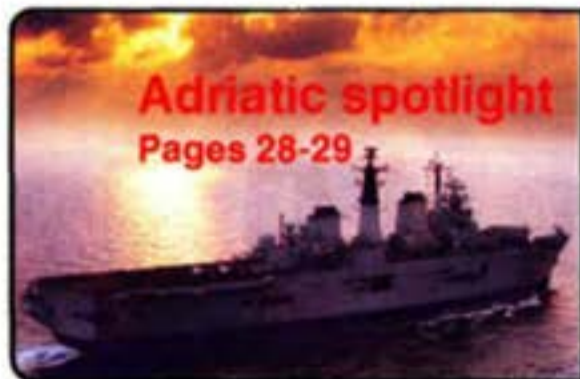




# Navy News

APRIL 1995 50p



**Adriatic spotlight**  
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**What are the Royals doing in Eastern Europe?**

Centre pages



**One of our readers pays us a call**

Back page



# YOU'RE JUST WONDERFUL!

**Ready for action**

PO Daz Belcher (left) and LWEM Buck Taylor prepare HMS Exeter's 4.5in gun for possible action in support of UN and coalition forces ashore in Somalia.

The picture below shows Exeter off Mogadishu, where US and Italian marines were covering the withdrawal of Pakistani and Bangladeshi troops.

## Exeter praised for Somalia op

**HMS EXETER** has won high praise from the US Navy for her part in covering the evacuation of United Nations forces from the troubled African state of Somalia.

With her gun at the ready, the Type 42 destroyer was prepared if necessary to open fire on belligerent Somali factions threatening to impede Operation United Shield.

"The Exeter has been wonderful," said Rear Ad-

miral John Gunn, the US officer in command of the international task force. "She was here from the beginning with us. She was doing things we would normally expect an Aegis cruiser to do." (Aegis cruisers are among the most modern and potent ships in the American fleet).

The 20-ship task force in the waters off the Somali capital Mogadishu, included three US flat-tops, two Italian amphibious warfare ships, and a familiar vessel to the Brits — the Pakistani frigate *Shamsher*, formerly HMS *Diomedea* which was transferred from the Royal Navy in 1988.

Under the overall command of a US Marine Corps officer,

● Turn to page 17



● HMS Exeter off Mogadishu.



Photos: PO(PICT) Faz Parker

## Soldiers on board

**THE ONLY** three British soldiers to become involved in Operation United Front were serving on board HMS Exeter.

Privates Simon Trick, Simon Jones and John Cleal of the 1st Battalion The Devonshire and Dorset Regiment had volunteered to join the regiment's affiliated warship for her five-month Gulf deployment.

They stayed on board when Exeter was diverted to Somalia. They were accommodated with the ship's stokers and spent their time working within the different departments of the ship.

During the deployment they had the opportunity to experience many aspects of naval life, including a practice firing of the ship's Sea Dart missiles. They will return to their base at Paderborn, Germany, when Exeter gets home.

## Pacific tales sought

FOLLOWING Navy News's 12-page VE Day supplement in our forthcoming May edition, a similar pull-out section commemorating VJ Day will appear as part of our August issue.

Members of the Royal Navy and Royal Marines who served in the Far East and Pacific are invited to contribute accounts of their experiences to: VJ Day Supplement, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH. Please give your rank or rate at the time of which you write, as well as your first name.

We are also seeking photographs of the war against Japan. Any pictures submitted will be returned after use.



# BRAVE ENTERS TV WEATHER SPOTLIGHT



BBC regional weatherman Craig Rich checks the elements after making a Brave forecast for the Spotlight news programme for the South West.

HMS Brave was the venue for one of Craig's live broadcasts as she lay alongside in Devonport during a dis-

tinctly wet day. The weatherman also interviewed the ship's met officer, Lt Simon Jenkins, who also tried his luck at getting the forecast right.

With Craig, in the picture by LA (PHOT) Gary Hay, are WMET Elaine Mason and OM(AW) Ross Keeble.

## Trawlermen saved from an icy death

ELEVEN NORWEGIAN fishermen owe their lives to the crew of a Royal Navy Sea King helicopter who plucked them from an icy sea whipped up into waves almost 40ft high.

The rescue, after the trawler Roaldsnes had sunk off Alesund, has been praised by the Norwegian Foreign Minister who in a message to the British Government expressed his country's "heartfelt gratitude for this impressive operation."

When the Roaldsnes went down in temperatures of 2 degrees C and winds of 35 knots, five of her crew managed to scramble into a small life raft

but six others had to huddle together in the sea with only their survival suits as protection against the elements.

Their mayday call made before their vessel sank had been picked up by the Norwegian Coast Guard who asked the fleet supply ship RFA Fort Victoria to assist from her position just five miles from the scene.

### Exhausted

She launched one of her Sea King anti-submarine helicopters within minutes, the aircraft — from 819 Naval Air Squadron — being piloted by Lt Andy Taylor.

He quickly found the survivors and hovered over them for 30 minutes in the high winds as POACMN Ian Copley winched down to attach each fisherman in turn to a rescue harness.

By about 1800 the rescue was complete, and although the fishermen were very cold and exhausted, none was injured. They recovered on board Fort Victoria and next day were flown to Kristiansund.

### 'Proud'

Praising the work of the aircraft, Capt Alan Roach RFA, commanding officer of the supply ship, said the Sea King crew and the ship's company who cared for the survivors performed "amazingly well".

"What we have practiced over and over came together perfectly. They all carried out their duties in the finest traditions of the RFA and Fleet Air

Arm. I am extremely proud."

Fort Victoria was taking part in the NATO Exercise Strong Resolve 95, involving 22,000 naval, army and air force personnel in and around central Norway (see centre pages).

## Olna in Med search

FLEET tanker RFA Olna was involved in a major search and rescue operation after a civilian vessel foundered in heavy seas in the central Mediterranean.

Fifteen people were on board the Peclhunter when she got into difficulties 120 miles south-west of Sicily on March 13. Olna, a member of the Royal Navy's Adriatic task group headed by the carrier HMS Illustrious, joined other NATO ships in a three-day search for survivors.

### Battered

The tanker had herself been battered by high winds and heavy seas only hours earlier, but by March 14 the winds had abated to below 40 knots. By that morning three survivors and five bodies had been found in the shark-infested waters.

Twenty-four hours later more lifejackets were seen and Olna located two more bodies which were recovered by the Portuguese frigate Vasco da Gama, one of the vessels co-ordinating the operation. The search was called off on the afternoon of March 15 as there was no further chance of finding survivors or bodies.

## Tudor ship on her metal

THE LONG, final phase in the preservation of the Tudor warship Mary Rose is under way — with the modern metal titanium playing an important role.

The timbers on display at Portsmouth Heritage Centre are being held in place by strong but lightweight props provided free by IMI Titanium.

Meanwhile the wood is being sprayed by a chemical which will replace the water, so allowing the timbers to dry without damage. The process is expected to take 20 years.

## Queen sees Lady in White

THE QUEEN took time during her visit to South Africa for a private viewing of the monument erected in honour of Durban's "Lady in White".

During World War II, the Lady in White (singer Perla Siedle Gibson) greeted every arriving convoy by singing through a megaphone at the harbour entrance. She became a figure of great affection to the estimated six million Allied Servicemen and merchant sailors who passed through the port in 1939-45.

### Appeal

She was reputed never to have missed a convoy, even singing on the day she heard of the death of her own soldier son.

In 1993 RN veteran Sam Morley launched an appeal for the Durban monument, the Queen Mother being among the first contributors.

Those present when the Queen viewed the monument on March 24 were Sam Morley and the artist, Barbara Siedle.

## Sizing-up 'bends' aid

ONE OF the largest air-range recompression chambers in the country now equips RN Plymouth Clearance Diving Unit. The chamber will provide emergency medical support for all Service diving in the South West and will be a standby for the treatment of civilian casualties suffering from "the bends".

## Chapel to be rebuilt as Falklands shrine

A 19th-CENTURY chapel at Salisbury is to be dismantled and moved to a more central site at Pangbourne College, Reading as a permanent memorial to the 256 men who lost their lives in action against the Argentinians in the Falklands War.

The £2 million project is the brainchild of Admiral Sir John Woodward — who led the Royal Navy task force in the campaign — and the college headmaster, Anthony Hudson.

They are members of the Falkland Islands Memorial Chapel Trust which includes the Second Sea Lord, Admiral Sir Michael Layard; Admiral of the Fleet Lord Lewin; Capt David Hardy, commanding officer of the destroyer HMS Coventry which was sunk in the conflict; Capt Mike Barrow, former commanding officer of HMS Glamorgan; and Sir Denis Thatcher.

The chapel at Salisbury, which has been given

to the Trust, is a listed structure built in the same year as Pangbourne College and sharing a similar architectural style.

It will provide the only place of worship dedicated to the memory of the casualties on the British side, more than half of whom were in the Royal and Merchant navies and have no gravestones.

A fund-raising programme was launched in 1994 and has so far produced £600,000 of the initial cost of £1 million. After that, a further £1 million will be needed to complete the project.

Contributions have already been made by companies, individuals and other Trusts, and the chapel trustees hope that building will begin at Pangbourne in the summer.

Donations may be made to Mrs J. Perry, The Appeal Office, Falkland Islands Memorial Chapel Trust, Pangbourne College, Pangbourne, Reading, Berks. RG8 8TA.

## Grapple reunion

A SEA KING helicopter of 845 Naval Air Squadron passes close to HMS Coventry on Sharp Guard duty in the Adriatic.

Aircraft of 845 Squadron, supporting the UN's humanitarian mission ashore in Bosnia, regularly make liaison flights to warships offshore.

A reunion is being planned for all personnel who have served with the squadron in former Yugoslavia. It will be held at Heron Club, RN air station Yeovilton at 1930-0100 on May 12 — and partners are welcome.

Tickets at £3.50 include a buffet and disco. Details from CPO Billy Young or Lt Jim Cobbett on 01935 456670 or 456293.





# Adriatic sailor's 'little palace' trashed

WHEN LWEM Steven Webster returned from HMS Invincible in the Adriatic, he was all set to move with his family back into the house in Hull he had let two years before. But his homecoming suddenly turned into a nightmare when he discovered that his house had been wrecked.

The cooker and kitchen units had been taken away and two wall-mounted heaters had been ripped out and had disappeared. Doors, carpets, curtains and curtain rails were missing. What carpets were left were saturated with dog urine and excrement. There was graffiti in the bathroom and a stone

fireplace had been dismantled and used to concrete over the turf garden — where a shed had been built and lined with carpet taken from the house.

"When I saw what had happened I just sat down and cried for half an hour," Steven told Navy News. "Before we let the house two years ago it was a little palace. Suddenly it wasn't fit to live in."

He estimated that at least £3,500 worth of damage had been done — and his hopes of moving his wife and four young children from their married quarter in Portsmouth back to their roots seemed to be dashed. At first,

He reported the matter to the police who told Navy News that they investigated the case and cautioned Steven's tenant. "As he will not be appearing in court I had no opportunity to ask a magistrate or judge to make a compensation order," said Steven.

## Desperate

At first his insurance company seemed to him to be reluctant to reimburse him, and desperate for help, he turned to the Royal Naval Benevolent Trust, who, working through SSAFA representatives in Hull, made grants totalling £850 to make the house habitable.

"It took me a week just to clean up," said Steven. "In the meantime SSAFA and RNBT acted very quickly to put in a cooker, hire a skip for the rubbish, replace a kitchen door and provide curtains and carpets. We're so grateful to them — I don't know what we would have done without them."

There was encouraging news, too, from Steven's insurers who have undertaken to send a loss adjuster to the house. A spokesman for the company told Navy News: "We are concerned about Mr Webster's situation. We shall investigate further with a view to helping him."

## Tilburn of the Hood dies

ONE of only three survivors of the sinking of HMS Hood has died. Bob Tilburn (74) suffered a heart attack while walking near his home in Middlesbrough.

More than 1,400 men died when the battle-cruiser blew up while under fire from the German battleship Bismarck in 1941. Bob Tilburn, a rating gunner, was manning one of the guns on the upper deck and had ignored an order to take shelter — and omission which probably saved his life.

He joined the Royal Navy as a boy seaman in 1937 and continued his service into the 1950s. He was the president of the HMS Hood Association.

Mr Tilburn's death leaves just one of the three survivors still alive — Mr Ted Briggs, who was a leading seaman at the time of the sinking.

## Sheffield departs

HMS Sheffield left Devonport last month on an eight month deployment beginning with Armilla Patrol duties in the Gulf, after which the Type 22 frigate teams up with HMS Monmouth for visits to Australia and New Zealand. She will be in Djakarta for the 50th anniversary Indonesian independence celebrations.

## Wartime food and fashion

THE Imperial War Museum launched its Victory Festival in March and for most days up to August 28 will present exhibitions, films, poetry readings, dance, drama and music. There will also be cookery, fashion and beauty shows and special events for children.



## The icing on the cake

AS reported last month, just before HMS Broadsword entered Devonport for the last time as an RN warship, she was visited by Princess Alexandra — who launched the Type 22 frigate in 1976.

Broadsword's Commanding Officer Cdr Christopher Robinson presented the Princess with a cake baked on board as the ship steamed home in triumph after her last spell as West Indies Guardship, during which she seized £70m worth of cocaine from smugglers off the Leeward Islands.

Inset: LS(R) Malcolm Cray, broadsword to the fore, salutes the waiting families on the jetty at Devonport. A member of the medievalist Lion Rampant Society, he has been the ship's trademark mascot throughout the deployment.



Pictures: Gary Hay

# Major Royal turn-out planned for VE events

## Drummers in concert

DRUMMERS from the Royal Marines will join the Central Band of the Royal Air Force for a VE Day concert at Birmingham Symphony Hall on May 7. Songs and music from the war will be linked by the recorded voices of Richard Dimbleby and other broadcasters of the time. Robin Broyle will be compere. Tickets range from £10 to £22.50 and are available from the Symphony Hall box office tel. 0121 212 3333. Proceeds will be shared by Services charities.



● Royal Marines musicians will also accompany the Merchant Navy World War II Service of Commemoration and Thanksgiving at the Merchant Navy War Memorial, Tower Hill on June 22 at 11am. Further details from the Merchant Navy Welfare Board, tel 0171 723 3642.

MORE DETAILS have been announced of the major role to be played by almost all senior members of the Royal Family in the VE Day celebrations next month.

And during the weekend of May 6-8 more than 50 heads of state and government from more than 50 countries will attend the main London events, making it the largest gathering of foreign and Commonwealth representatives since the Coronation in 1953.

Among the heads of state will be Chancellor Helmut Kohl of Germany. However, reports indicate that President Clinton is unlikely to be in London during the commemorations and that he might accept an invitation to go to Moscow.

On May 5 the Queen, accompanied by the Duke of Edinburgh and the Prince of Wales, will address a joint session of Parliament at 12 noon. The next day Queen Elizabeth the Queen Mother will open three days of events in Hyde Park. She will be accompanied by Princess Margaret who will later attend the Veterans Reception there.

In the evening a banquet for the international leaders will be

held at the Guildhall and attended by the Queen, the Duke of Edinburgh, the Prince of Wales and 11 other senior members of the Royal Family.

On the same evening the Princess Royal and Cdr Timothy Laurence will be at the Royal British Legion concert in Hyde Park.

The Service of Celebration of Peace in St Paul's Cathedral on May 7 will be attended by 17 members of the Royal Family headed by the Queen and including the Duke of Edinburgh, the Queen Mother and the Prince of Wales.

In the afternoon the Queen will be present at the Heads of State Ceremony in Hyde Park. Also there will be the Duke of Edinburgh, the Prince and Princess of Wales, Prince William, Prince Harry and Prince Edward.

On May 8 Prince Charles will attend the commemoration service at Llandaff Cathedral and Princess Anne will be at a similar service at St Giles Cathedral, Edinburgh.

The Queen will be at a con-

cert in the forecourt of Buckingham Palace and will watch the subsequent flypast. She will be present for the beacon lighting in Hyde Park at 8.30-9.30pm.

On the 9th the Prince of Wales will attend the liberation celebrations in Jersey and Guernsey, and the next day will be in Sark for the commemorations there.

● Dame Vera Lynn was present at the launch in March of the Tribute and Promise campaign announced by Prime Minister John Major as a vital element in the nation's Victory commemoration.

Dame Vera said that many people who served in the war were now in need or simply lonely. "We must not forget what they did for us," she said.

Organisers have suggested a 50p individual contribution — a penny for every year of peace — as a fundraising scheme for the 130 voluntary organisations which have joined together in the biggest charity alliance ever.





THE time of the year has arrived again for Drafty's corner to become the Women's Column — and it's still written by a man!

The task of Women's Sea Service Co-ordinator has not changed during the past 12 months with the desk being primarily responsible for the manning of the Fleet with the most effective mix of appropriately trained male and female ratings.

The drafting of women to sea is still as interesting as ever, but at times it has proved to be quite difficult as numbers available for sea drafts have fluctuated because of greatly reduced recruiting, the need for shore time, as well as medical downgrading, PVR, pregnancy and the redundancy programme.



'He's got his mixers in a twist again!'

# Mix-manning now 'in better health'

LAST year we were embarking on the difficult exercise of un-mixing seven ships. Some saw this as a reversal in policy for mix-manning — certainly not the case, for here we are 12 months down the line with mix-manning still firmly established but in much better health.

Having drawn breath we can now embark on mix-manning some new ships and it is planned that HMS Somerset and Grafton will be mix-manned when they join the Fleet from build.

Some branches are still quite short on female numbers — surprisingly these are some of

those who last year were flush with personnel.

The numbers who apply for PVR, are medically downgraded or become pregnant continue to fluctuate considerably, and in the delicate manpower balance at sea this causes the occasional shortages of suitably qualified personnel with the result that in several instances male counterparts have had to fill the billet.

Unlike a year ago, this is now a viable solution as other

branches can more readily fill the spare female bunk as the ratio between female seagoers and the sea bill is better balanced.

Many of the problems stem from the large size of the mess-decks at sea which give little accommodation flexibility, but hopefully in our new generation of warships the messdecks will be reduced in size to a much more manageable number, for example six berth cabins for junior rates.

On the positive side, this year saw four women join HMS Leeds Castle, the first 'small ship' to be mix-manned with junior rates for what has been deemed a trial period.

A note for Divisional Officers — don't forget the Small Ships recommendation (if appropriate) on the Drafting Preference Form. We will need a significant number to keep HMS Leeds Castle manned as she is now deployed with a six month roulement of ships company.

On the Senior Rate front, numbers at sea are growing slowly across all branches (with the exception of Writers) and consequently there are currently only 18 at sea. This situation is expected to improve as the year progresses because female Artificers/CTs will be reaching Senior Rating status, thereby allowing a wider spread across more ships.

## Expecting? Best to stop work earlier

THE rules and regulations still remain a complicated business with several amendments having been instigated by changes in the law concerning the employment of pregnant women.

As far as we are concerned in the Service, the major change was that a woman may now work up to her Expected Week of Confinement (EWC) before taking either Paid Maternity Leave or Voluntary Retirement.

This could have happened before, but now there is no loss of Statutory Maternity Pay at the lower rate to compensate for the fact that the individual has continued to work. Work is not allowed to continue into the EWC, therefore the latest final day will be a Saturday.

Whilst on this subject, numerous Statements of Intent refer to the Estimated Date of Delivery (EDD), (this is the date that the doctor or midwife will put on either the FMED 790 or MAT B1) and not the EWC as required by the form.

### Payments

Department of Social Security rules state that the EWC is the week, commencing on the Sunday, in which the EDD falls.

After last year's complaint over lack of correct paperwork, things have much improved and the majority now forward all that is required.

However, we must not become complacent as some still get it wrong — remember if you are pregnant it is your responsibility to ensure that the information is sent to us, otherwise payments and leave entitlements cannot be made, and do consider the problems of working up to the last moment.

If taken ill before your requested date for Paid Maternity Leave (PML) you will be sent on sick leave. If you do not return to work before PML commences then the PML commencement is backdated to either the date you started sick leave or the commencement of your 30th week of pregnancy, whichever is the latest; it may be better to stop work a bit earlier.

In late December the announcement was made that from 1 January 1995 all single parents would be entitled to Service Families Accommodation (SFA) (Married Quarters) and other associated benefits and allowances. All single/lone parents would be designated Marital Category 2 — check with your UPOs to ensure that your re-designation has happened!

In addition, pregnant single servicewomen are also entitled to occupy SFA under normal rules three months prior to their expected date of confinement. Check with your Married Quarters Officer to ensure that you are entitled and the rules that apply.

Finally on this topic, Health and Safety at Work as it applies to pregnant servicewomen is a complicated business but there are two points I would wish to make.

Remember that ships are not classed as risk free employment areas for pregnant women and for the safety of yourselves and that of your unborn child, you should not work on or go on-board them whilst expecting, irrespective of your medical downgrading.

### Downgrading

On the subject of medical downgrading, make sure that yours is correct and that the appropriate signal has been sent.

Health and Safety is everyone's responsibility and a servicewoman has a duty in law to ensure that her employers (Captain Naval Drafting, Commanding Officer and also for officers, the Appointer) are informed at the earliest opportunity of her pregnancy. This will then allow us to fulfil our responsibilities and duties under the Law.

Remember, if in any doubt as to your entitlements, benefits or the regulations then the WSSC desk is always available to assist.

### Update on docs

FTM 152/93 is no longer extant however work is in hand to update it to reflect recent changes in legislation. By the time this article is printed it should be back on the streets in the revised form.

So far as the long awaited Joint Services DCI on Maternity is concerned, it is not just a figment of the imagination, it was spotted, albeit in draft form in August 1994 with SP Sec (London HQ) and it is hoped that the final version will be published, within the next month.



'Do you think she's trying to tell us something, sir?'

### The Team

WSSC Lieutenant Commander Pierre BALE Ext 2648

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# VANGUARD PROWL THE SEAS

LEAD vessel of the Royal Navy's second generation ballistic missile submarines, HMS Vanguard has completed her first patrol and entered the operational cycle.

Ordered in April 1986 and built in the Devonshire Dock construction hall at Vickers yard in Barrow-in-Furness, the submarine was officially named by the Princess of Wales in April 1992. She began sea trials the following October.

HMS Vanguard can carry 16 Lockheed Trident D5 ballistic missiles. Her design incorporates some of the best features of other British submarines and includes a state-of-the-art nuclear propulsion system and an advanced tactical weapons system.

Her submerged displacement of around 16,000 tonnes is twice that of the Polaris boats the Vanguard-class supersedes, while her 150m length and 13m beam are 20 and three metres greater respectively.

### Conditions

The additional space is required to accommodate the larger Trident missiles, but it has also allowed the Vanguard boats to be fitted with a fourth deck, giving the crew more spacious living quarters and better working conditions.

HMS Vanguard and her sisters — HMS Victorious, currently undergoing trials, and HM submarines Vigilant and Vengeance, under construction at Barrow — have two crews apiece, each of 132 officers and ratings.

Once at sea, Vanguard is a true submarine, lost to the enemy and free to range the oceans with little fear of detection, voyaging effortlessly without the need to surface or refuel.

Her primary source of power is the pressurised water nuclear reactor which provides steam for the propulsion turbines and turbo generators. Air conditioning machinery provides a constant source of pure air: electrolyzers extract oxygen from sea water, and other machinery removes dust and carbon from the atmosphere.

### Impressive

HMS Vanguard's forward end houses four reloadable torpedo tubes. The vessel is armed with Spearfish homing torpedoes for use against surface and underwater targets. Powered by a gas turbine engine, they have an impressive attack speed and a considerable range.

Initially wire-guided, the Spearfish's onboard computer and sonar sensor give it an enhanced capability against even the latest generation of submarines.

The majority of bunks are further aft in the missile compartment. Each member of the crew has his own bunk, complete with a set of headphones for listening to music.

The Trident D-5 missile has a range of over 4,000 nautical miles. These three-stage, solid fuel rockets, 13m long and weighing 60 tonnes, are capable of delivering up to 12 warheads each, but the Government has stated that for the present the Vanguard will carry no more than 96 warheads.

At the heart of HMS Vanguard's tactical weapons system is the Submarine Command System, which receives information from the various sensors and presents it in a way

that best enables the commanding officer to take informed tactical decisions. It then provides the means for the captain to "fight" the submarine, including the preparation, launch and guidance of tactical weapons.

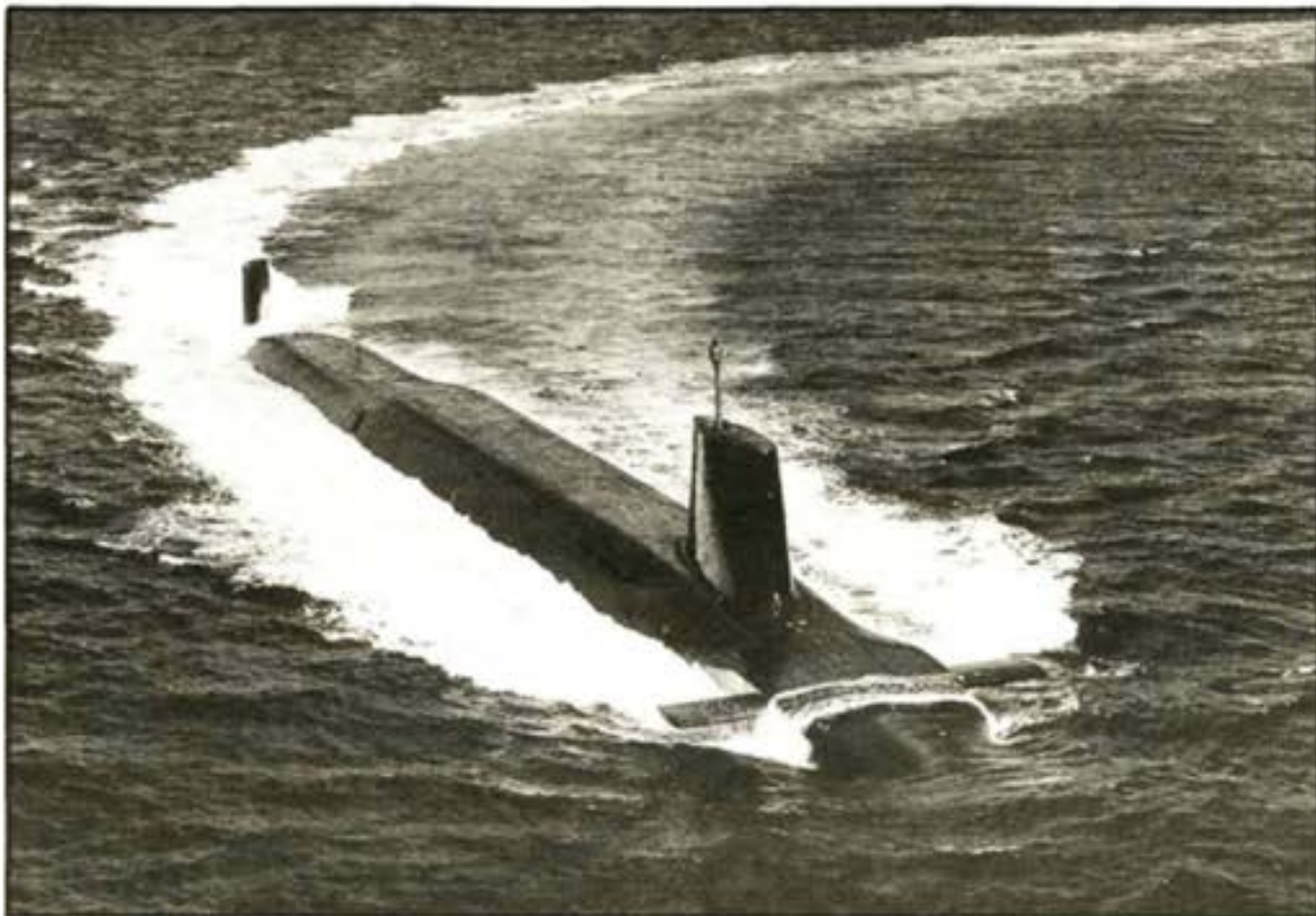
Only Vanguard submarines are fitted with the new 2054 sonar, which incorporates an array of hydrophones and transducers twice the size of any others in service with the Royal Navy.

### Monitors

This system identifies vessels detected on or below the surface and monitors their range, bearing and speed.

The above-water sensors — which include optical, tv camera and thermal imager periscopes, as well as communications, electronic countermeasures and navigational antennae — are combined into self-protection masts in the submarine's fin. The submarine is capable of receiving messages at below periscope depth.

Her messes, which are comfortable and well-appointed, have to fulfil a variety of functions — dining room, lecture hall, lounge, games area and venue for church services.



## Facts and figures

Pennant no: 528. Builder: Vickers, Barrow-in-Furness. Laid down: September 3, 1986. Launched: March 4, 1992. Commissioned: August 14, 1993. Length: 150 metres. Beam: 13m. Displacement: 16,000 tonnes (dived). Underwater speed: In excess of 20 knots. Armament: 16 Trident D5 ballistic missiles; torpedoes. Main propulsion: Pressurised water nuclear reactor. Ship's company: 132. Motto: We lead.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50; foreign £12.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

# Inheritance of honour

WITH her 14 battle honours HMS Vanguard is inheritor of a famous name. It dates back to 1588 and the launch of a 32-gun galleon-type vessel at Woolwich.

This ship played a significant part in the campaign against the Spanish Armada in 1588 and was involved in the battle for Cadiz.

The second Vanguard, launched in 1631, took part in the First and Second Dutch Wars. In 1667 she was scuttled in the Medway at Chatham to form a barrier to the Dutch Fleet when Admiral de Ruyter entered the river to burn and capture British ships.

### Barfleur

Third ship of the name, a 90-gun three-decker, was launched in 1678. She was in Edward Russell's fleet at the battle of Barfleur and saw subsequent action when the French ships were burnt at La Hogue in 1692.

Next came a third-rate ship of the line. Involved in the capture of Louisbourg in Canada, Quebec and Martinique, she was sold in 1774. The fifth HMS Vanguard was another third-rate. Built at Deptford in 1787 and armed with 74 guns, she was Lord Nelson's flagship at the battle of the Nile in 1798.

The sixth was again a third-rate, this time of 30 guns. Launched at Pembroke Dock in 1835 she was broken up in 1875.

A battleship launched in 1859 was the seventh in this long line. She was lost during manoeuvres in the Irish Sea in 1875 when she was accidentally rammed by her sister-ship, HMS Iron Duke.

Built at Barrow, the eighth HMS Vanguard was a Dreadnought-class battleship launched in 1910. She was present at the battle of Jutland in 1916, but the following year blew up at Scapa Flow when one of her magazines overheated.

Ninth in the line was another battleship, the last to serve in the Royal Navy. Launched shortly after the Second World War, she never saw action and is best remembered for taking Princess Elizabeth, now the Queen, to South Africa in 1947. She was broken up in 1960.

Three drifters requisitioned during the First World War also bore the name Vanguard.

Battle honours: Armada 1588, Cadiz 1596, Kentish Knock 1652, Dungeness 1652, Portland 1653, Texel 1653, The Gabbard 1653, Lowestoft 1665, St James' Day 1666, four Days' Battle 1666, Barfleur 1692, Quebec 1759, The Nile 1798 and Jutland 1916.

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# JACK

BY TUGS



## Letters

### Question of identity

In a time of monetary adjustment and reform the Royal Navy has decided, in its infinite wisdom, to spend thousands on new identity cards and more stylish uniforms.

While in the case of ID cards it is high time the archaic system we had was changed (you can now actually read what's on it) why on earth do we have to put a rank/rate on it when the words Officer, Man on Woman would suffice, as it does in other countries.

Not only would this save the Service, the Government and ultimately you and I a lot of money, but it would also reduce the amount of nausea involved in being rated up — or down, as the case may be.

On the age old problem of uniform, basically if you don't like the style of Square Rig you should have joined the Army.

Could not advancements have been made toward a warmer, more durable and practical working rig? — **AB(S)(SM) R.J. Stobie, HMS Dolphin.**

### Too many chat lines

NOW that we have a new telephone system and can literally phone anywhere, would it not further improve the system by adopting the one the Royal New Zealand Navy uses?

Give each ship two or three permanent telephone numbers and then, whether they be in Guzz, Pompey or Rosyth, one could still reach them on their designated numbers.

It would save a lot of time and trouble trying to get through to Directories. After all, we haven't got many more hulls than the Kiwis have. — **CMEA(L) R. Thompson, HMS Sultan**

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

# Rage about a 'residual' rum deal

I AM writing to express my total disgust at the way in which the duty-free Naval rum was disposed of last year.

The Fleet Temporary Memorandum of 16 December said: "a small residual quantity" had become available — and then we learn from The Financial Mail on Sunday that a businessman has bought 4,800 gallons at £6.33 a gallon and has three former naval officers marketing the stuff at £156 per gallon.

In my opinion, all of the rum should have been offered to Naval personnel, then to ex-RN members through organisations such as the RNA — and finally any residue put up for auction at a sensible price with the profits going to Naval charities.

In the article in the Mail this man admits to being "amazed" by the Ministry's willingness to pass up such profits. As one (and there must be others) who had his cheque for £32 for half a gallon of rum returned with almost indecent haste, I am incensed that this sort of deal could take place. — **Lt Cdr G. C. Rawlings, RNAS Culdrose.**

I WAS horrified to read of the sale of 4,800 gallons of rum at £6.33 a gallon. Having been invited, along with the rest of the serving Fleet, to bid for some of our historic liquor, I was informed that due to it being oversubscribed six times I was not to receive any.

Why did a civilian get the chance to bid for the rum when a DCI quoted 'eligibility' to serving members of the RN or RM?

Why was it sold for £6.33 a gallon when servicemen had a price of £64 per gallon to Officers and Senior Rates' Messes?

Why was this not done 'in house' and the net profit poured into our funds and

those of the RNBT and KGFS? — **LAEM(R) N. M. Wheatley, HMS Osprey.**

Flag Officer Surface Flotilla writes:

While understanding the consternation expressed by your correspondents on reading the newspaper report on the disposal of the rum, I think that the facts of the situation, should reassure them that there was nothing inaccurate or deceitful in the FTM concerned or the way in which the disposal of the rum available was handled.

The rum returned to Clarence Yard from Germany, was put up for sale by tender by the Ministry of Defence — the normal method of selling off surplus stores. Mr Shelts' bid by tender was the successful one and he duly became the owner of the rum and with this ownership came the liability to pay the duty, before it could be taken out of the Yard. Most of this rum was in the traditional whicker baskets but a small proportion of it was in glass demijohns and bottles.

Although he had purchased all the rum, Mr Shelts was not interested in the 160 gallons not in baskets and he gave it back to the authorities to dispose of as they wished. As the duty was not paid on this 160 gallons of grog it appeared initially that the method of disposal would be to pour it down the drain, for there were no rules whereby the rum could have been issued to Service sources, but Mr Shelts readily agreed to the proposal whereby it would be made available to Naval personnel willing to pay the duty on it.

Consequently an FTM was duly issued inviting individuals and Officers and Senior Rates' messes to apply for the rum, limiting each individual applicant to half a gallon, and applications from messes to one gallon, to ensure good distribution. It should be emphasised that the actual rum was available free; the charges made of £32 per half-gallon were to cover the cost of the duty payable. Around 1900 bids were received, a draw was made, and around 300 bids were successful.

### History on a hanky

I WAS in the WRNS during the war, stationed at The Moat at Plymouth and ending my service at the Anti-submarine Tactics School in Londonderry.

I was a plotter and our plotting of course was done at the table and on the wall of the Operations Room, records of the actions being put on to pieces of grey material.

It was discovered, in those days of rationing and 'making do' that the material could be washed and made into two or three handkerchiefs.

I have one piece that was meant for this purpose and on finding it among my souvenirs thought it might be of interest to those who were involved in the incident it records:

"E-boat activity, January 20/21, 1944. SW channel. E98K = 2 E-boats; E99K = 2 E-boats; E1K = 3 E-boats; A96K = code word "Wheel" (force 114) 4 MTBs, 415, 430, 434, 413; A58X = code word "Artful" (force 114) SGB's, "Grey Goose," "Grey Wolf".

"Beaufighters attacked E-boats at 01:01/01:44 21/1/1944. No return fire." — **G. A. Bunt, Exeter.**

### Cleveland's 'Viking' captain

DURING World War II I served in the Hunt Class destroyer HMS Cleveland in the Mediterranean in 1943.

I have just completed an oil painting of her commanding officer, affectionately known as "The Viking" — unfortunately I have mislaid his real name. — **J. G. Lyndon, Hall Green, Birmingham.**

# London brought light into their lives

WE WOULD like to extend our congratulations to HMS London on winning the Wilkinson Sword of Peace award for her charity work with Feed the Children in Albania.

Their contribution to our programme was immense and enabled the distribution of much needed aid into the mountains before the onset of winter. They helped to bring light into the lives of hundreds of Albanian children.

In the rural mountain communities the level of deprivation is beyond belief. Many have never seen a Western European before and live in abject poverty. Children have to walk miles to reach school, often without shoes.

At Durres, where HMS London did such brilliant work, the Children's Home is now a place where children can have dignity and happiness — in contrast with the horrific conditions discovered there by Feed the Children some years ago.

We need support to maintain our work, whether for children facing poverty in Albania or war in Bosnia. If any of our readers wish to help us with donations or other fund-raising ideas, please contact me on 01734 584000. — **J. Scourse, Feed the Children (Europe), Reading.**

### More food for thought

REGARDING the British Arctic expedition of 1875-76 and the cannibalism that never happened, according to Lt C. Coleman and C. T. Parsons, (February issue) I have a book that says it did.

"From the mutilated state of many of the bodies and contents of the kettles, it is evident that our wretched countrymen had been given to the last alternative — cannibalism — as a means of sustaining life."

This from Pictorial Chronicles of the Mighty Deep, published in the last century which proves that the story is not, after all, of recent origin. — **D. Bailey, Dagenham.**

### Digger had the spade

ONE of the many incidents in the history of the "Nicking Spade" (November issue) was the message sent from a depart-

ing RCN vessel to the Senior Rates at HMS Dolphin.

This followed the nicking of the mess rum barrel, to the consternation of the submariners. It read: "Have rum barrel, will trade for spade."

I believe the spade reposed for some time in the crawl space underneath HMCS Stadacona Chiefs and POs Mess, when it was thought to have been in Australia following the visit of an Aussie sub. — **G. Sqaunce, Peterborough, Ontario.**

### No strings attached

I would be interested where the item under 50 Years On, February 11 came from. As the EO of HMS Pathfinder I should tell you that at no time were we towed, to Chittagong or to anywhere else.

We suffered a broken back from a very near miss in shallow water several miles up a muddy creek, steamed to Colombo for docking and thence to Dartmouth and Devonport on one screw.

Only then was the decision taken to use the hull for underwater explosion tests and later as a bombing target. One of the turbine sets was removed for display at Manadon. — **G. MacLennan, Halesworth, Suffolk.**

### Bombing at Stonehouse

My son was in the Navy from 1967-76 and I get Navy News from him — and I was so sad to see that RNH Stonehouse is closing down after all these years.

I went to work at the Sisters' Quarters just before my 16th birthday in 1935 and was there when war was declared — luckily the only direct hit we had was on an empty block.

After every meal time it was my job to take a big bowl with all the leftovers down to the creek to throw to the seagulls. Clouds of them would descend on me before I got the chance to scatter the stuff and, well you know how gulls spatter — my uniform and cap and hair would get into a terrible mess and I would return to gales of laughter. — **M. Finnis, Deal.**



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# Letters

## Pro-British call for Caroline

I AM shocked and very angry at some members of the Warship Preservation Trust advocating the removal of the RNR training ship HMS Caroline to England.

If ever she is taken away from her Belfast berth I shall immediately cancel my Warship Trust credit card and try and influence others to follow suit.

With HMS Victory and HMS Warrior at Portsmouth, the submarine HMS Alliance at Gosport and HMS Belfast in London, it will be seen that the whole project is entirely England-orientated — apart from HMS Caroline. I know of no warship museums in Scotland or Wales.

This is not an anti-English attitude, but rather entirely pro-British. — G. R. Burrows, Belfast.

# S\*\*t on a raft, anyone?

IN a recent edition of Navy News you asked for favourite RN recipes — I would very much like one for "Kidneys on Fried Bread."

It was the most unwholesome mess you ever saw but I liked it very much when it was served to me for breakfast on board HMS Furious 1939-43 and in odd destroyers in later periods.

I understand from my son who did some trips with the RNR that it is still served — and with the same comments not repeatable here. — F. Pearce, Bristol.

We are obliged to WO N. R. Thompson, CPOCK R. I. Meadows and POCK A. R. Allen of HMS Nelson for the following, compiled for Mr Pearce in both the modern method and the one they claim was used pre-1970s. Both obviously need to be cut down a bit! — Ed.

S\*\*T ON A RAFT (with guard rails, pre 1970s).

Ingredients:  
30lb ox kidney  
½ bag peeled onions  
10lb strong breadmaking flour  
¼ gall gravy browning  
2lb Bisto powder  
1 bag mpp (pom) for guard rails  
250 thick slices of bread  
salt and pepper to taste

Method:  
Ensuring a ready supply of steam, fill a 22 gall boiling copper, open steam valve.

Take ox kidney and pass through ½ moon cutter with peeled onions pour into waiting copper and bring to the boil.

Meanwhile take a black 3 gall pussers bucket, ensuring that it has first been cleaned, by using it to scrub out the galley. Remove any residual soap suds.

Into the clean bucket place 2 galls of cold water, to this add 10lb strong flour ¼ gall blackjack (gravy browning) and season with 2lb Bisto powder and whisk until nearly all dough boys are dispersed.

Wait until the copper is boiling vigorously and add the mixture, slowly stirring constantly with the blunt end of a galley broom. Adjust seasoning and leave to simmer.

Prepare "rafts" by deep frying slices of bread (crusts on), cool and pipe with mpp (mashed potato powder) in various colours. Liddle in kidney mixture and garnish with tomato wedge and serve. Stand well back to avoid being caught in the rush for the wheaty bar.

KIDNEY EN CROUTE (without guard rails, post 1970s)

Ingredients:  
4lb Lamb's kidney  
2lbs onions  
¼ unsalted butter  
12oz flour  
3pts brown stock  
1lbs tomato paste  
½ glass dry sherry  
16 slices wholemeal bread  
vegetable oil

Method:  
Trim and dice kidney, ensuring that all gristle and suet is removed. Peel and finely chop onions, melt butter in a thick bottomed pan and to this add kidney and onions and saute gently together. Add flour to form a roux. Let down the mixture with brown stock and sherry, bring back to the boil, reduce heat, adjust seasoning and simmer for 20/30 min.

Meanwhile, prepare bread into croutes by using a large round pastry cutter and shallow fry in a little vegetable oil until golden brown on both sides. Remove from frying pan and place onto grease absorbent paper.

Place croutes onto a warmed serving dish and gently spoon kidney mixture onto croutes, garnish with finely chopped parsley and serve. Stand well back to avoid being caught in rush for the muesli and croissant bar.



## Phoebe band was first

REGARDING the request for information on past RN volunteer bands, I served in HMS Phoebe 1948-51 in the 1st Cruiser Sqd Mediterranean Fleet.

In 1949 the ship's Seaman's Volunteer Band was formed under RM Band Sgt F. A. Stratford. I myself was taught to play the cornet, also being the ship's bugler and as 'QM'.

We were the first seaman's band to lead a parade in Malta for the King's Birthday in 1950.

At the same time we were the flagship under Admiral Mountbatten and attended 67 guards and Band Parades including Beat Retreat in front of Princess Elizabeth and Prince Philip. — C. Mayhew, Pevensey.

## Free tots for Jack

I read with interest in the March issue about Shipmate Frank Hatfield joining Exmouth branch of the RNA.

Well here at Thurrock Jack Noakes, who joined our branch when it was commissioned in 1984, is 95 years old and was a Boy Seaman at Jutland. He was also in Scaap Flow when the German Fleet surrendered.

We hold three branch meetings a month and Jack gets a free tot at each one. — C. Mercer, Grays.

## Unfit for diagnosis

I RECENTLY went down with a particularly bad bout of flu, had no sleep the previous night and was running a temperature.

So I decided I was unfit for duty and rang Collingwood sickbay. It was a decision not taken lightly as I have only had a few days off in my 17 years' service.

Why then did Collingwood say I would have to make my own way in to 'check' my diagnosis?

My only means of transport is a pushbike plus the weather was awful.

When I said I was unfit to travel they said they would have to send a Commander to check on me.

Apart from the cost and the Commander's valuable time, is it not about time that a responsible senior rate can be allowed to self-diagnose for a single day to bring ourselves into line with our civilian counterparts? — CPO R.S. Tidbury, HMS Centurion.

spot so not only would people not tread on it but it would keep the area sacred as is appropriate. — R. J. Ellul, Swansea.

## England veteran

IN your December issue you referred to Cdr Davidson who played for the Fleet Air Arm at the age of 49.

I thought you should know of another distinguished Navy player who played for England at an advanced age.

When I passed into the Navy in 1926 I went down the next year to the Devonport Services Ground at the Rectory Field; I found the groundsman was Chief Shipwright Fred Gilbert.

He had played full back for England in 1923 and at the end of the season he had gone to pension. Being a shipwright he was not necessarily an 18-year-old entry but I think he was certainly about 40.

He was the oldest man I know who ever played for England. — Vice Admiral Sir R. Brockman, Budleigh Salterton.

## Keep it sacred

I am not at all amused about the ribbing the plaque marking where Nelson fell gets and I don't like the notion of having it set flush with HMS Victory's deck.

I think it would be more embarrassing if the guides were to say "... and where madam is now standing the great man fell."

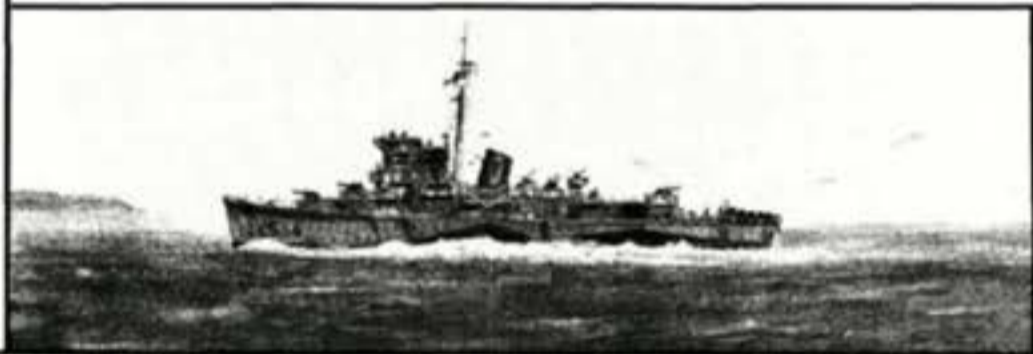
It would be most proper if something larger was put on the

## Hoste has a face

QUERIES about HMS Hoste in Navy News have been partially successful — thanks to the long arm of the Marine Art Society (GB) an old painting of the ship has been located in Germany.

Like so many of those American-built 'instant escorts' the Captain Class ex-USS Mitchell was never photographed.

It is hoped to negotiate the return of this only known likeness so that it may be kept in the Imperial War Museum archives. — E. M. Shipsey, Secretary MAS, Peacehaven.



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# Naafi cuppas bring comfort

OLD sailors at the Royal Star and Garter Home, Richmond, Surrey, can now relax in comfort following a donation of over £5,000 from Naafi to buy new furniture.

## Message received

EXETER Centre for Disabled People's message in a bottle (see March issue) had travelled 9,969 nautical miles by the time it was passed on from HMS Dumbarton Castle to HMS Shetland.

On its travels, it hopes to raise £110,000 for the charity. Tel. 0392 426264 for details.

The money was raised by the sale of special packs of Naafi tea, produced to commemorate the 50th anniversary of the D-Day landings.

The furniture, in the Queen's Room, includes sofas and armchairs, as well as 200 single chairs which can be used for concerts and other events.

It was officially handed over to the home during a visit by Naafi's Navy Director, Capt David Murray.

The home's Commandant, Ian Lashbrooke said: 'We are very grateful for Naafi's generous donation. The furniture is used in a popular meeting place for residents and their families, overlooking the gardens, and is a great boost to our facilities.'



## Nothing slim about

## Sceptre's sub

DURING her three month deployment to the United States HMS Sceptre raised £1,500 for Montrose School, Wigan, one of the nuclear-powered submarine's affiliations since 1989.

The cash was raised from events as diverse as a sponsored slim, a top of the Rock race in Gibraltar and a sponsored ladder climb on board, equivalent to the height of Ben Nevis.

ARTIFICER candidates at HMS Sultan turned their hands to a civil engineering project — building a 'rustic maze' for Brockhurst County Junior School.

Other members of the ACC 37 course cleaned up the garden of Manor Park Rest Home, Fareham and did some general building repairs at Gosport RNA Club.

GUIDE dogs for the Blind at Helston collected £1,000 from RN Air Station Culdrose Wives Club, proceeds from last year's fundraising programme.

HMS Drake's Warrant Officers and Senior Rates Mess hosted the Lord Mayor of Plymouth's Birthday Charity Concert, which raised £2,400.

The programme featured performances by the Royal Marines Chefs Display Team, the Royal British Legion Plymouth Band, the Bodmin Male Voice Choir and the Devon Fire and Rescue Service Ceremonial Pipes and Drums.

CONCERTS by the Band of the Royal Marines in South Armagh raised £500, split between Newry Hospice and the town's Gateway House Club.

## Where there's a wheel

SEVERE winds, snow, rain and ice failed to deter seven cyclists from HMS Fearless in their aim of biking from Portsmouth to Sunderland to raise cash for the Mayor of Scarborough Charity Chest.

Seen being started on their way by their commanding officer, Captain Sym Taylor, they raised over £1,000 during an arduous 484 mile journey via Nottingham, Hull and Scarborough, arriving in time to see Fearless arrive for the first major warship visit since Sunderland became a city.

The amphibious assault ship's connections with her affiliated town bore dividends as the cyclists made collections in the town centre and around the pubs and hotels.

"Conditions were atrocious," said team leader Sub Lt Clive Clifford. "But it did mean you had to keep going or get very cold."



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## Pair of Argyll sockers!

HMS Argyll has made two deliveries to her affiliated ward at Derriford Maternity Unit so far this year — the first being Hollie Louise, daughter of Lt Mark Ralphson and his wife Jacqueline.

The second was a cheque for £248 raised by raffling a football and match tickets donated by Plymouth Argyle Football Club, another of the Type 23 frigate's affiliations.

The hospital's Special Baby Care Unit also received £785 from HMS Herald's Marine Engineering Department.

● Lt Ralphson and his daughter with Lt Quentin Matthews hand over the cheque to Argyll Ward manager, Sister Barbara Biggs.

Picture: LA(Phot) Andy White.





# Admiral and fellow victims mourned in France

## ANGLO-FRENCH MEMORIAL CEREMONY FOR RAMSAY

SAILORS of the French and Royal Navies paraded shoulder to shoulder at a poignant ceremony at St Germain cemetery near Paris to mark the 50th anniversary of a wartime tragedy.

Five British sailors — among them, Admiral Sir Bertram Ramsay — had been killed when their Hudson aircraft plunged to the ground shortly after taking off from an airfield near St Germain en Laye.

Admiral Ramsay, architect of numerous British naval successes in the war and deputy commander of the Normandy invasion, had, as Allied Naval Commander-in-Chief Expeditionary Forces, been flying to attend a meeting in Brussels with General Montgomery when the plane was lost.

Cdr D. W. Rowell, Lt Cdr Sir George Lewis, Lt D. M. Henderson and PO(Airman) D. L. Morgan perished with him.

Paying tribute to them at the St Germain ceremony were members of their families, including Admiral Ramsay's

sons, Major Gen Charles Ramsay and Mr David Ramsay, the British Ambassador, Sir Christopher Mallaby, and the French Minister for Ex-Servicemen, M. Philippe Mestre.

Attempts to trace living relatives of PO Morgan had failed, so a wreath was laid on his grave by Flag Officer Naval Aviation, Rear Admiral Ian Garnett.

Also present were veterans of both countries, including several members of the Association of Wrens who had served on the staff of Admiral Ramsay at the nearby Chateau d'Henemont, and former staff padre Canon Mike Crooks.

A colour party was provided by sailors from HMS Richmond and a guard formed by soldiers of France's 526th Regiment du Train.



Picture: CPO(Phot) Stuart Atkinson

Stars  
a call  
away

IT WAS a welcome break all right for the ship's company of HMS Illustrious when comedian Jim Davidson, star of television's Big Break programme, visited the aircraft carrier in the Adriatic.

His performance on the ship's closed circuit television system proved a real winner.

Jim, who is known to be "Army barmy", was coming to the end of a short tour in Bosnia giving Combined Services Entertainment shows to British troops. He's now "Navy crazy" as well, describing his time on board as a real treat.

CSE, the live entertainment arm of the Services Sound and Vision Corporation, can now offer its acts and expertise for direct booking

by Service messes and clubs.

CSE boss Richard Astbury said the organisation had 50 years' experience to call on.

"We can stage an event at virtually any location with the quality of the line-up guaranteed by the extraordinary goodwill and rapport that CSE has established with top names in show business."

Further information on the full range of CSE services is available from Mr Astbury on 01494 878363.

## SNAPPY VISIT

DURING a visit to Clyde Submarine Base, Flag Officer Submarines Rear Admiral Roger Lane-Nott went on board HMS Splendid, one of his former commands.

He presented the boat with the Barr and Stroud Trophy for winning the 1994 Submarine Periscope Photography Competition. Splendid last won it in 1984.

Mr John Johnson of Barr and Stroud saw the trophy delivered to Photographic Officer Lt

Jim Wyper, and his phot team, ABs Jason Smedley and Andy Metcalf.

The Admiral also presented Jason with a certificate to mark his second place in the Royal Naval Birdwatching Society's annual photographic competition.

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By Navy News Editor  
Jim Allaway

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# Sunshine welcome at the Cape

HMY Britannia alongside at Cape Town, dressed over all for The Queen's state visit to South Africa — her first since 1947, when she celebrated her 21st birthday there with her father, King George VI.

The Queen stepped ashore from the Britannia to be greeted by President Nelson Mandela, whom she later appointed an honorary member of the Order of Merit (more pictures next month).

HMS Iron Duke (below), wearing the flag of the Flag Officer Surface Flotilla, Vice Admiral Sir Michael Boyce, was an earlier visitor to Cape Town — Admiral Boyce's birthplace.

She is seen firing a 21 gun salute at the start of a nine-day operational stand-off.

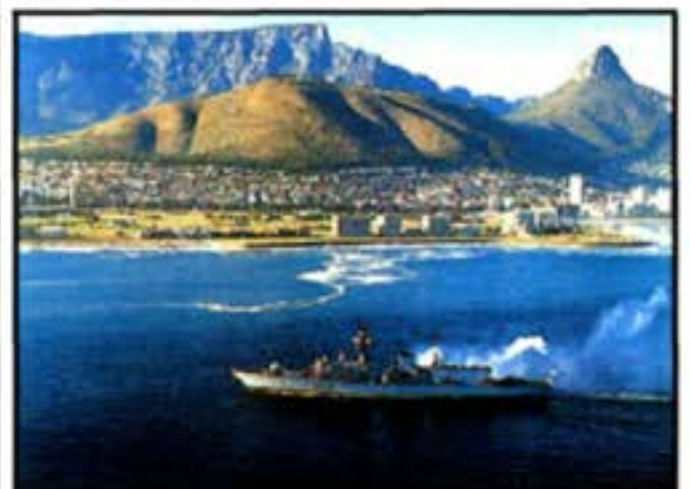
Berthed on the Waterfront — a modern marina development — meant that the ship's company were right in the heart of the Cape's nightlife to enjoy a spot of rest and recreation after five months on station in the Falkland Islands before returning to Plymouth at the end of last month.

Hospitality of the people and of the South African Navy was almost overwhelming, with offers of barbecues and tours — Table Top Mountain being high on most people's list of places to visit.

On arrival, a Defence Sales Day was arranged with over 25 UK contractors exhibiting to SAN officers and defence industry officials.

The Type 23 frigate's departure was attended by exercises with the SAN and SAAF.

● Cape Town is also the home of the grandmother of Iron Duke's commanding officer, Cdr Chris Snow.





# Lord Shackleton's banner laid up in Falklands

# Ice ship joins Island homage

MEMBERS OF HMS Endurance ship's company played a central role in a Falkland Islands service of thanksgiving for the life of Lord Shackleton. The service was held in Christ Church Cathedral, Stanley where Lord Shackleton's banner as Knight of the Garter was carried by sailors from the ice patrol ship.

## Chiefs play it cool!

CHARGE Chiefs Jed Stone and Ossie Ostridge (right) are confident of their claim to have managed the most southerly football team — and here's the picture to prove it.

At 66 degrees south, in the frozen wastes of Antarctica, they concentrated their soccer acumen on The Daily Telegraph's fantasy football league — which is far more suited to the conditions than the real thing.

Thanks to the ingenuity of Jed and Ossie, the 120 members of the ship's company were able to indulge in one of the few pastimes available in "the Freezer."

Lord Shackleton, who died last September, maintained close links with the Falklands and in his will left his banner to be laid up in the cathedral by his daughter, the Hon Mrs Alexandra Bergel.

Endurance is named after the ship in which Lord Shackleton's father — Sir Ernest Shackleton — conducted his Antarctic explorations early this century. Links with the family have been maintained by the present ship and by her immediate predecessor.

Before beginning her voyage back to Portsmouth, Endurance held a memorial service in the church at Grytviken, South Georgia, where Sir Ernest is buried.

She went on to visit Cape Town and was due to visit Las Palmas before arriving home in May.

During her six-month deployment she has operated in the Antarctic Sound and amid the broken pack ice of the Weddell Sea despite harsh conditions brought about by rapidly moving weather systems.

She supported scientists of the British Antarctic Survey and Scott Polar Research Institute, enabling them to gather significant amounts of data for analysis. She also conducted her own survey work, covering 170 square miles and gathering data which will be used to update the sparse navigational charts of the Antarctic.

However, she narrowly missed witnessing one of the most significant geological events in Antarctica. She had left the Weddell Sea by the time a vast area of ice broke away from the continent to form an iceberg the size of Oxfordshire.

The formation of the giant iceberg has renewed scientific speculation about global warming and the effects on sea level. It has also resulted in the disintegration of the Larsen ice shelf which leaves James Ross Island circumnavigable for the first time in recorded history.



Terra Nova in the Antarctic ice in December, 1910.

# SCOTT'S LOST SHIP TO BE RECREATED

FIRST STEPS in a plan to build a full-scale replica of Capt Scott's last ship have been taken by the Cardiff-based Captain Scott Society.

Robert Flacon Scott and the other members of his ill-starred expedition to reach the South Pole left Cardiff in the three-masted barque Terra Nova in 1910. Although Scott and four of his companions perished in 1912, the ship survived until 1943 when she foundered off Greenland.

The Captain Scott Society has now formed the Terra Nova Trust to raise funds for the rebuild. The new Terra Nova will be based at Scott Harbour in the Grovesnor Waterside development at

Cardiff Bay, but will also be used for expedition adventure and sail training, especially for young people.

It is envisaged that she could also be used as a small conference centre and a commercial flagship for Wales, exhibiting products, services and tourist attractions in ports all over the world.

Although Scott's ship had a steam engine and was made of wood, the replica will use a technological design incorporating a steel hull, diesel engines and up-to-date navigational and other equipment.

She will, however, retain the essential characteristics and appearance of the original vessel which was 187ft long with a 31ft beam.

# Chatham wins Seawolf Trophy

TYPE 23 frigate HMS Chatham is this year's Seawolf "ace". She has won the British Aerospace Seawolf Trophy presented annually to the ship achieving the highest overall standard of performance with the air defence missile.

At a ceremony on board, Flag Officer Surface Flotilla, Vice Admiral Sir Michael Boyce, presented the trophy to Chatham's Seawolf system technician, CPOWEA Neil (Chats) Harris, who received it on behalf of the ship.

# Record fine for trawler

A SPANISH-OWNED fishing vessel arrested at sea by HMS Anglesey has been fined a record £311,000 for fishing offences.

The British-registered trawler Bienenheim was escorted into Plymouth by Anglesey last August and was dealt with by local magistrates on March 3.

The fine was the biggest ever imposed for breaches of EU fishing regulations. Costs of £15,000 were also imposed.

# Hope for widows' pensions

WAR widows who are bereaved or divorced from their second husbands will have their pensions restored if a vote in the House of Lords is accepted by the Commons.

The amendment to the Pensions Bill represented a victory for the campaigning peer Lord Freyberg, 24-year-old grandson of a World War I VC.

At present, war widows who remarry lose their £140-a-week tax-free pension — and it is not restored if, through bereavement or divorce, they become single again.



Picture: (A/PHOT) Bunny Warren

# SMITER ADOPTED BY TARBERT

WITH PIPERS on board, HMS Smiter (below) enters Tarbert to accept the Scottish village's adoption of the Strathclyde University RN Unit ship.

Smiter is such a frequent visitor that Tarbert and Skipness Community Council decided adoption would be the perfect way to put the long-standing relationship on a formal footing.

Villagers and local dignitaries attended the official celebrations at Tarbert Fish Hall where gifts were exchanged to mark the occasion, made slightly poignant by the fact that it was the last visit to the village for Lt Cdr Nick Mayhew as Smiter's commanding officer.



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## BROTHERS SIMPLIFY JOB FOR DRAFTY!



NO NEED to change the nameplate on one of the desks in HMS Tamar's base engineering department. CCWEA Ling has made way for his brother . . . CCWEA Ling.

Colin (left), who joined Tamar in 1992, has handed over responsibility for maintaining the Hong Kong patrol craft to Steven, who is set to remain in post until the colony reverts to Chinese control in 1997.

The Ling family has a tradition of Royal Navy service. The

brothers' Uncle John, a commander ME, was base engineer at HMS Tamar from 1987 to 1989. Their father Eric spent nine years in the Fleet Air Arm, and brother Kevin, who married a Wren, is a POMEM, serving at Portsmouth Naval Base.

Picture: LA(PHOT) Dave Trish

## Down to work

EACH year *Navy News* hears of members of the Service who have gained degrees and other qualifications after years of hard work, squeezing in study time around their naval duties.

One who's now in the home straight is CPO Edward Anderson, in the final year of his Open University degree course and hitting the books on board HMS Vanguard, the Royal Navy's first Trident missile submarine.

Picture: CPO(PHOT) Al Campbell



## ME winner

AS THE marine engineer officer passing out top of the nuclear reactor course at the Royal Naval College, Greenwich, Lt Richard Hutchins has been awarded the Fieldhouse Memorial Medal.

The presentation was made by Mr Michael Robinson, Prime Warden of the Shipwrights' Company, which instituted the medal in memory of Admiral of the Fleet, Lord Fieldhouse. The Admiral had been Assistant to the Court of the Company.

Lord Fieldhouse underwent the then Long Nuclear Course at Greenwich in the early 1960s before taking command of HMS Dreadnought, the Royal Navy's first nuclear-powered submarine.

His widow, Lady Fieldhouse, a Liveryman of the Company, and former submarine officer Mr Sam Bourne, President of the British Marine Industries Federation, were present to see Richard collect his award.

## LOTTS TO GO ROUND

TWO aircraft maintainers from HMS Gannet have won Herbert Lott Awards for their part in introducing a computerised maintenance system at the naval air station.

The servicing programme for the Royal Navy's Sea King helicopters is a huge project and switching to a computer-based system has tested the initiative and resolve of the Gannet maintenance team.

CPO Vincent Taylor and LAEM Peter Weir showed particular determination to see the project through. They were each presented with a cash award from the Herbert Lott Naval Trust Fund, the cheques handed over by the CO of 819 Naval Air Squadron, Lt Cdr David Searle.

A further two Herbert Lott Awards have been presented to personnel serving at HMS Cochrane. CMEM(M) Stephen Hill was nominated for his work improving the recreation and mess facilities for junior rates at Rosyth.

He has also boosted the use of HMS Cochrane's scattered holiday homes by organising working parties to carry out maintenance work on them. The homes are available to Service personnel and their families.

LWQA Sharon Connell-Malcolm also won her award for improving living space, in her case the accommodation for single women at Cochrane.

Her award recognises as well her dedication in co-ordinating fundraising events for the RN Handicapped Children's Pilgrimage Trust (Scotland).



CPO Vincent Taylor



LAEM Peter Weir



CMEM(M) Stephen Hill



LWQA Connell-Malcolm

## So long Alaska

LT PAUL Lange can't believe how warm it is at this time of year in Cornwall — but then he has just moved there from Kodiak in Alaska.

Like Search and Rescue pilot Lt TC Getsy (left), whom he will eventually replace, Paul (right) is a member of the US Coast Guard on exchange at RN air station Culdrose.

Paul has been involved in SAR work across America for the past seven years. He has flown a variety of helicopters, including Jayhawks, Pelicans and Sea Knights.

After training in Sea Kings he will join 771 Sqn's SAR roster in June. By then, he and his wife, Elizabeth, and sons, David (6) and Douglas (4), should have discovered just how balmy Cornwall can be.



Picture: LA(PHOT) Erik Kennedy



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# People in the News



Archdeacon Bucks presents his United States Navy equivalent, Rear Admiral Donald Muchow, with a ship's bell — a souvenir of the Admiral's first visit to Portsmouth.

## PAPAL MEDAL PRESENTED

PAPAL equivalent of the CBE, the Pontifical Cross Pro Ecclesia et Pontifice has been awarded to Mr Greg Kenyon for his work in the Bishopric of the Forces.

The medal was presented to him by Bishop Francis Walsley, Bishop of HM Forces, during a ceremony in the Chapel of St Philip Howard at Britannia Royal Naval College, Dartmouth.

Recently retired after 27 years as a Royal Navy instructor officer, Mr Kenyon was commended by the Bishop for his support of the Catholic community within the Forces.

During his RN career, from which he retired in the rank

of Lt-Cdr, Mr Kenyon worked with Special Duties officer candidates at HMS St George, with new entry officers at Dartmouth, and with officers undertaking management and defence studies at RNEC Manadon.

He is continuing to lecture part-time at Dartmouth and teaches part-time at St Christopher's School in Staverton. His work with the Pastoral Council of the Bishopric of the Forces is also continuing.

## MEETING OF TOP RN/USN CHAPLAINS

EVERYTHING really is that much bigger in America — take the number of naval chaplains, for example. The USN boasts more than 1,100 of them and they represent no fewer than 100 denominations.

In the Royal Navy they do things rather differently — just 76 chaplains and three denominations, Church of England, Roman Catholic and Free Churches.

There is plenty to offer, though, on both sides and the top USN chaplain, Rear Admiral Donald Muchow, has been "over here" promoting an exchange programme.

Both the Director General Naval Chaplaincy Services and Chaplain of the Fleet,

the Ven. Michael Bucks, and the principal Roman Catholic chaplain, Monsignor Noel Mullin, have been exchange chaplains with the USN and both feel they benefited from the experience.

Admiral Muchow visited Lt Cdr Randy Cash USN, the Personnel Exchange Programme chaplain, based at HMS Sultan, and paid a courtesy call on Archdeacon Bucks at Portsmouth Naval Base.



Bishop Walsley shows off the papal medal he presented to Mr Greg Kenyon at Dartmouth.



## LEADING MAN

HE'S "Enlisted of the Year." Oh no he isn't! Oh yes he is! Cunningly disguised as Buttons is POWEM(R) Andy Hunstone who has indeed been named Commander-in-Chief Iberian Atlantic Area's top enlisted person rated petty officer or below.

Andy is pictured starring in a smash hit charity pantomime with Cinders, his wife Debbie, and demonstrating the lively, morale-boosting personality that helped win him the award.

The Enlisted of the Year contest promotes serious but friendly multinational, tri-Service rivalry at the NATO HQ in Oeiras, Portugal. Andy will now represent CINCIBER-LANT in the next round, the Supreme Allied Commander Atlantic Enlisted of the Year contest, to be judged in Nor-

folk, Virginia. Unfortunately for Andy nominees need not attend.

On a more serious note, the summary of Andy's report praises his technical work as exceptional and his drive, determination and leadership qualities as commensurate with higher rank. He is a fine athlete, too, representing the Command at rugby, hockey, triathlon, half marathon and 10k track running. Oh, and he's a qualified pool lifeguard.



CPOACMN Grinney back in harness at Culdrose — CPOACMN Dave Wallace waits to haul him in.

Picture: LA(PHOT) Erik Kennell

## Smiler hangs on in there

DON'T worry, be happy. CPOACMN Smiler Grinney is back at Culdrose, the first reservist aircrewman at the air station and there as part of the expansion of the Royal Naval Reserve Air Branch.

Smiler left the Royal Navy in 1991, having spent a large part of his flying career at Culdrose as a member of 771 Search and Rescue squadron. He was awarded the Air Force Medal in 1989 for his outstanding leadership skills.

The RNR Air Branch supports the Fleet Air Arm in times of tension and crisis and whenever it is stretched. As part of his commitment as a reservist, Smiler expects to spend up to three two-week periods a year at Culdrose.

Meanwhile, RNR colleague CPOACMN Andy Vanes has been celebrating up north. Andy reached his 4,000th flying hour while undergoing Arctic training with RNAS Yeovilton's "jungle" squadrons in Norway.

Senior naval officer at Royal Norwegian Air Force base Bardufoss, Lt Cdr Les Port, and friends from 846 Sqn joined Andy in a celebratory, sub-zero glass of champagne — but not until the landmark flight was over!

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## 50th ANNIVERSARY OF UNIT THAT PIONEERED HELICOPTER-BORNE ASW

# 706 Squadron display marks Golden Jubilee

AN AIR DISPLAY at RN air station Culdrose on March 7 marked the Golden Jubilee of 706 Naval Air Squadron. Formed in New South Wales in 1945, the squadron now trains all Fleet Air Arm anti-submarine warfare crews using Sea King helicopters.

The short air display was followed by a parade in the squadron hangar attended by Flag Office Naval Aviation, Rear Admiral Ian Garnett. Also there were many guests who have been associated with 706 over the past 50 years.

An anniversary cake was cut by the squadron's youngest member, AEM Andrew Cook, and by the commanding officer, Lt Cdr Ollie Dismore.

The squadron was formed on March 6, 1945 at HMS Nabthorpe, an RAAF airstrip loaned to the Fleet Air Arm and situated near Sydney. It was tasked to provide a pool of aircrew for the British Pacific Fleet, and was equipped with a mixture of aircraft — Avengers, Barracuda, Corsairs, Fireflys, Hellcats and Seafires.

Disbanded in Australia in 1946, 706 was reformed seven years later at HMS Siskin, Gosport, and equipped with Whirlwind and Hiller HT1 helicopters to evaluate the first airborne submarine detection system.

## Wessex

When the trials were completed in 1954, the squadron was redesignated 845 NAS to become the first front-line ASW squadron.

In 1962 706 NAS was reformed to fly Wessex HAS Mk 1 aircraft from Culdrose, providing basic training and conversion training to the new Wessex.

In 1964 the squadron was relieved of the commando training role and undertook pilot conversion training for the

Wasp shipborne helicopter, and by 1971 706 was equipped only with Wasp and Sea King aircraft.

During the Falklands campaign in 1982, the squadron was divided with the formation of 825 NAS to provide utility support. While 825 sailed south with the task force, 706 in addition to their normal tasks carried out "Sat Air" trials for ships.

At the end of the war 825 NAS was disbanded and amalgamated with 706.

Since 1975 the squadron has been responsible for long-range search and rescue for the South West of England and South West Approaches.

One of the most recent of the squadron's SAR successes was the rescue in 1993 of 17 people from the ship Grape One which was sinking off Start Point.



A Sea King of 706 NAS, celebrating its Golden Jubilee this year.

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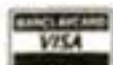
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## Get Wise on DCIs

# Submariners set to join manning pool

TO ENSURE that sea-going submarines are fully manned, a Submarine Emergency Relief Pool has been created whose members will be at 48 hours' notice for recall to submarine sea service.

In the past emergency reliefs have been provided from within the manpower resources of the submarine flotilla. However, flotilla manpower has reduced to such an extent that the relief-pool measures are necessary.

Although the SMERP is similar to the General Service ERP, submarine personnel will be liable for drafts as emergency reliefs throughout a three-month period following their last sea draft rather than before their next sea draft as in the case of the GSERP.

Full account will be taken of pay and allowances to ensure that no individual is penalised if he is activated for further sea service while in the pool.

On completion of sea-service draft and all outstanding leave, all submarine ratings will be liable for draft as emergency reliefs, with the exception of ratings drafted to a career course within six months of completing sea service.

Ratings will normally return to their shore drafts on completion of their emergency draft relief, and they will not return to the SMERP.

DCI RN 56/95

## Bravery awards

TWO ratings involved in an anti-smuggling operation in the Hong Kong Territories have been awarded the Queen's

Commendation for Bravery.

POWEM(O) Steven John Rule and RO(T) Brian James Morris took part in the operation to arrest smugglers and capture contraband in December 1993. PO Rule is now at the Defence Intelligence and Security School at Ashford, Kent, and RO Morris is in HMS St Vincent.

DCI RN 39/95

## HMS Inskip goes civvie

THE Royal Navy's transmitting station at HMS Inskip near Preston decommissioned on March 9. It will now be operated by a civilian company, SERCO, and will be known as RN Wireless Station Inskip. SERCO have also been selected to operate RNWS Crimond in Aberdeenshire.

DCI General 37/95



'Dive-Dive-Dive!'

## Fewer fires on board

THERE were fewer fires reported in Royal Navy vessels in 1994 than for each of the four previous years. The 87 fires in 1994 — the latest year for which figures are available — compare with 100 to 110 a year between 1990-93.

In terms of financial loss three were regarded as serious, eight were medium and the rest small. There were four casualties during the year, two due to heat exhaustion and

two through smoke inhalation. The biggest single cause of fires (26) was electrical or electronic defects, while almost half the fires (42) took place in machinery spaces.

Twenty-two floods in ships were reported, two major, three medium and 17 small, most of the floods being due to defective systems. The majority of fires and floods were dealt with quickly.

DCI RN 53/95





Capt Fish and Cdr Colin Sharp flank Mrs Fish. Around them are representatives of the community centre management committee, property management team and builders.

### Watch this space

PUT YOUR back into it lass! Mrs Marion Fish, wife of Cudrose commanding officer Capt Peter Fish, has some way to go before she's finished digging out the foundations of the air station's new community centre.

In fact she was thanked for turning over the first sod and has now passed the shovel to contractors, who aim to have the centre completed by mid-summer.

The centre will house the Cudrose Help and Information Office and be run by a management committee chaired by Mrs Mary Topping, naval social worker.

## MAKING FRIENDS WITH THE LOCAL NAVAL PROVOST

AN INITIATIVE to forge positive links between Naval Provost personnel and Service families is going from strength to strength in Plymouth.

MAA Joe Royle was first to hold the title RN Provost Community Liaison Officer, with duties including supporting local crime-busting projects and promoting the Quarterlink and Holiday Watch schemes.

The former employs a confidential telephone line to enable families to report anything suspicious in the married quarters area.

Holiday Watch encourages residents to let the Provost staff know when their quarters will be left unattended. Supplied with this information, the regulators can keep a watchful eye

on the properties and assist should an emergency arise.

By participating in community presentations and information workshops the Provost staff aim to highlight the positive role they have to play within the local Service community.

The establishment of a Neighbourhood Watch scheme in St Budeaux is an early step towards this goal.

Now drafted to sea, MAA Royle can hand over to his as yet unnamed successor confident that the scheme is flourishing.

## PLAY'S THE THING



Proud as punch of the new playground — clockwise from top Mrs Kay Weeks, Sgt Dave Jones RAF, LSA Ron Forbes, CPO Steve Morrish, Master Max Weeks and Mr Rob Weeks.

BY THE summer barbecue pits and additional play equipment should be installed at the playground at Lago Patria, Headquarters Allied Forces Southern Europe, in Naples.

The playground is an important facility for children of the many British Service families stationed there and is also used by youngsters from all parts of the international community.

Last August a group of volunteers, organised by Sgt Dave Jones RAF and M/Sgt Darrell Albu USAF, started work on a major extension to the original

playground, which AFSOUTH personnel had built in 1992/93 in memory of a British baby, Lewis Campbell, who had died.

Thirty-two volunteers committed well over 1,000 hours' work to the expansion, erecting equipment and even building some play items from spare materials.

## Cottage vacant

ONE OF the 12 cottages administered by the King William IV Naval Foundation at Southwick in Hampshire is currently vacant and the charity has a very short waiting list.

The cottages are intended for the widows and orphan daughters of Royal Navy and Royal Marines officers. Applicants must be aged over 40 and under 75. As there is no warden or resident support, they must also be in good health and capable of looking after

themselves.

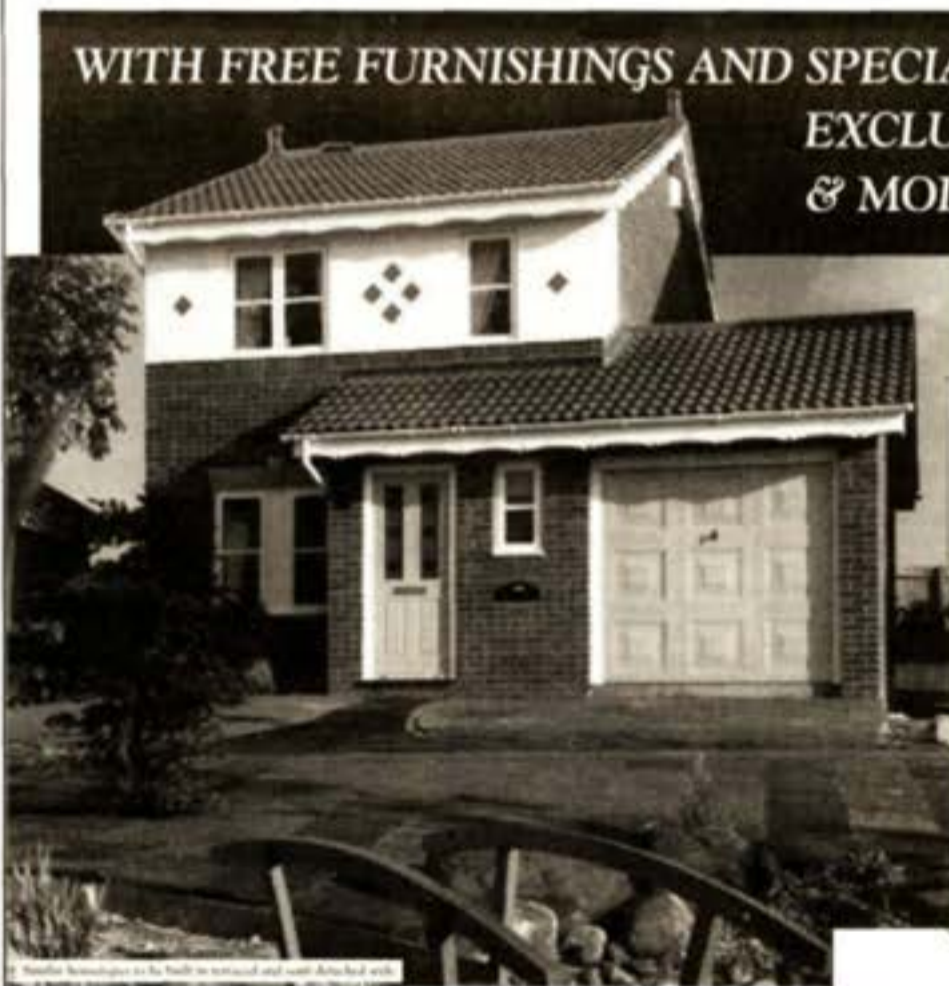
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Further details may be obtained from the Resident Secretary, 2 Royal Naval Cottages, Southwick, Hants PO17 5HE.

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"What you might call 'bouncing Czechs', Sarge!" (see centre pages).

## NEWSVIEW

### More doors open — as one closes

SEVERAL HM ships have been calling at Cape Town — Iron Duke, Britannia and Endurance in quick succession — to renew old ties with their counterparts in the South African Navy and bask in the old tradition of an open and general hospitality now led by President Nelson Mandela.

Half a century ago that tradition was personified by Durban's legendary 'Lady in White', the distinguished operatic diva Perla Siedle Gibson, who stood on the jetty and sang popular requests through a megaphone to the ships bearing Allied troops through the port en route to the Far East — and who is still remembered with great affection as a motherly figure who stood for all the anxious mothers they had left behind.

The Queen Mother, whose own blend of warmth and dignity in the face of adversity was cemented in popular memory in the same period, has been one of the first contributors to an appeal to erect a monument to Perla, who died in 1971.

Yet to be unveiled, it has already been viewed privately by The Queen during her visit last month — the first to the country by a reigning monarch since 1947.

Sadly, while the return of the South African community to the Commonwealth of Nations was being celebrated at one end of the Dark Continent, at the other, Somalia's failure to achieve any sort of rapport between its warring factions was underlined by the presence of HMS Exeter, lending support off her coast to the withdrawal of UN troops.

Even if this was, in the words of her commanding officer, "What the Navy does best" — and indeed the US officer commanding the international task force there, Rear Admiral John Gunn, has been fulsome in his praise for her contribution — the Navy would certainly regret the necessity for being there in the first place.

The Type 42 destroyer was doing her stint in the Gulf, as part of the long-standing Armilla Patrol, when she was diverted to monitor shipping in and out of Mogadishu. She has a knack of being ready for action when needed, having seen service in both the Falklands and the Gulf War.

So it all adds up to business as usual — even if the way the Navy conducts its business has been transformed by current commercial practice, as exemplified by the 'one stop' operation that has grown up over the past year at Devonport (see page 27).

South Africa is now yet another stop on the map, along with the Baltic ports of Latvia, Lithuania and Estonia as well as landlocked Czechoslovakia, that has lately opened its doors to welcome the Royal Navy and the Royal Marines on the eve of the 50th anniversary of VE Day — so soon after which so many of them, for one reason or another, were closed.

# Redundancies — job cuts in detail

A BROAD breakdown of the numbers of personnel in each category to be selected under the latest round of redundancies has been released by the Office of the Second Sea Lord.

As previously reported in Navy News, the total number of job cuts in the Royal Navy and Royal Marines is 2,400, including about 400 officers. The numbers in specific categories are:

Flag officers — 1  
Captains (XESR) and Lt Cols/Colts RM — 18-25

#### SEAMEN OFFICERS

Cdr (except C sub-spec) — 10-20  
Lt Cdr (except XESM) except SMCC qualified — 15-20 (XKH), (XKH), (XSMCD), (ATC) up to 5 each.

Lt Cdr and below — no longer employed or unlikely to be employed within their sub-spec: 10-15, (XK) except SHAR, 20-30, (XK) including SD(C), 50-70, SD (AV), (SM), (EW), (PT), up to five each, SD (PF) up to 15.

LtCdr — (XESM) AWC qualified but not SMCC qualified, 10-20.

LtCdr and below — (XESM) AWC qualified but not SMCC qualified, up to 5; (XESM) not yet selected for PWO training, 15-25.

#### ENGINEERING OFFICERS

Cdr — AE, 4-7, ME, 15-20, MESM, 8-14, WE, up to 5, WESM, up to 3.

Lt Cdr — AE, up to 3; ME, up to 15-20; MESM, 15-25; WESM, up to 3.

LtCdr & below — ME, up to 5; MESM, 10-15; Lts with seniority 1,87 to 12,90, WE, up to 3; WESM, 5-15.

#### SUPPLY & SECRETARIAT

Cdr (except barristers and CMAS) — 7-10.

Lt Cdr (except barristers, CMAS, SD(Stores), SD(Catering)) — 10-14.

#### INSTRUCTORS

Cdr — 15-20.

Lt Cdr and below, excluding shortcareer officers — 50-60.

#### FEMALE NON-SPECIALISTS

General duties Cdr — up to 2.

GO Lt Cdr and below — up to 4.

(Preferred female non-specialists to be considered under their parent category).

#### ROYAL MARINES (GL/FCC)

Maj — up to 4; Capt — up to 5; Lt — 5-15.

#### RN MEDICAL SERVICES

Surg Capt — 5-9; Surg Cdr — 12-16; Surg Lt Cdr — 5-10; Surg Lt — 5-10.

(Excluding practicing anaesthetists, general surgeons and orthopaedic surgeons).

Surg Cdr (D) — up to 5; medical services Lt Cdr and medical services Lts — up to 4 each.

GARRNS officers — PNO, 1; CNO, up to 2; SUP NO 9-12; SNO/NO 10-20; the last two ranks excluding operating theatre specialists.

#### CAREERS SERVICE

LtCdr — 7-9.  
Broad numbers for rating redundancies are:

#### GS NON-ARTIFICERS

OPS(EW) — 28-65; OPS(R) — 7-25; OPS(S) — 20-55; OPS(MW) — 24-50; COMMS T — 5-15; COMMS G — 15-30; OPS(D) — 5-20; OPS(SR) — 5-10; SEAMAN — 7-17; TEL — 25-30; ETS — 20-35; Radar non-see volunteers — 28-50; COMMS(U) non-see volunteers — 80-155; CA/CK — 33-60; STD(QA) — up to 10; SA LH — 5-10; SA LH/AB up to 20 non-see volunteers; WTR — up to 30 non-see volunteers; WEM(C) — 140-210; WEM(R) — 130-190; WA PO & LH up to 5 each; AB up to 20.

#### GS ARTIFICERS

MEAL — 25-35; MEAL(E) — 28-33; CPO; MEAL(S) — 29-38; MEAL(M) — 70-85; CPO; MEAL(P) — 5-7; CPO; MEAL(M) — 40-60; CPO; WEAL(D) — PO 40-65; CPO & LWEA up to 15 each; WEAL(CEW) — PO 40-55; CPO & LWEA up to 10 each; WEAL(V) — PO 55-75; CPO & LWEA up to 15 each; WEAL(D) — PO 20-40; CPO & LWEA up to 10 each.

#### SUBMARINE NON-ARTIFICERS

OPS(S) — PO up to 5; LH 5-15; OPS(T) — up to 2; PO; OPS(LW) — 2; CPO; OAW(SM) — 45-85; STD(SM) — up to 5 Lts.

#### SUBMARINE ARTIFICERS

MEAL(E)(S) without nuclear qualifications appropriate to their rate — 17-27 SRs; MEAL(M)(M)(P) without appropriate nuclear qualifications — 25-35 SRs; WEAL(DC) — up to 5 CPOs; WEAL(D) — 10-40 CPOs and up to 8 POs; WEAL(EW) — 15-38 SRs; WEAL(WC) — up to 3 CPOs; WEAL(WD) — 40-95 SRs; WEAL(C) — 20-43 SRs. Excluded from all categories of WEAL: Trident trained (SWS) ratings and Polaris trained (SWS) ratings other than those with 2-6 years to serve on July 1.

#### FAA NON-ARTIFICERS

AC — up to 8; AH — 26-50; PHOT — up to 4; PO; ACMN — one WO and CPO.

#### FAA ARTIFICERS

AEA(M) & (W) — 25-70 each; AEA(R) — 45-75.

#### RM OTHER RANKS GO

NL SO — up to 2 sigts and 3-7 cpts; PT — 5-18; AE & DL — up to 5 each; PW — 12-27; LC — up to 5; HW MOR — up to 5; HW ATK — up to 5; HW AD — up to 5; NL — up to 2; WOL, 1-4 C/Sigs.

#### RM OTHER RANKS TECH

S — 2-15; C&O — 5-18 each; SA — 6-16; K — up to 5; AFM — up to 3; SL — up to 5; VM — 5-14.

#### MEDICAL SERVICES

MA(GD) — 80-122; MA(SM) — 1-12; MT(P) — 10-12.



# COVERS TO COVET

Two new covers from the Royal Naval Philatelic Society mark the 50th anniversary of the liberation of Europe — and that of the Fleet Air Arm's Aircraft Handlers.

Prices range from £6 to £11, reflecting the number of signatories, and each will contain photocards and associated text. All prices are reduced by around £2 for RNPS members. Tel 01705 820921 for details.

The 200th anniversary of the Hydrographic Office is being commemorated by the Royal Mail with special covers for a series of stamp books featuring some of the earliest navigational charts.





# WHAT THE NAVY DOES BEST . . .



Radar plotting for Operation United Shield . . . LS(R) Richie Richards (left) and AB(R) Sandy Saunders. RIGHT: HMS Exeter off Somalia.

● From front page

Lt Gen Tony Zinni, a force of US and Italian marines made an amphibious landing in Mogadishu to form a perimeter around the airport and New Port areas of the city. This allowed the Pakistani and Bangladeshi UN troops to withdraw safely to chartered merchant ships.

Exeter's operating area varied from day to day, sometimes bringing her only half a mile from the Somali capital. She monitored merchant shipping

into and out of Mogadishu, provided search-and-rescue cover for the force's fixed-wing aircraft and helicopters, and provided deterrence.

**Pictures: PO(PHOT) — Fez Parker —**

Although the US Marines ashore engaged Somalis considered to be acting with hostile intent, Exeter's punch was not needed and her 4.5in gun remained silent.

Her commanding officer,

Capt John Hance, said: "We did what the Navy does best — maintained a presence either visual or just over the horizon for as long as there was a requirement."

Exeter left Portsmouth in early November for deployment to the Gulf. She was diverted from there to take part in Operation United Shield. When that was completed successfully she headed north to pass through the Red Sea and Suez Canal and was due to return home on March 31.



## CASE OF CUNNING

EVEN when you're within easy reach of home, getting the spare part you need isn't always just a case of taking it off the shelf — and most ships have got horror stories of problems caused by delayed spares.

Sailors in HMS Exeter faced a particular hardship when two vital machines broke down — the galley's potato peeler and dough mixer. Faced with the prospect of spud-bashing and no fresh bread, the ship's marine engineers used their loaves and came up with solutions using old-fashioned skill and more than a little cunning: they repaired both machines using new parts made from brass shell cases for the 4.5in gun.

Two of the inventive engineers — POMEA Nigel Holland and MEM(M)1 Tracey Meyer are pictured here with their raw material



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Photographs (clockwise from top left):  
 ● Sgt Steve Goodwin (right) instructing Lithuanian soldiers in the use of the Russian AK47 assault rifle.  
 ● Question time — an open day held by the Czech paras for the British gunners from 3 Commando Brigade, RM.  
 ● Raiding craft of 539 Assault Squadron in formation at 25 knots on Astrfjord, Northern Norway.  
 ● British Commandos get ready to board a Russian HIP helicopter.  
 ● Norwegian soldiers in a RM rigid raiding craft during rehearsals for the night exercise.  
 ● Chill out — Flight Sergeant Simon Jay despatches members of 3 Commando Brigade into central Norway.  
 ● Czech paratroops prepare to try out British 'chutes — the speed of their descent would come as something of a shock ...  
 ● ... while Royal Marines using Czech equipment found time to admire the scenery.

# EAST MEETS

**T**RAINING in the Cold War was always a chilly business — but the Royal Marines' relations with former opponents are now as warm as those with their allies.

They have spent the last of the winter months as usual in Northern Norway. Over the years 3 Commando Brigade have been working ever more closely with Norwegian troops. Exercise Strong Resolve 95, which started on March 1 saw for the first time a Norwegian battalion em-

barked on British amphibious shipping and operating in conjunction with the UK/Netherlands Landing Force. Earlier 539 Assault Squadron embarked a company of "locals" in one of their Landing Craft Utility (LCU) vessels, used as a platform to launch them into a raid.

The Squadron has two of the 110 ton LCUs, the largest landing craft manned by the Royal Marines, together with another 25 smaller units ranging from Landing Craft Air Cushion (LCAC) hovercraft to small inflatable raiding craft of the original Gemini variety. Normally, it also has Dutch landing craft attached and can work with Norwegian military or civilian boats — but all depend on the LCU to be much more than the ship to shore workhorse she was designed as. Operating in the harsh environment of North Norway poses special problems of command, control and support — but the LCU can solve all of these, says OC 539 Major Ian Grant.

## Covert

"Our primary role is to provide landing craft support to 3 Commando Brigade and there are two main strands to that. The first is raiding — the ability to deliver troops and their fighting vehicles covertly onto a beach and if necessary withdraw them again. "The second is to contri-

bute to water-borne logistic movement. The LCUs are the only craft available for the latter but their main role is in raiding support which includes the fitting of a fibreglass 'igloo' over part of the well deck and added domestic services and heating. "They also provide communications for the raid, a command and control platform and a towing or berthing facility for the smaller craft. "Engineering, recovery and on board medical or 'warm up' facilities for troops can also be provided — the LCUs are in every sense parent craft."

Aim of the exercise was to deploy the squadron 45 miles forward by sea from its training base at Harstad, then to project the raiding force a further 15 miles.

## Squeezed

With nearly 100 men of the Norwegian company squeezed tightly into the 'igloo' on board Charlie One Zero and two BV over-snow vehicles outside, coxswain CSgt Ted Coley prepared to start rehearsals.

His route planning for the night move had taken 1½ hours to work out — it was a complex navigational problem involving a 12-leg route through the fjords undertaken without navigation lights and hazards included many unlit rocks as well as other shipping using the lanes. "The charts out here are very good," said the other LCU coxswain, Sgt Neil Morris. "The lights are sectorised, showing three different

colours, so you always know if you are on or off track. "But normal navigation is greatly affected by wind and tide, so that has to be taken into account."

The LCUs are fitted with radar, GPS, old-fashioned compass and a tiny chart and house. All the watch-keeping skills of a ship making way through inshore waters are brought into play — all involved are constantly aware of the ever-present threat from weather which change with frightful speed.

On this night it was minus 15-20 degrees — a wind chill on the water took the temperature another ten.

Rehearsals of the night-time drills of putting immersion suits and decking into raiding craft off when it came to 0300 Hour approached. A raider-borne advance party had taken out two observation posts on the banks, enabling the force to proceed in its groups under the wing LCU.

## Silence

The RV successfully reached, the Norwegian crew left the warm of the LCU for the raiding party that had accompanied them made for the beach — radio silence and total darkness.

Later the LCU landed its BVs and brought in landing craft to land a pair plus 539's small LCU.

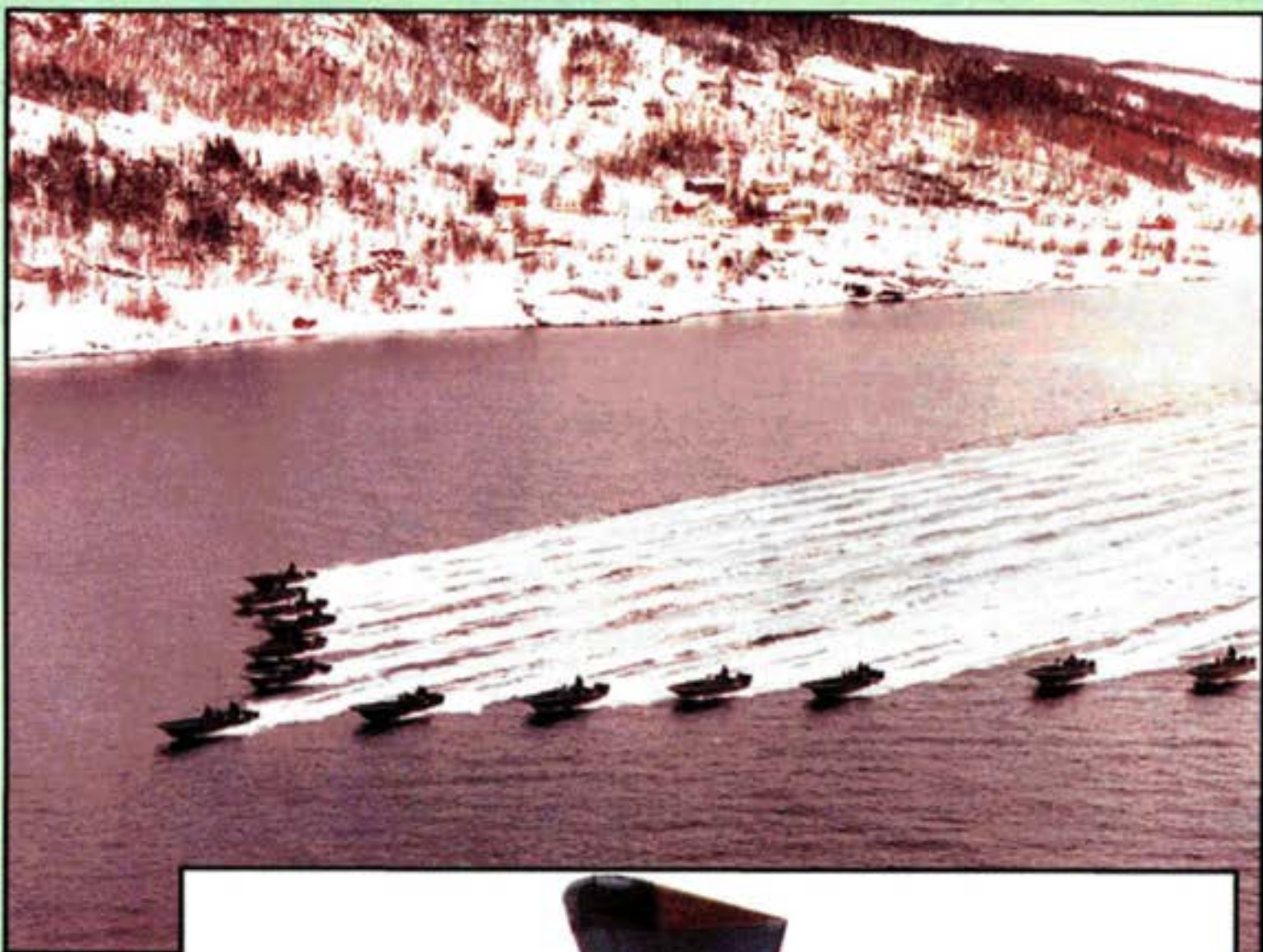






**Pictures:**  
**LA(Phot) Steve Lewis**  
**PO(Phot) Mixy Chetty**

● Our front-page picture shows Sgt Gareth Evans of the Baltic Training Team with one of his Latvian "pupils".



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more troops. Finally, all craft withdrew leaving the Norwegians successfully launched into their task.  
 "We don't often get involved in the whole battle procedure for carrying troops and doing a full raid," Major Grant noted. "It has been very valuable training — many lessons learnt."

## Gunners

Meanwhile the raising of the Iron Curtain has provided training opportunities for the Royal Marines that no one could have imagined even five years ago.

Last month gunners from 3 Commando Brigade's 29 Commando Regiment Royal Artillery took part in a joint training exercise in the Czech Republic while Royal Marines from Lympstone began the training of a joint Baltic states Battalion in Latvia.

The exercise in the Czech Republic took place in the Moravian Mountains close to the Austrian border. For the gunners of 79 Battery the chance to train as infantry was a change from their main role as providers of artillery support for the marines in the Commando units.

For the Para-trained members of the Battery it also provided the opportunity to jump from Russian-made HIP helicopters using Czech parachutes — while the Czechs jumped from an RAF Hercules wearing British equipment.

The Czechs, who use civilian parachutes, were surprised by how fast they came down using the Royal Marines equipment which is designed to deliver as quickly as is safely possible.

The gunners on the other hand had the chance to appreciate the Czech countryside as they came down in a rather more docile fashion.

In Latvia the Royal Marines are training soldiers from Estonia, Latvia and Lithuania at an old Russian Army training camp at Adazi outside Riga for UN peacekeeping duties in a tri-national Baltic Battalion known as BALTBAT.

## Soviet Army

At the moment the training is split 50/50 between English language instruction, provided by the British Council, and military training carried out by the Marines.

One of the first hurdles the Royal Marines instructors



have had to overcome has been the legacy of the old Soviet Army training system. "We've adapted the SA 80 rifle drills to the AK 47," said Sgt Steve Goodwill. "It's all about safety and that was something which was not in the Soviet military culture."

It would seem that under the old regime one Soviet instructor would show a class of over 30 how to strip and assemble the Kalashnikov — but then they would rarely get the chance to handle the gun let alone fire it on the ranges.

**The Royals put their trust in old friends and former opponents alike**





## Admiral Lord Nelson and Admiral Graf von Spee

## TWO OF A KINDLY DISPOSITION...

NELSON is as endlessly fascinating in this day as he was in his own.

None of our national heroes has come anywhere

near inspiring as much of our affection as has this slight, battered, ridiculously vain, masterly tactician who managed to scandalise what passed for polite society in

the raffish era caricatured by Rowlandson and Gilray, and yet retained the devotion of the masses.

His reputation remains untarnished through a long series of biographical appraisals — perhaps because his character was hardly regarded as perfectly "sound" in his own lifetime, despite the rush of popular acclaim and his indubitable success on his own platform.

If the powers that be looked at him askance, he could hardly have hoped for a better recommendation for posterity — so it is hardly surprising, too, that he retains the admiration of the present generation that likes its heroes to thrive on excess and burn themselves quickly to extinction.

## Gifted

Christopher Hibbert's *Nelson — A Personal History* (Viking £20) is as rounded a portrait as we have yet from the man. The Times Educational Supplement has called "perhaps the most gifted historian we have."

Don't let that put you off — this is the career of an 18th century pop star, whose notorious celebratory tour through Europe in the wake of the greatest hit he was to live to enjoy (the Battle of the Nile) is here reviewed in embarrassing detail.

One is reminded through this of Oskar Schindler — likewise a womanising bon vivant who has become a latter day saint, remembered as much for his humanity as for human failings

that seem oddly complementary.

"Polite society" could not forgive Nelson for falling in love with a big, blowsy tart — even though her charms had inspired some of the most renowned portrait artists of the day and, Nelson paranoiacally feared, would likewise attract the libidinous attention of the Prince Regent.

## Inamorata

Given that many of "Prinny's" inamoratas tended to be big as well as bold he may have been right to worry.

Hibbert notes plenty of unkind comments on Emma Hamilton's bulky figure and coarse behaviour — though even her most censorious critics agreed she retained "the most beautiful head".

And Lord Minto, the British Ambassador in Austria, observed that it was hard "to condemn and ill use a hero, as he was in his own element, for being foolish about a woman who has art enough to make fools of many wiser than an admiral."

Well, if Nelson was to that extent a bit of a fool, he will survive that too. No assassination of character is attempted here — rather a detailed revelation of the personality that underpinned its many triumphs, so that out of over 400 pages only nine are devoted to Trafalgar, the greatest of them all, that established the Royal Navy's supremacy for over a century.

## Supremacy

That supremacy was to be challenged by a personality of very different stamp — or maybe not.

At Coronel in November 1914 Vice Admiral Graf Maximilian von Spee and his small cruiser squadron — actually the



Admiral Viscount Horatio Nelson.

German Navy's only cruiser squadron — inflicted the sole defeat the Royal Navy had suffered in that time.

In the first pitched sea battle of World War I he sent two British warships to the bottom of the South Pacific and forced two others to flee.

## Doomed

The raiders under his command — most notably the Emden, whose career is one of the most spectacular in the annals of sea warfare — were all eventually destroyed and were, in view of their numbers and strength, probably doomed from the start.

But their brave and often chivalrous conduct earned them the acclaim of their enemies and countrymen alike.

When the Royal Navy avenged the disaster of Coronel at the Falklands — von Spee and his two sons perishing with their ships — the pitifully few survivors' high morale and discipline were noteworthy.

What sort of man had inspired them?

Keith Yates, an eminent

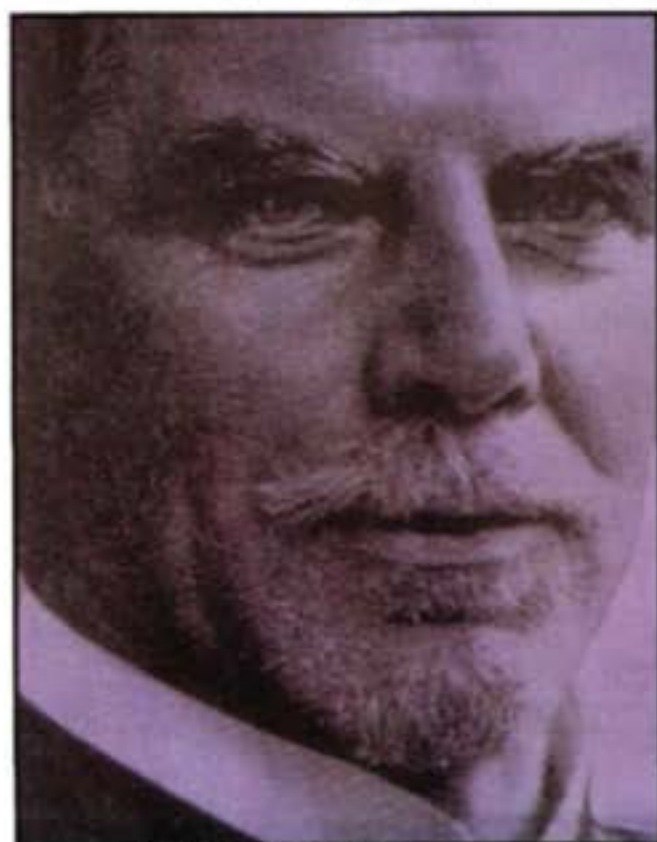
scientist who served in the RN from 1946-48, is a naturally sympathetic biographer — for von Spee, far from being the stiff-necked aristocrat his portraits suggest, was a shy and sensitive man with a passion for natural history. And in the words of one of his early colleagues, he "made everybody his friend by his invariable kindness, his unaffected and engaging nature and his dry sense of humour."

## Pursuits

Nelson, according to Hibbert's account, was the narrower man — he had little interest in country pursuits and confined his reading almost entirely to newspapers, periodicals and books about naval strategy. Both were essentially kindly, though — it is a paradox of warfare that some of the most successful commanders have this trait in common.

Graf Spee's *Raiders — Challenge to the Royal Navy 1914-15* is published by Leo Cooper at £18.95.

— JFA



Vice Admiral Graf Maximilian von Spee.

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## A monster of a movie

THERE are some films that are so soothing and relaxing they make you think of a gentle breeze fanning a deserted beach. And there are others which are more reminiscent of a cyclone crashing through a crockery works.

Kenneth Branagh's *Frankenstein* (or rather Kenneth Branagh's *Mary Shelley's Frankenstein*) is conspicuously in cyclonic mode. This is one of those films where no one saunters or whispers or trips. Instead they hurtle, they howl, they plummet. The music is not merely fortissimo, it's positively agitato, and the sort of pace that directors usually reserve for their climax is sustained here for the entire 123 minutes.

As the full title indicates, the movie marks a return to the source material, following the likes of *Teenage Frankenstein* 40 years ago, *Frankenhooker* four years ago, and similar aberrations throughout cinema history.

For perhaps the first time the adaptation is structured in the same manner as the book, beginning with a dramatic encounter in the ice-fields and a tale told by a sinister stranger.

Robert De Niro as the unhappy Creature is the only cast member who manages to slow the proceedings down a tad, and his scenes are doubly welcome, though without eclipsing memories of the great Karloff lurching around the castle with a bolt through his neck.

## Screen Scene

Branagh, though, seems far too sane and cheerful a chap to suggest the dark, tormented Baron. It's well worth a look — but keep a paracetamol handy for afterwards.

The makers of *Wyatt Earp* have also aimed to hark back to their source material, i.e. real life. Or so they say. Everybody must be familiar with the sight, in some manifestation or other, of old Wyatt, with his brothers and Doc Holliday, taking the big walk to the OK corral to shoot it out with the Clantons.

Cynical common sense tells us that the reality of this encounter was probably some squalid falling out between a bunch of semi-crooks, resulting in 30 seconds of carnage with no heroic aspects whatever. But who would want to see that film?

This is a long, handsome, super-extravagant production which has gone to endless trouble to get not only the large details right — the look of the dusty, ramshackle frontier

town, the authentically battered and worn appearance of the costumes — but the small ones as well: the morning sun streaming through the saloon window as Wyatt broods over his whisky, the way a coat ignites when its wearer is shot at close range.

Kevin Costner is his usual tower of strength as Wyatt, and an unrecognizable Kurt Russell is memorable as the short-tempered, tubercular Holliday.

Lastly, a rum do, *The Color of Night*. Which of a psychiatrist's roster of patients bumped off the doc? Bruce Willis, taking over the victim's practice, discerns some urgency in the question. Since the patients collectively exhibit practically every neurosis known to medicine there's much scope for... well, most things, really. Up to her neck, to say the least, in all this is Britain's own Jane March, more than maintaining her tabloid image as *The Sinner* for Pinner. And casting Bruce Willis as a psychiatrist has a certain kamikaze cheek about it. If the concept of a good bad movie is allowable, this is certainly one of them.

— Bob Baker



# Not so very much to 'Yo ho ho' about

"THE mythological desperado on the high seas is an expression of men's fear of women as castrators as well as of their desire for a woman's approving regard as they commit violent acts themselves..."

There is unfortunately rather too much stuff like this in **Bold in her Breeches — Women Pirates Across the Ages** (Harper Collins £14.99), a title teasingly suggesting a more straightforward survey of cross-dressing under the skull-and-crossbones, and it tends to bog down an otherwise fascinating history of the molls who have fought beside their men — and sometimes led from the front — on the wrong side of the law afloat.

## Amazons

Ann Bonny and Mary Read, who worked in the Caribbean around 1720 — the place and period of piracy best recorded in fact and fiction — are the best known seafaring amazons and editor Jo Stanley rightly observes that the popular image we have of them and their like is an unrealistic composite which reveals little of their lives.

They were not uncommon in those days — it is here estimated that there may have been several hundred of them, though not all "came out," pirates having a natural if by modern standards politically incorrect reluctance towards entertaining women on board "unless they were shared out," too.

In this century there have

been several notable "pirate queens" — meaning female pirate chiefs — operating around the South China coast.

One such is Lai Choi San ("Mountain of Wealth"), allegedly the commander of a fleet of 12 pirate junks off Macao in the 1920s, though, the only account of her activities is the American journalist Aleko Lilius' dubiously racy "I Sailed with Chinese Pirates," published in London in 1930.

## Discretion

Real pirates have a tendency towards discretion when recording their memoirs — so much of this socialist feminist appraisal, "culled from trial reports, from journalists' stories, and from the margins of history books" must be viewed with discretion — as, in fairness, Jo Stanley and her contributors themselves advise.

Lai Choi San also features in **The Black Flag** (Headline, £6.99), a collection of the true tales of 20th century piracy that makes the deeds of the old buccaneers read like something out of Arthur Ransome.

The Far East continues to produce some of the worst excesses of this most terrible form of banditry — most of them latterly visited upon ethnic Chinese escaping from persecution in post-bellum Vietnam. James Hepburn here estimates that maybe a quarter of a million "boat people" died of 600,000 who escaped alive.

## Predators

They took to the sea, often with no idea of navigation, in overcrowded, unseaworthy vessels with pathetic supplies of food and water, unarmed and carrying with them all they pos-

sessed — and so they were the easiest of targets for the sort of predators who have always preferred a soft option.

Although there were many instances of kindness shown by Thai fishermen to boat people, as their numbers swelled they were increasingly seen as a "fifth column" designed to undermine the Thai economy — and so many of the former turned against them.

The dreadful ordeal of Than-Hung is cited as typical. With his wife and five-year-old daughter and 30 of their relations he embarked in a boat just 24 metres long that was crammed with 467 men, women and children.

After a week 30 were dead from thirst. Then they flagged a large, unmarked fishing vessel. It came alongside — and its crew came aboard, armed with knives and clubs.

## Stripped

"The pirates split into two groups. While one tore the refugee boat apart searching for valuables, the other group stripped and searched the refugees, prying in armpits and anuses for money and jewels."

They were herded on board the pirate vessel to facilitate the search — and 50 of them, seeing the state of their own craft, by now shipping water where the pirates had ripped up boards and opened seams in their hunt for booty, begged to stay put. But the pirates threw them overboard, cut the rest adrift and departed.

In the storm that followed they eventually capsized. Only 60 of the 467 survived the sinking, clinging to whatever of the debris remained — and fully half of these succumbed before the remainder were picked up by another, more friendly-dis-

posed Thai fishing boat and put ashore at Kelantan on the Malaysian coast.

Than-Hung was the sole survivor of his extended family — and later, with 118 other Vietnamese refugees, he was put into another boat, towed into international waters and set adrift again.

## Went mad

In the 19 days that followed, some of his companions went mad and killed themselves. Others drank their own urine. The weather turned bad — and when it calmed they were attacked five times by Thai fishing boats.

The last pirate attack saved those that remained alive — finding nothing but a skeletal heap of dying men and women, the marauders took pity and left them with water and a thin rice broth.

"The ultimate irony of Than-Hung's journey was his final destination. The currents took the boat back to the Vietnamese coast. He was arrested along with the other survivors. He had lost everything and ended up where he had begun."

— JFA



Female pirate in fact — Lai Choi San, of whom it was said "before the beauty of her face, the eyes of men become confused." This photograph was used in *I Sailed with Chinese Pirates* American journalist by Aleko Lilius. It was reissued by Oxford University Press, Hong Kong Ltd in 1992.



Female pirate in fictional form — Jean Peters as Ann Bonny winning the admiration of her men in the 1951 film *Anne of the Indies* (Twentieth Century Fox).

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## Strike up the bands!

THE BIGGEST massed bands event to be staged at the RNA Gala Reunion is being planned at the Royal Albert Hall for October 14. After the concert a Royal Marines dance band will play until midnight.

Meanwhile arrangements are well advanced for the Association's 1995 Conference to be held this year in Plymouth on June 23-25. Shipmates heading south are invited to a warm-up on the Friday evening from 1930 in the WOs and CPOs Mess at HMS Drake, for which an RNA membership card and photograph are required for entry.

### Parade

The Conference dance will take place on the Saturday evening in the Guildhall, to be followed the next morning by a parade from the Hoe to St Andrew's Church for a service. Later, shipmates will march into Royal Parade where the salute will be taken by the Association's president, Admiral Sir Desmond Cassidi.

Tickets for the reunion in October are £13 for seats in the boxes, stalls and choir stalls, and £8 for balcony seats. Arrangements are in hand for a special dedication service and parade on October 15. Final plans for the reunion event will be confirmed in due course.

## IN BRIEF

WOKING branch is holding a St George's Day parade and service. The parade will muster at 1100 at Kingfield School to march to St Peter's Church. Details from Shipmate Rod Fraser, tel. 01932-34998.

AN RNA national collection Day will take place on May 20 in aid of the Central Charities Fund.

SHIPMATES with an hour or more to spare on June 13 and who are prepared to take to the streets with collecting tins in aid of King George's Fund for Sailors will be welcomed aboard by the KGFS for London Sailors Day.

TICKETS ranging from £5 to £24 for the Royal Tournament at Earls Court, London on July 18-29 are available. A discount of 10 per cent will be given for 20 or more in the same band and for senior citizens.

MEMBERS of Dartmouth branch were pleased that they had a representative — Shipmate Physick, now living in Australia — present at the unveiling of the RN memorial in Fremantle, Western Australia, an occasion which re-united many ex-naval personnel.

## THEIR FIRST LADY



# REVIVAL IN EDINBURGH

WITH the re-launch of the old Edinburgh branch which sank without trace 30 years ago, the RNA flag was triumphantly raised again in Scotland's historic city.

What gave rise to the re-commissioning was the discovery of the old Edinburgh standard in an attic in the city. And the determination of Shipmate Donald Simpson to see the flag raised again over the Heart of Midlothian.

Shipmate Simpson, secretary of Rosyth and West Fife branch, put out a call to see what support could be found for the resurrected branch. When 35 potential recruits turned up for a meeting in the Royal Scots Club, it was "full ahead".

Now with 50 members and hopes of many more, the branch meets on the first Thursday of each month in the Royal Scots Club, 30 Abercromby Place, Edinburgh at 1930 and extends a warm welcome to new recruits.



SHIPMATE Rochelle Morrissey has become the first woman to win Cardiff branch's highest award — the Tom and Joan Davies Shield for Shipmate of the Year. Former Wren Rochelle is pictured receiving the shield from branch president and chairman Shipmate Lotty Cobbold. Rochelle is a veteran of World War II and holds five campaign medals.

## Branch News

### Chorley

The commissioning of the newly-formed branch in Lancs was performed by Shipmate Wally Henry, National Council member for No. 10 Area.

Also present were the Mayor, Area officials and guests including Cdr P. R. Watters RNR, Shipmates John Dixon, Charles Hutton, J.L.P. (Jan) Thomas and the first lieutenant and Sea Cadets of TS Invincible.

The ladies provided the food for the buffet reception.

### Saltash

Appalling weather did not deter 130 shipmates representing 41 branches from attending No 4 Area annual general meeting, hosted at the China Fleet Club by Saltash branch.

Visiting shipmates were welcomed by the Mayor and Shipmate George Wadhams, Saltash branch chairman.

A £190 cheque, raised by Shipmate Bill Dent in the Lon-

don Marathon, was presented to the Area chairman, Shipmate Charles Thompson.

### Peterborough

Members mourn the loss of Shipmate Ken Popely, an enthusiastic and active member, always ready to help out at fund raising and other activities.

At the branch's February meeting Shipmate Pat Rate, secretary, was highly commended by The Royal British Legion for helping with the Poppy Appeal and was presented with a poppy brooch and an RBL certificate.

### St Albans

Members of the branch will mark the 25th anniversary of its commissioning with a standard dedication service at St Albans Abbey at 1500 on May 21. After the service a reception will be held at Marlborough School. Details from Shipmate David Barnes, tel. 01727-830629 after 2000.

### Leamington Spa

Guest of honour at the branch's 47th annual dinner was the outgoing General Secretary of the Association, Capt Jim Rayner, accompanied by his wife. The dinner, held at the branch's headquarters, was attended by 120 shipmates.

### Dartford

A Royal Marines Band concert, organised by the branch, raised a total of £4,150. The Royal Naval Benevolent Trust and the RNA Charities Fund gained £1,750 each, with donations of £500 and £150 going to the RM Band Benevolent Fund and the Dartford Constabulary Welfare fund, respectively.

The cheques were presented by Shipmates Bert Wells (vice president), Ron Hutt (chairman) and John Baldwin. A raffle held by the branch raised a further £320 for the Royal Marines bandsman injured in the M4 crash in September.

### Birmingham East

A highly successful end of the year meeting was held with a Tot provided by the club steward. The ladies section had provided the buffet.

The branch also held a suc-

## PRIZE PUZZLE

NAVY NEWS offers a prize of £25 to the reader who can provide the solution to this month's mystery picture.

Just tell us:

1. THE SHIP on which the photograph was taken.
2. WHEN (in what year) it was taken.
3. WHAT event is being recorded.

Fill in the coupon below and send it to Mystery Picture Competition, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH.

Coupons giving correct answers to all three questions will go into a prize draw to establish a single winner. Closing date for entries is May 15, 1995.

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 2

Name .....

Address .....

1. THE SHIP .....

2. WHEN? .....

3. WHAT? .....

## Island paper chase

WORKMEN repairing a property in Douglas, Isle of Man, found an odd relic of World War II — brown paper wrapping bearing a Bury, Lancs postmark and addressed to S. Read, d/JN538253, O/Tel class 328 MT Div, House 23, Room 2, HMS Valkyrie 2, Central Camp, Douglas.

The find has intrigued shipmates of Douglas and they now hope to trace the addressee and invite him on an expenses-paid visit to the island for celebrations to mark the end of hostilities.

If anyone knows the whereabouts of Shipmate Read, write to 7 Regent Street, Douglas IOM, or telephone 01624-662755 after 2000.

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# DOC DAVID AND THE GUERRILLAS

ROYAL Navy doctor David Campbell helps in the training of former guerrillas in South Africa as part of the 31-strong tri-Service team from Britain which was invited to the Republic by President Mandela.

Surgeon Lt Cr'r Campbell's main task is to assist with the integration of more than 2,000 former ANC guerrillas into the South African Medical Service, an arm of the SA National Defence Force.

In all, the team is dealing with 30,000 ex-guerrillas and provides an arbitration service to

ensure that fair play is maintained during placement and training.

Part of David's job is to validate the medical training criteria the South Africans are using. "We need to assess whether SAMS training meets international military medical standards," he said. "We also make sure people are placed fairly in their new jobs and get the correct transitional training which may last two years."

He will be in South Africa, with his wife and two small children, until July when he returns to HMS Daedalus.



## Going Outside

### Advice plan by building industry

THE Construction Industry Training Board is offering an advisory service for plant fitters and maintenance engineers leaving the Armed Forces.

CITB staff can provide an assessment interview at the Board's Bircham Newton training centre in Norfolk. A personal development plan will highlight any areas for further training and, where necessary, candidates can attend courses at the centre.

For more information contact David Richardson on 0553 776677 ext 2595.

# JOB OFFERS BY RNZN

AS MORE Royal Navy personnel face redundancy in the latest round of manpower cuts, the Royal New Zealand Navy is recruiting overseas to fill vacancies in their Service.

Specifically, the RNZN is looking for a PO Marine Fitter, a helicopter pilot who would be a small-ship flight commander and a navigation training officer which would suit a lieutenant or lieutenant commander GLX(N) or PWO(N). Other trades are being recruited passively, each applicant being dealt with on a case-by-case basis under non-standard conditions.

Inquiries should be made to the New Zealand Defence Staff in London, the address for which appears in an RNZN advertisement on page 32 of this issue. After an initial interview and vetting, the information is passed to the Staff Recruiting Officer in Auckland.

### Assistance

Following the take-up of service, medical and security documents, an Offer of Service document would be presented to a successful candidate. On completion of immigration procedures, an arrival date in New Zealand is given.

The whole process is not likely to happen very quickly. Delays may occur, as in the case of personnel retired from the RN for more than six months, and who therefore



"If they have defence cuts like ours you'll end up in the cable party of a war canoe!"

need a new security clearance which could take up to six months.

Maximum assistance is provided for successful candidates recruited under standard conditions. A limited amount of assistance is available to those recruited passively.

### IN BRIEF

A COURSE for security personnel seeking a career in risk control and supervision has won a top national award. An Employment Department National Training Award has been presented to the Battersea-based company Task International Ltd whose chairman is Maj Gen Sir Jeremy Moore.

Sir Jeremy, the Royal Marines general who led British land forces in the Falklands War, said the quality of Service people joining the Special Security Level III course was high.

\*\*\*

A NEW concept in launderettes has opened in Southsea, Portsmouth under the management of former Royal Navy Officer Bob Lewis and his wife Margaret.

Bob, who owns the franchise for Duds'n Suds launderette, offers a big-screen TV lounge, a snack bar, a pool table and other games for customers waiting for their laundry to be washed.

\*\*\*

A NEW brochure outlining the benefits of taking on Service leavers has been sent to thousands of employers. Entitled "How to Find Staff You Can Rely On," it is produced for the Services Employment Network and explores the hi-tech practices of the modern Armed Forces.



## ROYAL BRUNEI NAVY MINISTRY OF DEFENCE NEGARA BRUNEI DARUSSALAM

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Applicants should have an HNC or equivalent in an engineering discipline or service qualifications as an Artificer, City & Guilds or relevant qualifications and experience are required for Craftsmen (C). They should be medically fit and not more than 50 years old. They will be expected to have at least 5 years post training experience in their chosen Engineering specialisation and also some supervisory/management training experience for those applying for senior posts.

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An initial contract of 3 years is offered to successful applicant. Contract is renewable on mutual agreement. The salary scale ranges from B\$1,200.00 to B\$5,431.00 plus an end of contract bonus. Parts of the benefits include family accommodation for Engineer and above, Housing allowance for Assistant Engineer, medical treatment (other than dental and corrective glasses), children's education allowance, 120 days paid leave per contract, life insurance and interest free Government Car Loan Scheme. Starting salary will depend on appointment grade.

For further information and an application form write to the General Manager, Technical Equipment Maintenance Department, Ministry of Defence, Bolkish Garrison 2049, Negara Brunei Darussalam (Fax 673-2-330395) quoting the appropriate Reference Number. (Only those qualification and experience that meet the above requirement will be entertained and given job application form).

### Reference Number

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## New centres being opened

NINE REGIONAL Resettlement Centres are being established throughout Britain this year as part of a plan by the Services Employment Network to put resettlement briefing and training within easier reach of leavers.

A new centre is due to open in April at Mountwise, Plymouth and others have already been established at four Army sites as well as in London, Portsmouth and Rosyth.

Aim of the new centres is to save leavers expenditure on travel and subsistence, and reduce time spent away from units for the 20,000 Service people who go through the resettlement process each year.

An important role of the centres is to assist the SEN to develop job opportunities on a regional basis, working with local Training and Enterprise Councils, Employment Services offices, Chambers of Commerce and Development Corporations.

They will also help to co-ordinate the Access to Excellence marketing campaign in their areas.

Manager of the new centre at Plymouth will be Peter Clough, a former Royal Marines officer.

Tony Rokins, ex-RN, has been manager of the Scottish RRC since December and Cdr David Bates RN(retid) — until recently Portsmouth Command Education Officer — will soon relieve Elaine Lucas as manager of the Portsmouth centre.

The SEN Skillbank job-matching service will continue to serve all regions. The Network advises Service leavers to continue to register with them through their resettlement officers at least six months before departure.



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# Business not as usual!

THESE days they call Devonport the one-stop shop — a place where ships deal not with a bewildering array of different authorities responsible for particular aspects of their support, but with one, unified structure.

It was 12 months ago that the Single Business Unit was established at Devonport, uniting 17,000 Service personnel and civilians under a Naval Base Commander.

The aim of the new Devonport was to remove the inefficiencies, duplication and frustration that accompanied the operation of various Ministry of Defence organisations which were all doing their own thing in their own way.

"This was clearly highly inefficient in both manpower and monetary terms," Commodore Michael Johnson told Navy News. He is the man at the head of an organisation now providing, in his words, "seamless support" to its customers at the waterfront.

## Tradition

But while business terms seem to hold as much sway as Service jargon in the base, there's an eye to tradition while the march progresses to the bright future foreseen by Commodore Johnson. Suggestions that the base should adopt a completely new name never really got off the ground — and therefore the name HMS Drake was chosen to represent the entire naval base.

The Commodore sees the new Drake as a "market leader" in the running of naval bases. The organisation, running on one budget, incorporates naval base services, fleet maintenance, supply, personnel management and base safety.

The Naval Base Services Department's prime objective is the provision of efficient and cost-effective services for ships and submarines, efforts to achieve high-quality standards



having already been recognised through the award by Lloyds Registry of a Quality Assurance Certificate to the Rigging Section.

A new traffic management policy is to be introduced soon, and a primary health care facility is to be built to replace the sick quarters in the former RN Hospital Stonehouse.

## Boundaries go

Fleet maintenance is now carried out under a Captain FM — and with fewer front-line ships, repair and maintenance has probably never before been so important. To achieve better, cost-effective support, traditional boundaries between surface-ship and submarine workforces have been removed.

Before April last year, the Base Supply Department was answerable to as many as four different Captains. Now it has been brought together under one director answerable solely to the Naval Base Commander. The change has been dramatic, with increased flexibility in the use of uniformed manpower being the one of the greatest benefits.

The Captain Base Personnel is responsible for providing accommodation, administration, recreation, medication, discipline and chaplaincy, as well as attending to welfare needs. Line managers are implementing moves to create a

leaner organisation with high standards of quality and productivity.

One of the main tasks of the fifth department — Captain Base Safety — is to alleviate the public fears which may accompany the refitting of the new Trident submarines at HMS Drake.

For Drake there are more changes ahead with the arrival from Portland of Flag Officer Sea Training on September 1, and preparation for the major modification work towards Trident refitting.

Commodore Johnson may not yet be able to see the finishing tape, but he's going for it: "With pride in our past heritage, professional expertise and corporate commitment I believe that we are building a brighter future in Devonport for the ships, submarines and people we look after."



HMS Brazen receives Exocet missiles in the "one-stop shop".

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# Shifting scenes on a



HMS INVINCIBLE'S Aardvarks — Sea King Airborne Early Warning aircraft of 849 Naval Air Squadron — fly home with mother as the Portsmouth-based carrier steams westward. They were used in support of Operation Sharp Guard, the United Nations arms embargo against the former Yugoslavia, and also provided radar support over the sea for the embarked Sea Harriers during their NATO Deny Flight patrols.

In their 760 hours of flying during the deployment the Aardvarks also delivered mail, stores and personnel to various units in theatre. Now back at RN air station Culdrose, the Aardvarks will undergo continuation training, plus changes to aircraft and personnel, before re-embarking in Invincible in June.

The exercise took place both on Albanian soil and in their territorial waters and is believed to be the first such exercise involving both Albanians and representatives of NATO nations. The 814 NAS Sea King Mk 6, one of two forming A Flight, detached to RFA Fort Austin from HMS Invincible and flew two sorties. During the sea phase its aircrewman recovered a member of the United States Navy's SEALs — Sea Air Land special operations force — playing the part of a fast-jet pilot who had been forced to eject. Earlier, aircrew from the Flight had briefed Albanian military personnel on SAR techniques used by the Royal Navy, concentrating on the hypothermic lift, a method of recovering survivors from the sea in a prone position to minimise the shock to the body system. The exercise was coordinated by the American amphibious landing ship USS Ponce (pronounced Pon-say) and included her HH-46 Sea Knight helicopters. An Italian frigate and Albanian torpedo boats, mine-sweepers and Mi4 helicopters also took part. It was witnessed by key Albanian defence officials, plus observers from Russia, France, Spain, Slovenia and Turkey.

WITH their ship safely home in her base port of Portsmouth, members of the ship's company of HMS Invincible enjoyed a period of leave following the vessel's six-month stint in the Adriatic theatre.

Stationed off the former Yugoslavia, the aircraft carrier lent support to British ground troops in Bosnia, and among those welcoming her home was General Sir John Wilsey, Commander-in-Chief UK Land Forces.

HMS Invincible's CO, Capt Richard Hastlow, who is to be succeeded later this month by Capt. Ian Forbes, said the vessel was likely to be back in the Adriatic in six months' time. He said he could not see any "movement" in the situation in Bosnia in the near future.

The ship has been relieved in the Adriatic by her sister-vessel, HMS Illustrious. Other Royal Navy and Royal Fleet Auxiliary vessels currently — or very recently — engaged on Adriatic duties are HM ships Cumberland, Campbeltown, Coventry and Nottingham and RFAs Fort Austin and Olna.

## International rescue!

A HELICOPTER from 814 Naval Air Squadron scored a first by taking part in a search and rescue exercise with, amongst others, units of the Albanian armed forces.

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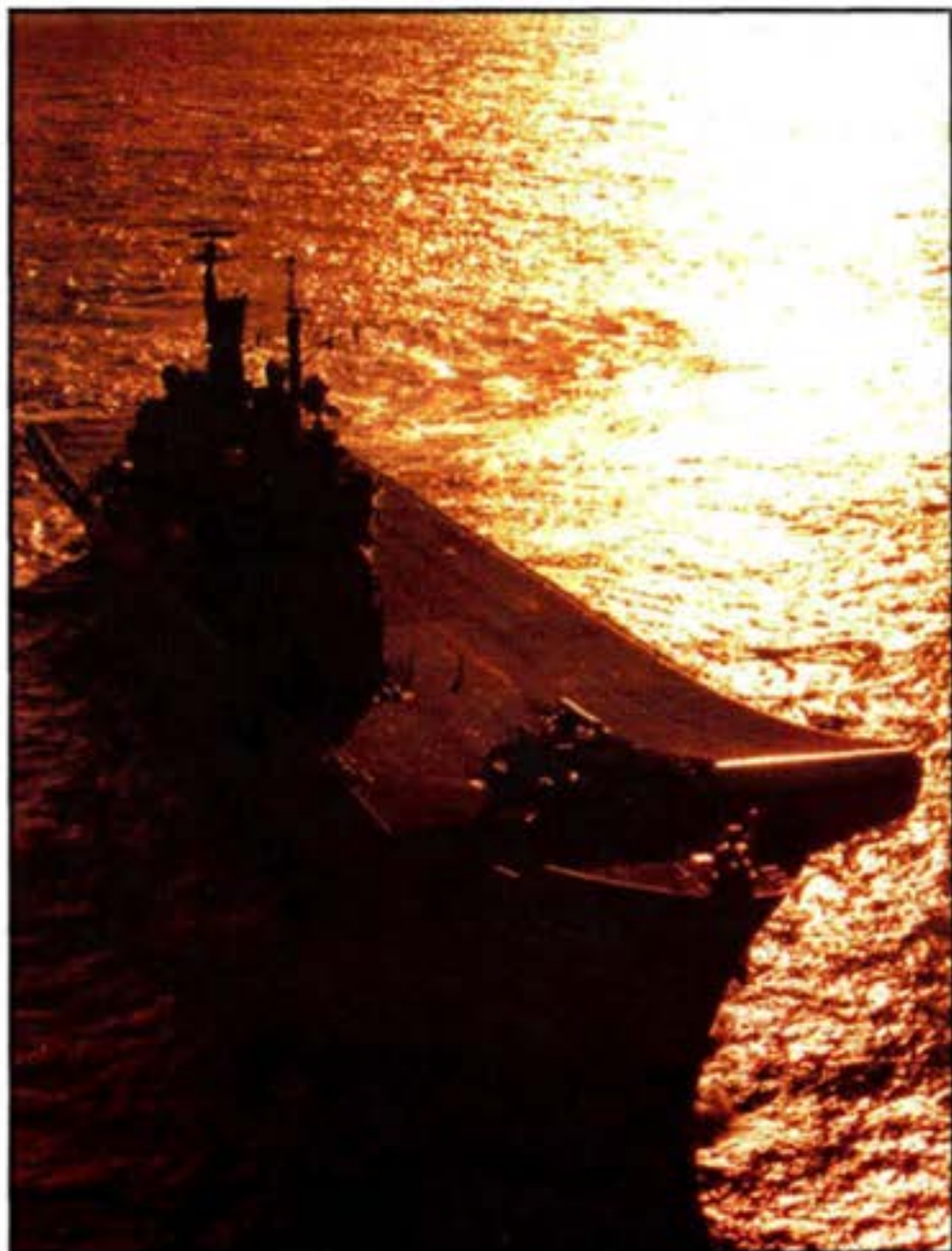
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Golden moment for HMS Illustrious as she turns into the wind in readiness to recover her FA2 Sea Harrier aircraft. She was conducting ACT — area capability training — off the coast of Scotland in preparation for deployment to Bosnia when this shot was taken by LA(PHOT) Arty Shaw.



# spotlit stage . . .



## Ewen I

**BROTHERS POAEM(R)** Chris Ewen, eldest of four, and Lt Andy Ewen, the youngest, have finally rendezvoused on board after more than 30 years' service between them.

The ship was HMS Invincible and the location Trieste. Chris was serving his first tour with 800 Naval Air Squadron and Andy was visiting 849 A Flight. He is to become AEO of B Flight in July.

**CRADLED** in lifting straps, a Sea Harrier which crashed into the Adriatic 15 miles north-east of Bari takes to the air again after a two-and-a-half day salvage operation.

The plane, of 800 Naval Air Squadron and operating from HMS Invincible, had crashed at the end of a training exercise and sunk 720 metres to the seabed. The pilot ejected safely.

Supervised by MOD salvage officers James Ward and Iain Brown, the salvage operation depended on a Super Scorpio remotely-operated vehicle launched from MV Aquamarine, a dynamically-positioned diving support vessel.

After the ROV's scanning sonar pinpointed the aircraft, the straps were rigged, also remotely, during a tense, 12-hour procedure. The delicate operation was blocked out by sill whenever the seabed was disturbed.

Both the starboard wing tip, which had broken off on impact with the sea surface, and the ejector seat were subsequently located, recovered and landed at Bari.



## WILY OLD BIRD

**EVERYONE** turned out to wish the old lady well as she reached her 9,000th flying hour and she's not to be put out to grass yet.

The lady concerned is an airborne early warning helicopter of 849 B Flight, embarked in HMS Illustrious for Adriatic patrol duties.

Turning out to celebrate her year and 10 days in the air — not by the same crew or in the same role (she began life as an anti-submarine warfare "Pinger") — were 849 B Flight CO, Lt Cdr Jon Rich, in the aircraft, and (standing l-r) CPO Nick Bowser, PO Steve Botley, Lt Mark Smith (AEO), Lt Stef Marandola and CPO George Seymour.

Kneeling before her were (l-r) WAEM Cheryl Clark, LAEM Mick Grainger, AEA Flint, WAEA Belton, AEM Paul Donnelly and WAEM Beth Roulston.

## Cup draw

**THIS** year the Grytviken Cup, awarded to the ship achieving greatest accuracy in naval gun-fire support, has been won jointly by HM ships Nottingham and Cumberland.

The Type 42 destroyer and the Type 22 frigate met in Cagliari, Sardinia, to hand over NATO duties in the Adriatic.

HMS Nottingham is now undergoing routine repairs at her home base of Portsmouth, while Cumberland patrols off the former Yugoslavia. She is due to return to Plymouth in the summer.

Recognition has at last been given to men and women from all services, commissioned or non commissioned, who have given service to Great Britain and the Empire during both peacetime & hostilities. This recognition is in the form of **THE VOLUNTARY SERVICE MEDAL**, a commemorative medal in solid hallmarked silver crafted by Citadel Awards to their traditional high standards. If you have served in the **REGULAR ARMED FORCES, TERRITORIALS OR RESERVE FORCES, THE MERCANTILE MARINE, POLICE, FIRE OR MEDICAL SERVICES** you are eligible. The full size medal may be engraved with service details and is supplied on a ribbon ready to wear in a titled box. A silver miniature is also available.

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I'M 35, non-smoker, wlm loving male, 29-38 years with GSOH. Box A39.  
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SINGLE MUM, 31, DIVORCED, independent, enjoys socialising 25+ to reply. Box A32.  
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WREN WANTED, 19 or plus for correspondence home and away. Box A30.  
SINGLE MUM, 38 years, seeks genuine seaman, poss single dad for friendship. Box A29.  
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ATTRACTIVE DIVORCEE, caring 42, gosh, seeks naval officer for friendship. Box A24.  
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BLONDE FEMALE, 5ft 6in, slim, green eyes, 17 years, requires male 17-20. Box A21.  
DIVORCEE, 50 likes dancing, walking, driving, needs someone similar. Box A20.  
DIVORCED WOMAN, 36, 5ft 7in, brown hair, likes music, nature, writing. Box A20.  
OLIVE OYL, 21, seeks Popeye for penpal, gosh essential. Box A19.  
SUSAN SINGLE, 32, gosh, likes theatre/cinema, music, travel, sports. Box A18.  
ATTRACTIVE FEMALE, late 20s, amicable and sincere seeks similar male. Box 17.  
JULES, SOUTHSEA, enjoys wine bars, tennis, seeks tallish officer 28+. Box 16.  
GSOH 21, enjoys sports, cinema, football, seeks male penpal, 21/30. Box 15.  
BLUE-EYED BLONDE female, 24, attractive, outgoing, fun-loving and sincere. Box 14.  
JULIE, 30, 5ft 7in, brown hair and eyes separated, no children. Box A13.

PAULA, 28 and single to find out more reply today. Box A12.  
JENNIFER SINGLE, 34, exchange news and views on life. Box A11.  
WANTED male with vgsob for female and mid twenty with plenty. Box A10.  
SINGLE FEMALE, 40, gosh wants male penfriend between 35-50 anywhere. Box A9.  
DIVORCED MUM with two boys wishing to write 'thirties' male. Box A8.  
SINGLE FEMALE, 27, light brown hair, green eyes, 5ft 6in. Box A7.  
SOPHIE, 17, studying business and finance, love sport, especially rugby/cricket. Box A6.  
LOUISE, 28, bubbly blonde, enjoys life, seeks fun loving sincere single gentleman. Box A5.  
NURSE SEEKS interesting lively, tall sailor over 35. Likes travel, music. Box A4.  
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DOTTIE, 21, gosh, seeks male sailor pen pal, 21/31, photo please. Box A2.  
BLONDE, 23, seeks tall, genuine, 25-35, officer pen pal with gosh. Box A1.  
FEMALE, 34, SINGLE PARENT looking for penpal aged 30+. Box A51.

## Personal

ANDREA, 50 9in SLIM YOUNG, 40, Non-smoker, separated, attractive, romantic, sensitive, gosh, children, loves: laughter, the coast, music, good company, seeks: Male, 35-42, tall, slim, gosh, warm heart, sincere, honest, likes children. Box A49.

SINGLE LADY, 28, wishes to correspond with caring gentleman for friendship, possible relationship. Looking for someone kind who likes a laugh. Interests include keep fit, travel and a love of animals. Box A48.

FEMALE, WHITE single aged 27, 5ft 1in, slim build, no children, enjoys pubs, night clubs, would like to meet male with similar interests for permanent relationship and romance. Any nationality. Box A47.

ELAINE, 22, my interests include reading, cinema and rock music. I would like a penfriend about the same age, with similar interests. Look forward to receiving your letters. Box A46.

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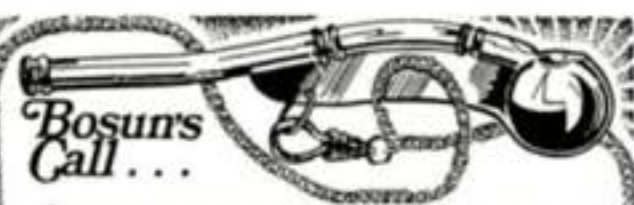
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## IN BRIEF

TWELVE representatives of MHQ Pitreavie, HMS Cochrane and HMS Neptune made up the RN Scotland Over 35s party for a tour of Gibraltar. They played Combined Services (Gibraltar) Over 35s at football, hockey, volleyball, basketball, racquet sports and road racing and it was on that last event that everything depended.

CS Gib were four points ahead when the race began but could not match the spirited display by the Scotland runners and the competition ended in a draw. Scotland Over 35s are now looking for other opposition and are willing to host challengers.

NAAFI Financial Services has agreed to sponsor the rugby referees of the three Armed Services this season.

This is the first ever sponsorship deal struck by the refs and the money they have gained will pay for training and for developing referees' potential as officials of national standing.

Mr John Loaring, managing director of NAAFI Financial Services, presented a cheque for £2,000 to leading referees of the three Services — CPO Chris Hayward, Major James Linford and Flt Lt Peter Westley.

RN UNDER-25 cricket gets under way with a coaching and trials weekend in Portsmouth on April 28-30. This will be a crucial start towards representative cricket in the Service. Fixtures follow throughout the season.

Anyone interested should contact Lt Cdr David Dalton on 01705 561413 or WOWTR John Stych on Portsmouth Naval Base ext 27520. Even if you are unable to attend the weekend do make contact to discuss your experience and availability.

A scorer is also required for the season.

HMS TEMERAIRE will be the venue for the 1993 Royal Navy Fencing Championships, to be held May 12-14. All members of the RN, RM, QARNNS and Reserves are entitled to compete. Entry forms are available from Lt Barrie Cran, AFD60, Clyde Submarine Base, Faslane, Helensburgh, Dunbartonshire G84 8HL. Tel. 01436 674321 ext 3264.

HMS NELSON has won the Wrens' Inter-Establishment Competition with a stirring overall performance. The eight sports making up the contest were netball, volleyball, badminton, table tennis, indoor hockey, hockey 6s, squash and lawn tennis. Capt Andrew Slater, CO of HMS Nelson, presented the team with their trophy.

MORE Service entries are being sought for this year's Devises to Westminster International Canoe Challenge, in which competitors will paddle the 125-mile course of the Kennet and Avon Canal and part of the Thames, carrying their boats around 76 locks enroute. Known as the "canoecists' Everest," the event also aims to raise sponsorship money for the Multiple Sclerosis Society. Open to male, female and mixed amateur crews, there are classes for doubles, singles, seniors, juniors and veterans.

COMPETENT oarsmen and women and coxswains are needed to represent the Royal Navy at rowing. For further details contact Lt Jose at RNEC Manadon (01378 177591) or Lt Carr at DRA Southwell, Portland (01305 863809).

RN SCOTLAND will represent the Royal Navy at the Norfolk Virginia Azalea Football Festival, April 21-May 1. They will play three matches and conduct coaching sessions in local schools and colleges.



## Sport



## Air Force to reckon with

AFTER a gap of several years the Inter-Services (Scotland) Rugby Competition has been resurrected, writes POPT Doug Wylie.

The Navy team travelled to Kinloss to play the RAF. On a snow-covered pitch the RAF dominated the line-outs and the RN struggled for quality possession.

S/Lt Dave Lawrence (Gannet) scored an early, opportunistic try, but the RAF replied with three of their own. LWTR Gordon Speechly (Cochrane) kicked two penalties. Final score: RAF 17 RN 11.

### Late try

The following month the RN travelled to Edinburgh to meet the Army. In a closely-fought contest the Navy team made better use of their penalties and emerged 13-12 victors. AB Scott Kearton (Cochrane) scored a late try to give them the match.

The Army then travelled to Kinloss to play the RAF, only to lose 26-10, giving the RAF the overall title. The Navy finished second.

In all, this was an interesting and rewarding competition, set to continue in forthcoming seasons. The RAF have promised they will travel to both their games next year... only time will tell.

The RN (Scotland) team comprises players from Rosyth, Faslane, Arbroath and Prest-



Airmen live up to their name, winning another line-out in the RAF(Scotland) match against the Navy (Scotland).

Picture: SAC Graham Stewart

wick. They play regular, fortnightly fixtures under lights against league teams with some creditable results.

DEVONPORT Services Rugby Football Club Youth hosted a party of 50 young players and officials from Brittany. As well as undergoing training sessions at Brickfields, the visitors played matches against Torquay and Devonport Services Youth (twice) and lost all three. But they did enjoy the trip!

THE LEPRECHAUN recently spoke to Cdr Jeff Blackett (Navy rugby selector) who is very pleased with the Royal Navy team's wins over the past five fixtures, against Combined London Old Boys, the Civil Service, Cambridge University, Surrey and Rosslyn Park.

At time of writing there are only two fixtures left — against Cornwall and Bristol — from which to decide finally who will be in the team to meet the Army at Twickenham on April 1. Jeff, however, is very confident this year.

The Royal Navy Rugby

Union Seven-c-Side Tournament will be held at HMS Collingwood on Wednesday, April 5, commencing at 0900. The competition will comprise 26 to 30 teams from all over the country and the finals will take place at around 1700. All spectators are welcome.

Finally, support in great numbers is also needed for the Navy's Inter-Services match against the RAF at Twickenham on Wednesday, April 26. Tickets can be obtained by ringing the secretary RNRU on 01705 724153 or HMS Temeiraire ext 24153.

# FLINT HEADS IN THE EQUALISER

THE Army came to Portsmouth seeking a win to retain their hold on the Constantinople Cup, but they were met by a fiercely determined Navy team keen to salvage something from an otherwise disappointing season, writes Lt Cdr Jim Danks.

It was an exciting encounter played before a good crowd and the 1-1 result coming on the heels of the RAF's 0-0 draw against the Army leaves the Inter-Service Championship wide open.

The RN played MEM Andrew Meeds (Brazen) in goal for his debut and he was soon in action, confidently holding a fierce cross from Sig Brambrook.

### Goalwards

The Navy should then have gone ahead after LAEM Nigel Thwaites and Mne David Gray forced a corner on the left. The flag kick was headed down and goalwards by skipper POPT Steve Riley, but without his usual power, and Army skipper S/Sgt Kevin Parkins cleared off the line.

The Army forced three consecutive corners and from the last Bambrook's corner kick

was touched on for Pte Bradbury, the Army's leading scorer, to force the ball home through a crowded Navy defence with Meeds unsighted in goal.

After an uneasy spell in the Army area, the loose ball reached LPT Paul Willetts up in attack, who snatched it and completely missed his kick — a let off for the Army.

In a physically hard but seldom dirty match — the norm for these games — Sig Strouts was the first of five players to be cautioned.

### Good effort

The Navy pressed hard for a goal to equalise and were now running the midfield, with S/Sgt Wiscombe the busier of the two keepers. Thwaites had one good effort turned round the post and seconds later was stopped enroute for goal by a Strouts tackle.

The first couple of minutes after the break saw the Navy forwards denied yet again when Sgt Higgins cleared shots from CPO Will Fint and POPT Nick Haigh off the line, with Wiscombe nowhere.

Now playing their best football of the season, the Navy had the benefit of Thwaites, Gray and Haigh's supremacy in the midfield.

In the 62nd minute the RN equalised with a superb goal. Willetts made ground down the right before floating in an ex-

cellent cross and Flint rose unchallenged to head the ball firmly past Wiscombe. It was no more than the Navy deserved.

### Momentum

OM David Wilson replaced Gray as the Navy maintained their momentum and AEM Jason McIver replaced skipper Riley, who had received a knock to the head in this his 100th appearance for the Royal Navy. It was a first Navy cap for both substitutes.

The final 15 minutes saw end-to-end action with both sides coming close to snatching a winner. PO Chris Long could and should have sealed it in the last minute after Willetts fed Thwaites, who slipped the ball inside. But Long mishit his shot and the keeper saved comfortably.

### Mercury

On completion of the game Vice Admiral Jonathan Tod presented the Mercury Cup to both captains, the trophy to be held for six months by each team. He then presented representative caps and ties to Meeds, Wilson and McIver.

The Navy now travel to RAF Halton seeking a victory to earn them the trophy — last held in 1992.

Two weeks before, the Navy played a home match against

the English Fire Service, an entertaining game which the visitors won 3-2. C/Sgt Tiv Lowe (CTCRM) made his first appearance for the team since his return from America and added stability in the sweeper's role in defence.

But the firemen scored first after a misunderstanding by PO Chris Fairey and MEM Jason White in the Navy goal. POPT Glen Young equalised in the 27th minute.

The Fire Service began to assert sustained pressure on the defence and were rewarded by two goals in as many minutes.

The Navy started brightly in the second half and gradually got on top. Will Flint went close, his shot hitting the post. But after a good move involving Lowe and Riley, Thwaites got the ball just inside the Fire Service half and ran through to score. Time ran out, though, before they could snatch the equaliser their improved play deserved.

In this match Long and White (Richmond), reached their 50th appearances for the Navy.

● Forthcoming fixtures — April 5 Kentish Cup match Combined Services FA v Belgium FA at Aldershot Military Stadium, ko 1930. April 19 Royal Navy v Combined Services (Cyprus) at Burnaby Road, Portsmouth, ko 1430.

ROYAL Navy Youth were again runners-up to their Army counterparts in the Inter-Services Youth Soccer Championship, which had its climax at Aldershot Military Stadium, writes WOWTR Rod Lewis.

On a boggy, uneven pitch the teams contrived to entertain the crowd throughout a wet and windy morning. When the Army scored after just two minutes the Navy players were stirred into action.

For most of the first half they pinned the Army back on to defence and had several chances to even the score — Mne J. Dundas and M. Blackley of 45 Cdo shooting narrowly wide.

Mid A. Johns (Dartmouth), in the Navy goal, frustrated several Army breakaways with a cool head and brave saves.

There was a setback for the Navy within a minute of retaking the field after the interval. The referee awarded a penalty against them following a goal-mouth melee when RN captain Mne M. Fisher (42 Cdo) was judged to have offended. The Army duly scored.

Narrow misses by OMs C. Young and C. Stewart of HMS Dolphin seemed to invigorate the Army and they broke away and scored a third goal.

This seemed to demoralise the young Navy team and the Army went on to score a further four goals in the last 10 minutes.



# Bobbers held back

AFTER their success in the British Championships, the RN Bobsleigh Team had anticipated a good result in the Inter-Service Championship, writes team manager Lt Cdr Jim Devine.

But the team's potential and depth was hit severely by injury and Service commitments. It had been planned to take five crews to Lillehammer, but this was reduced to three drivers, two of them novices, and four brakemen, all novices.

Four of the Navy's eight qualified drivers could not be spared and the other was injured. Most unfortunately, LAEM Steve Day, who had met such success in the national championships, was among those who could not be released to take part.

The team deployed to Norway and carried out five days' training in company with the Army squad prior to the Inter-Services. This period was essential to give the drivers practice on a new, technically difficult track on which bobs can reach speeds of 90 mph.

Sponsored by Fosters Lager, the competition began with three further practice days with three runs per bob, followed by two race days, each with two runs per bob.

The Army won the competition, finishing

1st, 3rd, 4th and 5th, beating the RAF by 4.8 seconds over 12 runs — fastest three bobs to count. The top RN bob finished 7th, splitting the RAF's second and third bobs.

This was not the result the Navy had been hoping for, but it reflected the non-availability of the strongest team and the lack of modern equipment.

Notwithstanding this, the team showed excellent spirit and dedication and performed well. A highlight was the result of the Novice Driver competition, with Cpl Owen Harries (RM Poole) winning the trophy and POPT Mark Harrold (Osprey) runner-up.

## Winter Olympics

The standard of competition was extremely high, with most of the probable GB team for the next Winter Olympics taking part. It is hoped some RN personnel will take their place in that number.

The Royal Navy Championships were run concurrently with the Inter-Services and were won by Cpl Craig Elliott (Heron) with MA Scott Harding (Haslar) as his brakeman. Harries won the Novice Driver Trophy and Harding both the Brakeman and Novice

Brakeman Trophies.

The Inter-Services were conducted in an extremely friendly but competitive atmosphere, with all teams staying in the same hotel. The RN team is particularly grateful to Babcock-Thorn (Rosyth Dockyard) and Trafalgar House Construction for their generous sponsorship during the season. It was this that allowed the team to compete.

The team is confident that it can work on this year's successes to produce even better results next season, particularly as Rolls-Royce and Associates have offered to carry out a research study to investigate aspects of bobsleigh speed.

Plans for next year also include the acquisition — funds permitting — of two new bobsleighs and an intensive training programme.

This will involve recruiting fast, powerful athletes to work on starting techniques during the summer and a bob school for potential drivers in the autumn.

Anyone thinking they would make good bobsleighters should contact Lt Cdr Jim Devine (Empress State Building ext 3568), Lt Sean O'Callaghan (Haslar ext 2225), POPT Mark Harrold (Osprey ext 2367) or any member of the team.



## Deadlier than the male . . .

LT SALLY Roots, the Navy's premier Service rifle shot, is to captain the Great Britain international service rifle team this year.

RN SASO champion in 1993 and captain of the Naval Air Command team last year, Sally blasted her way to fame as the first woman to shoot for the Navy's elite Rifle VIII (the team for the Bisley Inter-Services meeting) in 1992.

In past competitions Sally has outshot winners of the top Bisley prize, the Queens Medal, including several Gurkhas, famed for their marksmanship.

She has represented this country at home and overseas and has been elected 1995 Combined Services Sportswoman of the Year. Based at HMS Heron, Sally will collect her award at the Royal Tournament in July.

# BONING UP ON BOB SKELETON

WITH 15 curves to liven its 1,370m length and a drop of 110m, the Olympic bob and luge track at Igls, near Innsbruck in Austria, is at its most formidable when viewed from 20cm above the ice as you travel at 60mph headfirst down it, writes Lt Cdr John Lewis.

Bob skeleton, a World Cup event run on the same tracks as the better known luge and bobsleigh, was introduced to three Royal Navy and one Royal Marine personnel at the first of two novice training weeks run by the British Bob Skeleton Association.

Five days' training culminated in a novice championship, in which three of the top four places were filled by Navy riders. AB(D) Tim Lawrence (Plymouth CDU) took top honours, closely followed by Lt Tim Dathan (RNEC), with Lt Cdr John Lewis (Trafalgar) coming fourth by just 100th of a second over three courses.

Fourth member of the party, Mne Dave Wiltshire (RM Poole) finished sixth in the field of 18

drawn from across the country.

Skeleton, as the sport is known, has been growing rapidly in popularity and is expected to be a demonstration sport at the next Olympics. As with bobsleigh and luge, race results are based on the total time of three courses or laps.

## Near vertical

Tracks comprise an ice chute with banked corners, varying from minor kinks in a straight to the massive Kreisel — a 12m high, 320 degree corner in which the g forces hold the rider on the near vertical ice wall as he progresses round.

Steering is achieved by shifting the bodyweight from side to side on the sled. It sounds simple, but is rather difficult when pulling three to four g in a corner!

Of the four novices only Tim Lawrence was available for the British Bob Skeleton Championships at Altenburg. Widely considered as one of the world's most dangerous tracks, it failed to overawe Tim, who finished eighth — a remarkable result in only his second week on a skeleton — and gained selection for next season's British World Cup team.

Further novice training weeks are planned for next winter and anyone interested in taking part should contact John Lewis or Tim Dathan.



Lt Cdr John Lewis hurtles headfirst down the Igls ice track near Innsbruck in Austria.



Lt David Bessell (SM2) tackles the Major Ships' and Establishments' Giant Slalom.



Sgt Stuart Gibson (Warrior) edges past a gate in the minor teams' Giant Slalom.

# Jeff Choat remains at the peak of his form

TRAINING week for the 1995 Royal Navy Ski Championships in Orcières-Merlette was hampered at first by lack of snow, but a heavy fall on the Tuesday night and throughout the Wednesday allowed general skiing throughout the resort.

Race week began the following Sunday with an Individual Giant Slalom, forced to be held on the usual Super G course. This provided some very chal-

lenging racing, with CPO Nick Griffin (Heron) and S/Lt Kate Fairburn (RNR President) taking the top honours.

First of the ships and establishments races was the Major Ships' Giant Slalom. It was won by HMS Heron A and the individual winner was Lt Jeff Choat. This was the first time the event had been raced over two runs, bringing it into line with international rules.

The Minor Ships' Giant Slalom, held the following day and ran along the same organisational lines, was won by 706 Naval Air Squadron. Top individual was Lt Debs Bhattacharya.

## Restricted

This year, for the first time, the overall winners of ship and establishment races were taken from both the giant slalom and slalom events. The latter was restricted to A teams due to the numbers involved and both major and minor teams competed on the same course.

Major Ships' and Establishments' A Team Slalom winners were HMS Centurion, with Jeff Choat again the top individual. Centurion also took the overall Major Ships' and Establishments' Combined Competition title after HMS Heron's hopes were dashed by injury and mishap.

The Minor Ships' and Establishments' Slalom was won by RMR Bristol, with Debs Bhattacharya the individual winner. Overall winner of the minor ships' competition was 706 NAS.

## Fierce

Competition was fierce throughout. Twenty-five major ships and establishments and 13 minor vessels and units took part.

The Command race programme involved two giant slalom events and a slalom race, as there was insufficient snow to hold a Super G. The Thursday of race week saw both a slalom and giant slalom race and was a long and demanding day for skiers and officials alike.

But conditions were good and there was some excellent racing. Royal Marines pushed Naval Air Command skiers close, but NAC won both races and once again Jeff Choat was top individual.

However, the Royals had only a day to wait before taking their revenge in the Command Giant Slalom. Here, Sgt Ross Barbour won the individual honours. Naval Air Command remained overall winners and collected the Dan Air Cup.

Overall ladies' champion and winner of the Carol Wilson Sal-

ver was POWPT Carol Strong. Men's champ and winner of the Prest Plate was Jeff Choat. The non-expert skier overall champions were Lt Arthur Mitchell and S/Lt Kate Fairburn.

These championships, organised by Lt Neil Riches for the RN Winter Sports Association, continue to go from strength to strength. They were attended by 350 personnel, including several families.

RNWSA president Vice Admiral Malcolm Rutherford was present and his wife, Fleur distributed the medals to the lucky winners. Among the prizes were five pairs of skis donated by sponsor Skiworld.

Skiworld is particularly thanked, as are the other sponsors, without whom the event would not take place. Land Rover UK and Churchfields Vehicle Rentals.

Full individual giant slalom results were as follows — men: expert, CPO Nick Griffin (Heron); advanced, Lt Arthur Mitchell (Heron); upper intermediate, CPO Mick Jones (Dardale); lower intermediate, PO(A)G Gary Spencer (Heron); basic, CPO Steve Downey (Cochrane); veteran, Lt Cdr John Toon (Heron); super veteran, CPOMEA Alan Butler (Dolphin).

Ladies: advanced, S/Lt Kate Fairburn (RNR President); lower intermediate, S/Lt Ely Squire (BRNC); basic, WOK Jo Marshall (Fearless); veteran, Pat Blackett-Barber.

There were 42 competitors in the novices' and beginners' race. Winning novices were S/Lt Paul Read (Maradon) and Lt Sue Lloyd (ICORM) and winning beginners were A/J Tony Candler (Fleet Diving Team) and L/Wren Linda Brass (Dolphin).



# Battle is on to beat medals backlog

AMID REPORTS that thousands of war veterans are swamping the Ministry of Defence with applications for unclaimed campaign medals, Navy News has learned that in the 12 months up to the end of February the Royal Navy Medals Section has dealt with requests for more than 7,000 medals.

Since the run-up to the 50th anniversary of D-Day, claims for World War II medals by ex-Navy personnel have tripled the section's workload. It is expected that inquiries will reach a peak around the 50th anniversary of VE Day in May and again for VJ Day in August.

Of the 7,213 medals sent out from the beginning of March last year, 4,666 were 1939-45 Stars, medals and clasps; 1,543 were Long Service and Meritorious Medals, and 747 were General Service awards.

The small medals section in Centurion Building, Gosport, Hants is battling to cope with a six-month backlog of work as requests for medals flood in from veterans who did not claim them at the end of the war, but who now wish to wear them when they attend commemorative events.

## Research

Although there is no shortage of medal stocks, each application has to be verified — and in some cases, where more detailed research is necessary, the waiting time may be much longer than six months. Each claim can take anything up to several days to resolve.

A spokeswoman for the section told Navy News that the statistics do not reflect the large number of telephone calls — often lengthy — which are constantly being dealt with.

"The team are working flat-out to try to get as many medals as possible issued in time

for the various commemorative events and, while they are doing their level best, there will inevitably be some disappointments."

Employment of three agency staff has helped to speed-up the flow of work, but as the assessment process is complex the work cannot easily be transferred in bulk to casual workers.

The spokeswoman said that most of the section's customers were satisfied and a number of thank you letters had been received. "That goes a long way towards making this daunting task so much more rewarding," she said.

● Letters to Navy News indicate that some veterans believe that they are expected to pay for their medals. For those who are making their first application there is no charge. However, replacement medals for those lost have to be paid for by the recipient. In some cases people who are seeking replacement campaign medals may find it easier to buy them from a dealer.



# Storms strike east and west

## Final denial

AN aircraft of 800 Naval Air Squadron makes the last operational Deny Flight sortie over Bosnia by an FR1 Sea Harrier. A2 Sea Harriers now in the theatre are the updated FA2 version.



## The Prince in the News

DURING a visit to Portsmouth HRH The Prince of Wales called in at Navy News' new offices at HMS Nelson — where Lisa Taw from the advertising department reminded him of items from his naval career that have appeared in our pages.

She presented Prince Charles with an album of photographs culled from our files while Jane Perkins (Accounts) handed over a framed cartoon produced for the occasion by Tugg Willson (see page 6).

The Prince reciprocated by passing on another Tugg original to Beryl Tulleff, secretary to three successive editors of Navy News over the

past 20 years who was awarded an MBE in the 1995 New Year Honours.

Earlier in the day he visited the headquarters of the Flag Officer Surface Flotilla and attended the annual meeting of the Royal Naval Film Corporation, later returning to the Naval Base to open the new public gallery in the Mary Rose Ship Hall.

SEVERAL RN warships have come under heavy fire from the elements in recent weeks — one reporting a battering from hailstones the size of golf balls.

This was the Type 42 destroyer HMS Liverpool which close after finishing her northern Gulf Patrol saw the first rain to fall in Bahrain for over two years.

This was followed by a massive electrical storm — and the hail that did the ship's new paintwork no good at all. The downpour was said to be the heaviest in 37 years.

Meanwhile her sister ship HMS Manchester had moved north through the Straits of Hormuz to arrive in Jebel Ali to typical Manchester weather — rain and dark clouds.

It was only the fourth time it had rained there in two years and several sporting fixtures had to be scratched due to waterlogged pitches — a phenomenon practically unknown in this part of the world.

### Hull damage

On the other side of the globe HMS Monmouth was in dry dock in Newport News, Virginia after suffering damage to her hull during storms encountered in the mid-Atlantic.

The Type 23 frigate was on her way to begin a nine month deployment as West Indies guard ship.

As announced last month, she is also due to visit New Zealand and Sydney, Australia before returning to Plymouth in November.

## Picture power pulls in prizes

Navy News has won three awards in the British Association of Industrial Editors' 1994 Editing for Industry competition.

From a record entry an Award of Excellence was given for Picture Editing with Certificates of Merit for Tugg Willson's HMS Raleigh cartoon series (February 1994 centre pages) and for the three D-Day anniversary supplements produced by Deputy Editor Anton Hanney.

Navy News has now collected a total of 68 awards without missing a single year since it first entered the competition in 1972.

## Naafi robbed

Two men said to be of Arabic appearance attacked the civilian manageress of HMS Nelson Naafi travel centre and took £1,500 from the safe.



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