



Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER 1996

NOVEMBER 1996

60p

NEW



Aircraft of the Royal Navy

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Lighting up the Skagerrak

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Chilling matter of life or death

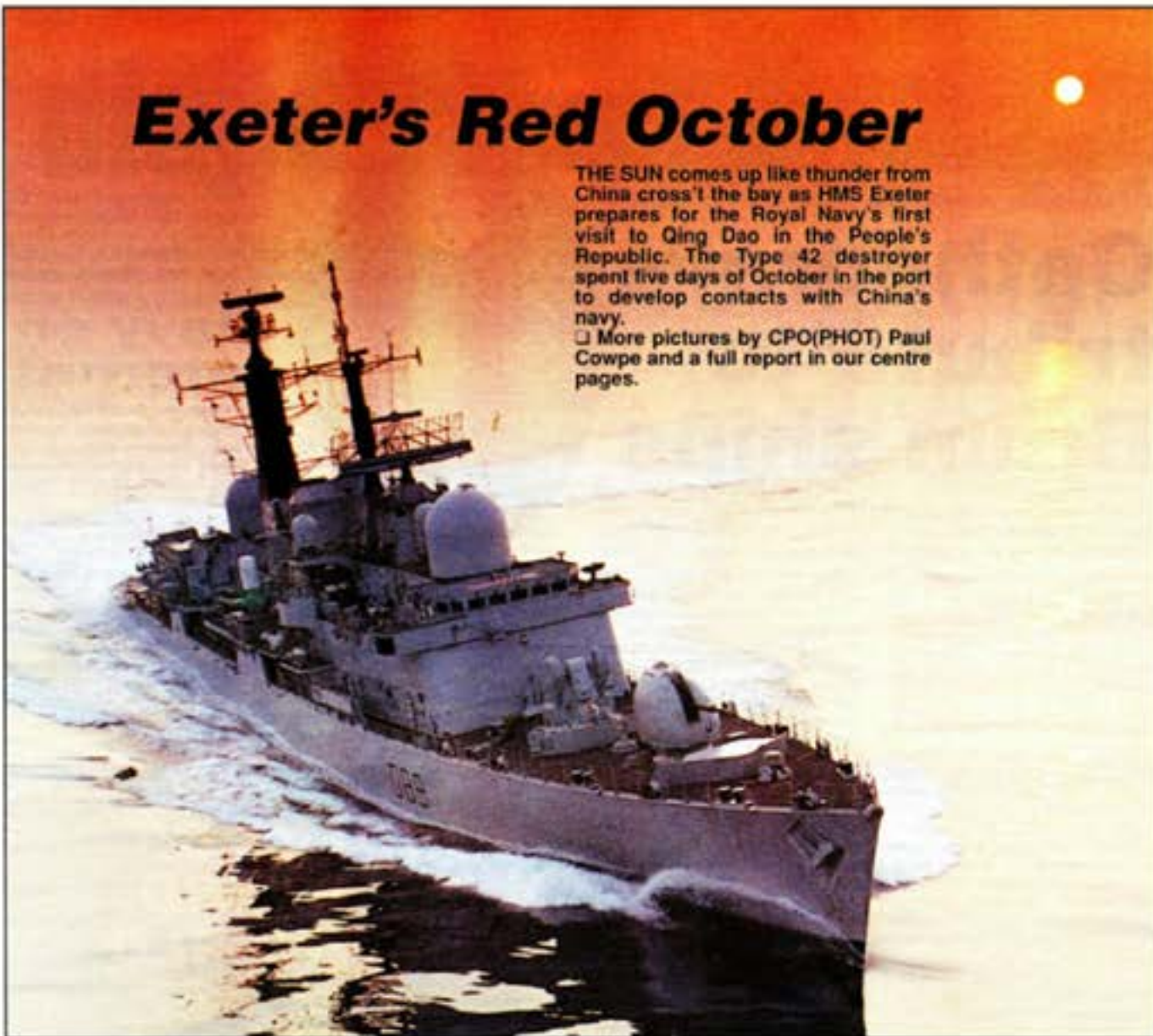
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STAY FOR £3,000!

Exeter's Red October

THE SUN comes up like thunder from China cross't the bay as HMS Exeter prepares for the Royal Navy's first visit to Qing Dao in the People's Republic. The Type 42 destroyer spent five days of October in the port to develop contacts with China's navy.

More pictures by CPO(PHOT) Paul Cowpe and a full report in our centre pages.



Crisis ship returns from the hot spots

THE BRITISH warship on Armilla patrol duties when US forces launched their retaliatory cruise missile attacks on Iraq, has returned home to Portsmouth after an eventful deployment.

HMS York, which handed over her Gulf task to her sister-ship HMS Edinburgh, had spent over seven months away, returning to the UK via Suez, Malta and Gibraltar.

Her travels were punctuated with crises; she was off Oman and heading back into Gulf when the Americans hit at Saddam Hussein's air defences. And her visit to Chittagong in

Bangladesh coincided with a coup in that country. Even as she approached Portsmouth on her final leg home, she became involved in an emergency.

Fifteen miles off Weymouth a yacht got into trouble in rough seas and York was asked by coast guards to position herself to provide a lee shelter for the craft until a lifeboat was able to reach her.

During her tour of duty in Gulf she was the busiest of all naval ships on patrol at the time. While enforcing UN sanctions against Iraq she challenged 27 vessels, boarded 12 and arrested two.

Bonus offer to combat shortage of 'stokers'

'STAY-ON' bonuses of up to £3,000 are being offered to many of the Royal Navy's Marine Engineering Mechanic ratings in a bid to reverse growing shortages in the specialisation.

A shortfall in recruiting has been cited by the Second Sea Lord as one of the factors which has caused the shortage. Another is that "lean manning" of ships and submarines has limited the training capacity available for junior rates on their first sea drafts.

Although recruiting is now bringing in the maximum numbers that training capacity will allow, almost 200 MEMs are due to leave the Service over the next five months - well before the new recruits will have been trained sufficiently to join the Fleet.

Taxable

Retention bonuses are forming a major part of the package to redress the problems and are available to AB MEMs in General and Submarine Service who have between three and nine years reckonable Naval service. They must also be recommended for retention by their Commanding Officers.

The bonus, to be paid in February, offers a taxable payment of £3,000 for ABs who guarantee that they will not put in their notice for 18 months. Once notice is given after that period, ratings who have received the bonus will have to wait the normal time before leaving - a further 18 months.

Effectively it means that ABs who opt for the bonus will be retained in the Service for at least

three years from the date they sign their application forms.

A smaller bonus of £1,500 is being offered to the ABs who waive their right to give notice for six months - effectively guaranteeing two years' service.

Re-entrants who have served more than 2 years 6 months since they rejoined are also eligible for a bonus. Ratings who have already given notice to leave would also be able to apply for the bonus on withdrawal of notice. This even applies to AB MEMs already on terminal leave.

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- Letters - page 6.
- An ageing Navy - page 8.

Harrier test pilot dies

BILL BEDFORD, who test flew the Harrier prototype and became the first in 1963 to land the aircraft on a carrier, has died aged 75.

The Navy's latest variant of the aircraft, the Sea Harrier FA2, has just made the first in-service firing of the AMRAAM air-to-air missile on test ranges in Puerto Rico.

DO YOU KNOW THIS MAN?



● Nicola Parsons – she was strangled in Plymouth

POLICE are appealing for the help of *Navy News* readers in a bid to identify a man they want to interview in connection with the murder of a Plymouth teenager.

The picture on the right shows him in a still from a security video which was recording at Jesters Nightclub, Union Street, Plymouth, in the early hours of July 9 – the night that 18-year-old Nicola Parsons was killed after planning a visit to the club.

Her naked body was found later that day in a derelict nurs-

Murder-hunt police seek face in crowd

ery building in the Stoke area of the city. She had been raped and strangled.

During their inquiries the police have questioned thousands of Naval personnel and civilians who may have been in the Union Street area that night. They are particularly

anxious to speak to the man in the picture. He is described as 5ft 9ins in height with short, dark hair and wearing a black polo shirt and black jeans.

Anyone with information should contact Devon and Cornwall police at their major incident room (01752 751510).



Services get new deal on renting

LODGING allowance and excess rent allowance are to disappear and, from early next year, a private company will provide and manage rented accommodation for Service personnel and families.

A contract has been awarded by the Ministry of Defence to Hambro Countrywide Management Services which will allocate rented accommodation where there are insufficient Service homes. The company will liaise with landlords and pay the rent.

The move has come about due to the Inland Revenue's decision to tax individuals on lodging allowance and ERA. It follows a study, by the Central Policy Division for Service Personnel Matters, into the commercial option, which does not attract tax.

Choice

Start dates for the new scheme are February 1 for ERA claimants and March 1 for those claiming lodging allowance. There are extensive transitional arrangements for those already occupying rented accommodation.

MOD says it is confident that the agency will provide accommodation in suitable locations and to as high a standard as current entitlements. Service people will still have some choice over the selection.

When the scheme for those on lodging allowance begins, the cost of utilities and daily travel will be refunded and there will be a non-taxable "food and incidentals" allowance of £9.88 a day for married personnel and £10.57 for single people.

MOD emphasises that the change has been made to wipe out a tax liability of over £1.1 million a month and has nothing to do with the sale of the married quarters estate.

Navy on Internet

A SITE on the World Wide Web has been established by the Royal Navy and Royal Marines. The internet site went live on October 28 with a public launch.

A "home page" provides a facility to promote the Service and enhance recruiting, with the potential to reach an audience of 1.5 million in Britain and 45 million worldwide.

Information on *Navy News* is also available and updated monthly. The site can be found at <http://www.royalnavy.mod.uk>, or through any search directed at Royal Navy or Royal Marines.

Live charges delay

U-boat salvage

SALVAGERS planning to raise German U-boats scuttled by the British 50 years ago are taking another look at their project.

Since July, when *Navy News* reported a proposal to lift the first of more than 100 of the submarines from its Atlantic resting place this autumn, the company granted the salvage rights by the Ministry of Defence has decided to make a closer study of the viability of the project.

New facts which have emerged about the sunken vessels have contributed to the company, Anchortape Ltd, putting off the initial salvage until January at the earliest.

Researchers in association with Anchortape believe live scuttling charges are still attached to most of the boats and that residual fuel and lubricating oil raises pollution questions.

Expense

"We are undertaking technical research to get a precise figure on the commercial viability of the operation," researcher Mr Timothy Bryant told *Navy News*. "The funding requirement for the operation would be considerable before we start," he said. "And before committing to capital expense, we need to be sure that it's going to be worth it."

"We definitely intend to raise the boats if the commercial viability of the operation is proven." He said that the first boat could be raised in January or February

given good weather, the major salvage operation being planned to start in the spring.

Mr Bryant said pollution control authorities were being consulted, although he did not think that oil contamination would be a serious problem as it was unlikely that much fuel would have been left in the submarines for their last voyage.

A bigger problem was the scuttling charges which personnel from HMS Vernon placed on all the U-boats in November 1945 before they left their UK anchorages.

"Most of the vessels were sunk without the demolition charges being activated, and you will understand our concern that we should be in possession of all the facts concerning the type and positions of scuttling and detonating packs that may still be in place on these wrecks before we start to recover from the seabed."

Appeal

Research is continuing at the Public Record Office, and – through *Navy News* – Mr Bryant is appealing for information from retired personnel who were involved in the preparation work.

While the salvagers are keen to establish the precise quantities of valuable, non-ferrous metals on board – such as brass – they would also like to have the opportunity to offer relatively well-preserved craft to museums for display.

The snag there is that an Allied agreement is still in force which rules that the U-boats cannot be raised and left intact. The salvagers are attempting to negotiate a relaxation of the conditions.

□ Ex-Navy personnel who may have information for the salvagers should contact Mr Bryant at 7 Bertram Cottages, Hartfield Road, Wimbledon, London SW19 1LO (tel 0181 540 0391).



● Parade inspection by Birmingham's Deputy Lord Mayor and (right) the plaque commemorating the three HMS Birminghams.

Cathedral's tribute to Brum ships

A PLAQUE commemorating the three warships that have borne the name Birmingham has been dedicated at Birmingham Cathedral during a visit to the city by the present ship's company.

Royal Oak oil leak is plugged

POLLUTION from oil seeping from the wreck of the sunken battleship HMS Royal Oak has been halted by a repair operation.

The ship, which was sunk when a U-boat penetrated Scapa Flow in 1939, had been oozing small amounts of oil for years. But when the Navy's Northern Diving Group surveyed the wreck earlier this year, they found that the leak had worsened.

The five-day underwater welding operation to put things right was carried out by Briggs Marine Contractors Ltd under Naval supervision. The ship, lying 30m deep, is the last resting place of over 900 of her men, and during the work care was taken not to penetrate the war grave.



and the ship's Lynx helicopter overflew the scene.

In the evening, a reception was hosted by the city's Nautical Club.

As *Navy News* was going to press, HMS Birmingham was deploying to relieve HMS Nottingham as Britain's contribution to Standing Naval Force Mediterranean.

'Fit' Marine dies on yacht trip

A ROYAL Marines sergeant regarded by his colleagues as very fit, died of a suspected heart attack while on a sail training expedition on the Corps' yacht.

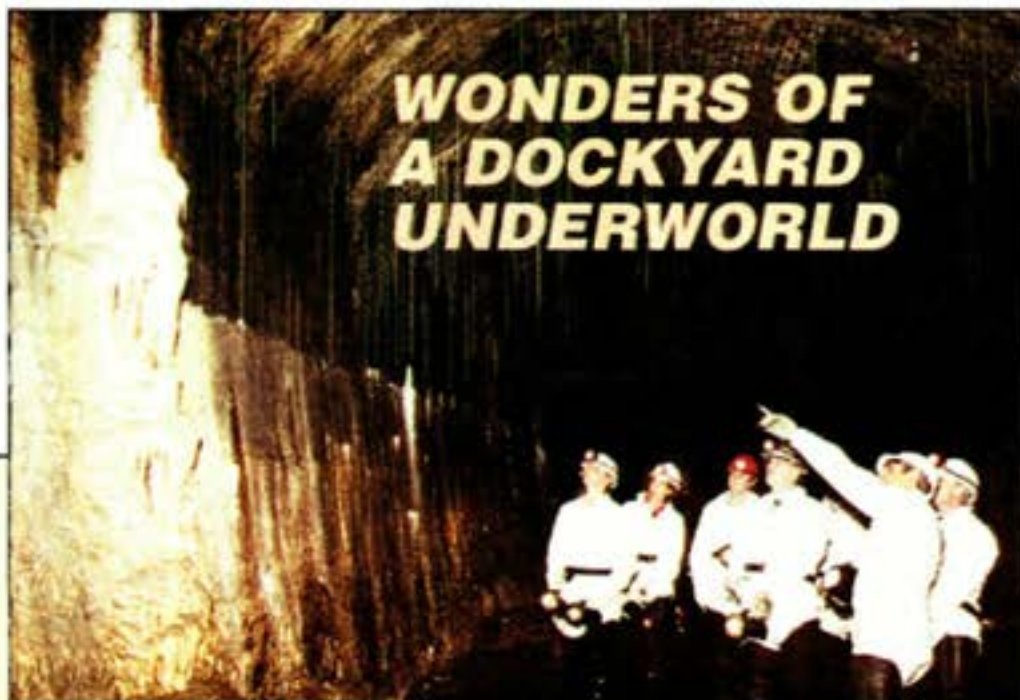
Sgt Keith Palmer (38), an instructor at the Commando Training Centre Lympstone, collapsed on board the *Saria Marie* as the yacht was returning from a training programme off Guernsey. He leaves a wife and two children – a boy aged three and a girl of two.

Sgt Palmer had served for 22 years and was a veteran of the Falklands and Gulf Wars.

BELOW the surface, there's more to Portsmouth Naval Base than meets the eye – as the Lord Mayor of the city, Cllr Mark Hancock, found.

He encountered this huge stalactite when the Naval Base Commander, Commodore Iain Henderson, took him below ground into vaults associated with dry docking.

The culvert system was built in the 18th century to enable the docks to drain into an underground reservoir. Above ground, Cllr Hancock – making the Lord Mayor's annual visit to the base – toured HMS Fearless and the dockyard's combined workshops.



WONDERS OF A DOCKYARD UNDERWORLD

MQs SALE: NO OPTIONS FOR EXCHANGE

CONTRACTS for the sale of the 57,400 married quarters in England and Wales have been exchanged, and completion of the deal is expected in about two weeks.

As anticipated, the quarters have been sold by the Ministry of Defence to a British-based consortium - Annington Homes - for about £1,662 million. As well as accepting all the MOD conditions aimed at safeguarding Service occupants, Annington has dropped the site exchange option.

The option would have given the company rights, after 25 years, to propose a swap which would give them an MQ site in exchange for an alternative with amenities which would be at least as good.

Defence Procurement Minister James Arbuthnot said the decision to drop the exchange options will reassure those who were anxious about that part of the proposed change of ownership. "All in all, we have secured a good deal - one that will work to the benefit of the Services, the Ministry and the wider economy," he said. Of the £1.6 billion, £100 million will be spent by the Defence Housing Executive on speeding up the upgrading of quarters to

Grade One condition.

Annington will immediately take over 2,400 homes. The company has arranged a £75 million facility for investment in released properties which it says will help to improve the quality of the national housing stock. Any gains over the next 15 years will be shared with the Government.

With £430,000 start-up capital, the company has set up a charitable Trust to benefit Service families. The Trust will sponsor community activities and projects, and Annington intends that the trustees should include representatives of Services and families organisations.

Discount scheme

The company has also pledged to run for Service occupants a mortgage discount scheme at least as good as that currently operated by MOD.

Annington Homes chairman, Sir Thomas Macpherson, said "Fundamental to the business will be close links with the Services, and the board has a strong emotional attachment to the people who are at the front line of Britain's defence."

Sir Thomas, who as an Army commands officer in World War II was three-times winner of the Military Cross, is joined on the Annington board by a retired air vice marshal, Alexander Hunter, as deputy chairman.

About 90 per cent of Annington's finance will come from four leading British banks, while the Japanese-based company Nomura International is underwriting the whole of the transaction and will hold the majority of risk capital.

Mr Arbuthnot said that Service families will start to see the benefits as massive housing improvement are made possible by the sale.

"The position of the Services and residents is fully protected by the legal documentation," he said, "and we are confident that we can look forward to a constructive partnership based on Annington's full understanding of Service interests."

"Like the Government, Annington appreciates the vital importance of good housing and, in particular 'patch life' to Service welfare and morale."

MOD has issued a booklet, The Right Foundation, to married Service personnel, explaining the benefits and implications of the sale.

Nuclear 'dustbin' going for disposal

ONE OF Britain's smallest nuclear reactors is to be decommissioned and removed from its site at the Royal Naval College, Greenwich.

The Jason reactor, no bigger than a domestic dustbin, has been used to train nuclear submarine officers since its installation in 1962. Now, with the planned closure of the college, the fuel and structure of the reactor will be taken away by about the end of 1998.

The fuel will go to Scotland's Dounreay reprocessing plant, while waste of low activity will go for disposal at Drigg, Cumbria. The cost of decommissioning and removal is estimated at £5-£7 million and will be managed by AEA Technology.

Project officer, Cdr Howard Broadbent, said that the Navy's nuclear safety standards were extremely high and followed guidelines laid down by the Nuclear Installations Inspectorate.

Trusteeship

Meanwhile former Director General of the National Trust, Sir Angus Wilson, has been named as chairman of the Trust set up by the Government to protect the buildings at present occupied by RNC Greenwich.

One of the nine members of the Trust will be the former First Sea Lord, Admiral of the Fleet Sir Benjamin Bathurst. The other members will be appointed later.

Announcing Sir Benjamin's acceptance of the trusteeship, Defence Secretary Michael Portillo said his appointment "will ensure that the Royal Naval College's proud associations with the nation's Naval history are carried forward in the planning for the future of the site."

The 17th-century buildings at Greenwich will be taken over by the University of Greenwich and the National Maritime Museum when the RN College vacates the site next year.

The new tri-Service college, which will absorb the functions of

the RNC, will operate from RAF Bracknell from September next year until a permanent site becomes available. A decision on the college's final location has yet to be made.

Guzzling Big Macs

NOW it's MacNavy - a branch of MacDonalds opened at Devonport last month, exclusively for the use of the Dockyard.

The brainchild of former Devonport Commander Commodore Michael Johnson, the £550,000 restaurant is the first of its kind within a UK military establishment, although several already operate in US Navy bases. It is open from 7 a.m. to 11.30 p.m. seven days a week.

Assistant Manager Matt Cornish told Navy News he had 3,191 customers in the first week.



Crimea VC bought for £33,350

THE FIRST half of a sale of the world's largest collection of British Naval medals has fetched £355,350 at auction in London. The hundreds of campaign and gallantry medals dating from the 1840s were sold in groups or individually and included one of the earliest VCs.

The Victoria Cross, won by AB Joseph Trewavas during the Crimean War, made £33,350 alone. It was awarded as a result of Trewavas's valour during a raid to destroy a Russian pontoon bridge on the Sea of Azov coastline in 1855.

The collection, built up by the late Capt K. J. (Dougie) Douglas-Morris, totalled about 3,000 pieces, many of which were presented by his widow to the RN Museum, Portsmouth earlier this year.

Part two of the sale, which is expected to net an amount similar

to the initial auction, will be held by Dix Noonan & Webb in February, and will include a second VC. It was won by gunlayer PO Ernest Pitcher during a shoot-out between his O-ship and an enemy submarine in the Bay of Biscay in 1917.

Other gallantry awards sold in October included DSCs and DSMs won in the the Battle of the Falklands in 1914, the Battle of Jutland, the Zeebrugge raid in 1918, HMS Jervis Bay's mortal combat in 1941, the sinking of the Bismarck, the Battle of Crete and the Anzio and Normandy landings.

Torbay gets back in training

HMS TORBAY sailed for basic operational sea training last month, having completed the first Trafalgar Class Revalidation Upkeep Period at the Clyde Naval Base - an intensive maintenance package that followed over 300,000 miles at sea and fitted her with new sensor equipment.

Before returning to Devonport she committed the ashes of 'Old Torbay' Eric Horsell who served for three commissions between 1943-45, hosting his widow and several former shipmates to lunch on arrival.

Poem for Nelson's pursuer

WALTER BURKE. HMS Victory's pursuer who attended Nelson as he lay dying, is buried at Wouldham, Kent, where each year the village children gather at his grave on Trafalgar Day.

This year, following a visit to Gibraltar, Mrs Peggy Hosid, who lives nearby at Tunbridge Wells, sent a poem inspired by the event to Capt Richard Lord - who read it during last month's ceremony at the Rock's Trafalgar Cemetery. It concludes:

With sweet solemn faces they honour the brave.

Each carries a pony to place on the grave.

Then into the church where softly they raise their childish voices in anthem of praise.

Hearts filled with emotion we steal away

Remembering the Other Trafalgar Day.

Health boat embarks on her second career

FORMER Thames Port Health Vessel Londinium I was handed over to the Marine Volunteer Service by the Corporation of London, at a ceremony at St. Katherine's Dock.

The Londinium I is now serving as a training craft for MVS units in the Thames Region.

Volunteers

A purely volunteer service, the MVS is uniformed and run on disciplined lines. It is a registered charity and functions primarily on public donations.

Lady Gillett, who launched the Londinium I in 1977, performed the recommissioning of the vessel.

"She is a fine craft which has been beautifully maintained and will have an ideal second career," she said.

IN BRIEF

ATTENDING the Annual Wreath Laying Ceremony at the Mountbatten Statue in London were members of the Kelly Reunion Association with Countess Mountbatten of Burma.

CELEBRATING its tenth year of service, RNLI Lifeboat Sir Galahad was joined by RFA Sir Galahad at anchor in Man O War Roads, Tenby.

MAYOR of Gosport Kevin Brown attended the unveiling of Truant Corner, a room dedicated to HMS Truant at the Royal Navy Submarine Museum.

THE CROSS of Nails belonging to HMS Coventry, left in the care of Coventry Cathedral while the ship was in refit, was passed on to her new CO, Captain Paul Lambert.

INSHORE Training Squadron vessels HMS Pancher, Loyal Chancellor and Loyal Watcher visited London last month in support of the 75th anniversary Tattoo of the Royal British Legion.

Northern Pikes

HMS Bridport, Cromer, Cottesmore, Chiddingfold and Ledbury with RFA Sir Galahad in Operation Pike off the west coast of Scotland - a series of route surveys and mine countermeasures exercises which featured a visit by Armed Forces Minister Nicholas Soames and a families sea day for local fishermen in Oban.

Picture: LA(Phot) Adrian Hughes



Drafty... General Service Engineering

BONUSES TO KEEP MEMS ON BOARD

THE MEM Retention Bonus Scheme is a very attractive package which offers £1,500 or £3,000 to all MEMs with between three and five years service on September 15, 1996.

It is hoped that there will be significant take-up, particularly by those currently serving on a notice engagement and Director Naval Manning will notify all those entitled to apply for the bonus by letter. The offer closes in December, but early applications will be most welcome.

Gaps ashore

Meanwhile, with no means of providing an immediate solution to today's manning shortages, the biggest shore employers are having to bear the resultant gapping whilst at present, the front line remains largely unaffected.

Managing the shortage in terms of service requirements and expectations of the individual is under constant review by the staffs of Director Naval Manning, Flag Officer Surface Flotilla and Captain Naval Drafting. Recruiting has been increased to satisfy manning requirements in the medium term, and the MEM Retention Bonus Scheme is designed to reduce the outflow at least until the present recruiting drive arrives on the trained strength.

The target for new recruits is intended to make full use of the MEM First Sea Draft (FSD) train-



ing capacity in the Fleet. This will result in large numbers of post MEMB MEMs joining ships for their 15-month First Sea Draft and the maximum dilution rate of 50 per cent, or greater, will soon become the norm.

Exceptionally, those ships which do not have FSD training capability (MM/PPs) must be continually manned by fully trained and recommended ratings. To achieve this, some experienced MEMs from

larger units are being drafted to MM/PPs to complete their sea time, freeing up FSD training billets for trainees.

Turbulence

As a consequence of the current MEM shortage the length of shore drafts is reducing as priority is given to fulfilling the Sea Bill.

Shore employers see this as additional turbulence especially when the current policy also

requires them to release personnel for pre-sea training as well as their own training needs. Meanwhile, qualifications for shore jobs continue to increase in number, complexity and cost.

The days when CND was able to provide reliefs for those away on courses, and when continuity requirements were honoured, are a thing of the past.

Training absence will now almost certainly result in a temporary gap. Some of these training gaps can be mitigated if a realistic turn over period is specified in schemes of complement.

Specifying continuity for a billet can only be acknowledged when the period does not exceed the Achieved Time Ashore (ATA) for any particular category.

Following last year's redundancy round, a comparison between the strength and requirement shows an apparent overbearing of some 52 CPOMEAMs and approximately 20 WEAWDs. In addition there are 28 WEACEWs awaiting FSD.

Artificers filling surplus billets are liable to be redeployed at short notice in the same port area, or to another area at normal drafting notice, and possibly out of specialisation, to make good shortfalls in other branches, or to fill unforeseen short-term requirements.

The requirement for artificers to be employed out of specialisation is increasing, the recent drafting of artificers for temporary duty in careers offices is an example of this.



There is also an apparent surplus of POMEAs. There are 326 borne compared with 201 complemented billets, but the higher number is needed to feed the future requirements for CCMEAs and CPOMEAs.

All POMEAs are under training until they qualify, at sea, for advancement to CPOMEA. This limits their availability to fill billets elsewhere.

Bristol build-up

The transfer of Naval Support Command billets to the Bristol area is underway and, March 1, 1997, some 36 CCMEAs/CPOMEAs and 59 CCWEAs, CPOWEAs, and POWEA posts require to be filled.

At present the number of preferences for the area is considerably less than the number of billets. The inference is clear, Bristol preferences/volunteers are needed. If this applies, your amended C230/C240 will be welcomed.

YOUR signed C230 and C240 are the official record of your preferences and personnel details, and are used in formulating your next draft.

To ensure that you are kept up to date and that your current preferences are accurate, read the guidance in the covering instructions, particularly note six which examines the questions: "Are you prepared to give up some of your shore time to get your sea preferences?" and "Are you prepared to go to sea at less than five months normal drafting notice?"

By answering you to one or both of these questions you may be drafted selectively to fill an unexpected vacancy. Yes answers actually increase your chances of achieving your sea/base port preference by declaring a willingness to give up some of your guaranteed minimum time ashore and/or are willing to move at very short notice. If you're not sure about any aspect of completing your DPf or C240 then consult your DG.



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● HMS Cardiff at Venice in 1919 a month after the break-up of the Austria-Hungarian Empire. Two years later she would take ex-Emperor Charles to exile in Madeira

Early case of gunboat diplomacy

THERE is still a strong movement among their former subjects to restore several of the European monarchies lost in the aftermath of the world wars.

In connection with one of these, 75 years ago this month there occurred, somewhere on the River Danube, a strange event probably unique in the annals of diplomacy - when an ex Emperor gave his parole to a captain of the Royal Navy.

After World War I, following the Treaty of St Germain, the Austrian Empire had broken up on September 10, 1919.

Charles of Austria and his wife the Empress Zita fled from Switzerland to Hungary in March 1921, hoping that with the aid of their faithful adherents the crown of Hungary might be restored to the last of the Hapsburg emperors.

But although many of his people - and some of his troops - welcomed his return, the Regent of Hungary Admiral Horthy barred his entry into Budapest.

The royal couple were put on a train to the banks of the Danube, where the gunboats HMS Glowworm and Ladybird were lying at anchor. (In her engaging book *My Memories of Sir Reigns Queen Victoria's granddaughter Princess Marie Louise* indignantly recalled that the last meal the Hungarian government served their King on Hungarian soil consisted of black bread, cheese and sausage.)

Exiles

Commander of the Glowworm was Capt (later Vice Admiral) Arthur Snagge. His orders were to convey the exiles to the cruiser HMS Cardiff, then the Flagship of the 3rd Light Cruiser Squadron in the Mediterranean, which eventually took them on to Madeira.

"Captain Snagge did all he could to make his guests comfortable, placing his own quarters at their disposal," Princess Marie Louise recorded.

"He had, however, forgotten to remove some caricatures of the German Kaiser which were on the walls (sic), but on realising this he gave

orders that they should be taken down at the first opportunity when the Emperor was out of the cabin.

"Early in the voyage, Capt Snagge requested the Emperor to give his word of honour that he would not leave the ship of his own accord or make any attempt to return to land.

"The Emperor thereupon wrote the following 'parole' in his own handwriting, and gave it to Capt Snagge:

"I give my parole of honour to Capt Arthur Snagge that during my voyage, so long as I am in his care, I will abstain from any attempt to regain my liberty. In making this promise to Capt Snagge, I consider myself personally under his direction, and for the duration of this voyage.

Charles,
Empereur d'Autriche
Roi de Hongrie"

Charles died the following year.

CREDIT CARD NEWS



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Clean sweep for Bridport

A BUSY summer tour of the United States and Canada gave HMS Bridport the chance to prove herself and her class under close scrutiny.

The fifth of the revolutionary Sandown-class single-role minehunters took part in the huge US-UK amphibious Exercise Purple Star - and Bridport found more mines than any other ship.

The Atlantic crossing, with sister ship HMS Cromer and Hunt-class vessels HM Ships Berkeley and Chiddingfold, was the first by Mine Countermeasures vessels (MCMVs) in ten years, and the first by the Sandown class.

Bridport herself steamed some 10,000 miles in the course of four months, calling at nine ports - including Bermuda, Norfolk (Virginia), Washington DC, Boston, Halifax and St John's (Newfoundland).

At Washington and Halifax representatives of the Pentagon and Canada's Defence Chiefs saw impressive high-profile demonstrations of Bridport's capabilities.

For a nation dependent on maritime trade and naval power, the threat of mines is a serious one, and the British have invariably led the rest of the world in countering this threat.

British expertise has proved invaluable in recent conflicts such as the Gulf, and with the exacting training provided by the tricky oceanography of the West Coast of Scotland - Bridport is part of the all-Sandown Third MCM Squadron based at Faslane - these small ships are ready for the biggest of challenges.

A primary role of the Third MCM Squadron in time of war would be to protect the approaches to the Clyde Estuary, allowing free passage for British nuclear submarines.

But Bridport and her sisters are still rolling back the frontiers of mine countermeasures technology - they can navigate to an accuracy of one metre, detect by sonar to a depth of 200m, and are manned by personnel who are very experienced in dealing with mines; a formidable combination.

The 485-tonne vessel was built at Southampton by Vosper Thornycroft using a modular process, and was launched on July 30, 1992, by Lady Deborah Hill. The Navy accepted her on June 15 the following year.

Older MCMVs swept mines by towing wires which either cut the moorings of floating mines or simulated the acoustic signature of a passing ship, causing detonation.

But with advances in sonar, the ability to hunt mines ahead of the ship - a far safer prospect - became possible, and Sandown-class ships are generally acknowledged to be the best in the world.

With sophisticated "intelligent" mines produced relatively cheaply, minehunters must now use elements of cutting-edge technology to stay ahead of the dangers.

The first is her construction, almost entirely using non-magnetic materials, including a glass-reinforced plastic hull.

Hover

In addition, she has five systems which set her apart from anything else on the seas.

Her Ship's Position and Control System, on the bridge, gives precise control, allowing the Bridport to "hover" in a given spot or to accurately follow a set of waypoints using inputs from giro compasses, navigation equipment and the correlation electromagnetic log.

Bridport can be driven from the bridge wings, hangar roof or Ops Room using a portable joystick.

The propulsion system makes Sandowns the world's most manoeuvrable warships.

Two 475kW Paxman Valenta diesels are used during normal running, but when minehunting vibration and noise is reduced by using two 100kW electric "slow speed drive" motors.

The motors drive two Voith-Schneider cycloidal propulsor units - carousels of five adjustable vertical blades. By changing the angles, thrust can be applied in any direction, doing away with the need for a conventional rudder.

Used in conjunction with the



● HMS Bridport conducting Replenishment at Sea with RFA Olna during her passage to the USA earlier this year. The ship's bow thruster tubes are clearly visible as she ploughs through the Atlantic swell.

Schottel bow-thrusters, the ship can spin on the spot.

Sonar 2093 is the first of Bridport's minehunting systems - a sophisticated variable-depth sonar capable of simultaneous search and classification of contacts at great depth and long range.

Nautis M - Naval Autonomous Tactical Information System - links other elements and gives the command an overall picture of the tactical situation. Graphic displays of information are displayed on the bridge and in the Ops Room.

RCMDS 2 is the Remote Controlled Mine Disposal System - an unmanned submersible controlled from the Ops Room by the minehunting director. The submersible has its own sonar and

colour and monochrome cameras to classify the contact. It also carries a disposal charge, a cable cutter or a manipulator arm.

But clearance divers are still vital, providing another option when dealing with mines, and for gathering information.

For defensive purposes Bridport

mounts a 30mm close-range gun, light machine guns, and she is equipped with 1007 navigation radar and a 780 echo sounder.

Having returned to Faslane, Bridport will enter a maintenance period, and there is a planned visit by some of the ship's company to Bridport for Remembrance Day.

Next year starts with an MCMV Squadron exercise, followed by a period in the Baltic.

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 14

Facts and figures

Pennant number: M105
Builder: Vosper Thornycroft, Woolston
Launched: July 30, 1992
Commissioned: November 6, 1993
Displacement: 485 tonnes standard
Length: 52.5 metres
Beam: 10.5 metres
Draught: 2.3 metres
Ship's company: 34 (five officers) + six spare berths
Main machinery: Two Paxman Valenta 6RP200E diesels, Voith-Schneider propulsion, two Schottel bow thrusters
Speed: 30 knots diesel, 6.5 knots electric drive
Range: 3,000 miles at 12 knots
Guns: One BMARC 30mm close-range gun, light machine guns

Countermeasures: MCM: ECA disposal system, two PAP 104 Mk5 (Remote Control Mine Disposal System 2) - these craft can carry two mine wire cutters, a charge of 100kg and a manipulator with TV/projector. Craft can dive to 300m at 6 knots with endurance of 5x20min sessions. Decoys: Outfit DLK; 2 Barricade (fitted for deployment)
Combat data systems: Plessey Nautis M action data automation
Radars: Navigation: Kelvin Hughes Type 1007; I-band
Sonars: Marconi Type 2093; VDS; VLF-VHF multifunction with five arrays; mine search and classification
Affiliations: Bridport (Dorset), Bridport Royal Naval Association, Bridport Sea Cadet Corps (TS Keppel) and Leith Academy, Scotland

Two shades of blue for original minesweeper



● A painting of the first HMS Bridport, a wartime minesweeper which served in Scotland, East Anglia and the English Channel.

THE PRESENT HMS Bridport is the second ship to bear the name, and the first was also involved in mine clearance.

A Fleet minesweeper of the Bangor class, the first Bridport was laid down in Dumbarton in September, 1939, and completed in December, 1940.

She swept for mines at Scapa Flow, Harwich and Portsmouth, and gained battle honours at Dieppe in 1942 and Normandy in 1944.

In 1945 she was decommissioned by the Navy, but taken up by the RAF in 1946 as HMRAFV Bridport until 1958, when she was broken up in Plymouth.

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JACK

BY TUGG



Letters

Kiwi polish for Daniel

YOU MAY be pleased but probably not surprised to learn that *Navy News* is read with more than a passing interest as far away as New Zealand.

CPO R.K. Bradley's letter in the July 1996 edition concerning the "Decline and Fall of Daniel, VC" caught my eye with the mention that the final resting place of the unfortunate Daniel was reported to be an unmarked and overgrown grave in Hokitika, a town on the West Coast of New Zealand's South Island.

Daniel's story has in fact attracted the attention of a number of local historians and others, and is reasonably well documented. A newspaper of May 1868 carried a detailed account of his funeral and it is apparent that he was buried with full military honours, complete with band and firing party.

Although CPO Bradley writes that Daniel's name was restored to the VC Roll in 1920 following King George V's 'amnesty', I am led to believe that the decree was not enacted retrospectively and therefore did not apply to the likes of Daniel. Certainly in 1981 a petition for "his name's restoration to the VC Registry and his misdeeds pardoned" was declined by the Governor-General of New Zealand.

In any event, I am pleased to report that the grave has been tidied and a plaque to the memory of "Edward St John Daniel VC" has been erected in the centre of the Returned Services' section of the Hokitika cemetery.

The full inscription reads "In Memory of Edward St John Daniel VC of Bristol, England. Died Hokitika 20th May 1868, aged 31 years." - **Commodore J.G. Leonard**, Maritime Commander New Zealand.

WAIVE GOODBYE TO GOING OUTSIDE

AS IS NOW common knowledge, there is a plan detailing that certain able rate MEMs are to be offered a bonus to waive their notice - to the tune of £3,000 for 18 months and £1,500 for six months.

If the people in the so-called 'know' have made a mistake in their calculations for future manning it should be up to them to rectify the problem by other means than financial bribery.

A fair assumption would be to expect most MEMs to submit their notice on completion of the waiver and say: "Cheers easy, Jack."

Another assumption would be to expect other branches to submit notices so that they will then become problem branches and get the same bribe as the stokers.

Where will it stop? Will all branches/rates be offered bribes to stay in? Will the bribe be higher for higher rates/ranks? Will it affect any future pay rise?

At least the divers, wafoos, submariners etc call retention pay diving pay, flight pay etc. Couldn't the powers that be at last try to disguise this retention pay as 'STP pay'?

Comms rates, at Commsens, have found themselves in ever decreasing watches with higher work loads. The only effort being made to assist them is to change watchkeeping systems to even more unsociable hours and the possibility of re-employing redundees as casual staff doing the same job as they did before they went outside. - **LRO(G) D.R. Gibson**, HMS Hurworth.

Xmas gift takes root

IT WAS GOOD to read of HMS Westminster's visit to Oslo and the gift of the oak tree - but it should be borne in mind that the annual Trafalgar Square Christmas Tree is not a gift from the people of Norway as such, being specifically that of the citizens of Oslo.

Bergen donates a tree to Edinburgh and the Norwegian War Veterans (particularly those who served in the minelaying flotilla at Dover) have since 1992 donated a tree to Dover.

The donation this year will be significantly different in that a live Norwegian spruce to be grown in Dover will be included.

While on holiday in Norway earlier this year I helped my friend Finn Christian Stumoen of the Veterans Association select it.

He has been honoured by being the principal guest at Dover each November since 1992, to switch on

the town's Christmas illuminations. - **Cdr H. Foxworthy**, Forfar.

She's a lily in the field

HOW DARE T.Shaw refer to the young men and women of the Royal Navy as fops and water lilies. The aerobics team which took part in the Royal Tournament this year were not PTLs, but personnel drawn from different branches of the service.

Had he taken the trouble to journey to Earls Court he would also have seen a brilliant display of club swinging by the same team.

As for bringing into question their ability to cope with sea duties, I found this observation very offensive.

My daughter - one of the water lilies - has spent nine months of three consecutive years off the coast of Bosnia servicing Sea King helicopters. - **J. Roulston**, Dartford.

A hospital ship on wheels

I HAVE seen some interesting old photos of naval craft in *Navy News* lately - here's one of me with an unusual one, the Golden Hind, taken in April 1941. ▼



with cardinal red.

We carried a variety of injuries, the worst always being the stokers who had been scalded and painted all over with tannic acid. We were always met with great cheerfulness, help and humour, no matter what injuries had been sustained.

We went to Plymouth in the early mornings of the two blitzes. The first time the city was on fire and the lines at Plymouth North Road were cleared in front of us for our train to be pulled in.

We slept on empty stretchers en route and often did not know where we were going. We sometimes had to hide from enemy action. The worst night was when we were kept in the engine sheds at Bristol while the city was burning.

- **B. Hayes** (nee Bellamy), Wellington, Somerset.

Rescuers not sunk

YOUR SNIPPET on the donation of the rescue vehicle LR3 to the RN Submarine Museum should not suggest the demise of the UK's Submarine Rescue System.

LR3 was pensioned off many years ago and had only been used to provide spares for the current vehicle LRS.

LR5 is very much up and running and provides the UK's contribution to submarine rescue on this side of the Atlantic, when the works in co-operation with one of the two American Deep Submergence Rescue Vehicles flown in from San Diego.

LR5, with the rest of the UK's Submarine Rescue Service, has already conducted three training exercises this year - and two more are planned.

Exercise Sorbet Royal 96 was the largest NATO rescue exercise ever held and took place in the Vestfjord off Norway in June. LR5 showed herself to be an even match to the American DSRV and the Swedish URF who also participated. - **Cdr D.P.B. Ryan**.

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



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No.508 41st year

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NOT MANY RN matelots got to see the US Navy blimps in World War II. When I was serving in the escort carrier HMS Thane in the North Pacific in July 1944, this one used to do anti-submarine spotting for us.

Also, every morning just after dawn on arrival she would drop the morning's newspapers in a container.

We could have done with her in February the following year - when the ship was torpedoed and damaged beyond repair in the Irish Sea. - J.A. Tate, Gorleston-on-Sea.



● Above: Bombs explode near HMS Delhi during an air raid on Palma in the Spanish Civil War. Right: King Boris and Queen Ioanna of Bulgaria on their way to visit the ship in Varna. HMS Delhi was scrapped at Newport in 1948.

Letters



Deutschland's double dose for the Delhi

THE ARTICLE 'The Royal Navy and the Spanish Civil War' (September issue) brought back many memories. I was serving in the D Class light cruiser HMS Delhi at the time.

We had just visited Varna - where King Boris and Queen Ioanna of Bulgaria came on board, the King leaving behind barrels of wine and grapes for the ship's company - and were to have moved on to Constanta in Rumania when we were ordered to proceed at speed to Palma Majorca to take part in the Nyon patrols.

We were to relieve HMS Hood there and the intention was to close her for discussion on the situation. Before that could occur 48 aircraft passed overhead to bomb Palma - but dropped two sticks of bombs between the two ships which made us realise we were in the war zone for real.

We believed the planes to be Italian and that the bombs were purposely dropped as a warning for

us not to interfere.

Later came the news of Franco's advance to Madrid and the evacuation of the Government to Valencia. Reports of thousands of refugees moving towards Valencia required us to anchor off that port and we were ordered to take off as many women and children as we could and remove them to Barcelona.

The boats worked overtime and very soon the upper deck was filled with women and crying children - almost all the women wore the traditional Spanish black and from the bridge it looked as though we had embarked a cargo of nuns. There were some well dressed folk present and it was rumoured that some of the ladies of the Royal Family had come on board.

A meal had to be provided en route and this caused difficulties.

The ship had been at sea for two weeks or so and there were no fresh fruit or vegetables on board. The Paymaster duly provided corned beef, biscuits, tinned fruit and custard.

There was little appreciation from the Spaniards who obviously knew nothing of corned beef and were certainly completely baffled by the strange, congealed yellow mess on the plates.

Added to this was the ship's movement, which, although slight, resulted in a great deal of wasted food.

The German pocket battleship Deutschland had earlier been bombed by Spanish Government planes in the harbour at Ibiza, killing 23 men and wounding another 83.

At about midnight, having disembarked all the refugees at Barcelona, Delhi was at anchor off the coast when suddenly the night was shattered by thunderous gunfire.

Shells actually passed over the ship.

Action stations were sounded and anchor weighed - the Deutschland was to seaward of us, lobbing 11 inch shells over the top of us, taking her revenge on the orders of Hitler. We were lucky not to have been hit and we cleared the area as soon as possible. - Lt Cdr R.A.Manwaring, Woking.

WHILE going through some old papers I found an article in the Sunday Chronicle of 29 April 1945 which may be of interest in that it must have recorded the last German action against a major British warship in the Mediterranean theatre of World War II.

It told how six Nazi "death ships" - ie, explosive motor boats - set out to get the 26-year-old cruiser HMS Delhi. Only four of them reached the Yugoslav port of Split where she lay as the Navy's HQ for collaboration with Marshal Tito.

The first struck a landing craft and blew up 20 yards from the Delhi. The second was blown out of the water by the cruiser's guns.

The third, blinded by her searchlights, struck the harbour entrance and blew up. The fourth turned to run and the Yugoslav shore batteries got it. - E.Palmer, Bootle.

I WAS an apprentice cadet seaman serving on the British owned SS Maidenhead, one of many Brits engaged in running the blockade of Spain.

On one occasion we went light ship to Gdansk and loaded lots of heavy wooden crates up to the hatch coaming in all five holds. We then shifted berth to Gdynia where all the holds were topped up with loose coal - our sole cargo, to all appearances.

Somewhere off Cape St Vincent a cloud of smoke hove in sight, turning out to come from the battleship Canarias. There were lots of flag hoists, flashing lights and an eventual shot across the bow which encouraged our skipper to slow down and await a boarding party.

Meanwhile sparks had got off an SOS - and as we hove to a second cloud of smoke approached in a great hurry, which turned out to be HMS Hunter.

She circled us and lay between

us and Canarias, all her guns and torpedo tubes aimed at the bigger ship.

She then escorted us into Gib, tailed all the way by the Canarias. We lay alongside the detached mole for three days while the Spanish ship stood off waiting in the bay.

Then she had to go and rebunker and we slipped out and proceeded to Barcelona, again escorted by Hunter.

While we were in port unloading a picket boat from the destroyer came in morning and evening to see that we were OK. It took about a week to discharge our cargo - and at regular intervals shells landed daily in both the port area and the town so we were very glad when we finished discharging and cleared away for the open sea.

During this period all British Merchant Marine serving personnel were paid a War Bonus of double wages. My first introduction to war at sea left a lasting impression on me - and I later survived seven years in RN service, including three as a POW. - Lt Cdr F.R.Price-Fox, DSC, Watton, Norfolk.

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Rover finds lost trio

A ROYAL Fleet Auxiliary tanker has rescued three men who had been drifting at sea in an open boat for five days.

RFA Gold Rover, which is supporting the West Indies guard ship HMS Argyll, came upon the 20ft boat 140 miles from land in the Caribbean during a man-overboard exercise.

The fishermen, who had run out of food and fuel and were surviving on raw fish and water gathered in a plastic bag, were spotted by Third Officer Adam Eves.

They had been fishing off the island of St Vincent when they were caught by a storm and driven out to sea.

When Gold Rover found the men, well outside normal shipping lanes, an air-sea search was being scaled down and relatives were beginning to fear the worst, but Captain Leslie Coupland said the men were in surprisingly good shape.

The 11,500-ton ship, due back in Portsmouth next March, got a rousing reception when she delivered the men to Kingstown, the capital of St Vincent.

For two of the marooned men the scenario had a familiar ring about it - they had been rescued by coastguards two years ago when their fishing boat drifted out to sea.

Rescuer is rewarded for bravery

AN AIRCREWMAN who twice detached himself from his helicopter's winch wire to save the lives of 11 trawlermen in icy, stormy seas off Norway has received the Queen's Commendation for Bravery.

CPOACMN(D) Ian Copley, a member of 819 NAS based at HMS Gannet, was presented with the award by Flag Officer Naval Aviation, Rear Admiral Terry Loughran.

Chief Copley was a member of the crew of a Sea King embarked for an exercise in RFA Fort Victoria in February last year. The aircraft had just returned from a sortie in foul weather when the ship received a mayday call from the Norwegian fishing vessel Roaldnes, sinking five miles away.

Within nine minutes the aircraft arrived to find an empty liferaft and another with one survivor on board, and four clinging to it. Chief Copley was lowered and, without regard for his safety, detached himself from the wire to help the men into the raft and

then to supervise their lift, one by one. As the light faded and the weather deteriorated, six remaining men were seen in the sea. Chief Copley again disconnected himself so they could be lifted in pairs.

Twice the aircrewman was immersed in the sea, but in the words of the commendation, "he continued to supervise the rescue with courage and a steady hand."

CPO Copley has since saved two more lives in a dramatic rescue off Plymouth (see back page.)

More recently, an aircrew assessment exercise for two members of 819 Squadron turned into a real emergency by Loch Lomond.

A Sea King flown by Lts Simon Coley and Martin Roberts from HMS Gannet was carrying out a low-level navigation exercise when the crew saw the aftermath of a road accident.

As there were no emergency services at the scene, they reported the crash and landed beside the road where aircrew assessors Lt Cdr Nick Dunn and Lt David Cooke gave first-aid to an injured man.

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SERVICE personnel can now ring home using their Naafi Budget or Charge Card.

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The system works by the cardholder dialling a freephone number - there may be a charge in some areas and by some providers - and keying in an account number and PIN.

A direct-dial facility is available from key Service locations, including Germany, Cyprus and other West European countries, Hong Kong, and the UK - with an English-speaking Energis operator on duty round the clock.

Calls are routed by Energis and charged by the second.

The facility also provides a messaging service for unanswered or engaged calls.



On camera - ship's company from HMS Somerset show the new uniforms to a BBC TV crew.

Ship trial for uniforms

TRIALS for the Navy's new working uniform have started on HMS Somerset.

Ship's company from the Devonport-based Type 23 frigate will wear two separate rigs to replace clothing which has not changed in more than 50 years.

'Working rig' or Number 8s is being replaced by a General Duty (GD) uniform and a Naval Action Clothing System, or NACS.

GD uniform, for peacetime or during routine work ashore or afloat, is based on blue working trousers and an open-necked shirt, with the option of a long-sleeved shirt and tie for officers and senior ratings.

This rig could be introduced early in 1997. The NACS is used when protection is needed, either because of the working environment or the risk of imminent action, and features fire-retardant garments based on the core 'crewsuit', a blue one- or two-piece item complemented by colour-coded shirts and new slip-resistant boots.

The Defence Clothing and Textile Agency, which is implementing the changes, believes the fully-developed NACS could be introduced to the Navy in 1998.

Members of Somerset's company are the first in the Fleet to test the uniforms, and will fill in a questionnaire to assess them.

Firefighters prove their worth

ONE SECTION of the Royal Naval Air Station at Culdrose got a chance to prove its efficiency during a formal inspection.

As Rear Admiral Terry Loughran, Flag Officer Naval Aviation, checked on operational readiness at the base, a call came through from the Cornwall Fire Brigade seeking assistance in tackling a serious gorse fire on the Lizard Peninsula.

The Culdrose Fire Station and School of Flight Deck Operations swung into action, and a team of seven, led by Station Fire Officer Lt Ian Harper, went to investigate.

A further 35 ratings were later dispatched to the area near Coverack to help, and stayed until the fire was under control.

"Although such incidents are not common, this is the third time in recent years that we have been asked to assist," said Lt Neil Cottingham, Culdrose Command Fire Officer.

"We have contingency plans in place and these were implemented effectively today."

CPO Dave Richards takes a break from fighting the gorse fire.



Freedom of Borough for Atherstone

THE FREEDOM of the Borough of North Warwickshire has been granted to the ship's company of HMS Atherstone.

Given in recognition of the ship's close association with the area, the freedom scroll was presented to Commanding Officer Lt Cdr Peter Lambours at a council meeting in Atherstone.

The ship's company will exercise their rights to march through the town next summer.

Planners to examine 'older' Navy's hopes

THE AVERAGE age of Navy sailors has risen with changes in manpower - and now stands higher than that of Nelson's men.

And in an effort to determine whether the rising age affects career expectations and thus manning predictions, an independent group is to carry out a survey of ratings.

As the number of 16 to 25-year-olds in the UK population decreases, the Royal Navy, in common with other large employers, is having to adapt to an older workforce with different domestic responsibilities.

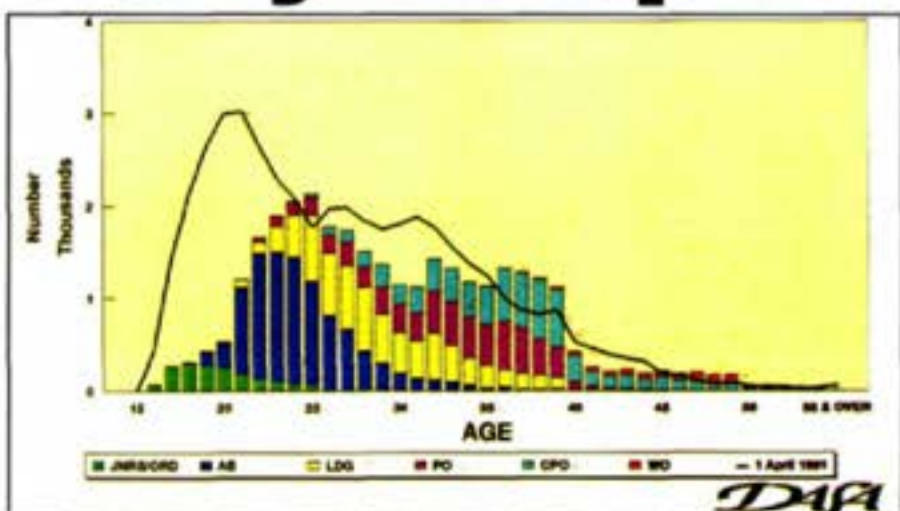
The current average age of able rates is 24, three years older than the sailors at Trafalgar, and higher than it stood in the 1980s.

Leading hands have an average age of just over 30, while for Petty Officers and Chiefs it is 34 and 37 respectively.

However, as a career in the Navy is very different to those in civilian life - with requirements for periods at sea away from home and family - there are concerns over how this trend will affect the aspirations of potential recruits and those seeking promotion.

Responding to initiatives from RN planners, the Defence Research Agency's Centre for Human Sciences at Farnborough has commissioned a study to be carried out by the Institute for Employment Studies at Sussex University.

The IES, with help from the Directorate of Naval Manning, will start with confidential



A graphic showing the spread of current ages in the Navy compared to 1990.

group discussions and interviews on perceptions of opportunities for career progression, allowing researchers to focus on relevant issues.

The actual survey will include up to 1,000 sailors, and will look at some specific areas such as attitude towards sea billets, willingness to

take risks, obeying orders in hazardous situations and the likelihood of decreased promotion prospects and increased time in rank, bearing in mind family and other commitments.

The report is expected to be ready by February.

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● Physiological tests are carried out on a volunteer during cold-water immersion tests.

IT KILLS 140,000 people worldwide every year – 1,000 of them Britons.

Ten million people in the UK risk dying as a result of it – including anglers and yachtsmen – but no one knew exactly why.

"It" is falling into water, or cold-water immersion. But work at the Institute of Naval Medicine has proved that, contrary to popular belief, the killer is not usually hypothermia, but drowning.

Dr Mike Tipton, Reader at the Robens Institute, University of Surrey, followed the tradition of the Institute in deciding it was time to look beyond long-cherished theories and test the reality.

Collaboration

Work by Dr Tipton, currently Consultant Head of the Environmental Medicine Unit, followed on from that of Surgeon Rear Admiral Frank Golden, and is an object lesson in research – a happy collaboration between academia, industry and the MOD, all with much to gain and better served by a combined assault on common problems.

"Research here over the years has really started to emphasise that the first couple of minutes of immersion probably account for the vast majority of open-water immersion deaths," said Dr Tipton.

"Of those who die 60 per cent are regarded as good swimmers, and two-thirds die within two or three metres of safety. In these cases death must be as a result of sudden responses."

Typical experiments involved volunteers being immersed in water for three to five minutes at a temperature of 10C – about the same as cold tap water, and the average temperature of coastal seawater.

THE INSTITUTE of Naval Medicine, based at Alverstoke, Gosport, has established itself as a centre of excellence with facilities amongst the best in Europe. Dedicated to improving safety for the Royal Navy, and enhancing performances under difficult conditions, the doctors and scientists there often break new ground, and their findings can also be of great benefit to civilian groups. With the opening next month of a new immersion facility, **MIKE GRAY** looks at one aspect of the INM's work.

Physiological responses are measured – heart-rate, blood pressure and so on – and on initial immersion the heart-rate is seen to rise considerably, which can trigger a heart attack or stroke in people with heart disease.

But even a fit individual is in real danger because the "cold shock" response includes uncontrollable hyperventilation – a victim cannot hold a breath for more than a few seconds, and can rapidly drown.

Once this response had been identified, a simple remedy was found – the Institute, jointly with the Robens Institute, a manufacturer in Northumberland and a major oil company, developed the "Air Pocket", primarily for use in ditched helicopters.

Helicopter operators estimate it takes 40-60 seconds to escape a submerged, inverted machine. The Air Pocket, a third lung breathing device,

allows you to succumb to hyperventilation without breathing in water.

It is also generally safer than the alternative, a mini SCUBA set, and therefore doesn't require such specialist training in order to remove the risk of a burst lung occurring.

With the initial danger passed, and cold-shock responses stabilised, the victim is now in the "short-term" phase – between five and 30 minutes.

Peripheral cooling of hands and feet means firing a flare or inflating a liferaft, easy to rehearse in a warm pool, becomes more difficult – and ability to swim is impaired.

This explains why strong swimmers in a pool find a short swim across a river or harbour is too far, even without the effect of tide or choppy water.

The Institute has just finished research work with the DERA, Robens Institute and the Swedish

Navy in Stockholm to identify the reasons for impaired swimming – some volunteers swim for up to 90 minutes in cold water to provide data which is now being analysed.

Assuming our victim survives 30 minutes, hypothermia now creeps in, and the INM is examining factors determining how quickly people succumb – among them age, sex, fitness, fatness, clothing and degree of injury.

As part of their studies, INM scientists carry out standard trials on equipment the Navy is thinking of introducing – "once-only" suits for emergency evacuations are currently being evaluated at the Institute.

Shivering

The Institute has also recently collaborated with the Universities of Surrey, British Columbia and Simon Fraser, Vancouver, as well as the UK Health and Safety Executive on a study of the relationship between shivering and blood sugar level – vital for people who are dug into snow-banks, or trapped in submarines, for whom the shivering response helps to maintain body heat.

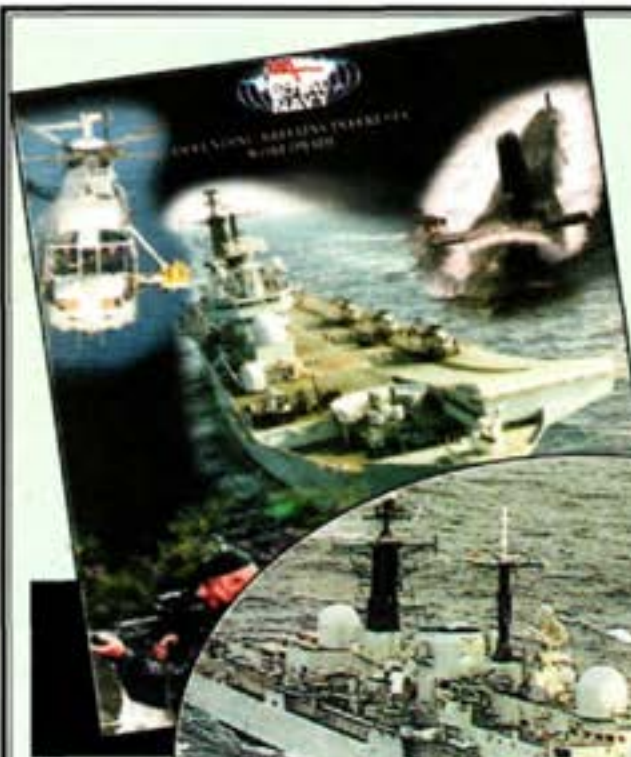
The final danger is that 17 per cent of immersion deaths occur as or just after rescue. INM studies over the years have proved that leaving the water can cause a sudden, often fatal fall in arterial blood pressure.

As a result, the Coastguard and the Navy now rescue immersion victims horizontally, reducing the danger.

Research carried out by the INM's Survival and Thermal Medicine Department is used by its Human Factors Department to develop and evaluate equipment which can be used to rescue immersed victims more safely – again, just as vital for those outside the MOD, and for which commercial bodies are more than willing to provide support to the Institute.



● A willing volunteer tests Air Pocket equipment at the Institute of Naval Medicine.



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* see below for details

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Helping Hands

Gun crew pulls in the pounds

DEVONPORT Field Gun Crew, who were victorious in this year's Royal Tournament, proved a winning team for children who suffer from cerebral palsy.

The sailors raised £2,000 for Trengweath School in Hartley, Plymouth, as well as decorating its special play area.

Communication

The money was handed over to Trengweath's Julia Pearson by Lt Mark Irwin and CPO Ian Frame and PO Danny Carroll, and will be used to buy a computer which enhances learning and communication skills.

Life for wheelchair users at Midvale Hospital in Bonar Bridge has been made easier and sweeter by sailors from HMS Sutherland.

They spent several weekends improving access by laying 400 paving slabs, knocking down walls and creating a garden for patients to enjoy.

A delegation from the ship, including her CO Cdr Stewart Jeffcoat, helped celebrate the garden's opening at a fete and helped to raise £700 for the patient welfare fund by volunteering for a dowsing in the stocks.



● Raleigh's visitors from Chernobyl gleefully open up on Fire School staff with foam extinguishers

Magical time for Raleigh visitors

WHEN eleven young victims of the nuclear accident at Chernobyl visited HMS Raleigh they were under strict orders - to have as much fun as possible!

The children, brought to Plymouth for a month by the Chernobyl Children's Life Line charity and Greenbank Christian Community, took full advantage of the establishment's facilities.

They donned anti-flash gear to drench Fire School staff with foam, swam in Raleigh's pool and spent the rest of the morning messing about in boats at Jupiter Point. After a slap-up lunch in Trafalgar New Entry dining hall they were thrilled with a magic show by HMS Raleigh civilian chef John Eibrow.

Marines check out - from the 27th floor

ROYAL MARINES checked out of the UK's tallest hotel by abseiling 425ft from building's roof - and raised £4,000 for charity in the process.

The men from 3 Commando Brigade teamed up with Metropolitan policemen for the stunt at London's Forum Hotel.

The money will go to the United Nations Children's Fund (UNICEF) which is celebrating its 50th anniversary this year. The event is part of a year-long programme of events planned by Inter-Continental Hotels and Resorts who have also been in business since 1946.

Family affair

For Royal Marines Major Damien McKinney, the event was a family affair, his brother - Metropolitan Police Sergeant Julian McKinney - was also taking part.

The Technical Department at Clyde Naval Base came up with a solution to a problem involving sore backs, horses and disabled children.

Instructors from the Helensburgh and Garelochside Riding for the Disabled group were feeling the strain after lifting youngsters on and off their mounts during their weekly sessions.

So Chief Petty Officers Paul Dunbar and Kenny Burt designed and built a wheeled, hinged aluminium ramp with a platform at the ideal height for the Naval Standard Pony!



● In suspense: Mne Simon Beare and mascot descend from the 27-storey Forum Hotel in aid of the UN Children's Fund (UNICEF)

Portsmouth's Royal Marines Band are performing at Portsmouth Guildhall this month to help raise cash for King George's Fund for Sailors.

The concert starts at 7.30pm on November 9 and includes music from Portsmouth Choral Society. Tickets are priced from £4 to £12 and are available from the Box Office on 01705 824355.

Clyde Naval Base may have set a new world record - for the

wettest coffee morning on record! Around 50 staff braved the elements for the event on the jetty which raised almost £200 for the Macmillan Cancer Relief Fund.

A ten-strong team from the Fire Station at RNAS Yeovilton tackled the annual Fire Services Three Peaks Challenge to raise money for the British Heart Foundation.

The aim was to climb the highest peaks in Britain (Ben Nevis, Snowdon and Scafell Pike) in under 24 hours, including driving time. The team completed their task with almost four hours to spare and raised £840 for the BHF in the process.

In brief

Sixteen sailors from HMS Battleaxe raised £845 for the Neo-natal Intensive Care Unit at Derriford Hospital by running the Plymouth Half Marathon.

A delegation from the ship, led by her Commanding Officer, Cdr Allan Adair, visited Derriford to present the money and to see the unit's work first hand.

Speeding sailors from HMS Grafton had a run-in with Ipswich Police recently which produced a fine result.

The Grafton team were taking part in a Dragon Boat race around Ipswich inner docks to raise cash for the Police Benevolent Fund in their adopted town.

And Grafton's boat finished third out of 18 in the event which raised £2,000. The winners? Ipswich Police!

Ten officers from HMS Sultan raised £1,500 for Multiple Sclerosis Research in a gruelling event in Snowdonia, North Wales.

They accepted a challenge to complete a 12km orienteering course through Forestry Commission Land at Bryn Egan along with wheelchair-bound MS sufferer Carol Miller.

The event was a great success and Carol later presented a cheque for the proceeds to Admiral Sir Julian Oswald, Chairman of the Solent MS Trust.

Clearance Divers from Horesea Island raised more than £600 for charity through their annual golf championship at Southwick Park.

The money will go to Queen Alexandra Hospital in Portsmouth which needs £2 million to buy a Magnetic Resonance Imaging Scanner for the radiography department.

Staff at Treliiske Hospital Special Care Baby Unit greeted LSA Gary Wenn and his three-year-old son Stephen like old friends on their recent visit.

When Stephen was born at the hospital he weighed just 4lbs 4oz and spent his first six weeks of life under their care.

LSA Wenn brought with him a cheque for £700 for the unit, which he raised with the help of a tri-service team at Mount Pleasant Airfield while serving in the Falklands. Gary is now at RNAS Culdrose.

HMS Spartan's rowing machine clocked up some serious mileage during the submarine's East of Suez deployment.

Over a seven-week period, ten men rowed almost 1,400 miles, the equivalent of rowing all the way around the UK mainland.

Their efforts raised almost £800 for the Twig Lane Workshop in Liverpool which supports formerly institutionalised patients on their return to the community. Rascal Radar Defence Systems were the biggest single contributor.

COMBAT STRESS



Bringing peace to minds at war

From earlier wars we had 'Shell Shock'. Today they call it 'Combat Stress'. What Corporal Alan Young saw and heard in Sarajevo left him cowering in a corner. And he still can't leave his room.

For many veterans, not just from Bosnia but from the Falklands, Korea, and especially the Second World War, the story is the same. 'Combat Stress' can shatter a life forever.

Today Alan is looked after by the Ex-Services Mental Welfare Society. With over 4,000 men and women to care for and who knows how many more, we need every penny you can spare. Psychiatric care, nursing and the management of our homes costs money that will only come from people like you, people who care about those who gave more than they could spare.

Please do help. We have need of every penny urgently.

They tried to give more than they could. Please give as much as you can.

To protect those concerned this is an amalgam of case histories in our care



EX-SERVICES MENTAL WELFARE SOCIETY

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Please send me further details about the Ex-Services Mental Welfare Society

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Day trip goes swimmingly



● Leading Wren Jackie Hill with Becky Higginbottom and her carer Lynsie Smith in the swimming pool at HMS Collingwood.

DISABLED youngsters on holiday in the South had a marvellous day out with the help of volunteers from HMS Collingwood.

The group, aged between nine and 16, took a boat from the establishment's sailing centre at Royal Clarence Yard on a tour around Portsmouth harbour.

Afterwards they returned to Collingwood to enjoy a swim with helpers and friends.

The children were staying at the Winged Fellowship Trust Holiday Centre at Netley Waterside House, which gives disabled youngsters an excellent base for day trips.

Veterans honour lost sub

THREE Royal Navy sailors have been remembered at a special ceremony in France in honour of the crew of the submarine *Protée*.

The three were part of a 74-strong crew on board when the vessel, launched 13 years earlier as part of the "1500 tonners" series, left Algiers for a patrol off Marseille in December 1943.

She was officially declared missing, and is believed to have hit a mine in an undetected minefield.

In May 1995, the French navy confirmed that a vessel found lying 125m deep on the seabed off the town of Cassis was the *Protée*.

The Association of Veterans of Cassis has now honoured the memory of the dead, and a memorial stone was laid on the seafloor. Also in attendance was HM Consul-General Patrick Yarnold.

City call for frigate

TYPE 23 frigate HMS Westminster has paid her second visit to her affiliated City of Westminster since commissioning.

Berthed in London Docklands for the four-day visit, the ship hosted a number of friends and affiliated groups, including the Duke of Westminster, the Lord Mayor of Westminster, the Parliamentary Maritime Group, boys from Westminster Abbey Choir School, and Southgate Sea Cadet Unit.

On arrival at West India Dock, the ship was met by a team of 12 runners from the ship's company, who had just completed a sponsored run from Portsmouth to London for charity.

RN hosts MPs' visit

TWO MPs from the Armed Forces Parliamentary Scheme have undertaken a two-day tour of RN units in Northern Ireland.

As part of the scheme Peter Luff (Con, Worcester) and Andrew Miller (Lab, Ellesmere Port and Neston) visit Naval units each month for a year.

While in Northern Ireland they saw how the Navy works with the Royal Ulster Constabulary and Army to deter movement of terrorists and weapons by sea and across loughs - including Lough Neagh, the largest freshwater lake in Western Europe.

The two men also had the chance to meet the ship's company of HMS *Iichen*, which patrols Carlingford Lough on the border with the Irish Republic.

On the right wavelength

PORTSMOUTH RNR unit HMS King Alfred has won this year's Duffy Trophy for communications ratings.

The unit beat off strong competition from *Dalriada* and *Scotia*, and this year more than 50 per cent of the branch's strength was competing - some 230 RNR communications officers and ratings.

First instituted in 1965 to improve practical standards, the competition was this year held at HMS *Collingwood* during a programmed training weekend.

Career move

A NEW agreement has been signed in Wales which formalises the relationship between the Armed Forces and the Careers Services.

The Ministry of Defence, the Industry and Training Department Welsh Office and the Careers Service Wales Association have signed a Memorandum of Understanding setting out each body's responsibilities when dealing with sponsorship and career opportunities in the Armed Forces

Special forces must vow to remain silent



● AEM Mark Chard directs the cross of Grytviiken church into place. Picture by POAEM(WL) H Bell, 209 Flight.

Cross replaced by whaler's grandson

THE CROWNING glory of Grytviiken church has been replaced by a member of the Royal Navy who had more than a passing interest in the affairs of the isolated community.

The South Georgia church - the most southerly in the world - was built in 1913 at the behest of a whaler captain, having been prefabricated in Norway, and is believed to have been consecrated on Christmas Day.

Recently the church has been undergoing renovation, and the iron cross at the top was removed by HMS *Endurance* Lynx flight last

December, allowing the steeple to be re-roofed.

Now the cross is back in place, thanks to the Lynx flight of Type 23 frigate HMS *Montrose*, which arrives back in Devonport at the beginning of this month.

The Lynx Mk8, flown by Lt Cdr Gary Tighe and Lt Peter Hoare, lowered the cross into place with the assistance of flight winchman AEM Mark Chard, who had the job of clinging to the steeple to direct the final placement.

It was a particularly poignant moment for Mark, as his grandfather was a whaler at Grytviiken in the 1950s.

MEMBERS of Britain's special forces, including the Royal Marines Special Boat Squadron, must from now on sign a contract banning them from writing about their experiences.

The Defence Council Instruction on October 4 comes in the wake of a number of published memoirs by former members of the Special Air Service - the SAS. A Ministry of Defence

spokesman told *Navy News* that if members of the SBS or SAS refused to sign the contract, they were liable to be returned to their original units.

"The measure has been brought in as a result of the erosion of personal and national security," he said.

"The MOD has introduced the regulation following complaints about publications and after requests for action by members of the special forces themselves."

Leaflet will emphasise equality

ALL Naval personnel are to receive a leaflet about equal opportunities with their pay statements.

The leaflet, part of the Royal Navy's commitment to sexual and racial equality, describes examples of harassment, discrimination and bullying, and outlines the procedures a victim can take against offenders.

The Navy's firm stance is made clear by the leaflet: "It is Naval Service policy that discrimination, harassment and bullying will not be tolerated."

"Such behaviour is unacceptable; it can lower morale, interfere with job performance and create a threatening, intimidating or humiliating work environment."

Fast track for Navy team

AN EXPRESS train to France was the unusual setting for an engineering "open day" which featured a Royal Navy team.

Engineering on *Thick 96* took 600 youngsters aged 13 and 14 from Waterloo to Lille on a Eurostar train - travelling through the Eurotunnel, one of the greatest feats of engineering this century.

Organised by the Engineering Employers Federation, the event was designed to raise awareness of students to the opportunities available in an engineering career, and to encourage them in their career choice.

Each of the 20-plus carriages of the train was sponsored by major British industries and companies, including British Aerospace, Nuclear Electric and VSEL.

The three armed services were also represented, and during the two-hour journey took the opportunity to pass through the train, talking to youngsters.



● LWWEA Liz Waplington of HMS *Illustrious* with April Rogers (13), of Aldergrave High School, Rawtenstall, Lancs.

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The logo must look good on items as varied as letterheads, stickers, collecting tins, T shirts and balloons.

The competition is open to anyone who is serving or has served in the Royal Navy or Royal Marines and to members of their families.

Entries should be sent on A4 paper, with full details of the entrant's name and address, to the address below. The closing date is 31 December 1996.

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Jean meets heroes

A WOMAN who was seriously injured in an accident has met up with the men who saved her life.

Mrs Jean Carne, from Lostwithiel, Cornwall, was at the St Mary's Heliport in the Scilly Isles when she suffered a serious fall.

Urgent medical treatment on the mainland was required, so an emergency call was sent out to the duty crew from 771 Search and Rescue Squadron, which is based at the Royal Naval Air Station Culdrose, Helston, in Cornwall.

There was thick fog in the area, but 771 flew to the rescue regardless.

"They had to fly low, they couldn't go above the fog," Mrs Carne later told reporters.

"They were brilliant. I know they are trained to fly helicopters in those conditions but, even so, it was very,

very bad and it was just for me.

"I owe them my life."

Mrs Carne was treated at Treliske Hospital, Truro, for serious facial injuries and several fractures.

But she has now made a full recovery, and was keen to meet her 'heroes' again.

"They are lovely men - and so brave," said Mrs Carne.

Jean Carne is pictured with (from left) Lt Mark Tetley, Lt John Duffy, LACMN Mark Lewis, Squadron Commanding Officer Lt Cdr Graham Milton and Surgeon Lt Cdr Graeme Nicholson (white shirt).



A GOLDEN milestone was celebrated when a man attended his 50th Wings Parade at RNAS Culdrose.

John Lewis's son Greg was a Navy Observer who was killed in a helicopter accident in 1980.

In his memory, Mr Lewis (77) - pictured left - presented his son's squadron with a silver trophy which is awarded at every Wings Parade to the Observer who has achieved the best flying results during his Advanced Flying Training course.

The winner on this landmark occasion was S/Lt Dave Potter - pictured right - who joined the Navy in 1977 and worked as an aircrewman for nine years before being promoted.

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Excellent efforts



● CPO Andrew Martin.

WEEKS of gruelling effort go into the Whitbread Field Gun competition - and perhaps the hardest job is organising a crew, as CPO(M) Andrew Martin can attest.

With little experience available, "Pincher" Martin, as Number 1 trainer, created an HMS Excellent team - the first for 15 years - which, although it didn't win, won plaudits for effort and determination.

Andrew's fine example of leadership - he gave up much of his own time for the cause - was recognised when he was given the Commodore's termly Special Prize, presented by Commodore Roger Parker.

A LACK of computer knowledge did not worry CPOMEM(M) David Langdon when a new Phoenix NBCD School booking system was introduced.

In addition to normal duties, Chief Langdon put in hours outside the working day testing software for the contractor, suggesting alterations and specifying requirements - winning accolades from the software engineer.

The result of seven months' work was a high-quality programme which met the needs of Phoenix and other areas of HMS Excellent - and it won David Commodore Roger Parker's termly Efficiency Prize.



● CPO David Langdon.

Gallantry award for ex-cadet



● Mne Robert Welsh

A FORMER Marine Cadet has been awarded the Queen's Gallantry Award for Brave Conduct.

Robert Welsh is a Royal Marine with 42 Commando, and was part of last year's deployment to provide disaster relief following volcanic eruptions on Montserrat in the Caribbean.

Robert, who spent four years with TS Orion, Nottingham's Sea Cadet Unit, joined the Royal Marines at Lympstone in October 1991.

His father, Lt John Welsh RNR, is currently First Lieutenant at TS Orion.

Pass master aims for further success

EXAM veteran Terry Tyacke has passed his toughest test.

Ex-Navy shipwright Terry, from Trowbridge, Wilts, got a D grade in A-level PE - his 22nd pass.

"I did very well in the written work, but as you may expect at the age of 70 I was well below par on the practical side," said Terry, who features in the Guinness Book of Records.

He began bagging A-levels after he left the Navy in the early 1970s after 22 years' service.

"I started it because I thought it would encourage my daughter to work hard at school on her A-levels," he said.

After English and Maths, he couldn't stop - other passes include Economic History, Psychology and Biology.

Now Terry faces another tough challenge: "I want to continue, but



● Terry Tyacke.

the problem I have now is that it is getting more and more difficult to find new subjects."

But A-levels number 23 and 24 have now being lined up - Philosophy and Sports Studies.

People in the News



Return to Lancaster

A VETERAN of the World War Two ship HMS Lancaster visited her modern namesake. John Kenny was an Able Seaman in the former USS Philip, and left the Navy in 1968 after having served for 30 years. As a former Chief Boatswain's Mate, John was interested in developments in seamanship technology. John was presented with a framed picture of the Type 23 frigate by her CO, Commander Nick Harland.

Rookie Rocky is the top dog

ROCKY the dog, and handler Constable Charlie McGinn have won nine major titles - despite being a new team. The duo, from the RN Armaments Depot, Coulport, brought the title of Service Dog of the Year (agility) to MOD Scotland for the first time, beating rivals including the Home Office and RAF. Rocky, a German Shepherd, has only been in the job a year, but Charlie (34), a handler for more than ten years, has a wealth of experience training champions. Coulport colleague Oscar, with Constable Stevie Blair, chipped in with five wins.



● Mike at the mike - Mike Matthews inside the radio station at CNOCS Leydene.

Call sign fades but mike remains open

TRANSMISSIONS have ended from Captain Naval Operations and Combat Systems Leydene - but communications expert Mike Matthews has not yet put away the microphone. Mike completed almost 50 years service for the Crown when he retired from Leydene - formerly HMS Mercury - in September. He joined the Navy as a telegraphist in 1947, serving on a number of ships including Vanguard, Ocean, Hermes and Cook. He retired from the Navy in 1986, but immediately joined the Civil Service to

Sarah recalls exciting times in the war

A ROYAL Naval Reserve unit made sure that a former Wren's 100th birthday was marked in suitable fashion. Sarah Raey, Newcastle born and bred, was presented with a 'Wrens' hat and a bouquet of flowers by Lt Sharon Mace of HMS Calliope, the Gateshead-based RNR unit. Sarah served as a Wren in the sick bay of HMS Ambrose during the Second World War. She said of her Navy career: "Those were the most enjoyable and most exciting times of my life and I will never forget them."

Before joining the Wrens Sarah worked in nursing homes, and on leaving she worked at an infirmary. Sarah also received a gift from the Soldiers', Sailors' and Airmen's Families Association. A former Wren returned to Stonehouse Barracks in Plymouth to see the building she worked in nearly 80 years ago. Mrs Beatrice Standford (96), who moved back to Devon from Cardiff, was given a special tour by the Wrens Association and Royal Marines. Beatrice finished the day as guest of honour at tea in the sergeants' mess.



● Sarah Raey receives her gift from RNR Lt Sharon Mace.

Memories fly back for wartime Wrens



TWO FORMER Wrens recalled their wartime experiences as Radio Mechanics when they visited the RN Historic Flight at the Royal Naval air station, Yeovilton. Thelma Stollar and Denise Wilkin both joined the WRNS at Millhill in 1943 and underwent radio training at Battersea Polytechnic before being drafted to HMS Ariel at Culchetch, Warrington. Their duties included

flight-testing the ASV radar sets which they had fitted into Swordfish and Barracuda aircraft. Thelma relived those days when she took up an invitation to fly as a passenger in one of the Swordfish of the Historic Flight. The clear sky and light winds made weather conditions absolutely perfect for the ten-minute flight, which Thelma later described as "simply fantastic".

● Thelma Stollar (left) and Denise Wilkin help to 'swing the prop' during their visit to Yeovilton.

Hurworth medals go to successor

A DISTINGUISHED set of medals was 'returned home' by the grandson of the man who won them.

Edward Birch, of Avening, Glos, presented the medals to Hunt-class MCMV HMS Hurworth's Commanding Officer, Lt Cdr Simon Neil. They were won by Lt Cdr Johnny Birch, who commanded the Hunt-class destroyer HMS Hurworth in a series of fierce battles in the Mediterranean, sinking or helping to sink two U-boats and escorting the Pedestal convoy to Malta under heavy air attack. Lt Cdr Birch, who died in 1991 aged 81, won the DSO, DSC and was mentioned in despatches during 1942. He was also awarded the 1939-45 Star, Atlantic Star, Africa Star, Italy Star and Second World War Campaign Medal. Edward, who travelled to Portsmouth with parents John and Josephine, said he enjoyed the day very much and was proud to have presented his grandfather's medals to the ship. Hurworth had a second reason to celebrate that day - she finished a four-month period alongside, having undergone repairs to her funnel which was damaged in a fire.



● Edward Birch presents his grandfather's medals to the CO of HMS Hurworth, Lt Cdr Simon Neil.



HERE'S looking at you - CPO Derek Scott wins the admiration of a passing koala. Derek, normally based at RNAS Yeovilton, is on exchange with the Royal Australian Navy, and is currently supervising the quality control of Sea King helicopter maintenance at HS 817 Squadron HMAS Albatross, New South Wales. At the other end of this exchange is CPO Dave Larke, presently working at Derek's job in Yeovilton.



● WCH Chrissy Harrison.

Top chef is now London's pride

THE NAVY'S Young Cook of 1995 has finally managed to pick up her award - just as the competitors make their final plans for the 1996 contest. Wren Chef Chrissy Harrison (23) was the Flag Officer Naval Aviation representative at Salon Culinaire last November at HMS Nelson in Portsmouth - and she beat 14 other finalists to take the title. Shortly after the event, Chrissy, from Swansea, joined the Devonport-based Type 22 frigate HMS London, missing the official presentation. Chrissy's naval career is carrying on a family tradition - father Peter is a retired Chief Petty Officer Cook. Having joined the Navy two years ago, Chrissy has served in the wardroom galley of HMS London for nine months. Winning has given Chrissy a taste for success, and she hopes to enter more contests.

Following big brother - and sister

A FAMILY tradition is being upheld by Stuart Finn, Head of School at the Royal Hospital School. Stuart, who received an academic prize at Speech Day from guest of honour the Duke of York, is to join the Navy after reading engineering at Bristol University. Stuart's older brother Ivan, another RHS old boy, is a lieutenant in the Navy, serving with their sister S/Lt Emma Finn in HMS Invincible. Younger brother Tristram, also at the school, has ambitions to break the mould by becoming an Army officer.

Great future in stores for the Simpsons

NAVAL stores became something of a family business when Stores Accountant Ian Simpson joined his father in Portsmouth. WOSA Keith Simpson is in his second appointment as Supply Officer (Stores)(Fleet Support) and was pleased to see his 19-year-old son join BSO Portsmouth's Waterfront Organisation to gain ship experience before his first sea draft in HMS Cornwall. Keith is planning to leave the Navy next year after 32 years service. But the "family business" extends beyond the Navy - Keith's other sons Keith junior and Andrew are presently serving in the Army with the Royal Logistics Corps.

NEW SAFETY SYSTEM FOR WARSHIPS

A NEW SYSTEM has been introduced to ensure that whenever reasonably practicable Royal Navy and other ships operated by the Ministry of Defence fulfil safety standards at least as good as those demanded of civilian vessels.

Volume One of *Ship Safety Management System* has now been issued by MOD and it applies to all those who have responsibility for the requirements, design, building, procurement, maintenance, operation and disposal of all vessels operated by the Ministry.

The system demands that "the levels of risk of accidental death or injury to the crew or other parties and damage to property or to the environment due to MOD shipping activities are to be as low as reasonably practicable."

For new ships and their major equipment, a safety case must be produced and maintained throughout the life of each vessel and item of equipment. And for ships and equipment already in service there must be a documented safety

assessment to highlight any significant hazards.

All projects, support areas and ships must operate formal safety management systems, and key hazards must be formally certificated.

Good record

In the foreword to the volume, Defence Secretary Michael Portillo said MOD was the principal ship owner and operator in the UK, and as such had a good safety record.

However, there was always the potential for serious accident to the vessels, to those who operated and maintained them, to the general public and to the environment.

He said: "I require that where the MOD has been granted exemption from specific regulations, health and safety standards and arrangements will be, so far as is

reasonably practicable, at least as good as those required by statute."

He said the Ship Safety Board had been established, and the Ship Safety Management System covered all MOD operated vessels, including those under commercial management or charter.

DCI GEN 259/96



'Not another pruning job!'

Avenues of power

IF THE Ministry of Defence wished to enhance its Green image, it could not have done better than it has at its new complex at Abbey Wood, Bristol.

Eschewing the temptation to name each of the 15 buildings on the site after famous ships, victorious battles or great warriors, MOD has taken a leaf out of the environmentalist book and given most of them the names of - trees.

Hence, in this root-and-

branch departure from tradition, the Procurement Executive resides in Maple building, while others have nailed their acronyms to Fir, Hazel, Elm, Cedar, Birch, Ash, Larch, Rowan, Poplar, Spruce, Walnut and Yew.

There's even a nursery called Woodpeckers, but in the forest of buildings there is no Oak - perhaps to avoid the clamour which could result from everyone wishing to be associated with a tree linked so closely with national folklore.

DCI GEN 275/96

Contract shake-up planned for air support

A SPECIAL team has been set up to prepare the way for a single tri-Service contract for air support services.

The Defence Air Support Services Team, headed by a civilian, has been set up at C-in-C Fleet's headquarters at Northwood.

It will scrutinise existing single-Service contracts for flying in support of training in such fields as electronic warfare, threat simulation and target towing.

Future needs will be studied to lay a framework for competition leading to a single contract from the year 2000. The team will also study the scope for widening the terms of the contract to include other elements of support flying.

DCI GEN 256/96

Navigation radar fit

A TYPE of radar new to the Navy is being installed in Type 23 frigates and most Type 42 destroyers to enhance navigation, pilotage and collision avoidance.

Radar Type 1008, a commercial version of which is already in widespread use, will also help in range clearance during gun firings.

Type 1008 is Department of Trade approved and satisfies International Maritime Organisation resolutions regarding navigational radar.

Fitting will be completed in all designated ships by the end of 1998, and operator training will be carried out at HMS Dryad.

DCI RN 157/96

Airline anti-smoke gadget to equip submarines

A GADGET developed to enable aircrew to see instruments on smoke-filled flight decks has been drafted into use in case of fire in Royal Navy submarines.

The Emergency Vision Assurance System (EVAS) is a portable smoke displacement unit

consisting of a small battery-driven fan with an integral smoke filter and an inflatable vision unit.

Once the vision unit is inflated it forms a transparent, truncated pyramid that can be placed against panel sections. The smoke is then displaced, enabling personnel wearing emergency breathing systems to view instruments and operate controls.

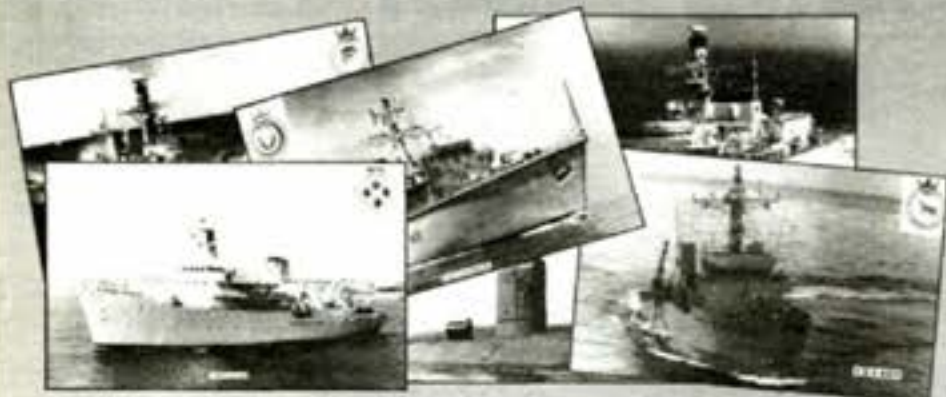
The fan can be strapped around the operator's waist and the vision unit, when not in use, can be worn around the neck.

This regular feature gives general information about new Defence Council instructions affecting conditions of service. If they apply to you, study the full, original text.

Three units, in containers measuring 30cm x 12cm x 23cm, are being issued to each submarine for use in the manoeuvring room in the event of an emergency.

DCI RN 161/96

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AIRCRAFT OF THE ROYAL NAVY No 1



Westland Wyvern S.4

A DESIGN which bridged the divide between the Fleet Air Arm's piston-engined strike aircraft and true jet-powered planes, opens a comprehensive series by *Navy News* on aircraft types operated by the Royal Navy since the early years of flight.

Conceived during the Second World War, the Wyvern did not enter service until 1953 due to teething troubles with a succession of turbo-prop engines, the five prototypes and ten pre-production aircraft having to be completed with Rolls-Royce piston engines.

The first Wyvern flew in 1946, and the first turbo-prop aircraft took to the air almost three years later. The S.4 was the first operational version, entering service ashore with 813 Naval Air Squadron.

In 1954 the unit embarked in HMS Eagle and

later in HMS Albion. The following year three more squadrons - 827, 830 and 831 were equipped with the type, the two latter units taking part in the Suez campaign in 1956.

Other squadrons to operate the S.4 were 700, 703, 764 and 787. The Navy's adoption of jet aircraft made the Wyvern, with its modest performance, virtually obsolete as it entered service, and its operational life was relatively short. By the late 1950s the Wyvern squadrons had either been disbanded or had converted to other types.

The Westland Wyvern was powered by an Armstrong-Siddeley Python ASP 3 engine producing 4,100 ehp. Maximum speed was 383 mph at sea level, range was 904 miles and ceiling 28,000ft. The Wyvern was armed with four 20mm guns in the wings and could carry a payload of 16 rockets, a torpedo or three 1,000-lb bombs.

£400m bid for flight training package

A CONSORTIUM including Bristow Helicopters Ltd has been named as the preferred bidder for a £400 million package to train the helicopter pilots of all three Services over the next 15 years.

The joint company, FBS Ltd, tendered for the operation of the tri-Service Defence Helicopter School which from April will function from RAF Shawbury, Shropshire, and the School of Army Aviation at Middle Wallop.

FBS - which includes FR Aviation Ltd and Serco Ltd - has undertaken to provide 38 Eurocopter 350 aircraft and nine twin-engine Bell 412s. FBS would provide support personnel for the school where 230 students a year will be taught by 76 military and 45 civilian instructors.

Announcing the move, Defence Minister Nicholas Soames said the deal was expected to save £77 million over the 15 years. It will enable the Services to concentrate flying training on more modern equipment before the introduction of more complex designs such as the Merlin helicopter.

The seventh international helicopter operations and exhibition - Helitech 97 - will be held at Redhill Aerodrome near Gatwick from September 30 to 3 October 1997. For details contact Spearhead Exhibitions on 0181 949 9222.

New dunker

Hampshire company Gravatom Engineering has won a contract to build and install a new Helicopter Underwater Escape Training Module for the RN at Yeovilton.

The module will be able to simulate sinking Merlin, Sea King, Chinook and Puma helicopters.

First refit

HMS NORFOLK has become the first Type 23 frigate to complete a refit after a nine-month spell in Devonport Naval Base.

The ship was rededicated into the Fleet at a ceremony attended by FOST, Rear Admiral Peter Franklyn, Naval Base Commander Commodore Jonathan Burch and Deputy FOST Commodore John Cartwright, with the High Sheriff of Norfolk Mr Ian MacNicol guest of honour.

WWII veteran is still on target

LIVE FIRING trials in HMS Itchen proved that the ship's 40/60mm Mk3 Bofors gun is as reliable as ever - after 54 years of active service!

And in the last year alone the WWII veteran fired 497 rounds without a misfire. HMS Itchen was also a hit with students from Queen's University, Belfast, who took part in with a recent SAR exercise involving Itchen, the RNLI and ferry services.



● Action stations: gunners in HMS Itchen with the ultra-reliable 40/60mm Bofors Mk3 which first entered service in 1942.

RULES CHANGE FOR JOBLESS RESERVES

THE GOVERNMENT's new Jobseeker's Allowance (JSA) introduced in October embodies a number of concessions that apply to members of the Reserve forces who are unemployed in their civilian life.

The Department of Social Security has replaced unemployment benefit and social security payments to the unemployed, by the single-allowance JSA.

Under the concessions, negotiated by the Ministry of Defence, the first £15 a week of Reserve pay is disregarded, and Reservists will not lose benefit because they undertake more than 16 hours of Reserve training or duty per week.

However, as a result of earnings being exempt from the remunerative rule, the Back to Work Bonus will not normally be paid to them.

The "benefit week" normally runs from Sunday to Saturday, but Reservists may ask to have their entitlement assessed on a different, seven-day basis - eg, Monday to Sunday - to ensure that pay for

a training weekend falls only in one benefit week.

Those who attend two-week annual training will not be entitled to the allowance during that period. Claims will be "closed down" and a new claim should be made when entitlement is re-established.

Bounty unaffected

However, the Department of Social Security have agreed to introduce a short repeat claim form which may be used in advance. Under those circumstances, Reservists will not have to

wait the normal three days when they claim again.

The training bounty will continue to be treated as capital and not earnings; and the amount of contributory benefit received by Reservists should not be affected by attendance at annual training - because any break in entitlement between April and October this year is likely to be less than eight weeks.

Reservists who have any further enquiries are advised to refer them through their chain of command or directly to their local Department of Social Security office.

In brief

D-Day ensign passed on

THE BATTLE Ensign worn by the cruiser HMS Frobisher as she bombarded the Normandy beaches on D-Day, will be presented by the Navy to Rochdale Sea Cadet unit, TS Frobisher.

The ensign was laid up at St Margaret's Church, HMS Cochrane, after it was presented to the base by the Commanding Officer of Frobisher, Capt J. F. W. Mudford.

With the closure of the base and church a new home had to be found for the flag, and the decision to pass it on to TS Frobisher in November was made in consultation with the HMS Frobisher Association and the RNA.

The White Ensign of the Scapa Flow base ship HMS Proserpine was also at St Margaret's. It once hung in the now demolished St Ninian's Church at Lyness, Orkney and will be returned to the island where it will go on display at Scapa Flow Visitors Centre.

Amphibious appointment

THE NAVY's amphibious warfare ships have been formed into a squadron under the Flag Officer Surface Flotilla.

Accountability of Commodore Amphibious Warfare - currently Commodore Peter Carter - has been transferred from Commandant General Royal Marines. However, CGRM will retain the function of Fleet Amphibious and Land Warfare Authority, and COMAW will remain responsible to him for the delivery of amphibious forces and to Commander UK Task Group for battle management.

The Amphibious Squadron will comprise the assault ships HMS Fearless and Intrepid, and - when completed - the helicopter assault ship HMS Ocean. Fearless and Intrepid will be based at Portsmouth until they are paid off, but their successors, HM ships Albion and Bulwark, will join Ocean in Devonport.

Recognition for Raleigh

HMS RALEIGH is the Royal Navy's first City and Guilds Approved Centre for the award of Administration NVQs.

The centre, based in Raleigh's Writer School, offers NVQs at levels one to four to Naval and MOD civilian personnel throughout the West Country and has students as far afield as Osprey and Heron as well as candidates serving in Devonport-based ships and submarines.

At the first award ceremony, WO Steve Kendrick received his level four certificate, and his colleague Mary Newson her level three. The centre's Internal Verifier is CPOW Gill Orchard and the Senior Assessor is POW Kim Brady.

Silver service

FOUR generations of the Swayne family from Gillingham, Kent, were asked to be special guests at the RN Silver Exhibition in Chatham.

They were the widow, daughter, grandchildren and great grandchildren of Chief Ordnance Artificer Henry Walter Swayne, who won the DSM for 'skill, coolness and determination' on HMS Delhi in Algiers Bay in 1943.

Henry, who was based at Chatham Barracks, later became a diagnostician in the dockyard, working exclusively on weapons and guns, but he had another talent - as an artist.

Henry helped to mould and make the huge 7ft silver plated model of the funeral cortege for King George V's state funeral in 1936, and the model which was one of the centrepieces of the 'Britannia and White Horses' exhibition held from September 28 to October 6.

When Mrs Mimi Everett read about the exhibition coming to Chatham, she rang the organisers to tell them that her father George had made the model sailors and officers and the family were invited to the a special preview attended by Countess Mountbatten of Burma.

Something to smile about



DENTAL surgeons in the Royal Navy have achieved a driving ambition with the introduction of a new mobile clinic which will operate from Devonport.

The facility was officially commissioned alongside HMS Boxer by Captain Chris Waite, Captain Base Personnel.

Built by Torton Bodies of Telford, the vehicle has been fitted out with hi-tech equipment designed by A-Dec Ltd to make the experience of visiting the dentist a less daunting one.

Cambridge

The clinic will provide support to all Devonport-based ships and will offer occasional services to personnel at HMS Cambridge and ships building at Barrow-in-Furness.

The mobile unit will be staffed by Surgeon Lt Andy Tsoi with help from WDSA Elaine Dalton.

● The mobile dental clinic alongside HMS Boxer. Surg Lt Andy Tsoi is pictured with WDSA Elaine Dalton, Captain Chris Waite and other prospective customers. Picture: HMS Drake Photographic

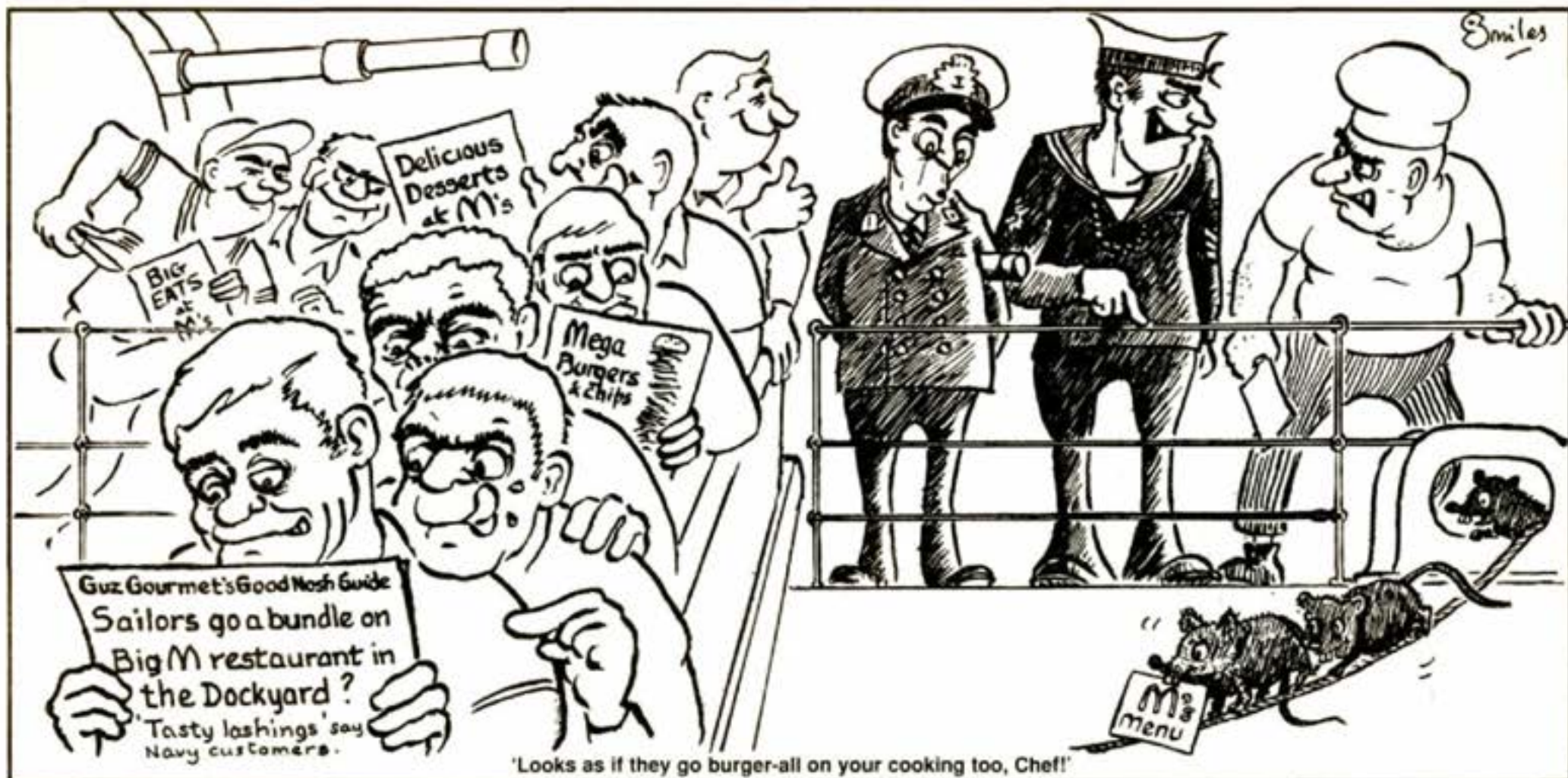
SSVC set sights on commercial market

THE SERVICES Sound and Vision Corporation (SSVC) is reorganising its businesses after the system of tied contracts with the MOD ended last month.

Two new complementary companies, Visua and Teleport London International, have been created, separating the group's commercial activity from the provision of welfare services for the armed forces.

Visua will supply corporate communications while TLI will provide a comprehensive range of satellite services, television and production facilities and broadcast systems.

SSVC's armed forces welfare services include BFBS Radio and TV worldwide, live entertainment, cinema and shops on UK and overseas bases.



'Looks as if they go burger-all on your cooking too, Chef!'



● Royal Marines involved in the landings of Nov 6, 1956 will know that 45 Cdo were landed by helicopter and not 42 Cdo, who went ashore with the 3rd Cdo Bde (*Navy News* Fleet Air Arm Supplement October, P5). Cliff climbers from 42 Cdo were responsible for wincing a green beret to the statue of Ferdinand de Lesseps, the French engineer who built the Suez Canal. The beret stayed put until the statue was destroyed by the Egyptians. Detail from the painting by William Herbert Lane.

NEWSVIEW

When the chips are up . . .

ELEVEN years ago, when HMS Ark Royal embarked on her delivery voyage, the talk in the galley was of healthy eating, vegetarian choices and an end to 'chips with everything'.

This month, as the newest addition to the Fleet HMS Grafton steams south, a branch of MacDonald's is doing brisk business at Devonport - exclusively for the denizens of HM Dockyard.

On the other side of the Tamar HMS Raleigh, first base for the Navy's new intake of recruits, is also home for the Senior Service's cookery school. And the one thing all the incomers moan about is the scrum.

Actually it is much, much better scrum than many of them will ever have seen in their lives. And that's the whole point. Today's generation of sailors have grown up on a diet of hamburgers and pizza - and solid, wholesome food of the sort their grandmothers used to deliver is anathema to them.

There's nothing wrong with MacDonald's - the company serves up a hugely popular brand of bland, comfort food that can be enjoyed as a treat now and then. And it serves it up cleanly, efficiently and fast.

But the advent of a MacNavy must give pause to those who produce haute cuisine on the high seas - it's not long since Egon Ronay delivered an almost embarrassingly fulsome verdict on our home grown culinary skills, so that there were worries that the modest allotment of less than a couple of quid a day to feed Jack his three square meals might be cut back on the strength of it.

Today a couple of quid won't even buy you a single Big Mac and fries.

Whatever happened to 'Cheesy, Hammy, Eggy' and 'S**t on a Raft' (toast variously covered with ham, egg and cheese or delectably devilled kidneys in case you didn't know)?

That was comfort food, if you like - and a lot of our ex-RN readers, to judge from our mailbag, liked it a lot.

Meanwhile, we learn that HMS Nelson has instituted a trial 'healthy breakfast'. Twice a week, bacon and sausages go off the menu in favour of cereals, yoghurt and fruit juice.

And it's going down a treat, apparently. So there's hope yet.

SUEZ: SUCCESSES THAT WERE SWEEP ASIDE

Musketeer hit the targets

Operations Musketeer and Toreador, carried out 40 years ago this month to secure the Suez Canal which had been nationalised by Col Gamul Abdul Nasser, caused bitter political controversy, writes Lt Cdr Jack Waterman, Editor of *Fly Navy*, journal of the Fleet Air Arm Officers Association.

What did stand out afterwards but was swept aside and obliterated in the political wrangling was the effectiveness and complete success of the British Armed Forces and in particular the Royal Navy and the Fleet Air Arm.

Carrier-borne forces were essential to Musketeer because, as had occurred during the 1939-45 war, from the Norwegian campaign onwards, ground based aircraft on the Mediterranean airfields available were out of range of the central area for all but heavy bombing raids.

The Fleet Air Arm thus provided strikes with the object of destroying the enemy air force on the ground, attacked military installations before troops were landed, covered the landings, and also ferried Commandos ashore by helicopter - the first time such an assault had been carried out, the success of which led directly to the conversion of carriers to the specialised Commando role.

Five carriers took part - HMS Eagle, Albion and Bulwark providing strike aircraft while Theseus and Ocean carried out the Marine Commando landings with their helicopters.

Lord Hailsham, then the First Lord of the Admiralty, describing the specifically naval character of Musketeer, said: 'The aircraft were largely Naval aircraft, the land forces were largely Marines, and, of course, the carriage was largely by sea.'

The immediate task was neutralisation of enemy aircraft on the ground and in the air. Eagle, Bulwark and Albion maintained an independent cycle of operations so that aircraft were over the target

areas throughout each day of the campaign.

So the airfields were rendered inoperable, hangars set on fire, control towers destroyed and aircraft strafed and rocketed on the ground. Dekheila, once an RN Air Station and well remembered by desert aircrews of disembarked squadrons west of the Canal Zone during World War II, was so dealt with, as were half a dozen others including Abu Sueir, Fayid, Kabrit, Kadareet and others.

Photographic reconnaissance was flown and although there were never enough interpreters to extract the full value from the immense amount of film exposed, it was evident that by the end of the second day the enemy air force no longer existed.

Air strikes

Taking part in the strikes were seven Sea Hawk squadrons, three Sea Venom squadrons and one Wyvern squadron. At the same time, anti-submarine patrols were maintained. Skyriders provided airborne early warning cover, and carrier airborne patrols were flown.

After the destruction of the enemy Air force, the carrier aircraft turned their attention to military targets. Armoured cars, tanks and all kinds of army transport were rocketed, strafed and bombed as well as bridges, roads, railways and military installations. By 5 November the carrier-borne aircraft had achieved their first two objectives: the removal of air opposition, and the preparation for the landings.

Bulwark's aircraft claimed 102 enemy bombers and fighters destroyed or damaged; 18 medium



● Wyverns of 830 Naval Air Squadron line up for free takeoff from HMS Eagle during Operation Musketeer (see 'Aircraft of the Royal Navy', page 14).

and heavy tanks; and two E-boats sunk.

Eagle, Albion and Bulwark, between them, flew nearly 1,300 offensive sorties on these first five days, with pilots carrying out up to four strikes a day. The airborne landings began on 5 November, French and British parachute troops being dropped, while the carriers provided standing patrols in support.

The outskirts of Port Said and Port Fuad were captured by that evening, while naval helicopters supplied the forces with ammunition and food. The following morning, at dawn, beach defences were attacked and the first Commandos went ashore just before 0500.

Theseus and Ocean then began, with the helicopters of 845 Naval Air Squadron and the Joint Experimental Helicopter Unit, to transport 45 RM Cdo into the battle zone with their equipment and ammunition. Five hundred men were ferried ashore and casualties evacuated while, once again, strike aircraft provided cover.

By the evening, Port Said had been captured and the Anglo-French troops were advancing along the Suez Canal.

But at midnight on 6 November, in the face of political pressures, there was a cease fire. Operation Musketeer was over.

From a limited edition of commemorative covers issued by the Royal Naval Philatelic Society this month. Each contains four photocards featuring the Suez Canal and some of the warships involved in the operation.

Among the signatories will be COs and air crew of some of the Naval Air Squadrons which took part in the action. Tel. 01705 291259 for details.

John Tucker OBE

JOHN TUCKER, Editor of *Navy News* from 1977-93, has died at the age of 66.



During his tenure the newspaper won over 50 awards in the British Association of Industrial Editors (now restyled Communicators in Business) annual competition and he saw its worldwide readership grow to half a million.

He spent the early part of his career in newspapers and public relations in the West Country, joining *Navy News* in 1969.

He received the OBE on his retirement in 1993.

Through *Navy News*, John's widow and family express their heartfelt gratitude for all the very many tributes they have received from far and wide, including all ranks of the Royal Navy.

Northern exposure for HMS Invincible

HMS INVINCIBLE joined 55 other warships from 11 different nations off the coast of Norway for a major follow-up to exercise Purple Star.

'Northern Lights' put a combined NATO task force of two aircraft carriers, frigates, destroyers, fast patrol boats and minesweepers to the test in all aspects of tactical operations.

The task was to ensure the safety of sea lanes through the Skagerrak in an increasingly hostile environment and the multinational force was backed up by submarines, logistical support vessels and shore-based aircraft.

And the appearance of a Russian submarine during the first half of the exercise added a further dimension to the training.

It was Invincible's first chance to operate in the region for three years after back-to-back deployments to the Adriatic.

The Combined Joint Task Force was commanded by US Vice Admiral Vern Clark, a key player during Purple Star earlier this year.

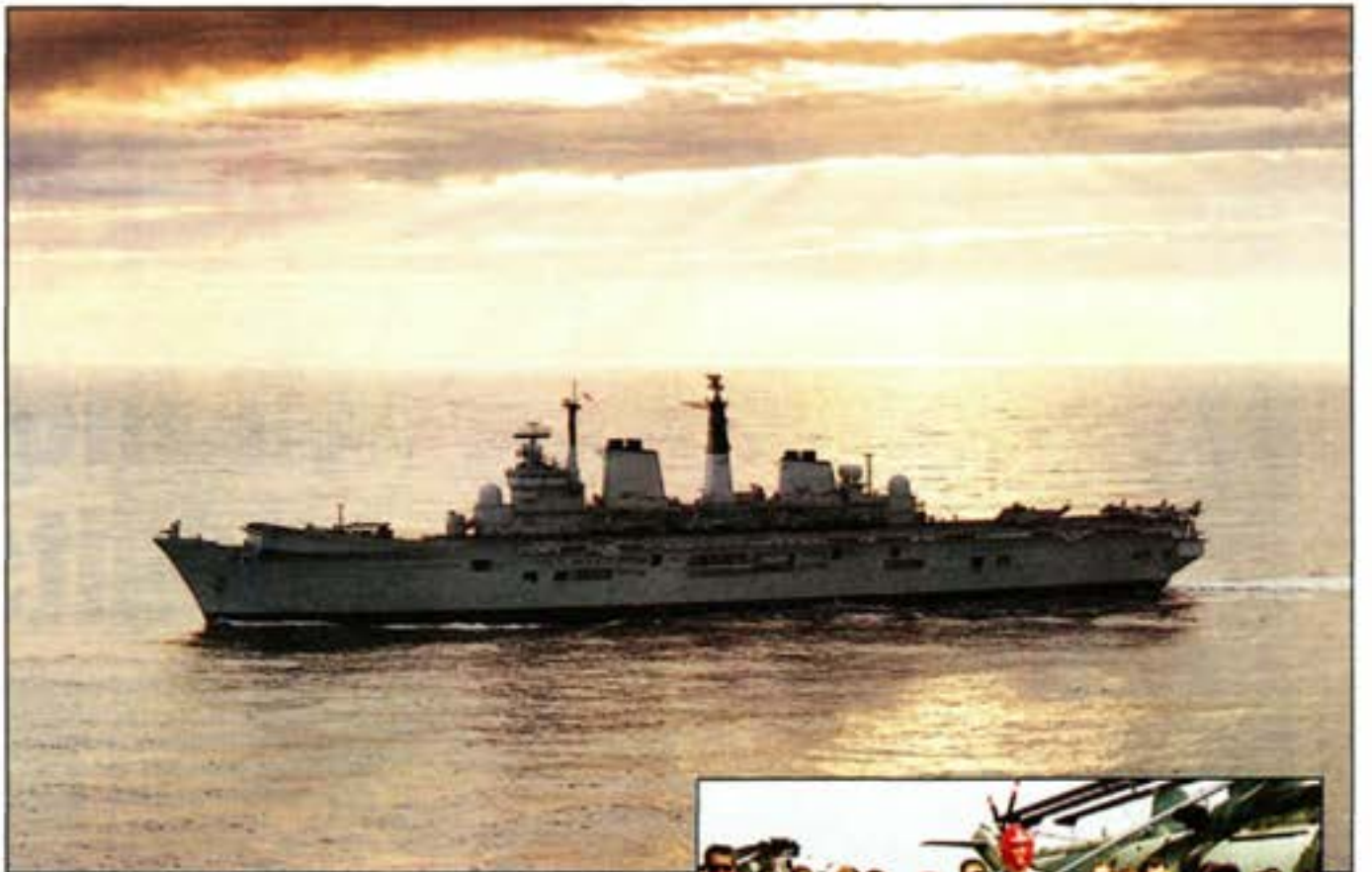
with Rear Admiral Alan West the Maritime Commander.

Invincible's group included HMS Birmingham, RFA Olna, USS Thorn, ITS Mimbelli, SPS Andalucia and USS Nicholson supported by Danish and Norwegian FPBs and a multinational fleet of MCMVs.

Severe weather

Despite some severe weather, the exercise proved an ideal opportunity for the integration of joint operations and for exercising the COMUKTG battle management staff in USS Mount Whitney.

Invincible is consolidating her experiences with exercise



● Back in the Skagerrak after three years, HMS Invincible during exercise Northern Lights. Picture: LA/PHOT) Dave Coombs

'Dynamic Mix' in the Mediterranean with FOSE, Vice Admiral John Brigstocke and his battle management staff embarked (see next month's Navy News.)

On route to exercise Dynamic Mix the ship held two sports days with the ship's company, the officers and the squadrons battling against each other. 814 NAS took the honours in the bucketball event and the stoker's team won the deck hockey.

The following day heavyweight contestants donned sports mats and boxers' headguards for a Sumo wrestling competition. The ship's

sports officer, Lt Steve Hall won the open class, LA(MET) Steve Lapham the under 15 stone class and AEA Hinson the under 13 stone class.

HMS Invincible is visiting Palma, Piraeus and Izmir and is navigating the Suez Canal and the Straits of Hormuz to become the first CVS to enter the Gulf.

Whilst in the Gulf she will visit Dubai, Kuwait, Al Jubayl and Jebel Ali. Invincible remains on 21 days notice for Adriatic operations, but is expected to return to Portsmouth via Gibraltar just before Christmas.



● It's a boy! CH Smith is delivered safely from a sports mat during the Sumo wrestling competition on Invincible's sports day. Picture: LA/PHOT) Dave Coombs



● A Chinook helicopter departs from HMS Invincible after a mail delivery during exercise Northern Lights. Picture: PCA/PHOT) Wayne Humphreys

Campbeltown ventures into new ground

HMS CAMPBELTOWN led the largest exercise between warships from NATO and former Eastern Bloc countries held so far.

Ships from Poland, Latvia and Lithuania were among 26 vessels from nine NATO and four Partnership for Peace nations taking part in exercise Co-operative Venture '96 in the Baltic.

The exercise was widened to include non-aligned countries such as Finland and Sweden and aimed to promote interoperability in humanitarian and peace keeping operations.

ILLUSTRIOUS VISITORS



● Lieutenant General Boryskin of the Ukrainian Armed Forces Academy presents a peace pipe to Captain Jonathon Band.

PEOPLE will go a long way to experience the hospitality on board Her Majesty's ships, and recent visitors to HMS Illustrious include guests from as far away as the Ukraine.

Lieutenant General Valentin Boryskin and 60 fellow officers from the Armed Forces Academy of the Ukraine were welcomed on board Illustrious by Captain Jonathon Band and were given a tour of the ship with the aid of an interpreter.

Closer to home, the ship played host to members of affiliated units including Training Ships Illustrious, Colne Light and Rye, The Grenadier Guards, and CCF units from Kent.

During two days at sea with HMS Illustrious, the visitors learned about the aircraft carrier's role, fought imaginary fires, drove the ship, worked in the engine rooms and got to grips with her sophisticated weapons systems in the operations room.

For many of the group the most exciting part of the whole

visit was their departing flight in a Sea King Mk4.

The Mayor's of Sandwich, Dover, Hastings, Rye, Winchelsea and New Romney and the Registrar of the Association of the Cinque Ports visited Illustrious in Portsmouth recently.

The Cinque Ports act as HMS Illustrious's affiliated town and after a tour of the ship the party enjoyed lunch in the wardroom and were presented with a framed photograph to commemorate the visit and the association's continued links with the ship.

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The long and the short of it

"EVERYTHING I know about longitude, I learned - if not directly from Will Andrews, then through him," says Dava Sobel, author of *Longitude*.

"The Quest for Longitude (Collection of Historical Scientific Instruments, Harvard University, £49.95), the eagerly-awaited formal proceedings of the excellent Longitude Symposium he masterminded and hosted at Harvard University, stands as the definitive text on this subject.

"The Quest will also be welcomed as the definitive visual record on the history of determining longitude at sea, as it is replete with photographs, drawings, maps and diagrams, many of which have never before been published.

"Whereas my book strode quickly through the nautical disasters, astronomical developments and clockwork triumphs that coloured the struggle to find longitude, this volume lovingly walks the reader through each step along the road to discovery, answering every imaginable question in the most gratifying detail."

Most of the twenty expert authors of *The Quest for Longitude* are British, including broadcaster Alistair Cooke and George Daniels, the world's most celebrated living watchmaker.

LATITUDE FOR LONGITUDE

WHEN Captain Cook embarked on his second great voyage of discovery in 1772 he had one priceless piece of kit to help him find his way - the world's first practical, accurate chronometer.

It was actually a copy of H-4, the remarkable invention of self-taught clockmaker John Harrison, which in 1762 had established its credentials by losing just five seconds on an 81 day voyage.

This was enough to win him the huge bounty of £20,000 (equivalent to £8m today) offered under the Longitude Act of 1714 which he had been pursuing for most of his long life.

But he did not get his money for another ten years - and the story of the botched trials, backbiting and professional jealousy that caused the delay is one of the great defence procurement scandals of all time...

It is beautifully told by Dava Sobel in *Longitude* (Fourth Estate £12), a tale of adventure on the high seas, fascinating science, politics and espionage that totally belies what must be one of the most boring titles for a bestseller ever.

It is also a tale about clocks, of course - as the *New Scientist* has pointed out: "Sobel has done the impossible and made horology sexy."

For the benefit of the uninitiat-

ed, to learn your longitude at sea, you need to know what time it is aboard ship and also the time at your home port or any other place of known longitude at the same moment.

And this was impossible up to and including the era of pendulum clocks - which on the deck of a rolling ship would slow down, speed up or stop running altogether.

And so, pre-Harrison, every great captain in the age of exploration became lost at sea despite the best available charts and compasses - sometimes, often, with disastrous results.

Longitude was one of the most glittering prizes in the history of science, one that would save thousands of lives and, more importantly perhaps in an era that held life cheaply, a very great deal of money in saved ships and cargoes.

The Longitude Act itself, in fact, was precipitated by the spectacular disaster that befell Admiral Sir Cloudesley Shovell's ships on 22 October 1707.

Returning victorious from Gibraltar after skirmishes with French Mediterranean Forces, the consensus of all the ships' naviga-

tors put them safely west of Ushant.

Unfortunately they had mis-gauged their longitude near the Scilly Isles - and here four of Sir Cloudesley's five ships duly came to grief on the rocks with the loss of 2,000 men.

Only two were washed ashore alive - one of them Sir Cloudesley himself, who before he was murdered by a local woman who found him collapsed on the beach and was attracted by his emerald ring (she confessed to the crime on her deathbed three decades later) must have had time to reflect on the worst misjudgment of his career.

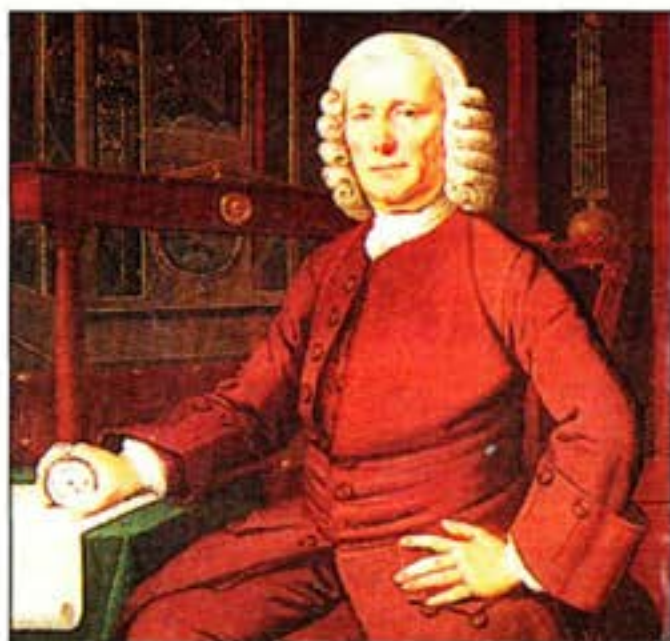
He had been approached by a member of his crew who claimed to have kept his own reckoning of the fleet's location on passage and had judged it to be dangerously off course.

Hanged

Such subversive navigation by an inferior was forbidden in the Navy, as the unknown seaman well knew - and Sir Cloudesley had him hanged for mutiny on the spot...

When Harrison came to London in 1730 he had spent four years working out an idea for a clock whose workings would be so counterbalanced to withstand the wildest waves.

He interested the Astronomer Royal, Dr Edmond Halley, who referred him to the well-known watchmaker 'Honest' George Graham - who waved Harrison back to his Yorkshire home with



● Above: John Harrison. Below(top): the copy of his prize-winning timekeeper H-4 carried by Capt Cook. (Bottom) his first design, H1.

every encouragement and a generous, long term, interest free loan. Five years later he produced his first sea clock - H-1, a massive 4ft square device. The Longitude Board tested it on a voyage to Lisbon - and commissioned a second clock.

By 1741 H-2 was complete - and accurate enough to satisfy the Act. But Harrison was unimpressed by it and it never went to sea.

Incredibly, he took another 15 years to come up with H-3 (which included the invention of caged ball bearings that nowadays smooth the operation of almost every machine with moving parts), the Board of Longitude granting him generous latitude (sic) with several extensions to his deadline and five payments of £500.

The Seven Years War prevented testing of H-3, lest it fall into enemy hands - but by now Harrison was determined to produce a pocket watch.

In 1759 H-4, just five inches in diameter, was completed - but tests on this were (deliberately?) botched by Harrison's rival for the longitude prize, astronomer the Rev Nevil Maskelyne.

It would be another 13 years before a copy of H-4 brought Cook safely home and secured Harrison his prize. Four years later he died, 83 to the day.

- JFA



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The Outrageous Class

UNTIL the Japanese monster battleships of the Yamato class in World War II, Fisher's HMS *Furious* had the distinction of mounting the world's largest naval guns.

With only two 18-inch instead of her sisters' four 15-inch, however, it is unlikely that she would ever have hit a moving target, while trials with the after mounting strained her fragile hull.

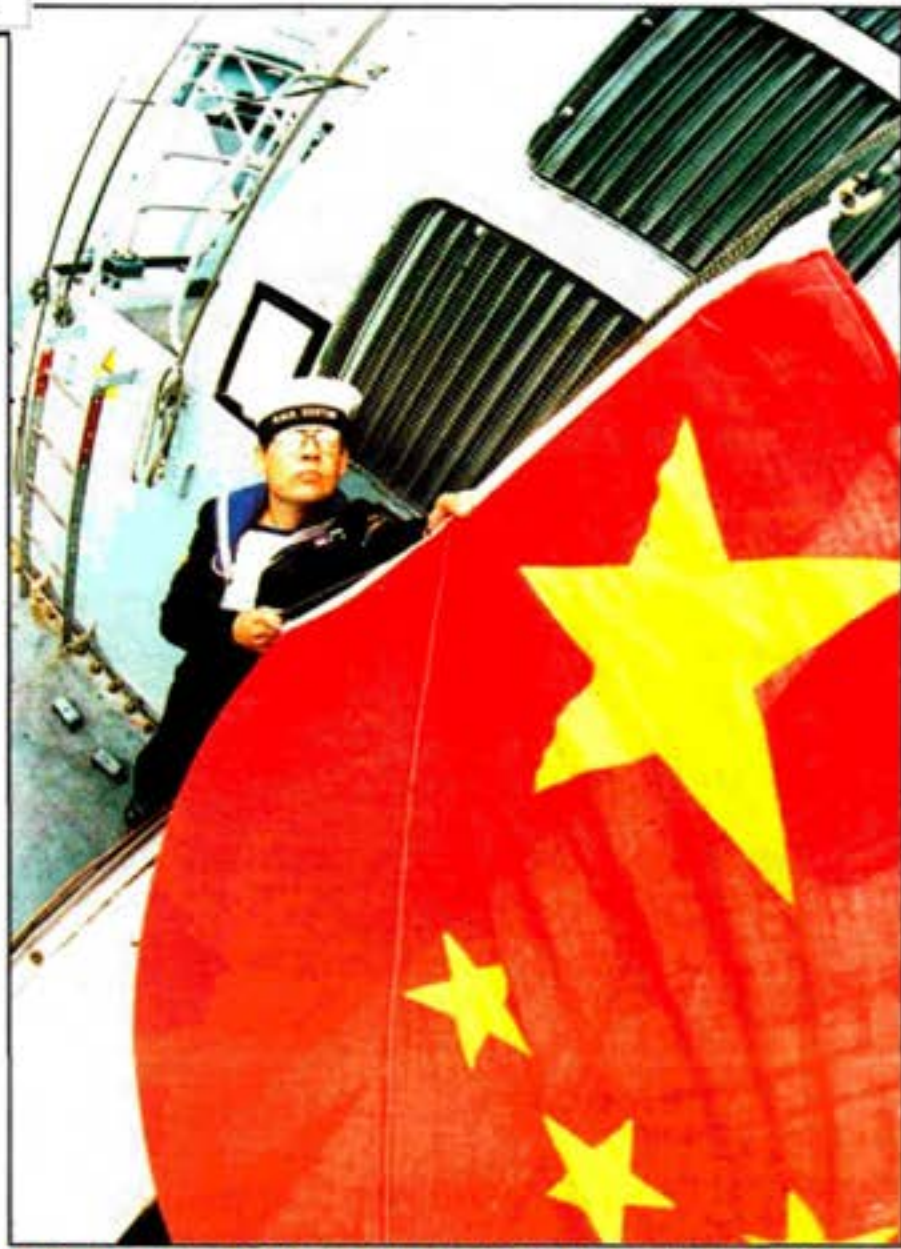
Known as 'Outrageous' throughout the Grand Fleet, the *Courageous* Class were really enormous light cruisers. Their battleship armament was ineffective - even four guns were not enough for adequate spotting. In a cruiser clash in November 1917 *Courageous* and *Glorious* fired nearly 400 rounds but achieved no hits...

Furious was, by stages, converted as an aircraft carrier - as were *Courageous* and *Glorious* - releasing three barrels (one was a spare) for alternative service.

● Top: *Furious* as planned, with two turrets each mounting a single 18-inch gun. Middle: at the end of World War I, with flight deck forward and landing deck aft. Below: as camouflaged while serving in the Mediterranean in 1942.

- From *Jane's Battleships of the 20th Century* (HarperCollins £25) by Bernard Ireland, illustrated by Tony Gibbons.





● Courtesy gesture: LRO Charlie Hall hoists the People's Republic flag as HMS Exeter enters Chinese territorial waters

英国海军舰艇

(It means 'British ... visits Qing Dao fo

CHINA welcomed the first Royal Navy warship to visit the People's Republic for more than ten years with full ceremonial honours.

As HMS Exeter entered Chinese territorial waters and hoisted the country's red and gold flag she was met by the Luda-class destroyer Yin Chuan and escorted into the port of Qing Dao where waiting warships were dressed overall in honour of the occasion.

A band played on the jetty as Exeter tied up alongside and as soon as the ship's Commanding Officer, Captain Paul Herington, stepped ashore to greet lines of welcoming dignitaries he was besieged by Chinese, British and international media.

Exeter's visit aimed to develop contacts between the RN and Chinese navy and the process began almost immediately with Captain Herington's official calls on the Commander of the Northern Fleet, Vice Admiral Wang Jiying, and Qing Dao Naval Base Commander Rear Admiral Zhao Xingfu.

Throughout the next four days sailors from HMS Exeter and the People's Liberation Army (Navy) mixed together at all levels.

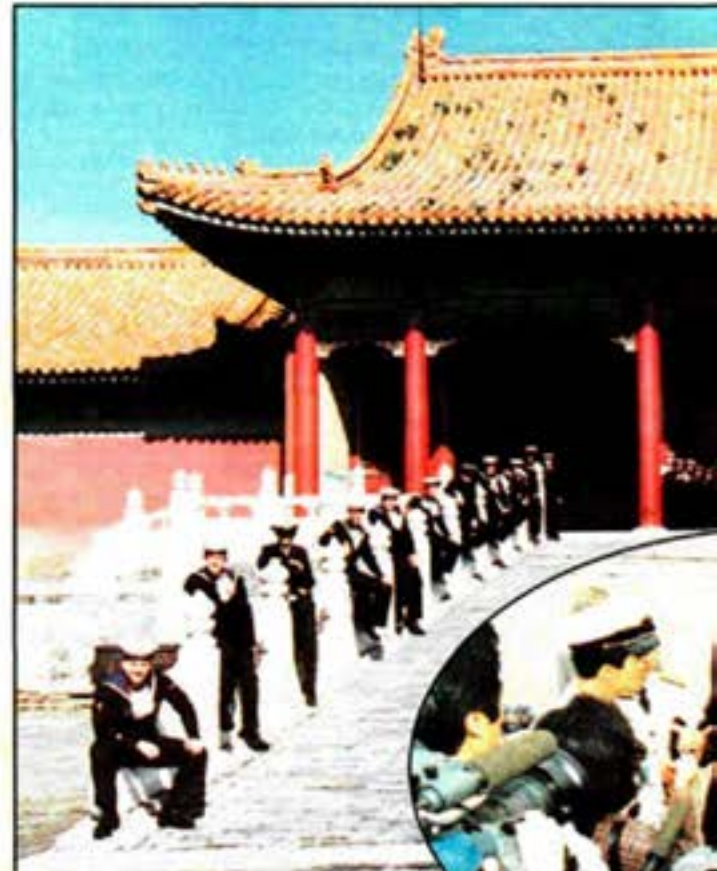
Banquet

On the first night the Chinese sailors hosted a splendid banquet for 100 of the ship's company.

With the traditional camaraderie of seafarers all over the world, the delectable Chinese cuisine and Qing Dao's famous Tsing Tao beer, the language barrier was soon overcome and the feast was a memorable occasion.

Hundreds of Chinese sailors visited Exeter and showed intense interest in everything from catering and logistics to Sea Dart and Phalanx system capabilities and they were particularly impressed by the ship's actions in the Falklands War and the Gulf.

There were curious sights for the British sailors, too - one morning 500 Chinese officers, including a



division of Commodores and Captains, marched down the wide jetty to come aboard.

In turn, the officers and the ship's company of HMS Exeter visited the Chinese ship Yin Chuan (Brave Ship) but the visits were strictly limited in both the numbers and in the areas of the ship left open to inspection.

The superstructure had been resprayed for the occasion but the Luda-class is advancing in years and most of the technology and weapons systems were dated.

As most of Exeter's crew had not even heard of Qing Dao before the visit, the prospect of a run ashore was regarded with some trepidation.

Going ashore was full of blue suits and leave ended at 2300 for everyone, but most people were pleasantly surprised. Wren OM Janine Whitley said: "It was very different to what I had expected. The people are really friendly, they seem amazed that we are here. We are all treated like royalty!"

Qing Dao has a population of 1 million and as well as having a large naval base it is a popular seaside town with a pier, promenade and beaches - similar in many ways to Portsmouth and Southampton.



● Changing times: A portrait of Chairman Mao looks down impassively from the walls of the Forbidden City as sailors from HMS Exeter stroll through Tianamen square.



首访青岛

Naval warship (first time')



HMS Exeter's home port.

Most of the city is of impressive modern design but the back streets retain their traditional market stalls and the area near the dockyard is full of family bars and eating places which were soon patronised by those on shore leave.

Guests at Exeter's official reception included the Mayor of Qing Dao and the British Ambassador to Beijing, Sir Leonard Appleyard.

Sir Leonard said of the ship's visit: "It's a very important event."

● Above: Sailors from HMS Exeter inside the forbidden city during their lightning tour.

● Inset: Exeter's Commanding Officer, Captain Paul Herington, found himself in the spotlight of the World's press as soon as he stepped ashore in Qing Dao.

Pictures: by CPO (PHOT) Paul Cowpe

With the recent improvement in Sino-UK relations, the timing is significant and more visits are hoped for next year.

"The Chinese navy has great respect for the Royal Navy and its traditions. They have been impressed by the ship's modern equipment, the efficiency of the ship and by the spirit of the ship. You can buy equipment but you can't buy morale."

"It has been an extremely successful visit, and a very good advertisement for the Royal Navy and for Britain as a whole."

Chance-in-a-lifetime

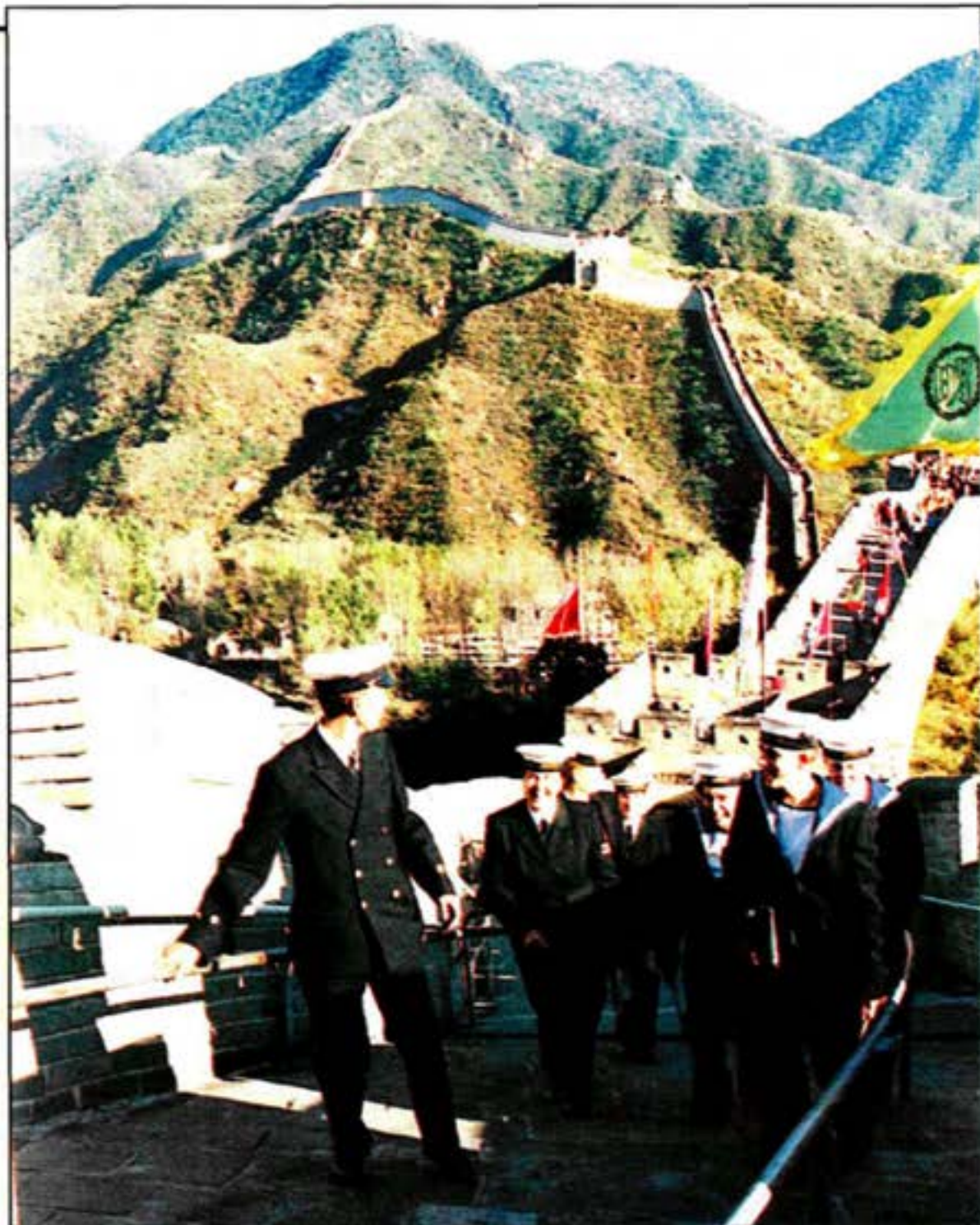
After four crowded days, as Exeter prepared to sail, her Commanding Officer, Capt Paul Herington said that the visit had been "stupendous" and a chance-in-a-lifetime opportunity.

"The PLA (Navy) has gone out of its way to make us feel at home. It's really been quite amazing" he said.

Exeter's next ports of call are at Manila and Brunei before returning to the Gulf to resume Armilla Patrol duties, but she should be back in Portsmouth for Christmas.

● Left: Sailors from HMS Exeter and the People's Liberation Army (Navy) on the jetty at Qing Dao.

● Right: What else to choose from the menu in downtown Beijing but Peking Duck! (l to r) WOM(UW) Michelle Anstey, OM(AW) Lee Redford and OM Stephen Gadd.



● The Great Wall: 60 sailors made it to Beijing and the Great Wall during HMS Exeter's goodwill visit.

Lightning tour

SIXTY sailors from HMS Exeter spent £200 of their hard-earned pay on an organised visit to the capital city of China, Beijing, about an hour's flight from Qing Dao.

With hundreds of other tourists they walked through the vast Tianamen Square, where, in their Royal Navy uniforms, they attracted as much attention as the sights themselves.

From Tianamen Square they moved through the imposing gateway to the Forbidden City where past dynasties of Chinese Emperors ruled in magnificent isolation and splendour until the last one, boy emperor Pu Yi, was overthrown in the revolution of 1911.

CPOSA Paul Walsh said: "Tianamen Square is quite something to see, but the Forbidden City - you just have to be there to believe it. Its enormous."

Next, the sailors hopped on a bus for a two-hour ride to the Great Wall of China, reputed to be the only man-made object visible from space.

The climb up the wall was a steep one but the views from the top and the

sheer experience of having walked along even a small section of the wall made it all very, very worthwhile.

Again, the sight of British sailors 8,000 miles from home and 130 miles from the sea caused a great stir.

Peking duck

Back in the capital, the sailors enjoyed a real Chinese meal - Peking Duck, of course - followed by a traditional show by Chinese acrobats.

The night ended though in somewhere not quite so steeped in oriental mystique, the Hard Rock Café in downtown Beijing.

Navy News, Chinese style

WHILE you read all about China in your paper, thousands of Chinese sailors will be reading about the Royal Navy in theirs.

A team of reporter, photographer and translator from the Chinese Navy News, all serving officers, spent hours on board HMS Exeter to find out how the RN worked and what life was like for the ship's company.

They interviewed an officer, senior rating and male and female junior ratings on a host of issues, but it quickly became evident that their main fascination was with the concept of women at sea. Were they strong enough? Could they carry out all tasks?

The questions inevitably turned to romances and the answers provided had a somewhat cynical reception! But in general the journalists went away surprised and impressed with the women, officers and ratings that they had seen at work on board.

As they explained, they do have women in their Navy, but they are restricted to "female" tasks such as office work and cooking at shore bases.

Other questions focused on promotion prospects, training, pensions and pay.

The team remained inscrutable as they heard the answers and what they made of them is hard to say, but a Petty Officer in the Chinese navy earns 300 yuan a month - that's about £23.



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At Your Leisure

Yangtse incident

WHILE serving on the Yangtse in the gunboat HMS Bee in the 1920s Lt Shannan Stevenson had the mischievous Prince George, later Duke of Kent, as a shipmate.

"He was known by us all as PG. On one occasion he and I and the ship's doctor were invited to visit some English friends who were at a holiday mountain resort at Kuling. The normal way of getting there was to go by Sedan chair borne by four Chinese coolies. The young and energetic did the climb on their own feet.

"Prince George and I decided to climb and the doctor, who was rather portly, elected to go by chair. We set off first and, when we neared the top, a Chinese photographer, who had evidently heard of Prince George's approach, rushed towards us in great excitement.

"He said to Prince George, 'You belong English King's son - yes?' Prince George then replied 'English King's son very fat man - come up in chair by and by.' And we proceeded to our destination.

"Some time later the doctor arrived and told us that on the last stages of his journey a Chinese photographer had followed him taking innumerable photographs. He couldn't understand it.

"I must add that, before we returned to our ship, Prince George called at the photographer's shop and let him take all the photographs he wished."

The anecdote is taken from *The True Glory*, Max Arthur's oral history of the Royal Navy from 1914-39 (Hodder and Stoughton, £18.99).

□ The Navy's oldest veterans met for the book's launch at the Imperial War Museum. See next month's issue.

WIND AND SNOW SCORE IN A DESOLATE DOUBLE

THE MONSTER: elemental, implacable, utterly merciless. We've met him (or her, or it) many times before, in one movie after another - crashing in from another planet, surfacing from a prehistoric past, the product of some lunatic scientist's laboratory.

However, the monsters in *Twister* are part of that select group which is perhaps the most terrifying of all: even those which really do exist, here on Earth, and which, if you're very unlucky you might even one day get to meet.

In this case they are tornadoes and, like the shark in *Jaws*, they certainly have a way of grabbing the attention. "I think that was a cow," someone says, as a dead Jersey cartwheels across the highway at a height of 50 ft.

Unlike the shark, though, tornadoes do not actually look, in themselves, particularly menacing - as opposed to the devastation they cause - and the most effective scenes in *Twister* are those in which characters cower in cellars and dugouts while what sounds like the Giant From Hell thunders unseen above them.

In any case, the tornadoes,

impressively realistic as they seem, are of course all computer-generated. It rather spoils the fun to imagine the players recoiling in horror from nothing at all, except perhaps an empty blue screen, and it's an even bet that the day may soon arrive when we will see an Oscar category for 'Best performance by an Actor Faced with a Special Effect'.

Screen Scene

Meanwhile, in the aftermath of the picture's success, scriptwriters are no doubt delving into their old geography books to discover what entertaining distinctions may be available, as between a tornado, a cyclone and a whirlwind.

Weather also features prominently in *Fargo*, a tale of greed, murder and the unexpected, set in the wintry Minnesota flatlands, where muffled figures creak gingerly across the packed snow and the wind brings tears to the eyes.

A not very bright businessman hires a couple of even less bright crooks to kidnap his wife - father-in-law will, in theory, pay the ransom. The slapdash scheme immediately goes haywire, the body

count keeps getting higher and the weather forecast offers no relief.

This would be a sordid little yarn, except for the filmmaker's taste for the offbeat and the semi-humorous - as in the moment when one of the crooks, shot in the teeth and cursing obscenely, looks around despairingly for some kind of marker when he wishes to bury his loot in a landscape consisting of nothing but snow and 50 miles of picket fence.

But the film scores most memorably by opposing its depressing gallery of felons with the character of Marge the police chief, whose yah-yahing Swedish slowness is accentuated by the fact that she is six months pregnant.

Her deliberate, one-thing-at-a-time investigation is counterpointed by the details of her home life, where anxiety reigns as to whether her husband's painting of a mallard will be accepted as the design for the new three-cent stamp.

This is a film which lingers in the mind for the way it foregrounds the sort of bizarre, irrelevant detail which a conventional thriller would never even glance at. And besides, police chief Marge is much nicer company than all those *Die Hard*/Lethal Weapon tough guys.

- Bob Baker



● Bill (Bill Paxton) and Jo Harding (Helen Hunt) react to a special effect in *Twister*.

Not just flights of fancy, these

TOO OFTEN dismissed as merely experimental units, the early naval air services actually had a much more direct influence on the naval war of 1914-18.

In *Naval Aviation in the First World War* (Chatham £22.50) R.D.Layman shows that their value was quickly appreciated and that they were employed for immediate, practical purposes - otherwise they would hardly have experienced the enormous expansion they did in this period.

Aerial combat may have been a minor factor - its necessity was seldom as urgent over the sea as it was over land and opportunities were fewer - but tactical offence was sometimes effective enough to be disruptive, as in the Dardanelles and on the Anatolian coast.

Aircraft never sank a major warship or decided the outcome of a naval engagement, but shipboard aviation even then took on a characteristic that would become virtually the raison d'être of the aircraft carrier, being directed principally against coastal or inland targets - military installations, harbour facilities, factories, ships in port, communications centres, supply lines (bridges, rail lines and stations, road junctions), aircraft bases and the like.

Anomalies

This is, after all, how carriers have been employed - for all practical purposes, solely, the author argues - since the Second World War, in the Korean War, the Suez crisis, Vietnam, the Gulf and in many overseas interventions and shows of force during the Cold War.

Seen in this light, he maintains, the carrier battles of the Pacific



● Chasing a Zeppelin Flt Cdr B.D.Kilner leaves HMS Vindex in a Sopwith Pup - never to return, the fate of many early naval aviators.

war are anomalies - they have never been repeated and it is difficult to imagine any future situation in which they would be.

So the modern function of the carrier, the projection of sea power over land by means of the air, was pioneered in the Kaiser's war.

Reconnaissance, at sea as on land, was aviation's most important function then. Tactical aerial reconnaissance at sea may never have affected matters to any important degree (what it might have accomplished had Campania accompanied the Grand Fleet at Jutland is one of the great might have been) but on the strategic level it was significant.

It was a major factor in frustrating the Turks' hopes of seizing the Suez Canal and contributed greatly to the defeat of the U-boats, as it would in World War II - and,

perhaps most importantly, it did much to determine the strategies of the rival fleets in the North Sea.

Here, in particular, it is a question not of what aviation actually achieved, but of "what German admirals optimistically hoped it could achieve and what British admirals pessimistically feared it could achieve."

Both sides were deceived. The Zeppelins delivered reports that were so inaccurate as to be seriously misleading - though ironically one of these spared Scheer from a possibly decisive defeat - but this was mostly down to inexperience in aerial observation.

It was some time before it was realised that simply putting a naval officer in their sky could not ensure that he could identify with certainty what he saw below.

- JFA

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At Your Service

Reunions

NOVEMBER

VAD (RN) Association: To be held at the New Cavendish Club, London, Saturday November 9 at 2pm. Old and new members welcome. Details from Mrs Eileen Carter on 01705 571230.

Fast Minelayers Association SE Branch will meet on Monday, November 25, at the British Legion Club, Braganza St, Kennington, at 10 noon. New members welcome. Enquiries to Ray Moore, 89 Watling Rd, Newish NR7 9TG, tel 01603 437852.

DECEMBER

881 Combined Operations Bombardment Battery Royal Artillery Territorial Army reunion is to be held on Tuesday December 3 at 2000 hours at the Stag and Hounds and 327 St Leonards Road, Windsor. Further information from Mr N. Feeley on 01753 866771. 881 COB (RA) worked with HM Ships and NATO Forces ships, embarking Bombardment Liaison Officers and Forward Observation Parties prior to naval bombardments and assault landings.

Association of Royal Yachtsmen: The association is holding its Christmas Ball at the Victory Club, HMS Nelson, Portsmouth, on December 7. Details from chairman Dick Deane, 76 Hazleton Way, Cowplain, Waterlooville, Hants, tel 01705 590380.

Hampshire Area VAD (RN) Association: Reunion and Sunday lunch at HMS Dolphin on December 8. Details from Mrs Eileen Carter, 01705 571230.

1997

HMS Hardy 1969-71: All ship's company, all ranks, all rates, are invited to a second reunion planned for spring or early summer 1997. For details, contact Mick Longbottom on 01472 361546 or Scouse Sheldon on 01705 343612.

FEBRUARY 1997

Penelope Association: The association,

open to all who served in the cruiser 1936-44 or frigate 1963-92, or their relatives, is holding its 11th annual reunion weekend at Blackpool, February 14-16. For details of membership, contact Michael Rice, 1, Oldfellows St, Mirfield WF14 9AB.

MARCH 1997

North Russia Club: Reunion will be held at Victory Club, HMS Nelson, Portsmouth, on March 1. Guests welcome, £10.50 per head. SAE for details to Mervyn Williams, 87, Olive Rd, Coxford, Southampton SO1 6SFT, tel 01703 906402.

HMS Aurora 1937-47 (Silver Phantom) reunion on March 12 at Portsmouth. For details of event or association membership, contact Stan Fleet on 01403 252061 or Harry Jones on 01341 247560.

HMS Glory Association 1943-55 will hold its AGM and reunion on March 15 at the Nautical Club, Birmingham. Details of the and other reunions from Peter Wade, 91, Dingley, Olney, Bucks MK46 5EU, tel 01234 711611.

APRIL 1997

HMS Tantar 1939-45: A reunion will be held at Evesham on April 13. Details from Ted Brown, 28, South View Ave, Sandon, Wills SN2 1EA, telephone 01783 535275.

HMS Ladybird (Sasebo, Japan 1950-52): Members of the Staff of the Flag Officer 2 in Far East and the Ship's Company will be holding the 3th reunion in York on Saturday, April 19. Details from Terry Cooper, 28, Hagrove Lane South, Malton Rd, York YO3 9TG, tel 01904 425883.

MAY 1997

HMS Terry Association J34 and F65: The next reunion will be held at the Trecam Hotel, Babbacombe, Torquay, from Friday evening, May 2, until Monday, May 5. For more information please ring Phil Rowe on 0161 747 7325.

Calling old shipmates

Cdr Ron Palfister: Mick Lucas, ex CPT1 in HMS Glory, 1950, would like to contact Cdr Palfister, RN Bosuns Association, Mr Lucas's address is 52, Sandalwood Ave, Chertsey, Surrey KT18 9BP, tel 01932 563868.

HMS Venerable: William Cooper, of 110, Viking Rd, Buntingford, East Yorks YO16 5TR, would like to hear from old shipmates, particularly William Aston (from Birmingham area), Kenneth King, John Staples (from Newcastle) and Frank Armitage.

HMS Cabbala: Does anyone remember the good times as recalled by "Bonnie" Malpass at the end of hostilities? Either at Staffordshire or Worthy Down, Winchester - and perhaps you remember the combined services "springing women" who came to Worthy Down to prepare for the opening ceremony of the 1946 Olympic Games? Any memories to Mr Malpass at 20, Elmford Rd, Luttworth LE17 4QB, tel 01455 553146.

HMS Unicorn: The HMS Unicorn Association seeks the following from the first commission 1942-46: Bradley, Carter, Caudrey, Clayton, Cox, Crouch, Easton, Funnell, Forsyth, Jones, Gibbons, Griffiths, Hart, Hannah, Jenkins, Kelly, Long, Murray, Ogden, Paine, Redford, Skinner, Stewart, Saunders, Tinley, Walsham, Wheeler and Winks. Also shipmates from the second and third commissions. Contact Baz on 01442 255821.

Jim Hardy: If you served with Jim - CPO CAT - prior to his leaving the service in November 1974 and would like to join in the jubilee for his 60th birthday in March 1997, contact Maureen between 9.00 and 5.30 on 01703 629412 or write c/o Isoland, 26-40, High Street, Eastleigh, Hants SO50 5LD.

BP/EI "Forgotten Fleets" and HMS Sheba: 52nd BP/EI reunion being planned for September 5-8, 1997 - all veterans are invited to contact Gordon Pinfield at 7, Fairways, Madonsay Rd, Consett, Co Durham DH8 5NT, tel 01207 503617. Ex-shipmates from HMS Sheba are meeting at the same time - Gordon has details.

9th Minesweeping Flotilla, "Bangor" class fleet sweepers: Ex-ship's companies sought: HMS Bangor phone Karl Saller

01282 832296, HMS Buntingford phone R. Smout 01705 660207, HMS Blackpool phone Len Giger 01734 782561, HMS Tenby phone Lofy Major 01737 843653 and HMS Bldport phone Ray Storey 01636 72658.

LC(L) 122 and LC(R) 177: Ex crew members from LC(L) 122 (New York 1943-5) and LC(R) 177 (Liverpool 1944-Singapore 1946) please contact ex-Tel T. Alderson at 11A, Pendower St, Darlington DL3 6ND, telephone 01225 463943.

HMS Chinkara 1944-46: Were you at the Landing Craft base at Cochin? Can you help trace MM Peter "Whispering Grass" Quince and engines test team BEOPMEOP etc? Contact Colin Baker (MECP 103) at Malkin Cottage, 11 Eccleston, Preston PR9 5YJ, tel 01955 670495, who will also have details of nostalgic reunions.

Nightjar WRNA 1941-43: Contact ex Nightjar Wren Margaret Hands (now Johnson) on 01250 729813 for details of a reunion planned for June in Lancashire.

HMS Shropshire 1940: Any boys from Boys' Messdeck in 1940 - Buxton, Wyatt, Barber etc - contact Mr H. Clark, 56, Hornchurch Rd, Hornchurch, Essex RM11 1JR, tel 01708 477993.

HMS St Vincent, Gosport: Gordon "Hammy" Hamilton would like to hear from any old boys from Dunstan 100 Glass, January 1947, HMS Wexford, HMS Muir of Kinrye, Gordon lives at 16, Ham Close, Worthing, West Sussex BN11 2QE, tel 01903 203316.

Dave Rowbotham: Chris and Gillian Cross would like to contact Dave, who served with Chris in HMS Lindisfarne and HMS Upton 1965-86 and is thought to be in the Scarborough area. Chris's address is 32, Grafton Rd, Rosyth, Fife KY11 2ES, telephone 01383 419671.

"Ben" Searle: If anyone knows the whereabouts of "Ben" Searle, who was a gunnery rate, served in HMS Cavalier 1961-63, and came from the Croydon/Surrey area, please contact Sid Arving on 01752 788201.

RN Physiotherapists: Any information, photographs, insignia and badges which would

help in the research for the "History of Massage and Physiotherapy in the Royal Navy" should be directed to Wdr Lt Col J Stockton RN (Ret.), at "Seaburn", 14, Bertham Rd, Alverstoke, Gosport, Hants PO12 2HW.

RPO Dave Edgar: Mick Longbottom is hoping to trace RPO Dave Edgar, who was on HMS Ark Royal 1972-74. Contact Mick on 01472 361546.

HMS Newcastle: This Type 42 destroyer entered service in 1978. Have you served on her, or maybe you still do? A reunion association is being formed to represent you. For more details, contact Ray Young, 109, Westminster, Washington, Tyne and Wear NE37 1LT.

Ex-Chatham PHORM-ites (Royals and Wrens): A possible get-together is being planned. Anyone interested should write to Mr B. Bullmore, 200 Downs Rd, Deal, Kent CT14 7TN, enclosing an SAE.

HMS Gosling: Cliff Hilton, tel 01942 817425, would like to hear from Dan "Darkie" Hayler, from London, or others in Class 8753, March 1944, or Class 12482, October 1944.

HMS Queen 1943-46: If you are interested in a reunion, please contact Mr P.S. Rogers on 01423 504734, or write to 31, Wheelands Rd East, Haslemere GU28 8GS.

HMS Lion C24: Mr E.V. Hughes was the original drummer in The Quartermasters Band on this ship, and would love to hear from any former shipmates, musical or not, particularly from the "stokers' messdeck" - "Harry" Marshall, Jack Duffy, "Dewey" Brian Barnes, Chris Hodgkins and Chris Small among them. Contact Mr Hughes at 44, Randolph Crescent, Brighton, Falkirk, tel 01234 666854 (daytime).

HMS Childers: Any of the ship's company from commissioning at Dumbarton in 1945 to December 1947 interested in a reunion during 1997? If so, contact Ken "Taff" Habber at 10, Llandreem Crescent, Gabbala, Cardiff CF4 2RB, tel 01222 625178.

Jervis Division FAA Artificer Apprentices (1945-49): If you are not on the Jervis Division Association mailing list please contact John Parry, 56, Wheelands, Fareham,

Hants PO14 9SL, tel 01489 579996. Next reunion is in August 1997.

HMS Probe: Following the reunion of ex-members of the cruiser and frigate, it is proposed that an association be formed. Any information regarding the previous HMS Probe 1946-50 organization and anyone wishing for details of the newly formed association should contact Vic Charter on 01159 501890 or Ken Kent on 01482 441235.

Patrol Service: Did you serve in BYMS, MMS or MFV's during the war, i.e. attached to the Pacific or East Indies Fleet - also were the craft still serving with these fleets on VJ Day, August 15, 1945? Please pass on the individual numbers of the ships you served on to Tom Bryant, secretary of the Royal Naval Patrol Service Association, North London Branch, so they can be recorded in the annals of the Forgotten Fleets. Tom is at 51, St Peter's House, Queen's Row, London SE17 2PL, tel 0171 703 7215.

HMS Eagle 1964-67: Do you serve with Mr R. Brocken, possibly in 201 mess, starboard side by the Sea Cat apron, just under the light deck? If so, please write to him at 28, Hyton Street, Plumstead, London SE18 1EE, telephone 0181 317 1119.

Ex-LWTR R. Ennew (RN 1956-68) will be 60 in December. A surprise reunion is being arranged. If you served with him, please contact Mrs A. Ennew, c/o 30, Garston's Close, Titchfield, Fareham, Hants. The couple also completed a married accompanied draft at HMS Toron, Singapore, 1961-63.

HMS Zulu 1940-42: Henry Gordon would like to hear from any member of the ERA's mess - contact him at 73, Raize St, Saltcoats, Ayrshire KA21 5JZ, tel 01824 464858. Also, Henry had his Narvik medal stolen some while ago, and would like to replace it - does anyone from Zulu who was on board during the Battle of Narvik have a medal for sale?

HMS Pigard: The September reunion was a great success, and it is intended that an association be formed and further reunions arranged. For further information, contact Don Cole at 7, Homefield Rd, Drayton, Portsmouth PO6 1RB, tel 01705 385363.

Over to you

HMS Hermes, Hong Kong 1936: Jack - did you serve in this ship between December 1931 and November 1932, returning to the UK for discharge in June 1933? Were you a photography enthusiast who took passage on the MV President Tott to Manila in October or November of 1931 for a month's leave? Mr Edmund Douglas, of 20, Blackbridge Lane, Horsham, West Sussex RH12 1RP (tel 01403 240481) would like to hear from you.

George Fish: Did you serve with him? Can anyone supply information about the meaning of C.D.P.R.A. around 1943-44, also Odysseus King Melodios? What was it and where? Details wanted for his son in Canada. Write to ex LT(D) D. Weislog, 10, Dengerman Court, Shooting Field, Steyning, West Sussex BN44 3RJ.

Cdr A.M. Garlick: RAF personnel researching military aviation history have come across the name Cdr Garlick, who retired from HMS Proserpine whilst serving under Vice Admiral T.H. Binney. Would friends or relatives of the late Cdr Garlick contact Sgt J.A. Stewart 884, 209th Sqn, RAF Wittering, Cambs PE8 6DD, with info about a Spitfire Cdr Garlick turned during World War Two.

Frank Cyril Turner: Does any shipmate know if Frank is alive? He joined the Navy in August 1918, and in 1923 was serving in HMS Capetown. He left the Navy in September 1945, when he lived in Christfield. Previously he had lived in the Bristol area. Any information, please contact Mrs Sage, 11, Forewicks, Budleigh Salterton, Devon EX9 6QP.

HMS Wild Goose: Does anyone have information on the ship which escorted the 762nd Armoured Car Sqn, RAF Regiment, to the Gall in 1953? Please contact Mr H. Bennett, 8, Vale Terrace, Shillingstone, Blandford, Dorset DT11 0ST, tel 01258 860378.

Admiral Sir Frederick Lawrence Field and John Saville: M.A. (Don) Field would like to hear from anyone who knew of his cousin the Admiral's time in the Navy, including HMS Hood, and details of John (HMS) Jackdaw, an anti-engine mechanic who worked in A.R.S. Harque 1945. Contact Mr Field at 11475-207A St. Maple Ridge, BC, Canada V2X0C7.

HMS Thetis: Would any survivors who became FEPOWs or anyone who knew them when FEPOWs themselves contact Geoff

Drummond, 10, Flambard Ave, Christchurch, Dorset BH23 2NR, tel 01202 482548.

HMS Relentless: A South African who joined the war effort at the age of 16 would cherish a photograph of his old ship HMS. Contact Mr Sanders, c/o 6, Apple Grove, Eaton Ford, St Neots, Huntingdon, Cambs PE19 1BS.

AB J. Perkins: a submariner, died in an accident and was buried with military honours at Kembarng Koering cemetery, Surabaya, in March 1939. His widow would like to know if anyone has been there recently, or is likely to be, as a photo of the grave in its present condition would be appreciated. Contact Mr E. Nichols, Baragwanath, 29, Kewhurst Ave, Cooden, Bexhill-on-Sea, East Sussex TN39 3BH, telephone 01424 842545.

PO T.A. Tate: During a visit to Korea, ex-Chief Radio Supervisor Ron Hill photographed the grave of PO Tate, C/O 186548, RFP Nov 29, 1950. Relatives or friends who would like a copy should contact Ron at 47, Eastway, Maghull, Liverpool L31 6BS.

"What is a Matelot?": Mr and Mrs Ashby say a framed copy of this poem while staying at the Natal Hotel in Weymouth, and wonder if anyone knows where they could obtain a copy of it. Contact them at 44, Bridge St Flats, Coton, Nuneaton, Warks CV11 5UE.

Travelers Caddy and Weaver: Will Stewart, of 19, Bettleys Road, Herne Bay Kent CT8 8DB, seeks ex-crew from T259 and T247 who were involved in the rescue of 18 German E-boat crew of Margate on January 22, 1945. Tel 01227 364001 (evenings) or 01795 470924 daytime.

Clive and Vera Lloyd: Does anyone know of Clive and Vera? He was a leading signaller at HMS Braganza at the end of the war, and Vera was a Wren on the entertainments side. They married soon after the war, had two children, and lived in Bexley, Kent. Contact Mrs Leah Werth, PO Box 48262, Roosevelt Park, Johannesburg, 20th Africa.

Helena Mary: Does anyone have information about this 55ft twin screw launch, built on the Clyde in 1931 and believed used along the South Coast during the Second World War? Contact Guy Cook, 70, Cranford Road, Aberdeen AB10 7NP.

HMS Implacable: Do any ex-Implacable have a copy of the photo of the Flight Deck with the first Range against the Japanese mainland,

1945? "Tubby" Gadd's copy was lost in a fire. Expenses for a copy will be paid. Contact Ronald Gadd, 28, Lockwood Path, Steamerbank, Woking, Surrey GU21 5RH.

HMS Loch Inch: Does anyone have a photo of the company/officers of HMS Loch Inch in 1956? Also HM Ships Crossbow (1960), Cambrian (1965-68) and Blake (1973). Contact Elizabeth Bentley at Flat 11, Granary Wharf, The Quay, Weymouth, Dorset DT4 8AL, tel 01305 773390 after 5pm.

HMS Somali: Does anyone have pictures of the Tribal-class destroyers which could be used to help G. Brooks build a model? His father served in Somali when she was torpedoed escorting a Russian convoy in 1942. Contact him at 4, Alanbrooke Grove, Lightwood, Stoke-on-Trent ST3 7ES, tel 01782 330455.

HMS Arbutus: Mr Stoker is in touch with someone whose brother was killed when the Flower-class corvette was sunk by a U-boat in 1942, and who is anxious for a photograph of the ship. Contact Mr Stoker at 44, Buckingham Road, Peterlee, Co Durham SR8 2ST, tel 0191 587 0292.

HMS Kelly: Does anyone know how AB Sidney Minter died on HMS Kelly? Someone said he was on the bridge when it went down. It would put his sister's mind at rest if anyone could provide details. Contact Mrs J. Northern at 65, Windmill Ave, Kettering, Northants NN16 5WG, tel 01536 524333.

PO John Spriddell was an instructor who was much admired by those he trained at Class 26, 6th Mess, Base Division in 1930, including Charlie Kent. PO Spriddell is believed to have approached the Indian Navy in 1932 - is there a relative out there who could contact Charlie at 57, Talford Rd, Peckham, London SE15 1RL (0171 703 3478), and tell him what became of John Spriddell?

HMS Broke and ML140: Any crew or relatives with memories, memorabilia or information about the Thornycroft V-destroyer, adapted by Bromley and sunk off Algiers in November 1942, or the 1941 Newhaven-based Fairmile B launch, adapted by Devonport, should contact Lt (S) C.A. Crabbe RNR, 144, Spur Road, Orgington, Kent BR6 0GW, who is organising exhibitions shortly.

HMS Ocelot: The submarine is now open to the public at Chatham Historic Dockyard, and Fabian Hiscock is preparing her history. Any

information, tales or memories to him at 66, Fore St, Plympton St Maurice, Plymouth PL7 1NB.

LI Cdr J. Dunphy RN was described in 1940 as being Naval Advisor to the Government of Eire. Any information about him or his role in this capacity would be welcomed by Mr J.P. Lane, 225 Cranford Road, West Dulwich, London SE21 8XL.

PO Stoker Arthur Ridgway, member of HMS Shropshire ship's company 1941-42. Relatives and/or dependents please contact Mr L. Hone, 36A, Lansdowne Lane, Charlton, London SE7 8TJ, tel 0181 853 3696, as he has several photos of his burial service in South Africa in 1942.

Atlantic Conveyor: Does anyone have pictures of the survivors of this ship, taken on board the rescue ship HMS Alacrity on May 26, 1982? If so, please contact Mr R. Edgecombe, 6, Dolphin Close, Plymstock, Plymouth PL5 8JZ.

HMS Dandelion Air Days: Does anyone recall the 1945 or 47 event when three aircraft flew inverted over the airfield, but one crashed, killing the pilot? Details or memories to Charles Cammings, 10, Crossfield Rd, Princes Risborough, Bucks HP27 0HU.

Cattle trucks: Does anyone - maybe from the ship's company of HMS Quail - recall being transported by cattle trucks at night from Bari to Taranto in Italy just before Christmas 1943? If so, Douglas Moore, of 18, Poleworth Rd, Stratham, London SW16 2EU would like to hear from you.

HMS Condon: Facts, figures, stories, photos and anecdotes required by Ken Smith, Puffin Cottage, 23, Westgate, Frookheim, Angus DD11 4TX, tel 01241 828794. Memories of events on a personal basis, hands made or lost, Bob the coffee who rounded up passengers for the last bus, etc.

Robert Steele McKellar: Does anyone know of Robert - he joined the Navy in March 1900 aged 20, and bought himself out in 1904, but possibly re-entrained under a different name (Steele? Fulton?). Family legend says he drowned off New Zealand or Australia between 1905-1915, and the family was sent an HMS Ajax cap tally, with no explanation. Details to Donald McKellar, 2091, Yorkshire Way, Mt View, CA 96445-3845, USA.

HMS Emperor: Does anyone remember Arthur "Mac" McWilliam, who served with 800 Sqn as an Avian First Class and finished his war service in Ceylon? If you have pictures, stories etc it would be a "wonderful surprise" for Mac, says his son John McWilliams, of 1, Shalfesbury Ave, Hill, East Yorks HU8 9BE.

HMS St Angelo: Can anyone help Mrs B. Whaley obtain a wall shield of the Malta base - her husband (ex-RN and RNR) has shreds from every ship and base he has served in except this one. Contact her at 103, Seabird St, Bowthorpe, Norwich, Norfolk NR5 9EA.

James Miller: Does anyone know of James' naval service, particularly at RNAS Kestrel, May 1940-March 1941, or at HMS Ganges, Drake, Glendon or Adventure? James is thought to have died aged 22 when HMS Fidelity was sunk at New Year 1943. His wife Marjorie had a daughter in 1943. His brother G. Miller, of White Gables, Amroach, nr Anstruther, Fife KY10 2RQ, tel 01333 720260 would like information.

HMS Centaur: Does anyone have a copy of the Commission Book for the ship's second commission 1958-60 - Terence Harris wants a copy of the picture and text of the ship laid up at the sailing jolly in Kuwait. Contact him at the Combined Services Technical School, PO Box 4697, Safat 12047, Kuwait.

German ship's clock: Mr A. Robinson, of 4, Riforma Rd, Frenchwood, Preston, Lancs PR1 4NQ has a clock which weighs 8lbs and is similar in size to a submarine depth gauge. It bears the number 15065 and has an eagle and swastika motif. The same key opens and winds it. Any ideas where it came from?

Gerard George Darmsdy: This man, who lived in Shiffield in the 1930s, left drawings of a Mrs Most in Capetown, South Africa, early in the Second World War. The pictures were of ships and aircraft, on mastpoises

and A4 paper. Mrs Kate Bradford, of The Maske, 6, Grove Ave, Gosport PO12 1JX, tel 01705 521976 would like to return them.

Orlando: Can anyone supply a description of the configuration of this British armed merchant cruiser, which accompanied HMS Canopus and HMS Glasgow during the Coronel and Falklands battles in 1914? Nicholas Lee, of 154B Main St, St Julians, Malta STJ 05 will willingly pay expenses.

HMS Ardent: Mark Higgin is researching Through Fire and Water, the story of the deployment of HMS Ardent during the Falklands War. Mark wants to hear from members of the crew and families, particularly John Dillon, Simon Ridout, Bob Young, Kevin Johnson, Cliff Sharp, Bernie Bennett, POWTR Quinton and the family of Garry Whitford, also anyone who served in her from Amsterdam, Christmas 1961, to June 1962. Contact Mark through Tony Ray, HMS Ardent Association, 2, Uplands Drive, Derriford, Plymouth PL6 6BB.

Mediterranean veterans: US naval historian/author Barbara Tomblin seeks RN or RNRV veterans of World War Two in the Med for memories of the war. Write to Dr Tomblin at 16, North Gate Rd, Mendham, New Jersey USA 07945.

Edward "Teddy" Keeping: Did anyone know of or serve with Teddy (or Eddy) Keeping during the last war? He died on May 29, 1943, off Dunkirk while a crew member of Ramage-based MGB 110, A Chatham man, he lived in Surney, and attended a gunnery course at HMS Excellent. Any information to his nephew, John Potter, at Shelston, 34, Long St, Great Ellingham, nr Adleborough, Norfolk NR17 1LN, tel 01953 457148.

RAN Fleet Air Arm: The Australian Naval Aviation Museum has commissioned an author to write the history of the RAN FAA, with a book-launch to coincide with the 50th anniversary in August 1996. Any contributions from RN personnel who helped create the RAN FAA, have served at RANAS Nowra or at sea in HMA Ships, would be welcomed - as would contributions from their wives. Contact the Museum Director, the Australian Naval Aviation Museum, HMAS Abattores, Nowra, NSW 2540, Australia.

Canberra: Amanda Wilkins is writing a book on the cruise liner as a souvenir edition to mark her final season, and would like to hear from RN personnel past and present who sailed in her during the Falklands War. A photograph of each contributor would be appreciated - any photographs and cartoons will be returned. Contact her at 33, Harvard Rd, Ringmer, Lewes, East Sussex BN8 5RH.

Naval enthusiasts and collectors: The Naval Historical Collectors and Research Association, which publishes a quarterly review, may be able to help you. For details send SAE to Richard Taylor, 81, Mountbatten Ave, Salford, Warrfield, West Yorks WF2 6HE, tel 01924 256644.

Fred Harris: Did you serve with Stoker Frederick Bertram Harris between November 30, 1942 and October 24, 1946, in the North Atlantic, Burma or Normandy Landings? If so, contact his sister-in-law Mrs Brenda Paudling at 4, Farwee Drive, Great Blodden, Essex CM2 8QZ.

POWs in Germany or Italy: Theo Durak, of 84, Rue H. Doquier, B4300 Waremmes, Belgium, would like to hear from anyone with RN POW's mail, particularly those in Mariage-Milag Nord camp.

HMS Spey: Jack Maher served with the 9th L3 Infantry Division during the World War Two North Africa campaign, and recalls having been taken aboard HMS Spey when his own ship, the USS Stone, was bombed while heading for Algiers. He would like to hear from anyone who served in Spey, which he thinks was commanded by Commander H.G. Boyd Smith. Contact Jack, now a Monk, at the Mount Saviour Monastery, Pine City, New York 14871, USA.

Bernard Rooney: John Rooney is seeking information about his late father, who served in the Royal Navy from August 1933 to retirement in 1955 as Petty Officer Seaman. John

lives at 6, Stanforth Place, Chidwell, Liverpool L16 1LD, tel 0151 722 4142.

RN Hospital Portland: Reg Perry, of 11, Seven Acres, Portland, Dorset DT5 2DY, would like to hear from anyone who had surgery in an underground operating theatre built to the rear of this hospital, around 1942. Reg would also like to hear from anyone who knows of the HMS Delight Association or who knows whether a memorial steel plate at Portland for the destroyer, sunk off the coast in July 1940, still survives.

HMS Saracen: The Italian corvette Mnevra sank the British submarine HMS Saracen off Corsica in August, 1943, and rescued the survivors. Now former crewmen from Mnevra would like to trace any survivors from the submarine as they "still remember those persons and would like to shake their hands again." Contact Primo del Rossi, Via Quaren, 7/9, 20172 Venezia Mestre, Italy.

HMAS Perth: Bruce Constable, of the Royal Australian Navy Museum, Sydney, is seeking photos of the cruiser HMAS Perth, which served with RN ships before she was sunk in 1942 - including HM Ships Berwick, Glomede and Despatch (Caribbean 1939-

Royal Naval Association

Great War poster a reminder for Alice, aged 96

IN LAST MONTH'S *Navy News*, readers were exhorted to "Remember Scarborough" - an appeal which appeared on a First World War recruiting poster turned into post-cards as "gizzits" for Scarborough branch of the RNA.

Well, one of our readers knew someone who does remember Scarborough - the shelling, that is, of the North Sea resort by the German navy in 1917, as depicted on the postcards.

Mrs Minnie Roberts, who has a



● Alice Grace - lost her leg in German attack.

son and four grandchildren in the Royal Navy, passed on our October edition to her friend and neighbour, Naval widow Mrs Alice Grace, who now lives near Doncaster.

Alice, whose maiden name was Appleby, was born in Scarborough of a seafaring family. She was aged 17 when the Germans shelled the town. She believes a soldier near her was killed outright, and her friend who was with her never recovered from her injuries and died at the age of 21.

Alice herself had her left leg blown off and, frightened and shocked, she was taken to hospital where she asked a doctor: "Am I going to die?"

"Die?" he replied, "No, you'll live to be a hundred!"

She's gone a long way to proving him right, as she is now aged 96. She has many reminders of Scarborough, including a collection of pictures of the shelled town. And now she has more keepsakes - several of the post-cards sent to her by Scarborough branch when they heard about her story.

Gold award for chairman

BRIGHTLINGSEA branch chairman, Shipmate Richard Pettigree, has been presented with The Royal British Legion gold badge for 25 years' exceptional service.

The presentation was made by the President of Essex County RBL after the Rev. Richard Salenius was installed as branch chaplain, and chaplain of the Legion branch.



PICTURE PUZZLE

WINNER of the *Navy News* Mystery Picture competition, which appeared in our September issue, is Mr J. S. N. Fitch of Walton on Thames, Surrey.

His entry was drawn at random from replies which identified and described the purpose of the river gunboat HMS Bee (1915-39), which was stationed in China.

Mr Fitch receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle.

Name the ship and tell us the significance of the red, white and blue stripes on B turret.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 2HR.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is December 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope; no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 21

Name

Address

The ship's name?

The significance of the stripes?

Over £3,500 raised for injured sailor

WHEN MEMBERS of Old Clee branch, Grimsby, heard that horrific injuries sustained in a car crash had wrecked a young sailor's Naval career, they rallied around to help to provide him with the special equipment and care he needed.

The sailor, Shaun Tuplin, joined the Royal Navy seven years ago at the age of 17. After service ashore and in the Type 42 destroyer HMS Cardiff, he returned home on leave - but sadly was never able to serve again.

A road accident left him gravely injured - and a 17-months spell in hospital. He was hurt so badly that he had to be discharged from the

Service and is now being cared for by his family.

When Old Clee members heard that he needed 24-hour care and specialised equipment, they went into action.

With the support of Cleethorpes branch, individual shipmates, and with gifts from local people, they raised more than £3,500 - £720 of it from the proceeds of a social event and dance at Cleethorpes Winter Gardens.

Shipmate Joan Kelly, RNA journalist, writes that the help given to Shaun is an example of the qualities of members highlighted in a letter to the RNA from Lady Cassidy, wife of the Association President who retired this year.

In it she says: "I have become, over the years, increasingly proud of the Association and all it stands for; the memories it cherishes; its loyalty, commitment, comradeship; the thought for those in need."

Branch News

Arbroath

A reunion of 400 former HMS Condor personnel was organised by the branch and included a gala social and buffet supper provided by the ladies of The Royal British Legion.

Next day, visitors from as far away as New Zealand, Canada and the USA visited their former base, now RM Condor. They were lunched and given photographic and video displays, and later attended an evening reception given by Angus Council with the Provost, Mrs Frances Duncan, in attendance.

The weekend ended with a drumhead service at Arbroath Abbey, and a march past. The salute was taken by Cdr P. Bing RN (ret'd) accompanied by the Provost and the Commanding Officer of Comacchio Group RM, Lt Col John Downton.

Redruth & Camborne

A trip to the China Fleet Club at Saltash and to Devonport Naval Base museum won praise for the organiser, Shipmate Jim Watkins. After the museum tour the party visited the WOs and CPOs Mess where Shipmate Joyce Sawyer won first prize in a skittles match against officers of the mess.

Bexhill

Shipmate Fred Flood, newly elected chairman of No. 3 Area, was impressed by the strength of the branch and its enthusiasm when he made an acquaint visit.

At a social after the meeting, an irreverent account of Naval history was given by Shipmate Harry Waddingham. With a tot, it marked the 80th birthday of the branch chairman, Shipmate Arthur Ellis.

York

A barbecue was attended by shipmates from recently commissioned Wetherby branch, and proved a testing time for York chairman, Shipmate Stan Hudson.

Stan, an ex-cook from the Navy of the Fifties, found his culinary talents under scrutiny by Shipmate Ivor Crawshaw, who had more recent service into the Nineties. However, they ensured that good food and fellowship prevailed.

Cheshunt

Standards of Enfield, Bishop's Stortford, and The Royal British Legion, as well as Cheshunt's, were displayed at a memorial service at Christ Church, Waltham Cross, for

the late branch chairman, Jack Simmonite. The service was conducted by the branch chaplain, the Rev. Martin Banister.

Falmouth

Members of the ship's company of the Type 23 frigate HMS Cornwall joined shipmates for a Sea Sunday service and parade at which the salute was taken by the Lord Lieutenant of the county, Lady Mary Holborow. The service was attended by Vice Admiral Sir James Jungius, Rear Admiral Sir Robert Woodard and Capt James Robathan who led the parade.

At a reception, the Commanding Officer of the Cornwall, Capt Geoffrey Billson, presented Shipmate Bill Marshall with his standard bearer's certificate.

Chelmsford

The branch's RNA and RM standard bearers - Shipmates J. Cann, N. Piggot and N. Paulding - are recovering after a busy season of parades, including the 50th anniversary of the RM Association, the Royal Tournament and the 75th anniversary of The Royal British Legion.



Standard for Regulators

THE STANDARD of the growing Regulating Branch Association (93) was dedicated on October 6 at HMS Excellent in the presence of the establishment's Executive Officer, Cdr Maggie Robbins. The picture shows (l-r), Shipmate George Mullen, Cdr Robbins, Shipmate Ken Etheridge, the Rev Godfrey Hilliard (who dedicated the standard) and the Association chairman, Shipmate Peter Robertson.

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Fleets memorial unveiled

AN IMPRESSIVE ceremony accompanied the unveiling in Rockingham, Western Australia, of a memorial to the men of the British Pacific and East Indies Fleets.

A grant from the Australia Remembers 1939-45 Council and donations from RNA branches paid for the memorial, unveiled by Shipmates Jim Stickley and Doug Flunder of Rockingham and District branch. It was dedicated by the senior naval chaplain of the Royal Australian Navy.

Also present were the British Consul, Mr Tony Abbott; Capt John Wood RAN; Cdr Ros Sisemore of the US Navy; the Leader of the Opposition in Australia, Kim Beazley; the Mayor of Rockingham; veterans of the fleets themselves; and members of RNA branches.

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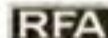
If you are available for employment please forward your CV to: **SALLY HAINES** – Branch Manager, **CHRISTINA TIERNEY** – Assignment Co-ordinator or **KATE ROBERTS** at Office Angels, 5-7 Arundel Street, Portsmouth P01 1NB. Tel: 01705 877799. Fax: 01705 877780.



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Navy News

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Redundant sailors filling the bill in N. Zealand

RISE IN EX-RN PERSONNEL DOWN UNDER

LEAVERS wishing to continue their Naval careers have been taking advantage of an increased demand by the Royal New Zealand Navy for experienced personnel from the Royal Navy.

Over the past few years there has been a steady trickle of applications to join the RNZN from officers and ratings of all branches. However, the migration has increased over the past two years as a result of significant redundancies in the RN coinciding with an increased shortage of skilled personnel in certain branches of the RNZN.

Over the past year, six senior MEMs with seaman tickets have been recruited to help man the New Zealand Navy's Leander-class frigates which are due to sail into the next century.

Meanwhile, aircrew have also been sought for the Service's helicopters which will replace the ageing Wasp aircraft.

While New Zealand is still looking for MEMs, shortages have now also been identified at senior and leading hand levels in the radio, control and weapons trades.

Pay is slightly lower in the New Zealand Navy, but the cost of living is said to be lower, too – and all recruits are entitled to a married quarter, although there is a waiting list. The lifestyle in New Zealand is generally regarded as good.

Conditions

A spokesperson for the RNZN told *Navy News* that recruitment of ex-RN personnel in branches where there were shortfalls, was carried out under standard conditions.

They include funding of air fares, housepack removal, help with legal fees for house transactions, and a set

number of days of hotel accommodation before and after arrival in New Zealand.

Only limited assistance is provided to applicants who are not in a short-fall branch or trade.

All overseas recruits are engaged for an initial period of three years and three months, after which they are expected to become citizens of New Zealand if they wish to remain in the RNZN.

RN pensions can normally be transferred to the NZ Defence Force superannuation scheme.

Details of RNZN recruiting can be gained from Marilyn Johnson-Cole, NZ Defence Staff, New Zealand House, Haymarket, London SW1Y 4QT (tel 0171 930 8400, ext 245).



Perth's pom line-up

THESE SIX former RN men who joined the Royal Australian Navy are all serving on the same ship Down Under – the destroyer HMAS Perth.

They are (l-r) CPO (Combat Systems Manager) Sid Habens, PWO(ASW) Mike Stow, CPO (Electronic Technician) Tom Charnock, PWO(D) Paul Bartlett, CPO (Medical) George Bonner and (kneeling) CK Shaun Taylor. All are now Australian citizens, but their origins are not forgotten – Scot Tom regularly plays his bagpipes as the ship enters harbour, which is all in keeping with her name.

Although the RAN recruits fewer ex-RN personnel in proportion to the Royal New Zealand Navy, a spokesman for the Service said there were vacancies "across a spectrum of professional and technical areas".

Further details from the Defence Staff at Australia House, The Strand, London WC2B 4LA.

Airline doors reopen to experienced pilots

IMPROVEMENTS in the demand for civilian pilots is providing greater opportunities for military pilots to join airlines when their Service career ends. This year, British Airways has restarted recruiting after a four-year freeze, and their likely intake of experienced pilots will be about 150 for each of the next four years.

Advice to aspiring airline pilots has been given, through *Navy News*, by Mr Anthony Mollison, one of the new breed of examiners authorised by the Civil Aviation Authority to conduct general flight tests.

Mr Mollison, chief flying instructor of the Professional Air Training flying school at Bournemouth Airport, said Service personnel often found the process of training and tests complicated and expensive.

For most positions they will need an Air Transport Pilot's Licence. The first step is usually to obtain an Assessment of Requirements form (No. FCL 680) from the CAA (Licensing Services), Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.

Written exams

The completed form should be returned to the CAA with a fee of £81, credited against the cost of a licence if one is issued within 12 months. A personal, detailed assessment will be issued by the CAA and candidates must sit written examinations with a pass mark of 75 per cent.

They must also train for the initial instrument rating flight test at a CAA regional centre. Depending on experience and current knowledge they may also have to pass one or more sections of the general flight test with a CAA examiner.

Once that is done, Mr Mollison advises students to obtain as much information as possible from

ground and flight schools and discuss with them personal assessments.

"Advice from anyone you know who has converted from military to civilian qualifications will be very useful at this stage," he said. "Selection of the most suitable school should never be made on cost alone."

It is important to pass the ground exams before the flying tests as the former are valid for three years and the latter for only six to 13 months. And training for the flying phase may be affected by weather and should not be started during winter.

Introduction of a National Vocational Qualification in piloting transport aircraft allows tax relief to eligible students of 24 per cent – or 40 per cent for higher-band taxpayers – on any training which can count towards the NVQ.

Mr Mollison warns that when proposals to increase the level of training are fully implemented with the introduction of common European flying licences in 1998, fewer pilots will be exempt from the full "approved" course for instrument rating.

"It is, however, unlikely that conversion training will be required for pilots with valid CAA licences. It may, therefore, be wise to consider converting your military licence before that date in order to save costs."

Group extends its aid

FULL resettlement help from the Regular Forces Employment Association has been extended to officers who previously served in the ranks or as ratings of the Regular Armed Forces, provided they served for at least three years.

The RFEA now also offers support, on an opportunity basis, to Service widows and widowers provided that at the time their spouse died he or she was serving in the ranks or as ratings of the Regular forces and had done so for at least three years.

Anyone who is medically discharged is also eligible regardless of the time swerved.

The RFEA's head office is at 49 Pall Mall, London SW1Y (tel 0171 321 2011).

THE LOGICAL CHOICE



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Mark Siebenaller, ex RN

"The time commitment required by my course ultimately ruled out a weekly drill with the RNR. I discovered 165 Port Regt RLC (V) and found it could offer a naval orientated career. It was the right decision for me."
A. Phillips ex RN

"I did spend quite some time in the RNR and thought the transition to green might be difficult. Thankfully it wasn't and I now see it as the best way forward for me - I have no regrets at all."
P. Kennerley

The Regiment caters for 13 specialisations ranging from Seamen and Marine Engineers to Stevedores (dock handlers) Chefs and even Pioneers. The role of the Regiment is to operate Marchwood Military Port in Southampton should regular Port Regiment deploy and also to operate a second port in the UK or elsewhere if required. 165 operate small inshore vessels, landing craft, mexefloat and work very closely with the logistic landing ships of the 'Sir' series.

The Regiment is now actively expanding and looking to recruit from those who are about to leave or have recently left the RN/RNR who can afford to offer 165 Regiment their experience and expertise. We would love to hear from you.

Please contact:

THE RECRUITING OFFICE, PRINCE WILLIAM OF GLOUCESTER BARRACKS, GRANTHAM, Lincs, NG31 7TJ. TEL: 01476 579997

Go down to the sea with the Army

A NEW Territorial Army unit involved in ships and the sea is out to recruit Royal Navy personnel who have recently left the Service.

The TAVR's 165 Port Regiment of the Royal Logistic Corps (V) has been set up to operate from Marchwood military port, Southampton should the Corps' Regular port regiment deploy to man an installation elsewhere.

In the course of its training and duties, 165 Regiment also operates small inshore vessels, landing craft, mexefloats and works very closely with the landing ships of the Royal Fleet Auxiliary.

Met officer

The regiment caters for 13 specialisations, including seamen, marine engineers, stevedores and chefs.

Among the Naval personnel who have joined the unit is Andrew Phillips, who left the RN two years ago after serving as a met officer. He is now a medical student, but wished to retain a link with the Forces.

"I discovered 165 Port Regt and found that it could offer a naval orientated career while committing me to serve a minimum of 19 days, which includes a two week camp each year at Marchwood," said Andrew.

Further details from The Recruiting Office, Prince William of Gloucester Barracks, Grantham, Lincs, NG31 7TJ (tel 01476 579997).



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PETTIE GENTLE feminine lady seeks to communicate with gentleman 40+. **BOX N2.**

TRISHA 28, wants sailor for a penpal from HMS Somerset. **BOX N3.**

FEMALE 30 GSOH seeks male penpal for friendship/relationship. **BOX N4**

SLIM YOUNG male, 5'10" seeks Wren, Portsmouth area for correspondence. **BOX N5**

NEW AGE LADY 46, seeks gentleman 46 - 55 for penfriend/friendship. **BOX N6.**

SHARON 23 GSOH, loves laughs, letters and men in uniform. **BOX N7**

JENNIFER 30, Nursery nurse, slim, would like sincere Naval penfriend. 28+. **BOX N8.**

TALL GOOD looking chief, 38, seeks female penpal with GSOH. **BOX N9.**

FEMALE 39, attractive blonde, GSOH, seeks sincere officer for penpal. **BOX N10.**

DEVON GIRL 33, seeks tall serviceman with GSOH for penfriend. **BOX N11.**

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PERSONAL

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MICHELE 28, blonde hair, blue eyes, smart attractive with great personality, loves enjoying life. Seeks navy lad between 27-32 with great personality, sense of humour for friendship, possible relationship. **BOX 9623.**

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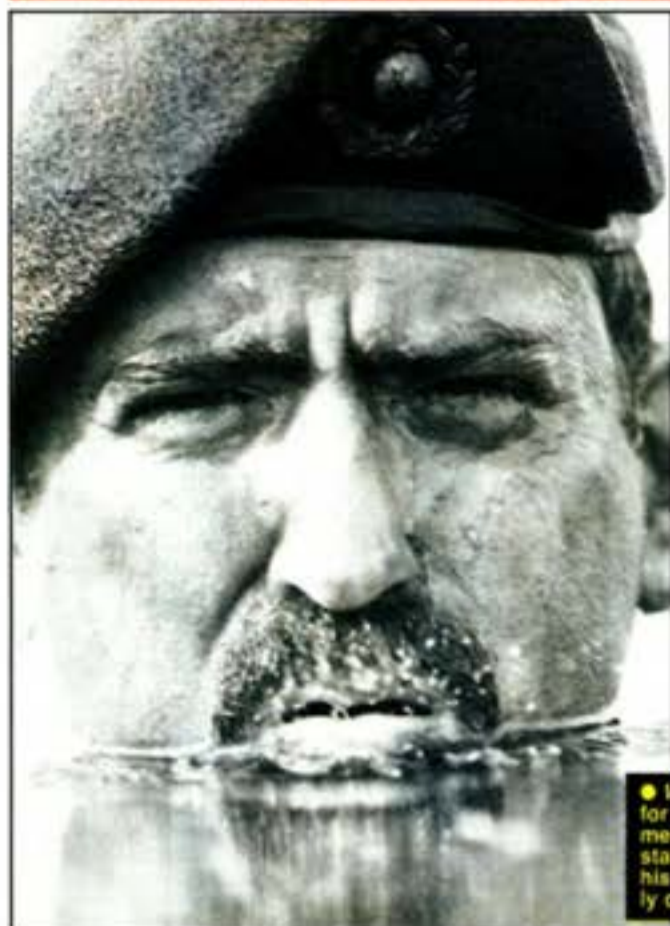
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Navy's Portland cameramen give it their best shots to win Peregrine Trophy



● *Water Mania* by CPO(PHOT) Paul Cowpe won the prize for the best monochrome picture and was highly commended in the Personnel at Work section. Paul is on the staff of Director Public Relations (Navy) in Whitehall and his shot was one of a portfolio of three which was highly commended in the Royal Marines section.



● This study of the Type 23 frigate HMS Richmond and her Lynx helicopter in choppy seas off Portland was one of the portfolio of live shots which won the Peregrine Trophy for HMS Osprey Photographic Section. This picture was taken by LA(PHOT) Steve Bell, who also won third prize in the Colour section and was highly commended for his Personnel at Work entry.

Osprey snaps up top prize



● For bending the rules slightly in this shot titled *Sunset*, Sir LA(PHOT) Nathan Dua of Clyde Naval Base took second prize in the Colour section. He was highly commended twice in the Personnel at Work class and specially by the judges. Nathan also won the Maritime Books prize with a picture of HMS Victorious published in the *Navy News* Clyde Supplement last July.

A TEAM of three ratings from HMS Osprey, RN air station Portland, have won the Navy's premier photographic award, the Peregrine Trophy.

They snapped up the prize with a portfolio of mainly aerial shots, one by PO(PHOT) Roger Littler also winning the prize for best colour picture. Titled *Martian Lynx*, it appeared on the front page of last month's *Navy News*.

Another of the Portland pictures, *Ops Room* by LA(PHOT) Steve Bell, won third prize for Colour and was highly commended in the Personnel at Work class. The team is led by CPOW(PHOT) Fiona McKenzie, who was also highly commended.

For the second year running, CPO Paul Cowpe produced the best monochrome picture, while first prize in the Personnel at Work section went to LA James Gibson.

Presenting the prizes, First Sea Lord Admiral Sir Jock Slater praised the high standard of the entries and the wide range of duties carried out by the



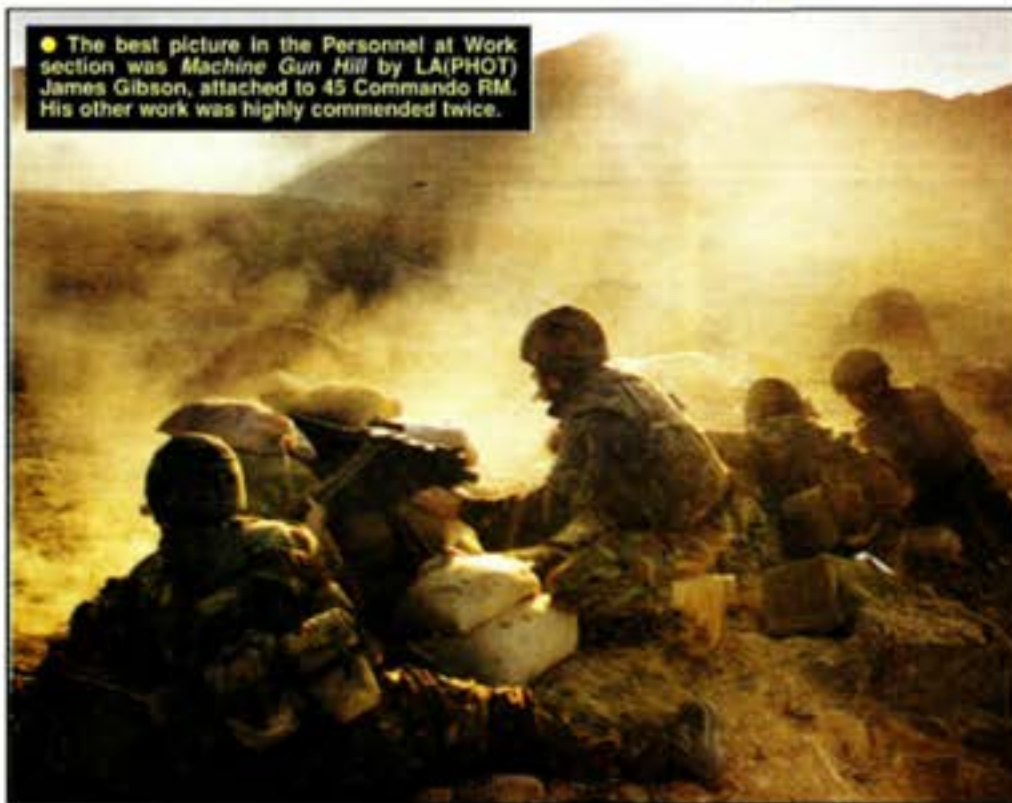
● This shot, entitled *Baptism of Fire* was included in a portfolio of work by LA(PHOT) Neil Hall of HMS Warrior. He won first prize in the Royal Marines section, while another of his photographs, *Corps Pride*, was placed second in the monochrome class. He was also highly commended by the judges.

members of the Photographic Branch. Their work took them all over the world, recording the activities of the Royal Navy and the Royal Marines in uncomfortable and often dangerous conditions, he said.

Admiral Slater also presented the VSEL Photographic prize to AB B. J. Henesy of HMS London.

Other Naval photographers highly commended: CPO Chris North (ELANT, Northwood), LA Richard Harvey (Clyde), LA Paul Smith (RNAS Culdrose), LA Paul Hanson (801 NAS), LA Steve Saywell (FOSF), LA Bunny Warren (HMS Endurance), LA Dave Coombs (Invincible), PO Dave McCormick (CTCRM), PO Dizzy de Silva (DPRN), LA Richie Moss (FOSF), LA Andy Pratt (Clyde), LA Mac Macdonald (Clyde) and CPO Ginge Arthur (Culdrose).

● The best picture in the Personnel at Work section was *Machine Gun Hill* by LA(PHOT) James Gibson, attached to 45 Commando RM. His other work was highly commended twice.



Our picture of the year

THIS happy and memorable picture of the Queen and Duke of Edinburgh delighted our readers when it was first published in the July edition of *Navy News*.

It was taken by CPO(PHOT) Dizzy de Silva when Her Majesty and Prince Philip attended the Royal Marines' Beat Retreat ceremony on Horse Guards Parade.

We make no apologies for printing it again - as the Peregrine Trophy *Navy News* Picture of the Year for 1995-96.





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1914-1939

A NARRATIVE HISTORY

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Published by Hodder & Stoughton

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First Sea Lord

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This remarkable book features first hand accounts from men and women of the Royal Navy and Royal Marines who served in the First World War and the 21 years that followed. Most of the contributors are 96 and over.

Julland is vividly recalled by ten survivors of that day and night battle eighty years ago as is the raid on Zeebrugge by the last survivor, Alfred Hutchinson RMLI. Joe Clements tells of the horror and heroism of Gallipoli and Hubert Trotman is humbled by his experiences with the Hood Battalion on the Western Front. There are daring-do accounts from RNAsI aircrew.

For the first time ever the sole surviving officer of the 6th Battalion RMLI poignantly recalls the mutiny of his men in 1919 while fighting the Bolsheviks: 93 court martialled, 13 sentenced to death. There are accounts of the hell of China in the 20's, the Invergordon Mutiny to the sinking of the Royal Oak and battle of the River Plate courageously fought by Exeter, Ajax and Achilles.

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● HMS Sultan's XO, Cdr David Pond, starts the race

Hundreds enter Sultan's 10-miler

HMS SULTAN'S 14th annual road race attracted a staggering number of entrants with 336 completing the course.

The eventual winner was Mr Al Dossary of Southampton City Running Club who crossed the line in 51 minutes 25 seconds. The first lady runner home was 26-year-old Caroline Herbert of Arena 80 Athletics Club, in a time of 57 minutes 9 seconds.

The event incorporated the RN distance road race championships and the surprise winner was CPO Ian McDougal (HMS Nelson) in 52 minutes 33. Lt Claire Norworthy (HMS Warrior) was the first Navy female home in a time of 63 minutes 13. The establishment event was won by HMS Nelson with an excellent combined time of 4 hours one minute and one second.

Victory eludes golfers, again

DESPITE sterling efforts from all players, the Navy golf team's ambition of breaking the recent Interservice Championship famine will have to wait another year, writes Cdr Gary Skinnis.

In this year's event at Little Aston, the Navy team fared particularly well in the four-somes but were sadly unable to consolidate their position in the singles play.

Much work had been done throughout the season in getting the right blend in foursome pairings, and this began to pay dividends in the first match against the eventual champions, the Army.

Playing excellent golf and showing commendable calm, we surprised the pre-tournament favourites by going to lunch with a 3-1 lead, after wins by Lt Guy Norris (820 Sqn) Art App Terry Taylor (Sultan) Lt Cdr Pat Lynch (FONA) Sgt Bill Parker (847 Sqn) CPO Eddie Coonerford (Caledonia) and Lt Steve Roberts (Illustrious).

The fourth pairing of team captain Cdr Ian Yuill (DNPS) and WEM (R) Alistair Westbury (Comman Whitehall) put up a brave fight against the Army's most experienced pair, eventually losing on the penultimate hole.



● WEM (R) Westbury, a singles winner in his first interservices

With one or two practical changes for the afternoon's singles, hopes were high that we could repeat our recent success against the Army, but the lunch time pep talk by the opposing captain worked wonders and their players produced some inspired golf to erase the morning deficit and win overall.

The following day's match against the RAF saw one change to the foursome pairings when Cpl Joe Sharpe (CTCRM) and POPT Bill Stretton (Heron) were brought in.

The two vindicated their selection in providing the only win of the morning, but halved matches from Norris/Taylor and Yuill/Westbury saw us with a creditable 2-2 scoreline at lunch.

Although we performed better in singles than in the previous day,

we could not hold on to enough points to secure that elusive victory. Stretton, in particular, suffered when his opponent benefitted from two separate incidents of outrageous good fortune on the 17th which effectively turned the match.

Sharpe showed great determination and resolve in fighting back from 4 down with 4 to play to half his match on the final green.

The two Navy wins in the singles were both notable in that they were achieved by Westbury, playing in his first interservices, and by Lynch in his last.

The support the team received throughout the championship was outstanding, and this reflected down through the team, who although disappointed in the results, showed commendable team spirit and camaraderie throughout the event.

There was also an interservices first with four fathers of Navy team players caddying for their sons!

Two weeks later a team of six played some of their best golf of the season in the annual Cornish Piskey event over the tricky Newquay course, with the third pairing of Norris and Taylor developing into one of the finest pairings the Navy has seen for some time.

The team progressed all the way to the final but were beaten by the narrowest of margins by a team of Gloucester County representatives boasting two internationals.

In brief Alpine event

The RN Winter Sports Association's Alpine Championship takes place from in France from January 4 to 18 next year.

Learn to ski week is from January 4 to 11, with race week from the January 11 to 18.

The event has grown to become the largest in the Navy's sporting calendar and skiers of all abilities are encouraged to attend.

The cost is approximately £300 per person self catering. For details, contact the RNWSA's official tour operator Skiworld on 0171 602 0772.

Chuting stars

NAVY skydivers were on cloud nine after walking away with a bronze medal from the 32nd Army Parachute Association Championships at Netheravon, near Salisbury.

Lt Al Veal, LMEM Steve Lambert, CMEA Mick Tyler and POWTR Andy Wagstaff finished ahead of seven other teams in the Intermediate Formation Skydiving category in their first competition together.

The competition took place over eight rounds with teams making a linked exit at 9,500ft and completing as many formations as possible during each 35-second freefall.

Great guns

NEW MEMBERS are being sought by the RN Clay Pigeon Shooting Association to help them to take on the Army, RAF, Fire Service and the Police.

Clay shooting has already become a recognised sport in the Army and more support is needed to ensure it achieves the same status in the RN.

For more information, contact Mr Mike Lunn on 01705 511442 or Competition Secretary CPO Clive Jones on 0171 2187187.

MTB results

OVER 100 riders entered the RN Mountain Bike Championship at Woodbury Common.

Fastest times came from Lt Tim David (RM Poole) Mac Brocklehurst (RMR Bristol) and WO2 Kim Abbott (RM Poole) with PO Alison Wall (HMS Osprey) the fastest woman. The highest placed RN was Surgeon Lt Cdr Simon Leigh-Smith (Derriford). For details of the Interservices on November 17, contact Lt G Edward at HMS London.



Culdrose put their rivals to flight

THE NAVAL Air Command Soccer festival held at RN Air Station Yeovilton (HMS Heron) turned out to be an enjoyable and hard fought tournament.

The eventual winners were RNAS Culdrose (HMS Seahawk.) Culdrose's Soccer Captain, POAC Colin Hicks is pictured above receiving the Naval Air Command Trophy from Mr Tom Pendry MP, Shadow Sports Minister, at a ceremony attended by Flag Officer Naval Aviation, Vice Admiral Terry Loughran.

Navy team gives RAF a rough ride

ROYAL Navy equestrians are celebrating their successes against the Royal Air Force in their latest encounter at the RAF Championships at Cranwell.

The Navy were represented by Lt Julia Bolt, CPO Dougie Stewart, POWren Jan Price, CPO Paddy Sheridan, LWren Jane Willens and Nicki Schutte, Manageress of the Naval Air Command Riding Centre.

Overall winners

The Navy started well with POWren Price being placed fourth in the novice section and the team of CPO Stewart, CPO Sheridan, POWren Price and NACRC Manageress Nicki Schutte coming second after the first day.

On the second day of the competition, the Navy pulled off an even greater success when the team of CPO Sheridan, POWren Price and Nicki Schutte came first. Individually, Nicki Schutte was first overall and CPO Sheridan fourth overall.



● POWren Jan Price competes at RAF Cranwell on her own horse 'Kimmeridge Bay.'

Montrose opens Falklands season

THE FALKLAND Islands summer season opened with a hard fought match between HMS Montrose and a Mount Pleasant "All Stars" team drawing from all RAF, Army and RN personnel serving ashore.

The All Stars boasted a host of capped single Service and Combined Services players but an inspired performance from the Montrose pack gave the 1,000 spectator plenty to shout about.

Consolation try

By the end of the first half they were only five points down. Although Montrose continued to edge forward in the second half, the final score was 38-6 after a late, consolation try from the eventual man of the match, MEM Scouse Yearwood.

HMS Lancaster has relieved Montrose as Falkland Islands Guard Ship and are booked to play the Mount Pleasant All Stars on Christmas Day.



● Leading Seaman George Llewellyn (in green) contesting lineout ball.

Picture: RAF Mount Pleasant

US success for distance athletes

THE RN track and field team took on the US Navy Academy in Annapolis and on the track our athletes reigned supreme.

The Americans dominated the field events, with the exception of the long jump which was won by Lt Paul Atwood (CTCRM) but when the track events got underway with the 5000m it was a different story.

LWTR Vicki Norton (Osprey) and Wren Lyn Webb (Heron) ran away with the ladies 5000m, LCK George Roper (Heron) and Lt Steve Gough (Collingswood) ran a very sensible race to overhaul the fast-starting Americans to make it another 1st and second for the RN while Lt Cdr Bob Chapman (Heron) comfortably won the invitation 5000m.

Brilliant bend

The RN had a marvellous sprint relay with slick baton changing throughout and a brilliant bend by LPT Bobby Cant gave CPO Rupert Williams (Victorious) a lead which he held to the finish.

In the sprints, the RN held its own with Williams edging a thrilling 100m and both LPT Brum Edwards and LWEA Nicky Wallace (Sultan) winning their respective 400m hurdles.

The Americans dominated the 800m but the 1500m was another triumph for CK John Potts (Heron) followed by LAEM Alan Jones (Heron) and Lt Gough.

The overall result was a win for the Americans but the talk of the Academy was how Royal Navy "creamed em" in the distance events.

At home, the RN Athletics Club have been active in several areas and races.

The RNAC won the 12-mile all-terrain "beast" at Corle Castle with winner Simon Sheard well supported by Jim Donnelly (3rd) and Al Rich (6th and 2nd Veteran.)

Tiny Wray (12th) and Mark Lewis (19th) were also well up in this tough race on Dorset's hilly coastal footpaths.

RNAC teams also won prizes in the Portland 10 (where Clare Norworthy won the women's race) the Exmouth Half Marathon and Crewkerne 9.

Dave Rogers won this year's Ben Nevis Race, a tremendous result, and Mark Crossdale ran a superb race to finish the Great North Run in the top ten with a time of 64 minutes 55 seconds. Further South, Dai Roberts came 13th in the Great South Run in 50 minutes 14 followed by Taff John who was 30th with 53 minutes 55.

Navy girls are best in Britain



World class

KICK BOXER Rachael Froggatt (above) won through to the final stages of the sport's World Cup competition.

The 20-year-old WOM2 from HMS Illustrious fought in the heavyweight division and her success means that she will go through to the semi-finals of the British International Kick Boxing Association championships.

THE ROYAL Navy Ladies Triathlon team have been named as the Top British Team after an outstanding season and a victory in the National Championships in Nottingham.

The title was won in competition with more than 70 of the best women's clubs in the UK and there were some exceptional performances from the RN Ladies.

LRWN Vicki Norton (Osprey) LWPT Trudy Lambert (Raleigh) and WAEM Lyn Webb (Heron) made sure that the team led from the initial gun to the end of the gruelling swim, bike and running race.

To follow this success the team

arrived at RAF Wittering full of confidence to challenge the Royal Air Force and the Army at the Interservices Championships.

In perfect conditions, Vicki Norton led the field out of the 1500m swim with team mate Lyn Webb close on her heels.

On the flat 25-mile cycle Norton opened up her lead on Webb, only to see it reduced again by 30 seconds over the 12km run.

Clear winners

The final results were victory for Norton with Webb only 69 seconds behind her, with the Army's Hurst in 3rd place.

The team title was a clear win for the Royal Navy and due to other outstanding performances from LNN Ginette Beaton (Derriford) and LRWN Anita Freeman (Dolphin.)

LWRN Norton's season finished with a trip to Cleveland, USA, where she represented Great Britain at the World Championships and she came second at the Long Course Championships in Guernsey. She is now regarded as one of the top



● Interservices Ladies Triathlon Champions 1996 (left to right) LNN Beaton (Derriford), POW Matthews (Raleigh) WAEM Webb (Heron) LWRN Norton (Osprey) POW Grady (Raleigh) LWPT Lambert (Raleigh) and LWN Freeman (Dolphin)

UK triathletes and has been a superb sports ambassador for the Navy, representing the service in swimming, cross country and athletics as well as triathlon.

Men struggle

The men's triathlon team did not fare so well this season with a disappointing 5th at the relays and runners-up to the Army at the Interservices.

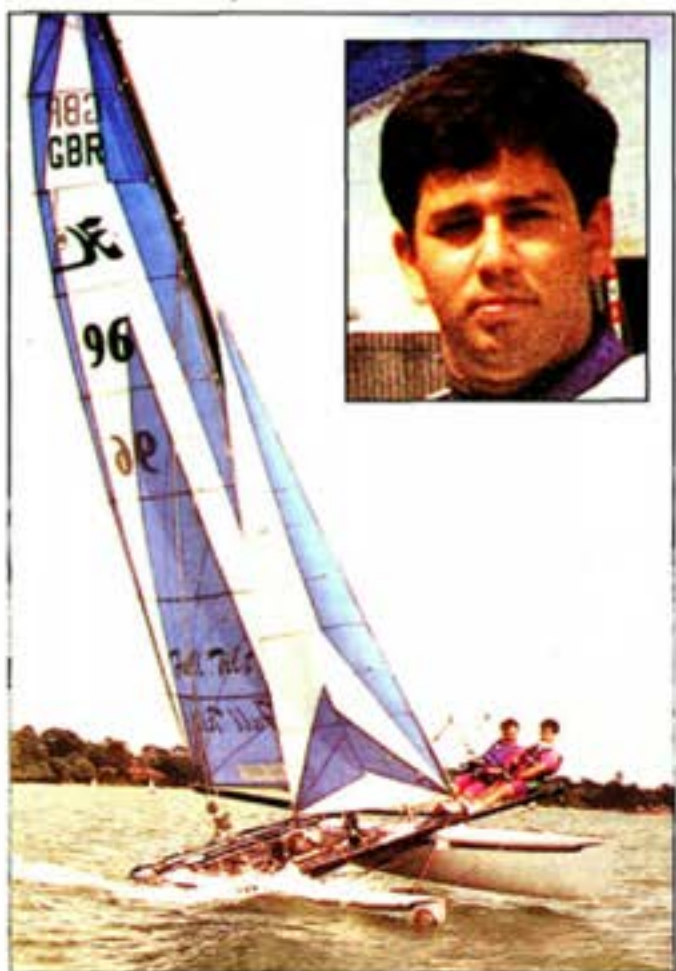
Seasoned triathlete Cpl Chris Ray was the best finisher for the Navy, coming in second to the Army international Captain Phil Dove.

The season is now closed until April next year but athletes who are interested and would like to join the club are asked to contact Lt Cdr Roger Saynor, the Physical Training Officer at HMS Raleigh, on extension 41223.

Stoker becomes sailing champion

A STOKER from HMS Invincible has become a European Sailing Champion after entering the Euro Hobie Catamaran contest held at Sitges, near Barcelona.

MEM Cooksey (below) and his civilian team-mate Graham Sowerby notched up an incredible five wins, four seconds and a third over ten tiring races, earning them the title of Hobie 20 Formula Class Champions.



Spey wins mini ships rugby

HMS Spey has won the Mini Ships Rugby Trophy after her second successive year in the final.

Despite having a ship's company a third of the size of some of her opposition, Spey's squad stamped their authority on the competition from the outset.

After sinking HMS Superb 89-nil Spey went on the meet HMS Resolution in the semi-final and won through 8-nil in a game played in driving rain and sleet at Faslane.

Hard fought

The final against HMS Herald was a hard fought but clean match held on firm ground at Birkenhead RFC.

Spey led 5-3 in the first half after a try from POWEM(R) Tony McIntyre. Lt Richard Stevens made a break from the 22 yard line for another touch-down and the final points came from a brilliant charge from half way by Lt Mike Jarrett to settle the match 15-3.



Command shake-up plan for NATO

RESULTS of a review of NATO's command structure are due to be put before the Foreign Ministers of member nations in December.

The study by NATO's Military Committee is intended to lead to the setting up of a single, common command structure for all the 16 allied nations – including France and Spain who are at present only political, not military, members of the Alliance.

At a press conference connected with Exercise Co-operative Venture (see

page 17), NATO's Secretary General, Javier Solana, said detailed discussions on the expansion of the Alliance were continuing. "No one is ruled out and no one is ruled in," he said. "A final decision will be made by the middle of 1997."

Any new command structure would have to be agreed by all Alliance nations as a condition of its implementation, a NATO spokesman told *Navy News*.

So far, he said, only the higher echelons of the structure had been studied,

but lower level structures would also be looked at.

No decisions had yet been taken – and, while he confirmed that Britain and Spain would be having bilateral discussions, he described as speculation press reports that NATO's Gibraltar HQ (GIBMED) was to be closed as a condition of Spain's military membership of the Alliance.

It is, however, reasonable to assume that if Spain did become a full member of NATO, it could well mean a change in Spain's policy by which British military

ships and aircraft en route to or from Gibraltar are not permitted to transit Spanish territory.

Representatives of more than 12 European navies met at Devonport in October to explore new ways they can train and operate together in such roles as peacekeeping and humanitarian aid.

The gathering was the first meeting of the Sea Training Consultative Group which aims to build on the close links some of the UK's allies have with Flag Officer Sea Training.

Endurance leaves with an English wine cellar

ICE PATROL vessel HMS Endurance has sailed for the Antarctic, to survey and chart unknown waters, show the flag – and spread the word on English wine.

Before she returns to her home port of Portsmouth next May, the 6,500-ton ice-breaker will have steamed well over 30,000 miles, visited ports such as Cape Town, Montevideo (for Christmas) and Baltimore, surveyed coastlines in the Falklands, and assisted the British Antarctic Survey in studying the unstable sea bed around the South Sandwich Islands.

In South Georgia (civilian population: four), Endurance's Commanding Officer, Captain Barry Bryant, plans to use her crane to lift and survey one British couple's home – an ocean-going yacht – and to drop off supplies for the whaling museum at Grytviken.

And while showing the White Ensign around the world, Capt Bryant will also be entertaining visitors with English white wine – Endurance has 34 cases featuring a variety of wines from his local vineyard, Barkham Manor in East Sussex.

Prince to open Music School

PRINCE Edward was due to perform the official opening of the Royal Marines School of Music at HMS Nelson, Portsmouth, on October 28.

The ceremony was marking the completion of the refurbishment of the old RN Detention Quarters to accommodate the staff and trainee musicians who arrived in Portsmouth last May after closure of the RM School of Music, Deal.

UK STEALTH WAR VESSEL DESIGN UNVEILED AT EURO DISPLAY

GHOST SHIPS GO ON SHOW

A REVOLUTIONARY British ship design that could be invisible to enemy radars has been unveiled at a major naval exhibition.

A model and pictures of the Sea Wraith stealth corvette were put on display by shipbuilders Vosper Thornycroft at the Euronaval exhibition in Paris.

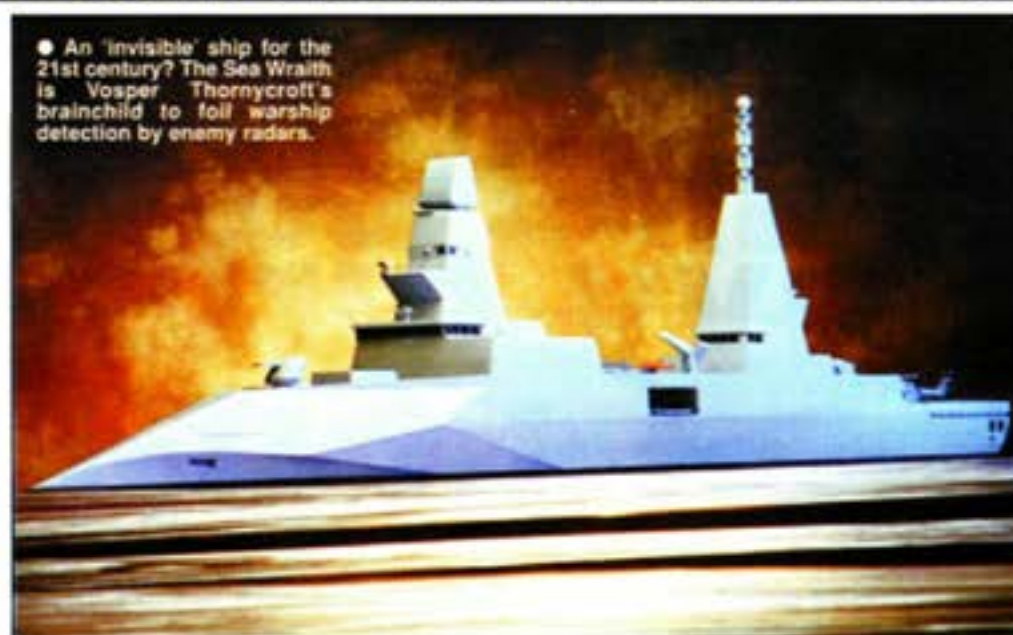
The "ghost ship" is described by VT as "a fundamental re-approach" to warship design. The company says that tests on Sea Wraith by the Defence Evaluation Research Agency and a Siemens company produced impressive results which proved its ability to increase resistance to identification and engagement by the enemy.

The design of the 115m long

vessel has been created with the help of Ministry of Defence research scientists.

If built it would be made of composite materials with conducting surfaces, and the topsides of the ship would be shaped to minimise radar reflections. The ship would also feature an unmanned spotter aircraft and use of enveloping water mist to reduce radar "hot-spots".

Also on display at the exhibition was a stealth corvette design by BAeSEMA which, says the company, represents a radical rethink of accepted practice for small warships.



● An 'invisible' ship for the 21st century? The Sea Wraith is Vosper Thornycroft's brainchild to foil warship detection by enemy radars.



Courtesy of Telegraph Group Ltd.

Hi-tech Scott is launched

THE LARGEST and most advanced survey ship ever built for the Royal Navy has been launched in Devon by Mrs Carolyn Portillo, wife of Defence Secretary Michael Portillo.

The launch took place at the Bideford yard of Appledore Shipbuilders, under contract to BAeSEMA.

The ship's size will enable her to mount the large sonars required for her ocean survey task. She will be available more than 300 days a year due to a new system of crew rotation, officers and men spending 70 days on board followed by 30 days ashore.

Spacious

Not that life on board will be uncomfortable – all members of her ship's company from leading hand and above will have their own cabins, as will many ABs. And the recreational facilities are good, including two large "activities" compartments.

Scott is on schedule for hand-over to the Royal Navy as early as May next year – just 30 months after the order was placed.

Harrier death crash 'not mechanical'

MECHANICAL or structural failure has been ruled out as the cause of the crash of a Harrier trainer which killed a Royal Navy pilot and his passenger.

Giving evidence to an inquest on the two men, a crash investigator said he could only conclude that the aircraft was in controlled flight when it hit the ground.

Lt Cdr Michael Aukland (32) and CPO Stephen Brookes (31) died in the crash near Taunton in February. Chief Brookes, a maintenance rating, was making his first flight in a Harrier, a two-seat T4 version.

Fellow aviators described Lt Cdr Aukland as a cautious and highly skilled pilot, but agreed that his recent lack of operational flying and an unexpected deterioration in the weather would have greatly increased his workload.

Verdict: Accidental death.

Swimmers snatched to safety

TWO swimmers who got into difficulty during a surfing expedition near Plymouth, were rescued from heavy seas by a Royal Navy helicopter from RN air station Culdrose.

The swimmers – a man and a woman in their 20s – were caught in a rip tide and had managed to scramble on to rocks at Sharrow Point. Their plight was seen by friends who raised the alarm.

By the time the search and rescue helicopter arrived the couple had been clinging to the rock for over half an hour and were being swamped by waves every 10 seconds.

CPOACMN Ian Copley was winched down and, realising that the marooned swimmers could be swept away at any moment, winched both up at the same time.

Just as he had got the straps over their heads a massive wave washed all three off the rock – but the winchman, LACMN Rob McKee, immediately began raising the winch to bring all the three to safety.

Somerset's big day



USING her husband's sword, Bridget Westwood and the youngest rating on board HMS Somerset – 18-year-old WOM Danielle Wilds – cut the ship's commissioning cake.

Cdr Martin Westwood is the first Commanding Officer of Somerset, the 11th Type 23 frigate. She was built by Yarrow Shipbuilders, accepted into service in May and commissioned at Devonport.

The ceremony was attended by almost 600 family and friends of the 175-strong ship's company. Guest of honour was Lady Elspeth Layard whose husband, Admiral Sir Michael Layard, was Second Sea Lord when she launched Somerset in 1994.

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Navy News
MONTHLY QUIZ
ENTRY FORM



CASH PRIZES TO BE WON!

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (November question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

So just for fun, test your knowledge of naval matters and win yourself a prize.

Write your answer here

November '96 Question
In what port was the first major helicopter assault launched from a ship?

NAME
ADDRESS
POSTCODE
TEL. NO.

Keep this coupon in a safe place until you have collected all twelve.
Judges' decisions will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

