service - allowing submariners more used to a diet of DVDs in the confines of a submarine the chance to enjoy live big-screen



RE-BALANCING LIVES

sports events.

Cdr Bob Fancy, Commander Devonport Flotilla, said: "There has been a long-standing desire among submariners to have an administration facility on the jetty here - one telephone between about 40 people was not helping work efficiency."

The original plan was to put a portable cabin on the jetty, but maintenance of both cabin and equipment was an issue. Knowing Devonport well, Bob realised Spartan Block had potential - and the project was up and running in February this year.

With the block being used by T-boat crews, Spartan was not an ideal name - and Capt Simon Martin, Captain Submarines, had good reason for suggesting Taciturn.

"My father was the designated Commanding Officer of the submarine Tally Ho, and as was the custom, my mother launched the previous submarine on the stocks, HMS Taciturn, on June 6 1944," said Capt Martin, who brought along the old boat's bell - with the promise it would be swiftly returned to his mother at the end of the ceremony.

"It was my idea to call this Taciturn, because of the link with a class of T-boats, and because there is no current submarine or trainer using the name."

Rooms in the building continue

the Super T theme, including Trump, Tiptoe, Truncheon, Turpin, Thermopylae and Token.

Officially opening the building, Admiral Lambert said the idea of getting submariners off their boat and ashore to use telephones and such like was first mooted in the 1970s, and Taciturn Building was the culmination of that idea, allowing maintainers to work while submarine administration could be pursued more comfortably and efficiently.

He said thanks were due to Capt Ancona and to Cdr Fancy for bringing the strands together.

Capt Ancona said the new facility tackled three of the main Rebalancing Lives targets - disruption, drudgery and having to work in an uncomfortable environment.

"This is smack on what Rebalancing Lives is all about," said Capt Ancona, "better working conditions for our people, allowing them to work more efficiently as well."

Now it is up to the T-boat crews themselves to make sure the facility is a success - a large number of them cast their eye over it on the day of the formal opening, chatting to Admiral Lambert.



● (Above) Capt Simon Martin, Captain Submarines, and Rear Admiral Paul Lambert, Rear Admiral Submarines, with the bell of the wartime submarine HMS Taciturn - which was launched by Capt Martin's mother in June 1944

● (Left) Rear Admiral Lambert addresses officers and senior rates outside Taciturn Building at Devonport Naval Base at the official opening of the submarine administration facility. Members of the Submarine Service have been invited to come and see what is on offer to them at the new block, from IT equipment to showers for those who jog or cycle to work

Pictures: LAIPHOT/ Ray Jones



Helping Hands

Chatham makes a splash in Torquay

A LOCAL swimming pool in Torquay has benefitted to the tune of £2,000 through the efforts of sailors from the Devonport-based frigate HMS Chatham.

The pool, now slightly elderly, relies on voluntary funding to pay for the upkeep and modernisation of its facilities.

The cash windfall was netted during the Type 22's Gulf deployment last year through a variety of good works, including a 24-hour weightlifting marathon and a summer fete.

Explaining the frigate's involvement with the local pool, her commanding officer Capt Steve Chick said: "It's great to be able to contribute to such a worthwhile project as Swim Torquay, which benefits many Service people, their families and the community."

Chatham has just started out on a programme of Operational Sea Training, following six months alongside in the tender mercies of a refit.

This intensive work period saw her engines overhauled and renovated, and the living quarters for both senior and junior rates revamped.

The maintenance followed on from a hectic year, some of which had seen the frigate in active service during the recent conflict against Saddam Hussein.



● LOM Ray Smith

Albion in top gear



● Motorcycle madness strikes in the USA in the shadow of HMS Albion

Picture: LAPhot Kelly Whybrow

Collingwood answers call for local face-lift

SPADES on shoulders and hammers in hand, Collingwood folk have been transforming the local community.

So grateful were the Shaw Trust in Portsmouth, a charity that provides training and work opportunities for disabled people in the

UK, that they have named a newly-built covered walkway in their honour.

The Shaw Trust is housed in a listed building – the problem is, the toilet is upstairs and restrictions will not allow a lift to be built, so the new walkway allows their disabled visitors to use the facilities without risking the rain.

The money was raised by a team of runners from the Fareham establishment who took part in the Great South Run last year.

Elaine Conniff of the Shaw Trust said: "The Trust gets funding for training but not for luxuries."

"This is a great example of the practical side of the partnership between the Shaw Trust and the Royal Navy."

Officers from the System Engineering Management Course at the Fareham establishment spent a day of hard graft at the Fareham Community Action centre.

Front and back gardens were cleared out and transformed, the main office was renovated, and the reception was given a whole new look courtesy of Naval paintbrushes and organisation.

Fareham Community Action offers information, resources and consultation for 350 other local charities.

Uphill climb underwater

SUBMARINER LOM Ray Smith set himself an uphill task – literally – when he set out to raise money for the Handicapped Children's Pilgrimage Trust.

Deep in the bowels of HMS Vigilant during the Trident submarine's recent patrol, Ray climbed an amazing 505,000 feet on a Versaclimber – seven times the height of Mount Everest.

His climbing marathon pulled in £1,060 for the charity that takes disabled children to the French pilgrimage town of Lourdes for a spiritual and social holiday.

Raleigh pirates raid coast

WALKERS on the South Cornish Coastal Path were slightly bemused to be passed by a horde of pirates, but the only plundering was all in aid of charity.

Twelve Logistics Officers, undergoing training at HMS Raleigh, set out with their Jolly Roger to raise money for Churchtown, a centre near Bodmin that offers adventure holidays for disabled children and adults.

The sponsored walk, along with Raleigh's goodwill, raised almost £1,200 for the nearby centre.

THE MARGARET Green Foundation Trust Animal Sanctuary near Tavistock received a cash boon of over £1,100 from the Warrant Officers' and Senior Rates' Mess at HMS Raleigh.

WO Russ Williams said: "It was an absolute pleasure to be able to visit the sanctuary and see, at first hand, the outstanding care and facilities given to these poor animals."

He pledged to keep up the good work and raise more funds in the future.

THE WORDS 'Harley Davidson' may not bring to mind the notion of do-gooders, but how wrong can you be?

On board assault ship HMS Albion the chaplain, Rev Mike Meachin, thought entirely differently.

On hearing of the planned visit to Fort Lauderdale, Mike's first thoughts were: "Here is an opportunity for the many keen motorbikers on board to raise money for the ship's charities whilst completing one of their life-time ambitions – riding a Harley Davidson motorbike in the United States."

So 19 bikes, 22 riders, 20,000 miles and a joyous four-day odyssey around Florida resulted in £2,000 for the ship's charities: the Claire House Hospice for Children in Clatterbridge, Cheshire; and the Dame Hannah Rodgers School for the Disabled in Ivybridge, Devon.

With only one breakdown on the first day, the only major problems were the weather and wildlife.

The bikers were almost washed out by a tropical thunderstorm just outside Fort Myers, and at the Everglades National Park even the toughest riders decided to wait their turn politely when an alligator was crossing the road.

Small ships dip deep

CHARITIES stand to benefit from the hard work of minehunters HMS Ramsey and HMS Chiddingfold.

St Mary's School stands to gain £1,000 towards a new computer suite after 25 men from HMS Chiddingfold took part in a sponsored relay run covering the 42 miles between the ship's Portsmouth base and their namesake village.

The diving team from HMS Ramsey have been getting wet again, again and again in aid of Sport Relief.

The Sport Relief challenge was to run a mile, but not even Royal Naval Clearance Divers can go as deep as one mile in one fell swoop, so they had to dive repeatedly in a sort of rubbery relay.

The five divers, including the ship's CO Lt Cdr Anthony Watt, left the surface 268 times to dive a total of 1 mile, netting £330 for the Sport Relief fund.

Talent shines through

NOT quite John O'Groats, but Land's End to Shrewsbury was quite far enough for a team of cycling submariners.

Lt Graeme Riley of HMS Talent said: "Although not a great challenge for experienced cyclists none of HMS Talent's riders could be described as seasoned cyclists, and it was quite a challenge for the guys."

CPOMEA Nigel Bouckley, team leader, said: "We felt it was the ideal opportunity to get the guys out exercising whilst getting them to Shrewsbury in an interesting and challenging manner, and at the same time providing some much needed publicity for Hope House."

On arrival, the submariners from Talent got involved with a Fun Day at the care centre, manning the various attractions.

The efforts of the submarine's crew – including a sponsored bungee jump by LS Bradley – have bolstered the hospice's coffers by over £1,300.

News in brief

THE VOLUNTEER Band of HMS Collingwood are making a distant voyage to the Gambia to support the Open Hands charity.

The aim is to raise awareness of the charity's work in the area with a work schedule including four concerts, two Beat Retreats, a remembrance ceremony and a visit to a local school.

The Band are looking to find money for the trip, if you want to offer your support contact Band Col Sgt Edward Bean on 01329 332553.

A MASSIVE £5,000 cheque has been presented to the Children's Hospice South West by Type 22 HMS Campbelltown.

An intensive seven-month deployment in the NATO Standing Naval Force Atlantic (SNFL) saw the frigate's company take part in charity horse-racing nights, the auctioning of the captain's cabin for VIP dinners, a ship's raffle and for CPO Roy Burdon a half-marathon in Lisbon.

WO Paul Kavanagh said: "With so many worthy local charities it is always difficult to decide where to channel our efforts. We are delighted to have been able to raise these funds for what is a very worthwhile cause, and are pleased to be able to give something back to the community in which we are based."

DOUBLE benefit for charities has come from the Fleet Personnel Division.

Back-Up Trust has gained £300 after two teams from the Fleet unit took part in the Back-Up Trust Ramble 2004, pushing and pulling a wheelchair user around a six-mile cross-country course at the Queen Elizabeth Country Park in Hampshire.

The unit has also presented almost £1,000 to the Royal Navy and Royal Marines Children's Fund, raised over the course of the last year through events such as quiz nights and charity runs.

THE RN & RM Children's Fund have also gained from the labours of Naval folk tackling the Three Peaks Challenge – but not only did they garner £400 for the Children's Fund, but another £800 for the Portsmouth Field Gun Memorial Trust.

The team of five finished the three peaks – Ben Nevis, Scafell Pike and Snowdon – in 23 hours 49 minutes, climbing over 23 miles to a height of 11,175 feet.

THE EFFORTS of the Fleet Information and Management Unit, based on Portsmouth Hill, have yielded £600 for the Rocky Appeal at Queen Alexandra's Hospital in Portsmouth.

THE WARRANT Officers' and Chief Petty Officers' Mess of HMS Ocean garnered some £750 for St Benedict's Hospice, their adopted charity in Sunderland.

A SELF-CONFESSED 'Portsmouth girl and Navy brat' Lynne King is looking for Pompey ships to sponsor her participation in Trek Nepal 2005, fundraising for SSAFA Forces Help.

If you want to find out more visit the SSAFA website on www.ssafo.co.uk or Lynne's personal fundraising site on www.justgiving.com/lynneking.

STAFF at Clyde Naval Base pushed the boat out for a group of Russian children.

The children from Belarus, the area most affected by the Chernobyl disaster, are visiting Scotland for a month's holiday.

Their visit to the base included a waterfront tour, courtesy of the Clyde Marine Unit, a trip to the MOD Police Dog section, and a welcome on board minehunter HMS Atherstone.

FORMER Navy man Capt Andrew Welch and his wife are walking from Canterbury to Rome to raise money for the Give a Child a Chance Appeal at Derriford Hospital in Plymouth. Find out more at www.walktorome2004.co.uk.

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● We've heard of pushing the boat out, but this is ridiculous... 702 NAS took a Lynx along on their Sport Relief charity mile

Unusual move for Lynx

YEOVILTON-BASED 702 Naval Air Squadron decided to go that little bit further for Sport Relief.

Rather than tackling the suggested one-mile run, they decided that as the Lynx training squadron

it would be more fitting to push a 4-tonne Lynx over the one mile distance.

Sponsorship and collection earned over £1,600 for this year's sporting good causes.

EDUCATION FOR A BRIGHTER FUTURE



A Navy News Advertising Feature



● Children enjoying life at Kingswood School at Bath

Moving in the right direction at Kingswood

MAKING a smooth transition from primary to secondary education is something Kingswood School takes very seriously and it therefore provides a special Junior House called 'Westwood' within the Senior School.

The pupils in Year 7 are thus given the opportunity to experience all the benefits of the senior school within a very friendly and caring environment.

Helped by the Year 8 pupils, especially selected Sixth-Form Prefects and a special team of teachers, they easily adapt to the new routines and expectations.

New friendships are quickly established, confidence levels raised and any concerns quickly dealt with. It is not hard to see why at HMC Inspection the school was judged to provide "exceptional pastoral care".

The boarding and day pupils are integrated throughout all ages at Kingswood and therefore both benefit from the opportunity of learning alongside children of different nationalities and cultures.

The School also has a significant number of boarding pupils from HM Forces families and is very experienced at looking after the needs of these particular children who can often find themselves moving to a new school with very short notice and need to be

made feel a very welcome new addition to the group.

There is also a special 20% discount (applied to each child) for HM Forces families.

For more information, contact the Registrar Angela Carlton-Porter, who will be pleased to help.

New name for improved service for Forces children

THE Children's Education Advisory Service (CEAS) will be the new name for the Service Children's Education (SCE (UK)) group from September 1, 2004.

The change has come about to recognise the unique role of the unit in providing quality impartial education advice and support to Service families.

The change of name and identity also reflects more accurately the nature of the work carried out by the staff of CEAS.

Specialist support to individual families is still on offer to assist with obtaining appropriate provision for children.

The Helpline remains to ensure that enquiries can be dealt with appropriately and effectively, and advice is still on hand about any aspect of education and the options available.

In addition the CEAS is developing its work with the tri-Service Policy Branch through the Tri-

Service Schools Liaison Policy and the Service points of contact (for more information, see www.stff.mod.uk).

The unit is supporting the development of regional networks of state schools with Service children by working more closely with the DfES and the National Association of State Schools with Service Children.

Both developments are aimed at ensuring that the needs of Service children and their parents are better understood by central and local government and better provided for by schools.

Anyone with any comments on the service provided should contact: CEAS (MOD), Building 190 Trenchard Lines, Upavon, Pewsey, Wiltshire, SN9 6BE; telephone: 01980 618244; or email: mod.sce.uk@gtnet.gov.uk.

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Today the school is a popular and successful secondary full boarding school for 500 pupils aged 11-18 years of age.

Superbly resourced the school is situated in an attractive 150-acre site near Dover. It has an excellent academic record and a strong reputation in sport, music and drama.

Over the last few years the school band has been asked to attend the Army and Navy Rugby match at Twickenham as the pre-match entertainment.

A misconception is that the school is preparing pupils to go into the Armed Forces. The term 'military' refers to our foundation and the fact that all pupils are service children.

As a result there is a common bond amongst pupils who give

great support to each other.

The school has, as you would expect, a strong Combined Cadet Force and there are many adventurous training activities with regular expeditions at home and abroad.

Wellington opens minds

WELLINGTON School is an academically selective school, offering day and boarding co-education to 800 children, aged 10-18 years.

Traditional values of hard work and good behaviour are held in high esteem, complemented by excellent facilities, small classes and a total commitment to the individual needs and personal welfare of all the pupils.

A Level and GCSE results are consistently good. Last year, the A Level pass rate was 99% with 64% of passes at A or B level. GCSE results were equally impressive.

Wellington School is a happy, caring community, which offers exceptional value for money.



Former Monkton Combe cadets celebrate at Britannia Royal Naval College

Cadet centenary at Monkton Combe

A MAJOR event in each of the three academic terms of the year set the pattern for the celebrations of the Monkton Combe School CCF Centenary in 2004.

The year was launched in grand style at the beginning of January with a celebratory luncheon in the Senior Gun Room of Royal Britannia Naval College, Dartmouth (the parent establishment of the contingent's Royal Navy Section) hosted by Commodore Tony Johnstone-Burt, a parent of current pupils.

More than 170 guests enjoyed splendid food and wines followed by an address by the guest of honour - General Sir Michael Rose.

In May, a specially-made CCF Centenary standard was consecrated in the school chapel. With the whole contingent formed up for inspection, the standard, along with the Combined Cadet Force banner, was then paraded in front

of the Air Chief Marshal Sir Michael Stear.

The final occasion of the centenary year will take place at the beginning of October with a showcase event for the MCS Cadet Force.

The afternoon is planned to offer a wide range of displays and activities to demonstrate the work of all three arms of the forces as well as some aspects of cadet training.

Wide benefits at Wykeham

FAREHAM school, Wykeham House, encourages its girl pupils to get involved in a large range of extra-curricular activities, including short tennis, Latin club, dance, horse-riding, maths workshop, sailing, karate, netball and music.

PERROTT HILL SCHOOL TRUST

North Perrott Crewkerne Somerset TA18 7SL
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e-mail: headmaster@perrotthill.somerset.sch.uk
Website: www.perrotthill.somerset.sch.uk

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Boys and Girls
Boarding and Day
Age 3 - 13

Hill School Trust exists to provide high quality education for boys and girls

WYKEHAM HOUSE SCHOOL

GSA DAY SCHOOL FOR GIRLS AGED 2 3/4 - 16

WHERE HOPES SUCCEED

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If you require a prospectus or more information please contact Mrs Colbeck at East Street, Fareham, Hants. PO16 0BW. Tel: 01329 - 280178 or Fax: 01329 - 823964 Email: WHS@Wykehaminst.demon.co.uk

Open Mornings 2004
Senior Sat 2nd October • Junior/Pre Prep Sat 9th October

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Boarding & Day • 11-18 years • Co-education • Christian ethos

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Founded in 1803

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Enquiries to:
The Headmaster
The Duke of York's Royal Military School
Dover, Kent, CT15 5EQ
Tel: 01304 245024 Fax: 01304 245019
Email: headmaster@dovrms.com

Applications for Sept 2005 to be with the registrar before the 31st October 2004.

Subsidised fees for sons and daughters of serving and retired officers and warrant officers.

BRIGHTER FUTURE



A Navy News Advertising Feature

Proud Naval history at Christ's Hospital

CHRIST'S Hospital is a historic boarding school whose mission since its foundation in 1552 has been to afford children every possible opportunity in life to succeed.

Its links with the Royal Navy date back to 1673 when Samuel Pepys, a Governor of the School, instigated a special entry category for children of Royal Navy personnel.

Throughout its history, Christ's Hospital has remained faithful to its guiding principle, providing children from all backgrounds with the best educational opportunities, irrespective of their parents' ability to pay.

The School's substantial Charitable Foundation uses its funds to provide this educational opportunity to children (aged 11-18), particularly those from families who are not well off or for some reason may benefit from the boarding environment at Christ's Hospital.

The distinctive uniform of long blue topcoat and yellow socks is also provided free to all pupils.

Candidates applying for the Royal Navy method of entry do not compete for a place. This entry is open to children of personnel who are serving, or have served, in the Royal Navy, Royal Marines or Royal Navy Reserve.

Look into what's on offer at St Lawrence

PUPILS benefiting from an independent education are on the rise. Over seven percent of the total British school population is now in the independent sector.

Part of the reason for this trend is that parents recognise that often an independent option might not be much more expensive than choices that offer less value - i.e., a nanny, or an after-school club.

Forces personnel in particular, thanks to the Boarding School Allowance, are in a position to

take advantage of this childcare solution. Many parents are however not completely aware of the level of value-added education and childcare the Independent Sector can provide, or to what degree they might be eligible for support.

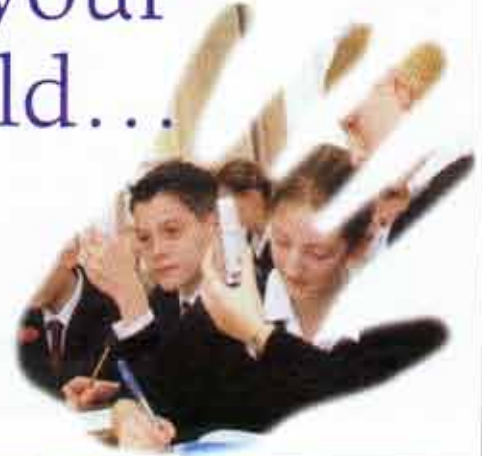
When linked to certain key schools such as St Lawrence College, these discounts can mean that Forces personnel are paying just 10% of the school fees.

When independent education is seen as a childcare option, and indeed set against the cost of say a nanny or childminder locally, schools such as St Lawrence College which supplement the full BSA with their own forces bursary, create a childcare option that is significantly cheaper - whether taken as full or flexi-boarding.

St Lawrence College in Kent combines the flexibility of the state sector with the comfort and quality one would expect from a first-class independent school. The value added approach it offers includes a completely flexible service that is based around parental needs as well as those of the child. This is probably why so many Forces parents chose to send their children to the College.

Creating a social childcare base that works is what makes a school such as St Lawrence College function.

We believe in your child...



This is why we make our fees accessible through our special discount package for service families and our school accessible through targeted mini-bus services to bases

From ages 3 to 18, you can be certain of one thing, St Lawrence College will help your child reach its potential.

Ages 11-18, St Lawrence College, College Road, Ramsgate, Kent, CT11 7AE

Telephone: 01843 572900

Email: hm@slcuk.com

Web: www.slcuk.com

Ages 3-11, The Junior School,

Telephone: 01843 572912

Email: hjs@slcuk.com

Web: www.slcuk.com

St Lawrence College

Enabling you achieve



Believing you can



● Pupils in the Christ's Hospital Band performing at Lord's

QUEEN'S COLLEGE

At the centre of Service life

Find out more on Open Day

Saturday 16th October, 10.00am - 1.00pm

Time: 10.00am - 1.00pm

Contact: Admissions on 01823 340830

E-mail: admissions@queenscollege.org.uk

www: queenscollege.org.uk

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Open Day

For entry into Year 7 In 2005/6
Saturday 9th October 2004
Call for details on 01 403 211 293

Call 01 403 211 293

- Exceptionally high standard of education with superb facilities
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Christ's Hospital, Horsham, West Sussex RH12 0YP
Email adsec@christs-hospital.org.uk
Registered Charity No. 306975
*According to income

CHRIST'S HOSPITAL

www.christs-hospital.org.uk

EDUCATION FOR A

A Navy News Advertising Feature



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Mrs Jackie Rowe, Registrar
Tel: 01409 281429 • Fax: 01409 2261784
E-mail: registrar@shebbearcollege.co.uk
Web Site: www.shebbearcollege.co.uk



• Cricketers at Kelly College in the south-west

Sport goes from strength to strength at Kelly

KELLY College, one of the leading schools in the south-west, provides a high-quality, well-balanced education. It enjoys an established reputation for good academic results and for its cultural and sporting achievements.

The sporting record of the school is very strong: Kelly has a national reputation in swimming, rugby and athletics, while hockey and netball teams have achieved county and regional success. At the same time, we are particularly proud of our music and drama. One of Kelly's strengths is the range and diversity of its societies - recent successes in public speaking, essay and debating competitions confirm this.

Rookesbury Park blossoms after 75th anniversary

ROOKESBURY Park prides itself as a small school with a strong sense of family values, and also one which sets, and regularly achieves, ambitious targets.

"During the year, we have enjoyed celebrating the successes of groups and individuals in a wide range of school activities - academic success with children reaching the senior schools of their choice, sporting scholarships, victories in regional music and art competitions," comments the headmaster Paddy Savage.

"The scale of the school allows us to focus on the needs of every child. Their strengths are emphasised and encouraged, their weaknesses supported by staff who have genuine concern for the welfare and development of all the pupils.

"Most crucially we are a happy school, where courtesy and consideration and a sense of responsibility for the school community are of paramount significance."

The school is situated in a superb location in 15 acres of parkland in the heart of the Meon Valley. Bursaries are available to Naval families.

Values at the heart of Shebbear

SHEBBEAR College is a Christian school that emphasises traditional Christian values.

It fosters responsibility, tolerance, commitment and respect, both for the individual and for society.

The school warmly welcomes pupils of all faiths and cultures, and seeks to educate each pupil to achieve his or her potential encouraging the highest possible standards of attainment and behaviour, through a balanced, flexible and challenging syllabus.

The development of lively, enquiring minds is central to our curriculum and to achieve this the timetable is constructed to meet the needs of the pupils.

Through small classes and the wide range of subjects offered at GCSE and AS/A2 level we provide the opportunity for all pupils to realise their aspirations.

The college is committed to offering its pupils the best possible facilities.

The college has two boys' and one girls' boarding houses that provide a warm and nurturing home from home environment. Shebbear has a flexible approach to boarding that can accommodate weekly and occasional boarders.



Portsmouth High School

Open Day
Saturday 9th October
9.30 am to 12.30 pm

In the Junior School, Senior School or Sixth Form, Portsmouth High School is large enough to provide the best educational experience, but small enough to give all girls individual care and attention.

HSBC scholarships available for girls from maintained schools, GDST scholarships, music exhibitions and bursaries.

Sixth Form Centre

"Portsmouth High School provides a broad and rich education for its pupils in a particularly caring and supportive environment"

Inspection Report 2003

Dovercourt, our Junior School

Let us draw by Jane Pitt

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Reg Charity No 306983

For further information and a school prospectus, please contact the Admissions Secretary:
Tel 023 9282 6714 E-mail admissions@por.gdst.net
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Financial assistance available in the senior school



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- Eligibility includes children of Service personnel, serving or have served in Scotland; • Easily accessible by road, rail or air;
- Warm, friendly, lively atmosphere where pastoral care takes high priority;
- Full range of curriculum following the Scottish Education system;
- Extensive programme of sport, music and extra-curricular activities;

Visits to the School are welcome at any time.
For prospectus and further information or an appointment.

**THE HEADMASTER, QUEEN VICTORIA SCHOOL
DUNBLANE, PERTSHIRE, FK15 0JY**

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Boys & Girls aged 3-13

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head@rookesburypark.co.uk
Rookesbury Park School
Wickham, Hampshire, PO17 6HT

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Fax: 01329 835 090

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info@grenville.devon.sch.uk www.grenville.devon.sch.uk
Grenville College is a registered charity no. 269669



KELLY COLLEGE

OPEN DAY

Saturday 2nd October 2004
10:00 a.m. - 12:00 noon

Preparation for life
Academic prowess
Sporting and Cultural excellence

An opportunity to have a look around our day house, Russell House, to see the improvements in our boarding accommodation, to visit the ICT and Resources Centre and to have a general tour of the College.

Visitors will have the opportunity to meet the Headmaster and to talk with the staff and pupils.

Kelly College, Parkwood Road, Tavistock, Devon.
Tel. 01822 813100
admissions@kellycollege.com

BRIGHTER FUTURE



A Navy News Advertising Feature

College at the heart of maritime city

PLYMOUTH College is an HMC day and boarding school for boys and girls aged 11 to 18. It is based in the bustling maritime city of Plymouth with the magnificent moorland, countryside and coastal landscapes of Devon and Cornwall close to hand.

Founded in 1877, Plymouth College is a forward-looking school with a successful history. Last summer saw outstanding exam results with a 94% A to C pass rate at GCSE and a 98% A to E pass rate at A Level. Similar results (not announced at time of going to press) are expected this year.

The school is equally proud of its extra curricular achievements,

with activities ranging from sports and outward bound to music and drama to name but a few.

As well as children from Plymouth and surrounding areas, the school welcomes pupils from all over the world including Europe, the Far East, Asia and the Americas.

The friendly, family-run boarding houses offer a home from home that sees no more than three pupils sharing a bedroom. As well as use of the school sports centre, the boarding house team organise a range of weekend activities including bowling, ice-skating, cinema trips, horse riding, boat trips, moorland walking and dry-slope skiing.

This year Plymouth College is entering an exciting new phase – a merger with girls' school, St Dunstan's Abbey. With a rich history, tradition and expertise behind both schools, the merger has allowed more subjects and activities to become available and

has seen facilities enhanced through a series of building and refurbishment projects.

The junior school of Plymouth College, a day school for boys and girls aged 3 to 11, will merge with the prep school of St Dunstan's Abbey in September 2005.

PLYMOUTH COLLEGE
Ford Park, Plymouth, Devon PL4 6RN



OPEN MORNING
Saturday 9th October
9.30 a.m. to 12.30 p.m.

For boys and girls aged 11 to 18 years old, the day and boarding school offers.....

- | | |
|--|---|
| Academic excellence | Friendly, family-run boarding houses |
| Wide range of extra curricular activities | Experienced and highly qualified staff |
| Strengths in sports, music and drama | State-of-the-art facilities |

For further information please contact
Mrs Sharon Lambie on 01752 203245
or e-mail openday@plymouthcollege.com
www.plymouthcollege.com
Registered charity no. 306949

Summer of fun at Portsmouth High

PORTSMOUTH High School branched out this summer by offering an exciting range of activities aimed at different ages.

Proud to be part of the community of Southsea, Portsmouth High School offered a unique and exciting Summer Academy, aimed at all girls aged from 13-15.

The events programme was designed to capture the imagination of those wishing to experience things which were a bit out of the ordinary!

Set in superb facilities there was first class coaching in performing arts, led by Nik Ashton from Chichester Festival Theatre; photo journalism instruction by Ross Young Photographers and leadership offered by University of Portsmouth. Experts also guided

girls through the latest hair, beauty and fashion designs and they learnt how to keep a healthy lifestyle with a fitness professional.

The second exciting event, the Drama Workshop, also led by Chichester Festival's Nik Ashton, was aimed at girls between the ages of 8 and 11 who were challenged to a day of performing arts.

Finally, from September Portsmouth High School will also be hosting a 'Dance for Tots' class on Mondays from 1.30-2.30pm where children will be able to develop their confidence and co-ordination through dance.

It has been a great summer with something for everyone and Portsmouth High School looks forward to continuing its links with the local community.



Choosing a School?

The Independent Schools Council Information Service (ISCis) provides you with up to date information about independent fee paying schools. Phone for a free regional ISCis handbook giving details of schools in the South and West.

Tel: 01747 830761

(quote ref. N102004) or write to:
ISCis (South and West), Cools Farm,
East Knoyle, Salisbury SP3 6DB
e-mail: southwest@iscis.uk.net
website: www.iscis.uk.net/southwest

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Welbeck welcomes applications from young men and women no matter what their marital status, race, ethnic origin or religious belief. No account is taken of sexual orientation or social background in considering applications. Welbeck is fully committed to equal opportunities.

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B: White Ensign T-shirt

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C: White Ensign Rugby Shirt

Our casual long sleeved rugby shirt is ideal for both men and women. Featuring ribbed cuffs and a smart white collar it's perfect for all occasions, whether you're strolling by the sea or picnicking in the park. Available in navy blue, embroidered with our White Ensign and made from 100% cotton. Machine washable.

Sizes to fit: S:32"/34" M:36"/38" L:40"/42" XL:44"/46" XXL:48"

£29.99 UK

D: White Ensign Regatta jacket

You don't need to be sailing on the Solent to appreciate this water repellent jacket. Made from soft, durable and strong fabric with a warm, insulated lining. It's high collar and studded front zip cover keeps out the blustery winds, while it's deep pockets are perfect for safely storing your belongings.

Available in navy blue with the White Ensign embroidered on the left sleeve. Sizes to fit: S:38" M:40" L:42" XL:44" XXL:46"

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E: Ladies White Ensign Rugby Shirt

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F: Baseball Cap

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Not less than 1500 total flying hours
Not less than 300 flying hours as an advanced instructor
QWI and Tactics instructors may be considered for some of the posts

Jetstream Pilots

Must be able to operate the Jetstream Flying Classroom in the role of Captain and Instructor Pilot
Twin or multi-turbo prop experience (1000 hours). CPL required
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Low level flying experience

Jetstream Instructor WS0

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Basic Instructors (Tucano/PC9)

QFIs with single turboprop experience
Not less than 1500 total flying hours
Not less than 300 flying hours as a basic instructor

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Although BAE SYSTEMS is committed to equal opportunities, these positions are in Saudi Arabia and only applications from male candidates can be considered.

Brave to the last



TWO trusty Cold War warriors have performed their final service to the nation in the ocean which was their battleground.

Former Type 22 frigates HMS Brave and Boxer nestle on the seabed after the Royal Navy's arsenal was tested on them in a 'high seas firing' exercise.

A range of ship-borne and submarine-borne weapons were aimed at the warships and the old diving tender RMAS Ironbridge.

Despite an age of computers and simulations, weapons experts still need 'hard data' - the results of an actual live firing of a weapon - to test the potential of the RN's arsenal to the full.

Designers can also draw lessons about ship survivability and, from a morale viewpoint, sailors should have greater faith in their weaponry from seeing the effects of the firepower.

On the down side, because empty hulks are used the tests can be slightly unrealistic - there are obviously no damage control efforts to save the ships.

Nevertheless, planners say 'live' results are still valid.

Bad weather in the Atlantic meant the high seas firing had to be cut short, but organisers have deemed the test a success nevertheless.

HMS Argyll, a Fleet submarine and RAF aircraft took part in the firings.

The vessels were 'placed' - the technical term,

rather than sunk - on the seabed 600 miles off the British Isles and lie in around 10,000ft of water.

Despite efforts to sell Boxer and Brave - sister ships HMS London, Coventry and Sheffield have all found homes with new navies - no buyers were found, but rather than scrap the ships, a fate which befell HMS Beaver, the Navy decided to use them as target vessels.

Despatching two distinguished warships to a watery grave is obviously an emotive subject, especially among former crew.

The Royal Navy tries to handle the firings as sensitively as possible and hopes ex-crew understand that the lessons learned from the exercise will help save the lives of present and future Senior Service personnel.

All potentially hazardous materials were stripped from the vessels before they were sunk and an environmental study carried out on the patch of ocean to determine the impact of the ships' sinking on marine life.

In the long-term the hulls should turn into deep-sea reefs, similar to HMS Scylla which was scuttled in much shallower waters off Cornwall this spring.

The firings are the first in six years; the last vessel to suffer a similar fate was Leander-class frigate HMS Sirius.



● Whoooooosh: (Above) A Harpoon roars away from its silo in HMS Argyll and (left) 'If I had a hangar...' The devastating impact of firepower on Brave's hangar.

Mary Rose reveals more secrets

MORE pieces of the gigantic jigsaw which is the Mary Rose have been uncovered.

Three weeks of diving operations, funded by the MOD, took place last month to see if Henry VIII's flagship - which sank in the Solent more than four centuries ago - would yield any more secrets.

The area where she lies is likely to be dredged to provide a much deeper route for the next-generation aircraft carriers.

In previous excavations, 20,000 objects have been brought up from the sea bed - including the hull, on display at Portsmouth Historical Dockyard since it was raised in 1982.

However, the bow and forecabin (the upper part of the bow) have until now proved elusive.

"We believe the bow was broken off on impact, or during salvaging by the Venetians which took place at the time of the sinking," said Rear Admiral John Lippitt, chief executive of the Mary Rose Trust.

"But this latest dive has exceeded our expectations of what we might find. We have found a 10 metre-long timber in the mud and, like the other discoveries, it is in brilliant condition."

"The marine archaeologists will find out from the markings on the

timbers where they fitted and what fitted into them. It will give us far more understanding of how the bow section looked."

Project director Alex Hildred added: "We're getting away from the questions; we are now getting into the answers. The 10m stem post is the most significant find. We weren't expecting so much timber to be uncovered."

"Mary Rose is the only Tudor warship in England, but there are no ship's plans or drawings to show how she was built. Now we have the post, it will allow us to re-construct the bow with almost one hundred per cent certainty, giving us a full understanding of the ship and how she sank."

Three hundred tons of sand were shifted during the summer and 120 objects recovered, plus timbers.

Among the latter on view - some, incredibly, bearing the toolmarks of the shipwright who originally perfected them, were deck planks, a perfectly-preserved section of one of the ship's blinds and a cabin partition, complete with nail holes.

Objects brought to the surface included wooden blocks for the rigging, a dagger handle and small firearm shot.

■ The Trust has been given £70,000 by the Department for Culture, Media and Sport and the Wolfson Foundation to provide a new entrance hall to the ship, where visitors will be able to read about the efforts to conserve the hull.

● The latest artist impression of how historians believe Mary Rose was shaped based on the recovery of artefacts



Baltic exchange of ideas for HMS Shoreham

WITH much of the Fleet still on summer leave, HMS Shoreham left Portsmouth for an autumn deployment in the North Sea and Baltic.

The Sandown-class mine-countermeasures vessel joined similar ships from six NATO nations for exercises and ordnance disposal.

Seven days this month will be spent clearing ordnance dropped in the Baltic during World War II.

Visits to Stockholm, St Petersburg, Copenhagen, Bremerhaven and Amsterdam are lined up before Shoreham returns home before Christmas.

Screams and ice creams with the Royal Marines

CAMOUFLAGE and an assault on a fortress were on the agenda at the Fleet Protection Group RM HQ at Faslane - and an ice cream van.

The camouflage resembled rabbits, tigers and the like, and the fortress in question was a bouncy castle - and around 150 family members and friends attended the Families Day.

All the ingredients fell into place - the weather at Faslane was sunny, speed-boat rides were available in rigid inflatable boats and rapid raiders, and there was a range of fun activities - all for free.

It is the first open day since the 500-strong FPGRM moved into their new base in 2001, and while the grown-ups were learning more about what their loved ones do, the children were allowed to explore and investigate the equipment.

The Families Day was designed to coincide with the 300th anniversary celebrations of the capture of Gibraltar by a brigade of English and Dutch marines - the FPGRM HQ is named Gibraltar Building.



● The Royals try out their new Bugs Bunny camouflage for the visit to the Warner Bros studios... Five-year-old Natalie in face paint at the FPGRM HQ Families Day at Faslane



● Great deeds come from little things: HMS Wren's badge and motto, ex parvulis magna, in flower form at the RHS show in Tatton Park

Wren joins flower class

STILL winning medals long after their ship earned battle honours are the ex-crew of HMS Wren.

A display in memory of the warship, which served the RN from 1942-56, took a bronze award at the Royal Horticultural Society show at Tatton Park in Cheshire.

The sloop formed part of the legendary Capt Johnny Walker's 2nd Escort Group, based in Liverpool.

Relatively-nearby Knutsford in Cheshire adopted the ship in her day and continues to support the HMS Wren Association. The ship's bell has a place of honour in Knutsford's St John's Parish Church.

To mark the 60th anniversary of those ties the town's council commissioned a flower display at the show which wartime crew, includ-

ing Wren Association chairman Ron Young, inspected.

■ Other wrens making the news, but of the female variety, were the Association of Wrens' recruiting group which dropped in on HMS Invincible.

The party toured the Portsmouth-based aircraft carrier, visiting every section where a female sailor was on duty.

"We were most impressed by the professional attitude they all shared and the enormity of their responsibilities," said association vice chairman Celia Saywell.

"The sailors spoke with affection about the WRNS and we felt they understood our aim of making the association relevant for the women of today."

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Sea Cadets

All aboard St Albans



A SPECIAL tour of HMS St Albans was granted to 40 Cadets from Northampton unit TS Laforey when the Type 23 frigate berthed at the Isle of Dogs.

S/Lt Chris Read, the unit's CO, said: "This is a rare opportunity for our cadets to visit a working warship, and we are very grateful for the chance to experience Navy life first hand."

"The trip has been a great success and the cadets have got a lot out of the day."

The party was accompanied by Cpl Brian Cole from Luton Royal Navy Careers Office who echoed S/Lt Read's verdict.

"This was an excellent opportunity for the cadets to see what life is really like on a Naval ship," he said.

"All the cadets seemed to have thoroughly enjoyed the day and have learned lots about how a working Naval ship and her ship's company function."

One of the Royal Navy's newest warships, HMS St Albans was launched in May 2000.



Honour for Ballymena at oldest Parliament

WHILE on a week's visit to TS Manxman in Douglas, Isle of Man, Ballymena unit was invited to join in the opening of the Tynwald - the oldest Parliament in the world.

Two of Ballymena's Leading Cadets, LC Mark Wilson and LC(W) Stephanie Tweed, were asked to carry TS Manxman's standard and that of the Standard Bearers Association.

They marched behind the Band

of the Royal Marines and a Guard from HMS Vigilant.

During their visit the Northern Ireland unit also called on HMS Brecon, had the use of TS Douglas' boats, visited a shooting range and made a complete tour of the island.

1SL's mission to St Paul

WHILE visiting Malta First Sea Lord Admiral Sir Alan West took the opportunity to pay a call on Malta GC unit TS St Paul.

He was accompanied by his wife Lady Rosie West, the Commander of the Armed Forces of Malta, Brig Carmel Vassallo and the CO of HMS Somerset, Cdr David Axon, which was also visiting the island.

Admiral West inspected 54 cadets split into three divisions - Junior Cadets, Blue Jacket Cadets and Marine Cadets - and watched a jacking transfer across an imaginary river.



London fights back

LONDON Area's top racing squad did well to gain eighth place overall in the Impala European Nation Championships held during Ramsgate Week Regatta.

They overcame bitter disappointment after a calamity involving a port and starboard situation with a Sonata which meant they had to retire for the two races of the first day.

Aussies get in the swing

THIS summer saw two firsts for the Royal Australian Navy Cadets - the introduction of structured physical training and a nationally run PTI course.

Some 31 cadets and three adults from Queensland, South Australia, Victoria, Tasmania and Western Australia came together for the first time at Laccuwin Barracks and took part in a newly structured course qualifying for PTI 3rd class and Adult Basic Instructor.

Lt (SCC) Victoria Marson, CPOPT(SCC) Simon Collins and POPT(SCC) Neil Smith gave up their own time to fly out and teach the ways of a Cadet PTI.

The course included warm ups and cool downs, daily exercises, recreational training games and display work.

● SWINGING TIME: Australian Navy Cadets club swining - originally designed to improve upper body strength but now done mostly for display purposes.





IVESTON'S INDIAN SUMMER



● DUTIES DONE: 'Afternoon' Colours at the end of a full weekend



● EXPLORING: In the wheelhouse and (below) on the bridge. A large RoRo ship was berthing opposite when this picture was taken



HARLOW Unit are seen here enjoying a weekend of basic training – and some “serious fun” – on board TS Iveston.

The 50-year-old former Ton-class minesweeper is now owned by Thurrock unit TS Boxer and is regularly used by units all over the London Area.

On this occasion the 20 Harlow cadets were given a taster of various specialisations including marine engineering and seamanship – as well as some canoeing and pulling.

As on most weekends when the ship is in use, various tasks had to be carried out by the ship's maintenance team comprising cadets from Thurrock and Hornchurch units led by Lt George Wilson.

On this particular weekend a holed exhaust silencer from No3 generator needed to be removed for repair.

“This was a very dirty job,” Lt Wilson told Navy News. “But suited up in all over coveralls, A/C Beven (Thurrock) and L/C Bailey (Hornchurch) assisted by MEM2 Gibson (ex-Hornchurch, now undergoing training at HMS Sultan) persevered and removed the silencer in very short time.”

The ship is booked for an average of three weekends in four (missing out the holiday period of August) and is also used for training in sailing, powerboating, cook/steward and some adult instructor courses.

Units from London Area and more recently Southern and Eastern Areas have all made use of her facilities.

Fifty-year-old sweeper still keeping busy



● DIRTY WORK: L/C Luke Bailey and A/C Chris Beven remove a faulty exhaust silencer from one of TS Iveston's generator engines, assisted by MEM2 Bill Gibson. Below: HMS Iveston in her heyday in 1965



Record collection honours president's memory

TS HORNET were a striking presence at the memorial service to celebrate the life of their much-loved president, Capt Rodney Bowden.

Staff and cadets of the Gosport unit lined the path to St Peter's Parish Church, Titchfield and helped with the stewarding

there and at the reception later in the garden of the family's home.

There was standing room only at the service, where the address was given by Rear Admiral Roger Gerard-Pearse.

The retiring collection, placed in the caps of the cadets on leaving the church, was in aid of TS Hornet and raised over £1,300 – a

record for the church according to the Vicar, the Rev Bill Day.

Among the guests were the unit's patron Lady Fieldhouse, new president Rear Admiral Tony Whetstone and the new Commodore of the Sea Cadet Corps, Cdre Laurie Brokenshire.



YOUNG READERS CLUB

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Lands of ice and snow

There's a chill in the air - it's the story of the explorers who travelled to the very extremes of the globe on Polar expeditions.

First footsteps in the snow

The Arctic circle is 3,300 miles in diameter, and the massive continents of Europe, Asia and North America all extend into its territory.

According to earliest written records, the first Arctic explorer was Pytheas the Ancient Greek.

Other nations also ventured to the distant north over the next centuries - Russians, Irish and Vikings.

The first British expedition set off in 1553, led by Sir Hugh Willoughby.

The Ancient Greeks believed that there must be a frozen land in the south to balance the cold lands of the north.

But the Flat Earth theory of the Middle Ages did not allow that the Earth was a globe, so the notion of a counter-balance continent was cast aside.

Captain Cook was the first British explorer to cross the Antarctic Circle in 1773.

● A spectacular vista of the frozen Antarctic



Early Polar explorers

Early Polar exploration was carried out by Naval officer Sir John Franklin. He set out to the Arctic no less than three times.

On his third expedition, he was looking for a north-west passage from the Atlantic to the Pacific.

In July 1845 his ships, HMS Erebus and HMS Terror, were seen for the last time. They never returned from the icy north.

Several attempts were made to find Franklin, particularly by Sir John Ross and his nephew Sir James Clark Ross.

These two, during one of their Arctic adventures in 1829, were trapped in the frozen north for four years until rescue in 1833.

During this time, the nephew located the north magnetic pole in 1831. Sir James went on to conduct an Antarctic expedition from 1839 to 1843.

He discovered new island groups and uncharted coastlines, sailing the waters in Naval ships HMS Erebus and HMS Terror - the very same two ships that were later lost with Franklin in the Arctic...

Sad story of Great Scott

One of the greatest Naval explorers was Robert Falcon Scott. The child and grandchild of Naval forebears, Scott signed on with the Senior Service at the age of 13.

He first sailed to the Antarctic in 1901 in command of HMS Discovery. His ship spent two years in the frozen south, and Scott along with two other men - one of whom was Ernest Shackleton - achieved the record for travelling furthest south in December 1902.

It seems that this taste of the Antarctic was not enough for this man.

Some years after returning to England Scott declared that he was determined to head down south once more but this time he would reach the South Pole.

He sailed on the Terra Nova in 1910, but heard that his great rival, the Norwegian Roald Amundsen, was also

bound for the same distant goal.

After a hard journey, made more difficult because their motor transport failed, Scott's party reached the South Pole on January 18, 1912.

But disaster! Amundsen had reached the Pole first.

Disheartened the team started out on the long 800-mile walk home, but almost every step was fraught with difficulties - poor food and harsh weather.

One man died from a fall in February, and a month later Capt Oates, frostbitten and determined not to slow the team down, chose to walk off to his death in the snow.

But sadly one week later the last men were caught up in a terrible snowstorm, and they all died just 11 miles from safety.

Their frozen bodies and diaries were found eight months later.

MEMBERS ONLY COMPETITION

Win a fabulous Robo-Bugs set

The word 'science' comes from the Latin for knowledge, and if you're the kind of person who wants to know how things work, you're going to absolutely love the great new 'Action Science' range from John Adams.

Action Science's Robo-Bugs set, (RRP £19.99), provides a superb introduction to the wonders of robot technology. This fantastic set comes complete with 3 transparent Robo-Bug bodies, along with all the electronics and circuitry required to make them come to life.



For your chance to win one of these amazing sets just answer the following question.

Q. What does the word 'Science' mean in Latin?

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

The John Adams stockists enquiry number is 01235 833066. Closing date: 30/09/04. Normal competition rules apply.

WIN A ROYAL MAIL PRESENTATION PACK!

If you go down to the woods today... You could be in for a pleasant surprise to find one of the creatures featured on Royal Mail's Woodland Animals Stamps.



But if you still don't know your bats from your cats, the presentation pack is on hand to reveal all. In it famous birdwatcher and naturalist Bill Oddie explains his love of wildlife, while BBC Wildlife Magazine's Dr Kenny Taylor gives a potted biography of each animal - its lifestyle, diet and habits.

For your chance to win one of these lovely presentation packs just send a postcard or email marked 'Woodland Animals' to the usual address along with your name, address, age and membership number.

Closing date 30/09/2004. Normal competition rules apply. For more information on Royal Mail products visit www.royalmail.com

Members birthdays

September's here with birthday cheer for all the people listed here - OK, an awful rhyme but you get the idea...

James Abbott
Aaron Ashworth
Christopher Aydon
Bradley Barker
George Barnard
Robert Bateman
Joshua Bell
Olly Bell
Joel Berk
Rachel Broome
Simon Buckingham
Harriet Campbell
Ryan Daffin
Jordan Dodd
Douglas Downing
Elliot Evans
Liam Ford
Georgina Forster
Danielle Gatenby
Cameron Geddes
Jodie Goodwin
Sammi-Jo Gratton
Liam Gumery
David Harding
Daniel Harding
Jodie Harr
Thomas Hawkes
Reuben Hawkins
Simon Hewitt
Alexander Johnstone
Robert Jopsow
William Lawson-Maycock
James Leech
Gavin MacKenzie
Karyn MacKenzie
Brian McCrudden
Jordan McCusky
Joe Mills
Amy Morgan
Bethan-Ceri Morris
Shane Murthwaite
Harry Muston
Charlie Noyce
Christopher Paddison
Alice Pardoe
Thomas Patten
Kerenza Pegg
Andrew Perry
Mark Reeve
Caroline Riley
Ethan Robinson
Sam Rowland
Cara Ruskin
Jennifer Ryan-Fecitt
Christopher Short
Charlotte Spark
Autumn Spayne
Blake Stapleton
Elizabeth Stobart
Nicole Thackray
Benjamin Trevett
Dominic Tucker
Lauren Twist
Jack Tyler
Amba Vinton
Aimee Wainwright
Alastair Warner
Edward Warren
Tom Webb
Katy Westmore
Owen Williams

Scott sails off – into the fog ...

OCEAN survey ship HMS Scott has renewed her links with the Canadian Navy as the country celebrated Canada Day.

The ship, on a North Atlantic survey programme, sailed into Halifax, Nova Scotia, for a routine watch change and a shore break from duties.

While in port the ship was dressed overall, along with other vessels, to mark the national celebrations and to meet up again with colleagues from the Royal Canadian Navy.

Lt Linda Lawrence, of HMS Scott, said: "We were delighted to renew our links with the Canadian Navy, who have made us very welcome last year, and made available a prime berth in their dockyard close to the city centre."

"As it was Canada Day during our stay we were overwhelmed by the warmth of the welcome."

"The evening firework display, just off the stern of the ship was most impressive."

"Nova Scotia is infamous for its fog, and we sailed out into a thick fog bank on departure, emerging a week later in the mid-Atlantic having seen nothing more than the bow of the ship."

The ship has already covered 40,000 miles and spent 130 days surveying since the New Year.

Since leaving her home base of Devonport last November, Scott has operated in the Indian Ocean, conducting her bread-and-butter business of gathering hydrographic and oceanographic data for commercial and military use.

She then moved to the Atlantic for a summer programme of work.

Sailors on standby

THE THREAT of industrial action by the Fire Brigade Union means 2,000 Royal Navy personnel have been nominated to provide emergency cover should the need arise.

The numbers have been taken mainly from the Fleet, and those nominated have already been told.

A small number from the Home Command, the DLO and DPA have also been earmarked.

Second Sea Lord Vice Admiral Sir James Burnell-Nugent, in a rallying call to the troops, said he was keenly aware of the extra burden such a move would place on them.

But he added: "You will prove, once again, that the Royal Navy and Royal Marines are always ready to do what is necessary and to do it superbly."

Top Gun to 'meals on keels' for Somerset

FROM riding shotgun for a high-speed American carrier to guarding offshore oil terminals, HMS Somerset has been in the thick of the action since she took over patrol duties in the Gulf.

The Type 23 frigate relieved sister ship HMS Grafton in mid-July, assuming patrol duties as part of the multinational coalition operating in the region to help the rebuilding process in Iraq.

Her first task was to act as scene of action commander at the Khawr al Amaya oil terminal (KAAOT), co-ordinating a flotilla of patrol boats and boarding parties which enforce an exclusion zone of 3km radius.

With large fleets of small fishing dhows clustered around the exclusion zones, Somerset's ship's company must remain alert.

Her Commanding Officer, Cdr David Axon, said: "It is a fine balancing act in determining who is going about their everyday business, who is conducting illicit business and who is the potential suicide bomber."

"It requires an enormous concentration of effort from those on watch and meticulous management of the picture."

The ship has also been supporting the fledgling Iraqi Coastal Defence Force in patrolling territorial waters, with Iraqi officers joining the frigate for familiarisation sessions.

Her rigid inflatable boats (RIBs) also carry out patrols, boat transfers and act as 'meals on keels' for the forces stationed on the oil platforms.

Somerset later spent a week escorting the 80,000-ton American carrier USS John F. Kennedy, acting as plane guard for *Top Gun*-style air sorties – creating quite a challenge



● (Above) HMS Somerset in the Gulf Pic: LA(PHOT) Dave Griffiths

● (Right) The CO of HMS Somerset, Cdr David Axon, advises a Young Officer during a RAS with the American combat support ship Seattle



for the Officer of the Watch's stationing skills, as the carrier operated at speeds of up to 30 knots.

The Devonport-based frigate is due to remain in the Gulf until November, when she will be replaced by sister ship HMS Marlborough.

'Just total devastation. It was a case of deciding who to pick up first...'

NAVAL air crew found themselves thrust into the worst natural disaster to hit the British Isles in more than 15 years when they aided the rescue of civilians swept up in flash floods in Cornwall.

The village of Boscastle, near Tintagel, was devastated as a torrent swept through it after two inches of rain fell in two hours on August 16.

Water tore through the streets at up to 40mph, destroying homes and shops and shunting cars around as if they were toys.

A helicopter from 771 NAS at RNAS Culdrose was on the scene within 20 minutes of the first distress call.

Before the night of August 16 was out, two more of the squadron's Sea Kings had joined the rescue operation alongside RAF comrades from RAF Chivenor and the Coastguard.

People were plucked from rooftops, trees and other precarious places as they sought to escape the rising waters.

771's Senior Observer, Lt Cdr 'Florry' Ford said: "The scene was just total devastation. Trees with their roots up, wheelie bins, bits of houses, cars all carried along in this torrent of water."

"There were about 30 or 40 cars and caravans floating down the middle of what had been the main road. The village had been wrecked. We've never experienced anything like it."

As Lt Cdr Ford's helicopter reached Boscastle, the aircraft was caught by a ferocious squall which drenched the Sea King, causing internal communications to fail. Crew had to rely on hand signals to communicate, which made the rescue operation even trickier.

"There were people everywhere. It was a question of deciding who to pick up," Lt Cdr Ford added.

On its first 'run' Lt Cdr Ford's Sea King picked up 17 people.



● Once a picturesque Cornish village, Boscastle in the aftermath of the flood which swept cars and caravans away like matchsticks. FAA crew rescued 50 people from this tangled mess Pictures: RAF



"There were moments which made it all worthwhile. We rescued a five-year-old girl who gave us this huge, beaming smile. Something like that brings you down to earth."

Despite being the height of summer leave, 771 crew volunteered to come in to assist with the growing rescue operation.

By the day's end, around 50 people had been ferried by the 771 fliers to safety on high ground where emergency services offered

shelter and warm food.

"We were able to get people out of the area as quickly as possible. I think it's because helicopters were on the scene so fast that it was not worse," said Lt Cdr Ford.

Just two days after Boscastle, RN and RAF helicopters were called upon again, this time north of the border. Nearly 60 people were rescued at Lochearnhead north of Stirling when two landslides caused by torrential rain trapped them in their vehicles.

Sea Cadets sail with Monmouth

THE LARGEST gathering of Sea Cadets from the North West to sail with a Royal Navy ship enjoyed a challenging stint at sea.

The 20 youngsters embarked in the Type 23 frigate HMS Montrose at Liverpool on a Sunday and sailed with her to Devonport arriving on the following Wednesday.

On the way they took part in a number of demanding training exercises which the ship's company regularly practises – realistic scenarios such as fire-fighting, battle damage control and man overboard recovery, all testing the frigate's reactions.

The cadets slotted into the ship's sea-going routine, experiencing at first hand what it is like to eat, sleep and work in the unfamiliar environment of a warship at sea.

Not only did they gain individual experience, but also had to work as teams, strengthening ties between members of each unit.

North West Region Sea Cadet staff officer Lt Cdr Phill Mathews (RNR) said: "The North West area of the Sea Cadet Corps would like to thank the Royal Navy and the Commanding Officer and complement of HMS Montrose for ensuring this training experience has been so enjoyable."

"Many of the cadets were interested in joining the Royal Navy before they went on board; this trip has convinced them this is what they want to do."

The frigate's CO, Cdr Andrew Webb, said: "It has been a great pleasure to have so many young cadets on board HMS Montrose for a few days while we sailed back to Devonport after a very enjoyable visit to Liverpool"

Upgraded Sea Kings are ready

THE FIRST of a new version of the venerable Sea King has been handed over to the Joint Helicopter Command.

Three of the Mk 6 Commando Role (CR) aircraft were delivered to help plug a gap in the Navy's Operational Capability while the Jungle fleet – the Mk 4 Commando Helicopters – underwent an extensive avionics upgrade over a four-year period.

The programme was instigated in early 2002, aiming to modify five redundant Sea King HAS Mk 6 anti-submarine warfare aircraft.

Work included removal of sonar dipping gear, radar and weapons systems in the most complex project undertaken by MASU, which converted one aircraft. Serco Aerospace and DARA Fleetlands converted two each.

The handover of the first machines was marked by the presentation of a commemorative cartoon to Brig Caplin, Deputy Commander of the JHC, by Capt Powell of the Sea King Integrated Project Team.

Frigate on trial

REGELE Ferdinand, one of two former RN Type 22 frigates bought by the Romanian Navy, has begun a sea demonstration period.

BAE Systems is carrying out the programme, including speed and weapons trials, as part of a £116 million contract with the MOD covering the regeneration and update of the former HMS Coventry and London (to be known as Regina Maria).

The ships are being regenerated in Portsmouth Naval Base, where a sizeable contingent of Romanian sailors has settled temporarily to learn the intricacies of running such capable warships; among the upgrades fitted is a main gun (neither Coventry nor London had one).

The former HMS Coventry is expected to be officially named and commissioned at Portsmouth on September 9, with her sister following her to the Black Sea in 2005, after a commissioning in the spring.

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You'll need your thermals



● And we're off... Taking to the sky, gliding past one of Daedalus' hangars



● Soar point: (Above) A two-seat glider high over the Solent and (left) 'I'm a little teapot, short and stout'... A tug towing a glider is waved off on Daedalus' runway.

● All smiles: (Below) a pilot straps into the front of a two-seater

Pictures: LA(Phot) Kelly Whybrow, Fleet Photographic Unit Tipner

THE Fleet Air Arm may have disappeared from the former HMS Daedalus site, but there are still Naval fliers soaring into the Solent skies on a daily basis.

Today the sprawling airfield at Lee-on-the-Solent lacks the buzz of its Naval days, but there are still more than 6,000 flights each year.

It's just that these days there's no roar accompanying them.

Portsmouth Naval Gliding Club are the busiest – but not the sole – tenants of the former Fleet Air Arm base by the Solent, which closed nearly a decade ago.

The inventory of aircraft may be much smaller – a dozen single/two-seater gliders and a tug to get them airborne – but almost daily you'll find the aircraft over southern skies.

Not that many people realise it; to most, Daedalus is a dead airfield.

"We are trying to raise our profile, particularly among serving personnel," said Capt Nick Lambert, by day on the staff of Fleet Headquarters in Portsmouth.

"We think of the club as the best-kept secret."

"The beauty of gliding is the teamwork. You don't just climb in a plane and head off. You rely on a team: the person looking after the winch, the guys in the galley, the guys recovering the glider when it lands."

If you end up down the pub something's gone wrong...

IN very simplistic terms gliding is the art of cloud chasing – looking for the pockets of warm air rising over the land (thermals) to form clouds.

Pilots make a bee-line for the air under a cloud and spiral upwards "like a bird" to gain altitude. As the glider rises, an instrument on the aircraft will beep – the faster the climb, the more excited the beep – and drone as the aircraft descends.

Without thermals, flights can be as brief as 20 minutes; with them, a glider pilot can remain airborne for as much as eight hours, covering 400 to 500 kilometres in the process – upwards of 300 miles.

Of course, the glider needs that first 'push' to get it airborne, either dragged behind a tug aircraft which will take it to about 3,000ft, or using a powerful winch which will lift it to around 1,700ft.

Then it's down to the pilot's skill to keep the glider airborne.

"Seven out of 10 times you will get back to the airfield. If not, you'll land in a field and wait to be picked up. You really don't want to land in a field – then you've got to buy the ground crew's meal in a local pub," said Chris Joly.

Last year, gliders were launched more than 6,300 times from Daedalus; the club shares the airfield with Hampshire police's 'spotter' plane and a Coastguard rescue helicopter. The glider pilots clocked up more than 17,000km in the skies of southern England. Only the RAF's gliding club at Bicester – a seven-day operation unlike Lee – is a busier centre of unpowered flight in the Services gliding world.



● On the up: the tug gently lifts a glider into rather murky Solent skies



● More Sexton please, we're PTIs: (l-r) CPO 'Tiny' Nash and POs Steve Clarke, Taff Davies and Jason Wallace give Olympian Katy Sexton a hand...or eight

Pictures: PO(Phot) Gary Davies

What Katy did next... head to Athens

SAILORS bade a fond farewell to swimming's great white hope at this year's Olympic Games.

World Champion backstroker Katy Sexton was applauded and presented with flowers by staff at HMS Temeraire in Portsmouth before a final practice session in the establishment's 33-metre pool.

Katy represented Great Britain in the 100- and 200-metre backstroke in Athens as Navy News went to press and has honed her swimming at Temeraire where she is as regular a fixture as many of the PT staff.

The Olympian could be found in the pool ten times a week – twice each weekday, except Wednesday, and once on Saturdays – as well as in Temeraire's fitness suite.

If that doesn't give a true scale of her dedication to her sport, then this fact should: last year she swam 2,400 kilometres in training sessions – 1,491 miles or more than four round-trips from Portsmouth to Plymouth.

Katy's coach and former Royal Marine

Chris Nesbit said the RN sports centre was vital in helping the swimmer towards her goal.

"This is by far the best facility in the Portsmouth area. It would have been very hard for Katy to make progress in the same way without Temeraire," Mr Nesbit added.

"In recent years Temeraire has helped produce World Championships gold and silver winners, Commonwealth gold and three bronzes, and European silver and bronze. Katy was the second most successful British swimmer at the World Championships in history after David Wilkie."

Temeraire's CO Capt Steve Cleary added: "I am proud, in fact we are all proud of Katy. She's here virtually every day so it feels as if she's part of Temeraire. The effort that she's put in deserves success."

Although a military establishment, Temeraire can be used by the public if they ask for special permission and is regularly used by sporting and swimming clubs.

Unfortunately, Katy failed to make the fi-

nal of the 100m backstroke, performing well outside her personal best in the semi-final.

Another Olympian cheered and presented with flowers by Temeraire's staff was receptionist Kim Minutt, who represents the country in the Paralympics in mid-September.

Kim is an outstanding prospect in the shot putt and discus – she is six times British champion, twice Europe champion, and world record holder in the former.

When not behind the reception desk, Kim can be found in the weights room, or hurling the discus 60 times and the shot 100 times each week.

"It still hasn't sunk in yet that I'm going to Athens. I've done the qualifying distances, received the selection letter, picked up my uniform, but I think it will only be at the opening ceremony that I'll realise what I'm involved with," she said.

Just don't tell the bosses she does much of her training at Portsmouth's Mountbatten Centre, not Temeraire...



Century for the Sporting Blues eight years 'early'

A CENTURY of sport is being celebrated by Devonport Services RFC – eight years sooner than many people might expect.

The club, which has been a breeding ground for Services, national and international rugby talent, is looking to track down ex-players to share their memories of 100 years of the club.

For years it was thought the club began life in 1912, but a delve into the history books and old newspapers has revealed the first games were played eight years earlier.

In fact, the club began life as United Services Devonport in 1904, but it was an all-officers affair – and frankly not very good. In the first two seasons, they lost 25 of the 32 fixtures they played.

Only when the club opened up to 'lower deck ratings' as the newspaper of the day put it in 1912 did its fortunes improve; that season, when the club also gained its nickname of the Sporting Blues, Devonport lost just three times and notched up 16 victories.

Since then, DSRFC has spawned 37 internationals (the most recent for Malta), 71 county players, seven Barbarians, three England Colts and three England U16s.

"We tend to think of the club as a Naval club," said club spokesman Mike Yeats, "but it belongs as much to the Army and the RAF. The gunners of 29 Regiment Royal Artillery based at the Citadel in Plymouth are a source of players."

Since 1994, the club has introduced youth rugby to its inventory – a move which has also helped recruiting for the Services.

The side is about to return to its roots by playing on the old RN Engineering College pitch at Keyham, which is currently being upgraded.

Ex-players should contact Mr Yeats at Devonport Services RFC, 2nd Avenue, Devonport, or e-mail devonportservices@yahoo.com

Also gearing up for an anniversary are Portsmouth United Services RFC, celebrating their 125th birthday in 2005.

The team, who play at Burnaby Road, are – not surprisingly given their location – made up chiefly of sailors and Royal Marines, and are part-funded by RNRU.

The club's director of operations, 'Burt' Reynolds, is keen for players from the side's distinguished history to get in touch ahead of the birthday, as well as find fresh blood in the RN for today's side.

Details via e-mail info@usportsmouthrfc.co.uk, or write to the club at its Burnaby Road home.



Captains set the standard

THE RN's track and field captains led by example when the Senior Service took on its rival forces at the annual Inter-Services Athletics Championships, this year hosted by RAF Cosford.

PO(PT) Neal Edwards (BRNC) and Lt Carolyn Lucocq (HMS Gloucester) both delivered winning performances, writes WO1 Paul Winton, RN Athletics team manager.

Neal's season began with a resounding 400m hurdles win for the Combined Services against the might of Loughborough University, and ended with a personal best time and a very impressive win in the Inter Services. Lt Lucocq just edged a win in the women's long jump and also picked up a bronze with a determined run in the 800m.

Sgt Tim Watson (RMSM) picked up his fourth gold medal in recent years coming home first in the men's 3,000m steeplechase, although not quite so welcome was the large swelling on his knee acquired at the final and very rigid barrier.

Lt Julie 'Doc' Robin (RCDM Birmingham) comfortably won silver in the women's discus whilst DSA Kelly Wharton and WTR Dolores Neverson (both HMS Nelson) won bronzes in the 1,500m and 200m respectively.

Particularly unlucky not to win a medal was Lt Laurie Green whose excellent hurdling technique, de-

veloped in her youth, saw her in very close finishes but just out of the medals as she gained fourth place in the women's 100m and 400m hurdles. PO(PT) Kate Hayden (HMS Nelson) also displayed great courage and competitive spirit in covering late absences arising from injury and unavailability, unfortunately her reward did not include much luck as she just missed a medal by 1cm in her specialist event, the women's triple jump.

Year on year the women's team have narrowed the overall points gap with the other two services, this year was no exception and particularly pleasing was the comprehensive beating of the RAF women into third place in the 4x400m relay.

LWEA Dale Howard (HMS Illustrious) finished third in the men's high jump with a season's best performance – he can go higher still with some training. The unluckiest member of the men's team was SA Cornelius Delpesche (RNAS Yeovilton), a prolific and consistently high performing sprinter all season, who was edged into fourth place in the 100m and 200m.

Many Royal Navy team members recorded personal and season's best performances including younger debutants such as MUS Carl Ware (RMSM) in the men's 800m and MEM Dan Raistrick (HMS Illustrious) who completed an unusual treble in the pole vault, javelin and 3,000m steeplechase. However, it was hard to match the boyish enthusiasm of 50-year-old CPO(WEA) Paul Hillyard (CINC Fleet Portsmouth) as he pushed

new boundaries in the pole vault.

There were many other fourth place finishers, notably Cpl Brian Cole (AFCCO, Luton) who ran a steady race in the men's 5,000m to pick off his opponent and finish fifth. Those who know 'ultra' distance runner Brian will appreciate just how short this distance is for him – since then he has won the national 50km championships against some very strong opposition.

In the multi-events championships, RN champion Sgt Richie Hope (RM Stonehouse) finished third in the decathlon; he was

well backed up by debutant MEM Josh Hazlewood (HMS Monrose) whose excellent performance, in his lucky headgear, contributed to the Royal Navy team unusually beating the Army into third place.

Lt Lucocq finished fourth in the women's heptathlon. Her experience of the event, which includes a previous win in the championship, proved an invaluable aid to the other team members: WTR Neverson (HMS Nelson) and PO Nicki Jones (HMS Invincible) as they actively harried the other two Services all the way through the competition.



● Leaps of faith: (Above left) LWEA Dale Howard (HMS Illustrious) on his way to third place in the high jump and (above) AEM Colin Skiba (848 NAS) flies through the air in the long jump

Pictures: Garry Garbett, RAF Cosford

Invincible pays the penalty

THE Ladies' Football Sevens trophy is nesting in the trophy cabinet of HMS Drake after the inaugural tournament in Portsmouth.

Eight female squads from across the UK descended on the Solent for two leagues to determine the four best teams. Drake demolished Illustrious in the semis 7-0, Invincible despatched Collingwood 3-0.

The final was a much tighter affair. PO Ann McCaffrey fed OM Emma Griffiths to give Drake a long-standing lead, crased with a fairly scrappy equaliser from LSTD Marie Maskell.

A sudden-death penalty shoot-out was needed to settle the issue. OM(C) Becky Charker missed the target for Invincible. Drake's seasoned penalty taker OM(UW) Julie Hewitt showed no nerves as she slotted home to win the cup.

Invincible did at least take home one trophy: OM Jodie Jones was named player of the tournament.

Drake bows down before Neptune

FOR the first time the RN's cricket knockout cup has left English soil for HMS Neptune.

In their first appearance in the final, Neptune took on HMS Drake at Burnaby Road in Portsmouth and, having won the toss, put their opponents in to bat. Lt Cdr Nick Slocombe with 36 and 60 from CPO 'Daisy' Adams were the highlights as Drake notched up 181 for 7 off 35 overs.

Despite losing their captain, Lt Peter Deeks, early on, Neptune's second wicket partnership of Maj Tom Blythe (50 NO) and Mne Rhys Barker, who hit an unbeaten 112 off 83 deliveries. Barker, who also bowled eight respectable overs, justly received the man-of-the-match award.

Crunch matches for RL side

THE first acid test for the RN's rugby league squad comes on home turf against the RAF as this year's all-important Inter-Services cup takes place this month.

A hectic spell of matches before summer leave gave selectors a last chance to look at the talent in the ranks ahead of the September 10 clash at Burnaby Road.

The State of Origin match between the Eastern and Western Commands saw the trophy stay in the east for the third successive year, but the game was much closer than the 24-12 scoreline suggests.

Far more comprehensive was the RN's victory over the Prison Service in the heartland of the sport.

The sailors and Royal Marines ran up 60 points against the jailers at Swinton, including 10 goals from Scott Paris and a bevy of tries from across the squad; on the down side, the RN did concede 28 points.

The Royals fared less well in their clash with the Parachute Regiment for the Trafalgar Cup on the red berets' home turf of Aldershot.

For most of the game the two



● A quick game of hot potato for the Royal Marines and the Parachute Regiment: The Paras ran out 16-6 winners

Picture: LA(Phot) Nicola Harper

sides were evenly matched – a try from Mne Davies converted by Sgt Jamie Goss pegged the scores at 6-6 until late on when the Paras Fijian contingent had a hand in two tries to seize the cup.

The growing popularity of league means the first ship vs ship fixture is on the cards between HM Ships

Gloucester and Southampton; sister destroyers York and Manchester are also keen to get in on the act.

As for the Inter-Services, after the RAF clash, the RN side heads north to Richmond for the deciding fixture with the Army on September 29.

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Survey sunseekers

HMS Echo, the Navy's new state-of-the-art survey ship, is seen here in the North Arabian Gulf where she has been operating during the past six months, mapping the seabed, conducting oceanographic and meteorological observations – and finding two previously uncharted wrecks.

Meanwhile her sister ship HMS Enterprise has left Devonport on her first deployment (inset). She is programmed to conduct survey operations in the Mediterranean and one of her first duties was to represent the Royal Navy at the French International Fleet Review held in the South of France.

She will also join many nations taking part in the NATO exercise Destined Glory at the end of the year before spending Christmas off Malta.

Her deployment will culminate at Monte Carlo where she will be the British representative at the annual conference of the International Hydrographic Office.



Cuts mean 250 jobs to go at Pompey

TO MATCH the reduced workload in Ship Repair at Portsmouth, 250 jobs are to go from the end of November.

In line with the recent defence cuts, the Navy's premier port is to lose seven ships and this, coupled with the fact that Fleet Support Ltd has failed to secure docking periods for HMS Edinburgh and HMS Walney was bound to impact on the volume of support services provided by FSL.

Managing Director Ian Booth said the company had started consultation with the trades unions to explore ways in which it could avoid or minimise reductions. "Where reductions are unavoidable, we will initially seek mutually acceptable volunteers and only as a last resort seek to achieve reductions through a selection process.

"In the meantime we are working closely with the Warship Support Agency and Vosper Thornycroft Shipbuilding to find ways in

which to mitigate job losses." Support, advice and information on financial matters, external and parent company job opportunities, time off for job search and/or retraining would all be made available.

As *Navy News* went to press BAE Systems Naval Ships was about to start production on the second Type 45 destroyer at the Govan Shipyard, Glasgow.

The steel cutting ceremony was to be performed by the First Sea Lord, Admiral Sir Alan West.

The ceremony provided an opportunity to bring together the next generation of Royal Navy ships and the next generation of warship builders, as the company welcomed 100 new apprentices to the Clyde facilities.

BAE Systems Naval Ships is now one of the largest recruiters of apprentices in the country.

Saddam's idea of a joke

A Marine from Alpha Company 40 Cdo RM makes a macabre discovery in Baghdad – during the Iran-Iraq war Saddam Hussein's men collected dead Iranian soldiers' helmets and concreted them into the parade ground.

The Type 23 frigate HMS Somerset is also on patrol duty in the Northern Arabian Gulf as part of the multinational coalition effort supporting the new Iraqi regime in building a steady state. See page 4

Picture: LA(PHOT) Andy Hibberd

Grand old men of the Great War

FOUR brave and patriotic men with a combined age of 421 brought the traffic in central London to a standstill for a brief moment last month.

Ex-CPO Bill Stone and Royal Naval Air Service First Mechanic Henry Allingham joined fellow centenarians former Ptes Fred Lloyd and John Osborne at the Cenotaph in Whitehall for a moving service to mark the 90th anniversary of the start of World War I.

As the quartet (led by Bill Stone, who adamantly spurned the offer of a wheelchair, relying on his stick) came out into the sunshine to take up their positions by the famous monument, a spontaneous and lengthy round of applause broke out.

Apart from curious tourists, the sizeable crowd of onlookers included small children whose parents had specifically brought them along to witness a piece of history.

As the final strike of nearby Big Ben faded away at 11am, a bugler sounded the Last Post and a perfectly-observed minute's silence followed, ended by Reveille.

Guided by his escort, PO MEM Richard Blake from HMS

Gloucester, Bill Stone – at 103 the "baby" of the quartet and the only survivor who fought in both World Wars – read the moving words from the poem *For the Fallen*: "They shall not grow old as we who are left grow old."

Wreaths were then laid by the veterans, Henry Allingham touchingly struggling to his feet to do so before, in a strong voice, reciting *The Lord's Prayer* with Jack Osborne.

Another poignant poem (*In Flanders Fields*) was read by Bill Stone, the National Anthem was sung and, as three cheers were called for the proud old men, a piper played a lament and they moved away to be presented with the newly instituted veterans badges (see page 2).

As he guided the sprightly Bill Stone, who barely needed his stick for support and whose chest was festooned with medals, PO MEM Blake said: "It's been an honour. I can't believe his age. I'll have to get someone to check his birth certificate..."

● **BRAVEHEARTS:** Ex-CPO Bill Stone (left) and RNAS veteran Henry Allingham typify the spirit of the 'lost generation'

