



# NAVY NEWS

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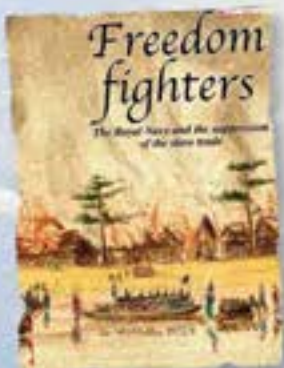
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## POLAR KINGS

**CLOCKWORK White...** Two Sea Kings from 846 Naval Air Squadron prepare to touch down in a frozen field near Bardufoss in northern Norway – pictured here by LA(Phot) Paul A'Barrow of RNAS Yeovilton.

The 'Junglies' of the Commando Helicopter Force are undergoing six weeks of intensive cold-weather training during their annual Clockwork deployment. See our centre pages for a special report from inside the Arctic Circle.

Meanwhile at the foot of the earth, Antarctic survey ship HMS Endurance dashed to the rescue of a stricken cruise ship which struck rocks in Deception Island. Turn to page 20 for the full story.



**'This great undertaking':**  
the RN's war  
on slavery  
- special  
supplement



**Golden-eye:**  
Dauntless  
is born  
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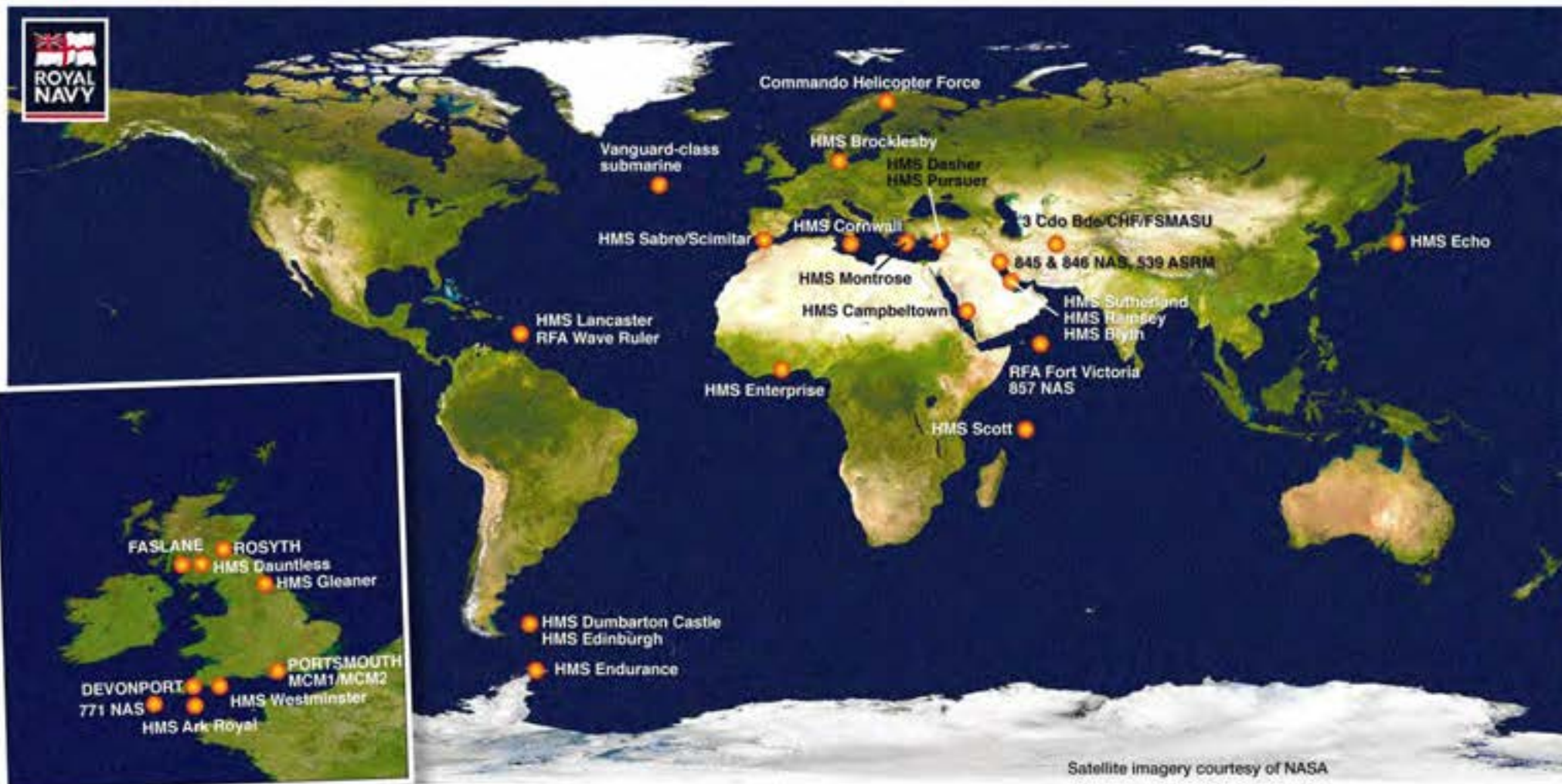
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**EDINBURGH AND EXETER TRADE PLACES IN THE SOUTH ATLANTIC - PAGE 16**



## GLOBAL REACH



### Fleet Focus

MOST of the media attention this past month when it came to the Senior Service has focused upon the men of **3 Commando Brigade**, whose offensive in Afghanistan is routing the Taliban (see opposite and pages 14 and 15).

Elsewhere, after West Africa dominated operations towards the end of last year, the Gulf and Middle East have resumed their pre-eminent position as the crucible of Britain's efforts on the high seas.

Five surface ships, three squadrons and one specialist RM assault unit can be found in the Arabian Gulf or Indian Ocean.

Elements of two Jungle air squadrons – **845** and **846 NAS** – are still in Basra, as are **539 ASRM**, who were at the heart of operations to clamp down on terrorist activity this month (see page 9).

Slightly further south, **HMS Sutherland** continues to guard the Iraqi oil platforms in the northern Gulf. She will soon be joined by **HMS Cornwall** (see page 4), while Cornwall's sister **Campbelltown** is on a lightning tour of the region (turn to page 8).

The **Commando Helicopter Force** has been honing its winter flying skills inside the Arctic Circle with six weeks in Bardufoss, Norway, for its Clockwork deployment (see the centre pages).

One crucial path on the road to Jungle – and Lynx, SAR and 'bagger' flying – is **705 NAS**, whose vital work is championed on page 21.

At the opposite Pole, icebreaker **HMS Endurance** has had a rich month or so, hosting *Princess Anne* (see right), and rushing to the aid of a stricken Norwegian cruise liner which ran aground (turn to page 20).

*Princess Anne* also visited **HMS Dumbarton Castle**, the Falklands' permanent guardship, which has been exercising with destroyer **HMS Edinburgh**; Eddie is on a lengthy South Atlantic tour, a tour lengthened by an experiment with 'sea swap' – swapping her entire ship's company with that of **HMS Exeter** (see pages 16 and 17).

The Hydrographic Squadron continues to be much in demand; **HMS Scott** has been in the Seychelles, **Enterprise** remains in Ghana and **HMS Echo's** Far Eastern odyssey has taken her to the shores of Japan (see opposite). Closer to home, **HMS Gleaner**, the RN's smallest ship, can be found conducting survey work in Newcastle (we'll have a feature on her in next month's paper).

Fleet flagship **HMS Illustrious** and her sister **Ark Royal** have both been at sea in UK waters; Lusty is shaking off the cobwebs of three months alongside (see right), Ark is in the throes of Basic Operational Sea Training (see page 5).

Also being BOSTed is frigate **HMS Westminister**, although she did take a break from training to spend a weekend on the Dart in the shadow of Britannia Royal Naval College.

The ships' companies of Sandown-class mine countermeasures vessels **HMS Blyth** and **Ramsey** received a visit from the FOST team too, who thought the duo would welcome some top-up training in the Gulf at the beginning of their two-year stint in the region (see page 4).

And talking of minehunters... Five could be found in the Solent on training missions as 2007 opened: HM Ships **Pembroke**, **Walney**, **Quorn**, **Cattistock** and **Atherstone** spent three weeks finding and blowing up old ordnance in less-than-charitable weather conditions (see page 10).

It was even colder for **HMS Brocksby**, who found herself wrapped in blizzards with a NATO minehunting force in the Baltic (see page 5).

The gods were rather kinder to **HMS Lancaster** in the Caribbean; apart from chasing drug runners, her crew took part in independence celebrations on the island of Grenada (turn to page 13).

WW2 veteran destroyer **HMS Cavalier** was brought back to life for a weekend when reservists trained aboard her (see page 18).

Type 45 destroyer **HMS Dauntless** appears on our map for the first time; she was launched on the Clyde to a fanfare (see page 26).

And finally, the bell tolls for veteran assault ship **HMS Intrepid** which will finally be broken up (sorry, 'recycled retirement' as Whitehall prefers to call it these days) 15 years after she last sailed (see page 17).



● The Princess Anne admires the displays at Port Lockroy, the former Antarctic research station which closed in 1962 and is now preserved as a museum

Picture: LA/Photo Kelly Whybrow, HMS Endurance

## Anne-tarctic visitor

EIGHT thousand miles from home, the men and women of Her Majesty's Ship **Dumbarton Castle** proudly showed off their vessel to *Princess Anne* as she paid a rare visit to the South Atlantic.

The Princess Royal flew to the opposite end of the globe for an eight-day visit accompanied by her husband Rear Admiral Tim Laurence to see the work of 'DC', HMS **Endurance**, British Antarctic Survey and other polar scientists.

First stop was the Falklands, and after landing at Mount Pleasant the royal party made straight for the islands' guardship.

As the titular head of women in the Royal Navy, the princess chatted with all female sailors currently stationed in the Falklands, both ashore and as members of DC's ship's company.

As for her husband, he sat down to tea in the wardroom to talk to the patrol ship's male fraternity

about life half a world away from Blighty.

**Dumbarton Castle** is enjoying the twilight months of a fruitful career.

She will take part in 25th anniversary commemorations of the Falklands conflict in June – DC is one of the few surviving vessels from the war still in service – then head for Portsmouth to pay off while new patrol ship **HMS Clyde** takes over from her (see page 4).

From DC, the Royal couple headed further south to join **HMS Endurance** on the edge of the frozen continent.

In doing so, Princess Anne became the first British royal to visit sovereign 'soil' in Antarctica in half a century (the last royal found in these parts was the Duke of Edinburgh in 1957).

The princess is patron of the UK Antarctic Heritage Trust – and one key part of the tour was to visit the sites used by pioneering polar explorers.

One of those, the former British

base at Port Lockroy, is the only site in Antarctica which serves as a living museum.

The second strand of the princess' visit was to champion international co-operation on the frozen continent, visiting numerous ice stations.

This month marks the beginning of 'International Polar Year', celebrating research by numerous nations through the decades at both poles.

The princess toured the British Antarctic Survey's principal base at Rothera – home to around 100 scientists who are studying issues as diverse as climate change and ozone depletion.

Off Rothera, **Endurance's** chefs staged an 'ice barbecue' on the icebreaker's flight deck for the royal party and BAS team, while **Endurance's** band, *The Grosiers* provided the musical accompaniment.

The Royals then continued their tour with visits to a US scientific centre, Palmer station, and a Ukrainian research base.

## Lusty's back at sea

AFTER a winter break in Portsmouth, Fleet flagship **HMS Illustrious** has dusted off the cobwebs accumulated during three months alongside to prepare for an impending deployment to the Mediterranean.

Her final week alongside was spent on 'RTP' – Recovery Training Period – with the ship's company dedicated to completing preparations for returning to sea after a prolonged time in harbour.

RTP ended with a 'fast cruise' – not a dash around the Solent, but a rather surreal exercise where the ship pretends to go to sea, but remains firmly tied to the jetty.

The 'cruise' allows the whole ship to test her routines and ensure that every sailor on board knows where they need to be, and what they need to do in almost every imaginable scenario – fire, flood, attack by enemy aircraft, or something a little more 'routine' such as sailing into fog.

Having practised going to sea, Lusty did it for real, where the RTP work continued and flying operations by Fleet Air Arm helicopters resumed.

## Crash victims remembered

GREEN beret Joe Windall and 13 Army and RAF comrades were hailed as "a band of brothers who made the ultimate sacrifice" at a memorial service.

The Royal Marine communications specialist was killed with all RAF aircrew and a paratrooper when their Nimrod surveillance aircraft crashed on a mission over Afghanistan in September last year.

The Duke of Edinburgh led those paying their respects at RAF Kinloss in Grampian, home of the Nimrod and 120 Squadron which operates it.

Around 1,800 people attended the service – not merely Britons but also Canadians, Australians and New Zealanders – "a congregation of people," said air station commander Gp Capt Jerry Kessell, "united in one mind in paying tribute to a band of brothers who made the ultimate sacrifice."

## Belle of the Seychelles

PICKING up where she left off more than 18 months ago, survey ship HMS Scott returned to the Indian Ocean and waters around the Seychelles to resume charting the oceans.

Scott was battered by ferocious storms off southern Africa at the turn of the year; when the waves subsided, the ship found herself in Durban to top up with fuel, allowing crew to paint the sides and obliterate any of that nasty rust caused by the elements.

Then it was off to the Seychelles, a journey broken off briefly for the obligatory 'hands to bathe'.

Bathe Scott's ship's company did with the admonition from the First Lieutenant that they were "on no account to be eaten by sharks". Sharpshooters were posted on the bridge wing and in the sea boat just in case Jaws materialised (he didn't).

The Seychelles were in the grip of monsoon season when the Devonport-based survey ship arrived off the largest island (Mahe), the first RN vessel to visit the chain since late 2005.

Still, the rain stopped neither visitors (Scott hosted numerous islanders, civic dignitaries and youngsters from a local orphanage), nor exploration as sailors clambered on to buses to tour Mahe (all 155 square miles of it).

As well as a cocktail party aboard the ship for the islands' bigwigs, Britain's High Commissioner on the island, Diana Skingle, repaid the hospitality by inviting officers and senior ratings to a reception in her official residence, overlooking the colonial splendour of Victoria, the Seychelles' capital.

Meanwhile, HMS Enterprise remains in Ghanaian waters in west Africa conducting surveys.

Beyond updating charts of the region, several sailors headed to beaches near Tema, just along the coast from the capital Accra, to help conservationists protect the local turtle population.

Between November and February various species of the reptile come ashore on the Ghanaian sands to make their nests and lay hundreds of eggs.

The chances of the egg surviving, let alone the hatchling, are slim as a mix of predators - pigs, dogs, sea birds, fish and humans - destroy or eat the young turtles or eggs.

The Ghana Marine Turtle Conservation Project organises a patrol of the beach during mating season to keep the raiders at bay.

HMS Enterprise offered to join the volunteers on one such patrol.

"The sight which greeted us at the beach was truly outstanding - nothing prepared me for the size of a female turtle which was making her nest and about to lay her eggs," said OM(HM) 'Cocky' Roach.

"We watched her lay her eggs, disguise the nest and slip quietly back into the sea."

Enterprise's sister HMS Echo has continued her Far East odyssey, sailing from Hong Kong (where we found her last month) to Yokosuka, near Tokyo, in Japan.

The ship spent five days at a US naval base, and two more moored at a commercial pier - close to the British-built dreadnought Mikasa, Togo's flagship at Tsushima, which is now a museum dedicated to the 'Japanese Nelson'.

The visit coincided with centenary celebrations in Yokosuka and Echo's sailors joined their Japanese Maritime Self Defence Force counterparts for a centennial ceremony on the jetty.

Before leaving Japan, the Echo sailors were treated to an evening of sake and sushi, plus kendo and karate displays, with the Japanese destroyer Shirayuki.

With Tokyo being relatively close, numerous crew headed to the capital for some downtime, others were given a cultural tour of Yokosuka, and one group of adventurous Echonians (*Make-up word - Ed*) hit the ski slopes of Nagoya.



● Volcano erupts... Capt Mackenzie Green (on the radio), Officer Commanding 10 Troop, Mike Company, 42 Commando, sends a situation report during the initial breach of one of 25 Taliban compounds north of the Kajaki - codenamed Operation Volcano. See pages 14 and 15  
Picture: LA[Photo] Gaz Faulkner, 42 Commando

# The Heroes of Helmand

COMMANDOS have described the dramatic rescue mission they carried out to save their fallen comrade in Afghanistan.

L/Cpl Mathew Ford of 45 Commando was struck by enemy fire as he led his men in an assault on the Taliban stronghold of Jugroom Fort in southern Helmand province, as we reported last month.

It was only when the Royals regrouped following the initial attack that they realised their comrade was missing; they vowed to get him back.

The operation which followed earned the marines worldwide media recognition. Four commandos strapped themselves to the outer 'hull' of two Apache gunships, which flew the men back to Jugroom to recover L/Cpl Ford.

Having flown low over the Helmand terrain at 50mph, one Apache set down at Jugroom, allowing two men to climb off and find their comrade who was, tragically, already dead.

After about three minutes, Taliban forces awoke and began directing fire at the Apache. The second helicopter poured fire on the insurgents while the two marines carried the body of their comrade back to their Apache.

Both aircraft successfully returned from the mission with all four volunteers, plus L/Cpl Ford's body.

With typical commando magnanimity, the men who took part in the rescue mission - who have been hailed as the 'Heroes of Helmand' in the media - said any of their comrades would have acted in the same way.

"I'm just grateful that we found L/Cpl Ford, got him back to the helicopter and back with us," said WO1 Colin Hearn, Regimental Sergeant Major.

"I'm a Royal Marine. I'm RSM of the unit. He's a Royal Marine - the same as me. There was no way we were ever going



● Capt Dave Rigg Royal Engineers (left) and Mne Chris Fraser-Perry strapped to the side of an Apache before the daring rescue mission  
Picture: Sgt Garry Stanton RAF

to leave him, or anyone else, on that battlefield."

Another volunteer for the mission, Capt Dave Rigg, of 28 Engineer Regiment, the battlegroup's engineer and a green beret-qualified soldier, echoed the senior NCO's words.

"There were a lot of very brave guys that day, from the pilots to the young lads who went into the fort," he added.

"In these circumstances, everyone is drawn together. You just pull together and do it. It wouldn't have mattered who he was - he was one of us."

After a memorial service in the field for L/Cpl Ford, his body was flown home to Britain to his family.



The attack at Jugroom and the extensive operations around Kajaki (see pages 14 and 15) are part of a concerted winter offensive against the Taliban (who themselves are proclaiming a 'spring offensive' will be unleashed) to keep the insurgents on the back foot.

"Our raids and strikes against Taliban command centres have proved very successful," said Lt Col Rory Bruce of 3 Cdo Bde headquarters.

"The strategy is to show the Taliban that we can reach out and strike them whenever and wherever we choose and so prevent them from re-arming and re-grouping for a spring offensive."

The regional centre of Garmsir is key to the strategy. Once the 'Gateway to the South', like many towns which were overrun by the Taliban it became a ghost town - instead of the bustling hub of local life and trading it used to be.

"The shabby streets are deserted, buildings derelict and the local population is mainly that of Allied forces," Lt Col Bruce explained.

"By improving security we hope to restore the confidence of the local population and encourage them back into the town without fear of persecution."

The Royals' tour of duty in Afghanistan is coming to an end.

In the closing days of this month they will begin handing over to the soldiers of 12 Mechanised Brigade.

Some green berets will be left behind, however. The Vikings of the Armoured Support Group have proved such a valuable asset that they will remain in theatre to assist the Army's peacekeeping operations.

AN ARMY battalion is to be permanently attached to the green berets to provide 'second wave' infantry support on amphibious operations.

The 1st Rifles - formed from the merger of the Devonshire and Dorset Light Infantry and the Royal Gloucestershire, Berkshire and Wiltshire Light Infantry - will be deployed after an initial assault by 3 Commando Brigade. The battalion is one of five in the new Rifles Regiment, the largest regiment in the British Army.

The soldiers will not wear green berets - unless they have completed the all-arms commando course, which they will be encouraged to do - but their Rifles badges and will remain under the overall command of the Army, although operationally they will be directed by 3 Cdo Bde.

The 1st Rifles will train alongside the Royals - and subsequently deploy with them - once they begin performing new role in April next year.



## Intelligence core for Corps

ROYAL Marines have dedicated battlefield intelligence experts with the formation of a new specialisation.

The first green berets to don the RM Combat Intelligence (CI) badge (pictured above) passed out at CTCRM in Lymington after an intensive 17-week course.

The aim is to give the men on the ground in 3 Commando Brigade first-rate tactical (or combat) intelligence courtesy of a single team; until now, Royals from various backgrounds provided intelligence appraisals and information to troop commanders, rather than bespoke specialists.

RN and Fleet intelligence has undergone an overhaul in the past decade, and as part of that shake-up, the new CI course was introduced for Royals of marine and corporal rank.

Prospective CIs are trained initially at CTCRM – where they learn the ‘nuts and bolts’ of intelligence, such as collating information, writing reports, giving briefings and spotting trends.

Two weeks are spent with the Royal School of Military Survey to learn about the importance of terrain factors, while security training and interpretation of aerial photography is taught by the team at the Defence College of Intelligence.

The course returns to Lymington with a major exercise where trainees are expected to put what they have learned into practice.

A final week of training is delivered at HMS Collingwood where the Royals are instructed in maritime intelligence and how this links in with green berets deployed on amphibious operations.

The first four students to pass out were issued with the new CI badge... which arrived at CTCRM just days before the successful commandos' parade.

Intelligence-led missions in Afghanistan, pages 14 and 15, and Iraq, page 9

# The crucible of effort



● HMS Blyth's sailors fire the ship's 30mm gun during a visit from the mobile FOST team to the Gulf

THE Arabian Gulf is becoming awash with ships flying the White Ensign with the fifth ship bound for the region in the shape of HMS Cornwall.

The Type 22 frigate left the cold of Devonport behind on a late January morning and headed east to contribute to efforts to stabilise Iraq, chiefly by guarding her oil platforms against terrorist attack.

First stop for the ‘ice cream’ frigate (her pennant number is P99) was the Catalan port of Barcelona, where Cornwall served as the backdrop for British businesses looking to woo the Spanish Armed Forces, including Rolls Royce who are competing to provide an engine for Spain's new NH90 helicopter.

Given Barcelona's international reputation as a centre of culture, it was not surprising the ship's company soaked up some of the sights such as Gaudi's unfinished cathedral and the Camp Nou stadium, one of the Meccas of football, home to Barcelona FC.

Cornwall's rugby side preferred to play sport than watch it; they headed for the beach for the first training session of the season, then a few hardy souls took a dip in the Mediterranean to cool off.

It was rather warmer in Malta, the next port of call for P99 as she made her way east towards her principal theatre of operations.

The frigate spent three days in Valletta, where sailors' time was split between official functions and enjoying the sights of the Maltese capital. The rugby team's

beach antics in Barcelona paid off as they demolished the island's Overseas RPC 45-5, apparently the first ship side to do so.

Meanwhile in the Gulf itself... the lead ship presently is HMS Sutherland, although her presence has been bolstered by the arrival of Task Force Aintree – minehunters HMS Blyth and Ramsey – and by Cornwall's sister Campbelltown, which has joined the Allied anti-terror group CTF 150 (see page 8).

Blyth and Ramsey's mission is more general, adding to the overall security of the Gulf region, perfecting minehunting in the most challenging of conditions, and fostering closer relations with local navies.

After their lengthy (and sluggish with a top speed of 13kts) journey to the Middle East, the duo conducted some maintenance in Bahrain then readied themselves for the first patrol at the beginning of their three-year deployment with a week of ‘shakedown’ designed to blow away the cobwebs accumulated after a few weeks alongside.

The chief aim of the minehunters' time in the Gulf is to perfect the art of finding mines and underwater explosives in such difficult waters (sand and the warm temperature of the ocean conspire against the ships and their sophisticated kit). Saddam Hussein attempted to thwart the 2003 invasion of Iraq by sowing minefields in his waterways; they were swept away by the Royal Navy.

A FOST team from Devonport joined the duo to whip the crews into shape before the first surveying and minehunting operations.

“I thought it was only the bigger ships which travelled to such exotic locations as the Gulf, but now I've seen how capable the small ships are and how important their

work is, I hope to become a mine warfare officer in the future,” said former PO(EW) Lt Alison Moore, undergoing her ‘Fleet Time’ in Blyth.

The goal is to rotate pretty much the entire Sandown-class crews through Ramsey and Blyth during the ships' stay in Bahrain.

This past month the ships have ventured as far as Dubai, allowing the sailors the chance to go skiing (in the indoor complex), as well as dune buggy racing and camel riding.

Impending for Aintree is FAWOMOX (Sounds contagious – Ed) – an exercise with US minehunters with the aim of ‘Finding A Way Or Making One’.

Further north, Iraqi fishermen cheered, applauded and hugged sailors from HMS Sutherland who rescued them after a week adrift.

Sutherland launched her sea boats with teams of Royal Marines and marine engineers to help the stricken sailors when the frigate came across the dhow.

At first it was feared the boat posed a threat to friendly shipping in the northern Gulf as it seemed the dhow was heading for an exclusion zone.

But a Royal Marines party dispatched by Sutherland to investigate quickly found that the dhow was in difficulty – and a second party was sent by the Devonport-based frigate.

Deputy Marine Engineer Officer Lt Alastair Brown and CPO John Martin and their team spent a couple of hours fixing the engines – the root of the problem was a faulty battery – and then set the sailors on their way with food and fresh water.

“The team discovered that these poor souls had been drifting for seven days with engine difficulties, were running low on food, were out of water and to cap it all they had caught no fish,” said Sutherland's

CO Cdr Paul Romney.

His ship also hosted more than 100 Kuwaiti and foreign officers for the Kuwait equivalent of ‘Staff College Sea Days’.

The British variant of Sea Days aims to demonstrate what the RN does for the benefit of students from its sister forces.

The same went for the Kuwaiti version – with the additional bonus of educating Kuwaiti military figures about the role of the Senior Service in the Gulf.

Over two days, the ship staged numerous demonstrations for its visitors: Royal Marines boarded a US Coast Guard cutter, close-in weapons were fired to show how to fend off a terrorist waterborne attack and finally the Type 23 frigate defended herself against a mock air attack.

On its way to the Gulf as we write is the newly-formed 857 Naval Air Squadron (formerly 849 NAS B Flight) and its ‘spy in the sky’ Sea Kings.

The ‘baggies’ – the radar in a ‘sack’ lowered from the helicopter's fuselage gives the aircraft their nickname – have deployed to the Middle East.

The squadron is using RFA Fort Victoria as its airfield, operating from the Gulfs of Oman and Aden to the Horn of Africa on anti-terror and anti-piracy sweeps.

Although the Airborne Surveillance and Control (ASaC) variant of the Sea King was designed for identifying aerial threats to a naval task force, the radar proved particularly potent during the 2003 Iraq campaign tracking enemy ground targets.

The radar can track up to 400 potential targets at any one time, particularly useful as it is now being used over some of the busiest sealanes in the world – sealanes which are also regularly threatened by pirates and used by smugglers and people traffickers.

## Portland is 'ready to go'

OFFICIALLY back in RN hands is frigate HMS Portland whose six-month overhaul in Portsmouth has come to an end.

Cdre Peter Walpole, Commodore Devonport Flotilla, decided the Type 23 frigate was ready to be accepted back into the Fleet from repair organisation FSL.

Portland has had her living quarters revamped, a new torpedo defence system installed, and upgrades to her aviation and underwater systems during her time ‘on loan’ to Portsmouth; the work should carry the ship through to her first refit in 2011.

“It's a great day for the front-line fleet,” said Cdre Walpole emphatically. “I look forward to seeing HMS Portland on operations shortly. She is ready to go.”

Not quite yet, however. She has the trials and tribulations of Operational Sea Training with the team at FOST to pass first before she deploys again.

## ...and so too is HMS Clyde

NEW Falkland Islands patrol ship HMS Clyde has been formally handed over to the RN after successfully completing her sea trials off the south coast.

The Red Ensign was hauled down in Portsmouth Naval Base and replaced by the White Ensign as Captain Colin Welborn, in charge of all the RN's ‘small’ ships, conducted a final inspection of Clyde and decided she was ready to be accepted by the Senior Service.

The ship – a modified version of the River class to allow a helicopter to land – sails south this summer to relieve HMS Dumbarton Castle, the current guardship in the South Atlantic islands.

Clyde is owned and maintained by her builder VT Shipbuilding, but crewed by RN personnel (like her River-class sisters). She will be available for duties around the Falklands on at least 282 days every year.

## An old friend for Hurworth

MINEHUNTER HMS Hurworth hosted her sponsor and long-time supporter during a break from operations in Portsmouth Naval Base.

Lady Halifax has followed the work of the Hunt-class warship and her sailors since she launched Hurworth in Southampton in 1984.

The VIP was treated to lunch aboard the ship as well as a run-down of Hurworth's Mediterranean deployment at the end of last year (crew sent regular postcards to keep Lady Halifax abreast of the vessel's movements).

Lady Halifax last visited the ship two years ago; she is the widow of Admiral Sir David Halifax who was Deputy Supreme Allied Commander Atlantic when Hurworth was launched.

## Green is good

A ‘GREEN’ drive by sailors and civilians in Portsmouth Naval Base has helped to save £13m – and help the Solent environment.

The base embarked upon a ‘war on waste’ last summer to put a stop to needless expenditure such as encouraging people to turn off lights, computers and radiators when not in use.

Diesel used by the base's heating system has been replaced by gas to cut down on carbon emissions; it also no longer requires tankers coming in three times a day (in the depths of winter) to top up the fuel tanks.

## Carriers blueprint finalised

THE long road to the Navy's ‘super carriers’ is a little shorter with the blueprints for the flagships agreed.

The design team behind Her Majesty's Ships Queen Elizabeth and Prince of Wales have completed the ‘general arrangement’ of the two 65,000 carriers – allowing shipyards around the country to get down to the minutiae of design.

As the pair stand presently, they will be 918ft long and displace around 64,000 tons. Inside will be more than 2,200 compartments with nine decks built from 19 watertight sections at various shipyards around the UK.

Despite being described as the ‘general arrangement’, the blueprint is a remarkably-detailed plan of the sisters.

Inter alia, it features the routes for 1,500 miles of pipes, ventilation ducts and cables, plus insulation and removal routes, compartment arrangements, doorways, even escape scuttles.

As for the ‘bigger picture’, the blueprint features short take off and vertical landing capability (with

a ski jump similar to Britain's existing flat-tops), but the flight deck could be altered during the ships' 50-year projected career to allow catapult and arrester gear to be fitted for conventional carrier operations.

The carrier project is now approaching its 13th year in various guises; the current model is the fourth generic plan experts have come up with.

Among the modifications incorporated in the delta design (alpha, beta and charlie were the first three discarded versions of the vessels during their lengthy evolution) are stabilisers as requested by the French Navy which wants a second carrier to accompany its existing flagship FS Charles de Gaulle using the British blueprint.

“This is arguably the most challenging and exciting maritime project in Europe – and I'm delighted to be a part of it,” said Cdre Bob Love, Carrier Team Leader.

“We are progressing towards providing the UK's Armed Forces with the most capable carrier force outside the United States.”

### NAVY NEWS

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QUITE rightly, operations in Afghanistan have been at the crux of RN and RM reporting recently; we begin with war correspondent Anthony Loyd's atmospheric account of fighting at Kajaki:

SERENADED only by the howl of jackals in the dark of predawn, nearly 200 Royal Marines waited in uncertain silence for their attack on the Taliban to begin. They clustered in cover beneath the rock-strewn slopes of a hill northeast of Kajaki where, only 24 hours earlier, a similar attack mission had been called off at the last moment because bad weather interfered with their air cover. But this time, as the final minutes closed to their 0615 H-hour and the waning moon broke through the clouds, the voice of a Marine troop commander crackled softly into their headsets. "OK lads, just heard it from on high - this one's a go." Those final minutes of countdown seemed unnaturally short, as the lead troop stepped forward quietly to cross the start line and blow their way into the first compound.

- The Times

MILLIONS of people worldwide will now find it easier to join the fight to save Portsmouth Naval Base - thanks to Tony Blair. Our 'Hands Off Our Base' petition calls on the government to safeguard Portsmouth's long-term future. It has been posted on No. 10's online petition system. A separate petition asking the government to stop the closure of Royal Hospital Haslar in Gosport has already notched up more than 2,500 signatures.

- Portsmouth News

THE Navy's two planned new aircraft carriers could be delayed while Britain's shipbuilding industry restructures, MPs have warned. The Commons Defence Committee said that the Armed Forces could face a damaging "capability gap" if the new ships - which are due to replace the Navy's three existing carriers - were late. The MOD's defence industrial strategy, published in 2005, called for a consolidation of the shipbuilding industry to adjust for an expected fall-off in demand after the carriers are built. The defence committee acknowledged, however, that the restructuring, once it is in place, could also result in the carrier programme being better managed.

- The Guardian

The MOD has been accused of a cover-up over the sinking of a trawler in which five fishermen died. A new book, *State Secrets* over a Wrecking, claims that the Bugaled Breizh was dragged down by HMS Turbulent during war games off the Cornish coast in 2004. An MOD spokesman rejected the book's claims as "totally unfounded".

- Daily Telegraph

# Pre-school for Ark

## Heavyweight task for 771

NO, THIS is not a scene out of a science fiction movie but everyday life aboard HMS Ark Royal.

Well, perhaps not everyday life, but life during Basic Operational Sea Training, as the aircraft carrier tests her ability to "pre-wet" herself (no sniggering - Ed) under threat of a chemical weapons attack.

Sprinklers thrust water on to the upper deck in anticipation of a biological warfare attack (hence pre-wetting, rather than simply wetting).

The idea is that any chemical agents would be unable to stick to the ship and would simply slide off the slippery deck. It's a system fitted not merely to the flat-top but all major British warships.

As for the orange suits worn by crew on the flight deck... they are not chemical suits but warm wet weather gear intended to keep the chill in the Western Approaches at bay.

Ark emerged from refit in Rosyth last autumn as a helicopter carrier and assault ship similar to HMS Ocean; she can still operate Harriers but for the most part will leave fast jet operations to her sister Illustrious.

To mark her new mission (which she will carry out later this year as NATO's on-call flagship), Ark now wears the legendary Combined Operations insignia on her superstructure.

Seventy 'gremlins' (more correctly Sea Riders from the Flag Officer Sea Training's organisation who run BOST) joined Ark both alongside and at sea off Plymouth to cause havoc for the ship's company - and judge how the sailors reacted to problems.

Among those thrust into the 'front line' were 20 officer cadets from Britannia Royal Naval College enjoying (or should it be enduring? - Ed) their first concerted time on the water for Initial Sea Training.

The men and women of Vengeance Division from Dartmouth have been living and working with junior ratings aboard the carrier; the rookie officers included the first cadet from Kazakhstan.

The carrier has completed the more typical elements of BOST - replenishing at sea, fire-fighting, dealing with machinery breaking down, as well as fending off



I guess the hosepipe ban is over... Ark's crew check her flight deck sprinkler system during a 'pre-wet' test

Picture: LA(Phot) Emma Somerfield, HMS Ark Royal

'attacks' by Hawk and Falcon jets.

More challenging (and more interesting, perhaps, as this is the first true test of Ark in her new role) was the amphibious phase which the flat-top was in the midst of as *Navy News* went to press.

And here's a question for you posed by the Ark team... *How far would you go to predict the weather?*

The answer - in Lt Cdr Tim Hutchins' case at any rate - is 16 metres (52ft).

The carrier's senior hydrographical and meteorological officer decided to scale the funnel to ensure he was able to provide the ship with a comprehensive weather prediction service.

Supported by a number of the weapons engineering department personnel, the officer climbed up the inside of the funnel to reach the required vantage point.

Then, having attached a safety harness, he proceeded out on to the starboard yard arm to attach an aerial, one strand of the Automated Upper Atmosphere

Sounding System (AUASS) which is used to sample the atmosphere to provide accurate radar performance predictions.

"At first climbing out on to the yard arm was a little scary - it's a long way down and I hadn't done anything like it before," said Tim.

"After settling in, the attaching of the aerial was quite easy and you forgot where you were, although it

was cold doing it in January.

"Now it is fixed we are looking forward to using the equipment and providing a better service to the ship."

Ark has a team of seven specialist meteorological personnel on board who are responsible for providing weather and environmental reports not merely for the carrier, but also any accompanying vessels.

## Brocklesby knows her AZS from her elbow

THE words 'Luftwaffe' and 'Royal Navy' in close proximity invariably evoke memories of Crete in 1941...

...not the Baltic in 2007, but the year began with HMS Brocklesby facing the full force as the German Air Force.

Thankfully the Luftwaffe were only using simulated rockets and bombs, so the small Portsmouth-based minehunter escaped any damage.

Brocklesby has taken over from her sister HMS Middleton with NATO's Mine Counter-Measures Group 1 - a force of half a dozen ships which patrol European waters constantly.

The Hunt-class ship made a beeline through the Kiel Canal to the famous Baltic port where she joined the rest of the NATO force before sailing down the Holstein coast to Neustadt.

The small port is home to Germany's *Ausbildungszentrum Schiffssicherung der Marine* - AZS or Training Centre for Naval Ship Protection - a mix of the RN's Phoenix damage control school and FOST.

And so it was that Brocklesby and the rest of the NATO group were subjected to air attack, forced to fight fires and to patch up hulls as the waters poured in.

And for a dozen 'lucky' members of the ship's company


there was the opportunity to do this all over again ashore in the AZS. The 'fun' included damage control in water at bath temperature, completing an indoor obstacle course and fitness test wearing breathing apparatus, and putting out some fires.

If that wasn't enough, the German FOSTies decided to stage a mock fire on one of the minehunters to see how the rest of the force would respond.

There was some downtime for the sailors: an inter-ship football tournament was arranged, as was a cross-country race, plus a 'beer call' (*We have no idea what that is but we assume it involves alcohol* - Ed) one evening.

From Neustadt the ships sailed across Mecklenburg Bay to the historic port of Rostock (in Cold War times home to the East German Volksmarine). 'Cold' was a fitting description for Rostock; Brocklesby came alongside in a blizzard.




The cold weather has persisted. From Rostock the group sailed for Bergen in Norway via the Skagerrak (where the minehunters were buffeted by near-gale-force winds) and the calmer Inner Leads. The ship then earned a blue nose by entering the Arctic Circle for exercises with the Norwegian fleet.



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# Opinion

## Vile trade in lives goes on

The sailors who implemented the abolition of the slave trade after 1807 did so at great personal cost.

More than 1,500 died on the West African stations, the vast majority from fever, malaria and other diseases.

The costs were financial too – the penalties of wrongful arrests were potentially ruinous to naval officers, who were frequently let down by the legal system.

In the 19th century, success depended on working with other countries and within the boundaries of international law – as it does today.

So it's good that the 200th anniversary of Britain's abolition of the slave trade in 1807 is being widely commemorated. It makes a welcome change from the national pastime of wallowing in collective guilt.

But before we bask in collective complacency, let's remember that the slave trade still flourishes around the globe. To be sure its victims are no longer shackled in leg irons and branded, but they are still subjected to inhumane treatment.

Under the UN Convention which prohibits transport of slaves by sea, the Navy continues to work with international partners to deter people trafficking.

In June 2006, HMS Illustrious intercepted a dhow crammed with 758 people being sent back from Oman to Pakistan in wretched conditions.

While it is clear that the evil trade is not abating, we must continue to give the Navy the resources necessary to help stamp it out.

## Honouring the quiet hero

How fitting that the headquarters of naval diving and bomb disposal operations should bear the name of Lt Cdr John Bridge, a man who typified that quintessentially British character, the 'quiet hero'.

His is a story worthy of featuring in our 'Heroes of the Navy' series, a series which has, admittedly, concentrated on the deeds of Victoria Cross winners.

Correspondents have, over the years, asked us whether winners of George Crosses and George Medals would one day be included in the series.

Sadly, our answer has always been in the negative; books and articles on VC heroes are legion, photographs are manifold. Not so winners of those 'lesser' awards.

The distinction between the awards is a fine one – the Victoria Cross is awarded for bravery specifically "in the presence of the enemy".

Yet who is to say that Lt Cdr John Bridge, feeling his way through the murk of Messina harbour, littered with unexploded depth charges and mines, was any less brave than men who led suicidal assaults on enemy trenches or took their ships on 'death or glory' charges against superior enemy fleets?

How wonderful it would be one day to give equal prominence in these papers to such 'forgotten' heroes.

## Sea soldiers

We've had more letters about the recent debate over Royal Marines and the Royal Navy, most written – as the original – with humour and spirit.

We have also had two more from 7 Troop itself confessing that the original author is well aware that his comments may have been a little wide of the mark.

So perhaps, after the stalwart defence offered by WO2 Ed Stout of CTCRM among others, we should leave the last word to 7 Troop in Afghanistan:

"We're very proud to be part of the Naval service, the Senior Service. Hopefully this can now be put to bed, we've an op to get on with..."

The views expressed in Navy News do not necessarily reflect those of the Ministry of Defence



# NAVY NEWS

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Royal Marines in action in Afghanistan – a large-scale offensive operation by Commandos at Kayaki

Picture: PO(Phot) Sean Cleo

# Pin back your ears, Jack

ALTHOUGH the original letter sent by the Royal Marine Troop in January (Don't call us, sailors) was flawed in many areas, I did get the overriding feeling of pride in the Corps and of those with whom they serve.

Master at Arms Toghill questioned the formation of the RM Commandos (February) – this happened in 1942.

The 'Jobsworth' he mentions would be either Sir Winston Churchill or Lord Mountbatten. I'll let him choose which one he would like to be remembered as a 'jobsworth'.

So, Jack, pin back your ears, switch to receive and prepare for a message.

With the introduction of Commando forces came Commando Training.

This has taken place in a number of locations. By 1969 all Commando training was concentrated at Lymington as part of the Training Centre.

I, like many, would like to think of this change as more of an evolution than overnight whim. During this time a lot did change,

and the introduction of the green (Commando) beret was one of these changes.

However, rest assured the blue beret of the Royal Marines is worn today with pride by recruits, the Band Service and many veterans.

He also says the RM have not carried out a Commando Operation since 1945. I beg to differ.

It can be argued that Commando Units conduct large-scale offensive operations, normally beyond the range and capability of other more conventional units.

Operation Musketeer (Suez 1956) was the world's first helicopter-borne amphibious assault. Operation Haughton (Iraq 2003) saw 40 Cdo mount an amphibious helicopter assault to seize key Iraqi oil infrastructure on the Al Faw peninsula as part of Operation Telic, to name but two.

I hope this paints a different picture.

I value the Navy and am proud to be a part of it. I am however an RM Commando foremost, a Bootneck to some, but never a leatherneck.

## Tugg's talent started early

I HAVE just lit on the sad news that Tugg Willson has crossed the bar.

To my shame, in all the years I've chortled over his so apt Jack cartoons, the penny never once dropped that this brilliant cartoonist and I were former messmates in HMS Ocean!

I immediately dived into my scrapbook file and, sure enough, there was one of his original sketches – unsigned of course – which he gave me in May 1952 and I sent home to my wife.

I noted on it that Tugg was an armourer, had joined us from Glory (in Hong Kong) en route to Korea and it was his reaction to the buzz that the Air Group (802 and 825 NAS) would be returning to the UK from Malta in the October. As some of the armourers were ship's company he obviously wanted to make sure he wasn't one of them!

From recall, he would knock off these gems with absolute ease.

He was very self-effacing about his skill and, when I expressed an interest, he happily gave it to me.

You'll note "Jack" had no neck – this was Tugg taking the mickey out of himself of course – and one of his little beauties was this squat inoffensive little OD depicted outside the sickbay door with an axe, right through his hat, half buried in his skull.

The head and shoulders of the duty SBA is poking out of the partly-opened door, not about to let him in, saying: "You know the times of opening, same as anybody else."

Not much sympathy forthcoming there! He always caught the moment with a few well-drawn lines and on-the-button humour. His classic cartoons richly deserve their own volume. Should one eventuate in my lifetime I'll be first in the queue!

My sincere condolences to Elizabeth and his three sons. They can take much comfort from the

I am proud of my Corps heritage and look forward to its future.

If I succeed in nothing else in life I can always say "I was a Royal Marine."

– WO2 E J Stout, CTC RM, Lymington

...YOUR letter History lesson for Royal was wrong in just one detail, commandos were in action during the Korean War in 1951, and they went ashore from the frigate Whitesand Bay.

About 14 Royal Marines of 42 Cdo (Poundforce) were the "stiffening" for an assault by US Special Forces on Kunsan, south of Inchon, 24 hours prior to the Inchon landings.

We had more of them on board than we could accommodate, and they slept everywhere including in the ship's boats and in my caboose.

This diversionary raid was intended to draw enemy forces away from the intended landing area – and it was successful. It was a sharp noisy action but casualties were light. We had one burial at sea.

I wonder if MAA Gerald Toghill was the gentleman sailor who once said to me: "You address me as Master, don't call me Chief – I'm not a heffin' Red Indian!"

With my best regards and sippers all round,

– Stan Foulsham, ex REM, C/SMX, Sunbury on Thames

...AS a Wren Writer I am clearly a member of the Royal Navy with the good fortune to serve with a Commando unit back home in the UK and out here in Afghanistan on operations – both of which I am proud and honoured to do.

I was absolutely disgusted to read the response from a former RN member to a slightly mis-informed letter from a Royal Marine.

Most Royal Marines that I have ever met carry their RN ID card with as much pride as they do their green beret.

Every day we struggle to do our jobs and rise above the animosity we face from people back home, neither soldiers nor sailors expect an 'old salty seadog' to forget that 'The Team Works'.

– name and address withheld



wonderful ability their loved one gave us all in very high mileage.

– Peter J Dille, former POAFA, Manukau, New Zealand

...IN 1964 I joined 801 Squadron, attached to HMS Victorious, as a young NAM, and I can vividly remember the late then S/Lt Willson, sitting behind his desk in the ACR. He struck me as being a fair officer.

When at sea Vic News was produced and the highlight invariably

was the cartoon depicting Jack in all sorts of bother.

What is he doing now? Well, I would imagine he has got his sketch book out and is drawing more cartoons.

Would you please pass on my condolences to his family? And let's face it, it is an achievement in itself to have two pages in the newspaper.

– Jonathan Gibson, Four Oaks, Birmingham

# CLASSIC JACK

BY TUGS

Dear Belinda  
Please forgive this short letter but I am feeling a bit depressed and there is a very good reason...



.. it is the loneliness of command.



## Old warhorse galloped on

GENERAL Sir Robert Fry, Colonel of the Special Reconnaissance Regiment, seeks a precedent for an RN or RM officer being a regimental colonel of an Army regiment.

There are two. Admiral Sir Walter Cowan (1871-1956) won his first DSO on the Nile in 1898 and his second 45 years later serving with the Commandos.

He retired in 1931 as C-in-C but in 1939, aged 68, Cowan pestered the Admiralty for employment and was sent to North Africa with the Commandos.

He later attached himself to an Indian Army cavalry regiment and was captured in 1942 fighting an Italian tank with his revolver.

Repatriated, Cowan rejoined the Commandos and served in clandestine ops in the Dalmatian Islands (bar to his DSO aged 73).

He reverted to the retired list in August 1945 but the old warrior was still not finished.

His old regiment wanted him back. The London Gazette of November 1946 announced that "His Majesty the King Emperor has been graciously pleased to appoint Admiral Sir Walter Cowan, Baronet, KCB, DSO, MVO, Royal Navy (retired), to be Honorary Colonel the 18th King Edward's Own Cavalry, Indian Armoured Corps, with effect from 22 November 1946".

Two decades later, in 1965, Admiral of the Fleet Earl Mountbatten, late CDS, became Colonel of the Life Guards.

He rode around the Hampshire lanes in a shiny helmet, thigh boots and hacking jacket preparing for the Trooping the Colour.

- **Lawrie Phillips**, *The Royal Navy Day by Day*, Northwood  
See page 11 for more on Cowan.

## What's in a name?

MY name is Jason Lyons and I work at the Institute of Naval Medicine.

In *Navy News* (February) there was a fantastic article about where I work - the Environmental Medicine Unit.

Unfortunately someone spelt my name wrongly.

Would it be possible to put this right as I'm the person that sees all the referrals in that clinic and it has already caused a bit of confusion with patients and establishments?

- **Jason Lyons**, MSc BSc(Hons) REP, Clinical Physiologist, EMU, INM, Gosport



● The High Commissioner of Palestine, General Sir Alan Cunningham, pictured in HMS Euryalus in 1948. Photo sent by Bill Brentnall - but can anyone tell us, is the dachshund real?

# Palestine recalled

AN old shipmate and I were both very interested in the article *Birth of a Nation* (January) as we were there.

Young Derek West is one day older than me but we both attended Captain's Table to be rated up on the same day - our 18th birthdays.

I hold two important historic dates - born on May 15, the day Israel became a state and the very last British serviceman to leave the Holy Land on June 30 1948.

40 Cdo were the last unit to evacuate on June 30. The final ceremony was carried out by a small bodyguard of Royal Marines from HMS Phoebe when Lt General G H A MacMillan completed the withdrawal and the last Union Flag was lowered from the Port Office. I was the RM Bugler from Phoebe.

One of the main points that both Derek and I picked up was HMS Volage, as she was blown up in the Corfu Channel on 22 October 1946 and what was left of the ship laid off Dockyard Creek, Malta, for about 20 years.

Many years later one ship was made out of the two wrecks, Saumarez and Volage.

I have been back and unveiled a plaque on that very spot 50 years later.

There has been much controversy about which ship did what. HMS Euryalus was there.

I served in her as a corporal 1951-52 but HMS Phoebe was the workhorse and boarded the Pan Crescent.

- **John D Barrett**, former ships Sgt Major HMS Tiger

...I WAS stationed on HMS Saumarez from January 1946 to September 1946, and it was our duty to intercept boatloads of people trying to get into Haifa, these were then put into camps.

It was on the mid-morning in September that I was told to pack to be sent back to the UK. Whilst on leave in mid-October 1946 I was told the terrible news that my old ship had been hit with mines.

Like Mr Bardell I am 81 years of age.

Good luck to all the Service still serving.

- **K Rastall**, former LSBA, Balderton, Newark.

...I was Electrical Storekeeper aboard the Euryalus at that time. I thought Mr Bardell would like to see a picture of that occasion!

- **Bill Brentnall**, Redditch, Worcs

## Mobile rip-off

OTHER service personnel may be interested in the problems I have with my mobile phone providers.

I am off to Afghanistan, so I thought it reasonable that my provider would agree to suspend my contract as they were unable to provide coverage.

How wrong I was. They declined to offer any flexibility and they will take £45 per month for a mobile service that is not available to me!

Did any other serving people ask their providers if they have coverage in Afghanistan, Iraq, or any other theatre of operation?

Don't expect them to reduce your tariff whilst you are away.

- **Sqn Ldr Mark Collins**

LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information.

Letters cannot be submitted over the telephone.

Given the impressive volume of letters, we cannot publish all of your correspondence in *Navy News*.

However, we do try to publish many of your letters on our own website [www.navynews.co.uk](http://www.navynews.co.uk)

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

Please try to keep your submissions as brief as possible - our space is limited.

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## Time to test Sampson's strength

SPUTNIK sits atop Portsmouth Hill ready to pave the way for the next-generation of British destroyers.

The Sampson radar system – its spiky dome bears an uncanny resemblance to the first artificial satellite – was craned into place on a mock-up of a Type 45 main mast high above Portsmouth.

The £10m Maritime Integration & Support Centre built by BAE Systems is designed to test the brains of the new destroyer before the vessel enters front-line service.

At the heart of the Type 45 is the PAAMS missile system and its Aster missiles, launched from a silo on the ship's forecastle.

The weapon is impotent without its brain; it is the task of Sampson to identify and track hundreds of aerial targets and send constantly-updated data to the missile once airborne to intercept anything which might threaten the Fleet. In theory, Sampson can track – and launch Aster to destroy – a cricket ball travelling at three times the speed of sound.

Three prototype Sampsons have been built; one is fitted to the Longbow trials barge, due to leave Portsmouth shortly for the Mediterranean to test the missiles and radar at sea; a second Sampson can be found on the Eskmeals gunnery range in Cumbria.

By testing the radar at Portsmouth Hill, Whitehall hopes to save time and money, ironing out any problems and perfecting the system before it is installed in HMS Daring, the first ship in the class due to enter service in 2009.

AS HMS Dauntless entered the water for the first time (see page 26) the first steel on her youngest sister HMS Duncan was cut in Portsmouth.

VT Shipbuilding is charged with creating the bow section and main mast of the Type 45 destroyers.

HMS Diamond's bow will be completed this spring, while parts for ships five and six – Defender and Dragon – are taking shape in VT's ship hall in Portsmouth Naval Base.

Duncan will be the sixth Type 45 (the class may eventually number eight although no orders have been placed beyond ship number six) entering service around 2012.

The VT team expects Duncan's mast and bow to be built quicker and more cheaply – perhaps by as much as one third – than those of her sisters given the experience gained on the previous five vessels.

Duncan's bow is due to sail to the Clyde in the late summer of 2008 where it will be fixed to the midships and stern of the destroyer at BAE Systems' Govan yard.

## THE price of freedom is eternal vigilance.

Thus wrote Thomas Jefferson, although he probably never imagined 5,300 tonnes of steel flying the White Ensign would be realising his words two centuries later.

HMS Campbeltown has taken her place in the line alongside Allied warships in Combined Task Force 150, enforcing Operation Enduring Freedom on the high seas.

And few ships have been more vigilant in this part of the world these past years: this is her fifth year in six that Campbeltown has been east of Suez.

The Devonport-based Type 22 frigate is on a whistle-stop tour of the Middle East, crumming in a lot to just two months attached to CTF 150.

The first stop once through the Suez Canal was the Egyptian port of Safage to work with the coastguard and navy, host dignitaries and foster good relations with locals on the football pitch, squash court and golf links.

Then it was across the Red Sea to the sprawling port of Jeddah, again for talks, this time with members of the Royal Saudi Naval Forces.

Given the sensitivities of visiting an Islamic state, Campbeltown's female sailors were given *abayas* – traditional black overgarments – to wear when they left the ship and visited the metropolis.

"Many of my sailors have not been here before and it's important to let them see Jeddah – and for local people to see and meet them," said Capt Rupert Wallace, Campbeltown's Commanding Officer.

And as in Egypt, the sailors took part in numerous sporting fixtures, including a match with Jeddah RFC Sevens, plus hockey and football matches.

Joining Campbeltown in both Safage and Jeddah was Cdre Bruce Williams RN, the current commander of CTF 150.

He believes Campbeltown and her Allied cousins are the ultimate insurance policy on the high seas. "As a thoroughfare of the world, the Red Sea is an essential part of my area of responsibility," said Cdre Williams.

"In the normal course of events, an insurance policy pays if the house burns down. We stop it burning down in the first place."

The commodore's force prowls a vast area from the Arabian and Red Seas to the Indian Ocean, keeping tabs on potential movements on the waters by terrorists, smugglers, pirates, drug-runners and people traffickers.

Cdre Williams told representatives of the Arab media



● HMS Campbeltown tops up with fuel courtesy of the US Navy oiler John Lenthall

Pictures: LA/Photo Des Wade, FRPU Whale Island

that he was in no doubt that the task force's presence had markedly improved security and safety in the sealanes of the Middle East.

"Have you seen piracy on the decrease? Have you seen people rescued from the sea and saved? Have you seen the coastguard's

capability increased by our co-operation?" he asked.

"To all these questions, I would have to answer: yes."

Ships presently attached to the task group are drawn from Britain, the USA, Canada, Germany, and Pakistan.

● (Right) S/Lts Aime Jackson (left) and Kelly Grossett don *abayas* – traditional black overgarments worn by women in Islamic countries – ahead of a run ashore in Jeddah and (below) Jeddah's futuristic harbour control tower dominates the waterfront skyline at nightfall



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● Commandos of 539 Assault Squadron RM and an Iraqi Coast Guard patrol boat race along the Shatt Al Arab in Basra at the height of Operation Troy

Pictures: Cpl Ian Forsyth RLC



## Thorne on our side

THE 3,500 reservists in the Navy and Royal Marines have a new man at the helm in the shape of Cdre Stephen Thorne (pictured above).

His principal goal will be to ensure that the Royal Naval Reserve and Royal Marines Reserve attain full strength by 2010.

Since the RNR and RMR were brought into a single 'Maritime Reserves' organisation 12 months ago, part-time sailors have been deployed on ship protection duties in the Gulf for the first time (see page 16) and numerous reservists were involved in Operation Highbrow, the evacuation of civilians from the Lebanon last summer.

Around one in seven sailors or green berets on operations is drawn from the RNR/RMR.

Cdre Thorne received the reins of the Maritime Reserves from Northern Irelander Cdre Elliott Reynolds during a ceremony aboard HMS Victory.

"Reservists are an integral part of our ability to launch and sustain naval campaigns throughout the world," said Cdre Thorne.

# Commandos search for terrorists' Achilles heel

**R**OYAL Marine Commandos were at the heart of the largest operation by British forces in Basra since the Saddam regime was toppled nearly four years ago.

Iraq's great southern city was 'locked down' as British and Iraqi forces sealed off the heart of the port to put a stop to smuggling, insurgency and other criminal activity under Operation Troy.

While troops established a 72-hour cordon in the city itself, green berets of 539 Assault Squadron Royal Marines ensured an equally potent 'line' was drawn in the Shatt Al Arab and the manifold canals which run off the waterway and give Basra the title 'Venice of the Middle East'.

The squadron deployed its new powerful 'gunboat', the ORC or Offshore Raiding Craft, alongside patrol boats from the Iraqi Coast Guard Inland Waterways Department, to conduct searches of traffic on the river.

All traffic approaching Basra by road or water was stopped and searched - the labyrinthine canal network in particular is regarded by intelligence analysts as a highway for criminals and rogue militia groups to move men and material.

Ashore, 1,200 soldiers from Britain's 19 Light Brigade and 2,000 officers and men from the Iraqi Security Forces set up roadblocks on eight principal



routes into and out of Basra.

Iraqi and British troops also closed the border with Iran, and surged into the more notorious districts of Basra to carry out a series of searches for suspicious vehicles.

"We see Troy as another step along the way towards Iraqi authorities taking responsibility for the security of Basra," said Capt Ollie Pile of 19 Light Brigade.

"This was a large-scale operation with Iraqi and multinational Forces working together for the greater good of the people of Basra."

Troy, which was ongoing as *Navy News* went to press, was the first security operation on this scale involving Iraqi troops in the

south of the country.

The Royals of 539, based in Plymouth, have been conducting regular patrols on the Shatt Al Arab (which means Coast of the Arabs), where they have been tutoring the Iraqi Coast Guard in

the art of waterway security.

Troy coincided with a similar large-scale operation in Baghdad by US and Iraqi forces as part of the wider security plan for the country, Operation Imposing Justice.



● Green berets tear down the Shatt Al Arab in Basra in an ORC gunboat

## Cutlass to vanquish bombs

A NEW breed of robots will help RN disposal teams deal with bombs in the future.

Whitehall has ordered 80 'Cutlass' hi-tech robots which can be 'driven' by operators using a joystick from a safe position.

The RN's three bomb disposal units - Southern Diving Units 1 and 2 and Northern Diving Group - already use robots to help them deal with IEDs (Improvised Explosive Devices) as home-made bombs are dubbed by the military.

The iconic 'wheelbarrows' have been around since the 1970s (they were first used to cope with the menace of bombs in Northern Ireland).

Three decades later, Cutlass is faster, more agile and above all can cope with far more types of explosive devices and difficult situations than its predecessor.

Particularly impressive is the robot's 'manipulator arm' which operators can use to make bombs safe in a wide range of situations by day or night.

The MOD has ordered the Cutlasses from Remotec UK, part of the huge Northrop Grumman defence firm, for £65m. The first Cutlasses will begin entering service towards the end of the decade.

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● Transfer request... (Above) HMS Cattistock (nearest the camera) and HMS Pembroke sail alongside HMS Quorn as they prepare to conduct a line transfer exercise and (left) Cattistock's superstructure basks in the glow of a January sunset

# A huntin' we will go...

A FIVE-strong force of minehunters opened 2007 with a concerted sweep of the approaches to two of the nation's greatest ports - which offered up some hidden surprises.

Her Majesty's Ships Atherstone, Cattistock and Quorn - all Hunt-class minehunters - and Pembroke and Walney, both Sandown-class mine countermeasures vessels, spent three weeks in the Solent on routine training.

And what better training than genuine mines to dispose of?

The approaches to Portsmouth and Southampton have been surveyed and swept manifold.

Yet the sea continues to reveal secrets - and the new Sonar 2193 fitted to the Hunt class reveals the parts that other sonar cannot find.

Steel poles, metal beams, even shopping trolleys several miles out to sea, all were picked up by 2193 - as well as some more troublesome objects.

As Quorn patrolled the sea lanes southeast of Nab Tower a strange object appeared on her new Sonar 2193 screen.

The ship's 'yellow submarine' (Remote-Control Mine Disposal Vehicle to give it the correct title)

was lowered into the chilly waters.

From 70ft beneath the surface of the Solent, the robot submarine beamed back live images of a 1,500lb German GC mine.

A dive team then placed a 4lb charge on the aged ordnance, withdrew to a safe distance and sent it up in the air.

Slightly closer to Portsmouth and Southampton two more aerial-launched mines were sent to the afterlife by HMS Walney.

She found the ordnance a couple of miles southeast of Nab Tower, first with her 'dipping' Sonar 2093, sent her yellow submarine to investigate and sent the two mines to oblivion in controlled explosions.

"It's a great sense of satisfaction and mission accomplishment when you get an opportunity like this," said Lt John Hulttunen, Walney's operations officer on exchange from the US Navy.

Besides scouring the seabed for the detritus of two world wars, the mixed group conducted various manoeuvres, including gunnery shoots and a

three-ship line transfer, with Quorn, Cattistock and Pembroke.

"Whilst this sort of replenishment at sea is fairly common in frigates and destroyers, it happens less often in mine countermeasures vessels," said Lt Hugh Harris, Cattistock's navigating officer.

Despite the rather serene scenes depicted in the images on this page, the weather was far from kind for much of the training.

Indeed one demonstration by Cattistock of her Sonar 2193 to surveying experts took place in Portsmouth Harbour rather than the Solent, where gusts of up to 70mph were pounding shipping.

The inclement weather at times also curtailed minehunting at sea - notably by the yellow submarines.

But all in all, the three-week hunt proved the potency of the two minehunting squadrons.

And survey work remains a laborious job; the ships move at extremely slow speeds, or even stop, while their

sonar scans... although not all the work was done by the sailors.

Aboard Cattistock, they let a robot take some of the strain.

REMUS - a 5ft long torpedo-esque device - was launched into the Solent from Cattistock's sea boat.

The robots (officially Remote Environmental Monitoring Units) are sent out by a mother ship to hunt for mines at depths of more than 300ft using their side-scan sonar.

REMUS 'flies' close to the seabed, storing sonar imagery on an onboard computer; once it has finished its mission, the mini submarine is recovered and the sonar images downloaded for a ship's minehunting team to pore over.

The MOD has bought 12 of the surveying devices at a cost of more than £200,000 apiece; Cattistock's sailors were extremely impressed by their trials which gathered a lot of high-quality data in a remarkably short space of time.

And as REMUS was beavering away beneath the surface on a pre-programmed route, beaming back data to the minehunter, Cattistock continued her survey work elsewhere in the Solent.

Once the five ships have collated all the material they gathered over the three-week sweep, it will be sent to the UK Hydrographic Office in Taunton to revamp existing charts.

"It was a challenging three weeks dealing with some appalling weather conditions which made life very uncomfortable and survey operations particularly difficult, but the team pulled through," said Cattistock's Commanding Officer Lt Cdr James Barnes.

The Hunts are based in Portsmouth under 2nd Mine Countermeasures Squadron; the Sandowns are all located at HM Naval Base Clyde under 1st Mine Countermeasures Squadron.

"The task of keeping ports and shipping lanes free from the threat of mining is an essential part of maritime operations - it's just as true in today's hi-tech battlespace as it was in any of the previous century's wars," said Lt Chris Jones of MCM2.

"Our mine countermeasures ships form an integral part of any naval task force which is operating in the littoral environment.

"By using state-of-the-art technology our ships are responsible for clearing routes through danger areas and providing safe anchorages for the ships in a task force."



● 'Should we call 'em back yet?' 'No, let 'em freeze a bit longer...' (Below) Two lieutenant commanders look on from HMS Quorn as the ship's divers deal with a wartime mine and (left) Quorn recovers her 'yellow submarine' after a closer look at a suspected mine



## ROYAL SAILORS' HOME CLUB

**NOTICE...NOTICE...NOTICE**

The 143rd Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 24th April 2007 at 10.30. Commanding Officers are requested to encourage maximum attendance from their ships and establishments. ALL MEMBERS ARE WELCOME TO ATTEND

## Passing of an era at Haslar

A POIGNANT ceremony will mark the passing of the baton from an historic medical institution to a youthful one this month.

The title of Freedom of Gosport passes from Royal Hospital Haslar to its near neighbour, the Ministry of Defence Hospital Unit (MDHU) in Portsmouth, as the last Commanding Officer of Haslar officially leaves the famous building.

Surg Capt James Campbell is the last in a long line of COs stretching back to 1795 (the hospital itself opened in October 1753).

His staff will remain at Haslar – but under the command of Cdr Bill Dunning of the MDHU at Queen Alexandra Hospital in Cosham.

The CO's departure will be marked by a formal parade by Haslar staff through the streets of Gosport led by the Band of HM Royal Marines Plymouth.

The parade will end at the Time Space (a modern-day amphitheatre off the Millennium Promenade), where the Freedom 'baton' will be transferred to the MDHU.

After that brief ceremony, the parade will resume, marching up the High Street to the town hall, where Gosport's mayor June Cully will take the salute accompanied by Surg Capt Campbell and Cdr Dunning.

Although Surg Capt Campbell is leaving Haslar, the hospital will continue to serve the people of Gosport – and military personnel will continue to work there.

The parade begins at Haslar at 10.30am on Wednesday March 28.

## Wings from the past master

HOW apt it was that the doyen of Naval aviation should present Wings to the next-generation of fliers.

Henry Allingham, Britain's oldest man and last living link with the Royal Naval Air Service – forerunner of today's Fleet Air Arm – was guest of honour at 702 Naval Air Squadron in Yeovilton when ten airmen earned their spurs.

Pilots Lts Ian Brannighan, Dave Neyland, Keith Attwood, all RN, and Leutnant Jörg Lehmann of the Deutsche Marine, plus observers Lts Vince Owen, Martin Ormshaw, Phil Chandler, Rob McSavage and Joe Keane received the coveted symbol of a qualified aviator from Henry and Second Sea Lord Vice Admiral Adrian Johns, the nation's highest-ranking serving naval aviator.

Also rewarded was Kiwi Lt Johnny Stanton RNZN who earned his Wings with his native Navy, but collected his operational conversion certificate from the Fleet Air Arm.

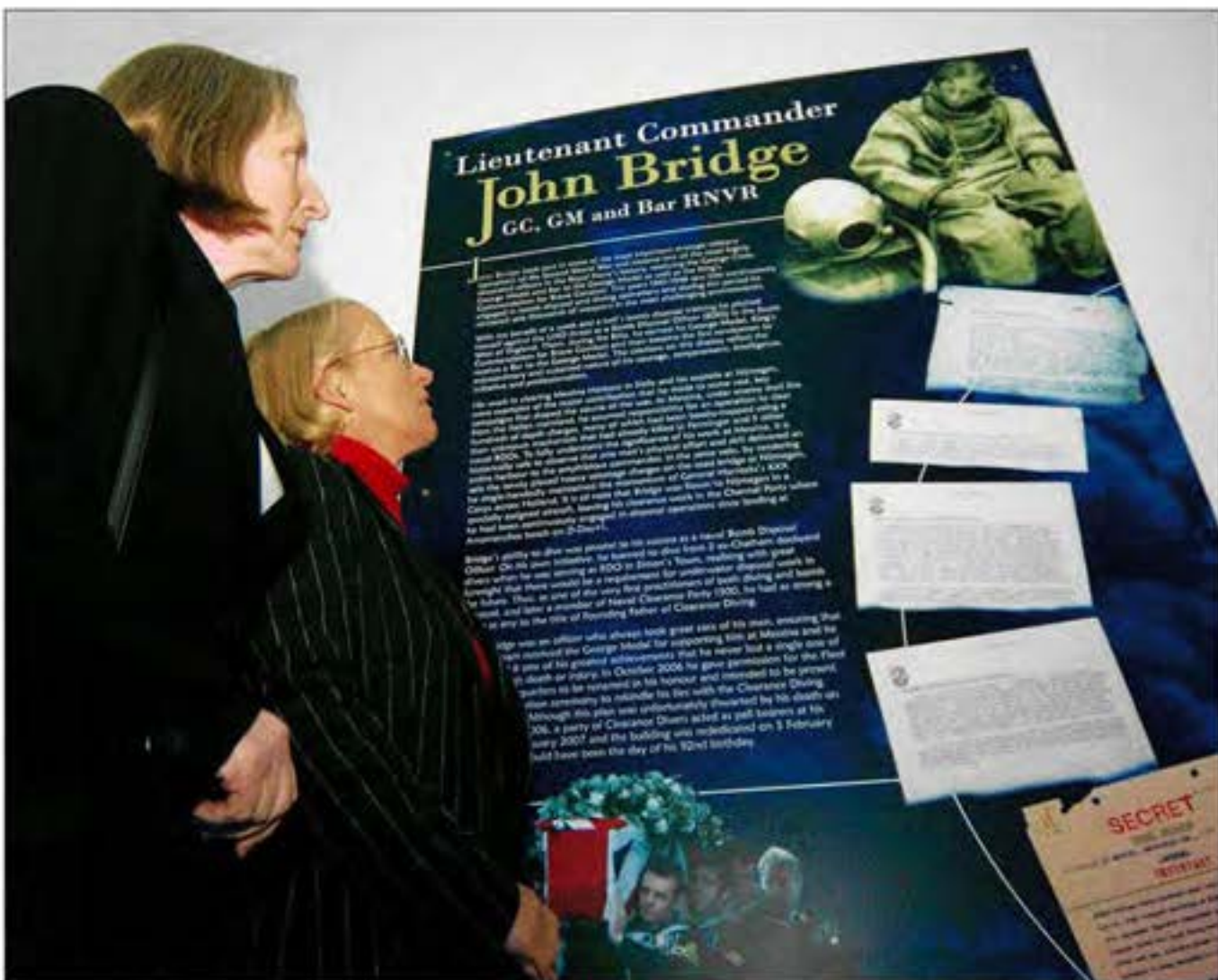
The presentation of Wings marks the end of a two-and-a-half-year odyssey for the Lynx pilots and observers which began at Dartmouth and ended with 702 NAS at Yeovilton, where the trainees first learned to fly the Lynx, then learned how to fight and operate it in the front-line.

"Meeting Henry was truly memorable for all the graduating students – they could reflect on the proud history of the Fleet Air Arm and consider what their role would be in its bright future," said Cdr Kevin Fleming, 702's Commanding Officer.

Lt Owen collected the Adam Cawthorne trophy for the best results as an ab initio observer; Lt Brannighan received the Westland trophy for the best ab initio performance on operational conversion; and the Richard Harper trophy for the greatest improvement during training went to Lt Neyland.

With the exception of Lt Lehmann, all the new owners of Wings have now joined 815 NAS, the front-line frigate and destroyer Lynx squadron also based at Yeovilton.

Also rewarded was instructor Lt Pete Talbot RAN who collected the Lt Rod Skidmore Trophy for excellence in flying instruction.



● John Bridge's daughters Elizabeth Eastwood and Susie Williams admire the display panel celebrating their father's deeds  
Picture: LA/Photo Shaun Preston, FRPU Whale Island

# Reclaim for a hero

THE word 'hero' is banded about by the media all too often.

Unassuming physics teacher John Bridge (pictured, right, in South Africa in 1942) probably would have hated the label.

But he was mightily proud to know that the spiritual home of Naval diving would bear his name.

Sadly he passed away just two months shy of the John Bridge Building being officially unveiled on Horsea Island.

But his family was there to witness the occasion as a special breed of sailors paid their respects to a man regarded as one of the founding fathers of Naval bomb disposal and diving.

Until last month the John Bridge Building was the Reclaim Building, headquarters of the Fleet Diving Squadron and the Superintendent of Diving (responsible for underwater safety across the three Services).

Squadron CO Cdr Bernie Thompson was charged with finding a more inspiring name for his Portsmouth Harbour HQ.

His eyes quickly fell upon the name of Lt Cdr John Bridge RNVR – winner of the George Cross and George Medal and Bar for his wartime deeds.

"We wanted to find a new name which reflected the clearance diver's unique role both as ordnance disposal operator and as a diver," explained Cdr Thompson.

"As soon as I read about John Bridge's exploits, I knew I had found the ideal role model. His professionalism will inspire future generations."

Aged 91, Lt Cdr Bridge gave today's divers permission to use his name on their headquarters, which were officially renamed on what would have been his 92nd birthday.

"My father said very little about his wartime experiences – it's been a joy to learn about this chapter of his life," said his daughter Elizabeth Eastwood.

"He always held the Senior Service in high regard and would have enjoyed being here with the divers – he was very excited about the prospect of having the headquarters named after him."

Besides a nameplate bearing the name of the new building, there is



PHYSICS master John Bridge volunteered for bomb disposal work because he said he wanted to save lives, not end them.

That he did, earning the George Medal for disarming bombs in the West Country at the height of the Blitz, including unexploded ordnance in Devonport and Falmouth.

He was posted to South Africa to continue his work and taught himself to dive.

It was his combined skill of disposal and diving which would earn him the George Cross after the fall of Sicily in the summer of 1943.

In a fortnight's work, Bridge and his team cleared the harbour at Messina – an operation made particularly hazardous by booby traps left by the Germans.

His citation declared that he showed "conspicuous and prolonged bravery and contempt of death".

He continued his disposal work in Normandy and the Low Countries during the Allies' advance of 1944.

Post-war, John Bridge returned to teaching, finally retiring as director of education in Sunderland.

It was there that he died in December, serving RN divers acted as pallbearers at his funeral.

a graphic display inside detailing the diver's exploits, as well as some of his personal effects on permanent show.

His family was given a guided tour of the headquarters.





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## Baltic deeds remembered

BRITISH officer Cdr Andy Hancock joined comrades from Estonia when they paid tribute to the men who helped liberate the Baltic state from the Russian yoke nine decades ago.

The Royal Navy played a crucial role in the foundation of the modern, independent Estonian state, dispatching a task force to the Baltic to support the freedom movement at the end of the Great War.

The arrival of the fleet, under Admiral Walter Cowan, is often seen as a turning point in a conflict often forgotten outside the Baltic.

Each year, Estonia's leaders gather at a military cemetery in the nation's capital Tallinn to place wreaths on the graves of those killed during the struggle for independence.

This year the ceremony was attended by British officers involved with the handover of Sandown-class mine countermeasures vessels to the fledgling Estonian Navy.

It fell to Cdr Hancock (RD West Underwater Weapons Systems) to lay a wreath and salute the fallen.

Cdr Hancock was in Estonia to look at the future requirements of the tiny Estonian Fleet (its personnel number just 300 and the Navy has only existed as an independent force since 1994) while his colleagues looked at issues surrounding the re-activation of former HM Ships Sandown and Inverness.

Both vessels will be put into service eventually by the Estonians to safeguard their waters and also to dispose of thousands of pieces of wartime ordnance which continue to lie on the bed of the Baltic.

■ Baltic mission for Brocklesby, page 5



# Swinging the Ledbury

**T**HERE'S been no opportunity for swinging the lead on board busy minehunter HMS Ledbury, as the Hunt-class mine countermeasures vessel (MCMV) has been kept busy on fishery protection duties for the last year.

In fact her visit to Bristol last month as part of the city's commemorations to mark the 200th

anniversary of the abolition of the slave trade must have been a welcome break in her busy routine.

It's not the only big event at which the MCMV has played a starring role in the last 12 months in her job of fishery protection.

In Lowestoft she graced the annual Fish Festival and in South Wales she marked the centenary celebrations of the port of Fishguard.

Her task of patrolling the nation's coast enforcing the laws of fishing rights and catch quotas have made her a regular at the coastal ports of Newcastle, Shoreham, Falmouth, Poole, Weymouth and Devonport, as well as the occasional visit to her home port of Portsmouth.

Although the name Ledbury has only the one antecedent, that one ship punched above her weight in her six years of active service during World War 2.

Ordered just two days after the start of the conflict, the Hunt-class destroyer won six battle honours in a dramatic career that saw her take part in many of the notorious events of that conflict.

Her initial war years were spent escorting warships and auxiliaries between Scapa Flow and Iceland until June 1942 when she became part of the ill-fated PQ17 that was famously ordered to scatter with the consequent loss of 25 ships.



● Minehunter HMS Ledbury in Bristol in mid-February as part of the Royal Navy's anti-slavery commemorations

Picture: Darren Setter, DLO Photography

## Facts and Figures

Class: Hunt-class mine countermeasures vessel  
Pennant Number: M30  
Builder: Vosper Thornycroft, Southampton  
Launched: December 1979  
Commissioned: June 11 1981  
Displacement: 685 tonnes  
Length: 60.3 metres  
Beam: 10.4 metres  
Draft: 2.4 metres transit dome, 4 metres acoustic dome  
Speed: 14 knots  
Complement: 42  
Propulsion: Two Paxman Deltic 9-cylinder Type 9-59K, one Paxman Deltic cylinder Type 9-55B for slow speed drive  
Armament: 30mm BMARC 530-GM, two general purpose machine guns, and provision for two 20mm guns

Next the destroyer Ledbury was part of the Pedestal convoy to Malta, and one of the three destroyers strapped to the beleaguered tanker Ohio that hauled her into Malta's Grand Harbour after the waves of attacks by enemy aircraft, torpedo boats and submarines.

Ledbury's life became no more peaceful as the war progressed as

she racked up more battle honours, continuing her escort duties between Iceland and the Orkneys, taking part in the Salerno landings, and escorting convoys from Malta and Alexandria. Offensive patrols in the Adriatic and Aegean also won her credit.

She went into reserve in 1946, and was eventually broken up in Rosyth in 1958.



## Battle Honours

Malta Convoys.....	1942
Arctic.....	1942-43
Sicily.....	1943
Salerno.....	1943
Adriatic.....	1944
Aegean.....	1944
Kuwait.....	1991

## NAVY NEWS

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## HEROES OF THE ROYAL NAVY No.35

### LS William Odgers, VC

TALES of Empire are invariably littered with stories of Boy's Own deeds by military men counterbalanced by political ineptness and crassness of staggering proportions.

Indeed behind many of the wars which helped add the prefix 'Great' to 'Britain', were political shenanigans, connivance and duplicity which 150 years later seem rather shameful.

And so it was that one Thomas Gore Browne, Her Majesty's Governor of New Zealand, helped to ignite a vicious war with the Maori tribes - all for the sake of 600 acres of land.

For a dozen years there had been an uneasy peace between the Empire and the tribes, but with the settlers clamouring for more land, Browne offered to buy some from a minor chieftain.

The sale of the land at Waitara was vetoed by the Maori leader - but Browne went ahead with the purchase and ordered British troops to occupy it anyway, provoking a year-long conflict.

The Maoris began besieging settlers' colonies, skillfully building pahs - forts - on the outskirts of the towns to effect their sieges.

In late March 1860 HMS Niger was ordered to the besieged settlement of Omata; she put more than 300 soldiers and sailors ashore to relieve the townsfolk.

There was talk of massacres, of settlers and boys tending to cattle being murdered. Maori warriors wandered up to the stockade at Omata "danced the war dance and fired some shots".

Yet the force sent to relieve Omata soon found itself in trouble; another 50 reinforcements, led by Niger's captain Peter Cracroft, arrived with a 24lb rocket tube.

They found the original landing party in disarray, its leader wounded - and the Maoris dominating the land from a pah on a hill on the edge of Omata.

Undeterred, Cracroft turned to his men: "Lads, there are three flags flying in defiance of the Queen and our men. Ten pounds to the man that hauls the big flag down."

The man who hauled that big flag down was one LS William Odgers, a 26-year-old Cornishman and the captain's coxswain, one of a party of sailors who stormed the pah.

Half a dozen rockets were fired from the makeshift launcher, then the men swarmed forward "in the most gallant style".

All three Maori banners were seized and every tribesman defending the pah was killed - many men according to British sources, just a solitary aged Maori according to native sources.

Cracroft recommended four men for the VC, but it was Odgers "being the most daring" and the first Briton into the pah who was awarded it.

Before the decade was out, Odgers had been discharged from the Navy because he was medically unfit.

He did what many former sailors do upon retirement: he ran a pub, the Union Inn on the waterfront at Saltash. And it was there, aged just 40, that he died in late 1873. (The pub remains today, distinguishable by a huge Union Flag motif painted on its facade.)

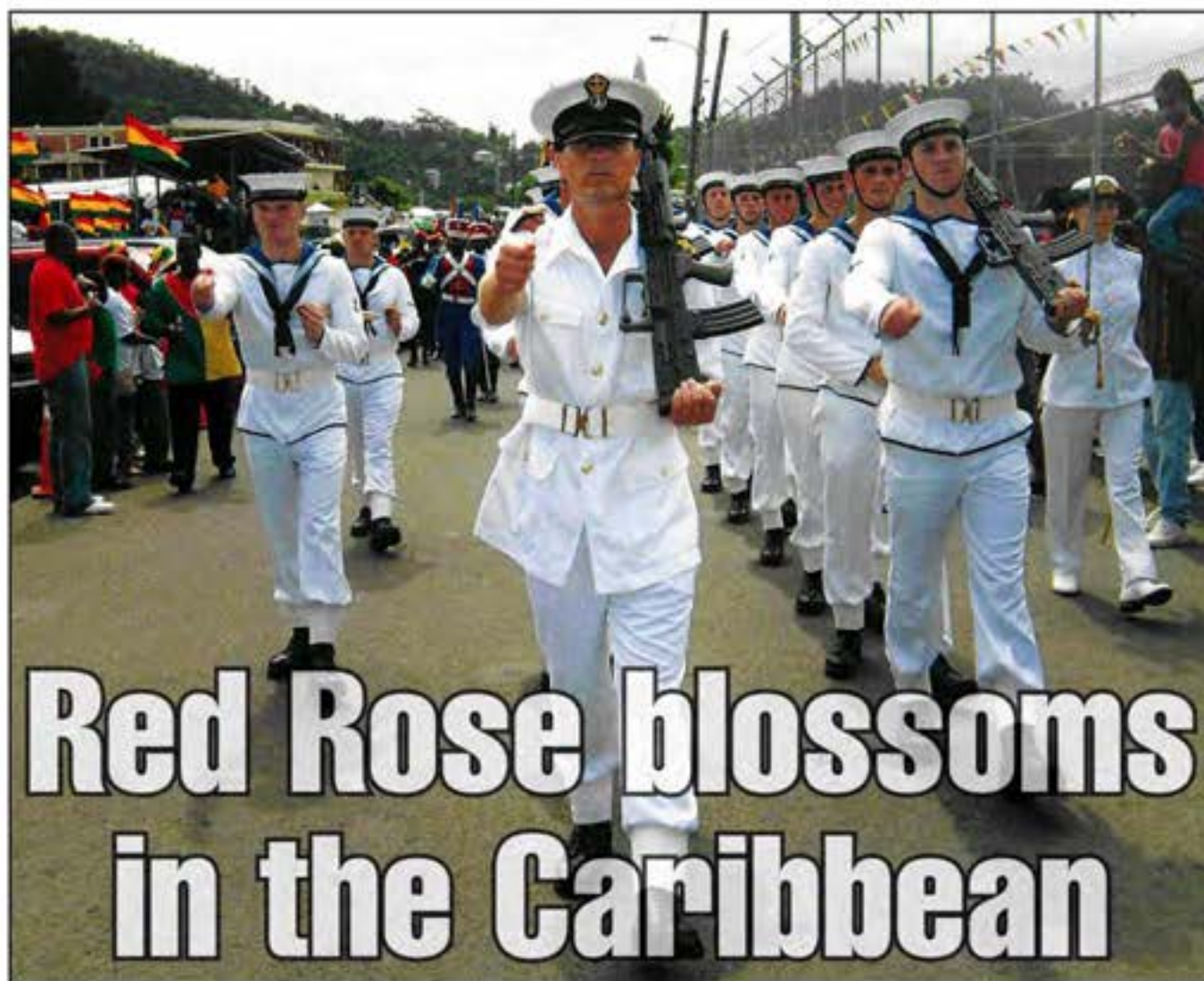
As for the Maoris, they held the Empire at bay for another year. Colonial newspapers urged no mercy be shown to any native "at heart a murderer and assassin".

Reality not emotions dictated Governor Browne's actions. In March 1861 he agreed to a ceasefire after 12 months of bitter fighting.

And the scrap of land which was the cause of the dispute?

It remained in Maori hands.





# Red Rose blossoms in the Caribbean

## FISHERMEN know a thing or two about fish.

The clue's in their job title, you see. So the drugbusters of HMS Lancaster were somewhat sceptical when they boarded a 'fishing' vessel whose haul for six weeks at sea amounted to 220lbs of rotten fish.

The frigate pounced on the boat during the latest stage of her anti-drug patrol in the Caribbean - and while no illegal substances were found on the trawler, crew are in little doubt that this was a boat bound for a mid-ocean rendezvous to pick up narcotics.

"The crew were clearly not very competent fishermen and they were also highly suspicious: they deleted all their GPS fixes and they had welding equipment, false bulkheads and paint to put in place to conceal drugs," said Lt Helen Mackenow, the ship's deputy logistics officer.

"Although we didn't find any drugs we're certain that this vessel was waiting for a drop."

Lancaster sailed in pursuit of the trawler based on intelligence - and similar intelligence led to a hasty departure from Curacao in the Dutch Antilles.

So hasty, in fact, that three officers enjoying leave were left behind.

The trio arrived at an airfield for a pick-up by the ship's Merlin to find a message waiting for them: *Make your way to Martinique* - the ship's next port of call.

As it was, Lancaster returned to the Dutch dependency (the boat she set off to chase proved to have no drugs aboard) to pick up the stranded sailors.

Equally eventful was the Red Rose ship's visit to Grenada to celebrate 33 years of independence (on Independence Day, no less).

We say 'day' but in this part of the world parties tend to run on for a few days.

Indeed, the ship found the capital St George's in carnival mood with street parties in full swing as she arrived 24 hours before Independence Day.

Lancaster hosted an official reception for local dignitaries, where the traditional ceremonial sunset was accompanied by the strains of calypso music drifting across the harbour from a steel band.



The independence parade the following day was no less colourful; sailors from Lancaster as well as the Grenadian Armed Forces and visiting sailors and marines from Venezuela took part in the procession, while the ceremonial gun of the frigate thundered 21 times at mid-day in salute.

The island was badly hit by Hurricane Ivan in the autumn of 2004. It was a welcome surprise to Lancaster's operations officer Lt Cdr John Fitzpatrick that Grenada had made such a fine recovery; he was the flight commander of HMS Richmond, one of the first vessels on the scene in Ivan's wake.

"Throughout our visit we were given a very warm welcome by the locals," said Lt Cdr Mark Sheldon, Lancaster's weapon

## ● In the spirit of independence... Lancaster's honour guard marches through St George's on Independence Day in Grenada

Pictures: LA(Phot) Luis Holden, FRPU Whale Island

engineer officer.

"Many of the crew made the most of their time alongside - visiting waterfalls in the rainforest or seeing the island's mona monkeys in the national park."

Other crew chose more athletic pastimes such as scuba diving and kite sailing, while the ship's football team chalked up their first victory of the tour with a 2-1 win over a local side.

You can read more from Lancaster via her internet 'diary' at [www.blogstoday.co.uk/bloghome.aspx?username=Lancaster](http://www.blogstoday.co.uk/bloghome.aspx?username=Lancaster)

■ Lancaster's Lions nudge past the French, page 46

# Derby waits for Ambush

THE people of Derby like their submarines... and now they have a new one under their wing.

Just six months after losing its ties with HMS Sovereign, the hunter-killer boat which was affiliated with the East Midlands city, Derby has forged new ones with HMS Ambush, the second of the next-generation Astute-class submarines.

Ambush will not be in service until around 2011 - she's taking shape alongside her older sister Astute in the gigantic ship hall at BAE Systems' Barrow yard - but civic leaders were keen to grab the new submarine before anyone else did.

The city is home to Rolls-Royce which provides Britain's nuclear submarines with the reactors that are at the boats' heart (and has been doing so since the late 1950s), so it only seemed right that Derby persisted with its links with the Silent Service.

The city bestowed the freedom of Derby upon the RN Submarine Service in 2002 and enjoyed a 33-year affiliation with HMS Sovereign, an affiliation which ended with a farewell formal civic dinner for the ship's company last

autumn to mark the boat's decommissioning.

Flag Officer Scotland Northern England and Northern Ireland, Rear Admiral Tony Johnstone-Burt, officially informed Derby folk of the new affiliation, an affiliation which was celebrated at the city's council house by a ceremony involving Sea Cadets, submarine veterans, serving sailors, Rolls-Royce employees and civic dignitaries.

"I'm proud that the nation's most inland city can boast such a healthy naval relationship," said Derby's Mayor Cllr John Ahern.

"From the very first submarine to every current vessel, there is a Derby connection."

Rear Admiral Johnstone-Burt added: "This affiliation allows the close bonds which had been established with our Submarine Service to be strengthened and extended to Ambush's new crew and other boats."

HMS Astute is already affiliated with Wirral; she launches this summer. Ambush follows her out of the shed in 2009.

All three boats currently in build - HMS Artful concludes the initial trio of orders - will be based on the Clyde.



● An artist's impression of HMS Ambush on patrol under the polar ice Picture: BAE Systems



● Slap and tickle enjoyed a resurgence in the Caribbean... Two sailors face-off on the flight deck during a game of bucket ball

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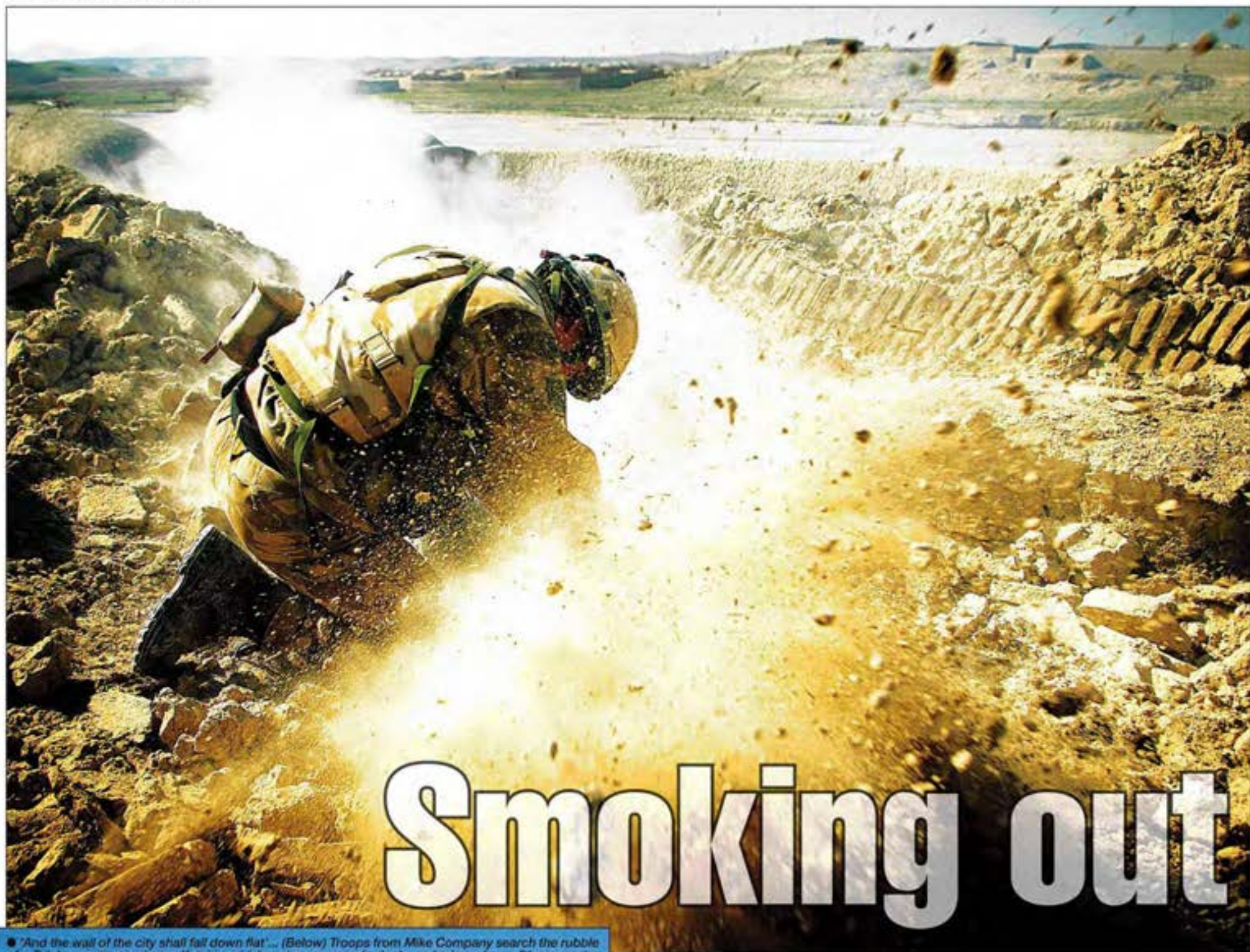


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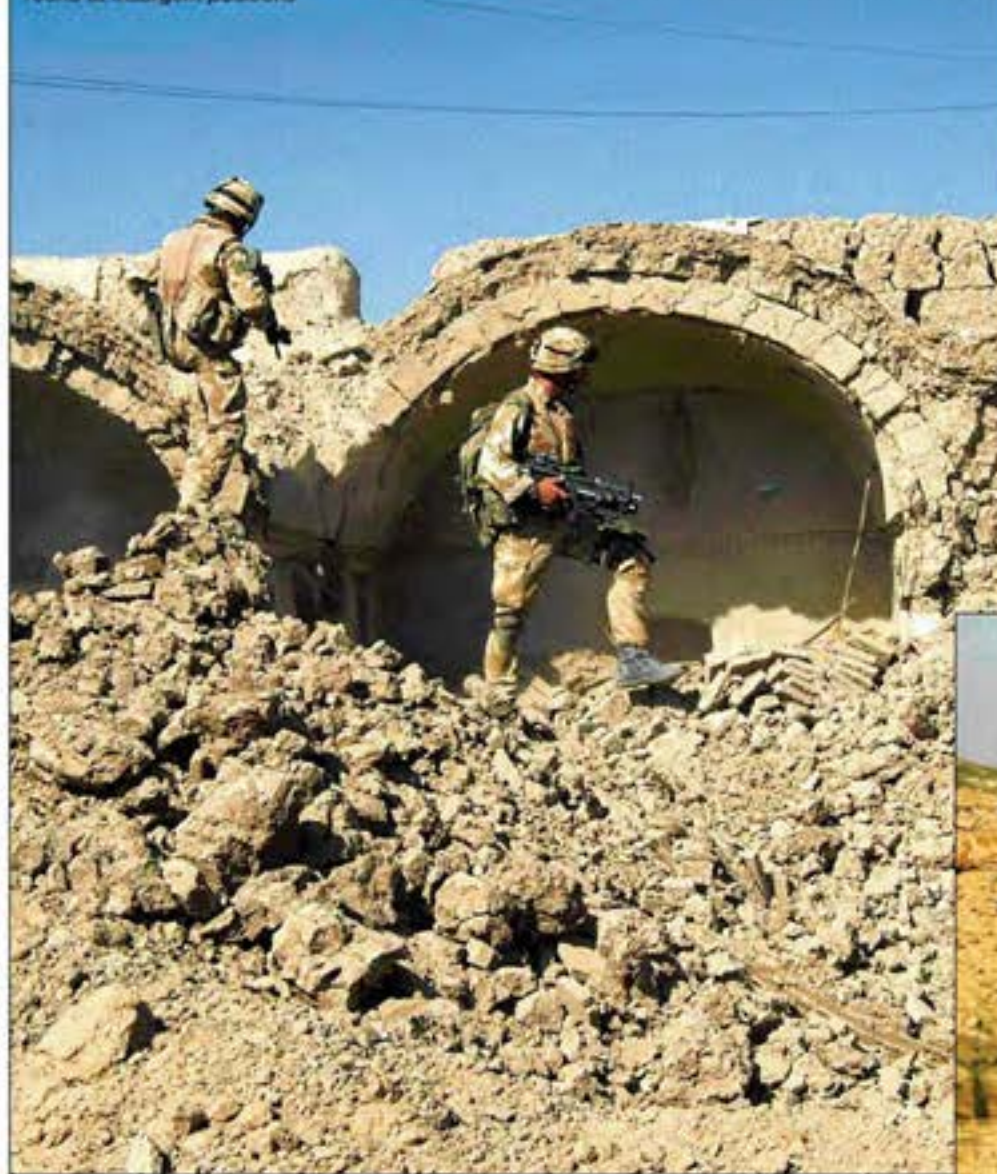
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# Smoking out

● "And the wall of the city shall fall down flat"... (Below) Troops from Mike Company search the rubble of a Taliban compound near Kajaki and (above) a commando ducks as he launches a 51mm mortar round at insurgent positions



**R**OYAL Marine Commandos kept Taliban insurgents on the back foot as the green berets swept through southern Afghanistan.

Having driven the insurgents from the town of Kajaki, the Royals maintained the pressure to drive the Taliban from the surrounding area.

Operation Volcano erupted around the village of Barikju, one of the last bastions of the Taliban in the Kajaki district.

The Royals spent six weeks smoking out the insurgents, holed up in mud forts and bunkers around Kajaki.

Last month we featured the Royals' successful offensive in Kajaki, the first stage in a concerted effort to restore normality to the northern regions of the troubled Helmand province.

Outside the town, the 30-year-

old Kajaki dam straddles the Helmand river; it is intended to provide power to upwards of two million Afghans, but with the Taliban dominating the area, the civilian population fled, no engineers felt safe and the dam largely fell into disrepair.

With Kajaki secured, the Royals of Mike Company 42 Commando, bolstered by 59 Independent Commando Royal Engineers and a specialist Royal Engineers Search Team, focused their efforts on 25 compounds and strongholds believed to be used by the Taliban, centred in Barikju, to the north of Kajaki.

The insurgents used these bases to direct rifle, mortar and rocket fire at the Royals in Kajaki.

Following two months of surveillance, the commandos unleashed Operation Volcano, systematically sweeping through the Taliban strongpoints and

walled compounds.

Under mortar and air support, the commandos smashed their way into the Taliban compounds despite volleys of rifle and machine-gun fire, plus rocket-propelled grenades.

"Once our lads were in the compounds, the walls were strong - providing a good level of protection to us, as well as to our enemy, from small arms and mortar fire," said Capt Anthony Forshaw, commanding Operation Volcano.

Having gained a foothold in the Taliban fort, the commandos began smoking each compound out individually.

Insurgents in the village of Chinah took exception to the Royals destroying the compounds and began to pour fire on the commandos.

The Royals responded with mortar fire - and Allied air power



● Volcanic ash... A Taliban compound is reduced to smoke and dust as commandos clear out strongholds north of Kajaki



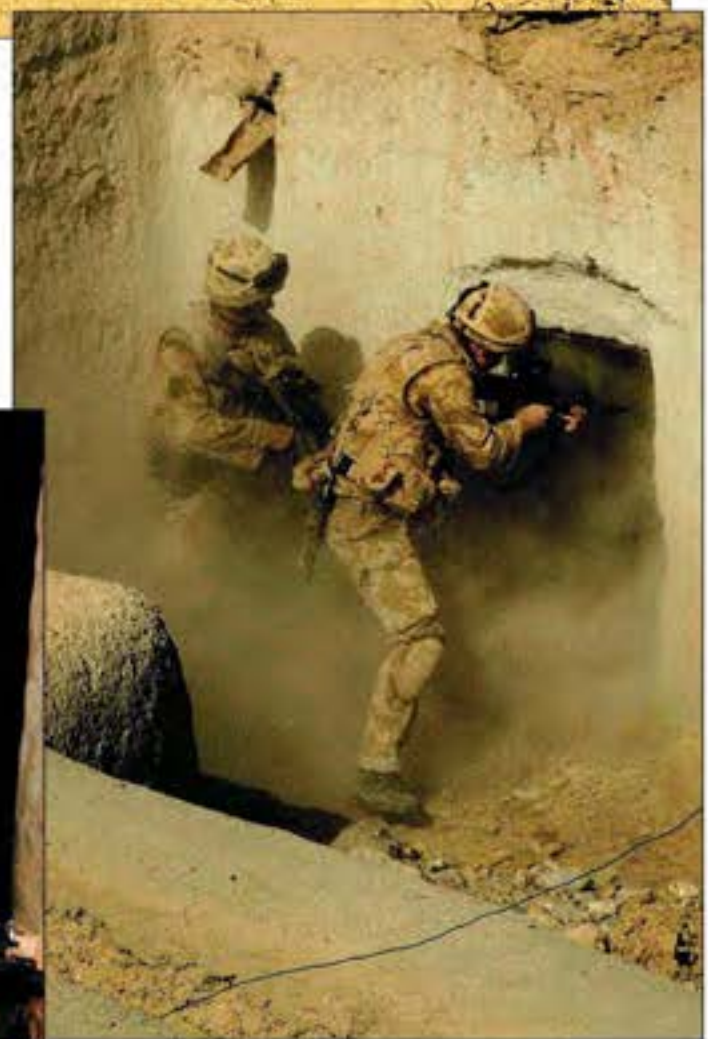
# the bandits

joined in – to neutralise the Taliban threat.  
 “The operation went very well,” said Capt Forshaw. “We have denied the enemy the use of the area, destroyed a number of his bunker and trench systems and gathered valuable intelligence for operations in the future.”  
 With the Taliban forced out of Barikju, the commandos returned to Kajaki.  
 Their presence in the district has seen the civilian populace tentatively return, vital if Helmand is to prosper and vital if the Kajaki

dam is to bring power to 1,800,000 Afghans.  
 “The dam needs a lot of maintenance, plus another turbine for it to work more efficiently,” said its senior engineer and manager Sayed Rasul.  
 “Once this happens and the surrounding area is safer, the dam will provide electricity for millions and create jobs for thousands.”  
 While the pressure on the Taliban is relentless, the pace of life for commandos charged with training Afghan soldiers rarely slackens.

Troops from 42 and 45 Commando, plus the Commando Logistic Regiment, have been assigned to ‘omelette’ – the Operational Mentoring Team.  
 One day the Afghan National Army will take over from Allied forces in their own land.  
 And while much of the focus is on the ‘business end’ of training – combat operations – the Royals have also been keen to pass on their knowledge of the ‘behind the scenes’ work vital to front-line success.  
 So while squad leaders imparted

knowledge of leading troops into battle as a non-commissioned officer, commando logistics experts at Camp Shorabak in Helmand explained how a successful fighting force should be run.  
 Wide-ranging courses from driving, vehicle repair, running a workshop and first-aid in the field to running a galley and ensuring the troops are paid and administered correctly were run for the Afghan soldiers of 3/205 Brigade.  
**Relief imminent, page 3**



● ‘Soldier rest, thy warfare o’er’... (Left) The men of Mike Company take a break following their exertions during Operation Volcano and (above) two commandos search a suspected Taliban hiding place

Pictures by PO(Phot) Sean Clee, 3 Cdo Bde, and LA(Phot) Gaz Faulkner, 42 Cdo

## The Marines behind the medals

VISITORS to the Royal Marines Museum should better understand the men behind the medals on display thanks to £50,000 of lottery money.

The medal collection at Eastney is, not surprisingly, the finest gathering of awards won by marines in the Corps' illustrious history and includes all ten Victoria Crosses awarded to Royals.

Now with the injection of cash from the Heritage Lottery Fund the stories of heroism behind many of those 8,200 medals can be told in greater detail.

Two touch-screen computer consoles will provide a multimedia history of the collection and details of the men and the deeds which won the medals.

New graphics panels will also be installed to help partially-sighted visitors to the museum and new special lighting fitted to ensure artificial lights do not damage the hallowed collection.

"This will transform the way that all our visitors and users can understand, appreciate and enjoy our outstanding collection," said curator Ian Maine.

Meanwhile, the Fleet Air Arm Museum in Yeovilton will be opening the doors to its 'reserve collection' - a rich archive of aircraft, artefacts and ephemera from a century of aviation on April 29.

Cobham Hall houses overspill items from the museum, including the first swept-wing aircraft to land on a carrier, the Gazelle Prince Andrew learned to fly in and a prototype bouncing bomb, plus 30,000 records and artefacts which won't fit in the main museum.

The open day on Sunday April 29 coincides with a military book, arts, prints and DVD/video fair.

Entry to Cobham Hall costs £4.50 and to the book fair £1.50.

Portsmouth's Historic Dockyard will be focusing on the men and women behind Britain's rich naval heritage throughout May.

Every Wednesday in May will see Falklands veterans recount their experiences of 25 years ago; numbers are limited, so you should book in advance.

The same month, the team which brings HMS Warrior to life will be on hand daily to explain how Britain's first ironclad was restored and is kept in pristine condition.

In preparation for celebrating the 20th anniversary of Warrior's arrival in Portsmouth, the dockyard is keen to record memories of people who remember seeing her leave Hartlepool, where she was restored, or arrive in Pompey. Contact info@warrior.org

Also on hand in May will be Mary Rose re-enactors explaining what it was like to serve in the Tudor warship.

● Rough riders... HMS Edinburgh (left) leaves the south coast in heavy seas, accompanied by HMS Exeter... whose sailors have swapped en masse with their counterparts



● Rather calmer seas for HMS Edinburgh at anchor under the historic guns of Ascension Island



**IN BODY** HMS Edinburgh is pounding the fearsome seas of the South Atlantic, the waves crashing over her stretched bow.

But in spirit she's sat alongside in Portsmouth Naval Base, slightly sturdier, slightly older, and with a distinctly Devonian feel to her passageways and messes.

The Fleet's experiment with 'Sea Swap' (swapping one ship's company for another) is in full swing as sailors from Her Majesty's Ships Edinburgh and Exeter trade places.

For the first four months of her deployment, Edinburgh has been pure, undiluted Eddie; but at the beginning of last month, sailors began the 8,000-mile swapover as Exeter's crew flew out to the Falklands to replace their comrades.

And when we say 'swap', we mean 'swap', from commanding officers to the youngest, most junior ratings - cap tallies and all. Edinburgh departed Pompey on a fairly overcast day in October, bound first for west Africa with the Exercise Vela amphibious group.

Fittingly it was Exeter she sailed with initially (in rather lumpy seas) before the two ships parted company in the Channel.

As the Vela vessels mostly turned for home, Eddie sailed out into the Atlantic in company with her tanker RFA Gold Rover, first heading for the islands of Ascension and St Helena.

Then it was down to the tip of the continent to Cape Town for a memorable visit to the great South

African port - and a fairly rare opportunity to work alongside that nation's navy.

South Africa has just introduced the frigate Amatola to its fleet; her crew are learning to get the most out of her thanks to a team from the Flag Officer Sea Training in Devonport (with a view to a possible visit to the UK by the ship later this year).

Edinburgh's arrival allowed the South Africans to test their skills in air defence, manoeuvring, replenishing at sea and operating helicopters.

"Cape Town was a wonderful place to visit - especially the famous view of Table Mountain," said Edinburgh's Commanding Officer Cdr Scott Verney.

"But we were also particularly fortunate to have the opportunity to exercise alongside one of the South African Navy's newest ships."

From the shadow of Table Mountain, Eddie turned west to pay a fleeting visit to the isolated outpost of the Commonwealth, Tristan da Cunha, where the 260-strong ship's company effectively doubled the population overnight.

We found 'The Fortress of the Sea' in Tristan in last month's *Navy News*; since then she has left the African sphere behind, replacing it with the environs of the Americas.

On arriving in the Falklands, the destroyer linked up with friends old - guardship HMS Dumbarton Castle and 30 Air Defence Battery

Royal Artillery (she exercised with the latter during war games off Scotland last year) - and friends new, the Royal Welch Fusiliers and 905 Expeditionary Air Wing (the RAF's units based in the islands).

After yet more air defence exercises, some gunnery training, and visits to some of the more remote settlements dotted around the Falklands, Edinburgh embarked several fusiliers and sailed for South Georgia.

"The patrol was one of the most memorable of the deployment," said Lt Cdr Chris Hendrickx, Eddie's Weapon Engineer Officer.

"The truly breathtaking landscape of mountains and glaciers provides a backdrop for diverse wildlife - seals, reindeer, penguins."

Short visits to the Falklands and Brazil followed, before Eddie was back in the Falklands to conduct the final exercises before Exeter's sailors took over, providing gunfire support as troops were landed on West Falkland.

That done, the two destroyers could begin swapping sailors. Exeter and Edinburgh tuned into swap ship (groan - Ed) long before the latter sailed south.

Although both are Type 42 destroyers, the ships do differ (the most noticeable difference being Eddie's length and her 'Kryten' 4.5in main gun).

And so the ship's companies couldn't simply swap 'just like that' - extra training was required



● I spy with my little eye, something beginning with 's'... South Georgia's penguin population manage to look at everything other than HMS Edinburgh at anchor

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# Intrepid will go on and on and on...

FIFTEEN years after she last sailed under her own steam Falklands veteran HMS Intrepid will finally be broken up – or in modern 'green' parlance 'recycled retirement'.

The assault ship has been moored alongside her sister Fearless in Portsmouth Harbour since the duo were paid off, although Intrepid spent the last decade of her life laid up in the naval base in reserve.

A decade earlier she played a key role in the liberation of the Falklands during the landings at San Carlos – the high point in a career which spanned four decades.

The end for the sisters came with the arrival of HMS Albion and Bulwark, much more potent assault ships, but Intrepid and Fearless continue to possess an irresistible charm (and firm following) as the last steam ships in the surface fleet.

Leavesley International, the firm preferred by Whitehall to carry out the breaking up – most probably in the UK – hopes to sell a limited number of 'souvenir' items from Fearless.

It hopes to sell off other material, equipment and components from the ship for re-use, and recycle much of her steel.

Whitehall laid down strict criteria for firms bidding to dismantle the assault ship in an 'environmentally-friendly' manner.

"Intrepid played a key role in the Falklands 25 years ago but all Royal Navy ships eventually reach the end of their working lives," said Portsmouth Naval Base Commander Cdre David Steel.

No date has been set for the dismantling operation to begin; Leavesley must first obtain the necessary licences and approvals from authorities before the MOD can place a contract with it.

In recent years many RN ships have been sent overseas for breaking up, but defence minister Lord Drayson said the process of "uncontrolled, unregulated recycling of Royal Navy vessels in other parts of the world" had come to an end.

"The MOD is determined to act responsibly when it comes to the disposal of former RN vessels. Only responsible companies which will act within all UK and EU laws and environmental regulations will be considered," he added.



● A Royal Marine in a Rigid Raider emerges from Intrepid's deck during exercises in the latter stages of her career

● Replenishments at Sea (RASes) for HMS Edinburgh (above) with RFA Gold Rover and (right) with new South African frigate Amatola

for both crews to allow them to step into the other's shoes.

Then the Edinburgh team began switching from D97 (where life, so the unofficial motto proclaims, is heaven) to D89 (where life is fine) while their Exeter colleagues flew south in batches to take their place.

To ensure the transition went smoothly, the mobile FOST team was again on hand, this time in the Falklands to make sure the Exeter sailors were confident operating Edinburgh.

They will stay with Eddie for the rest of the deployment, while Edinburgh's crew will ensure Exeter upholds her commitments around the British Isles.

"Getting aboard Exeter isn't the end of the trial for my ship's company – just as Exeter's sailors will be operational in the Falklands, we have a busy programme to fulfil back in the UK," said Cdr Verney.

And to what end? The aim is to keep a ship on station longer in an operational theatre.

In the case of deployments to the Gulf and Falklands especially, probably two months of a six-month tour of duty is spent getting to and from theatre.

So Eddie will be home in Pompey this summer – and then

the game of *vice versa* resumes with the two ship's companies again swapping places, but this time they will be alongside each other.

Edinburgh and Exeter comprise just one strand of the sea swap experiment; Her Majesty's Ships Sutherland and Monmouth – both Type 23 frigates – are also testing ways of keeping ships in theatre longer by rotating crew (Sutherland is in the Gulf, Monmouth is about to head off to the Far East).

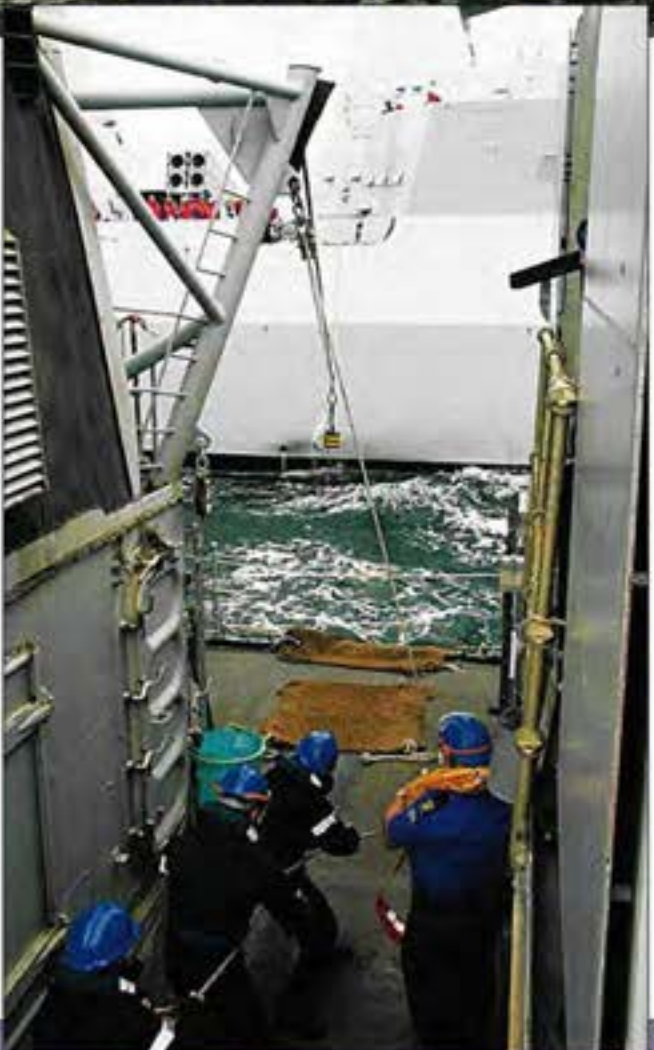
It is complicated. It has raised a few eyebrows in the Fleet. It is a logistical challenge.

But such challenges can be overcome – and for the better, says Cdr Verney.

"The Sea Swap trial as a whole – and particularly our swap with Exeter – clearly shows the Navy's willingness to embrace change where that change delivers improved results," he added.

Once the two ships swap back ('unswap' is the official term apparently), the respective companies will pick up their affiliations.

For Eddie that means a welcome visit to her namesake city later this year to march through the streets and celebrate the freedom of Edinburgh for the first time since the destroyer's commissioning.



● A golden dusk for Edinburgh in Cape Town under the glow of the great port's floodlights



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# Cavalier rides again



THIS is a "mind-boggling" - and extremely rare - view of one of Britain's cutting-edge warships. On the bed of a dry dock in Rosyth, crew and shipwrights gather around the keel of HMS Somerset shortly before the waters lapped around her hull once more. The Devonport-based frigate is in the finishing stages of a £7.3m overhaul at the hands of Babcock on the Forth. Somerset, like her sisters Richmond, Northumberland and Westminster, is being converted to carry a Merlin helicopter, fitted with the world-class Sonar 2087 to find the quietest submarines, and generally being revamped

for at least another decade's service in the front line. The ship will return to duty this summer, but to celebrate the milestone of external work being finished below the waterline, those who had worked on her were invited to a party beneath the 3,500-ton hull. "In the water, Somerset is a spectacular sight, but seeing her out of water, in all her splendour, is mind-boggling," said Lt Cdr Simon Chapman, the ship's Senior Naval Officer. "We now have one of the most formidable warships in the world - she's in magnificent condition and will be a powerful asset for years to come."

MORE than three decades after she echoed regularly with the cries and commands of sailors, life was breathed into HMS Cavalier once again by men of the sea.



Reservists took over the wartime destroyer, today a museum at Chatham Historic Dockyard, for a weekend of training and exercises which will help them relieve the burden upon their full-time counterparts.

More than 30 members of the General Service Seaman Reserve - a mixture of rookies and veterans of conflicts in the Gulf and Falklands - used Cavalier as a 'realistic working environment' to learn skills from basic seamanship to ship protection.

The GSSR branch has been formed to bolster protection for RN and RFA ships in foreign ports - and to make life slightly easier for ships' companies.

Many general service sailors do not enjoy the full benefits of a port visit because they are on duty guarding their vessel, hence the idea of flying the reservists out.

The first successful deployment of GSSR sailors took place in the Gulf last autumn when a dozen reservists joined HMS Kent during a two-week stay in Dubai.

In Chatham, classroom education and a recruitment event was held at the Tender Unit in nearby Brompton Barracks, home to the Royal Engineers and the Medway division of HMS President, London's Royal Naval Reserve unit.

The weekend culminated aboard Cavalier with individual weapons tests and baton training. "It was great to practise our



General Service Seamen Reserve practise fending off attackers with a baton aboard HMS Cavalier in Chatham Historic Dockyard

skills on a warship - albeit an old one," said AB Aitchison, a marine insurance claims adjuster by day.

AB Jones, a civil servant, added: "I found it a useful training exercise and an excellent team-building weekend - with a decent run ashore."

Falklands veteran Lt Roy Malkin, Officer in Charge of Medway Division, said that giving the part-time sailors the sense of working on a genuine warship

had proved to be extremely worthwhile.

"Our General Service seamen have to be trained to provide ship protection in all kinds of environments and - despite her age - Cavalier provides an excellent training facility as it allows our trainees to re-assess and constantly adapt their tactics, reacting to unusual and unfamiliar situations," he added.

Cavalier served in the RN

between late 1944 and 1972.

Her career as a museum piece has been nomadic to say the least. Southampton, Brighton and Tyneside all attempted to make the wartime destroyer a viable proposition as a visitor attraction before Cavalier found a permanent home in Chatham a decade ago.

Despite being paid off Cavalier continues to fly the White Ensign as a living memorial to destroyer men.

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## But I am a lady...

IT'S not often you hear the words at the end of the infamous Royal Marines endurance course at CTCRM Lympstone: "It will take me hours to get this mud out of my hair, and I don't even want to talk about my nails..."

But these were no ordinary Marines, these were the even more stalwart wives and girlfriends of the green berets.

A day of muddy exploits on assault courses, shooting ranges and driving tracks added up to a bundle of charity cash.

Patricia Leatham of charity Against Breast Cancer visited the Commando Training Centre to receive the hard-won sponsorship from the day, totalling £1,200.

She said: "For the second year running, Against Breast Cancer has received the wonderful support of the Royal Marines at the Commando Training Centre - especially the wives, girlfriends and female members of staff who conducted the Ladies' Commando Challenge.

"All the money raised will be used at the Royal Devon and Exeter Hospital for a diet and lifestyle study into the prevention of breast cancer."

The Royal Marines of the centre have not just been looking close to home - a unique union among the Corps, Exeter-based watercooler company AquaAid and the UK charity Pump Aid has meant that for every four coolers installed at Lympstone, a water-well is sponsored in Zimbabwe.

"We are conscious that with the amount of physical activity our recruits undertake rehydration is essential," said Capt Mark Latham RM.

"To think that while we are training and drinking water that we are saving lives is quite amazing. We are proud to play a part in this scheme and wish Pump Aid all the success they deserve."

## And one for the birds...

THE fate of the scarce albatross has been bolstered by a donation of £5,000 by the Royal Naval Bird-watching Society to the RSPB's Save the Albatross campaign.

The money will be used to educate fishermen and provide minor modifications to their gear which can reduce the unnecessary slaughter that has already brought 19 of the 21 albatross species close to extinction.

Find out more at [www.rnbws.org.uk](http://www.rnbws.org.uk).

## No more lazy days

THE self-confessed 'Great Lazy One', otherwise known as Lt Andy Hunt of HMS Southampton, is taking on the London Marathon in aid of charity Children with Leukaemia.

Determined that his lazy ways are behind him, Andy is out to net a fundraising goal of £1,500. Anyone wishing to pledge their support can visit the website [www.bmycharity.com/V2/andyhunt](http://www.bmycharity.com/V2/andyhunt)

## Gear up for golf

ALTHOUGH the RN Police may have changed their name, it's nice to know that certain things don't change...

This year, once again, the Cancer Research UK Golf Day will take place at Southwick Park on May 8, organised by former Master at Arms Craig Beeststone.

Tickets, including 27 holes, breakfast, lunch and curry supper, cost Service personnel £45 and civilians £55. Contact Craig on 07886 030617 or e-mail him at [craigbeeststone@hotmail.com](mailto:craigbeeststone@hotmail.com)



● A Merlin helicopter from RNAS Culdrose lifts gravel to help restore a coastal path

Picture: LA/Photo Carl Osmond

# True grit for Merlin force

THE Merlin helicopters of 824 Naval Air Squadron down in Culdrose helped Perranuthnoe Parish Council restore a coastal path.

The squadron air-lifted two tonnes of granite chippings out to Maen-du Point, a viewing point that had been badly eroded by the fierce weather and the regular bootfall of walkers.

But the beauty spot was so remote that there was no access by vehicles on the ground, so the vehicles of the sky were called in.

824 offered to take advantage of one of their training sorties to vertically lift the chippings out to

the site, and volunteers from one of the courses spread the new grit around the benches and viewing area.

The Commanding Officer, Cdr 'Tricky' Dane, said: "Not only do the squadrons of Culdrose offer their commitment to operations around the world, but they also work closely with local organisations.

"As Maen-du Point is on a public coastal path and the area is of particular natural beauty, we hope that our actions will benefit local residents and all those who visit Cornwall."

Parish councillor Paul Leeper said: "We jokingly mentioned that the only way to transport gravel

there would be using a helicopter - luckily 824 squadron took on the challenge.

"Without them, this wouldn't have happened. Many, many thanks."



● The first children's playground built in Lashkar Gah, Helmand province

## RMs find time to play in Afghanistan

LASHKAR Gah in Helmand province doesn't have the reputation of being much of a playground, but thanks to some Royal Marines and one Royal Engineer it now boasts its first children's play area.

The town is regularly patrolled by I (India) Company Royal Marines, and one of the unit approached Staff Sgt Tim Hutton RE in his role to bring western aid to new areas.

"He said he'd been on patrol," explained Staff Sgt Hutton (pictured above), "and seen some kids using bits of wood to make a see-saw. He thought: why don't we have a playground?"

"That suggestion came to me and it was then my job to coordinate the negotiations with the local authorities, including the Mayor of Lashkar Gah, and our engineer teams.

"It has a football pitch, benches, swings and climbing frames, and we've planted some hedgerows.

"The children love it and since it was installed they haven't stopped using it - which makes it all worthwhile."

Built by local Afghan contractors, the playground was funded by the UK Government from the Quick Impact Projects budget designed to bring instant benefits to the local population.

## US Rugby gets the wooden spoon

DISADVANTAGED children in the Portsmouth area will benefit from the sporting activities of the United Services Rugby Club.

Lt Cdr John Scivier received a cheque for £1,325 from the management and players of the Portsmouth-based club for the Wooden Spoon charity that supports disabled and disadvantaged children, mainly in sports projects.

Lt Cdr Scivier said: "This is a wonderful donation for the Hampshire Spoons fundraising efforts for 2007.

"This money will now go to help children in Hampshire that perhaps would not have had the opportunity to get out and about, and enjoy some of the sporting and adventurous activities that we all take for granted.

"As a charity that has its foundations in rugby, it is particularly pleasing to come to the United Services.

Find out more about the charity at [www.woodenspoon.com](http://www.woodenspoon.com).

## Check out the abs on Adams

A FLAT stomach was the reward for OM John 'Patch' Adams' fundraising efforts on board HMS Sutherland during her Gulf deployment.

In a stomach-crunching marathon, Patch completed 1,050 sit-ups in a single attempt, all verified by an eagle-eyed PTI.

His admirable abdomen has garnered £600 for the ship's charities that include the County Community Hospital in Invergoron, Scotland.

The Devonport-based frigate sailed for the region in September last year for a nine-month deployment. The Type 23 is patrolling the Iraqi oil platforms, guaranteeing the country's oil revenue.

## From tip to toe of the Tyne

STUDENTS and staff at the Northumbrian URNU took up the 'Row the Tyne' challenge, climbing aboard a rowing machine to row the length of the Tyne from source to river mouth.

Over 20 from the URNU rowed the 100kms over eight hours, and while the cost was high with aching arms and legs, the benefit was better with almost £200 raised for the RNLI.

## Waxing lyrical

A CHIEF from Abbey Wood will be baring his chest to the waxing strip to raise money for HIV and the Terrence Higgins Trust.

CPO Simon Henwood said: "It's going to be painful, and anyone who knows me will tell you I'm a big baby, but the charity needs every penny it can get to continue fighting HIV/AIDS."

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CE ship HMS Endurance broke off her survey duties to answer an SOS call from a cruise ship when it ran aground in the Antarctic.

The Norwegian liner MS Nordkapp tried to squeeze through Neptune's Bellows, the exit of the caldera - volcanic crater - at Deception Island when she struck rocks.

The cruise ship, carrying 280 passengers and crew, managed to free herself and dropped anchor, sending out a call for help.

The Red Plum was 150 miles away, conducting survey work in the Erebus and Terror Gulf; she sent one of her Lynx helicopters and, when the icebreaker was within close range, her seaboot to help the Norwegians assess the damage to their ship.

Given the ecological and environmental sensitivities of the Antarctic, a protective boom was drawn around the damaged liner to contain any possible fuel spillage, while Endurance's team offered advice on how best to move the ship to safety.

"Even one drop of oil in this hugely-sensitive environment has a major impact - and we can't pretend it's not leaking out," said Capt Nick Lambert, Endurance's Commanding Officer.

"The cruise ship did its best to contain the leak with the boom and, luckily, a lot of organisations 'clicked in' to help minimise any impact.

"Unfortunately, it's not possible yet to measure any long-term effects."

The short-term effect, however, was obvious. Endurance's dive team went into the icy waters to survey the hull; they reckoned an 80ft gash had been carved by the rocks, rupturing several tanks and damaging the outer plating.

Nordkapp's passengers were transferred to her sister cruise ship Nordnorge and then home via the Argentinian port of Ushuaia.

It is among the many roles of Endurance to improve existing charts of waters in Antarctica and its environs, particularly given the region's growing popularity with 'eco tourists'.

In 1999 Antarctica hosted just 2,000 visitors; by the turn of the century that figure had risen to 12,000 and in the 2005-06 austral summer more than 35,000 people enjoyed this unique environment.

It is down to the Red Plum and the scientists that this uniqueness is protected.



"This is absolutely the reason we have HMS Endurance," said Capt Lambert. "Antarctica is a pristine environment and Endurance's work is crucial in understanding climate change and global warming."

Endurance was on the penultimate day of her third spell in Antarctic waters this season when the mayday call came from the Nordkapp.

She had been ferrying scientists from the British Antarctic Survey (BAS) ashore at Erebus and Terror Gulf so they could set up field camps.

Recent work by the Red Plum has also involved dropping Antarctic historians off at heritage sites on the edge of the frozen continent. Among the sites checked was the hut of pioneering Swedish explorer Nils Nordenskiöld - appropriately located on Snow Island - to ensure it was in a good state of repair.

Such 'dropping off', plus royal visits, (see page 4), flying a BBC documentary crew filming the Planet Earth series, and the cruise ship rescue have ensured the 17 air and ground crew of 212 Flight, Endurance's two red-nosed Lynxes, have been exceptionally busy. In fact 212 clocked up record hours in January: 125 hours airborne.

Still, there have been moments of fun amid the frenetic activity.

Flight Observer Lt 'Stimpy' Simpson - shipmates claim he's "vertically challenged" - was chided for using the royal step ladder (designed to make HRH's embarkation and disembarkation from the Lynx suitably graceful) when he thought no-one was looking.

And on the ice, the ship's company took part in the annual Winter Olympics (admittedly held in the summer, but it was rather parky) at the BAS's Rothera base.

The games featured such disciplines as snowboarding, sledging, slalom and luge, plus some rather dubious 'sports' - snowball throwing, snow golf and an ice sculpture contest (which prompted Endurance's warfare department to create a toilet...).

And having enjoyed fine summer weather "the Antarctic rediscovered its teeth", lamented Flight Commander Lt Cdr Colin Simpson with fog followed by storms to bring the third work period to an end in Antarctica.

You can follow Endurance's progress - and see an extensive photo gallery - at [www.visitandlearn.co.uk](http://www.visitandlearn.co.uk)

- Magnificent desolation... (Below) HMS Endurance punches her way through the ice in Hanusse Bay
- (Top left) One of Endurance's two Lynxes is silhouetted against the ice gullet
- (Left) A sea boat from Endurance approaches the damaged cruise liner Nordkapp



# Red Plum to the rescue

# Dark blue skies

FIRST they learn how to fly an aeroplane. Then they learn how to fly a helicopter.

And once they have mastered the basics of rotary wing aviation, with 660 Squadron Army Air Corps, the fledgling aviators of all three Services find themselves in a Naval Air Squadron to build on their basic skills.

When they join 705 NAS they can fly a helicopter – when they leave, between 9 and 12 weeks later, they have got to grips with how to operate it in preparation for the next stage of training – how to fight with it.

"The squadrons are set up along single Service lines – 660 is Army, 705 is Navy and 60 is RAF," said Lt Cdr Simon Pipkin, CO of 705 NAS.

"They are actually tri-Service, but it gives everyone a chance to see how the different Services run their squadrons.

"As it happens, 705 is very heavily Royal Navy at the moment – it just so happens I am surrounded by Dark Blue.

"And in fact, the whole School is very heavily RN at the top for the next few months."

Having successfully completed their time with 660, student pilots will have a week's ground school instruction into skills such as navigation before moving on to the advanced training offered by 705, still using the Squirrel single-engine aircraft on which they learned the basics.

All training activities are carried out under the auspices of a Chief Flying Instructor, a Deputy Chief Instructor and a Chief Ground Instructor, with each squadron

**Budding Service helicopter pilots learn basic skills in a unit based on Army lines – then learn how to really get the best out of an aircraft at 705 Naval Air Squadron. Mike Gray reports**



having their own dedicated instructors.

The staff are a mix of commercial FBH (FB Heliservices) staff, who form an integral part of the DHFS, and military personnel.

The students who join the School via 660 Squadron may have experienced the military through Fleet time, but there are a number who are straight out of university and need to adjust to a new lifestyle.

"If they haven't yet got that military ethos, 660 gives them the

playing field," said Lt Cdr Pipkin. "Here at 705 they are given more responsibility for themselves. They are not spoon-fed, and there will be lots of out-of-hours preparation for the next stage of their training.

"We are preparing them for the next stage, and ultimately for the front line."

After 705, RAF pilots go on to 60(R) Squadron RAF, still at Shawbury, but for now it is the parting of the ways for the Navy aviators.

Depending on whether they go to Jungle Sea Kings (Commando), ASW Merlins (anti-submarine) Lynx (Maritime) or even Lynx (Armed Reconnaissance), they will slot into a schedule which could take them on to Yeovilton, Culdrose, and extended course at Shawbury or even a spell with the Army at Middle Wallop.

And while helicopter training is currently under review, there is still a need to supply top-notch pilots.

"It is all driven by the front line," said Lt Cdr Pipkin.

"We cannot reduce the standard of our training. If people are not up to the requirements of the next stage of their flying career, they cannot move on."

Students usually have a pretty firm idea as to what type of aircraft they would like to fly – but their preference is just that, a preference, and the final decision takes in a number of other factors.

"First it depends on how well they do on their course," said Lt Cdr Pipkin.

"They put in a 'dream sheet' to us – Lynx, Jungle, Merlin, or sometimes Search and Rescue or green Lynx.

**"There are about five doors from which they can choose, but not all the doors are open all the time.**

"We, the instructional staff, will put into our report what we think at this stage.

"If someone has struggled a little at low-level navigation, it might not be a good idea for them to go to the Junglies, for example.

"Then we write a final report for Fleet, and they decide what aircraft they should go on to.

"If someone has a real burning desire and we think they should go on a Royal Navy Lynx, for example, we could hold them, maybe for up to a year, to slot into a Lynx course.

"We do try to meet their requirements, but at the end of the day the RN has the requirement to put bums on seats."

That does not really bother the students – as Lt Alex Hampson said: "In the end, we are glad to take what we are given."

Fellow 705 student Lt Ian Houlston said: "Most people tend to have more than one type they would want, and location has a part to play.

"This is a great course. 660 is very basic, but as most of us have never been behind the controls of a helicopter before it takes a little while to get used to it.

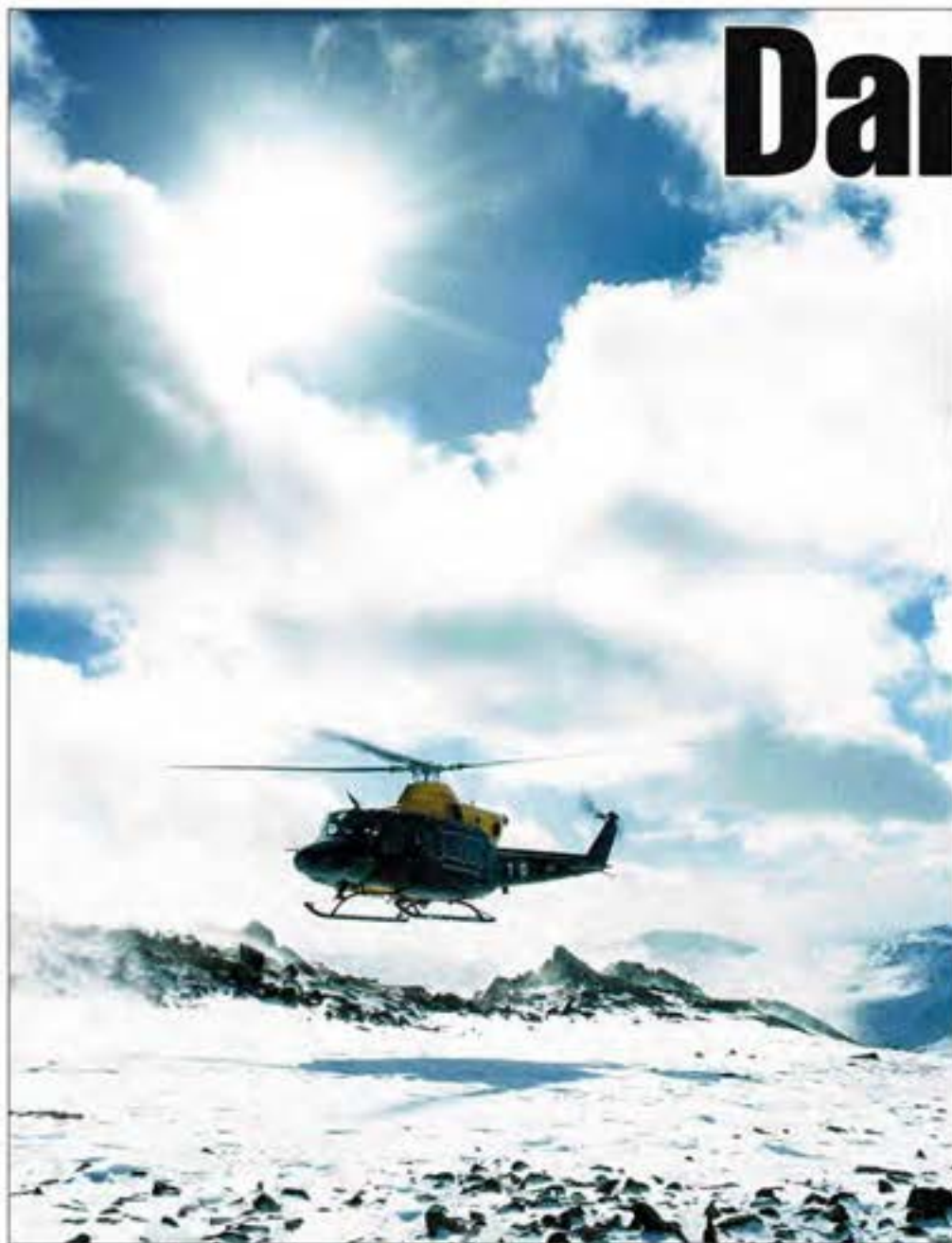
"Here at 705 we are told how to operate it a bit more. I enjoy this squadron because we are flying the aircraft more and getting a better look at what we will be doing."

Lt Charlie Marjoribanks, a warfare officer who moved across to aviation, said the course demanded the utmost concentration day in, day out.

"You cannot afford an off-day," she said.

"Every sortie is assessed on a pass or fail basis, and if you have to go through it again it flags up a weakness.

"The name of the game is not to fail too many..."



● A twin-engine Griffin of the Defence Helicopter Flying School on a training flight in Snowdonia  
Picture: Ian Forshaw (RAF Shawbury)

## Up for the challenge

705 SQUADRON has a bit of a reputation at the Defence Helicopter Flying School.

It is the course which is more likely to spotlight a student's weakness as they apply their skills in tougher scenarios.

As students in 660 Squadron, the budding aviators watched from the ground as a pilot squeezed a Squirrel helicopter into a clearing in Pigeon Wood.

Now, as a member of 705, it is their turn to take the aircraft in, watched by the next tranche of students.

But instructors are pretty confident that their charges will measure up, because of the careful grading system which filters people out at 727 NAS and at basic flying training at RAF Barkston Heath.

In theory, these students could be as little as 12 months from the front line when they leave 705, although the normal gap is around two years.

The CO of 705 NAS, Lt Cdr Simon Pipkin, realises that even after mastering

the Squirrel there is yet another steep learning curve.

"When they move on down the pipeline they will move on to a larger squadron environment, and it can be quite a culture shock," he said.

"And we are currently the only Service that moves straight from single engine to multi-type Operational Conversion Units."

The students will take with them a firm understanding of how an RAF station operates, how an Army Air Corps squadron achieves its aims, and the expectation that paths will cross again in the future.

"It is quite probable that we will operate with guys we trained with here in future years, probably on Chinooks or Apaches," said Lt Alex Hampson.

One major advantage 705 NAS has over 660 AAC?

"I loved coming here," said Lt Ian Houlston. "We don't have a Sergeant Major, for a start..."

## Aircrew careers launched

705 NAS also has the additional responsibility for the early stages of Royal Navy Aircrewman training.

It carries three QALs (Qualified Aircrewmen Instructors) and sees up to 48 students a year for Commando and anti-submarine warfare grading, and a Ground School course common to both disciplines.

Additionally, those who go Jungle can expect to refresh and build on established skills, and to pick up new ones; the syllabus includes basic air traffic, meteorology, dead-reckoning navigation, map-planning for sorties,

elements of helicopter technology, theory of flight and so on.

They will also fly an intensive 20 hours navigation course in preparation for their time with 848 NAS at Yeovilton.

"The standard of students we see here from both the Navy and the Royal Marines is generally quite high, although the numbers of volunteers for aircrewman training have dwindled of late," said Lt Cdr Pipkin.

"It is an exciting and fulfilling career path – I am surprised more don't consider it."

## Squadron pioneers helicopters

705 NAVAL Air Squadron was created in June 1936 out of No 447 Flight RAF.

The new unit operated Swordfish by catapult and crane from battlecruisers HM Ships Repulse and Renown, and though they saw war service in the North Atlantic the aircraft disembarked to Lee-on-the-Solent in 1939, and 705 disbanded the following year.

The squadron recommissioned at RNAS Gosport in 1947 with the Sikorsky RS Hoverfly, tasked with evaluation of the machines for use in the Fleet.

In February of that year the squadron

CO, Lt K. Reed, carried out the first deck landing on an RN ship by helicopter, the ship being HMS Vanguard.

From then on it was basic flying training for RN helicopter pilots all the way, on Dragonflies from 1950 and Hillers and Whirlwinds from 1953.

Moving to RNAS Culdrose in 1957, the squadron re-equipped in 1974 with Gazelles, and became home to the Sharks helicopter display team.

When military basic helicopter training became tri-Service in April 1997, 705 NAS moved to RAF Shawbury.



● Not such a tight squeeze – pilots' nerves are tested when they attempt to fly the Squirrels into a confined landing spot at Pigeon Wood near RAF Shawbury – but an experienced pilot can land a Chinook in there  
Picture: Ian Forshaw (RAF Shawbury)



## A view to a thrill for young engineers

CAPT James Bond of submarine HMS Stealth has set a challenge for the nation's schoolchildren, but the top teams of engineering hopefuls are ready to take on his satellite rescue on behalf of the Royal Navy.

At the end of March, engineering establishment HMS Sultan will be crammed with hordes of schoolchildren for the RN Challenge set up by Young Engineers, a charity that exists to inspire technical know-how in young people.

This year's event has drawn in teams from across the UK attempting to solve the Navy's problem - the fictional Bond needs his engineers to build a robot vessel to go from sea to shore and rescue the satellite component that crashed into the unreal island of Zingara.

Over 30 teams with 120 entrants will be navigating their amphibious vehicles through massive tanks to complete the assault course with their mechanical marvels.

Organiser Lt Steve Eldridge said: "It's all about encouraging the wider spread of engineering."

"Here at Sultan we have good links with schools, but this is the biggest event we run."

The competition is building on its success year on year, with teams coming back again and again to overcome the Navy's engineering challenges.

It's no surprise when you hear the rewards for their work - all competitors spend a night on board HMS Bristol before the big

day, then get a flight in a helicopter from the Gosport engineering base.

The winners get to spend a day with the Navy - last year this meant a day at sea with Type 23 HMS Westminster.

It does, of course, take a great deal of work to bring an event like this together - with a team of 20 from Sultan and Young Engineers planning, devising, and directing the challenge.

On the day itself almost 200 people from within the Navy will be on hand to ensure the smooth running of the event.

"We have a core of people who volunteer every year. And once they've volunteered, they come back again and again," said Lt Eldridge.

"The whole event runs on the good will of people doing this in addition to their day jobs."

"On the day everybody enjoys it - the people judging, the people involved, even the people escorting."

Jo Phillips, the project manager with Young Engineers, added: "It shows a side of the Navy that most people don't normally get to see."

"If they have not been before, the students tend to come with very unformed opinions. It's a bit of a culture shock, but they really relish it."

"Those who have come before are desperate to come back."

To find out more about Young Engineers, visit their website at [www.youngeng.org](http://www.youngeng.org) or call 01428 727265.



● Just stop effing about and take the bloody photo... Notorious chef Gordon Ramsay and fellow chefs Angela Hartnett and Jason Atherton arrived in Afghanistan to cook up a traditional Christmas lunch with the Ramsay flare

# Gordon takes on Helmand's kitchen

WHEN chef Gordon Ramsay walked into the 42 Commando galley at Camp Bastion in Afghanistan's Helmand province, his first words - perhaps minus a few of the chef's characteristic swear words - were: "Where's the kitchen then?"

The world-class chef, along with two of his head chefs Angela Hartnett and Jason Atherton and his father-in-law Chris Hutcheson, made a flying visit to Afghanistan in the run up to Christmas to prepare traditional festive fare for 500 of the troops on the ground.

Despite a journey that had seen the chieffing crew hop directly from New York to Heathrow, Brize Norton to Kandahar, and Kandahar to Bastion, the visitors threw themselves straight into action, planning the culinary delights for the festive feast.

Once the menu was decided, the chefs grabbed a brief respite of shut-eye before a midday call to lunch with the Task Force Commander Brigadier Jerry Thomas and visiting minister Adam Ingram.

The post-prandial nap was cast aside in favour of a windscreen tour of Bastion that included shooting at the range and being 'chased' by one of the security dogs.

The call went out for Service chefs to help with the food preparations, and a brigade of chefs young and old swarmed into 42 Battle Group's very own Hell's Kitchen.

WO1 'Monty' Montgomery RM, the Food Catering Warrant Officer, looked after the elite chefs throughout their visit to the Afghan region.

He said: "It was good to see that so many young chefs had taken a huge interest; some even turned up to assist for four hours before returning to their own galley to carry on with their duties as night chefs."

At 1am the preparations met the demanding chef's high standards and turkeys were left to roast slowly overnight for the next day's feast.

The following morning saw industrious action once more as the meal of minestrone soup, roast turkey and Christmas pudding was pulled together for the 500

invited guests - not to mention the additional 300 uninvited guests who turned up for dinner...

The meal was a huge success, and everyone, even the extras, was fed.

Chef C/Sgt 'Ronny' Biggs of the Command Logistics Regiment had the brass neck to ask the chefs to test his mother-in-law's special Christmas pudding - which won favourable comment and Gordon asked for the recipe to publish in his food column.

Ronny was chuffed and replied that he had made an old lady very happy.

For some reason the two's relationship then descended into an arm-wrestling challenge, but somehow after lunch there didn't seem to be time for the master chef to take on the six-foot tall surfing Ronny.

As it was, the chefs almost missed the last flight home before Christmas, but with minutes to spare and fond farewells the Royal Marines waved goodbye to their culinary guests.

Despite the chef's fearsome reputation, Monty said: "He is a people man. He has energy in abundance and lifts all that come into contact with him. He is a real gentleman."

"In the build-up to the visit I was fairly apprehensive as to how Gordon and the team would be in real life - would they turn out to be a bunch of foul-mouthed arrogant Michelin-star prima donnas?"

"Within minutes it was clear they had come to Afghanistan because they cared about our Servicemen and women that were deployed on operations doing dangerous jobs, and they were here to offer their thanks and encouragement for the work they were doing."

"It was apparent that Gordon had an impish enthusiasm for every task, whether firing weapon systems on the range or being chased down by the guard dog."

"I can honestly say that in all my time I have not met four nicer people."

## For Byng the bell tolls

THE SMALL village of Southill, in Bedfordshire, will remember one of the Navy's most notorious episodes on March 14 when All Saints Church holds a service to commemorate Admiral Byng.

The admiral, who was born in Southill in 1704, was shot at 12 noon by a party of Marines onboard HMS Monarch in Portsmouth 250 years ago.

He had been found guilty of neglect of duty, or "failing to do his utmost," after he failed to relieve a British port from the French during the Seven Years' War.

His death became something of an international incident, leading to Voltaire's satirical claim that it was necessary for the British to execute an admiral from time to time "pour encourager les autres".

While Admiral Byng's death sentence is still controversial, there is little doubt where sympathies lie in his home village.

"He was sent in with a depleted unit and had lost his rifleman - he decided it was best to live and fight another day," said the Rev Mark-Aaron Tilsdale, vicar of All Saints, who is a former soldier in the US Army.

He added: "But then I can't speak for that time and place. I never fought under King George II."

The service, to which all are welcome, will be held in All Saints Church, Southill, at 11:30 on Wednesday March 14.

A single bell will ring 52 times, one for each year of Byng's life, and at 12 noon, the exact anniversary of the execution, the bells will be muffled in the old Anglican tradition to mark his death.

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news in brief



● AB(Sea) Bethan Morris  
■ ALTHOUGH she hasn't yet passed her driving test for the road, Seaman Specialist Bethan Morris has become the youngest sailor to qualify to drive the Navy's new Pacific 24 sea boat. Now a qualified coxswain, Bethan said: "The Pacific 24 is awesome to drive."

"It's a lot easier than driving a car, although you have less time to react to anything like something floating in the water or when you are coming alongside, so it requires more concentration."

"I have taken some lessons in driving a car, but have not yet booked my test. Passing my coxswain's course has definitely spurred me on to pass my driving test at the first attempt as well."

■ BRITANNIA Royal Naval College welcomed Torquay United Football Club to the Dartmouth establishment for leadership and team-building training.

CPO 'Dave' Clark, who hosted the visit, was particularly impressed by footballers Kevin Hill and Chris McPhee. He said: "Kevin and Chris both displayed the leadership skills that the Royal Navy look to develop within their young officers."

■ A LIFE beneath the ocean waves came the way of five undergraduates from Cambridge University.

The five - all active members of the University Royal Navy Unit - spent two days at sea with submarine HMS Torbay.

A bumpy start on the bridge of the submarine was followed by a thorough tour of the submarine and nights among the torpedoes in the magazine.

■ AN accolade has gone to Lt 'Jim' Hawkins RNR who received an award from the Lord Lieutenant of South Glamorgan Capt Norman Lloyd-Edwards RNR in recognition for his work with the Wales University Royal Navy Unit.

When he heard about the award, Jim said: "That's fantastic, it's always nice to be appreciated - but even better when it is something that I love to do."

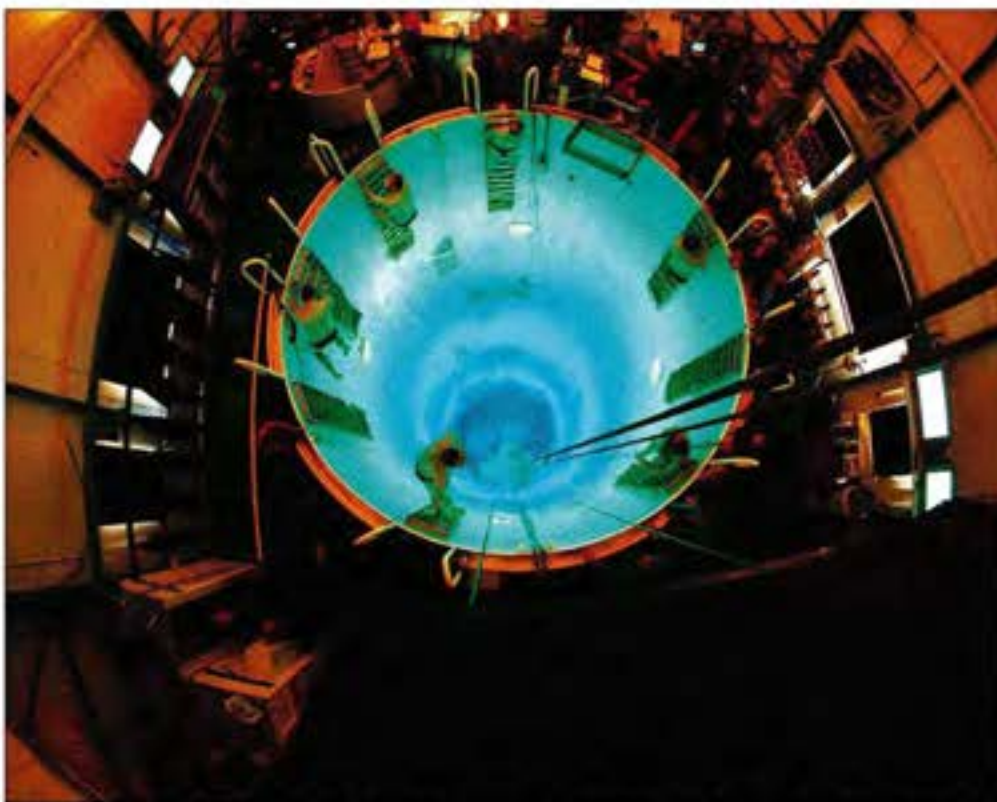
The CO of the URNU, Lt Craig Woolhead said: "I and the rest of Wales URNU are very proud that Jim's efforts have been rewarded in this manner."

■ AND one Naval man carrying out an acquaint on board a merchant navy cruise ship MV Minerva was a bit surprised to find someone else on a busman's holiday.

Despite a lifetime in the Senior Service, former First Sea Lord Admiral Sir Alan West was enjoying a cruise on board the Swan Hellenic ship in Central America.

However while the admiral might well have been relaxing, acquaint officer Lt Cdr Steve Tatham was tasked by the UK Hydrographic Office to assist in the update of Admiralty Charts, in this case ports in the Dutch Antilles, Panama, Venezuela, Ecuador and Peru.

news in brief



● Blue Peter's Gethin Jones joins submariner trainees at the Submarine Escape Training Tank  
Picture: LA/Photo Dave Griffiths

# The only way is up



● Blue Peter presenter Gethin Jones at the Submarine Escape Training Tank in Fort Blockhouse, Gosport

DEPENDING on your age, you may remember the mad-cap antics of John Noakes on BBC's *Blue Peter*...

Well, the tradition of daring presenters continues on the children's TV programme, and the next generation of daredevil is flourishing in the form of Gethin Jones who's taken up the submariners' challenge of the Submarine Escape Training Tank.

Gethin is the third from the BBC team to brave the depths of the SETT at Fort Blockhouse in Gosport, and unsurprisingly John Noakes was the first to break the surface at the tank back in the late 1960s, followed by Simon Thomas in 1999.

Lt Cdr Bob Mannion, officer in charge of the SETT, said: "It was fantastic to work with the Blue Peter team and good to see them again after their last visit six years ago."

"Gethin proved to be extremely comfortable under pressure and in the water, listening attentively to our instructors and progressing well through each stage of the training."

"The grin on his face the first time he reached the surface was a sight to behold - especially after the rather more concerned expression he had adopted before his first ascent."

"I was also pleased to see the reaction of his classmates - rather than getting more nervous as the camera team witnessed their own training at such close quarters, they enjoyed the extra attention!"

Gethin himself obviously relished the chance to train with the other 18 fledgling submariners: "It's been a real insight and I've enjoyed it."

"Floating up in the tank to the top was a great ride-up, especially the second time round when I could relax a bit more."

"And I've had no worries - the instructors instil real confidence in you before you get in the water, and I've felt totally safe in their hands."

This isn't Gethin's first encounter with the Senior Service as last year he completed the Royal Marines Commando 30-mile yomp, although slightly slower than the real contenders for the green beret.

## Grand times on Ark Royal for Tricky



● Cdr 'Tricky' Dane celebrates his thousandth deck landing with Cdr Keith Muir, Wings on HMS Ark Royal

FOR the thousandth time, Cdr 'Tricky' Dane gently lowered the cab of his helicopter down onto the deck of the waiting carrier, racking up a remarkable total in his 25-year career.

As the commanding officer of 824 Squadron touched down on Ark Royal's deck, he was met by three men who wore in his crew when he first joined Ark Royal back in 1990 as part of 820 Squadron - the then Lt Simon Sparkes (now Senior Pilot 824 NAS), Lt Rob Suckling (now Senior Observer with 824) and LACMN Weston (now 824 SFCACMN).

Cdr Keith Muir congratulated him on his grand return to the carrier, then whisked him off into the belly of the warship where he was presented with a suitably decorated cake by the carrier's commanding officer Capt Mike Mansergh.



● Richard Belcher (centre) celebrates at his passing-out parade with brothers Gary (left) and Adam (right)

## A bevy of Belchers

YOU may well have encountered a fair few belchers in the Royal Navy - particularly after a good run ashore - but there's always space for another...

Richard Belcher of Ramsgate has joined his two brothers Adam and Gary in the Senior Service.

Fourteen members of the Belcher clan gathered in HMS Raleigh to celebrate Richard's official welcome to the Royal Navy.

Proud father John said: "It has come as a complete surprise that the boys have chosen the Royal Navy as a career."

"Serving in the Royal Navy is not a family tradition. It's difficult to put into words how proud we are of them."

Richard is now at HMS Sultan,

training as an Air Engineering Technician, while brother Adam is an aircraft handler on board *Illustrious* and Gary is a mine warfare specialist on board mine-hunter *Hurworth*.

Adam said: "We're very proud of him and glad he's joined up. I'm pleased he's chosen the Fleet Air Arm, but it's a pity he's not an aircraft handler like me."

At home remains one more Belcher brother, 17-year-old Joe who is also planning a career in the Naval service, aiming for the high life of a pilot.

But the last word should go to brother Gary who offered up sound advice for any Naval career: "We gave him a few tips before he started - which was mainly to work hard, and play harder."



## Bravo Zulu to Bob

NAVAL photographer PO Bob Sharples of RNAS Culdrose has been awarded a prestigious Distinction by the Royal Photographic Society.

Bob, whose images regularly grace these pages, has been awarded a Licentiate for a portfolio of work from his career that included dramatic images of HMS *Invincible*, gun-fire from HMS *Cornwall* and the 771 NAS rescue helicopter (above).

The internationally-renowned Royal Photographic Society was founded in 1853 to promote the art and science of photography.

More of Bob's photographs can be seen on his website at [www.bobsharplesphotography.co.uk](http://www.bobsharplesphotography.co.uk)

### OPEN DAY

Saturday 10th March 2007 9.30-12.00




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● Work begins on establishing a Forward Operating Base amid the Norwegian snow



● Aircrewman CPO Ronnie Rendall gazes out of a Sea King at the frozen airstrip at Bardufoss



● A BV contends with the ice as a Sea King helicopters hovers in the snow-laden sky



● As the Arctic sun rises, the covers come off and preparations begin to ready a Commando Helicopter Force Sea King for a day's flying in the Norwegian mountains



● Two of the three Lynxes from 847 NAS on Clockwork practise formation flying tactics through the mountain valleys



● Snow flies from the downdraft of the blades as a Lynx helicopter comes in to land



● An 847 Lynx against the mottled ground of the Norwegian training site



● Hand in glove – bare flesh will freeze to metal in the extremes

# King white

A fine powder envelops the khaki fuselage of the Arctic snow; the helicopter vanishes like a goldfish the men and women of the Commando Helicopter Force harking back to the days of the Cold War, as the day for the engineers and aircrew in their lives on

It is mid-February and back in the UK planes, trains and automobiles are frozen to the spot as four inches of snow fall on London. Meanwhile in Norway's Arctic regions the men and women of the Commando Helicopter Force ready their machines among snow drifts six foot deep.

But then, not much stops the CHF... and even as temperatures drop towards -30° on the ground, the skies over Bardufoss buzz with the squadrons' Lynx and Sea Kings.

While it's the (literal) hotspot of Iraq that has been taking up much of the time of Naval Air Squadrons 845, 846 and 847 in recent years, the cold extremes of Arctic weather are still invaluable for training purposes.

"While -26° is different from plus 50°, a lot of issues are the same," explained Cdr Mario Carretta, Commanding Officer of 846 NAS, the lead squadron heading up the Joint Helicopter Force's training on Clockwork 07.

"Coming out here over the years has benefited these squadrons for operations in Ireland, Bosnia and Iraq.

"If you can operate here, you can operate in any environment – because a lot of skills that we learn here are transferable to other areas."

Helicopters from the tri-Service Joint Helicopter Command (JHC) journey annually to the snowy hills and mountains of Norway to work among the frozen landscape at Bardufoss.

After five weeks of intensive flying, driving, engineering and survival training, the Sea Kings and Lynx return to the UK, making space for the RAF's Pumas and Army's Gazelles in the next wave of training.

Each year the lead falls to one of the Fleet Air Arm squadrons of the Commando Helicopter Force, and while the majority journey home in late February, a core element will remain in Norway to help out their Army and Air Force colleagues in their cold weather training.

The task at Clockwork is not just centred upon those flying in the Arctic sky. Additional training hones skills in ice and snow driving in the 40 wheeled and tracked CHF vehicles that are scattered around the camp, managing landing sites for the Lynx and Sea King, fuel supply from RAF and RN tankers, and keeping the information flowing between air and ground with signallers.

"Without all these guys," said Cdr Carretta, "the air training would not happen. The ground stuff is just as important."

The engineers have had their own problems to contend with among the mounting snowfall.

"The conditions out here are unforgiving," said Lt Paul Bastiaens, the detachment's air engineer officer for the Sea Kings.

CPO John Myhill added: "It is arduous for men and machines."

"There are special maintenance requirements to minimise the cold. The hard work of men and machines translates similarly to other places we work."

"OK, in Iraq it's the other extreme. But it's still an arduous environment."

"If you get it wrong in the desert, you can go inside to cool down. Out

here, there's a more extreme edge to it.

"In the cold, bare hands can freeze to metal."

The engineers have been kept busy with the five Sea Kings from 845 and 846 NAS that have made it out to Norway racking up more than 270 hours of flying time in total.

"We've done pretty well in terms of serviceability and flying," said Lt Bastiaens. "The guys here have been working later and longer and harder to achieve that."

But the cold provides a relief in one particular area.

"These are arduous working conditions. There's a lot going on. It's quite hard," added Lt Bastiaens.

"But we can, to a certain extent, relax out here. We have extreme conditions in Basra, but we haven't got mortars going overhead here."

**B**UT first and foremost for those venturing into the Arctic wilderness comes the Cold Weather Survival Course (CWSC).

Three days of lectures followed by four nights out in the field led by a specialist Royal Marine Mountain Leader, the experience topped off by a night in a self-built snowhole or Quince shelter.

Nights in the belly of a snow-built shelter require candle watch, as one of the four bodies crowded into that tight environment lies watching the flickering flame that proves their oxygen supply.

Almost 160 personnel from CHF endured a 'camping trip' among the snow of Norway this year.

Lt Bastiaens said: "I thought the cold weather survival training was really good fun. I enjoyed it."

"I would be much rather out there than in here."

CPO Myhill said: "We had a considerable number of Arctic novices this year. It's been a steep learning experience for a lot of people."

Nights in the snow may seem unlikely for the crews whose working conditions of late have been predominantly hot and high, but as Cdr Carretta says: "We're in a mountain region – with lessons that can be applied to other areas such as Bosnia and Afghanistan."

It's not just the people who have to bed down in the snow, as the helicopters drop on to the fragile surface that covers the Norwegian landscape.

"Snow landings here call into play the same skills as dust landings in Iraq, but aren't as damaging for the aircraft," explained Cdr Carretta.

**F**LYING among the mountains of Norway presents its own problems.

Training officer Lt 'Dele Okukenu of 848 Squadron remarked: "We're teaching them how to fine-tune their skills in how to fly in the Arctic environment."

"The skills learnt here are highly transferable to other areas."

"During snow landings, the downwash from helicopters creates a cloud of snow, called white-out. It's similar in the desert with sand – a brown-out."

"The recirculation and lack of references are worse in snow than sand."

"If it's an overcast day and a heavily snowladen environment, it's white



# As of the te frontier

the Sea King as it sets down on the gleaming white snow in a bowl full of milk... Each year Clockwork calls the Force north to the Arctic circle, but this is no ordinary lessons learned in Norway are called into play every time the front line.

sky, white horizon, white landscape with the helicopter in the centre of it.

"It's like being a goldfish in a bowl full of milk."

The flying course runs across 16 sorties, taking this year's intake of 17 pilots and five aircrewmen through the various stages of snow landings, mountain flying, night flying with and without night vision goggles, loadlifting and formation landings.

"We're training guys to fly in demanding weather conditions, to be able to read the weather and trying to get them to decide when it's time to turn back," added Lt Okukenu.

"You have to follow the procedure out here. There's no flex for mistakes."

"All this improves aircrew's decision-making for whichever environment they are flying in."

Sea Kings have tight boundaries for their flying, and the extremes of the cold atmosphere and unpredictable weather of Norway teach hard and firm lessons to all the aircrew.

Lt Okukenu explained: "The Sea King has limited icing clearance - it is not cleared to fly in cloud when snowing."

"We have to remain within VFR (visual flight rules) so that we can see where we're going."

"If a Sea King goes into a cloud out here, it will turn into an ice cube and drop out of the sky. We're training guys to respect the elements."

A point backed up by Cdr Carretta, "We nearly lost a Sea King in Bosnia because the crew hadn't trained in Norway."

"They made the simple mistake of trying to climb through clouds on mountains."

"They hadn't done the training out here. If they had been through Clockwork, they would never have even thought of trying that."

Cdr Carretta continued: "The squadron enjoys the challenges out here. We get an enormous payback for the time invested in Clockwork - engineers, aircrew and guys on the ground."

"From a flying point of view, aircrew learn a great deal in a short time about the limitations of their aircraft and themselves."

"When the weather changes from clear skies to minimum visibility in minutes, the guys find themselves facing real tough decisions - do I go on, do I turn back?"

"Once they have flown through those conditions and realised they can cope with it, you can see the change in their confidence."

"They do come out of it better prepared and better trained for the challenges they face."

The challenges are not off-putting for the trainees.

One of the men tackling the Norway skies for the first time, Lt Ben Daniel said: "It's fantastic. It's something we never get to do back home."

"Everybody crosses their fingers and hopes they get sent out here. The saying is 'train hard, fight easy'. When you fly out here, you see the best and the worst of it."

"What's unique about this place is you can't rely on the environment to help you at all. Most of the time

it will bend over backwards to really screw you."

"You learn planning for every eventuality. It's useful for whatever hostile environment you end up in."

"All the time you are building up a database of information and confidence to know that you can crack on, whatever the situation."

Another Sea King novice to Norway, Lt Jay Berry added: "I did one of the early night exercises without NVG (night vision goggles), flying along the valleys with no moon."

"It's the least comfortable that I've ever been in an aircraft."

"But it all builds confidence - which is what we're here for. The flying out here - you're not going to get anywhere else."

The Lynx men are similarly gung-ho about the glories of the Norwegian training.

Lt Graham Humphries, who was out on Clockwork last year in a Sea King before changing allegiance to the smaller and more agile sibling, said: "It improves your captaincy - you have to think about so many more things than you do at home."

"The weather out here is so much more changeable."

Lt Adam Zipfell, also of the green Lynxes of 847 NAS, said: "I've wanted to come out here from day one - right from joining the Navy."

"Nothing can prepare you for -25° and sleeping in a snowhole. Some of the things we've done out here, you could never get to do again."

"And now that JHC helicopters are operating in Afghanistan, this sort of training is invaluable. It does get cold and it is mountainous. If you do get sent there, this training means you know what to do."

Different tactics come into play for pilots in amongst the snow of the valleys and mountains of Norway, picking a route away from the vulnerable valley bottom and camouflaged against the sheer white of snow and the mottled stain of the tree-line.

**B**UT in amongst all the 'train hard, fight easy' ethos of Norway, there's time to find moments to 'play hard' too against the dramatic scenery.

Lt Daniel said: "It's nice to be in a place where you can relax - a bit of skiing. We don't usually get the chance to take days off to do that sort of thing."

Lt Berry commented with a laugh: "Anything that is a change from Iraq is a bonus really."

And the opportunity to experience life outside the helicopter world is strongly encouraged.

Cdr Carretta said: "The fun element can't be underestimated - it's been missing from a lot of our lives over the last few years."

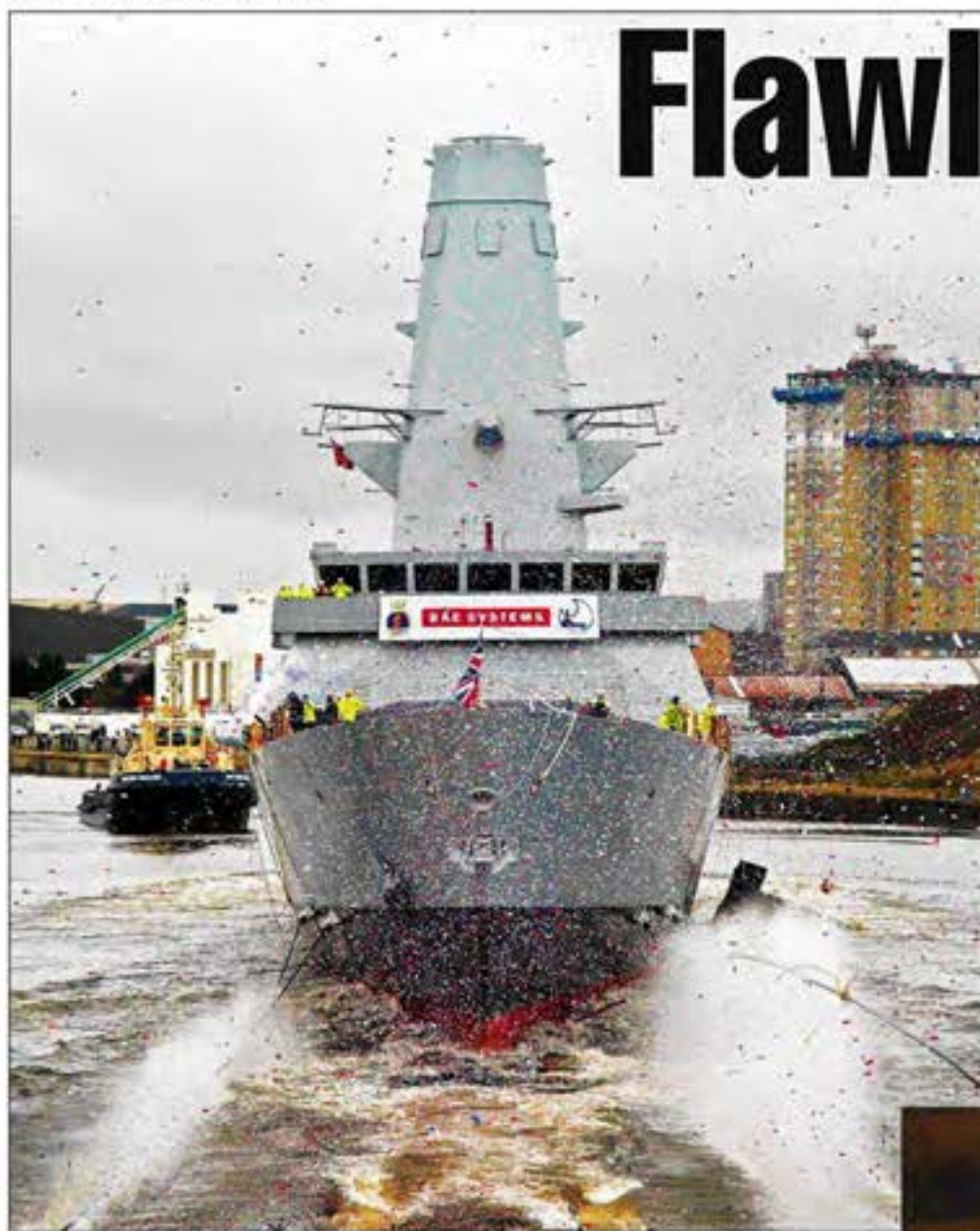
"We try to release people as much as we can, but opportunities are few and far between - but here it is all on the doorstep for them."

Facilities at Clockwork include the northernmost gym in the Navy (see Sport pages), with its own ski store and sunbeds for those suffering with the short Arctic days.

Clockwork is a regular on the CHF calendar, with the weeks in the ice and snow channelled into good foundation work for the months ahead in the sand and dust for the aircrew and engineers.



# Flawless Dauntless



"I NAME this ship Dauntless. May God bless her and all who sail in her."

No prizes for guessing what Lady Burnell-Nugent, the wife of Commander-in-Chief Fleet Admiral Sir James Burnell-Nugent, was going to say, but it did not detract from the significance of the moment.

Actually it was more than a moment.

At the press of a button a bottle of champagne on a carriage sprang forward and struck the bow of the destroyer and – always a good sign.

The few seconds passed as the 8,000 or so onlookers, wrapped up against near-freezing conditions, held their breath, waiting for a sign of movement.

Hard-hatted workers prowled the upper deck of the ship; one stood to attention with a red flag bearing the single word 'Launch'.

On the water, a boat with a matching flag sat just out of range of the square grey stern, the cloth whipped around by the powerful downwash from the rotors of a Royal Navy Merlin.

Beneath the keel, shipyard workers went about the critical business of firing off the last few bolts, freeing Dauntless.

● Wires arrest the progress of Dauntless on the slipway



Then the big ship started to slide, gathering momentum until her stern ploughed into the Clyde.

Red, white and blue confetti filled the air from snow-blowers on the destroyer's deck, and the crowds – particularly the hundreds of schoolchildren – took their cue, cheering loudly as music blared across the shipyard.

Chains and ropes snaked along the slipway until they snapped taut, bringing her to a sedate halt just off the Govan slipway.

Dauntless, the second of the Royal Navy's powerful Type 45 destroyers, was at last in her natural element.

Unbeknownst to most of the spectators, the launch had been in doubt until shortly before the ceremony began – despite the late

onset of winter in the UK, the flow of water down the Clyde meant that the river level was falling rather closer to the safety limits than managers would have wished.

But in a city that has seen thousands of ships on their way, they were not going to get this one wrong, and sure enough, the launch of the second D-class warship went without a hitch.

As lights flickered on in the streets and buildings along the river banks and the crowds headed home in the gathering dusk, managers at BAE Systems could allow themselves a small pat on the back – before returning to business as usual.

Sister ship Daring is downstream in a dock, where she will take further steps towards the day when she can fly the White Ensign.

And in a cavernous shed overlooking the slipway, a section of Diamond was dressed up for the occasion before it is fashioned into the third of class.

Down south in Portsmouth the bow of D-class number 6, eventually taking shape as HMS Duncan, is being fashioned.

The production line is in full swing, and the rumble of Type 45s down the slipway will become a pretty familiar sound.

But for Dauntless, it was time to slip out of the limelight again.

Her immediate fate is to return to the hands of the dockyard staff who have plenty of work to do on fitting her out.

## T45 in numbers

DAUNTLESS, like her sisters, is an air defence ship, and her primary weapon system will be PAAMS air defence missiles.

■ When completed, Dauntless will displace more than 7,300 tons, and will be operated by a ship's company of almost 190.

■ She will be able to reach a speed of almost 30 knots, and will have a range of around 7,000 nautical miles.

■ Type 45s are all-electric ships – their engines create electrical power which drive motors, rather than connecting the engines

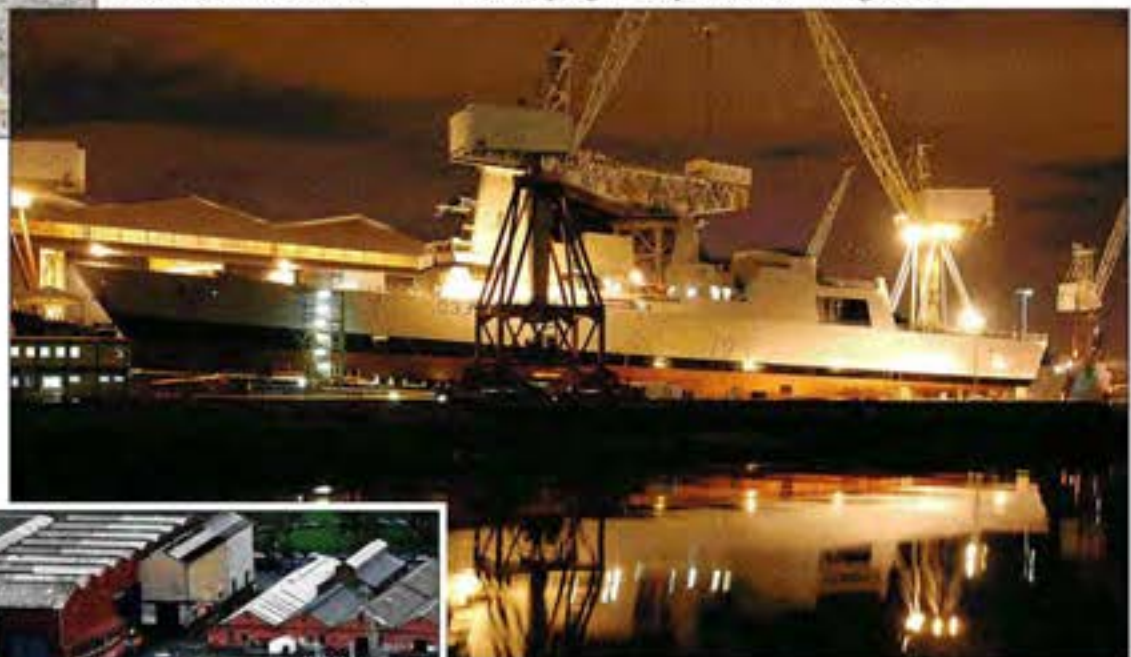
directly to the propulsion shafts.

■ As such, Dauntless will generate enough electricity to light up a town of 80,000 people.

■ The destroyer is equipped with a medical facility which includes an operating theatre.

■ The wiring and cabling on the ships, if stretched end to end, would go round the entire M25 twice – more than 380 miles.

■ Facilities for her officers and ratings are unrivalled in the destroyer/frigate fleet, with, at worst, six-berth cabins



● Dauntless sits on the slipway at BAE Systems' Govan shipyard the night before her launch

## Daring by name, daring by nature

WHILE Dauntless was the centre of attention a mile or so up-river, HMS Daring was settling into a new dock where she will be readied for sea trials.

She is still far from the stage when she can make her way down the Clyde to open water, but you can sense she is getting there.

She looks right from the outside – Dauntless has the blocky, clumsy lines of a Lego ship, but there is more on her older sister to catch the eye – in particular, the 4.5in 'Kryten' gun, which looks considerably smaller on the cruiser-sized Daring than it does on a Type 23 or Type 42.

Inside the accommodation spaces are almost complete – and the sense of luxury compared with older types is clear to see.

Compartments throughout the ship – and she has almost 800 spaces on board – are generally roomier, and that is perhaps most

apparent in the Operations Room, where the computer consoles are wired in and give an impression of the 21st century, rather than the mid-1970s of the Type 42.

But it is not just on the hull itself that the futuristic nature of the beast is apparent.

A brief stroll away from the ship is a small, temporary classroom with a number of computers humming away.

Members of the ship's company of Daring can settle down in front of a screen and walk through the ship using sophisticated 3D software.

No longer is it necessary to pore over paper plans, or physically walk through the ship, avoiding workers and unfinished compartments.

Now, using pre-determined routes, or 'freelap' for those with a sense of adventure, sailors can familiarise themselves with their new home long before they throw their kit bags on their bunks.



● Dauntless settles on the Clyde after running down the slipway of BAE Systems' shipyard at Govan in Glasgow

Picture: PO/Phot/Tam McDonald

# ROYAL NAVAL ASSOCIATION

● The last hurrah? The most potent gathering of Royal Navy might – and a substantial international input – at the Trafalgar 200 Fleet Review in the Solent in June 2005



## 'Now is not the time for cuts'

**R**ECENT media reports, not least in this newspaper, have suggested that the MOD is contemplating savage cuts to the Royal Navy in order to live within a constrained Defence Budget.

No doubt the reports exaggerate. Indeed, there may for now be no truth in them. Certainly that was the implication of the Prime Minister's answer to the Editor of *Navy News* aboard HMS Albion.

But there's no smoke without fire, and all who care about Britain's Armed Forces are worried about what might be the outcome of the Chancellor's Comprehensive Spending Review.

All three Services have had the same problem imposed upon them: that of fighting a war with a peacetime mentality.

This is a special problem for the Navy because naval capability takes so long to create and because navies are so often out of sight and out of mind.

If further media reports of a flat-lined defence budget at best are true, rather than the increase suggested by Tony Blair, then cuts to the surface fleet could well resurface with a vengeance.

As things stand various website chatrooms indicate Royal Navy morale has already been deeply affected.

We are not at all afraid of change. On the contrary we know we have led the way in defence rationalisation – cutting the tail to preserve the teeth – for more than 20 years.

The RN also has a worldwide reputation for innovation in operations and training. We are the benchmark against which most other Navies measure themselves.

It would shatter faith in the system – despite this record, UK capability for worldwide deployment and our position as second most powerful Navy are forfeited.

A former First Sea Lord has been quoted as saying that it would be outrageous if cuts on the scale cited in the media are implemented.

I agree both as a former Commandant of the Royal College of Defence Studies and as National President of the RNA.

Why? I offer three answers:

With the Prime Minister calling for a 'national debate' on the future of Britain's role in defence and with letters from shipmates pouring into the headquarters of the RNA concerning the state of the Fleet in the 21st Century, **Royal Naval Association National President Vice Admiral John McAnally** (pictured below), a former Commandant of the Royal College of Defence Studies, calls on shipmates to 'save the Navy'.

### 1. THE INTERNATIONAL ENVIRONMENT IS ONE OF INCREASING DANGER

The Head of MI5 has all but told us we are currently in remission between 9/11 and its true successor attack. The pre-empted attack on airlines this summer was one version. Another could involve the use of a primitive nuclear weapon.

If such an attack gets past the vigilance of MI5 then resources for defence won't be a problem but spending them wisely and getting the right results in time will be.

Now is not the time for hasty and irreversible cuts removing flexibility.

We need to think more widely. Not so much about a clash between Islam and Western civilisation but of the worldwide repercussions of Islam's civil war; Europe's Thirty Years War in the 17th Century is a parallel.

There is also the looming prospect of serious confrontation between Iran and other Middle East states which would deeply affect and involve the US and Europe and be very naval.

Most of the Middle East's exported oil and natural gas passes through the Straits of Hormuz at the entrance to the Persian Gulf. They are only about 12 miles from Iran and easy to squeeze. Which navies and governments are willing and capable of countering such a threat if posed?

But there is more to it than this. I believe the world changed more with the end of the Cold War and the return of globalisation than it did after 9/11. That was more a symptom than a cause.

There is an increasing imbalance between population and resources. One sixth enjoy most of the goodies, five sixths live in great poverty. Professor Paul Rogers has suggested the risk of a revolution of the world's frustrated majority.

As the Prime Minister said their problems cannot be solved by aid and other soft power measures alone. For starters they need the absence of conflict and that means peacemaking – a job for hard power.

Food could become a strategic resource. Urbanisation is increasing, much of it in shanty towns. There may be a scramble for African minerals. The Chinese have got off the blocks for such a race already. There could be others for the polar regions, the sea and space.

Where else does the sea figure in this? Humanity is going offshore: artificial islands, cities, industry, leisure and aquaculture.

Oil and gas infrastructure may create new disputes such as over Russia's Baltic pipeline which will run through other nations' territorial seas and exclusive economic zones.

Oceanic competition, including for minerals in the deep ocean could lead to jurisdictional disputes. The UN Convention on Law of the Sea could come under pressure.

And what about military developments? Hybrid warfare – the employment of sophisticated military instruments by irregular opponents is likely to increase on land and at sea.

Opponents are going underground including under the sea bed.

Iran appears to be leading the way in both hybrid warfare and underground military installations as well as developing her Navy, like India and China, Japan and Korea. Some experts believe war between states may return within 15 years and nuclear weapons could be used at sea.

### 2. MARITIME SECURITY IS INCREASING IN IMPORTANCE

The Sea is a physical worldwide web. Within 20 years it looks like 70 per cent of the world's population will live within 200km of the coast – up from the current 50 per cent within 500km.

The need for maritime security of energy supply and transport will increase.

All nations depend on free use of the sea but for none is this more true than it is for the UK.

Ninety per cent of everything that comes in or out of these islands goes by sea and 95 per cent of that passes through nine choke points across the world such as Gibraltar, Suez, Bab El Mandeb, Hormuz and Malacca. Here it is vulnerable to sustained attack.

Soon there will be a procession of ships carrying vital liquid natural gas carriers every 300-400 miles over all the thousands of miles of sea from the UK to the Middle East.

Wide areas across the oceans are a significant potential battle space. Terrorist networks cross borders and are not just on land. They form alliances with crime and narcotics syndicates.

Maritime security and the freedom of the sea on which the global economy and human society depend could be increasingly at risk from asymmetric attack.

### 3. CLEAR ROLES CONTINUE FOR MARITIME FORCES

Iraq and Afghanistan are primarily land campaigns but Britain's maritime forces are fully involved in many vital roles.

These include air support from the Joint Fleet Air Arm/RAF Harrier force, helicopter operations, the Royal Marines, surveillance, logistics, medical and reconstruction teams. In fact more than half of all UK Armed Forces personnel recently deployed in Afghanistan were Royal Navy or Royal Marines.

The latter's 3 Commando Brigade is the best equipped and supported infantry brigade in the Armed Forces. And it is largely paid for by the Navy's share of the defence budget.

But Afghanistan and Iraq are not templates for all future British military operations. While they are likely to increase public and politicians' caution over further overseas adventures it is difficult to see what can replace the expeditionary strategy of dealing with threats at a distance.

Major naval deployments are forward-based contingency capabilities able to intervene decisively in crisis.

Frigates and destroyers also perform other essential tasks: enforcing sanctions, intelligence, surveillance, interception, anti-piracy and slavery, protecting oil and gas production, safeguarding and promoting trade and exerting diplomatic influence.

An expeditionary strategy has no reality without naval and air support and thus aircraft carriers are indispensable.

### IN SUMMARY

The UK – dependent as it is on global trade, on uninterrupted sea communications and with responsibilities to British citizens dispersed all over the world – should not retreat to its 16th-Century past.

We either remain what we became from the 17th Century onwards – a prosperous global maritime trading economy – or we revert to being much poorer, less safe and of little significance in the world.

*Now is not the time for cuts in defence capability.* If we seriously deplete our Navy, our opponents will adapt their strategy and move into the space vacated.

Politicians and bureaucrats must snap out of a peacetime mentality and provide the means for the ends they desire and the security it is their first duty to fund.

The Army and Air Force will have their own urgent priorities. For the Navy we must hang on to the ships we have with plenty of life left in them and to Portsmouth and Devonport Naval Bases.

And order without further delay the two new aircraft carriers the necessity for which was defined nine years ago.

At least eight Type 45 Destroyers should be built and their utility enhanced by fitting Tomahawk cruise missiles.

We must do better with our future frigates than the 18 years it has taken to get the Type 45 into service.

And they must be cheaper so that there can be many of them recognising the need for the RN to deploy globally and that there is quality in quantity. There is an urgent need to implement Mr Blair's recognition of the need for a larger defence budget and with it to provide more warships.

I urge all readers who agree to sign the petition at <http://petitions/pm.gov.uk/savevethenavy> and to write to their MP.

While I am confident that shipmates share my concerns, these views are my own and not necessarily those of the Association as a whole.

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Picture: Malcolm Wells/Portsmouth News



## 'ONCE NAVY, ALWAYS NAVY'

### Exploit's CO seeks mystery veteran

THE Commanding Officer of a Naval unit is seeking a mystery man who gave her some photographs but did not leave his name or address.

Lt Milly Ingham, the CO of HMS Exploit, the Birmingham Universities RN Unit, took her patrol boat to Swansea last autumn and chatted to a man on the jetty who reminisced about his time in the Andrew.

He told Lt Ingham of his time in the Middle East, and sang a song called the *Dockyard Bride*.

"As we were moving berths, he returned with an envelope for me and disappeared," said Lt Ingham.

"Inside the envelope were the words to the song and two original copies of photos he had taken on his ship.

"I would dearly love to return his fabulous photos and need help in tracing him.

"The two photos are interesting because one has his CO and Anthony Eden in it, and the other has his CO, a selection of dignitaries and a sheikh who, if I recall rightly, was the local sheikh in Basra."

The details he gave Lt Ingham were that he served in the Navy in 1942-52, was based in Alexandria for 18 months, was in a corvette (though he didn't specify which one) and was based in Basra for a year.

If anyone can help by suggesting who the man was or which ship he might have served in, email Lt Ingham at [burnuco@a.dii.mod.uk](mailto:burnuco@a.dii.mod.uk) or telephone 0121 506 2219.

### Members share their suppers

MEMBERS of the Redruth and Camborne branch held their monthly meeting in the upstairs lounge of the Redruth British Legion.

Following a short meeting, all present enjoyed a 'bring and share' supper, the customary tot and drinks for the ladies.

Once again members were given a choice of passing Christmas cards to each other or making a donation to charity in lieu of cards.

This year's designated charity is the Cornwall Air Ambulance.

The following meeting, at the same venue, was the annual general meeting... when subs were due.



● John Nixon stands by the grave of his co-author Leslie Howson, who handed on his manuscript when he was told he had a terminal disease. Leslie died in 1986

# Promise is fulfilled as book is completed

SOME believe that all that stops them from writing a book is finding the time to do so.

This cannot be said of Leslie Howson and John Nixon.

It took 25 years to complete their book, *Intercepted at Sea*, which was published recently.

The story of how the two ex-Ganges Boys - Leslie joined in 1937, John three years later - finally succeeded in having their book published is as much a tribute of the loyalty one sailor had to the other, as to their combined talents.

*Intercepted at Sea*, which pulls no punches in its criticism of the Admiralty, deals with a controversial subject - how careless and unguarded messages sent between the Navy and Allied ships during the two World Wars cost the

lives of thousands of seamen.

Leslie Howson, an ex-PO Telegraphist - who took part in the D-Day and Sicily landings, was very troubled about the great loss of life at sea due to these signals being intercepted by the enemy.

On leaving the Service early, due to ill health, he began researching the subject.

In the course of investigating the incidents in which ships were sunk, due to badly-coded or insecure signals, he wrote countless letters and gathered enough material to begin putting pen to paper.

Sadly, after five years of hard work, he was told he had a terminal illness, and knowing he would not survive to finish the book, he passed the manuscript - 700 hand-written pages - to

his friend John Nixon, then an RN Instructor teaching radio telecommunication.

John, now a Research Fellow in Health Economics at the University of York, promised Leslie he would finish the book - but it took him more than 20 years to do so.

The hardest part, he said, was getting the 700-page manuscript into a word processor to be checked, verified and formatted, which he could never have achieved but for the help of his sister Barbara, his wife Yumi and members of his family.

The final chapter of the book includes an apology from Leslie Howson, who died in 1986, for "the avoidable deaths of 40,000 Merchant seamen during World War 2", and is dedicated to

those who lost their lives in such harrowing circumstances.

"The task of completing the book and seeing it published is immensely satisfying," said John.

"It was, however, an enormous undertaking, and took 20 years to finish while I was working more or less full time."

Though the two sailors never met at HMS Ganges, there was another dimension to their friendship - Leslie lived in the same street as John's parents in the village of Brierley in South Yorkshire.

*Intercepted at Sea: The Human Cost of Insecure Communications During Two World Wars* is published by Woodfield Publishing Ltd, Woodfield House, Babsham Lane, Bognor Regis, West Sussex PO21 5EL, price £16. See website at [www.woodfieldpublishing.com](http://www.woodfieldpublishing.com)

### S/M Jim is laid to rest in Torrevieja

FELLOW shipmates in the UK and in Spain - the Torrevieja branch in particular - are mourning the loss of S/M Jim Cornish, who was a member of HQ RNA/RBL.

Jim joined the RN in 1943 and trained as an SBA, but finished up as a PO Stoker.

His ships included HMS Resolution, depot ship HMS Flamborough Head and the cruiser HMS Sheffield, and he served in home waters as well as the Far East.

On leaving the Navy after the war, Jim was employed making Post Office machinery, and he met and married Jean in 1951 - both were involved with local Cubs and Scouts organisations.

They had two children, Anne and David, although David died at the age of ten in 1964.

The couple became newsgagents in Colchester in 1965 and retired in 1990 to enjoy the good life in Spain.

Anne and her family joined them there soon after.

His funeral was attended by members of the local RNA, RBL and RAFA in Torrevieja.

At a recent branch meeting, Jean Cornish, on behalf of Jim, passed on £320, donated both in the UK and Spain by relatives and friends.

### Up Spirits to start the year

MEMBERS of Chichester branch observe January 1 each year as an 'Up Spirits' occasion and meet to wish each other the traditional happy New Year, regardless of the weather or the lack of public transport.

This year's seasonal gathering included branch president S/M Sid Drewett, chairman Jim Austin - who stuck to fruit juice only - vice chairman Den Grainger and a happy band of other stalwarts.

### Elbow grease

TO ADD a little sparkle to Durham's HeritageWeek, members of Durham branch, equipped with polish and cloths, paid a visit to the Town Hall to put a shine on the ship's bell of HMS Invincible.

The bell is among the items donated by the ship's company when they paid a final visit to the city - the Town Hall also boasts a lifebelt from the carrier and a selection of pictures of the ship in action.

## VC holder honoured by Plymouth branch

MEMBERS of the Plymouth branch came together on the last day of 2006 in Ford Park Cemetery to pay their respects to naval hero Lt George Hinkley VC.

Lt Hinkley was an able seaman serving in HMS Sphinx in October 1862 when he carried two wounded officers to safety under continuous and heavy enemy fire during the Taiping Rebellion in China.

He was awarded the Victoria Cross in February of the following year, and left the service in 1867 to settle into civilian life in Devon.

Lt Hinkley died in Plymouth on December 31 1904, at the age of 85.

An Association wreath was laid on his grave by his great-granddaughter Jean Smith, accompanied by his great-great-grandson Andrew Smith, and a short service was then conducted by the Rev Alen McCulloch RN.

In attendance around the grave were members and standards of the Plymouth and Saltash branches, the South West Seafarers Association, the HMS Ganges Association and the RFA Service.



● The Plymouth RNA branch standard is lowered following the wreath-laying ceremony at the grave of Lt George Hinkley VC in Plymouth

**SVR** Supporting independent living for our ex-Service community

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 53 Canongate, Edinburgh, EH8 8BS

For more information or to donate on-line visit  
[www.svronline.org](http://www.svronline.org)

## Delegates briefed on HQ plans

ASSOCIATION General Secretary S/M Paddy McClurg was the guest at the No 4 Area Annual General Meeting and Area Meeting, held at Dorchester.

S/M Paddy briefed branch delegates on his role at Headquarters in London, and then strongly advised them to support the proposed Headquarters move from its current location at Chelsea in London to Portsmouth.

He went on to outline the advantages this would bring in terms of larger premises (with more office space, storage room and meeting rooms), its location close to one of the main naval bases, and being situated in the heart of an area where large numbers of sailors lived and worked.

Raising a smile from delegates, S/M Paddy mentioned the review he had been asked to undertake at HQ – and the fact that he fell in to the trap of being asked to outline the problems facing the Association, and then being asked to find a suitable solution.

# Blue plaque unveiled for James Magennis

JAMES Magennis, the only man from Northern Ireland to be awarded the Victoria Cross in World War 2, has had a blue plaque unveiled in his honour.

The plaque, erected by the Ulster History Circle and sponsored by Belfast City Council, was unveiled at the Belfast RNA Club in Great Victoria Street by Cllr Diane Dodds.

The ceremony was attended by Doreen Corcoran, the Chairwoman of the Ulster History Circle, with Cdr Peter Campbell, Lt Cdr Mike Montgomery and members of the branch representing the Royal Navy.

Councillor Dodds said that she was privileged to carry out the unveiling as the debt owed to such brave men could not be repaid.

Leading Seaman James Magennis gained the medal for his remarkable courage as one of the crew of a midget submarine

which, in 1945, planted limpet mines on a Japanese cruiser in Singapore Harbour.

On approaching her target, HMS XE3 settled beneath the cruiser, requiring Magennis – the boat's diver – to squeeze through a narrow space as the hatch could not be fully opened.

The Belfast-born sailor then had the difficult task of attaching limpet mines to the hull of the ship, which was fouled by barnacles.

Having scraped an area to attach the mines, he had to tie them in pairs using a line under the ship's keel – tiring work at the best of times, but particularly so as Magennis's breathing apparatus was not working properly and was leaking oxygen.

Having set the full set of mines, Magennis returned to XE3 exhausted, but as the boat's CO, Lt Ian Fraser (who also won the VC) tried to release the mines attached to the side of the craft one failed to disengage.

Despite his exhaustion and the leaky equipment – emitting a stream of bubbles which could have revealed his presence – Magennis volunteered to leave the boat again, rather than leave the job to a less-experienced diver.

After seven minutes of hard work with a heavy spanner, the mine carrier was released and Magennis could return to the boat before she headed out to the open sea and a rendezvous with her mother ship.



● Cllr Diane Dodds (right) of Belfast City Council with members of the RNA and the Ulster History Circle unveiling a blue plaque in commemoration of James Magennis VC  
Picture: Steven Peacock

## Wreaths laid for Heroes

AQUITAINE branch ended last year with a burst of activities.

October saw the branch's Nelson Lunch, which was attended by representatives of six AMMACs – the French equivalent of RNAs.

Then through to the end of the year there were Remembrance events, the full military funeral of the son of a British family living in the region (Lt Tom Tansworth RA, killed in Iraq), six Cockleshell Heroes events in and around Bordeaux, helping host the visit of minehunter HMS Hurworth to Bordeaux, and Christmas lunch.

One of the Cockleshell Heroes events, a wreath-laying, took place at Pte des Oiseaux, where two of the canoes were hidden by day.

The site is named Quai Frankton, taking its name from the official title of the operation against German shipping in Bordeaux in December 1942.

The ships were too close to the heart of Bordeaux for bombers to attack, so twelve raiders aimed to sneak into the harbour and attack the vessels with limpet mines.

One of the canoes was damaged during preparations aboard the submarine Tuna, and two of the remaining ten drowned in the fierce tidal race at the mouth of the Gironde.

Six were eventually captured and shot by the Germans, and just two – leader Maj 'Blondie' Hasler and Mne Bill Sparks – survived, taking two months to travel 100 miles north to rendezvous with Resistance groups.

But the four raiders who reached their target sank one ship and severely damaged four more, disrupting the port for months.

## Date for Sea Sunday

SEA Sunday is to be held in Broadstairs, Kent, on Sunday July 15, and the theme is the Royal Navy.

It is hoped that a number of bands will take part in a parade which will comprise the Margate Sea Cadet unit, a number of local organisations, and as many RNA standards and marchers as wish to attend.

The parade will start mustering outside Pierremont Hall from 1130 onwards for a 1230 start, which will enable the Service to begin at 1300.

Following the service a buffet reception will be held, where there will be an opportunity to meet other veterans from home and abroad, and civic dignitaries.

Afternoon events will include a mini-tournament for youth organisations, and the day will conclude with an informal dinner/dance.

Branches interested in attending should contact the Sea Sunday Chairman, Raymond Heseldine, Sunnycroft, 19 Knights Avenue, Broadstairs, Kent CT10 1EL, tel 01843 600616.

## Charity date to aid dive charity

SHEP Woolley will be performing at the Royal Fleet Club in Plymouth next month in memory of his old friend Cyril Tawney.

The memorial evening for the former sailor and folk legend, who died two years ago, will raise funds for the Plymouth-based charity the Diving Diseases Research Centre, where Cyril received treatment just before his death in April 2005.

In the 40 or so years he has been performing, Shep has established a reputation as one of the Royal Navy's favourite entertainers.

An ex-sailor himself, Shep's style of humour ensures an enduring popularity.

But that style is hard to define – is he a stand-up comedian who sings or a folk singer who tells risqué stories?

It might be time to come along and decide – and help a good cause at the same time.

Shep will be joined on stage by the Plymouth brigade of shanty singers, Hanging Johnny.

Famous across Europe for their sea shanties, the motley crew of nine admit they are not exactly the ancient mariners one might expect them to be – none of them has served in the Navy, though one did once work in the Dockyard...

As well as providing emergency treatment for divers suffering from decompression illnesses, the Diving Diseases Research Centre has established a worldwide reputation for its treatment of conditions such as carbon monoxide poisoning, gas gangrene and radiation tissue damage.

Tickets for the Cyril Tawney Memorial Evening cost £8, and are available from DDRC on 01752 209999, or by emailing enquiries@ddrc.org, or by writing to DDRC, Tamar Science Park, Derriford, Plymouth PL6 8BU.

## £50 PRIZE PUZZLE



THE mystery tug in our January edition was the *Confiance*, and her slightly younger sister was the *Confident*.

The winner of our £50 prize was Tony Pordage, of Faversham in Kent.

This month's ship was launched at Hawthorn Leslie in February 1944 but was completed too late to see service in the war.

The destroyer took part in Operation Deadlight – the sinking of surrendered U-boats off Ireland – and was senior escort to the Royal Yacht for visits to Italy and West Africa before she was broken up at Troon in the late summer of 1967.

If you can name her correctly, you

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 April 13. 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 May edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 145

Name .....

Address .....

My answer .....



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82 Chelsea Manor Street  
London SW3 5QJ  
Tel: 020 7352 6764  
Fax: 020 7352 7385  
www.royal-naval-association.co.uk






TWO SIX

## Merger sets up new Training Command

## RNPT dates for March

ROYAL Navy training is to be re-organised under one flag officer from May.

As of May 15, the current Flag Officer Training and Recruiting (FOTR) and Flag Officer Sea Training (FOST) will be combined to form a new organisation, the Naval Training Command.

And the first in the new combined post, which will still be known as FOST, will be Rear Admiral Richard Ibbotson.

The need for a single RN training delivery organisation led by a rear admiral or equivalent, covering both sea and shore training, was

identified during work to develop the single TLB - the merger between Fleet and Second Sea Lord.

The Transformation programme under Rear Admiral Zambellas has analysed the scenario and concluded that there are substantial benefits to be gained from a single training delivery organisation.

As the new head of the Naval Training Command, Rear Admiral Ibbotson will be responsible for naval training policy, individual and collective training delivery, through-life education, 'seedcorn' youth contact and HQ recruiting functions.

presence in the Portsmouth area.

There will be two commodores in support of the post, with responsibility for sea and shore training respectively, and the shore establishment commanding officers will also be part of the Command hierarchy.

The Naval Secretary as Chief of Staff (Personnel) will manage the flow of individuals through the training pipeline.

COS (Personnel) will also have the lead responsibility for job analysis and OPS definition, training needs analysis and the development of the Statement of Training Requirement.

Commodore Shore Training Cdre Graham Peach is the lead for this work, and will be taking the detailed work forward in conjunction with COS (Transformation) and his team.

FOST will be based in the West Country, but the organisation will still maintain a

DATES and details of the RN Presentation Team's events this month are:

- Wed March 7: Llanelli
- Thurs March 8: Haverfordwest
- Wed March 14: Oxford
- Thurs March 15: Pangbourne
- Tues March 20: Guernsey
- Thurs March 22: Jersey

Looking further ahead:  
Tues May 1: Westminster  
Tues May 8: Lowestoft.  
Anyone wanting to book a place at a presentation, or seeking details, should contact the RNPT on 020 8833 8020, or email [rnpnt@gnnet.gov.uk](mailto:rnpnt@gnnet.gov.uk)

## It's your 2.6

NEED to get your message across to the rest of the RN?

To feature in 2.6 contact Lt Cdr Dave Joyce at Fleet Media Ops on 93832 8809 or Lt Cdr 'Aj' Ajala at DPR(N) on 9621 85984.

BRANCH DEVELOPMENT

# VESTINGday

30th March 2007



During the last year the Navy has redesigned the majority of specialisations within which ratings develop their professional skills. The new specialisations reflect the way in which current warships now operate and will allow future ships to be manned in the most efficient way. Implemented under the Navy Board's Personnel Change Programme, the culmination of change for individuals will take place on Vesting Day, March 30. On this day, the vast majority of affected ratings will adopt their new branch title and wear their new branch badge. The day will also be marked by the Second Sea Lord hosting a Personnel Open Day on board HMS Northumberland, the Branch Development pilot, in London. With specialist, regional and recruiting media invited, 2SL will highlight the many projects under way, aimed at modernising professional development and employment conditions as part of a drive to offer modern, flexible careers to its ratings.

## RN joins ILM as corporate member

HUNDREDS of Royal Navy managers are taking advantage of enhanced career support and development by joining the Institute of Leadership and Management (ILM).

The RN is the latest organisation to join ILM as a corporate member, providing access to the unique benefits of ILM membership at a discounted rate for RN personnel.

It also underlines the RN's commitment to supporting their managers with career-long professional development and serves as a useful 'bridge' for RN leaders looking to develop roles in civilian organisations.

Second Sea Lord Vice Admiral Adrian Johns is responsible for the policy decision for the RN to contract with the ILM to award leadership and management qualifications on completion of Junior and Senior Rates Command Courses and young officers on completion of sea experience and subsequent examination.

Vice Admiral Johns said: "The Royal Navy has always laid great

store in the quality of the leadership and management at all levels.

"I am very proud that the ILM has recognised the value of the training and experience our people gain throughout their naval careers by giving us accreditation.

"There are benefits both for individuals who join up and the organisation as a whole.

"We have to recognise that our people may well leave at some point to begin a career in civilian industry, so it is important that the skills and experience acquired in the RN are recognised in the business world.

"That is one of the key benefits ILM are bringing to us."

# Sensational stuff – but short on facts, says 2SL

2007 did not get off to a great start for the Royal Navy in terms of press coverage.

Stories in the national papers about mothballing ships and cancelling the carrier programme were long on sensation – but short on facts.

And they had an inevitable effect on morale, says Vice Admiral Adrian Johns, the Second Sea Lord, Commander-in-Chief Naval Home Command and the Navy's Principal Personnel Officer.

"Media coverage is a two-edged sword," he said. "We like the public support but we need to go on facts. If you believed everything you read in the press a few weeks ago, you'd think the sky was falling in on the Navy; it is not."

Admiral Johns was particularly disappointed by coverage of his internal communications message on manpower adjustments, which some of the newspapers called a "promotion freeze."

"In fact planning for changes in manpower levels is nothing new. The size and shape of the Navy has changed over the years to match the requirement and our planning has kept pace with that. But recently Fleet Transformation and other defence change programmes have brought it into sharper focus."

"We put out the briefing about manpower adjustments because there were rumours circulating and it was only right and fair to let people know what issues we are wrestling with.

"But the papers gave a one-sided impression of what we're trying to do. They used the word freeze, and that's misleading.

"The way I look at promotion

is its effect on the manpower pipeline – you have to squeeze the pipe from time to time to control the flow, but the important point is that there is always a flow coming through.

"We need this constant flow to build the future navy, but in the next three to four years we need to squeeze the pipe to limit the flow in certain areas."

He explained: "For example, we're aiming in 2007 to have a 12 per cent reduction in the promotion from lieutenant to lieutenant commander – in terms of figures that means we selected and promoted 238 last year and it will be 210 this year.

"The 28 people not promoted would not have been at the top of the list – but they will get another chance next time.

"The older and more senior you are, the greater the impact it's going to have. People with less than four years to serve could see 20-25 per cent fewer promotion slots.

"But if you're 44 and under, overall, there will be less than ten per cent fewer, and for those who are 38 and under, less than five per cent fewer promotion slots."

He added: "Promotion to WO1s will be reduced by 10-15 per cent over the same timeframe for the same reasons. Junior rates will be the population least affected.

"We will know more definite details about numbers of promotions to commander and above in April. It is all dependent on other change programmes, particulars of which have yet to be finalised."

So much is happening across the board it is inevitable that rumours will grow, says Admiral Johns.

"But we have to be cautious about giving hard figures when there's so much change in so many areas, and nobody has the full picture yet," he said.

He explained: "We are getting a much clearer picture now of the Fleet Transformation Programme – which is all about making sure we have the right size and shape for the RN ashore to support the front line.

"Even after Fleet First and the single TLB there are inefficiencies and waste.

"And after we paid off 14 ships during the medium term workstrands we didn't pay a single brick of shore infrastructure off anywhere.

"We know we're carrying more overheads than we need ashore – and it's right that we channel every bit of efficiency into getting ships to sea, aircraft into the air, submarines under the water, and marines into action.

"But Fleet Transformation is not the only elephant roaming around the jungle. Others are the Naval Base Review; the Defence Training Review and the Defence Acquisition Change Programme – the merger of the DLO and DPA.

"All of this is interdependent. For instance, the DLO can't tell us yet exactly what impact the merger will have, but its results will influence us in Fleet Headquarters.

"The trick of all this is to be able to take it as a whole and get the bigger picture, so we can say how many Servicemen and women we need both now and in the future, and what ranks and rates we're talking about."

He added: "But at the moment we simply don't have all that detail – and the devil is in the detail."

Planning for future manpower needs is like running a signal box on a railway, explained the Second Sea Lord.

He said: "There is a train called the Future Manpower Structure running up the lines and we control it by pulling levers labeled, for example, Full Time Reserve Service, Acting Higher Rank, Notice-Giving, Extended Careers (the replacement for Second Open Engagement), and Promotion.

"Some of the levers may need to be pulled a little bit harder, but none of them should go to zero stop. The trick is in getting the branch structures right so that what comes in at the bottom will sustain what we need all the way up to the top without going into surplus.

"If you look at FTRS, for example, we may find in the future it's a mechanism for people to move across from being full-time Navy to part-time. At the moment we don't know exactly how we will be using our reservists down the line, because it depends on so many other things, including the employment market outside.

"Another lever in the signal box is called recruiting, and we aim not to touch that one. We must not have another black hole like the one created in the mid-90s and which still affects us to this day.

He added: "There is a wonderful saying – I think it was Admiral Cunningham – who said it takes three years to build a ship but 300 to build a Navy.

"In planning these changes, we must not forget our history and our heritage. But we have experience in doing this, because we have planned manpower changes for years now, and that is our advantage."

TWO SIX

## The Royal Navy writes on the issues affecting you

### Health chiefs clock RN comms

SENIOR communicators at the Department of Health have been taking a look at how the Royal Navy manages its internal communications.

The MOD was asked to brief health officials on their policy and strategy, as Secretary of State for Health Patricia Hewitt felt that her department could learn from the experience of Defence practitioners.

The call went out for the Service teams to showcase their talents and when Capt Mike Davis-Marks, Defence Public Relations (Navy), ran through the Senior Service system, the deal was done and a meeting booked with his opposite number at the Health Department.

Demonstrating best practice in the MOD, the Navy team went through various topics, including: How their audience is identified and how technology can help reach widely-dispersed personnel;

The position of the internal audience in relation to operations in the RN communications plan; Inter-relationships between various divisions, such as Fleet, DNR, the Regions etc.

The various methods of disseminating information, including Navy News, Broadsheet, 2.6 DVDs and Galaxy briefs.

The briefing was well-received, with the observation that health officials were "very impressed" by what they had seen.

# JPA settles down – but beware Army roll-out

IT HAS been three months since RN JPA go live and the new system is settling in well.

In the main, feedback has been very positive, particularly from self-service users who like the internet banking style of working and the quick turn-around time for expense claims – two to three days for payment to reach the bank.

The implementation of JPA to the three Services is one of the world's biggest human resource software projects, and it has required some significant changes to the way the Royal Navy carries out administration.

It is not just ways of working – business processes – that have

had to be adapted for JPA; cultural change and adapting to new terminology were also necessary.

It will inevitably take some time before these major changes become the norm, but this will be sooner if all personnel continue to embrace the new system and ways of working.

As a consequence of the size and complexity of the JPA project, rollout to the RN has not been without some turbulence, and since 'go-live' there have been a number of issues which have affected self-service users and professional users.

The main problems for self-service users have been pay-related, and AFPAA is acutely aware of the importance of accurate and timely delivery of pay.

Any such problems are

addressed as quickly as possible by AFPAA and the JPA Programme.

The number of pay-related problems is diminishing, but anyone experiencing a discrepancy should bring the matter to the attention of their Personnel Office.

Other personnel administration problems have been associated with the Arrival process, mainly when either an individual has not been Arrived or when they have been Arrived against the wrong Assignment Order.

It is vital that on joining a new unit every Service person makes contact with their new Personnel Office so that they can be Arrived.

Failure to do this may affect entitlement to allowances and is likely to cause disruption to the unit and DNCM.

In many instances it was possible to anticipate where the RN would need to make changes to its ways of working, but a number of problems have only emerged since the Navy began using JPA, and these mainly affect professional users such as UPO staff and Career Managers.

Again, these are being addressed, and revised ways of working are being developed.

AFPAA too are having to adapt to the new system, and they are currently working hard to improve the level of service provided by the JPAC(EC).

During his many unit visits, Second Sea Lord Vice Admiral Adrian Johns has been gauging

opinion of the new system, and he is more aware than most of the highs and lows of JPA implementation.

"I remain hugely impressed with the acceptance of JPA into the Navy, and with the tolerance shown by those personnel who have experienced problems, particularly with their pay," he said.

"The Royal Navy has made a real success of JPA implementation, and we are making good progress towards operating in a steady state with the new system.

"There will inevitably be more hurdles to cross before JPA operation becomes second nature, one of the biggest being the rollout of JPA to the Army later this month, which will affect all users."

Army JPA go-live will take place on March 26, and during the cutover period (March 13-26) there will be no JPA access to any RN or RAF personnel.

No self-service activities will be possible during this window, so personnel are advised to book leave over this period well in advance.

Access to JPA by RN self-service users will start from March 28.

Because of the amount of work required to bring the Army online, the RN payroll will run in early March.

This means that although the Navy will still get paid at the end of the month, any new allowances and the like claimed after the payroll will not appear in payslips until April.

### IT team helps cut energy bills

A DEFENCE IT team is helping conserve energy while maintaining efficiency.

IT equipment accounts for a significant proportion of the electricity consumption of the MOD, and there is a drive to cut the energy bill across the department.

The Defence Communication Services Agency's Defence Information Infrastructure Integrated Project Team has been championing the Wake On Lan (WOL) system.

This hardware and software technology wakes up 'sleeping' systems by sending coded signals to suitably-equipped and enabled computers.

This allows system administrators to perform maintenance and to send updates to computers even when the user has shut down his or her workstation when they pack up for the day.

WOL is now available to DII/C Restricted users, and will continue to be rolled out as part of the planned incremental improvement of DII functionality.

Those staff not yet on DII are being encouraged to play their part in minimising the environmental impact of the daily work routine by ensuring they turn off their monitors at the end of the working day.

### Voter declaration changed

PERSONNEL are recommended to view DINs 2007DIN02-009 Electoral Registration – Personal Identifiers for Absent Voters, and 2007DIN02-008 Electoral Registration – Extension of the Service Declaration.

Both can be accessed via the Defence Instructions and Notices (DINS) link on intranets, under Publications.

Essentially the changes

involve an extension to three years (from one) for the validity of a Service voter declaration.

It is anticipated that this will make registering as a Service voter much more attractive to personnel by eliminating the need for annual registration.

In addition, fraud prevention will require Personal Identifiers (signature and date of birth) for those who have registered as absent voters (postal or proxy).



● Lt Cdr Rufai 'Aj' Ajala reads extracts from the diaries of Midshipman Binstead, written while on service with the West Africa Squadron in the 1820s, at the opening of the Chasing Freedom exhibition in the Royal Naval Museum, Portsmouth

## Anti-slave trade exhibition opened

A SIMPLE ceremony of reflection and remembrance marked the opening of the Royal Naval Museum's special exhibition, *Chasing Freedom: The Royal Navy and the Suppression of the Transatlantic Slave Trade*.

Lt Cdr Rufai 'Aj' Ajala read extracts from the diary of Midshipman Binstead, who served in the West Africa – or Preventive – Squadron in the 1820s.

A minute's silence was also observed in memory of those who suffered as a consequence of the slave trade.

Following the outlawing of the slave trade by the British in 1807, the Royal Navy maintained

a presence off the coast of West Africa into the 1860s.

At its height, the squadron included 30 ships and 2,000 sailors and 1,000 native crewmen; more than 1,500 of its sailors died in that period, the vast majority from disease.

Around 150,000 enslaved Africans were directly liberated by the Royal Navy.

But the deterrent effect was much greater as slave traders found fewer and fewer places to hide from the RN and other navies, the anti-slave trade cruisers growing in numbers as more and more nations signed up to the parallel diplomatic initiative.


The exhibition, which has received support from the Veterans Challenge Fund, the Heritage Lottery Fund and the union Amicus, runs at the Museum in Portsmouth Historic Dockyard until January 2008.

It is free with a valid admission ticket.

There is an accompanying programme of schools workshops and community events.

For more information, ring 023 9272 7584 or see the website at [www.royalnavalmuseum.org](http://www.royalnavalmuseum.org)


Freedom Fighters: the Royal Navy and the suppression of the slave trade – see supplement in centre pages



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# NOTICEBOARD

## NOTICEBOARD ENTRIES

Notices for this page should be brief, clearly written or typed and addressed to – The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or e-mail: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.

Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

Please send in Reunions at least three months (preferably four) before the month of the event.

There may be a delay before items appear, due to the volume of requests.

Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

The Editor reserves the right to edit or refuse publication of submitted notices.

Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

## Sports lottery

January 13: £5,000 – LOMC R L Callender, HMS Collingwood; £1,500 – OMW L H Sumner, HMS Southampton; £500 – AETI M Cormack, RNAS Yeoviton

January 20: £5,000 – Lt N W Conran, HMS Vanguard; £1,500 – MEMI L J Frankish, HMS Exeter; £500 – OM1 R J Bromley, HMS Manchester

January 27: £5,000 – Capt C M Osborne, HMS Nelson; £1,500 – LMEM C P Hodkin, HMS Nottingham; £500 – CPOWEA G McNea, HMS Vigilant (Stbd)

February 3: £5,000 – AEM1 K M Rollason, RAF Cottesmore; £1,500 – OMW2 R E Walker, HMS Alton; £500 – POAEM1 N F Howkins, RNAS Yeoviton

February 10: £5,000 – LMEA L T Alexander, HMS Vanguard (Stbd); £1,500 – OMW1 C Robinson, HMS Raleigh; £500 – LOMC B T Atchison, HMS Shoreham

# THE TIME OF YOUR LIVES



HMS Tiptoe – and accompanying Wasp helicopters

## 40 years ago

A bevy of ballerinas gathered to celebrate the ninth recommissioning of submarine HMS Tiptoe, at that time the oldest submarine serving in the fleet after a wartime commissioning in 1944.

The last of the T-class boats, Tiptoe boasted a ballerina as her ship's crest and had always kept up a close association with the artform, even having a pair of Moira Shearer's ballet shoes on board.

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

## 30 years ago

A furious Mech1 T Galley of HMS Oberon wrote in to Navy News to berate the Navy for its latest blue engineer's overalls.

The enraged submariner seems to have had a particular grievance against velcro – "A hazard in itself. When the klaxon sounds, 80 per cent of the ship's company are trying to separate a sleeping bag (also fitted with velcro) from their overalls as we try to get to diving station."

## 20 years ago

In a sea of navy blue, Pope John Paul II greeted 120 men from HMS Intrepid and HMS Fife at a special audience in the Vatican.

The Rev Godfrey Hilliard, HMS Intrepid's chaplain, presented a crest to the Pope to mark the visit by the ships of the Dartmouth Training Squadron.

Pope John Paul described the Naval service as being in "the service of true peace".

## Reunions

**MARCH 2007**

**HMS Diana:** Reunion to be held at The Britannia Hotel, Wigan on March 9-11. All commissions welcome please come along and meet your old oppos. Contact John Fisher at [john@jfisher.org.uk](mailto:john@jfisher.org.uk) or tel: 01530 242850.

**Falklands 25 – South Atlantic Medal Association (SAMA):** AGM, remembrance service, dedication of bench and plaque on the Falklands Plot at the National Memorial Arboretum, Alrewas, Staffordshire, on Sunday March 25 2007. All Falklands War veterans and their families are welcome to attend the service. Details from John 'Joe' Eskine at [023 9279 1258](mailto:023 9279 1258), e-mail: [eskine1@btworld.com](mailto:eskine1@btworld.com), or visit the website at <http://www.sama82.org> online.

**April 16-20:** Further details from Mrs D Marks, 3 Kendal Avenue, Thornton Cleveleys, Lancs. FY9 2LY or tel: 01253 826300.

**HMS Newfoundland Association:** Reunion at the Norfolk Castle Hotel, April 20-23. Details from Alan Waite at [waitec@99.net](mailto:waitec@99.net) or tel: 01162 833266.

**The Neptune Association:** A memorial service to commemorate the 65th anniversary of the sinking of HMS Neptune and Kandar will be held at sea off Tripoli on April 25 as part of the association's visit to Malta April 21-29. On Saturday April 28 a memorial dedication service and reception will take place in the Malta Maritime Museum (Ex-Naval Bakery) at Vittoriosa (Dockyard Creek). Contact Nick Wright at [nick@neptune.org.uk](mailto:nick@neptune.org.uk) or tel: 01276 734334 or see website [www.neptune.org.uk](http://www.neptune.org.uk)

**Sherborne RINA Hospital Reunion:** This will be held at the Crown Hotel, Sherborne on April 28, 1230 for 1300. All staff and ex-patients welcome. Sadly, this will be the last reunion, so it would be nice if those going to the Abbey could join the parishoners for coffee after the service. Contact Mrs Dorothy Schofield (see Miller) before April 1 at 20 Hamilton Court, Lammas Walk, Leighton Buzzard, LU7 1JF or tel: 01525 374435.

### May 2007

**Falklands 25 – HMS Alacrity/Atlantic Conveyor:** There will be a 25th Falklands anniversary reunion in Plymouth on May 5-6 for those who served on both ships in 1982. Contact Steve Parker at [trasparker@hotmail.co.uk](mailto:trasparker@hotmail.co.uk) or tel: 01708 525468 for details.

**HMS Widemouth Bay 1945-57:** The eleventh reunion of WB shipmates will be held at the Angel Hotel, Leamington Spa, May 10-11. Details from Bob Turner, Beverley, Montpelier Road, East Preston, West Sussex, BN16 1JY or tel: 01903 794213 or e-mail: [reunion@angelhotel.co.uk](mailto:reunion@angelhotel.co.uk)

**Old Caledonian Artificer Apprentices Association (OCAA):** The 25th anniversary reunion of the OCAA will be held at the Folo Hotel, North Queensferry, Fife on May 11-12. For further details please contact Don Smith, reunions secretary, on 01329 318440, [donsmith66@hotmail.com](mailto:donsmith66@hotmail.com) or Allison Mann on 0870 809 6160, [reservations@oldcaledonian.org.uk](mailto:reservations@oldcaledonian.org.uk)

**Field Gun Reunion (All Divisions):** Taken place at the Stretton Hotel, Blackpool, May 11-13. Book in directly at the hotel on 01253 825888, or contact Tom Wallbank at [fieldgunner59@hotmail.com](mailto:fieldgunner59@hotmail.com) or tel: 01524 840471.

**HMS Gambia Association:** Will hold a mini reunion in Eastbourne, May 11-14. All ex-crew members welcome. Contact Les Newman at 3 Coppice Road, Whitnash, Leamington Spa, CV21 2JL or tel: 01926 831599.

**Falklands 25 – HMS Coventry Survivors:** Heads-up reunion lunch HMS QE2 at Southampton on May 13. Limited places, so bids please with your 1982 position to [NRDWW@bt.com](mailto:NRDWW@bt.com) or tel: 0117 878 6010, stating QE2 Reunion and e-mail and/or telephone number.

**HMS Gloucester 1939-41:** Reunion May 18-21 at the Royal Fleet Club, Devonport. Details from Noel Haines, 60a Forest Road, Huncote, Leicestershire, LE19 2SG or tel: 0156 286 2005.

**RN Engineers Association:** 15th annual reunion, May 18-21, at the Coventry Hill Hotel, Rye Hill, Alresford. Details from Bob Stjants at [bobstjants@btinternet.com](mailto:bobstjants@btinternet.com) or tel: 0121 422 4115.

**HMS Wren Association:** AGM and 12th reunion at the Trecam Hotel, Babbacombe May 18-21. Shipmates, families and close friends are very welcome. Ring membership secretary Alf Steadman on 01258 751762 for booking details, or write to 6 Gablelands, Berriford, Essex, SS7 4LT

**Telegraphist Air Gunners Association:** 60th anniversary memorial reunion on May 19-20. Buffet and wartime concert by Canadian group at HMS Collingwood on 19th with a memorial service at the FAA War Memorial, Lee-on-the-Solent at 1130 on 20th. Full details are available from Ken Davies at [kandob@btinternet.com](mailto:kandob@btinternet.com) or tel: 01234 822573. Branch meetings are also held in the Midlands at lunchtime on March 14, June 13, August 15 and November 14 at the Bulls Head, Brinklow, Rugby. Details from Eric Bond on 01026 411240. For the Southern Branch on April 24, July 31 and October 30 from 1130 at the RBL, Haying Island, details from Bill Jones at [bill@jones@btworld.com](mailto:bill@jones@btworld.com) or tel: 01243 264420.

**HMS Ambuscade Association:** Reunion to be held at Crews on May 19. Please contact Ian Thorburn at [iandthorburn@aol.com](mailto:iandthorburn@aol.com), visit our website [www.ambuscade.org](http://www.ambuscade.org), write to Ian Thorburn, 4 Kimberley Close, Thorpe Audlin, Pontefract, WFR 3ER or tel: 01977 620880.

**The Neptune Association:** A memorial service and reunion together with the

Gloucester Association will be held at the Naval War Memorial, Plymouth Hoe at 11:00, May 20, followed by an informal lunch at the Royal Fleet Club. All members welcome. For further details please contact Gillian Wadman at [secretary@neptune.org.uk](mailto:secretary@neptune.org.uk) or Nick Wright on 01278 734564 or see details on [www.neptune.org.uk](http://www.neptune.org.uk)

**HMS Hood Association:** AGM and reunion will take place at the Royal Saloons Home Club, Portsmouth on May 26. A memorial service will take place at St George's Church, Portsea at 11:00 on May 27. Bude Church service at 11:00 on May 13. Details with SAE please from K A Clark, 57 Bereweke Avenue, Winchester, SO22 6EL.

**June 2007**

**Majestic 'Caledonia' 1937-39, Boys' Association:** Reunion and AGM dinner on June 7 at the Seacrest Hotel, 9-13 West End Road, Monocomb, Lancs, LA4 4DJ. Bookings to Jim Duckworth (Secretary), 87 The Hove, Runcorn, Cheshire, WA7 6EE.

**HMS Blackcap:** RNAS Stretton 1942-58. Any shipmates who served at the base are invited to the annual service of commemoration held on the first Sunday of June at St Cross Church, Appleton Thom. Contact Bernie Cohen at [b.cohen2@btworld.com](mailto:b.cohen2@btworld.com) or tel: 0161 9451209.

**HMS Wave Association:** 18th annual reunion will be held at the Norfolk Castle Hotel, Blackpool, June 6-8. Further details from Ken Wardle (Secretary) at [hmswave.association@yahoo.co.uk](mailto:hmswave.association@yahoo.co.uk) or tel: 01472 870830 or write to 237 Chelmsford Avenue, Grimsby, DN34 5BX.

**Falklands 25 – 42 Cdo RM:** Calling all Op Corporate Veterans who served in or with 42 Cdo RM in 1982. Join us for the 25th anniversary reunion in Plymouth, June 8-10. For more information or to make a booking, contact Molly Macpherson at [Molly\\_macp@bt.com](mailto:Molly_macp@bt.com) or see the website at [www.bootneck.co.uk](http://www.bootneck.co.uk)

**Submarine Coxswains:** Annual coxswains meeting and association reunion to be held at WO and SRs Mess, HMS Drake on June 8-10. More details from Command Warrant Officer (Submarine) Dean Rogers on 023 9262 8708.

**Falklands 25 – RNAS Culdrose WO & SRs Mess:** The Falklands 25th anniversary reunion will be held June 21 2007, all past members and veterans wishing to attend should contact WO & SRs Mess Manager on 01326 552266.

**HMS Kale 1942-46:** The 10th reunion will take place June 25-28 at Southdene Hotel, Bridlington. Old and new hands welcome. Enquiries to R S Clay, 31 Cuckmere Way, Brighton, BN1 8GA or tel: 01273 502076.

**July 2007**

**HMS Fearless:** HMS Fearless reunion on July 27 in the Warrant Officers and Senior Rates Mess HMS Excellent, points of contact will be CPOMEM Walker, Phoenix CBRNDC School, e-mail: [mws-nbod-c2-20@rti.mod.uk](mailto:mws-nbod-c2-20@rti.mod.uk) and CPOMEM(M) Tulett, e-mail: [mws-nbod-g@rti.mod.uk](mailto:mws-nbod-g@rti.mod.uk) or tel: 023 9254 7046.

**Gib 1978 Reunion:** For anyone based in Gibraltar 1977-79. All branches are welcome to attend the 15th reunion at the Stretton Hotel, Blackpool July 27-28. Con-

tact Jeff 'Jaff' Thomas at [JEFF@thomas-11.finet.co.uk](mailto:JEFF@thomas-11.finet.co.uk) or see the website at [www.gibraltar.comen.com](http://www.gibraltar.comen.com) or tel: 01496 350913 or mob: 07837 386244.

**SEPTEMBER 2007**

**HMS Orion Association:** Reunion September 1-2 at the Royal Fleet Club, Devonport. For details contact Kay West (Secretary) at [kaywest@btworld.co.uk](mailto:kaywest@btworld.co.uk) or tel: 0116 259 2171 or write to 28 Stretton Road, Great Glen, Leicester, LE8 9GN.

**HMS Portlock Bay 1945-47:** Reunion at the Saloons Home Club, Portsmouth, September 4-7. More details from Ken Faulkner, 22 Clovely Road, Swinton, Manchester, M27 0FU or tel: 0161 794 992.

**R46 Squadron (1962-64):** The first Anniversary commission of the squadron: 45th Anniversary reunion, September 8 at BW-Tiverton Hotel, Tiverton, Devon. Contact Barry 'Bar' Marshall at [bjmarshall@btworld.co.uk](mailto:bjmarshall@btworld.co.uk) or tel: 01286 381002 or write to 9 Littlebridge Meadow, Bridgenule, Holesworthy, Devon EX22 7DU.

**HMS Matchless Association 1942-48:** Reunion for members of Matchless and other M-class destroyers of the 60th anniversary to attend the 21st annual reunion on September 15 at the Union Jack Club, London. Contact J Horton, 10 Finch Court, Coles Close, Oring, Essex, CM5 0AY or tel: 01277 369617.

**Falklands 25 – HMS Invincible Commem. Dept, Falklands 1982:** Anyone interested in a reunion on September 27, Contact Mick 'Mittens' Kessell at [mickkessell@btworld.co.uk](mailto:mickkessell@btworld.co.uk) or tel: 07837 773804.

**HMS Tiger Association:** Annual reunion at the Royal Saloons Home Club, Portsmouth, September 28 to October 1. More details from the Secretary on 01323 736982.

**October 2007**

**847 NAS HMS Simbang 1969-71:** A reunion is being planned for 847 NAS HMS Simbang, Singapore 1969-71. The reunion is open to all who served in or on this squadron for these dates. The reunion will take place October 5-7 at the Bosworth Hall Hotel, Market Bosworth, Warwickshire, tel: 01455 291919. More information from Cliff Jones on 01772 789104.

**HMS Eskimo 1966-68 Commission:** will be holding their seventh reunion at the Preluna Hotel, Malta, October 6-13. All former ship's company of the above commission welcome. Details from Keith 'Lucy' Lockett at [Lockett@btinternet.com](mailto:Lockett@btinternet.com) or tel: 01404 823143.

**HMS Ajax & River Plate Veterans Association:** Reunion at the King Charles Hotel, Chatham on October 10 with the memorial service the following morning in the original Chatham Barracks Church. All those wishing to attend should contact Ken Jones at [kj0664259@btworld.co.uk](mailto:kj0664259@btworld.co.uk) or tel: 01634 364078.

**Falklands 25 – Trafalgar:** Seventh bi-annual Trafalgar weekend (incorporating Falklands commemoration) at the Trecam Hotel, Babbacombe, October 19-22 2007. Promoted by RNAs Plymouth and Torbay. For details contact Sue Gutteridge at [sue@chenders.finet.co.uk](mailto:sue@chenders.finet.co.uk) or tel: 01752 849176 or write to 4 Rowan Court, Letchford, Leicestershire, LE15 4LN.

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## Ask Jack

The late Thomas Auckland DSM: Mrs Auckland is trying to find out more about the DSM awarded to her father-in-law, Thomas Auckland. He survived the sinking of HMS Southampton in 1941 and the decoration was awarded according to his SC, in 1943 at which time he was serving in HMS Comorant (Lynx). Any information to Mrs Margaret Auckland, c/o Bill Thompson, 4 Voltaire Drive, Hart Village, Hartlepool, TS27 3BS or tel: 01429 867721.

**HMS Delphinium:** Seeking information about Delphinium. Wyn's uncle, Danford Lewis Brown was aboard from November 1940 to November 1942. He was granted a hurt certificate in November 1942 and made a Chief Petty Officer in January 1943. Any information to Wyn Collier at [wyndcol@btopenworld.com](mailto:wyndcol@btopenworld.com), tel: 024 7650 3304 or write to 14 Pottlers Road, Coventry, CV3 5JX.

**Falkland leaflets:** Does anyone have surrender leaflets dropped on the Falkland Islands during the Argentinian occupation. They were: 1: Safe conduct/Passé de Saivo Conducto, 2: Bilis de Condenados, 3: A message from His Excellency the Governor, 4: Soldados Las Verdades Compromisos de Armas Ubicados and 5: Radio Atlantico del Sur. Contact Syd Baggett, 14 West Hill Avenue, Epsom, Surrey, KT19 3JU or tel: 01372 728404.

**HMS Forte:** Bill would like to hear from any of the officers, or their families, in a photograph (names on back are: Lt Hart, Mr Perkins, Lt Angove, Lt Cdr Keats, S/Lt Brooks, Lt Forster, Lt Seed, Lt Cdr Luscombe, Lt Dennis, Cdr Wm, Cdr Proust, Cdr Bryant, Capt. Roch, Capt Gordon and 3rd Officer Dickenson) which was taken at HMS Forte in Falkland between December 1943 and July 1944 whilst his father, Lt William Redvers Forster RNR was stationed there. If you recognise any of the officers do please contact Bill Forster at [bill@fisher-balkie.de](mailto:bill@fisher-balkie.de) or tel: 01727 838595 or write to 88 Holywell Hill, St Albans, AL1 1DH.

**HMS Hogue:** Dave is asking about the

late of HMS Hogue, involved with a Pakistani cruiser during a 1958-59 jet exercise in the Indian Ocean. Dave was serving in HMS Ceylon which was in Trincomalee at the time. The Hogue returned to Trincomalee with her bows stove in and he believes she had casualties aboard from the collision. He thinks that the ship was never repaired and scrapped in Singapore. He has sent some photos (shown on the website) of the ship returning, showing damage to the bow section. If any ex-Hogue crew members want old copies get in touch either by writing or through the web. Contact Dave Whitfield at [Whitfield@aol.com](mailto:Whitfield@aol.com) or write to 88 The Crofts, Slithon on Solway, Cumbria, CA7 4HA.

**Pingat Jass Malaysia (PJM):** Derek served as a signaller with the RM on the previous HMS Bulwark's fourth commission (1962-63), as a result of which he qualifies for the Pingat Jass Malaysia (PJM), and his application is being processed. Hundreds of that commission's company must have successfully applied for the PJM. Would anyone who has official confirmation of Bulwark's aggregate time in Malaysian/Singaporean waters during her 1962-63 commission, please send me a copy, by e-mail to either [derek.andrew@btinternet.com](mailto:derek.andrew@btinternet.com) or [derek@btinternet.com](mailto:derek@btinternet.com) or write to Derek Andrew, 15 Evans Road East, Cabarlah, 4352, Queensland, Australia.

**Fairmile B Class MLs:** John read with interest that Jim Field is seeking information on Fairmile B Class ML853. His personal interest is ML854, specifically during Arakan but he thought that comparing notes might be mutually beneficial. Unfortunately e-mails sent to the address in the Ask Jack column bounced. Perhaps he, or anyone else with any knowledge of the flotilla that sailed from Kynana to India and took part in the Arakan campaign, could contact John Harris (son of Lt RN Harris RNR/SANFRV) at [John.Harris@gps.es.nz](mailto:John.Harris@gps.es.nz) or write to 60 Onous Street, Eastbourne, Lower Hutt, New Zealand.

**HMS Nigeria:** In a new book, the author

states that in mid 1941, Nigeria was painted in four different tones of 'Mountbatten Pink', applied in a pattern form and that the destroyers Punjabi and Tartar were similarly painted. Mr Groves has photographs of Nigeria in March and September 1941, which show the ship painted overall in one tone of 'Mountbatten Pink'. Can anyone confirm the author's description of Nigeria in 1941 and better still produce a photo? Similarly can anyone confirm the colour schemes of Punjabi and Tartar, also with photos? Contact R J M Groves, Battransley House, Lynnington, Haris, SO41 8ND or tel: 01590 672249.

**HMS Triumph and HMS Glory:** Seeking anyone who served in Triumph or Glory in the 1950s. Albert (Bertie) Waters served on Triumph and Glory. He drowned whilst swimming in St Pauls Bay, Malta on November 17, 1963 and is buried at Katkara Cemetery. He was a leading cook from Norfolk, if you have a photograph of Albert in his uniform could you contact Faith Batson at [faith45@btopenworld.com](mailto:faith45@btopenworld.com) or tel: 01603 747717 or write to 35 Winsford Way, New Costessey, Norfolk, Norfolk NR5 0DH.

**HMS Valiant:** David Mills was one of the few survivors of Valiant when it was largely mined in the war. Would any readers have been on this ship at that time? His son would love to find out about that time, sadly David died 20 years ago. Also does anyone have a copy of the film The Valiant starring John Mills made in 1962. Contact Mrs Lesley Mills, Middles Cottage, Coragh, Killesnohra, Co. Cavan, Republic of Ireland.

**J W Wadlin:** Mick Hicford has a copy of Bunneys Young Steamers Manual & Rigging Guide, dated 1878, presented to J W Wadlin by the Lords of the Admiralty, as first prize for seamanship and good conduct at the Royal Hospital School, Greenwich. This manual cost 7s 6d when an AB was earning 1s 7d a day, making it an expensive book. Mick would like to reunite the book with the Wadlin family. Contact Mick at 22 St Leonards Road, Prince Court, Plymouth, Devon, PL4 9NE.







● The shipwrecked *Lady Elizabeth* in Whale Bone Cove, a short walk from Stanley – the British cast-iron barque struck a rock in 1913 and acted as a floating warehouse until 1936

Picture: Cpl Rich Cave (RLC)

# Islands of mystery



● King penguins, one of five breeds of the bird found in the Falkland Islands

Picture: Cpl Rich Cave (RLC)

IT WAS widely reported at the time of the Falklands Conflict that when the Royal Navy prepared to repel Argentine invaders, many people wondered what South American soldiers were doing off Scotland.

It is certainly true that before 1982, the Falkland Islands did not mean much to the man in the street in the UK.

And even today, as memories of the bloody battle to regain control are revived for the 25th anniversary, the place is still shrouded in rumour and misunderstanding.

Starting next month, *Navy News* will be running three special supplements looking at the Conflict in detail.

But it is important to put the South Atlantic territory in its context, to get a flavour of the Falkland Islands before an event which has proved to be a turning point for those who live there.

The land-mass of the two main islands and 800 or so smaller outcrops together comprise an area two-thirds the size of Wales.

But the total population is only slightly more than that of the village of Wells-next-the-Sea in Norfolk, and two thirds of the Islanders live in Stanley – the correct name for the friendly little town which doubles as the most southerly capital in the world, not Port Stanley, as it is frequently referred to.

That means there is a considerable amount of empty space out in "Camp", as the rural parts of the islands are known, and it is this which creates some of the misconceptions about the place.

Much of Camp is as it was before 1982, and a drive through it on rough roads in Land-Rovers creates a contrasting set of impressions.

Mile after mile of peaty green moorland and modest 'mountains', with no trees to break the skyline, is not the kind of tour to take your breath away – the Rockies it ain't; it is like criss-crossing Rannoch Moor in Scotland or taking a long, slow and bumpy road through the Flow Country of Caithness and Sutherland.

And, let's face it, people are not going to travel to the Falklands to top up their tan or read a slab of best-seller under a parasol.

But that is also the very point

## A small industrial revolution...

FOR more than a century sheep farming was the cornerstone of the Falkland Islands economy – the infertile soils militate against most other forms of farming.

So important was the wool trade that a ram appears on the Falkland Islands flag – but all that is changing.

The 1982 Conflict caused much reflection in the UK and Argentina – and in the Islands themselves, where there was an acceptance that sheep would not power the tiny economy forever.

Today there is a diversity of income – and the prospect of boom times ahead. See *Navy News* in July for a report on the future of the Falklands.

Little was known of the Falkland Islands before 1982 – and even now, 25 years on from the Conflict, the self-governing UK overseas territory is still a hidden gem. Mike Gray reports from the South Atlantic.

of visiting – you can go for miles without seeing a building, let alone another vehicle, and there are no pylons, billboards or industrial plants to blemish the landscape.

The strong wind is a constant feature, but the gusts of air which buffet you are unusually clean.

And that air quality, perversely, means you may be topping up your tan a good deal quicker than you realise, as blue skies bring a burn time much shorter than back in the UK – in part down to the notorious hole in the ozone layer.

And the clichéd 'four seasons in one day' proves rather modest – you can get four seasons in ten minutes, although there is less rainfall than the western side of the UK and temperatures do not fall far below freezing, even in winter.

Falkland Islanders are determinedly British, and a stroll around Stanley confirms that time and again.

Road names reflect a past that is not only redolent of the motherland, but also attests to the Royal Naval heritage – as with more exotic overseas locations such as Hong Kong and the Caribbean, the Senior Service played a pivotal role in the Islands' early development.

Street names such as Fitzroy Road (after Capt Robert Fitzroy, Commanding Officer of HMS *Beagle*), Drury Street (after Lt Drury, of a detachment of Marines in the mid-19th century) and Philomel Street (after HMS *Philomel*, a 19th century survey ship) all reflect on a burgeoning colonial navy, and many buildings were built or converted into military facilities, such as the Church House, near the Cathedral, which served as communications centre HMS *Pursuivant* during World War I.

Across Stanley Harbour can be seen the names of RN ships which have won a special place in the annals of the Islands, picked out in white stones on a gently-sloping hillside – *Protector* and *Endurance* among them.

But despite the Dark Blue backdrop, and the strong military presence at Mount Pleasant, 35 miles from Stanley, it is the Islanders who make the place what it is – and it was the status and future of the Islanders which was the fateful spark in the diplomatic powder keg of the early 1980s.

# Surf and turf...



● The South Atlantic can change from a forbidding gunmetal grey to vivid blue or green within minutes – and back again just as quickly as squalls scud through (above)

● Racing from Stanley – a mix of the familiar and the remote as a race gets under way at the Falkland Islands' race track on Stanley Race Day

Pictures: Cpl Rich Cave (RUC)



## Bleak images belie a natural wonderland

ONE of the iconic images of the Falkland Islands is undoubtedly the penguin.

Gentoo, king, magellanic, rockhopper or macaroni – all can be seen at various locations, some just a short walk from Stanley, others a helicopter flight to a remote island.

But there is much more for the nature lover to enjoy – seals and sealions bask on white beaches or rocky ledges, whales and dolphins plough through the churning South

Atlantic, and a variety of birdlife soars on the incessant Falklands wind, many species unique to this corner of the globe.

Many of these creatures have little fear of man, and an onlooker sitting quietly close to a penguin colony will likely be rewarded with a close-up view of the birds as they waddle over to investigate.

These natural treasures are now a major plus point for the islands, and help soften the image that many have from the Conflict – of a monochrome, frozen wasteland

littered with the detritus of war.

As green issues rise higher up the agenda, the Falkland Islands is ideally placed to benefit from a more sensitive tourism industry.

And while the 25th anniversary of the Conflict will bring visitors in large numbers to the islands, to visit the battlefields and see the monuments and cemeteries, it is worth remembering that although almost 1,000 people died in 1982, it remained a very "local" war, of limited interest to the American, Norwegian or Japanese passengers on the cruise liners which now frequent the waters just outside Stanley Harbour.

### RN wants your story

TO COINCIDE with the 25th anniversary of the Falklands Conflict, the Royal Navy wants to feature personal stories from the key events leading up to and during the deployment of the Task Force that liberated the Islands.

Whether you were a sailor, a Royal Marine, family member or civilian supporting the RNA or RFA, the Navy wants your story and experiences recorded for posterity and featured on Royal Navy and Falklands 25 websites.

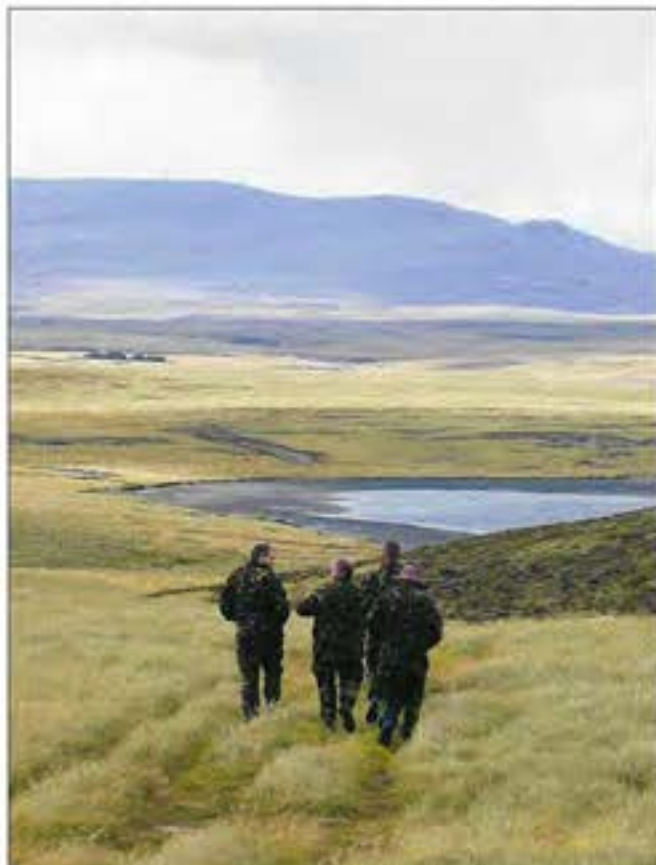
You might even be selected to become an interviewee in other media outlets in the lead up to the main anniversary events in June.

Please submit your story with your name and contact details to [2fleetmedia@gnnet.gov.uk](mailto:2fleetmedia@gnnet.gov.uk) or write to Lt Cdr Heather Tuppen at Mp 1-4 Leach Building, Whale Island, Portsmouth PO2 8BY.

### Register now!

ANYONE considering taking part in official Falklands 25th anniversary events are reminded that they must register their interest.

Registration is possible through the dedicated website at [www.falklands25.com](http://www.falklands25.com)



● The battleground around Darwin, where Col H Jones VC of the Parachute Regiment died leading an attack on Argentine trenches



## RECRUITMENT



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For further details of our current opportunities across the UK, please see [www.convertteam.com](http://www.convertteam.com). Alternatively, please submit your CV and covering letter (stating your area of interest and salary expectations) to: [recruitment.rugbr@convertteam.com](mailto:recruitment.rugbr@convertteam.com) or write to the Human Resources Department, Convertteam Ltd, Boughton Road, Rugby CV21 1BU. The closing date for applications is Friday 16th March 2007.

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# AN OPPORTUNITY OF A LIFESTYLE.



The Royal Australian Navy is currently recruiting personnel of all ranks to serve on operational ships in a diverse range of areas from technical and engineering to medical and logistics. This presents an excellent opportunity for anyone wishing to further their Naval experience whilst at the same time enjoying the unique Australian lifestyle. That could be you.

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an amazing 70 per cent of the total possible hours. You would probably already know that Australians are truly passionate about their sport. From cricket, rugby and football to swimming and surfing to name but a few. If it's played, we play it. With over 120 national and thousands of local, regional and state sporting organisations, including soccer, you'll feel right at home. While our version of football might be hard to comprehend, you'll soon be following teams with names such as the Lions, Hawks, Dockers and Bombers.

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So if you're looking to further your Navy career while at the same time enjoying the unique way of life only found in Australia, the Royal Australian Navy could be the opportunity of a lifestyle.

For more information or to be put in contact with your own Navy Overseas Recruiting Officer, visit [WWW.DEFENCEJOBS.GOV.AU/OVERSEASRECRUITING](http://WWW.DEFENCEJOBS.GOV.AU/OVERSEASRECRUITING)

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You will need to be skilled in Windows NT/2000/2003/XP, MCSE in Server 2000/2003 and be qualified in installing Windows based software and hardware. You must also have an ability and willingness to work overseas for 2 - 3 weeks at a time for up to 22 weeks a year.

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For further information on these role and to request an application form, please contact Rita Vekaria, New Wave Resourcing at jobs@nwruk.com or call 0207 851 8409.

Closing date for receipt of applications: 22/03/2007



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Jacobs are heavily involved in the defence and nuclear industries and support our clients through a broad range of services. To enhance the growing team based in our Bristol office and other sites across the UK, we are actively seeking dynamic talented professionals who have experience in one or more of the following areas:

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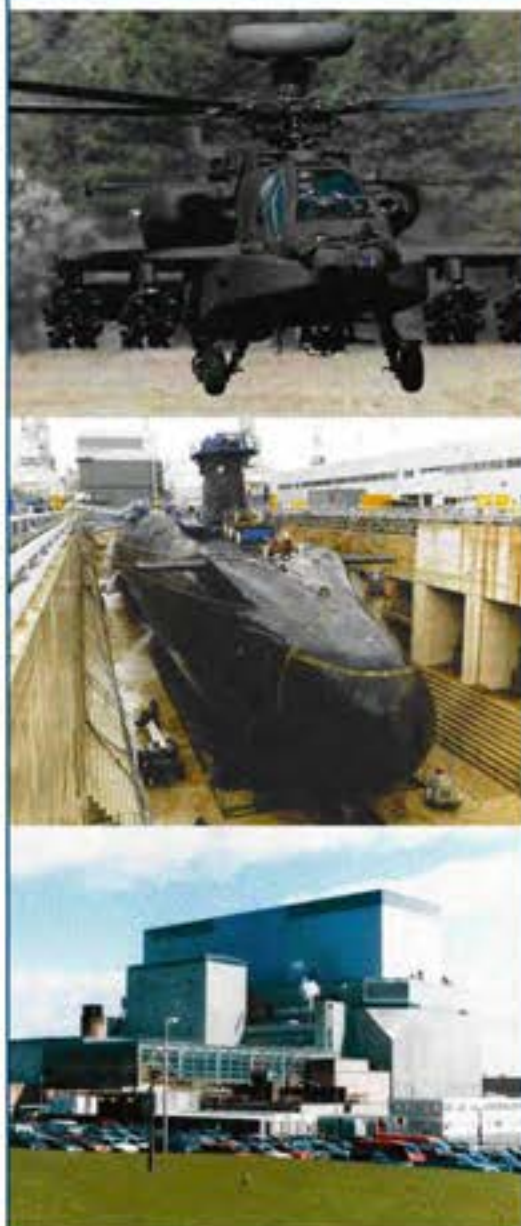
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## RESETTLEMENT

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VT Aerospace is an experienced aircraft support provider for

military forces in the UK and the Middle East.

The company's experience in providing flying training support, engineering and logistics covers a wide range of fixed and rotary winged aircraft.

VTAE has an ongoing requirement both in the UK and overseas for Aircraft Technicians which includes airframe and engines, electrical and instruments, avionics - radio and radar, flight systems and supporting trades such as MT, workshops and supply.

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For more information call 01752 55 80 80.

# Nuclear industry is building up

IN HIS speech to business leaders in the CBI in May the Prime Minister controversially stated that nuclear was coming "back with a vengeance".

He personally backed a new nuclear build programme and as such indicated that nuclear would continue to contribute significantly to the UK's energy mix.

The European Commission has recently unveiled its own energy policy and it clearly supported nuclear as "one option for reducing CO2 emissions and playing a major role in addressing global climate change" and that "in most industrialised countries new nuclear power plants offer an economic way to generate base-load electricity."

In ten years from now there could be just three of the original

20 nuclear power stations still generating in the UK.

The remainder will be decommissioning and despite recent budget cuts there remains plenty of work to be done to clean up these sites.

The UK government is deciding on a response to the report by the Committee for Radioactive Waste Management which aims to define the national strategy for the long term storage of radioactive waste.

The outcome of which will lead to a significant level of work to construct the new storage facility.

The industry is also awaiting the government's announcement to replace Trident which will require extensive works at AWE Aldermaston and at Rolls Royce in Derby.

Upgrading these facilities as well as decommissioning the Royal Navy's past nuclear fleet remains a challenge for the near future.

With the recent announcement to construct the International Tokamak Experimental Reactor (ITER) in France, UK industry has the opportunity to bid for a share of the 5Bn construction budget over the next 10 years.

ITER aims to demonstrate the scientific and technological feasibility of nuclear fusion as an energy source.

See Jacobs UK advert on previous page

# Safety is top with Kawns

KAWNS Safety Services provides safety training to the highest professional standards.

Kawns Safety Services are members of several national organisations including the BSC, ROSPA, and IOSH, and their training programmes are accredited by several globally recognised organisations.

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The company is run by ex-servicemen who understand your specific needs.

Some courses are at level three or above and therefore are eligible to attract Enhanced Learning Credits, and Kawns is registered with ELCAS as a recognised training provider.

The choice of safety and emergency medical courses provided is not surpassed elsewhere.

Kawns' portfolio is extensive and details can be found on the website.

To find out more, attend a resettlement (safety) briefing held regularly in Drake or Nelson (contact NRIO for details).

If you are looking for a job in the Safety Training industry you can register on the Kawns website through TutorNet for free and Kawns will help you find a job.

Kawns also provides a CV writing service and additional help in your transition to civilian life.

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VT Aerospace is a supplier of support services to military and government organisations within the UK and overseas.

We have an ongoing requirement to meet our commitments, particularly for Middle East Defence Contracts, through the maintenance of Fast-Jet, Transport, Training and Rotary Wing Aircraft, with the emphasis on the training of local nationals, both in the classroom and on the job.

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VT Naval Support (VTNS) have an ongoing requirement to provide Technicians to support, repair and maintain VT built Royal Saudi Naval Force's Al Jawf Class Minehunters in Jubail.

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Contracts are open-ended with free villa-style furnished accommodation, free food and laundry, excellent leisure and recreational facilities, generous leave and flight entitlements, free medical care and a quality pension scheme.

If you are interested in one of the above positions then apply directly by forwarding a detailed CV, along with covering letter, detailing which position you are applying for to: Michael Pearson, HR Dept, VT Aerospace, RAF Linton on Ouse YO30 2AJ. Email: [michael.pearson@vtplc.com](mailto:michael.pearson@vtplc.com) Tel: 01347 847711

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**NAVY**

# A career in modelling

QUORUM Logistic Support Ltd was formed in 2000 by the four founding directors who remain the owners of the company.

Quorum quickly established a reputation as the UK leader in the provision of ILS consultancy for the land sector.

The company's client base includes famous names such as MAN ERF UK, BAE systems, Logica CMG and Ultra Electronics.

Quorum is now looking to spread this expertise into the air, naval and civil sectors and is therefore looking to enhance the team with former members of the senior service.

Based in Telford the company will move to specially-built office accommodation in the early summer. Telford has excellent links to the motorway network, and first-rate schools and facilities.

The Quorum team enjoy a comprehensive package of benefits which include a highly competitive salary, generous annual holidays, a pension and private health scheme.

As part of the expansion plans the company has recently formed Quorum Consultancy Services Ltd to meet a growing demand for safety case, reliability case, risk management and project management consultancy.

In order to meet its ambitious plans, Quorum is currently seeking engineers with experience in any of the ILS disciplines (particularly in supply support modelling) or with qualifications and experience in safety management, risk management, reliability analysis and defence engineering project management.

If you are interested please see the website at [qsl.com](http://qsl.com).

# Destroyer captain heads up learning

BRIGHTER Prospects Limited, which operates the Winchester and Eastleigh Learning Centres, has years of experience dealing with retraining service personnel for well-paid appointments.

Headed by Martin Ladd, formerly an RN captain and commanding officer of the Type 42s HMS Birmingham and Edinburgh, the centres are approved by the Enhanced Learning Credits Scheme (ELCS).

These units deal with a wide range of people using their ELCS grants to finance the career development training of their choice.

The centres provide Pitman Training diplomas and Learndirect on-line courses.

Martin said: "The most popular Pitman diploma courses chosen by service personnel currently are the Legal Secretarial, Microsoft Specialist and Executive PA diplomas which provide top of the range MS Office and Secretarial

qualifications at Level 3."

He added "There is also the scope to do studies under the Enhanced Learning Credits Scheme in IT Technical subjects leading to the popular A+ Computer Industry Qualification and the Network+ Level 3 qualification."

Martin continued: "Those who apply to use their ELCS annual grant of £1,000 contribute £250 from own resource representing 20 per cent of the total £1,250."

"For many candidates studying the shorter diplomas, no further financial contribution is required since service personnel are able to train at special rates."

Anyone wishing to discuss training can take advantage of a no-obligation confidential discussion with Martin at Pitman Training in Winchester or Eastleigh by appointment - just call 01962 842266 or e-mail [martinladd@pitman-winchester.co.uk](mailto:martinladd@pitman-winchester.co.uk).

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Phoenix Close Protection Limited, based in Hereford, is owned by ArmorGroup and run by former officers and warrant officers of the Special Air Service Regiment.

Phoenix is the UK's leading specialist provider of close protection training to security professionals and military personnel as part of resettlement courses.

The company has trained personnel for the commercial sector since 2000 and has established an excellent reputation, holding preferred supplier status with the Ministry of Defence for Armed Forces' military resettlement training.

Phoenix works closely with military resettlement organisations and is registered with the Department of Education and Skills and can therefore accept students taking advantage of Career Development Loans or other government-led initiatives.

Phoenix is accredited to teach Security Industry Authority (SIA) approved close protection courses and has been a member of the SIA Expert and Steering Committee assisting with the development of national occupational standards for close protection licensing.

For more information please visit [www.phoenixcp.com](http://www.phoenixcp.com) or [www.armorgroup.com](http://www.armorgroup.com).

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For further information, register your interest with:

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To date Phoenix has trained over one thousand CP operators, 90% of whom achieved the Phoenix SIA standard and are currently employed across the industry for a variety of leading security companies.

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## Mayor hosts awards night

LOUGHBOROUGH cadets were honoured when the Mayor of Charnwood, Cllr Ken Pacey, hosted the unit's annual awards night in his chambers.

Cadets received a number of awards, including first aid, seamanship, attendance and sporting endeavour.

The Commanding Officer's Cup went to Cdt Susan Hughes, the Best Junior Cadet was Royston Vann and Cadet of the Year went to OC Hannah Thompson.

Two staff members also received awards – PO Ray Adey was presented with a certificate from the Health and Safety Executive, while Civilian Instructor Sandra Jones was presented with the Lt Cdr Wain Award for Best Administration in the Eastern Area.

The Royal British Legion (Loughborough Branch) presented certificates of appreciation to staff and cadets who gave up time to assist with the annual Poppy Day appeal, which this year raised £13,000.

The cadets then presented Mayoress Maureen Pacey with an engraved ship's decanter in honour of her recent birthday.

The Mayor presented S/Lt Adey with a crest for the unit wardrobe.

S/Lt Adey commented on the outstanding character of the cadets and their ability to bounce back from adversity.

The unit HQ was broken into and vandalised at the end of last year, with money being stolen.

Thanks to the generosity of local people, the money has been replaced by (mainly anonymous) donations, and several computers have also been donated.

## Ian rewarded

IAN Archer, former chairman and chaplain of the *Reigate* unit based at TS Ark Royal in Redhill, has been awarded the Meritorious Service Certificate by the Lord Lieutenant of Surrey, Sara Goad, for services to the Corps at Reigate and within the Surrey District.

Having spent 18 years with the *Reigate* unit, Ian continues to serve as the District Chaplain for Surrey, as well as acting informally as a 'senior statesman' offering advice, when requested, to unit chairmen from across the district.

During his time, Ian has been involved at all levels in the unit, participating in summer camps, fundraising, recruiting staff and assisting with maintenance.

# Family tots up eight decades in Corps

HAVING just watched his unit, *Flitwick and Ampthill*, win pride of place in the district unarmed drill and piping competitions, Lt Cdr Bob Maynard stepped into the spotlight.

The unit's Commanding

Officer received his third bar to his long service medal, having completed 34 years as an adult instructor.

At the same awards ceremony, his oldest daughter, Lt Lisa Maynard, picked up her first bar, marking her 18 years as an adult volunteer.

And just to complete the picture, another of Bob's daughters, CPO Angela Maynard, kept up the family tradition by picking up her long service medal after completing 12 years adult service.

When added to the time they spent as cadets, it comes to a grand total of 80 years – and

counting, as the family is still going strong.

The awards were made by the Cambridgeshire and Bedfordshire District Officers, Lt Cdr Eddie Woods, who paid tribute not only to the decorated trio but also to wife and mother Christine Maynard for her dedication and support.

Back to the *Gams and Beds* drill and piping competition, *Flitwick and Ampthill* claimed first place in a tight competition, while in the individual event, AC Allen won gold and LC Murphy took a very good bronze.

But there was no time to bask in the glory, as the unit went straight into training for the Eastern Area level event, held as *Nesty News* went to press.

Meanwhile, other cadets from the unit took runners-up spot to Cambridge in the colour party competition, and in the unarmed drill event a three-way struggle among Luton, Biggleswade and *Flitwick and Ampthill* again ended with the latter emerging triumphant.

These successes came hard on the heels of the unit's third place in the Eastern Area five-a-side competition.

Lt Cdr Maynard said he was proud of everything the cadets and his team had achieved – but warned them of complacency as he paid tribute to the high standards of dress and drill of both Biggleswade and Luton units, both of which came close to ending *Flitwick and Ampthill's* ten-year winning run.

## Invitation to sea

THE Commanding Officer of HMS *Illustrious*, Capt Tim Fraser, was presenting officer at the annual presentation evening of the ship's affiliated unit, TS *Colne Light*.

Capt Fraser said that not only would he like to see cadets from the *Colchester* unit visit his ship, but also spend some sea time in her.



● Lt Cdr Stella Trehair

## End of era as Stella retires

IT WAS the end of an era at TS *Grenville* when their Commanding Officer retired after ten years in charge.

Lt Cdr Stella Trehair joined the *Penzance* unit in 1982 to "help out", but instead she stayed on, was promoted through the ranks, and became an officer in 1996, taking command in 1997.

Cadets past and present joined Mayor Dennis Axford and unit president John Laity to thank Stella for her efforts on behalf of the youth and people of *Penzance*.

PO Stacy Oliver said: "I will never forget my time as a cadet and all the fun I had."

"Sea Cadets have given me a wider view of life and how to handle different people."

"I am only one of the many whose lives have been changed by the dedication and compassion shown by Lt Cdr Trehair."

Stella ended the night with a heartfelt speech thanking all the staff and committee for their support over the years, and thanking most of all the cadets who make the unit and *Penzance* the place it is.

Dr Paddy Hersant, the unit chairman, said that as with every sunset there comes a new dawn, and under the leadership of CPO John Miners the unit will go on to maintain the very high standards set by Lt Cdr Trehair.

The retiring CO will still be active in the Corps as Cornwall's District Training Officer.



● Dominic Gregory's award-winning photograph

## Dominic captures spirit of award

AN INSTRUCTOR with the *Bournemouth* unit has won a prestigious photography competition organised by the Duke of Edinburgh's Award Scheme (the Award).

Entitled *The Spirit of the Award*, the competition sought to find an image that best sums up the values and ethos of the Award scheme.

Dominic Gregory, an amateur photographer as well as an instructor, used the 2006 Wessex District Canoeing Regatta, held in July, to shoot an image of two canoeists racing for the finish line.

He said: "This image represents the Physical Recreation section of the Award scheme, and demonstrates the grit and determination required by all Award participants to complete the scheme at all levels."

*Bournemouth* is an active award group with 15 cadets over the age of 14 enrolled and in the process of completing Bronze and Silver level awards.

Dominic's prize was an Olympus digital SLR camera and a year's membership of the Royal Photographic Society.

## Orion maintains link with ship

NOTTINGHAM unit TS *Orion* maintained its strong links with its affiliated ship HMS *Nottingham* in Hull when 30 cadets and ten staff enjoyed a tour of the destroyer, including taking part in a fire-fighting exercise.

CO Lt (SCC) Michelle Welsh RNR and COs from the *Newark* and *Hull* units attended

a cocktail party on board hosted by the CO of the warship, Cdr Simon Ward.

The destroyer sent a party of 120 of the ship's company to march in Remembrance parades in the Midlands city with a division from HMS *Sherwood* and 40 cadets from TS *Orion*.

## Cheshunt's chaplain gets a helping hand

CHESHUNT unit's Chaplain, Elliot James, has enlisted the assistance of his cadets to help him achieve his goal of going to Cape Town to participate in a charity project.

Elliot will travel to South Africa to take part in the Desmond Tutu Community Build, which involves building houses alongside future home-owners and the international charity Habitat for Humanity.

"This is a fantastic opportunity to really make a difference to people's lives," said Elliot.

"I am looking forward to spending time with the local people and getting my hands dirty helping them really build a future for themselves and get out of poverty."

Habitat for Humanity is a non-denominational Christian housing charity that builds houses for low-income families, regardless of race or religion.

"They have built more than 175,000 houses in 100 countries," he said.

"I have raised money for various charities before, mainly church groups and the Sea Cadets, but this will be completely different."

"I am really excited with what limited DIY skills I do have that I will be able to help build a house."

The cadets are assisting by running a series of events and sponsorship activities.

Low-income families put in 500 hours of 'sweat equity' to build their homes alongside a rolling team of volunteers supplied by Habitat for Humanity.

They buy the home at cost and their monthly repayment goes into a revolving



● Elliot James, chaplain of the Cheshunt unit

fund to help build more homes around the world.

"The project reminds the cadets that there are people in the world far less fortunate than themselves and reminds them of their responsibility to the wider community," said Elliot.

The chaplain needs to raise £1,750 for his trip, and 80 per cent of that money will go to Habitat for Humanity in Cape Town to build more homes.

Anyone who would like to sponsor him should visit [www.justgiving.co.uk/elliottjames](http://www.justgiving.co.uk/elliottjames)

## Cadets on guard at launch

NORTHERN area Sea Cadets were proud to have a high-profile role to play in the launch of the latest Royal Navy Type 45 destroyer *Dauntless* (see report on page 26).

Two dozen cadets travelled to the BAE Systems shipyard at Govan in Glasgow to form a Guard of Honour, while a further six were involved in ceremonial duties.

More than 8,000 people were invited to the yard to witness the launch, which attracted widespread media attention.

The standard of dress and drill achieved by the cadets drew praise from VIPs, BA staff and the general public.

The cadets were on parade for almost two hours in temperatures little above freezing, and had to perform complex manoeuvres in front of the crowds.

Northern Area Officer Cdr Colin Redstone said: "The event would have severely tested the physical and mental resilience of any regular Service personnel and the cadets responded magnificently to the challenge."

"It was my great privilege and pleasure to accompany the cadets to the launch."



● Lady Burnell-Nugent inspects the Guard of Honour at the launch of *Dauntless* on the Clyde at Govan

## Weekend at exclusive address in London

CADETS and staff of the Welwyn and Hatfield unit spent a weekend at an exclusive address in London.

The accommodation came with fine views of the Thames and the London Waterfront and was just a stone's throw from the Tower of London and Tower Bridge.

Not an upmarket hotel - this is the Imperial War Museum's World War 2 cruiser HMS Belfast.

"We joined ship on Friday night and got all our kit squared away," said CPO(SCC) Terry Wilmott, the Officer in Charge of the unit.

Then on Saturday morning, after a hearty breakfast, we went by river to the London Boat Show in Docklands.

"To try to take in everything at the Boat Show in one day is impossible, but the intrepid cadets of TS Amethyst gave it their best shot - a fact my feet can testify to - but it was a splendid event all the same.

"Sunday was started by a lecture on board the Belfast, given by one of the great staff from the ship, during which we found out that HMS Belfast was the Far Eastern Flagship during the Yangtze Incident, and carried all the signal traffic during that harrowing time.

"Then it was off on a hike to the London Aquarium. This took us past the replica of Sir Francis Drake's ship the Golden Hind and along the Embankment to the London Eye.

"By the time we got to the Eye we were so far behind schedule - after the cadets took time to look at all the street entertainers on the way - it was a case of get some scran down them and back to the ship to disembark.

"Our thanks to all at HMS Belfast and the City of London unit for their hospitality - a truly great venue for Cadet units to be billeted on."

## Precious medals

THE TIRELESS efforts of a number of people from The Marine Society and Sea cadets were recognised in the Queen's New Year Honours.

There were OBEs for Sue Dewey, Area Chairman (Eastern) and Cdr Colin Redstone, Area Officer (Northern), and MBEs for Brenda Heesom, UMC Secretary for Gravesend unit, Cdr Barry Matthey, the former Offshore Commander, and Lt Cdr (SCC) Victor Spong RNR rtd, from Newcastle East unit.

## Brentwood on show at Boat Show

MEMBERS of the Brentwood unit enjoyed a weekend at the London boat show on board Type 23 frigate HMS St Albans.

The Essex unit was invited by Sea Cadet HQ and London Area to join the ship and work alongside the Royal Navy's careers information team promoting the Corps.

Officers, instructors and cadets from Brentwood spent the weekend talking to members of the public about the benefits of joining the Corps.

Lt Steve Street (SCC) RNR, CO of the unit, said that there was a lot of interest, with many youngsters expressing an intention to visit their own local units to find out more about the Sea Cadets.

Such was the interest that all the promotional material and leaflets on display were gone by the end of the weekend, having been given out to potential cadets eager to read about life in a blue suit.

The cadets were also given a private tour of St Albans before the ship was opened to the public, including a visit to the Operations Room, learned about the weapons systems and they were told about the ship's recent deployments to the Gulf and the Lebanon.



● HINCKLEY Sea Cadets spent a weekend bag-packing at a supermarket in the town for the Mayor's charity appeal. More than 30 cadets and staff contributed to the effort at Morrisons, ably assisted by the mayor herself, Cllr Mary Sherwin, and her consort Jennifer Bell. The two days yielded a total of almost £2,100 for the Mayor's charity appeal, which supports Lupus, When You Wish Upon A Star, and the Sea Cadets unit. The Mayor and her helpers are grateful to Morrisons for their support - and to the customers of the shop for their generosity. Pictured (from left), Marine Cadet Krystyna Kelly, the Mayor of Hinckley and Bosworth Cllr Mary Sherwin, Junior Sea Cadet Reece Delves, Able Cadet Shana Hodge and Mayor's Consort Jennifer Bell, with Morrisons staff

## Surprise gift from painter

TS DEFIANCE has been presented with a surprise gift.

Every August cadets from the Newhaven and Seaford unit travel to Dieppe with members of the Royal British Legion for the commemoration of the Dieppe raid.

They stay in Puy, close to Dieppe, and while there met ex-sailor Mike Andrews, from Worthing RNA, who has lived there with wife Julie for three years.

Mike is a painter and decided to paint a picture of the memorial in Puy and present it to TS Defiance as a memento of their trip.

Mike and Julie travelled from France especially to present the picture, handing it to CO Lt (SCC) Neil Rogers RNR and Robert Robertson, chairman of Newhaven Royal British Legion.

Mike said: "When the cadets come to Dieppe they are so smart and well-behaved.

"As an ex-sailor it brings a lump to my throat, and when they performed the Hornpipe the French residents clapped and clapped."

## Field gun skills honed

THE great Naval tradition of field gun displays is being nurtured by a group of youngsters based at Fort Blockhouse in Gosport.

HMS Dolphin VCC undertake displays at the HMS Collingwood Field Gun Day and at the HMS Sultan Summer Show.

They also travel round to ensure the field gun legend, sparked by the exploits of Naval gunners who fought in the Boer War, lives on.

Now the First Lieutenant of the unit, CPO Eddie Butcher, is seeking to expand the membership of the Corps, which he said provides a useful activity for local children - he added that the cadets are the children of serving personnel.

If anyone would like details of the Corps, contact CPO Butcher at HMS Dolphin VCC, Fort Blockhouse, Gosport.

# TS Bee is A-list unit



THE COMMANDING Officer of the Whitehaven unit has been short-listed for a prestigious national award.

S/Lt (SCC) Keith Crowe RNR (left) was chosen from 60 or so units in the North-West to receive the Roddie Casement Certificate.

This means Keith is one of six COs in the whole of the UK who is now in the running for the Capt Roddie Casement Sword, which is awarded annually to the unit CO who has, by example and dedication, contributed most to

the aims of the Sea Cadet Corps during the preceding year.

Commenting on his award, Keith said it was all down to teamwork.

"No organisation is stronger than its weakest link, and we have an extremely strong team here at Whitehaven," he said.

"While I am honoured to have been nominated for the Roddie Casement Sword, I feel that it reflects the dedication and achievements of the whole team - staff and cadets - and am immensely proud to accept the certificate on their behalf."

Chas Tinkler, chairman of the Whitehaven unit, added his congratulations: "I am delighted that Keith has received this award and the recognition it brings to the whole TS Bee team."

Following their Royal Naval Parade in May 2006, the unit is delighted to announce that it has been awarded an efficiency burgee for the second consecutive year.

S/Lt Crowe said the award reflected the hard work and commitment of the staff and cadets of TS Bee.

Such awards take a while to be awarded because units are assessed and then compared against each other across the UK.

Awards fall into three basic categories - no award means that the unit is below acceptable standards, a pennant means the unit is operating effectively, and a burgee is awarded to the top 25 per cent of units in each area - putting Whitehaven firmly in the top 100 Sea Cadet units across the country.

## Rebecca keeps standard title

CHRISTCHURCH unit cadet Rebecca Shephard has taken the honours in a county competition for the second year running.

Rebecca, who recently qualified for her Leading Seaman rate at HMS Excellent, won the title Best Junior Standard Bearer for Dorset, beating cadets from all three Services.

She was trained by the standard bearer of Christchurch's affiliated Royal British Legion branch, Sylvia Brown, who founded the Sea Cadet unit - TS Woolard - with her husband more than 30 years ago.

## Band entertains veteran sailors

MERTON 368 unit has the privilege of providing a venue for the regular meetings of the Coastal Forces Association.

And the Christmas meeting gave members of the TS Trafalgar band a chance to entertain the veterans and their wives and friends.

The performance by the detachment was greeted with general acclaim, and the President, Charlie Baker, congratulated and thanked the cadets - and extended an invitation to lunch.

## Chief praised

CPO (SCC) David Richards was presented with his Cadet Forces Medal during the South West Area seamanship competition at Weston-Super-Mare.

CPO Richards was at the event as Rhondda unit team manager.

South West Area Officer Cdr Neil Hinch praised CPO Richards, who first joined the Corps at Porth in 1952, for his dedication and commitment to the unit and the Corps in general.



● From left: AB Jam Lacey, Cdt Jamie Jarrett-Ryder and POC Haden Clarke. Haden is now at Herne Bay unit.

They also joined some of the ship's company for lunch in the mess, and there was also time to look around the Boat Show itself. All the staff and cadets from Brentwood had a thoroughly enjoyable weekend and left with great memories as well as a clutch of RN souvenirs, such as key rings, badges, T-shirts and mugs, courtesy of the RN careers team. The unit would like to thank all the officers and ratings from St Albans, for giving them the opportunity to promote the Corps on board their ship and for the friendliness and hospitality of all the ship's company.

## Freemasons make a grand donation

LEICESTER unit's fund-raising efforts received an unexpected boost when Michael Roalfe, Provincial Grand Master for Leicestershire and Rutland Freemasons, presented TS Tiger with a cheque for £1,000 on behalf of the Leicester Freemasons.

## Special night

AWARDS ranging from Best Fundraiser to Best Power Boat Handler were handed out at the City of Truro unit's annual presentation night.

The awards were presented by Lt Cdr Gavin Richardson, CO of 700 Naval Air Squadron, based at RNAS Culdrose.

Lt Cdr Richardson said: "It was a real privilege to be able to present the cadets with their annual awards and prizes.

"Commitment, dedication and teamwork, as well as individual achievement, were all deservedly recognised."

At the presentation ceremony Mr Roalfe said that after attending TS Tiger's Royal Naval Parade in May, he was so impressed with the cadets that he decided to make a donation to support them.

He added he was proud to experience the youth of today taking pride in their appearance and also the tremendous effort they put into the evolutions on the night.

Unit staff presented Mr Roalfe with a plaque showing the Tiger crest, which included an inscription of appreciation for the donation.

Mr Roalfe said he was both surprised and pleased to receive the plaque from the unit, and that he would put it in a "suitable place" at the Freemasons' Hall, as it was the first time that they had been presented with a gift in return.

# Pawns of empires

WHEN war broke out in August 1914 the Kaiser, like his English cousin, concentrated his *Hochseeflotte* not on the high seas for which it was named, but home waters.

Scattered around the globe, however, was a handful of German ships which proved to be irritating thorns in Britain's side in the opening months of the Great War.

One such thorn was the cruiser Königsberg, operating out of Dar-es-Salaam.

Today, as 90 years ago, Dar-es-Salaam is a bustling port; but then it was the principal port of the colony of German East Africa.

The struggle for that colony - today Tanzania - raged for four years. It cost the Empire nearly £3bn in today's money. And they failed to beat their opponent.

It is a sobering, grim story told from all sides - British, German and African - by Edward Paice in his definitive *Tip & Run: The Untold Tragedy of the Great War in Africa* (Windsorfield & Nicolson, £25 ISBN 978-0-297-84709-0).

Drawing upon letters, official papers and published accounts in numerous languages, Paice paints the most complete picture yet of a war which one British colonial official conceded "seemed so futile".

In this inglorious campaign, the Royal Navy's role was perhaps the least inglorious. Yet its leadership was uninspired, its gunnery indifferent - the sum seemed rather less than the combined parts.

At the root of the problem lay a single German cruiser, the Königsberg, which had inflicted Britain's first merchant shipping loss of the Great War.

To add insult to injury she also raided Zanzibar, catching the RN off guard and destroying the elderly cruiser Pegasus.

The beast was finally tracked to its lair in the Rufiji delta and in the spring of 1915, the Navy, aided by air power, began its destruction.

Trapped in her hideout, all the German cruiser could hope to do was paw her attacker and hope to wound him.

Yet it took almost a week of fighting in July 1915, led by monitors HMS Severn and Mersey, with the Royal Naval Air Service spotting their shots, to finally dispatch Königsberg.

Worse still, the Königsberg's crew - who actually scuttled their ship, she was not sunk by British guns - subsequently bolstered German ground forces in East Africa.

And yet it was one bright spot in a campaign which the Empire lost, outfoxed by a wily - and ruthless - German opponent, von Lettow-Vorbeck.

Recent treatment of the fighting in East Africa has been rather light-hearted, notably Giles Foden's *Mimi and Toutou Go Forth*.

Mimi and Toutou - gunboats deployed on Lake Tanganyika - feature in Paice's book, but they are little more than footnote in a savage war which spared neither soldier nor civilian.

The African conflict was a war utterly removed from that on the Western Front. It was a war of movement, of guerrilla raids and few pitched battles, of heat, dust, crocodiles and mosquitoes, of disease.

The peoples of East Africa were pawns in the great game of Empire; a good 100,000 Africans serving with the British Army in the campaign were killed (British deaths amounted to a little over 11,000).

Von Lettow-Vorbeck was even more ruthless: as many as 350,000 men, women and children died because of the actions of the German authorities during the four-year campaign.

The general was never beaten - he was even allowed a victory parade through the Brandenburg Gate in Berlin - but he lost his colony: German East Africa was shared between Britain, Belgium and Portugal.

# Small ships Big impact

I CHOSE Harry Plevy's *Destroyer Actions: September 1939 to June 1940* for this month's review for one main reason.

The recently reopened controversy over the Royal Navy's role in the defence of Britain in 1940 has emphasised the question of the capabilities of its contemporary destroyer force - the assets that would have been the backbone of any defence - in a hostile air environment, writes Dr Eric Grove of the University of Salford.

I wanted, therefore, to exploit a new look at how the destroyer flotillas had fared in the months preceding the crisis.

In *Destroyer Actions* (Spellmount, £20, ISBN 1-86227-331-6) Plevy uses an impressive range of sources both primary and secondary to re-examine this subject.

He concentrates on the Royal Navy (including the destroyers of its Polish ally serving under Admiralty command) but he also has interesting things to report about the hard-pressed German destroyer force that was almost annihilated in this period.

The emphasis is on the reminiscences of the ship's companies, both officers and men, and the book's main strength is in the author's choice of witnesses and the impact on the reader of their often harrowing first-hand accounts.

There were, however, I must admit, times when I wondered whether I had made the correct choice.

I was willing to put less-than-adequately-understood historical background and an undergraduate-like tendency to wander off the point down to the author's lack of historical training. But when I found Plevy's assertion that the first destroyers were the 'Tribals' of 1905-8 I began really to worry.

As I expect many readers of this column will know, the first 'destroyers', so called, were introduced more than ten years before, with *Havock* and *Hornet* laid down by Yarrow and Daring and *Decoy* by Thornycroft in July 1892. About 150 destroyers had been commissioned by the Royal

**The Grove Review**

Navy before the first 'Tribal' was in service.

I was also increasingly perplexed by the author's spelling difficulties. The mis-spelling of names, especially those of German cruisers and destroyers, began to get truly infuriating. It was not only German ships that were carelessly noted; HMS *Gurkha* caused particular difficulty as did Admiral Bruce Fraser, mis-spelled with a 'z' twice in the text and once in the index (unlike some of the errors, this one was consistent!). To be fair these errors do not undermine the book completely but they cannot but raise doubts. This is not a book of reference.

Nevertheless, there remains much that is good about this volume, good enough for the critical to keep their patience. This early period of the war is often ignored, except perhaps for the battle of the River Plate and the two Battles of Narvik.

Plevy's witnesses bring out well the strains and stresses of a war that was far from 'phony'. The author tells his story clearly and accessibly, especially his account of the Norwegian Campaign in which destroyers, both British and German, played such a significant role. It is doubly unfortunate therefore that he gets wrong the code name for the British minelaying operation that started the campaign; it was 'Wulfrid', not 'Wunifred'.

Plevy rightly emphasises the valid and oft forgotten point that the Germans' loss of ten destroyers in Norway was an enormous blow to a nation perhaps intending to project power across the narrow seas. There is a good case to pose the question that perhaps Narvik One and Two were 'the battles that saved Britain'.

Although I think the author was mistaken to get bogged down in the highly controversial affair of the sinking of the carrier *Glorious* without consulting Naval Historical Branch for their view (that is the fairest currently on offer), Mr Plevy is undoubtedly correct to laud the achievement of the carrier's escorts, *Ardent* and *Acasta* (pictured below).

These destroyers carried out a truly copybook escort operation in the vain attempt to protect their charge from the German battleships (as the Germans designated them, and they should know) *Scharnhorst* and *Gneisenau*.

The author is absolutely right to say that the officers and men of *Ardent* and *Acasta* deserved more recognition than they received.

I was impressed by the quote of a German observer upon whom the British destroyers' actions made "a great impression... They weren't enemies they were opponents."

Imagine a confused night a few months later if *Sealion* had been attempted; it does not bear thinking about - from the German point of view at least...

Some of the last recorded words of *Acasta*'s captain, Cdr C S Glasford as he manoeuvred his ship for her final attack on *Scharnhorst* could not be bettered in Royal Naval tradition: "You may think we are running away from the enemy. But the Navy never does. The *Glorious* is sinking, and our chummy ship the *Ardent* has sunk. The least we can do is make a good show."

A very damaging torpedo hit was scored on *Scharnhorst*; Glasford went down with his ship; only one member of her ship's company, LS Nick Carter, survived.

The book did reward me in my initial intention of testing the survivability of British destroyers against German air attack in 1939-40.

The capacity of these fast and manoeuvrable ships to avoid being hit ("dodging the bombs") made up for their lack of proper anti-aircraft protection. Some were indeed sunk by air attack but only a small minority.

Even in less than perfect circumstances the survivability of destroyers could be remarkable, such as when Captain Vian took a very slow (five knot) convoy through narrow waters to the Norwegian port of Aandalsnes:

"Junkers attacks persisted to the end, but the fire of the destroyers, although limited to an elevation of 40 degrees, was enough to keep the enemy just too high for their standard of marksmanship. Not a ship received a direct hit, though some were damaged by the splinters from near misses."

AB Gammon, Vian's cabin hand, proved particularly adept at deciding which specific bombs were aimed at his ship, *Afridi* (not 'Alfridi') and which were to be dodged.

When the *snobs* arrived things proved more difficult. One could be dealt with by making the dive bomber dive too steeply; two were harder to avoid and *Afridi* was eventually sunk in such an attack.

Nevertheless even the *snobs* could not stop Britain's destroyers achieving their operational and strategic objectives, notably at Dunkirk when 30 per cent, the highest individual proportion of evacuees, crossed the Channel in destroyers.

The book is particularly recommended to those readers (and I know there are one or two) who deny the ability of Britain's destroyers to have stood as 'the Wall of England' in 1940, no matter how an air battle which was about things other than invasion fared.

As the author makes clear, the German Navy had developed a high regard for Britain's flotillas and it knew the Luftwaffe's protective capabilities were limited, such as when a misguided German bomber and a British minefield caused the loss, with 578 lives, of the two precious German destroyers *Lebercht Maas* and *Max Schultz* on a confused February evening in 1940.

Imagine a confused night a few months later if *Sealion* had been attempted; it does not bear thinking about - from the German point of view at least...



## Small yet perfectly formatted

THERE are few certainties in life, but one is that each January *British Warships and Auxiliaries* (Maritime Books, £7.99 ISBN 978-1-904459-22-4) will pop through the Navy News letterbox.

If Jane's is the bible for everything with a gun which floats, then *British Warships and Auxiliaries* is the RN in pocket-book format.

Retired senior rating Steve Bush casts his eye over the Fleet (depressingly, more than one fifth of the book is consumed by tugs, launches and tenders such as the RN shrunk) providing at-a-glance facts and figures.

The book is all the better for being in full colour - the publishers are well supplied by a mix of warship enthusiasts - but what has always been its triumph for the past 28 years has been its ability to sum up the state of the RN... which, says the author, is pretty parlous as 2007 begins.

The Senior Service is, Bush writes, undervalued, underfunded, and overworked. Jam tomorrow - Type 45 destroyers, the Joint Strike Fighter, the future carriers - remains very much jam tomorrow.

As for today's jam, much is under serious threat of being sold, paid off or laid up, the author fears - the older Type 42s, perhaps some Type 23s, maybe even Albion and Ocean - as Whitehall struggles to balance the books.

It is all down to public perception - or lack of it. Social security, health, education, immigration, green issues will all feature high on the political agenda; so too will homeland security, and possibly defence (but only insofar as it concerns the conflicts in Iraq and Afghanistan), Bush argues.

"My guess is that very few will realise that strong homeland security starts with secure borders and that, for an island nation, such security requires a strong patrol presence around our shores - the traditional domain of the RN, if only it had the tools for the job," the author laments. It's a drum we've been beating in these pages for years...

Still, if you want a truly depressing read, pick up a new addition to the Maritime Books inventory: *US Navy Warships and Auxiliaries*. (£9.99, ISBN 978-1-904459-25-5) also compiled by Steve Bush.

The Yanks have 11 (count 'em) carriers and the USS *Gerald Ford* is taking shape, 14 nuclear missile-boats, more than 60 attack submarines, countless cruisers, frigates and destroyers, and an amphibious force whose potency makes the RN's formidable littoral punch seem like a pin prick on the oceans.

Bush's commentary on the state of the US Navy possesses none of the doom-laden sentiments of his panorama of the RN in 2007. And why should it? New destroyers, new carriers, new assault ships. The US Navy's cup runneth over.

No need to fill this book with pictures of tugboats. But the RN can perhaps take some heart: the Americans do have a habit of building incredibly ugly ships...



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## Who were the poules winners?

RN fencers formed the nucleus of the Combined Services team which competed in the Kingston Invitational in Canada.

This event is reportedly the largest team competition in North America, drawing teams from across the continent and a field of 32 teams per weapon.

Lt Cdr Mark Barton and Lt Keith Bowers achieved an impressive result, being two thirds of the winning sabre team, (Royal Engineer L/Cpl Davies completed the trio).

This competition is fenced with a cumulative score – the winner being the first to reach 45 points, and on a direct elimination basis once the initial poules of teams whittles down the field to 16.

Each fencer's contribution is vital to the overall result; both the semi-final and final were nail-biting contests with the scores in both being 45-44.

Lt Cdr Adrian Olliver (Northwood) was one third of the épée team which took silver medal in their weapon; these two results lifted the CS team to third place overall.

Back in Blighty, 15 teams from RN and RNR units gathered at HMS President for the 2006 RN 'Knock Outs'.

This was the largest number of teams since the current format was introduced and adjustments had to be made to the competition organisation to cope. Particularly encouraging was the attendance by a number of teams representing units not seen for a long time, as well as a large number of individual 'first timers', both facts which can only be encouraging for the future of Navy fencing.

The format for the event consisted of three-person teams of either sex, competing in poules within their individual weapons. Three pistes were marked out on the drill deck of HMS President, enabling all weapons to be contested simultaneously.

The combined scores of the three weapons for a team led to the overall result. The numbers resulted in two seeding poules with the top fencers going to a second round for final ranking.

Competition was tight, but the overall winners were Dartmouth 1, Northwood took second place and President 1 in third. Winning their individual weapons were Lt Cdr Adrian Olliver of Northwood (foil), Cdr Matt Clark of Northwood (épée) and S/Lt Andrew Thomas RNR (President) (sabre). Best Newcomer was S/Lt Iain Gray (BRNC) who came second in the épée.

HMS President has offered to host this event on an annual basis, ensuring that Navy fencing has a regular event in the capital.

Dates will be promulgated early to encourage even greater turnout for the next event.

IT'S always nice to get one over on the RAF... especially when they're touted as runaway champions.

And so it was that the Senior Service upset the form book on the legendary Cresta Run at St Moritz in Switzerland for the annual Inter-Service championship.

The Air Force arrived on the slopes as hot favourites – having not won the legendary tobogganing contest in eight years.

The Army drove into St Moritz as defending champions... and the Navy struggled to field a team thanks to operational commitments, just scratching together a minimum six-strong squad.

As the teams congregated for the final practice session, St Moritz suffered what can only be described as a miserable English rainy day.

The run itself was closed owing to softening of the ice and no practice was allowed for a further day.

This meant that the teams' ice time was limited – a crucial requirement to develop the fast riding lines.

As a result, less experienced riders noticeably slowed down and the faster riders lacked a little confidence as the competition approached.

The RAF team included Wg Cdr Andrew Green, the driver of Thrust SSC – the supersonic world record holder – and, more recently, the JCB-sponsored fastest diesel car in the world.

He has been the RAF star man for several years and definitely regarded as a potential champion.

As the pundits placed their bets and gave their verbal support to the Royal Air Force, strange things started happening.

The rising star of the Army suffered a broken leg following a fall (this was not actually diagnosed until he had ridden the Cresta Run a second time – admittedly in a lot of pain, although most of the other riders were not especially sympathetic).

The RAF were riding quickly and safely at speeds up to 85mph, whilst the Royal Navy hid their time.

In fact the RN boasted a team of previous Inter-Service champions in team captain Maj Jamie Summers RM (CTCRM), Lt Cdr Andy Mills (SETT, Fort Blockhouse), Lt Cdr Angus Essenhigh (HMS Kent) and Sgt Dave Wiltshire (HMS Albion), ably supported by Lt Col Jim McLaren (Fleet) and Sgt Ian Breeze (FPG RM).

With hindsight perhaps the sensible money would have been on this small but very experienced team.

This was not the case and outside the RN dressing room



● Summers coming fast... (Above) RNR team captain Maj Jamie Summers sets off down the legendary track and (right) Lt Cdr Andy Mills celebrates victory with a bullshot – a Bloody Mary traditionally drunk at St Moritz – watched by David Bamber, a RN Cresta legend in the 70s

little chance was given to them.

Hubris, of course, inevitably leads to downfall...

On race day, under beautiful blue skies and with a large crowd of friends, supporters and well-wishers, a familiar story unfolded.

Lt Cdr Andy Mills, traditionally the first RN rider down the ½-mile track, set what turned out to be the day's fastest time.

The rest of the RN team rode to form and after the first course the RN were just under two seconds ahead of the RAF.

In the second run the Senior Service kept their nerve to maintain their times.

WgCdr Green took a spectacular tumble, ending any chance the RAF had of challenging the Royal Navy.

Whilst he was, fortunately unharmed, his pride needed 'casevacating' back to Blighty in a cabbage box...

The third and final spell of riding turned into a lap of honour or rather demonstration of the

Royal Navy's domination.

The team won by more than ten seconds ahead of the RAF and a further 11 seconds ahead of the Army, a country mile in an ice competition such as this.

Lt Cdr Mills held his nerve to win the Auty Speed Cup and Lord Trenchard Trophy as the fastest rider on the day.

Lt Cdr Essenhigh was an impressive second and, at prizegiving the Prince Philip Trophy, the only team trophy awarded on the Cresta Run, sat proudly in the welcoming hands of Maj Summers.

With the absence of any senior RN Winter Sports Association representatives (owing to a clash with the RN Ski Championships), the Navy were delighted to be represented by Cdre Jonny Appleyard, a legend in satellite communications and father of such systems as SCOT etc.

He received a special award from the St Moritz Tobogganing Club.



## Enjoying the ski to success

AROUND 1,000 regular and reserve RN personnel plus 400 families, former servicemen, sponsors and RAF and Army guests took part in the two-week Royal Navy Alpine Championships at Les Menuires.

Very few people were able to attend for the full two weeks and although the main racing is conducted in week two, a duplicate instructional programme is conducted in both weeks.

A total of 185 ski beginners and 75 snowboarders took to the slopes for the first time and most achieved sufficient standard to enjoy the Thursday evening beginners races under floodlights.

The first week suffered the worst of the weather with very little snow on the lower slopes; the beginners race was conducted in rain from

start to finish.

A significant snowfall at the beginning of the second week made for better conditions and with one minor exception, the full race programme was completed.

Teams from a variety of units competed although it was disappointing to reflect on a lack of teams from some major establishments.

That said, some units managed to field some of their strongest sides in years.

London RNR unit HMS President sent a 32-strong squad of skiers and snowboarders to the French Alps and the strength in depth was rewarded with a raft of gongs (notably Acting S/Lt Liz Benmayor, who was the runner-up in the female contest, and retired Cdr David Whitby, who virtually swept the board in the veterans' races).

A guest team of Army Telemark skiers took part for the first time as did two members of the British Adaptive Ski Team – one being an RN reservist who

was severely injured in a motorcycle accident.

Major prizewinners were as follows:

### SKIING

Male champion: S Cotton (Ocean); runner-up: D Bhattacharya (Seahawk)  
Female champion: C Strong (BRNC); runner-up: E Benmayor (President)  
Male non-expert: 1 – T Pratten (RMR London), 2 – S Young (RM Poole)  
Female non-expert: 1 – C Gilbertson (Seahawk)  
Champion Major Unit 'A' Team: Drake; runners-up: Neptune  
Champion Minor Unit 'A' Team: RMR London; runners-up: King Alfred  
Champion Major Unit 'B/C' Team: CTCRM B; runners-up: Drake B  
Champion Minor Unit 'B/C' Team: President 'B'; runners-up: RMR London 'B'  
Champion Ship's Team: Ocean; runner-up: Vigilant  
Inter-Command Champions: Royal Marines; runners-up: Naval Air Command

### TELEMARK

Individual Champion: D Shephard (Fleet HQ); runner-up: S Cotton  
Team Champions: Fleet; runners-up: CTCRM

### SNOWBOARDING

Male Champion: M Arowsmith (DLO Yeovilton)  
Female Champion: K Hodges (Sultan)  
Boardercross Winner (Male): M Arowsmith  
Boardercross Winner (Female): K Hodges  
Plate Champion (non-expert category): O Glastonbury (FPGRM)

## Camp time ahead for cyclists

THE hugely-successful RNR Cycling Association will be holding a week-long training camp in the Brecon Beacons ahead of the 2007 racing season.

Membership of the association is approaching the 300 mark, with one in ten riders heading to the Beacons between April 15 and 21 for a mix of daily rides, talks, and several competitive races.

British Cycling will be sending a representative to the training camp to join the sailors and marines on a ride and to talk about the state of the sport in the UK.

Details are available from WO1(WEM(R)) Andy Hunstone on 9352 39325 or the association website, [www.navycycling.org.uk](http://www.navycycling.org.uk)

● HMS President's skiing officer, Lt Cdr Peter Gracey on the slopes

## Free Super League action

RUGBY League fans in or near the capital can enjoy a free match to kick off the new Super League season this month.

HMS President, London's Royal Naval Reserve unit, has joined forces with Harlequins (who have gone through various RL guises down the years, including the London Broncos) to begin the season in style.

Twelve months ago Royal Marines entertained the crowd at the Twickenham Stoop, while reservists from President and Wildfire (Northwood) were on hand to promote the Senior Service.

As in 2006, so in 2007; the opening match against the Bradford Bulls on March 17 will see the Royal Marines Band from Dartmouth performing before the game and at half-time.

And sailors or marines dressed in their No.1s or RM 'blues' can enjoy free entry to the game.

Details are available from Lt Tony Scott at [tony@tony-scott.com](mailto:tony@tony-scott.com)

## RNRU on the road

IF IT'S good enough for BBC local radio, it's good enough for the Royal Navy's rugby union sides.

You may see RNRU 'rugby cars' driving around Hampshire – and you'll certainly see them at matches at Burnaby Road in Portsmouth.

RNRU chairman Cdre Jim Patrick signed a deal with Hampshire's principal Volkswagen dealer Peter Cooper which welcomes the car sales firm into the Navy rugby family (the sport already enjoys the patronage of QinetiQ, KooGa, Rolls-Royce, Flagship, VT, Babcock, and Thales).

The sponsorship deal means several Peter Cooper VWs, including a couple of Touran people carriers, have been painted in dark blue and emblazoned with the RNRU crest.

# High spirits in low waters

THE RN wild water racing championships were held alongside the Inter-Service championships on the River Nith in Dumfriesshire.

Despite bitterly cold conditions, and a low water level in the river there was a good attendance and the RN fielded a team of 13 paddlers, organised by the discipline secretary Lt Serena Dobson (RNAS Cauldrose).

Many of the paddlers who represented the RN were doing so for the first time, and for some it was their first experience of this exciting and demanding discipline, writes Lt Cdr Joe Wood, RN Kayaking Association secretary.

Wild water racing events take place on white water rivers where the average length of course is four miles.

Paddlers pick their way down technical rapid sections, avoiding rocks, standing waves and strong eddies, and then sprint over the longer flat water sections.

The discipline is accessible to any competent paddler with experience of moving water techniques and is a great opportunity to improve white water skills.

In the Senior Service competition, events were held for men's and ladies' K1 (single-seat kayak) and men's C1 (single-seat canoe). Lt Cdr Dave Gibson (Nelson) won the men's K1 and C1 event and Lt Cdr Charlie Atkinson (Collingwood) took the ladies' title.

An award was made to AET Steve Riley (Sultan) as the best newcomer; Steve has considerable kayak marathon experience which was put to good use on the flat, sluggish sections of the course and he was placed fourth out of the RN paddlers.



● LAEM Andy Ross contends with the raging waters of the River Nith during the White Water Racing Championships  
Picture: Alan W Smith Photography

In the Inter-Service competition the opposition from the Army and RAF paddlers was tough but the relatively inexperienced RN team put in a spirited performance with all paddlers completing the course.

The female K1 event was won by an RAF GB paddler with Lt Cdr Atkinson putting in an excellent performance in technical conditions to win a well-deserved silver medal.

In the team events the RN paddlers entered K1, C1 and

mixed C1/C2 teams.

Thankfully, due to heavy overnight rains, the river had risen by over a foot and was therefore much faster.

The RN ladies K1 team had a clean run (no swims!) and beat the RAF ladies to the gold.

The men had slightly more eventful races and several paddlers took a swim in the bitterly cold river, which unfortunately meant that they missed out on medal positions this year.

The Inter-Service Trophy for

2007 was won by the RAF with the Army as runners up.

The RN Kayaking Association is a smaller organisation than its equivalents in the Army and RAF but is growing.

The Navy fields teams in all canoe and kayak disciplines including surf, slalom, freestyle, marathon and polo.

Training for all disciplines takes place at unit canoe clubs and all standards are welcome. Details from Lt Cdr Wood at HMS Temeraire on 9380 25623.

## Judo players Channel their abilities

THE RN's judo squad headed across the Channel to Guernsey to hone their skills for a weekend – and bolster Channel Islanders' hopes in the upcoming Islands Games in Rhodes, writes CPO John Thacker, senior coach.

The weekend consisted of coaching sessions for all grades, a grading and a competition between the RNJA and the Judo Association of Guernsey select.

Saturday saw CPO Thacker and Peter Powell (RN Senior Coach and Hampshire BJA) oversee the grading.

Both were impressed by the fighting spirit, discipline and general behaviour of the junior players, who suffer from the same problem as the seniors: lack of opponents.

The main event was on the Sunday. After the initial round of fighting the competition was drawn (3-3). As the teams were equal on points as well as wins this led to a fight-off in which the Navy was victorious.

The Guernsey players' lack of competition experience showed but it was nevertheless a really close contest; the one thing the islanders were lacking was opponents.

"Their technical judo was very good but their contest work was a bit weak – one of the reasons why we were there to help them," said CPO Thacker.

"It's obviously difficult on an island to find a different group of people to fight."

## Knight moves

THE Combined Services chess championships will be hosted by the RAF College at Cranwell in May with the hope of larger RN participation this year.

The Navy has been fairly sparsely represented at recent contests, but Flt Lt Glen Parker (yes, a Crab, but he's air director in HMS Ark Royal) is looking to muster a team for the May 24-28 championships.

Details from him at 212-1c3@a.dii.mod.uk

# Lions paw cockerels

THE French cockerel was subdued but only after giving the Lancaster Lions a bloody nose in Martinique.

The second match of the frigate's rugby tour saw the Lions (roundly beaten in Barbados last month) clash with the French Combined Forces team on the Caribbean island.

Having given Lt Emma Garey RN, the Club Secretary, a rousing send off in St Thomas, the Lions geared themselves for their second game without their number one fan and cheerleader.

The Lions played at dawn to avoid the searing temperature. Despite superior numbers and the French team being members of a local league side, captain OM 'Chuck' Berry led his team out undaunted.

A number of tactical and positional changes had been made since the last game which saw the veteran Combined Services flanker, Lt Cdr Mark Sheldo, playing at 10.

This turned out to be an inspired decision by club manager PO George Logan as it allowed this 'old head' time to control the game, although his kicking was a little rusty.

The first quarter was dominated by the Lions with some strong work in the set pieces from the front row PO George Greening, PO(STD) 'Smokey' Coles and LET(ME)

'Shep' Woollard.

This allowed the Lions' backs plenty of space and ball; an incisive run from ET(ME) Jules Farebrother strongly supported by WO2 Mick Hawkes saw the Lancastrians earn a penalty close to the line.

Berry, playing with his usual verve, tapped quickly and fed Sheldon who crashed through two players to touch down.

It all seemed too easy and it was no surprise to see the French come storming back to try to control the game. The Lions were on the back foot but once again some fierce forward defence from LPT Steve Homer and Lt Matt Longman kept the French at bay. Despite a valiant effort from numbers 1 to 15, some clever footwork and quick passing in the French back line saw them even the score.

The Lions continued fighting and a strong run from 'man of match' Farebrother saw deep penetration of the French half; however the ball was turned over and the clearance kick saw LET(ME) Kris Sabin pick it up and get slammed by the French forwards. The ball was lost and the Lions were again on the back foot. Only a desperate act resulting in a penalty stopped the French from scoring.

The Lions repelled three forward surges, but finally the mighty wall was breached after another quick penalty. The try was converted resulting in a

score line of 12-5 to the French.

Half time came and a few changes were made, the Lions became a truly Barbarian side as Lancaster fielded some colleagues from the US Coast Guard. Man mountain 'Troy' from the ship's embarked law detachment and Scott and Jeff from the US Cutter Dallas, which was also in Martinique, came on to the pitch.

The French continued as they had left off with some incisive attacking play, but the Lions again put up a stern defence and held fast against a determined side.

Lancaster eventually regained control and some slick back work saw Sabin dash for the corner, only to be pulled down with a shocking high tackle. The ensuing penalty was taken quickly by Berry and, with a miss pass to Sheldon, the fly half crashed over the line to score a second try.

With the clock running down and the Lions dominating, the French were struggling to hold on and continued to show ill discipline. After yet another penalty, the experience of Sheldon came to the fore, electing to kick for goal instead of running at the strong French defence. With a large slice of



luck, his 'Jonny Wilkinson style' attempt hit one post, then the other and went over.

With only two minutes to play the French mounted their final onslaught, but the Lions held their composure for a well-deserved 13-12 victory.

Picture: LA(Phot) Luis Holden, FRPU Whale Island

## Squash sides whitewashed

NAVY squash players left RAF Halton trophyless after a bruising Inter-Service championship.

Army squash is very strong at the moment and it was generally considered that the soldiers would take the majority of the titles, particularly after announcing that they would be unveiling a new recruit from Sandhurst who had been 75th in world rankings in 2006, writes Lt Cdr David Cooke, Secretary RNSRA.

The RN U25s opened proceedings against the RAF. Although OM Richard Rowley (HMS Middleton) and Mne Martin Sadler (HMS Iron Duke) both won comfortably as our No.1 and No.2 seeds, the remainder of the team all lost.

The Navy veterans playing against an ever-youthful Army veterans side never got a look in apart from Lt Cdr Robin Young (Fleet HQ) who took the current Combined Services champion to five games before finally running out of steam.

In the seniors section, Captain Damien May RM (771 NAS) at No.1, played some outstanding squash against an effervescent RAF player who ran May into the ground and took the match 3-0. The remaining RN senior players fared no better and the RN went down 5-0.

The morning of the second day saw a heavy snowfall (6-7in) and as a result the majority of the Senior Service's ladies team and two of their Army opponents were unable to get to Halton.

A decision was made to withdraw the Navy team from the competition, allow the one RN lady player to play as a non-scoring player for the Army and make the Ladies event Army vs RAF; the latter ran out 4-1 victors.

A below-strength RN veterans side were next on against last year's champions the RAF, and found a beefed up Air Force team which included a player recently moved up from their senior squad.

The Navy were no match and went down 5-0.

The final section of the day brought on the eagerly-awaited arrival of the 'world ranker', to play against Navy No.1 Damien May, who was very much looking forward to the experience.

May took seven points off his opponent in the first game, but paid the price afterwards, the Army player showing much class and fitness and demonstrating quality squash of the highest order, bundled May into 9-0, 9-2 in the last two games.

The remaining seeds went through a similar pattern, each RN player losing 3-0.

The final day began with the RAF vs Army U25s contest and brought up no surprises with a very competitive Army team coming home champions.

Next on court was the veterans final where once again the RAF were too strong for the Army and sneaked home 3-2.

The final series of matches brought together the Army and RAF seniors, with the No.1 seeds last on court.

By the time the pair came on court the match had already been decided, and yet another master class of squash from the 'new boy', who destroyed his opponent, ensuring victory for the Army 4-1.

Over the three days, there was a lot of top quality squash in evidence and although the RN did not come away with any trophies, there is cause for optimism providing top players are available to take part.

The venue for next year's event is already settled: HMS Temeraire between February 5 and 7.

Champions: U25s - Army; Ladies - RAF; Veterans - RAF; Seniors - Army.

# The taming of the screws

TORQUAY United Football Club underwent a day's leadership and team-building training at Britannia Royal Naval College Dartmouth.

In the morning they trained in preparation for their fixture with Barnet in League Two (the sides drew one apiece). And in the afternoon they utilised the low ropes course to improve their leadership and team-building skills.

"We are pleased to host TUFUC and strengthen the Royal Navy's relationship within the community," BRNC and TUFUC are both looking for similar qualities in their people; leadership skills whilst also being good team players," said Cdre Tim Harris, Commodore of BRNC.

"I am glad TUFUC enjoyed utilising the excellent facilities available here at BRNC and we wish them every success for the rest of the season."

The players of TUFUC will definitely have to live up to the Navy's motto ('Ready to Fight and Win'), for the rest of the season if they are to safeguard their Football League status; they were propping up the entire league as Navy News went to press.

Meanwhile, the RNFA dinner will be held on June 15 at the Queens Hotel in Southsea. The dinner is open to anyone who has been involved with Navy football as an administrator, player, coach, or match official. Details from our website or the RNFA Office, HMS Temeraire, Burnaby Road, Portsmouth, PO1 2HB. Tel 023 9272 2671.

## RESULTS

### RN Seniors 2 Prison Service 1

A great start to 2007 for the seniors in an annual friendly fixture. The Prison Service took the lead on 31 minutes from the spot when keeper Mne 'Snags' Whitehead was deemed to have fouled the opposition striker.

The goal sparked some life into the Navy and CPO(PT) Fraser Quirke, a veteran with more than 100 caps and captain for the day, unleashed a shot on the turn which was brilliantly saved by the opposing keeper.

The game lacked any real pattern of play for a considerable time during the second half as both teams became frustrated with decisions and inconsistency.

The Navy levelled the scores with 15 minutes remaining when Sgt Ritchie Hope bundled it over and four minutes into added time a free kick by OM Dave Berry was precisely delivered to Ritchie Hope who nodded a perfectly-placed header into the bottom corner of the net to seal a gutsy hard-fought victory.

### RN Seniors 0 Civil Service 0

Despite the scoreline this was an exciting game with plenty of chances for both teams, but a combination of close misses, poor finishing, reverberating woodwork and some great goalkeeping resulted in a goalless draw.

Unusually the Navy played a different keeper in each half and both excelled.

WEA Steve Sheakey made two outstanding saves before the interval and OM Matt Short matched his colleague with some equally impressive stops in the second half.

### RN Women 0 Yeovil Ladies 7

The Navy's women's team was decimated by injuries and non-availability, and this led to debuts



● A Torquay player falls under the challenge of a teammate during the training day at BRNC



for AEs Tulley and Collins (both Collingwood), and the return from retirement of PO Becky Webb.

While the result was very disappointing, the effort from the Navy team was once again commendable all the way through to the final whistle. The RN tried to get their passing game going and play some football through their midfielders, but came up against a team which was well-organised and showed the benefits of playing regularly.

Mention must go to LREG Garrett (Richmond) and PO Webb (Heron) for re-forming their partnership at the back, and Wtr Naomi Marsh (Nelson), the RN captain, who kept the team going through a tough game.

### RN Women 4 Met Police 1

The RN(W) travelled up to Surrey to face their first game of the New Year against the Met Police, welcoming back LAEM Gascoigne (Sultan) from last season's injury list and OM(C) Izzy Molyneux-Jacobs (Exeter), who was asked to fill in at right back.

In bright sunshine and on an excellent surface, the police ladies scored against the run of play and this galvanised our team into lengthy periods of pressure which resulted in an equaliser from 'Gazza' after 30 minutes.

Shortly after half time a 25yrd screamer from ET 'Eddie' Edwards (Tyne) put the Navy ahead and they dominated most of the second half. With five minutes left, ET Kirstie Caphill made it 3-1 and 'Gazza' added a fourth shortly afterwards. Once again Marsh gave a true captain's performance, despite suffering from gastric flu

and a mid-match chunder (ooh, too much information - Ed).

### RN U18s 4 London 2

After a first half of limited chances, where AB Steve Hawke (Raleigh) drew a good save from the London keeper early on and WEA Barker (Collingwood) in the RN goal produced three great stops, the Navy side started the second half with the wind at their backs.

The RN took the lead after 55 minutes when MEM Danny Kerr (Exeter) fired in a free kick from the right and AB Hawke rose to power a header past the keeper.

Unfortunately the sailors only held the lead for two minutes before London equalised from a quick throw in.

Before we could settle, ET(WE) Farnsworth (Collingwood) was stretched off and from a free kick London went 2-1 ahead.

To the players' credit they continued to press and from the same position as the first goal MEM Kerr curled the ball into the far corner to get the Navy back on terms.

WEA Ritchie (Collingwood) and OM Newman (Liverpool) were standing firm at the back, denying London any chances, so with 15 minutes left, sub OM Newton (Northumberland) nodded the ball down for AET Henderson (Sultan) to put the RN 3-2 ahead and in the dying minutes AB Hawke rifled in the fourth, sealing a well-deserved win.

There were some notable performances from ET(WE) Gunnery and Farnsworth and WEA Barker on their debuts, as well as WEA Ritchie and MEM Kerr.

## An ice start to 2007

THE RN Destroyers - the Navy's ice hockey side - opened 2007 with an annihilation of the Army Air Corps.

The two sides clashed at Basingstoke with a run out for some new players and a chance for experienced Destroyers to warm up after the festive break.

The 'Wilson Twins' - CT Tom (DCSC Chicksands) and WEA Kieran (Collingwood) - led the RN attack with six goals apiece and LOM(C) Daz Smalley (Gloucester) bagged a hat-trick in the 18-0 whitewash of the flying soldiers.

The Destroyers go 'on tour' in May with matches against the Cardiff Titans, Met Police (in Slough), Newcastle Coyotes (in Whitley Bay) and finally the Newcastle Predators (also in Whitley Bay).

The tour will be a good test of the Destroyers' ability ahead of the Inter-Service Championships from June 13-17 (venue to be decided).

More details on the sport can be found at [www.piczo.com/mricehockey](http://www.piczo.com/mricehockey) or by contacting team manager Kev Cave at [cave003@hotmail.co.uk](mailto:cave003@hotmail.co.uk)



## Gym with ice, please

IN A wood-pannelled hut, buried amid snowdrifts 6ft high, sits the Navy's Arctic gym, used daily by the men and women of the Commando Helicopter Force on deployment to Norway.

The gym is headed by LPT James Picton (pictured above by LA/Phot Paul A'Barrow), the Clockwork PT (it's the Clockwork deployment, you see), who has driven his considerable energy into making the Icarus Club at Bardufoss a hub of activity for the men and women of the CHF.

The venue offers a few extras which don't usually appear in RN gyms - the ski store holds skis, boots and winter warmers to ensure that even the most nervous novice is fully kitted up for the nearby ski slopes.

(It seems that once upon a time the sight of intrepid skiers in puffers' trousers and jackets was not unusual on the Norwegian hills.)

Five organised ski trips take place each week to encourage the aircrew and engineers out on to the slippery slopes of the nearby mountains, although Clubz himself is slightly reticent about his own skills: "The last time I went on a skiing trip I broke my nose - I couldn't ski for a week."

Boasting almost 30 cardiovascular and weight machines, the Arctic gym also provides those RN and RM missing the sun's cheer with three sunbeds to top up their tans in the wintry weather.

The clubswinger built up links with the local Norwegian Military gym at Bardufoss, with access to their circuit training, climbing walls and indoor football pitches.

Indeed the CHF mustered two teams for the Northern Norway five-a-side football competition in Finnsnes in January.

Competition - boosted by the desire to play in England football training shirts, loaned to the CHF players by the RN Football Association - ran high for places, but eventually two teams of nine each were selected from the ardent RN and RM footballers.

After a strong performance against the Norwegian teams, the two CHF teams finished in the top fifteen of the 48 competitors.

LPT Picton said: "Overall the teams played nearly two hours of competitive football against some of the best footballers in north Norway - which is a credit to themselves."

"They played with great sportsmanship and served us well as ambassadors of the Service and our country."



**Inter-Services  
Football  
Championship  
2007  
Navy v Army**

**Fratton Park, Portsmouth**

**Wednesday 14<sup>th</sup> March 2007**

**Kick off at 7.30pm with Royal  
Marine band from 7pm**

**Free admission**

Sir David Richards, Chairman of the Football Foundation and the FA Premier League, accompanied by the Second Sea Lord, will present the cup to the winning team on completion of the match.



**Sowing the wind – first of our special Falklands supplements**



**How Doris kept the Hun at bay: the Battle of Arras 90 years on – souvenir supplement**



**Tents time in Mozambique – how to deal with a natural disaster**

Plus

**Ace DC – life aboard the Falklands' guardship**

And

**Sharpshooters take aim with Uncle Sam**



# Late late show seals cup win

A PULSATING last eight minutes of Rugby League saw RNRL power their way through to the second round of the Carnegie Challenge Cup against one of the North West's finest amateur sides.

Oldham's Waterhead – National Conference League Division Two leaders – were expected to progress despite the long trek from Greater Manchester to Pompey.

And they would have done were it not for a final rally by the Navy which clinched one of the most exciting matches seen at Burnaby Road in RNRL's ten-year history, writes *WO Keith Humpleby* RNRL spokesman.

The clash was a true see-saw affair from beginning to end with the sides swapping tries throughout the first half.

The RN scored three tries with powerful prop Lewis Taylor crossing after just three minutes to open the scoring.

Seli Buinamasi bagged a brace during the half to continue his rich vein of form and Scott Partis kicked two conversions to push the RN score to 16 points at the break.

The visitors however matched the RN point for point; winger Carl Sneyd grabbed two tries and two conversions. Thanks to Alan Williamson's late try the scores were all square at the break.

Waterhead rocked the RN straight from the restart with Sneyd completing his hat trick of tries as well as landing another touchline conversion.

For the first time in the match the RN had to come from behind, this was done by substitute Marc Warren who celebrated his return to 1st XIII action with a try

in the corner.

Waterhead then enjoyed their best spell of the match with centre Darren Nixon stretching the visitors lead with a well-worked try, yet again converted by Carl Sneyd.

With ten minutes to go and eight points down things were looking bleak for the home side but under the leadership of skipper Steve Lockton, the 'Brothers' rallied.

When James Wagstaffe went over to bring the RN within four points it seemed that an upset was possible.

Despite missing a couple of earlier touchline attempts Partis coolly put over the conversion, 26-28.

The next RN attack brought a penalty 35 metres out to the left of the posts, again Partis was on target and the sides were all square again.

In a frantic final few minutes Waterhead missed a match-winning drop goal attempt but again gave away a penalty in a similar position.

The home crowd could hardly bear to look but once again Partis was on target and kicked his side to a memorable win.

It was a great result for the Service and as the Rugby League media has stressed, RNRL are the only British-based side outside the four traditional counties of the sport to advance to the second round.

Once again the Navy have been drawn at home – and again to National Conference League Division Two opposition – for their second round clash, Normanton Knights.

It's the third time in four years the two teams have faced each other in the Challenge Cup. With one win apiece there is everything to play for.

● Double try scorer Seli Buinamasi powers his way towards the Waterhead lines during the nail-biting Challenge Cup victory

## Sleigh racers make world take notice

THREE Royal Marine bobsleigh riders helped earn a double top-ten finish for Britain at the World Championships in St Moritz.

Mrs Lee Johnston (captain of the RNRM Bobsleigh team, four-time Winter Olympian and GB1) finished in fifth position after four runs, completing his best four-man finish ever.

Teammates Capt Karl Johnston RM (Lee's brother based at CTC RM) and Cpl John Jackson (AFCO Ipswich) pushed the GB2 sled driven by Corporal Neil Scarisbrick (Parachute Regt) to ninth position out of the 26 teams – giving British bobsleigh its best result in years.

An incredible standard was set early on by the Swiss, led by Ivo Rüegg, achieving start and track records which propelled Switzerland to a gold medal, while Pierre Lueders of Canada moved up two positions in the final run to take the silver medal.

Defending World and Olympic Champion Andre Lange from Germany took the bronze with only four-hundredths of a second separating second and fourth places.

Mrs Johnston took fifth place with an overall time of 4m 21.63s (.17 of a second faster than Russian Evgeni Popov in sixth place).

"This is an excellent result," said RNRM bobsleigh manager Lt Graeme Stringer (RNAS Yeovilton).

"Recent years have seen Lee make steady progress through four Winter Olympics but top ten results have been difficult to achieve against the high-class and well-funded opposition of the more traditional winter sport nations.

"For the RNRM bobsleigh team to be a part of two top-ten results at this level is phenomenal and undoubtedly bodes well for future seasons while the British Bobsleigh Team prepares for the Vancouver Games in 2010.

"It is very encouraging to see the development of the Navy athletes within the national squad continuing to make steady progress."

■ Naval triumph on the historic Cresta Run, page 45

THE BABCOCK TROPHY

# ARMY v NAVY

RUGBY MATCH

www.armynavyrugbyunion.co.uk

Saturday 5th May 2007  
Twickenham Stadium  
Gates open 11.45am  
Kick off 3.00pm

ARMY v NAVY  
MORE THAN JUST A RUGBY MATCH...

Kneiter Hall  
1830hrs Army Women v Royal Navy Women  
1830hrs Army Veterans v Royal Navy Veterans

RPU Main Stadium:  
1200hrs Combined Services O23s v English Universities O23s  
1300hrs The Daily Telegraph National Emerging Schools Rugby Festival  
1420hrs Band of The Duke of York's Royal Military School Dover  
1500hrs Army v Navy for The Babcock Trophy

Tickets: Adults £20/£10 Juniors £10 - Discounts for Families & Schools  
Note: At The Secretary, Royal Army Rugby Union, 2005, Tottenham, London Road, Putney, London SW15 2NU  
Fax: 020 8770 4500 - Direct Bookings (020) Tel: 020 8770 5228 - See our web for Booking Form

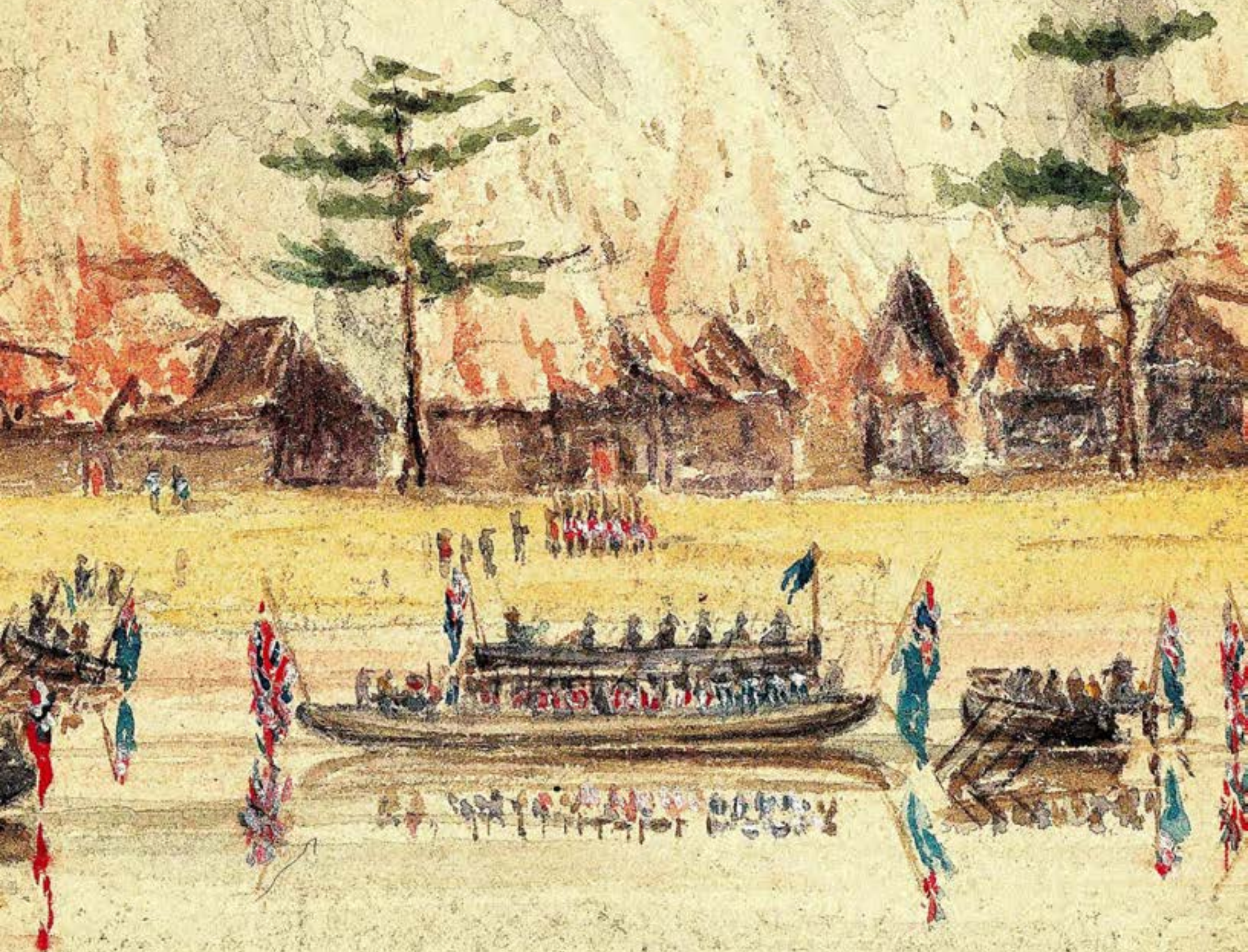
Booking Hotline - 0870 444 6633 • www.navyrugbyunion.co.uk





# Freedom fighters

*The Royal Navy and the suppression  
of the slave trade*

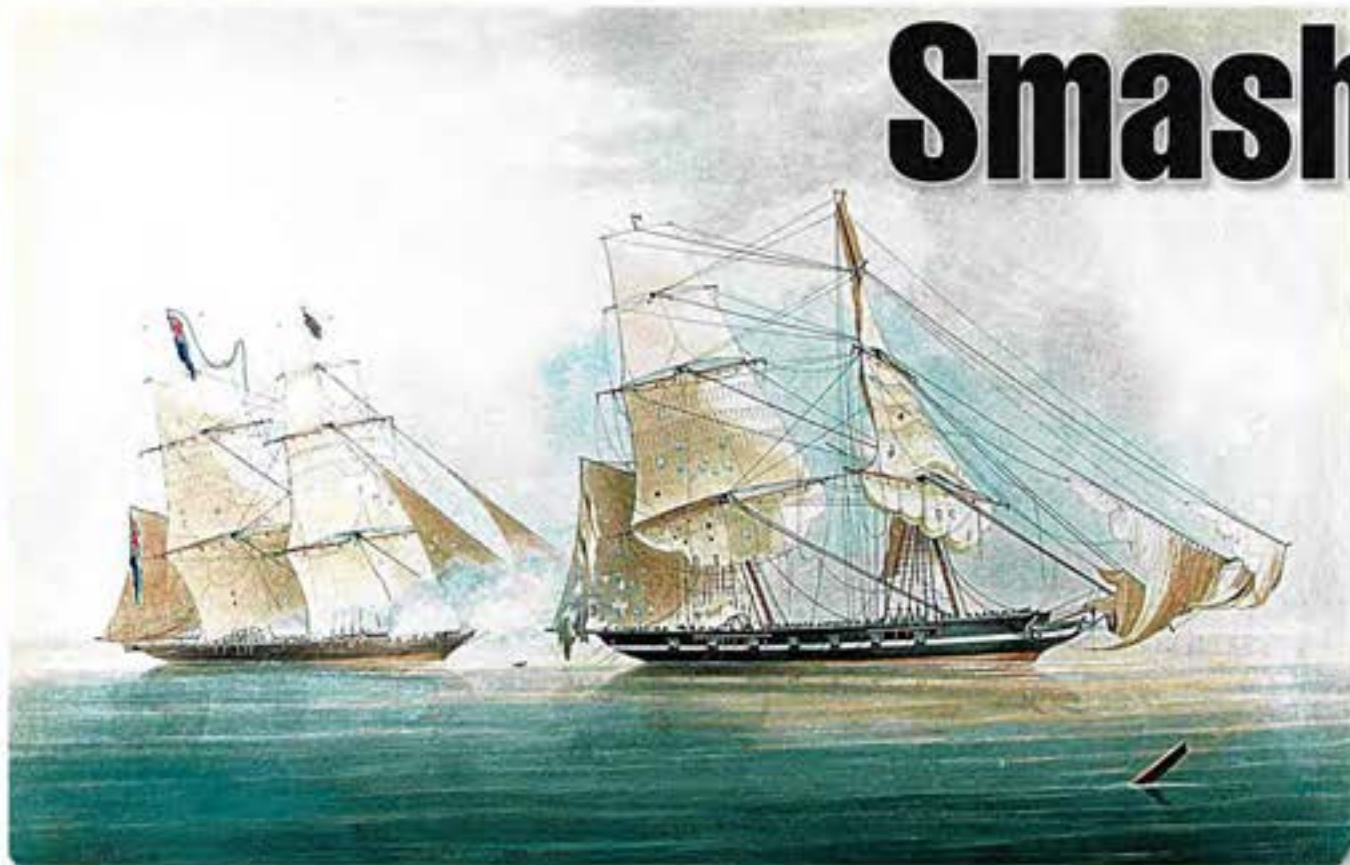


## Chronology

- 1772**  
Lord Mansfield makes a judgment that any slave setting foot in Britain becomes free.
- 1787**  
Sierra Leone founded by Abolitionists as a refuge for liberated slaves.
- 1802**  
Slave trade made illegal in Denmark.
- March 25 1807**  
Slave trade becomes illegal in Great Britain and the USA. British Act of 1807 offers generous benefits for slaves liberated.
- 1808**  
First British anti-slavery patrols in African waters, but could only challenge British ships.
- 1810**  
First Anglo-Portuguese treaty (Portugal to 'load slaves only at her own ports').
- 1811**  
Slave trading made a felony in Britain. Britain institutes anti-slavery patrol.
- 1814**  
Slave trade illegal in Holland.
- 1815**  
Second Anglo-Portuguese treaty; slave trade remains legal for Portuguese ships south of the equator. Congress of Vienna: a general condemnation of slavery issued.
- 1817**  
Spain prohibits slave trading north of the equator. Court of Mixed Commission set up at Sierra Leone. Anglo-Portuguese treaty codifying the right of search north of the equator.
- 1818**  
Appeal in the case of French slaver *Louis*, captured by a British vessel and confiscated for slave trading. Sir William Scott ruled that evidence of the ship's engagement in the slave trade could only be obtained by a search, and that searching a ship flying a foreign flag in international waters was unlawful unless specifically sanctioned by treaty. Treaty between Britain and the Netherlands, granting the right of search.
- 1819**  
West Coast of Africa made a separate naval station.
- 1820**  
Spain outlaws slave trade. Slave trade equated with piracy in the USA. Liberia founded by the American Colonization Society.
- 1822**  
Anglo-Dutch treaty incorporating an equipment clause.
- 1824**  
Slave trade equated with piracy in Britain. Head money for liberated slaves greatly reduced. Treaty between Britain and Sweden, granting the right of search.
- 1825**  
First of a series of condemned slave ships bought privately by commanders of the Africa Squadron for detached service.
- 1826**  
Brazil becomes independent of Portugal. Anglo-Brazilian treaty - slave trade to become illegal from 1829 north of the line.
- 1828**  
France institutes anti-slavery patrol.
- 1830**  
Head money for liberated slaves again reduced.
- 1831**  
Slave trading made illegal in France.
- 1833**  
Anglo-French treaty allowing reciprocal rights of search within specified areas off the coasts of Africa, Brazil and the West Indies. Emancipation Act abolishes slavery throughout British Empire and compensates slave-owners.
- 1834**  
Spain accepts equipment clause.

'Can we flatter ourselves that the mischief which the slave trade has created will

# Smashing the



**S**LAVERY and warfare are among man's earliest vices, and from earliest times have been closely connected.

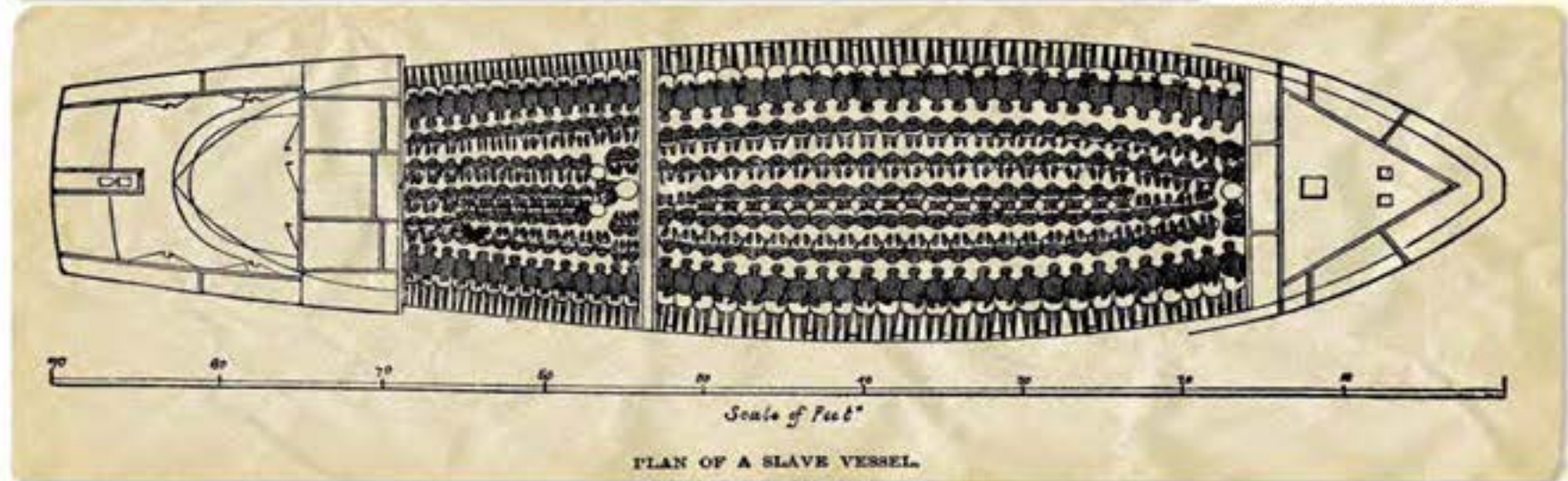
To the victors, the spoils; to the vanquished - those whose lives were spared - the chains and tribulations of slavery.

In its various forms, slavery has been practised around the world, from people bought and sold as chattels to bondsmen paying off the debts of their forefathers.

But the slave trade represented a fundamental change, from by-product of battle to a profitable industry.

Among the earliest practitioners were the Portuguese, Spanish and

● HMS *Black Joke* chasing Spanish slaver *El Almirante* in the Bight of Benin. The brig, a former slave ship bought by the RN in 1827, was the most successful ship in the Preventive Squadron, capturing nine slavers in a 16-month period



● A plan of a slave vessel, showing how tightly packed the slaves were for an Atlantic crossing which could last for months

## A toast to your health - drunk in black vomit

SAILORS deployed to the West Coast of Africa would have been filled with trepidation.

Known as the White Man's Grave, it consisted of hundreds of miles of mosquito-plagued shoreline, rivers and jungle, with few anchorages which were safe from both the ocean and disease.

The constant grind of blockade, interspersed with the occasional chase, took its toll of morale as well as health, and an outbreak of sickness could break the spirit of a ship's company.

Chances to go ashore were few and far between because of the high risk of disease.

Malaria and yellow fever, both transmitted through mosquito bites, and dysentery took their toll, and between 1825 and 1845 the percentage of sailors who died of disease on the West Africa station was greater than any other; in one year the squadron lost 25 per cent of its strength, mainly to disease.

The coast of Sierra Leone was of particular concern, with Naval surgeon Alexander Bryson noting incessant chest complaints, rheumatism, dysentery, yellow fever ('black vomit') and malaria ('the vapours').

Naval medics such as Bryson, Baikie and McKinnel, through close observation of the progress and spread of diseases, began to build a firm foundation for future treatments - but on occasions the methods by which an advance was made verged on the macabre.

One widely-reported incident

occurred on board HMS *Sybil*, when a sailor was struck down with yellow fever.

Sgt McKinnel assured them that the disease was not contagious, but many believed they were doomed and few offered to help nurse the sick and dying.

As the victim lay dying, McKinnel told a man to collect the black vomit, and bring it to him.

On receiving it, he poured it into a glass and offered it to the First Officer, who not surprisingly refused.

At this McKinnel toasted the officer's health, drank down the contents of the glass, then strode around the deck for an hour or so to prove there were no tricks.

He then ate a good dinner, and suffered no ill-effects, a fact which was not lost on the crew.

The sighting of a slave trader attempting to break through the blockade and screening cruisers did not always lift the spirits.

Those seized just off the coast of Africa would perhaps not be in too bad a state, but those well into the Middle Passage or approaching the coast of the Americas were commonly said to be identifiable several miles downwind because of the appalling stench.

Sailors who went on board these ships would frequently have been horrified by the conditions they found.

In the worst cases, dozens of slaves would have been packed

close together on their sides with barely three feet of headroom, lying in urine, excrement and vomit which had accumulated over weeks of the transatlantic passage.

To the south of the equator, where favourable winds blow towards the coast of Brazil, the sailing tended to be easier - which tempted slavers to use boats which were far from seaworthy.

Not every slaver was a monster - there were those who preferred a smaller cargo in peak condition at the journey's end rather than a 30 per cent mortality rate.

But for every spark of decency, whether through finer feelings or hard-nosed business acumen, there were plenty of outrages which helped fuel the fire of abolitionists.

There are countless tales of slave ships where slaves were dropped over the side to drown.

One of the best-known examples was the *Zong*, sailing to Jamaica in late 1781 with more than 400 slaves crammed on board.

When disease broke out, killing a handful of crew and around 60 slaves, the ship's master threw more than 130 sick Africans to their deaths over three days - insurers would not pay out for a slave who died of disease, but would for one lost by drowning.

On returning to England the owners claimed, but lost on appeal for a fraudulent claim.

However, the case made a powerful impression on the English public, and became a rallying point for abolitionists.



● Preventive Squadron ships patrol the lower reaches of the Congo River in West Africa

## The rise and fall of

THE PREVENTIVE Squadron, as the ships of the West Africa Station were known, were not necessarily the Royal Navy's finest.

In the early days, split off from the main Cape of Good Hope Station in 1819, there were not enough of them, and they were largely an assortment of smaller brigs, sloops and gunboats which could be spared from other duties.

And even when the squadron was more numerous, newer slavers comfortably outpaced warships.

But the Admiralty gave its officers a degree of latitude in these inhospitable waters which led to some imaginative solutions to knotty problems - and required them to tread a very fine line between legal pursuit of British anti-slavery policy and state-sponsored piracy.

One such solution was the joint purchase by officers of captured ex-slavers - two of the most successful being the *Black Joke* (ex-Henriquetta) and the *Fair Rosamond*.

But the practice by traders of back their former ships became to Parliament, which in 1835 de-

captured ships must be destroyed. Although a high seas chase was a valuable boost to morale of catching a renegade vessel were pretty small, so other tactics adopted in addition to offshore.

With the screw turning on could not afford the luxury of several ports to barter for slaves would almost certainly be intended.

Slave dealers therefore set known as barracoons, where slaves could be gathered until seeking a cargo.

Naval officer Joseph Denman for a crippling blockade of the obtained permission by the chief to burn the Spanish brig *San Juan* in 1840, which freed 841 slaves.

The barracoons were not su-

'...will not be remembered for many ages, to our reproach?' - Lord Grenville, 'British Prime Minister, 1806

# The slave machine

Mediterranean seafaring nations, who generally targeted West Africa, and Arab traders, who ranged across north, east and west Africa.

The pioneering Portuguese worked their way down the western coast of the dark continent in the 15th and 16th centuries, seeking a passage to the East Indies but already starting to buy slaves from local tribes.

As far as the English are concerned, John Hawkins' voyage in 1562 marks the beginning of an enterprise which eventually displaced an estimated 2.3 million Africans across the Atlantic to work in mines and plantations.

The English operation had Royal approval from the outset, with Queen Elizabeth's ship *Jesus of Lubeck* a member of Hawkins' flotilla, and Charles II granting the Royal African Company, a charter in 1660 which gave it monopoly rights over slave trading.

One of several nations who had trading bases in the country - others included Denmark, Sweden and the Netherlands - the English established a trading post at Cape Coast Castle, now in Ghana.

The Castle was fortified, but by no means a stronghold, as its modest European contingent worked closely with local tribal leaders in a mutually-productive business relationship.

It was in reality a slavery depot, where captives from the little-explored interior were incarcerated, maybe for weeks at a time, to await transport.

The English helped elevate the slave trade to an industrial level, creating a smooth-running slave machine which helped power the economically-efficient and profitable triangular trade route.

Goods were shipped from Britain to Africa - a typical cargo might include guns, gunpowder, cotton cloth, brass pots, clothing, brandy and rum, lead and copper bars, metal pots, copper rods, glassware and glass beads.

These items were traded or used as gifts on arrival, and a cargo of slaves obtained for the second leg of the

triangular trade cycle - the notorious Middle Passage.

Once in the Americas, the slaves were sold in markets and the proceeds used to buy raw materials - among the principal ones being sugar - which was carried back to Britain.

The ships used were primarily cargo vessels so the slaves packed on board these ships for the Middle Passage suffered horrific privations.

Male slaves were usually shackled together with leg irons, and with no sanitation on board the slave decks soon became stinking open sewers.

Callous traders, in ships barely fit to cross the ocean, would expect up to a third of their cargo to die during the passage, though others invested more for a better return in terms of live humans.

British cities grew wealthy on the back of this trade, chiefly Liverpool, though London and Bristol were not far behind.

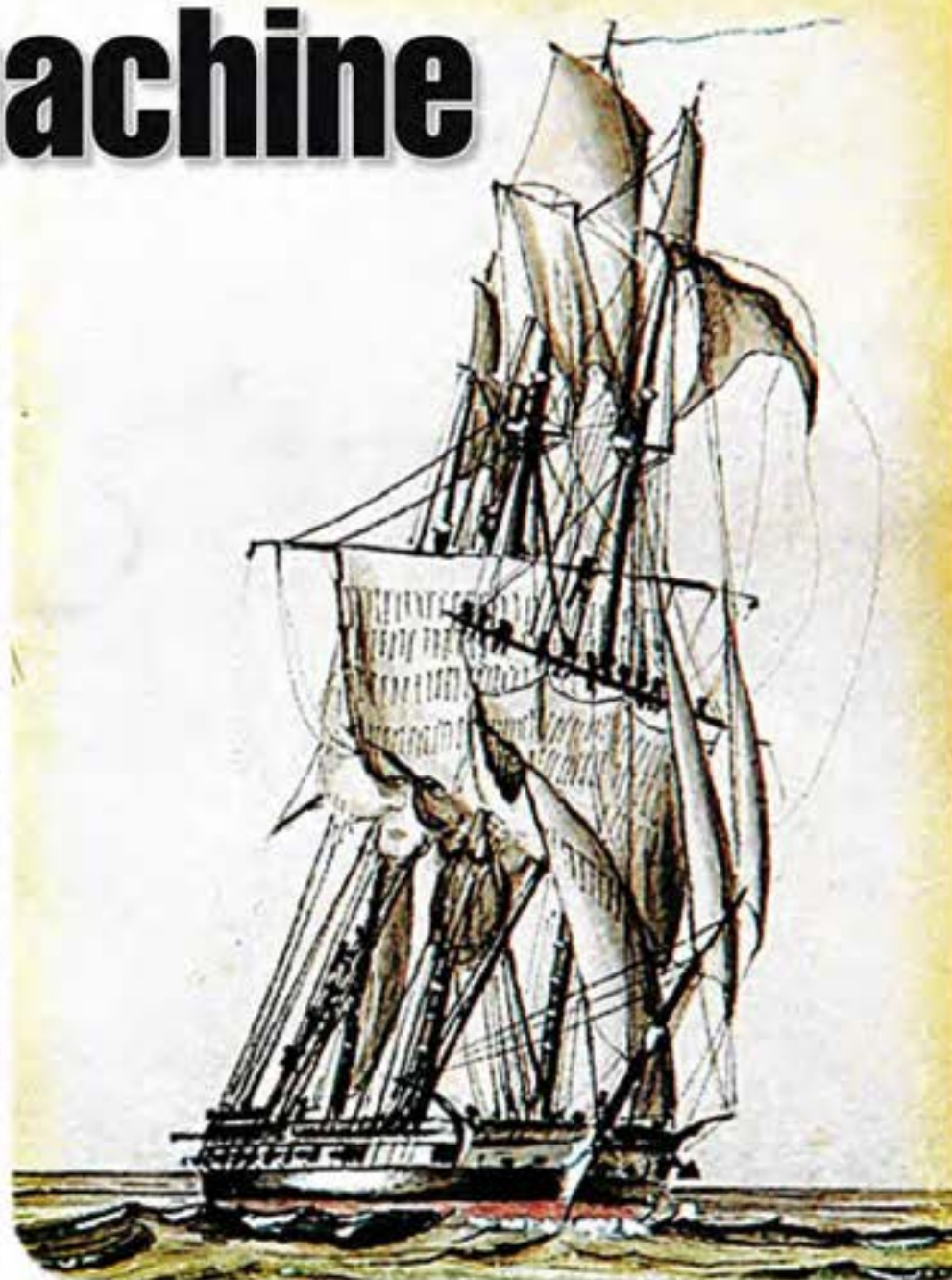
It was the same elsewhere in Europe - Portugal, with her colony Brazil, is thought to have displaced 4.6 million slaves, while Spain and Cuba transported 1.6 million.

The lucrative English trade was protected at sea by the Royal Navy - though freed or escaped slaves were known to have served as free sailors in warships of the day.

But by the early 19th century, thanks in no small measure to a leaflet campaign initiated by Naval surgeon James Ramsay in 1784, the horrors of the Middle Passage and other iniquities had so branded the British public's conscience that the Senior Service was ordered to change course 180 degrees and help wipe slave trading from the face of the earth.

Anti-slavery campaigners were canny enough to realise that objectives - the eradication of a lucrative trade - could not be achieved in one fell swoop.

So they picked off their targets, first making the trading of slaves illegal, then taking on the primary evil of slavery itself; simple concepts which required a monumental effort, again led by the British.



● A ship of the West African - or Preventive - Squadron

## Slow road to abolition

THE BICENTENARY of the Abolition of the Slave Trade Act in Britain was an event of global significance, outlawing the trade throughout the British Empire and barring British ships from participating.

The UK was one of the first major nations to abolish the slave trade, for humanitarian reasons, public pressure and economic factors.

Furthermore, the UK was the only nation with the resolve and

immediate means to do so in the form of the Royal Navy.

The standard was taken up by Thomas Clarkson and Granville Sharp, who set in train a pressure group whose *modus operandi* is still regarded as a classic campaign.

Their Society for the Abolition of the Slave Trade, formed in 1787, acted as a conduit for harrowing reports and images of the reality of slavery, which put some off the sugar in their tea and galvanised others into more effective action.

William Wilberforce brought the movement to Parliament, forcefully arguing that the trade was inhumane and morally indefensible.

He faced opposition in both Houses, many fearing an economic backlash, and even senior admirals - including Rodney and Cunningham - disagreed, saying the abolition of the trade would blight the 'nursery of seamen' which ensured British

maritime supremacy.

The anti-slavery movement gained momentum, despite the fact the country was at war.

A crucial milestone on the long road to eradicating slavery was the Abolition of the Slave Trade Act in 1807, but it also heralded a period of exhaustive and often frustrating diplomacy, occasionally backed by a show of strength.

There was no universal peacetime framework which allowed warships from one nation to stop and search a merchant ship from another, unless specified in a bilateral treaty.

And it was this slow, painstaking but successful path which the Foreign Office chose to follow.

The fact that Britain was at war with France initially made that part of the plan straightforward - neutral ships trading with French ports were fair game, affecting dozens of American ships and causing a breach between the two countries which prevented bilateral treaties for many years.

Many nations also believed that the underlying reason behind this muscular enforcement of moral righteousness was a desire to hamper foreign shipping to the advantage of British merchantmen.

But those who saw it as an altruistic crusade ploughed on, with each deal chipping away at the monolithic transatlantic trade as other navies stumped up ships for their own anti-slavery patrols.

Frustrations included the adoption of false flags by slave traders, who would switch identity depending on the nationality of the interrogating warship.

A wrong move by a Naval officer could open him up to expensive

legal action at the very least.

Local arrangements, such as the Paine-Tucker agreement of 1840 between British and American officers, could be swiftly snuffed out by pedantic governments.

And the judiciary could not be relied on. A Dutch judge at a Court of Mixed Commission (which dealt with seized slave ships) in Sierra Leone ruled that a treaty referred to 'slaves' in the plural.

That being the case, HMS *Thistle's* capture of a slave trader with just one slave remaining on board in 1819 (the rest had already been unloaded) was ruled illegal.

Between 1817 and 1870 RN ships are estimated to have seized 1,600 ships and freed 150,000 slaves - and these numbers, though relatively small, still sent a powerful message to slave traders.

A diplomatic coup in 1845 by Lord Aberdeen, enforcing a neglected 1826 treaty with Brazil, quickly stemmed a massive flow of slaves, and American action against home-grown ships and traders - including the execution of slaveship master Nathaniel Gordon in 1862 - shut off Cuba.

With no safe havens, slave-trading became a dangerous game and as prices fell, the transatlantic trade was all but dead by 1870.

The cost to Britain was enormous - it is estimated that £20 million (at 1833 prices) was paid in compensation to slave owners, while the cost of the West African Squadron cost £12 million to support.

And although the Atlantic had been cleared of slavers, the parallel trade in East Africa remained and is still active today off the Horn of Africa and other such places.

## Chronology

1835  
Selling of condemned slave ships forbidden by Act of Parliament - vessels captured subsequently to be destroyed

1838  
Tonnage Act compensates captors for loss of head money when seizing empty slavers by introducing variable tonnage bounty depending on whether slaver is empty or full

1839  
Palmerston Act allows British warships to capture empty Portuguese slavers - Portugal acquiesces in equipment clause

1840  
Denman burns the Gallinas barracoons  
Paine-Tucker agreement between American and British naval officers on detention of slave ships - declared ultra vires by the American government

1841  
Anti-slavery treaties with African chiefs  
Quintuple Treaty between Britain, Austria, Prussia and Russia - not ratified by France

1842  
Portugal formally accepts the equipment clause  
Webster-Ashburton Treaty  
American anti-slavery squadron instituted, and limited collaboration between American and British cruisers encouraged

Lord Aberdeen advises Admiralty against burning of barracoons without formal written sanction from local authorities. A slave trader named *Buron* sues Denman for trespass and seizure of slave and goods at the Gallinas barracoons

1843  
Libreville founded (so-named from 1848)

1844  
First edition of 'Instructions for the... suppression of the slave trade'

Preventive Squadron increased from 12 to 21 vessels including seven steamers

1845  
Aberdeen Act allows British warships to capture Brazilian slavers. Brazil closes Court of Mixed Commission at Rio and protests against interference with Brazilian shipping  
Select Committee appointed in Parliament to investigate anti-slavery operations

1846  
Sugar duties abolished, throwing British market open to slave-grown sugar

1847  
Further African treaties include powers to destroy slave trade establishments

1848  
*Buron v. Denman* decided in Denman's favour

1849  
Hotham burns the Gallinas barracoons for second time

1850  
Motion for end of the anti-slavery patrol defeated in Parliament

1851  
British capture of Lagos and its slave depots

1852  
Brazilian slave market closed

1861  
Annexation of Lagos

1862  
Execution of Nathaniel Gordon, American master of a slave ship

Lincoln's emancipation proclamation  
Anglo-American treaty, including the right of search  
Establishment of Court of Mixed Commission in New York

1866  
15th Amendment to American Constitution abolishes slavery in the US

1868  
Court of Mixed Commission at the Cape dissolved for lack of cases to adjudicate

1869  
Closure of Cuban slave market and effective end of the transatlantic slave trade



...in West Africa

## of the Preventive Squadron

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enman, responsible of the Gallinas area, the local coastal ish barracoons in ves.

not substantial, and

were easily rebuilt, but the inconvenience of lost goods and records caused by the Navy's strike at the root of the trade left slavers with a major headache.

A legal challenge by one of the traders dragged through the English legal system until 1846, when the courts found in favour of Denman - at which point Charles Hotham, the commodore of the Preventive Squadron, promptly burned down the barracoons again.

By this point the squadron numbered 30 ships and 3,000 men patrolling some 3,000 miles of unforgiving coast.

They were also by now far more effective; 1832 had seen the introduction of the paddle steamer HMS *Pluto*, which could explore the lower reaches of the great African rivers as well as defying the wind.

It was not just disease which endangered the lives of British sailors.

The Preventive Squadron's battle cry of 'Remember the Felicidade!' recalls the capture of a Portuguese slaver by that

name, equipped with all the accoutrements of trading but with no cargo on board.

A small party of sailors from HMS *Wasp* were given the job of sailing the *Felicidade* and her crew to a port for trial, but en route they captured another slaver and the RN crew was further split to provide another crew.

When the slavers parted company from HMS *Wasp*, the slaver crews managed to break free and kill the British sailors.

They were caught by HMS *Star* and brought to justice in England - but justice failed the Navy as the murderous crew were freed on appeal as there was no 'equipment clause' in treaties with Brazil allowing the Navy to seize empty slave ships which were fitted out for slavery.

Public uproar was exceeded only by the anger of the West African squadron, but their tireless efforts helped strangle the trade to such an extent that in 1869 the flotilla rejoined the Cape of Good Hope Station, its job effectively completed.

All images courtesy the Royal Naval Museum, Portsmouth Historic Dockyard. Supplement compiled by Mike Gray



## Fight against evil traders far from over

SLAVERY was formally abolished in the 19th century, but it still blights thousands of lives today.

And while the Royal Navy is justifiably proud of its record in helping to strangle the transatlantic and East African trade, it must draw on that heritage for current operations against a range of evils.

Almost two centuries after it began anti-slavery patrols, British warships are still attempting to disrupt and eliminate slave trading, now referred to as human trafficking.

The UK is a signatory to the 1982 United Nations Convention on the Law of the Sea, which prohibits the transport of slaves by sea, and British warships off the east coast of Africa, and in the Arabian Sea and Indian Ocean play their part in ridding the seas of such illegal trade.

Working closely with other UK Government agencies and international partners – the RN has no formal enforcement powers under domestic law to allow the arrest of traffickers – ships patrol the Caribbean, the Atlantic, Indian Ocean and the Gulf region to establish traffic patterns and spot suspicious vessels.

Other illicit activities targeted on routine patrols by RN warships include narcotics, arms smuggling – including that in connection with terrorism – and piracy, still a deadly risk to mariners off the coasts of Africa and parts of Asia.



## CHASING FREEDOM

The Royal Navy and the Suppression of the Transatlantic Slave Trade

● *Slaves Rescued by HMS Philomel April 1893 (above)*

● *A poster for the Chasing Freedom exhibition staged at Portsmouth Historic Dockyard (left)*

● *HMS Gannet (1878) at Chatham Historic Dockyard (right). The gunboat has been restored to the condition she was in when she was patrolling against slave traders off the east coast of Africa*



# Gannet is survivor from slave patrols

THE HISTORIC Dockyards of Chatham and Portsmouth are both marking the bicentenary of the abolition of the slave trade.

Chatham can boast an impressive link with the suppression of slave trading in the shape of a Victorian gunboat which actually participated in anti-slavery patrols off the coast of Africa.

HMS Gannet (1878) undertook such patrols between 1885 and 1888 in the Red Sea, intercepting Arab slave traders operating off the East Coast of Africa, around the Gulf and the

Indian Ocean.

Built on the Medway at Sheerness in 1878, Gannet is typical of the small warships which served during the heyday of the Victorian RN, showing the flag and policing the waters of the world.

Originally powered by both sail and steam, Gannet has been restored to her 1886 condition – precisely the time she was battling the slave traders.

The Chatham exhibition, which opens this month at the Museum, looks at links between Chatham and the slave trade, and at people from ethnic minorities who served in the Dockyard or

with the Royal Navy.

The exhibition at Portsmouth Historic Dockyard, *Chasing Freedom*, has already opened to the public.

Using illustrations and contemporary accounts of RN personnel, the exhibition looks at key aspects of the campaign against Atlantic slave traders.

The exhibition runs at the RN Museum until January 2008, and is free with a valid admission ticket.

There is an accompanying programme of schools workshops and community events. For details, ring 023 9272 7584 or see [www.royalnavalmuseum.org](http://www.royalnavalmuseum.org)

## Selected Bibliography

[www.royalnavy.mod.uk](http://www.royalnavy.mod.uk)  
[www.royalnavalmuseum.org](http://www.royalnavalmuseum.org)

The Parliamentary Papers contain extensive information on all aspects of the suppression of the slave trade, especially for the 1850s when the question of whether or not to continue attempting to suppress the trade by force was under consideration.

Primary documentation from the Admiralty and the Foreign Office can be found in the National Archives.

Literaries with substantial holdings on the subject include the Naval Historical Branch's Admiralty Library, the Foreign Office Library, Mercersburg Maritime Museum and the National Maritime Museum. Listed below are a selection of the published books available.

### General histories

The suppression of the African slave-trade to the United States of America, 1638-1870 by WEBB Dubois (Boston: Harvard University Press, 1988, reprinted in *Jacobsite Africana NY: Dover, 1970*) ISBN 0-486-40910-4

The American slave-trade: an account of its origin, growth and suppression by John R. Spears (Hawthorne: University Press of the Pacific, 2005) First published 1900

Great Britain and the slave trade, 1639-1865 by William Law Mathewson (London: Longman, 1929)

The Navy and the slave trade by Christopher Lloyd (London: Longman, Green, 1949)

A history of Sierra Leone by Christopher Fyfe (Oxford: Oxford University Press, 1962)

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The Atlantic slave trade: a census by Philip D. Curtin (Madison: University of Wisconsin Press, 1969) ISBN 0-299-05400-4

The Sullivan and the slave trade by Peter Collier (London: Rex Collings, 1989) ISBN 0-86106-121-7

The Royal Navy and the slave trade by Raymond C. Howell (London: Ocean Books, 1987) ISBN 0-7099-4770-4

Economic growth and the ending of the transatlantic slave trade by David Eltis (New York: Oxford University Press, 1997) ISBN 0-19-504135-6

White dreams, black Africa: the Antislavery Expedition to the river Niger 1841-1842 by Howard Timperley (New Haven: Yale University Press, 1997)

From slave trade to 'legitimate' commerce: the commercial transition in nineteenth-century West Africa – Papers from a conference of the Centre of Commonwealth Studies, University of Stirling, edited by Robin Law (Cambridge: Cambridge University Press, 2002) First published 1995

The slave trade: the story of the Atlantic slave trade 1440-1870 by Hugh Thomas (New York: Simon & Schuster, 1997) ISBN 0-684-81063-8

Fighting slavery in the Caribbean: the life and times of a British family in nineteenth-century Havana by Luis Martínez-Fernández (Armonk, NY: MEE Sharpe, 1990) ISBN 0-7656-0247-4

Slaving and slavery in the Indian Ocean by Derrick Scott (Basingstoke: Macmillan, 1985)

Zanzibar, slavery and the Royal Navy by Kevin Patience (n.p.: the author, 2000)

Odious commerce: Britain, Spain and the abolition of the Cuban slave trade by David R. Murray (Cambridge: Cambridge University Press, 2002)

The mighty experiment: free labor versus slavery in British emancipation by Seymour Drescher (Oxford: Oxford University Press, 2002)

Slave traffic in the age of abolition: Puerto Rico, West Africa, and the non-Hispanic Caribbean, 1815-1859 by Joseph C. Dorsey (Gainesville: University Press of Florida, 2007) ISBN 0-8130-2478-1

Ouidah: the social history of a West African slaving 'port', 1727-1892 by Robin Law (Oxford: James Currey, 2000)

Rough crossings: Britain, the slaves, and the American Revolution by Simon Schama (London: BBC, 2005)

The legal and diplomatic background

Enquiry into the validity of the British claim to a right of visitation and search of American vessels suspected to be engaged in the African slave-trade by Henry Wheaton (Clerk, NY: Lawbook Exchange, 2004) First published 1842

Trial of Pedro de Zubeta... in the central criminal court... on a charge of slave-trading covered by JP Johnson (2nd ed., London, 1844)

The right of search and the slave trade in Anglo-American relations 1814-1862 by Hugh G. Soudby (Baltimore: Johns Hopkins Press, 1932)

American slavers and the Federal law, 1827-1862 by Warren S. Howard (Los Angeles: University of California Press, 1963)

The politics of slave trade suppression in Britain and France, 1814-48: diplomacy, morality and economics by Paul Michael Kiehrz (London: Macmillan, 2000) ISBN 0-333-71026-7

Official documents

Instructions for the guidance of Her Majesty's naval officers employed in the suppression of the slave trade (London: TR Harrison, 1844)

This was the first set of official instructions. Later editions, in 1865, 1882 and 1892, are available, with some additional material. Note that there are separate volumes in 1882, one general instructions and one particular instructions for officers serving on the West Coast of Africa.

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Report on the climate and principal diseases of the African station by Alexander Bryson (London: W. Green & Sons, 1847)

King Guzo of Dahomey, 1850-52: the abolition of the slave trade on the west coast of Africa (London: The Stationery Office, 2002)

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Instructions for the guidance of the commanders of Her Majesty's ships of war employed in the suppression of the kidnapping trade (London: HMSO, 1877)

Contemporary accounts

A practical view of the present state of slavery in the West Indies: ... containing more particularly an account of the actual condition of the negroes in Jamaica: with observations on the decrease of the slave since the abolition of the slave trade, and on the probable effects of legislative emancipation by Alexander Barclay (London: Smith, Elder, 1826)

Journal of an African cruiser by Horatio Bridge (London: Wiley & Putnam, 1845)

A three years cruise in the Mozambique Channel for the suppression of the slave trade by Frederick Lamport Barrow (London: R. Bentley, 1848) Reprinted 1969

Six months' service in the African blockade, from April to October, 1848, in command of HMS Bonetta by Frederick T. Forbes (London: R. Bentley, 1849)

A few remarks relative to the slave trade on the east coast of Africa: extracted from the voyage of the *Nemesis* by Sir William Hutchinson Hall (London: Smith, Edwards & Co, printers, n.d.)

Slave catching in the Indian Ocean: a record of naval experiences by Philip Colclough (London: Longmans, Green, 1877)

Dhow chasing in Zanzibar waters and on the eastern coast of Africa: narrative of five years' experiences in the suppression of the slave trade by G. L. Sullivan (Ed. ed., London: Sampson Low, Marston, Lea & Clarke, 1877)

The Secretary of the Admiralty presents his compliments to the Editor of the [ - ] and begs to communicate the following extracts from a report dated the 17th January, from Trincomalee, which has been received from Rear-Admiral W. Gore Jones, the Commander-in-Chief on the East Indian Station, respecting the circumstances of the death of Captain CJ Brownrigg, Senior Naval Officer at Zanzibar, and the three men of HMS London, on the 3rd December last in an encounter with an Arab slave dhow (1852) Press release with printed correspondence concerning the incident

The suppression debate

Collection des pièces principales annexées au rapport du Président de la Réunion des Chevaliers Libérateurs des Esclaves blancs susi-bian des noirs, en Afrique, assemblés à Vienne, le 29 décembre 1814, et à Paris, le 15 avril 1816 (Paris: A. Edou, 1816)

Letters to William Wilberforce, MP, recommending the encouragement of

the cultivation of sugar in our dominions in the East Indies, as the natural and certain means of effecting the general and total abolition of the slave-trade by James Cropper (Liverpool: Longman, Ness, 1822)

Reply to a letter from the Rev T Jackson in reference to the negroes in the West Indies by Henry Lister Mow (Dumfries: Charles White, 1826)

The African slave trade and its remedy by Thomas Powell Buxton (London: J. Murray, 1840)

Remedies for the slave trade by Macgregor Laird (London: PP Thom, 1842)

Sequel to appeals made to the government and people of Great Britain, against the Niger Expedition before its departure from England: with a letter, addressed to the Right Hon. Lord Stanley, Principal Secretary of State for the Colonies, &c. &c. &c. by Robert Jamieson (London: Smith, Elder, 1842)

Is Central Africa to remain sealed against intercourse with the civilised world? Or, can means be devised by which an intercourse may be opened up? a few remarks addressed to those who desire the amelioration of Africa: with an outline of a plan by which it is believed commercial intercourse with Central Africa may be established by Robert Jamieson (Liverpool: Turner & Row, 1844)

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The case of our West-African cruisers and West-African settlements fairly considered by George Smith (London: J. Handard, 1849)

A plan for the immediate extinction of the slave trade for the relief of the West India colonies, and for the diffusion of civilization and Christianity in Africa, by the co-operation of Maffmont with Philanthropy by William Allen (London: James Ridgway, 1849)

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The African slave trade, 1850: report from the Select Committee of the House of Lords appointed to consider the best means which Great Britain can adopt for the final extinction of the African slave trade, presented in Session 1850 (London: Harrison & Sons, 1850)

African slave trade – African Squadron. A question of great national importance has lately been much agitated, namely, whether the measures in operation for the suppression of the slave trade, should, or should not, be abandoned. The following Circular relates to that subject, and your attentive perusal of it is earnestly requested (January, 1851)

Regulated slave trade: from the evidence of Robert Stokes, Esq, given before the Select Committee of the House of Lords, in 1849, with a plate showing the stowage of a British slave ship, during the regulated slave trade (2nd ed., London: James Ridgway, 1851)

Remarks on the African Squadron by JS Mansfield (London: James Ridgway, 1851)

Extracts taken from the evidence taken before committees of the two Houses of Parliament relative to the slave trade, with illustrations from collateral sources of information by a barrister of the Middle Temple (London: James Ridgway, 1851)

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England's East African policy: articles on the relations of England to the Sultan of Zanzibar and on the negotiations of 1873, with general notices concerning East African politics and the suppression of the slave trade (London: Simpkin, Marshall, 1873)

For a much more detailed bibliography, see The African slave trade and its suppression: a classified and annotated bibliography of books, pamphlets and periodical articles by Peter C Hogg (London: Frank Cass, 2006)